


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**June 9<sup>th</sup>, 2021**

**Members Present:**

Natasha Kypfer, Town of Amherst Tad Putney, Town of Brookline Brian Groth, Town of Hudson Caleb Cheng, Town of Hudson – NRPC Leigh Levine, FHWA Cassie Mullen, Town of Mason – NRPC Mark Chamberlain, Town of Lyndeborough Dawn Tuomala, Town of Merrimack Camille Correa, NTS	John Savage, NTS Wayne Husband, City of Nashua Dan Hudson, City of Nashua Julie Chizmas, City of Nashua Pete Kohalmi, City of Nashua Linda Dusenberry, NHDOT Tim White, NHDES Jennifer Beauregard, Town of Pelham Peter Howd, Town of Wilton
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**Others Present**

Mike Dugas, Highway Safety Engineer - NHDOT Sam Lewis, Town of Merrimack Sydney Lewis, Town of Merrimack	Kimberly Rummo, NHDOT Nick Roy, Town of Merrimack Tim Belanger, Town of Merrimack
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**STAFF PRESENT**

Matt Waitkins, Senior Transportation Planner Jay Minkarah, Executive Director	Derek Stahl, Transportation Planner Mason Twombly, Regional-Environmental Planner
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**CALL TO ORDER AND ROLL CALL**

Lantos called the meeting to order at 12:05 pm and went the roll call of attendees by community/organization. The protocol for participation in the virtual meeting was presented.

**APPROVAL OF THE MINUTES FROM THE APRIL 14<sup>TH</sup>, 2021 MEETING**

Lantos referred to the minutes from April 14<sup>th</sup>, 2021 included in the agenda packet as Attachment 1.

***Chizmas motioned to approve the minutes with a second from Kypfer. Putney and Correa abstained and all else were in favor. The minutes were approved.***

**FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 1**

Waitkins began discussing the TIP Amendment 1 which was included as Attachment 2 in the agenda packet. He stated that the Nashua Regional Planning Commission (NRPC) has received proposed Amendment #1 to the adopted Nashua Metropolitan Area 2021 – 2024 Transportation Improvement Program (TIP) from the New Hampshire Department of Transportation (NH DOT). The NRPC is expected to amend the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). The NRPC would also amend the 2021 – 2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list. Waitkins noted that the most significant project change is a two-year delay in construction to the F.E.E. Turnpike widening in Merrimack (13761C) due to the loss in toll revenue in response to covid. Other changes included delayed construction to the Bedford Toll Plaza due to the All Electronic Tolling design cost. Changes to NTS funding were also made resulting from split

negotiations between NTS and other transit operators. Dusenberry pointed out that page 9 of the agenda packet shows the old scope for Bedford Toll Plaza Project (16100). She also stated that within the summary of changes provided for Project 16100, it incorrectly states that an additional fee will be charged to motorists without an electronic transponder. Dusenberry continued that the motorists are given up to 7 days to pay the toll without additional fees and it's not until after that 7-day period that an invoice will be sent out with an additional charge added.

***Savage motioned with a second from Howd that NRPC TTAC recommends TIP Amendment 1 of FY 2021-2024 be adopted by the NRPC MPO policy committee. Dusenberry abstained, all else were in favor and the amendment was approved.***

### **NH 13/SOUTH MAIN ST, BROOKLINE – ROAD SAFETY AUDIT**

Dugas began his presentation with a brief overview of what an RSA is and what the process looks like. He stated that an RSA is a formal safety evaluation of a site that is conducted by a multidisciplinary team. This process is unique in the fact that it is not conducted solely by engineers but instead uses individuals such as local officials, emergency responders, or even business/landowners adjacent to the site. The RSA application, which can be found on NHDOT's website, includes crash reports, crash diagrams, traffic data, and must obtain signatures from NHDOT District Engineer, RPC/MPO, and a Municipal Official. Applications are accepted semi-annually on June 1<sup>st</sup> and December 1<sup>st</sup>. It is required that all RSA locations must have a fatal or sever injury in its crash history. Supporting crashes need to be located at and related to the location of interest and crashes should be correctable and should show a pattern indicative of an infrastructure-related problem rather than a single isolated incident. The application will be reviewed by the HSIP Committee and if approved, an RSA will be conducted. The audit typically lasts half a day including an intro meeting, field review, and a recap meeting with a goal of consensus on short, intermediate, and long-term improvements to pursue. Once the RSA is completed, to be eligible for federal safety funds the Benefit/Cost ration of improvements must be greater than 2.0 and costly alternatives may need to pursue funding in the TYP.

