


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
11/09/16

Members Present:

Gordon Leedy, Town of Amherst
 Tad Putney, Town of Brookline
 John Cashell, Town of Hudson
 Elvis Dhima, Town of Hudson
 Tom Young, Town of Litchfield
 Kyle Fox, Town of Merrimack
 Dawn Tuomala, Town of Merrimack

Wendy Hunt, Town of Milford
 Steve Dookran, City of Nashua
 Wayne Husband, City of Nashua
 Sara Marchant, City of Nashua
 Camille Pattison, City of Nashua
 Scott Butcher, Town of Wilton

Others Present

Suzanne Fournier, Milford-Brox Environmental Citizens
 James Vayo, City of Nashua Downtown Specialist
 Carol Macuch, NHDOT

STAFF PRESENT

Tim Roache, Executive Director
 Julie Chizmas, Senior Transportation Planner

Matt Waitkins, Field Data/Transportation Planner
 Karen Baker, Program Assistant

CALL TO ORDER AND INTRODUCTIONS

Chizmas opened the meeting at 12:10pm with introductions.

APPROVAL OF THE MINUTES FROM THE OCTOBER 12, 2016

Chizmas referred to the minutes of October 12, 2016 included in the agenda packet as attachment 1. She asked if there were any corrections and if not, for a motion to approve. Leedy moved to approve the October 12, 2016 minutes with a second from Young. All were in favor.

LUNCH AND LEARN GUEST PRESENTATION:

3M Retroreflective Signing and Pavement Markings – Michael Allen, 3M Traffic Safety and Security Division

Presentation will provide information on:

- *New digital print retroreflective sign program that is relevant to planning and wayfinding signs*
- *Intelligent transportation devices in signs and pavement markings*
- *Sign and pavement marking inventory and management*
- *Specification development and considerations for local agencies*

Chizmas introduced Michael Allen, Government Traffic Safety Specialist with 3M. Allen welcomed the group and provided a brief history on his background specifically noting that he is a member of the American Traffic Safety Services Association (ATSSA) New England Chapter whose mission is: Total Safety Solutions to meet tomorrows challenging roadways supporting zero fatalities. Allen noted that the next meeting is on March 21st, 2017 in Portland, ME. He proceeded with his presentation.

Allen reviewed the safety issues with aging drivers and road users and their needs vs. the needs of younger drivers and the products designed to address this. He also spoke about asset management of sign inventory and the low-cost proactive methods available to maintain signs and not necessarily replace them.

Allen reviewed the units of measurement for intensity, illuminance, luminance and the reflective types (diffuse reflection, mirror reflection, & retro-reflection). He touched on retroreflector, noting that the first

retroreflective device was called a cat's eye and how this glass bead technology works and the layers of encapsulated lens sheeting. He noted that there are 3 types of glass beads as retroreflector. Allen continued by showing the layers in prismatic sheeting.

Next, Allen touched on the history of traffic sign sheetings which have been out since the 1940's and reviewed all the technologies over time. He also reviewed observation and entrance angles and entrance scenarios and fluorescent technology. Allen referred to the anti-graffiti overlay product that 3M carries which is used a lot in Manchester. He reviewed the components of solid sign specification, fabrication methods and the warranties that they carry.

Allen referred to the ASTM Federal Sign Standards in the US as well as sign installation, storage and cleaning. He suggested that signs be dated and that etched aluminum signs are the best for putting 3M products on. Allen also referred to the digital print retroreflective sign program through 3M and the benefits digital imaging, 3M's vinyl laminated signs, and custom printed wayfinding signs as well as the associated warranties. He discussed safety impacts, on both regulatory and warning signs, costs on prismatic vs diamond grade signs, and the technology of the future coming from 3M for intelligent transportation materials.

Next, Allen talked about pavement markings, noting that wet night driving is the hardest time to see pavement markings. He showed examples of the wet reflective polyurethane material product line available from 3M, noting that most towns use paint. He also noted the all-weather optical elements used by 3M in their wet and dry weather products. Allen concluded his presentation touching on other 3M products such as rumble stripes, bike lane symbols and arrows, work zone construction products, pavement tape signs, and directional wet removable reflective tape and a few short videos on 3M products and the pavement markings application process. Husband asked if the application process for the pavement signs needed to be torched. Allen said the product is put down when the pavement is hot and that there was a product in the pipeline that can be heated with a torch. Fournier referred to the reflectivity bounce back on different types of windshields and asked how eyeglasses factor into this. Allen said the angularity of the windshield will change that and that certain asphalts provide more haloing on wet pavement but he did not have an answer for her. He added that there is more haloing when you mix sheetings.

