


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**10/11/17**

**Members Present:**

Gordon Leedy, Town of Amherst	Lincoln Daley, Town of Milford
Tad Putney, Town of Brookline	Steve Dookran, City of Nashua
Tom Bayrd, Town of Hollis	Wayne Husband, City of Nashua
Joan Cudworth, Town of Hollis	Sarah Marchant, City of Nashua
George Theborge, Town of Hudson	Jeanne Walker, City of Nashua
Tom Young, Town of Litchfield	Jeff Gowan, Town of Pelham
Dawn Tuomala, Town of Merrimack	Camille Pattison, Nashua Transit

**Others Present**

James Vayo, City of Nashua	Leigh Levine, FHWA
Linda Dusenberry, NHDOT	

**STAFF PRESENT**

Julie Chizmas, Senior Transportation Planner	Karen Baker, Program Assistant
Jay Minkarah, Executive Director	Matt Waitkins, Senior Transportation Planner
Sara Siskavich, GIS Manager	Stephen Meno, NRPC/Wilton Circuit Rider
Cassie Mullen, NRPC/Mason Circuit Rider	

**CALL TO ORDER AND INTRODUCTIONS**

Chizmas opened the meeting at 12:10pm and asked members present to introduce themselves and inform NRPC's new Executive Director Jay Minkarah of 1 or 2 transportation projects of concern or transportation challenges in their municipalities.

- Leedy – Amherst: Route 101A congestion and potential projects for Rte. 101.
- Tuomala – Merrimack: Rte. 101A congestion and D.W. Highway congestion.
- Meno – Wilton Circuit Rider: Safe Routes to School to include pedestrian connectivity to downtown.
- Pattison – Nashua: Corridor congestion on Rte. 101A and Daniel Webster Highway.
- Marchant – Nashua: Funding for replacement of Nashua's aging fleet of City busses and downtown facilities issues.
- Walker – Nashua: Lots of 101A concerns.
- Dookran – