


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
July 8th, 2020

Members Present:

Dawn Tuomala, Town of Merrimack Julie Chizmas, City of Nashua Wayne Husband, City of Nashua Daniel Hudson, City of Nashua Pete Kohalmi, City of Nashua Linda Dusenberry, NH DOT	John Savage, City of Nashua – NTS Jeff Gowan, Town of Pelham Tim White, NH DES Lincoln Daley, Town of Milford Leigh Levine, FHWA
--	--

Others Present

Jennifer Reczek, NH DOT	Chris Buchanan, Amherst Complete Streets
-------------------------	--

STAFF PRESENT

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner Mason Twombly, Regional-Environmental Planner	Jay Minkarah, Executive Director Derek Stahl, Transportation Planner
--	---

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. It was determined that a quorum was present.

APPROVAL OF THE MINUTES FROM THE JUNE 10TH, 2020 MEETING

Lantos referred to the minutes from June 10th, 2020 included in the agenda packet as Attachment 1. Dusenberry wanted to clarify that it is true that you can use TYP funds from a removed project for other projects but that the timing of this would be a concern depending on what stage of the TYP you're at. She stated that these changes would be easier if done before it is transmitted to the GACIT.

There were no members that were opposed to approving the minutes or wished to abstain. The minutes were approved.

NH 101 SAFETY IMPROVEMENT PROJECTS PRESENTATION

Reczek began her presentation on the NH 101 corridor improvements located in Wilton, Milford, Amherst, and Bedford. The corridor study was originally done in 2002 and two TYP projects have been completed to date from this study. There has been an intersection improvement at NH 101 at Hardy/Jenkins Rd in Bedford as well as safety improvements NH 101 at Elm St in Milford. A 5-step process was completed to identify/prioritize additional locations along the NH 101 corridor. The steps were: (1) Review crash data and perform capacity analysis (2) Identify possible locations and provide recommendation on additional study (3) Evaluate environmental impacts and concerns (4) Review existing ROW and impacts (5) Develop conceptual sketch and cost estimate. Through this process, 18 possible locations were identified which was later reduced to 8. The final 8 locations and recommended prioritization are as follows:

- **Location 7** – Add a passing zone with formalized lanes, keeping the shoulder width, between Perry/Osgood Rd

- **Locations 5/6** – Add through lanes and widen/overlay on NH 101 at Elm St and Phelan Rd
- **Locations 16-18** – Add traffic signals at Joppa Hill Rd as well as a two-way left turn lane between Freedom Way
- **Location 8** – Widen NH 101 westbound off ramp and add additional left turn lane at NH 13
- **Location 13** – Add right turn lane on westbound side of NH 101 at Horace Greeley Rd

Husbands asked if they had looked into the Camp Rd intersection where the dog day care is on 101. Reczek responded that they had looked into it and their analysis showed that adding a turning lane on Camp Rd would be an improvement and that signalization would not be warranted due to low volume on Camp Rd. Chizmas added that Labelle Winery was approved for a substantial expansion on the north side of 101 and asked if that was taken into consideration during this process. Husbands and Chizmas both stated that it is difficult to turn left/right across traffic from each side of the intersection and that many people will take the easier turn with traffic to eventually make a U-Turn further along 101. Reczek stated that this prioritization process has been ongoing for about 2 years and that the Labelle Winery expansion was not included in the study. Husbands added that the volume of traffic is heavy on the side roads and believes it is much more significant than the volume's at Joppa Hill Rd. Minkarah stated that the prioritization of projects makes sense and that it is logical to focus on the high crash rate section along NH 101. Buchannon stated that the limited access portion has highway level speeds without physical separation by direction and because of this there are high speed, head on collisions. Buchannon believes that physical separation by direction would be more directly addressing the safety issue and would strongly recommend considering this in the project. Lantos addressed the budget issues in that there is \$6 million budgeted now and if you add up all the projects it comes out to be more than that. Reczek responded that they would not be able to find additional funding to cover the additional costs but that they would be looking to select projects that are equal to the remaining \$6 million budget. Reczek also addressed Buchannon's recommendation and stated that it is true that a physical median separation by direction was included in the original 2002 corridor study and that the costs were much greater. In addition to the costs being higher, that section of 101 has not seen the growth in volume that was expected from the original 2002 study. Buchannon responded that he doubts the traffic volume warrants a 4 lane highway but that even a 2 lane highway physically divided by direction would focus on the safety issues in the limited access portion without addressing flow issues.

TYP PROJECT SELECTION WEIGHTING CRITERIA

Waitkins began the overview of the project selection weighting criteria that had been created using the results of the survey that was distributed to TTAC members after last meeting. A total of 9 members answered the survey and the results/rankings are as follows:

- 1) Safety – 21%
 - o Criterion: Safety Performance – 10.5% / Safety Measures – 10.5%
- 2) Mobility – 15%
 - o Criterion: Need/Performance – 7.5% / Mobility Intervention – 7.5%
- 3) Network Significance – 15%
 - o Criterion: Traffic Volume – 5% / Facility Importance – 10%
- 4) State of Repair – 15%
 - o Criterion: State of Repair – 10% / Maintenance – 5%
- 5) Natural Hazard Resiliency – 9%
 - o Criterion: Hazard Risk – 4.5% / Hazard Mitigation – 4.5%
- 6) Equity, Environmental Justice, and Accessibility – 9%
 - o Criterion: Equity & Environmental Justice – 4.5% / Accessibility – 4.5%
- 7) Economic Development – 8%
 - o Criterion: Local & Regional – 4% / Freight Movement – 4%
- 8) Support – 8%

Husbands stated that something has to be done in order to make sure that the weight of a certain criteria isn't masking a larger safety issue. Lantos responded that the project ranking gives a guideline for project selection and that the TTAC/MPO has final say in the ranking/selection of projects. Lantos also stated that project submission files should be ready by the end of the week and submissions should be done by the end of the month. Savage recommended that the project scoring should be scored as a ratio eliminating the possibility that a project could receive a lower score because of a certain criteria not being applicable.

NHDOT, NHDES, FHWA UPDATES

FEET Traffic Volume Update – As of July 5th, the traffic volume is down 21.5%.

There were no municipal updates.

DOT – After meeting with NTS and NRPC regarding the grants NTS is up for. One thought was that NTS could combine all 3 projects together to make funding more flexible.

DES – White stated that the time to submit applications for the Clean Diesel Program deadline is June 3rd. All of the info is on the website and if needed can contact him for questions.

ADJOURN

The meeting adjourned at 1:22pm.