


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**06/11/14**

**Members Present:**

Bruce Berry, Town of Amherst  
 Thomas Bayrd, Town of Hollis  
 John Cashell, Town of Hudson  
 Jason Hoch, Town of Litchfield  
 Kyle Fox, Town of Merrimack  
 Zach Wallin, Town of Merrimack-Intern  
 Kyle Higgins, Town of Merrimack-Intern  
 Bill Parker, Town of Milford  
 Steve Dookran, City of Nashua  
 Wayne Husband, City of Nashua

Raymond Blethen, Nashua Transit  
 Sarah Marchant, Nashua Community Development  
 Mark Sousa, Nashua Transit  
 Louise Woodworth, Nashua Transit  
 Kristi Gillette  
 Jeff Gowan, Town of Pelham

**Others Present:**

Paul Lockwood, NH DES  
 Linda Dusenberry, NH DOT,  
 Karla Kemp, NH DOT

**STAFF PRESENT**

Tim Roache, MPO Coordinator  
 Kerrie Diers, Executive Director  
 Jen Czynsz, Senior Regional Planner

Cameron Prolman, Intern  
 Camille Pattison, Principal Planner  
 Karen Baker, Program Assistant

**CALL TO ORDER AND INTRODUCTIONS**

Tim Roache opened the meeting at 12:06 with introductions.

**APPROVAL OF THE MINUTES FROM THE MAY 14, 2014 MEETING**

Roache referred to the minutes of May 14, 2014 included in the agenda packet as Attachment 1 and asked for a motion to approve. Sousa moved to approve the May 14, 2014 minutes with a second from Hoch. All were in favor and the minutes were approved.

**STIP AMENDMENT #6 – ACTION REQUIRED**

Roache reviewed STIP Amendment #6 to the adopted Nashua Metropolitan Area 2013 – 2016 Transportation Improvement Program (TIP). He informed the group that there were only 3 projects in our region and various statewide projects. Below are the projects with the proposed amendments:

**Milford – South Street Improvement Project:** Construct phase 2 of the downtown revitalization plan to improve safety, physical and ADA accessibility, functionality, design and general aesthetics of the intersection. The proposed amendment delays FY2014 construction funds by one year and adjusts funding amounts between fiscal years to reflect inflation and current estimate.

**Nashua – East Hollis Street:** Construct a multilane roundabout at the intersection of East Hollis Street, Bridge Street, and Canal Street. The proposed amendment adjusts preliminary engineering and ROW funding across FY 14 and FY 15. Shifts FY2015 and 2016 construction funds and adjusts funding amounts to reflect current estimate.

**\*\*Nashua – Merrimack – Bedford:** Widen the F. E. Everett Turnpike to a three lane typical from Exit 11 in Merrimack to the Bedford Toll Plaza to meet current and projected volume. The proposed amendment adds the project to the S/TIP using Turnpike funding.

Kemp thought that the Milford project delay was hung up due to a delay with right-of-way. In regards to the Nashua - East Hollis Street proposed amendment Kemp commented that late projects within the year are at risk of being delayed

\*\*Roache clarified with the group that the Nashua-Merrimack-Bedford F.E. Everett Turnpike project description in the TTAC memo was incorrect and should be *"F.E.E. Turnpike Widening of 2-lane sections from Exit 8 in Nashua to I-293 Interchange in Bedford"* and reflects in the revised 2013-2016 STIP Revision Report dated May 30, 2014 as indicated on page 12. In addition, he said this only includes PE and ROW.

Roache reminded the group of its task to provide guidance as to whether a project is needed and proceeded to review current traffic volumes along the F.E. Everett Turnpike included in the amendment area. He showed the projected 10-15% increase by 2022. He added that this amendment does not include relocation of the Bedford Tolls and he has reached out to the Town of Merrimack regarding this project. Fox asked if this would impact other projects in the region. Roache said no.

Roache reviewed the statewide projects also included in STIP A6 listed below:

**Statewide – Miscellaneous:** Maintenance and upgrades for rest areas (annual). The proposed amendment is to remove the project from the S/TIP

**Statewide – Preservation:** Highway Safety Improvement Program (Parent). The proposed amendment is to increase the Preliminary Engineering and Right of Way funds in FY 15/16 by \$1,700,000 and decrease construction funding by \$4,092,000 in FY15/16 to reflect anticipated federal funding under MAP-21

**Statewide – Municipal:** Municipal Owned Bridge Rehabilitation & Replacements (Annual). The proposed amendment is to increase and shift funds for Preliminary Engineering by \$30,000 and decrease FY 14 ROW by \$80,000.

Kemp provided some additional info on the Statewide Projects listed. Hoch asked if any local rest areas would be impacted and Roache said no. Hoch added that he was embarrassed by the NH rest areas and hates to vote when it involves getting rid of money for the rest areas. There was some clarification from Kemp in response to a question from Diers on a rest area study and Kemp said it did not have to do with the project listed in STIP A6.