Dugas began discussing the existing conditions at the Brookline RSA which is located at the NH 13 and South Main St intersection. At this location, the speed limit on NH 13 is currently 50 mph, which the town has tried to reduce in the past by having NHDOT conduct a formal speed study. He stated NH 13 has about 9,800 vehicles per day and South Main St has about 3,300 vehicles per day. There have been 52 crashes in the past 10 years including 13 injuries and 2 serious injuries. Another issue at the site is the commercial driveways to the Stateline Convenience Store which do not properly align across the intersection. The RSA team found 3 main safety concerns with the location which were high speeds, intersection skew, and the commercial driveways. The first improvement concept removes some existing pavement on South Main St to force the vehicles turning right onto the street to slow down and make a sharper angle turn. A northbound right turn land could also be added into this concept to add additional safety improvements. The second concept shifts South Main St north on NH 13 to align better with the commercial entrance. This concepts also includes a right turning lane and a sharper angle onto South Main St. Another feature added to the second concept was a left turning lane as well for motorists travelling northbound entering the commercial plaza. The third concept is the most intensive improvement which is to design and build a roundabout at the intersection. The next steps of the RSA include the issuance of the final RSA report, DOT screens alternatives and suggests course of action, alternatives reviewed with HSIP committee/DOT Leadership/Town, and then begin implementing the improvements. Chamberlain asked Dugas if they had considered Concept 2 with an addition of a signal. Putney believed that they had discussed a signal but that the current traffic volumes were not considered high enough to support this.

### **REGIONAL BICYCLE & PEDESTRIAN PLAN UPDATE**

Waitkins began the overview of the plan update by discussing the introduction chapter. The introduction will include the plan purpose, the benefits of a walkable/bikeable region, the Federal Highway's 5 E's which are 1) Equity/diversity/inclusion, 2) Engineering 3) Education 4) Encouragement 5) Evaluation, and lastly the vision statement is also included. The purpose of the plan is to focus on and provide the framework for a regional bicycle network, engineer systematic safety into roadway design, and provide policy makers and advocates with tools for improving their local bike-ped environments. The next chapter in the plan discusses existing conditions and trends ranging from sidewalks, bike lanes, and trails to level of traffic stress and trends. Waitkins showed a map that displays current bike/ped projects within the region on top of already existing bike/ped infrastructure and went through each of the projects. The next map displayed the bicycle level of traffic stress throughout the region. The summarized percentages of each of the LTS levels is as follows: LTS 1 – 21%, LTS 2 – 52%, LTS 3 – 22%, and LTS 4 – 4%. This tells us that many of the roads within the region bikers should feel comfortable riding on. Waitkins also showed Strava maps for bicycle trips and walk/run/hike trips for Hillsborough County which shows the increase in these types of trips from covid within our region. The next chapter included is Designing for Safety which includes information about vehicle speed vs. severity of injury, incorporating systematic safety into roadway design, and providing design guidelines. The final chapter discusses how we use bike/ped data. In this chapter, information is provided on the bicycle and pedestrian counting program, the use of Strava data, bicycle level of traffic stress, and the American Community survey. The next steps for this plan is to have a draft plan available for review sometime in July or August and then have the NRPC Commission formally adopt the plan in September.

### **NHDOT, NHDES, FHWA UPDATES**

#### **Municipal - No Updates**

**DES** – White stated that there currently are no open grant opportunities for the State Clean Diesel Program. A new grant funding round will be opening sometime around October 1<sup>st</sup>, which is when they will be able to use the FY 2021 EPA funding. There was a governor council meeting at the end of April and there was a fishing fleet in Hampton and received funding to replace a marine engine. Other council meetings on May 5<sup>th</sup> and June 2<sup>nd</sup> concluded with grants being given to replace about 32 diesel school buses, which some of these buses are currently running in Nashua today.

**FHWA** – No Updates

### **ADJOURN**

***Chamberlain motioned with a second from Savage to adjourn the meeting. All were in favor.***

***The meeting adjourned at 1:30 pm.***