DRAFT 2017-2020 TIP AND DRAFT 2014-2040 MTP MINOR UPDATE

Chizmas informed the group that the Drafts of the 2017 - 2020 TIP and 2017 – 2040 MTP Minor Update have been prepared and reflect new projects added to the TIP and MTP through the State 2017 – 2026 TYP process. New regional projects added to the TIP and MTP include those which were submitted through the TYP solicitation conducted in 2015 (three of which were selected for funding). Projects that did not advance into the TYP were added to the MPO MTP for future consideration by the NHDOT.

Chizmas noted that a public comment period will open November 10th and run through December 9th. Public comments received will be reviewed with TTAC at the December meeting and, pending the outcome of that review, a recommendation to approve the documents will be sought. A public hearing will be held on Wednesday, December 21st at the full Commission meeting. She noted that there were a couple of updates since Friday with revisions to two statewide projects. She added that fiscal constraint was maintained. The other update made was to the fiscal constraint analysis, to account for the \$6 million in earmarks specific to regional projects.

Chizmas informed the group that the next TYP cycle (2019-2028) is coming up. She asked the group how we can make this round work better for us. She used the Rte. 101a project as an example noting that it has been in the TYP since 1984. She asked the group, what can we do to get it constructed? It was supposed to

be constructed in 2006. Roache elaborated stating that every year we keep coming back with the project to get a piece done. He said he feels like the TYP is failing the region and not solving the issues in relation to safety. Dookran commented that there are several projects along Amherst St. that have been completed. Roache said he was specifically talking about the piece that needs to be done.

Leedy asked what happen to rail. Roache said it likely went out the window with the election, as the people who support rail were not elected. Cashell said the reality is that the I93 project is eating up so much of the transportation budget. Chizmas said we need to take a different approach when talking about larger scale projects. Cashell suggested bringing projects ready with construction drawing to DOT and having the towns take this approach at the local level may help for implementation. There was further discussion between Dookran and Cashell. Cashell added that it is better to get an improvement done today and not put it out 10 years where it will cost more money.

Leedy referred to I93 and noted that even with a 15 million road bond, it is not enough money at 3 million per year to get to the \$36 million cost. Husband commented that Nashua signalized 101A with help from NRPC, extending out to Merrimack and Milford. He noted that the progression is better and they used FHWA money to optimize. Roache said if the current project in the TYP this is not the right solution, then we have to rethink the 101A project and maybe start over. Marchant felt the point of the TYP was to not have 4 towns anteing up at the same time. Roache stated that we need to get our priorities straight with a clear message. Dookran commented that towns/cities don't look beyond their boundaries, referring to projects with impacts to Hudson & Merrimack. Dhima agreed, referring to the Taylor Falls Bridge and how he can't wait to get his side done. He added they all have different priorities and monies. Dookran added that is harder to get a large project done. Roache stated that we need build our message through conversations and get that message out to DOT. Cashell said we need to be more realistic on money needed for improvements. He added that infrastructure was a high priority for the newly elected president. Dookran said it is about getting your fair share and that all this money is being spent on I93. Vayo commented that 101A use is big and that it gives us a tax basis for commercial. This commercial development will continue to go west; is that what we want? He felt Nashua was not interested in giving that up to the west. There was further discussion.

OTHER:

a. TAP Application Rankings

Chizmas shared the TAP Application Rankings with the group. She informed them that Merrimack scored the highest by TTAC at the last meeting as well as the NRPC TAP Application Committee meeting following the TTAC meeting. The NRPC rankings were endorsed by the Executive Committee at their October meeting and sent to NHDOT. The DOT's TAP Advisory Committee has the applications and is currently ranking them. Award letters will be sent out in December by NHDOT.

b. 2018-2019 UPWP

Chizmas noted that we were out of time and that the UPWP would be discussed at the next TTAC meeting. She added that the draft is due to DOT in mid-January.

ADJOURN:

Motion to adjourn came from Young with a second from Hunt. The meeting ended at 1:30pm.