Roache concluded by saying that air quality would not be affected and that we are now in limited maintenance and do not have to do an air quality analysis. He added that a public notice was placed in the telegraph and a 15 day public comment period ran and no comments were received. A public hearing will be held at the full Commission meeting being held on June 18<sup>th</sup> at 7:00pm. He informed the group that he would need a motion from the group recommend approval of STIP Amendment #6 from the full Commission. Sousa motioned with a second from Fox as long as the project description read from Exit 8 to the I-293 Interchange. The motion passed with Hoch opposed.

**AMHERST STREET, NASHUA – PRESENTATION BY CITY OF NASHUA**

Wayne Husband from the City of Nashua Traffic Division provided information on a potential project for the TIP to address the Amherst Street/Turnpike bottleneck along 101A in Nashua. He informed the group that the City hired VHB to come up with short term plan as well as a long term plan to deal with the traffic in 2024 in this area. This came about due to a developer who wants to put in a large box store in the area of Charron Ave. In the long term plan, the jug handles would be eliminated and this would provide the City with ROW easements. The short term plan would be cheaper, but would not address the impacts in 2024 to an already congested area. Husband was looking for some guidance or support from DOT for this major arterial in the City. Marchant said they were open to creative solutions. Husband added that the developer would like to do the long-term plan and has the money but the City has no match. Dusenberry said they could bring it back to the Highway Design. Roache elaborated some and asked if the group had an opinion

on this. Lockwood asked if a Synchro Analysis was run on the area. Husband said not yet. Lockwood said if there was an air emissions benefit to doing the project, DES can look at it. Fox said he would not want to see a Merrimack congestion project get bumped to do a Nashua project. There was further discussion from Dookran, Marchant, Fox and Sousa regarding the 101A corridor problem. Dookran said he would not want to see a Merrimack project get bumped, but added that this was a serious problem for Nashua. Diers commented that it needed to be done in a comprehensive way as this corridor is seen as an economic engine. She did not want to see it get lost in the shuffle. Dookran said he sees Nashua Airport getting used more with this area being the main access to the airport. Husband added that they had talked with Dunkin Donuts and land access to improve their situation. Roache added that this should keep discussions going by having DOT bring it to Highway Design. Marchant added that match should be looked at for both the Merrimack and Nashua projects.

### **BICYCLE STRESS MAPPING**

Cameron Prolman provided a presentation on Bicycle Stress Mapping: Evaluation Bicycling Networks based on Levels of Traffic Stress. He explained that traffic stress is the amount of stress perceived by the cyclist due to anxiety caused by: congestion, speeding vehicles, busy intersections, etc and the 4 Levels of Traffic Stress (LTS):

**LTS 1:** suitable for children

**LTS 2:** traffic stress that most adults will tolerate, the interested but concerned group of riders

**LTS 3:** suitable for the enthused and confident group of riders

**LTS 4:** suitable for strong and fearless riders

He pointed out the 5 LTS Criteria and provided an example of a Criteria Score sheet and how by using the width of shoulders, number of through lanes, and posted speed limits you can come up with your LTS.

- Street Width
- Operating Space
  - *Bike Lane **not** alongside a parking lane*
  - *Bike Lane alongside a parking lane*
- Traffic Speed
- Bike Lane Blockage
- Mixed Traffic

Prolman referred to connectivity as “*providing routes between people’s origins and destinations that do not require cyclists to use links that exceed their tolerance for traffic, and do not involve an undue level of detour*” and how the Levels of Traffic Stress are assigned to road segments and the network connectivity of these segments are determined by the “weakest link”. He explained connectivity between the levels using the weakest link logic.

Prolman concluded by informing the group that NHDOT is currently Stress Mapping the State as part of a statewide stress mapping pilot study. Components will include maps for Nashua area along with a study to follow using MTI Study guidelines. Currently, NRPC has provided attribute data to NHDOT but more is needed on location & width of designated bike lands and parking lanes.

Roache provided a little more info on stress levels in NH. There was a question if there was training to be a level of stress expert. Roache said not because it is subjective. Berry questioned whether they do hand signals anymore when going for your license and how many drivers recognize them. Roache said serious cyclists know the hand signals, but the right signal has gone away and they will point to be more obvious. Roache said he would try and tweak the criteria and do something for the City.

**METROPOLITAN TRANSPORTATION PLAN UPDATE**

Will be update at next meeting.

**EXIT 36S PROJECT UPDATE**

Roache provided an update to the Exit 36S project to the group. He started off saying he now has a conceptual layout for the area from VHB, the consultant for the project. He provided an on-screen visual of the area pointing out the big loop that will be the off-ramp in the area of a large amount of ledge. 4 private parcels would be affected not necessarily in our jurisdiction. There would be widening on the mall entrance and Middlesex Road near the mall. Roache said he anticipates getting the cost estimate in the next day or two.

**OTHER BUSINESS:**

Mark Sousa with the Nashua Transit would be leaving to take a job in Vermont with Chittenden County Transportation Authority.

Sousa motioned to adjourn with a second from Fox. The meeting ended at 1:08 pm.