



MINUTES

NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

03/15/06

APPROVED

Members Present:

Camille Pattison, NRPC Senior Transportation Planner
Becky Ohler, NHDES
Bob Jeniski, Nashua Transit System, General Manager
Sean Sullivan, Town of Hudson Community Development Director
Steve Laurin, Town of Merrimack
Arthur LeBlanc, Town of Hollis Road Agent
Jean Marie Kennamer, City of Nashua Traffic Engineer
Roger Houston, City of Nashua Community Development
Bill Parker, Town of Milford Planning Director

Others Present:

Steve Williams, NRPC Executive Director
Kerrie Diers, NRPC Assistant Director
Ryan Friedman, NRPC Transportation Planner, GIS
Matt Waitkins, NRPC Transportation Planner
Steve Wagner, NRPC Litchfield/Wilton Circuit Rider
Bernie Yacobucci, NRPC Transportation Planner
Karen Baker, NRPC Administrative Assistant

Meeting Opened and Review of Minutes

The meeting was called to order by Camille Pattison at 12:05 PM. Members introduced themselves. Camille started by reviewing the minutes from the February 15, 2006 meeting. Roger Houston made a motion to accept the 02/15/06 minutes and Bob Jeniski seconded the motion. All were in favor and the motion was passed.

Explanation of Handouts

Camille Pattison discussed the UPWP Amendment handout referring to the transportation re-authorization SAFETEA-LU. The reauthorization has allocated an increase in Planning Funds in the amount of \$218,624, and an increase of over \$38,000 for Transit Planning. She also explained the 2 tables included with the handout pointing out that, local matches would come from the State, OEP targeted block grant and NRPC. The increases in planning funds will be allocated between elements of the Regional Plan and a New category entitled Smart Growth Planning.

Steve Williams informed the group about the development of the Regional Plan, and discussed what the increase in planning funds would be used for. He explained that the federal and state governments recognize the wide variety of issues that impact the transportation system and it was encouraged that a broader look be taken at transportation. He briefly went over some of the reports NRPC had done recently (Buildout Impact Analysis) and one currently being developed (Growth Trends Report). He also spoke of proposed activities coming forth using the transportation funds:

1. Identify where NRPC stands today and going forward;
2. Issues of the region;
3. Determine what issues regionally we can impact, such as fuel costs.

Steve pointed out that we should strategize and work together to implement regional issues and referred to the UPWP stating that federal law mandates that activities be included. He informed the group that Energy and Planning funds could be used as a match for Smart Growth Planning activities and that NRPC would not be using municipality dues.

Kerrie Diers then explained Smart Growth planning activities. She passed around a flyer and proceeded to explain how DOT was going through a re-training process with their engineers and planners using an approach



called Contact Sensitive Solutions (CSS). Using the concept and principles of this approach would help engineers and planners in working more closely with communities. She referred to the Meredith Intersection project, where land use was incorporated into the transportation project.

Camille referred to pages 17 & 18 of the UPWP handout and explained briefly the numbered paragraphs under **Proposed Activities**. Steve Williams added that it would be an opportunity to work with municipalities and a flexible fashion and to find out what each community might want to accomplish but are unable to get to, that NRPC can help with. Kerrie spoke of NRPC introducing the Pelham intersection project as a Pilot Project for Contact Sensitive Solutions.

A motion was made by Roger Houston for the TTAC to recommend the updates to the UPWP for approval to the Commission and Bill Parker seconded the motion. All were in favor and the motion was passed.

Sean Sullivan asked Kerrie to define 'Contact Sensitive Solutions'. She informed members to the following website for more information www.contactsensitivesolutions.org, and then gave a brief explanation. She explained that it was a collaborative effort between transportation planners, businesses, and towns to accomplish a multitude of objectives. Sean wanted to know if this was something we wanted the board to buy into and felt that board members need to learn how to read a plan and if there would be a "how to". Kerrie informed him that there would be a meeting to learn more about it.

Camille then informed the group that the TE applications were presented to DOT on March 6th. The NRPC region had a total of 9 projects. The TE committee would also be meeting on Monday, March 20th and after that she should be getting a preliminary sense of the selected projects. She added that there would also be 3 CMAQ projects presented on March 17th. Bill Parker questioned whether DOT received the information submitted later by Milford. Camille informed him that they did and that DOT had said that the committee would not be approving funding for under-grounding utilities.

Bernie Yacobucci handed out an excerpt from the Pelham Signal Warrant Analysis report. Below are a few key points from his presentation:

- Collected data from two intersections in Pelham and loaded into Highway Capacity Software to come up with results.
- Explained technical data from software obtained during traffic observations at intersections.
- Explained warrant information needed to justify necessity for signals at intersections.

Steve Williams added that Pelham was very impressed with Bernie's report and conveyed that information to DOT who is looking for a way to get further information on these intersections. He also told the group that if anyone was interested in having this type of work done in their town to contact NRPC.

Camille asked the group if they wanted to do a round table discussion. A couple of folks spoke of some happenings in their town. Bill Parker informed the group of warrant results from the Town of Milford. The town successfully voted for \$ 25,000 for Ponemah and Nashua Streets project and the \$80,000 match for the Phase I South Street improvements project. It was mentioned that he should write a letter to DOT regarding this.

Sean Sullivan discussed the Lifestyle Center proposed to be built at the Green Meadow Golf Course in the Town of Hudson. Below are some excerpts from his discussion:

- No formal plans from developer yet.
- Family owned-375 acres-G1 zoned.
- Multi-family dwellings okay, no single family or adult entertainment businesses.
- 10 to 20 years buildout for proposed Lifestyle Center
- Hired consultant Vanasse, Hangen, Brustlin, Inc. to help plan the project.



- \$100,000 to become available for consultant assistance with impacts.
- Nashua and Tyngsboro will no doubt be impacted.
- Largest project to come forth in Southern NH.
- Consultant to set up advisory committee for education and rumor control.
- 1,000 to 1,500 multi-family units proposed.
- No real opposition in town, just more information.
- Question on whether Town's Master Plan will have to be changed.

Jean Marie Kenamer informed the group about the potential redevelopment of the former Dow Chemical plant in South Nashua.

Becky Ohler asked for definition of a Lifestyle Center. Response was they included retail establishments with outside entrances, connected by a main street. Sites can include retail, office, housing, and restaurant establishments. An open air venue that is user friendly which you can either drive around or walk through.

Art LeBlanc from the Town of Hollis informed the group that they received approval for an Adult Entertainment district in the Industrial Zone.

Camille wrapped up the meeting by letting the group know that there would be no need for an April TTAC meeting and the next one would be in May.

Meeting was adjourned at 1:02 PM.

Next meeting is scheduled for May 17th, 2006 at 12 noon in the NRPC Conference Room.

CP/kmb

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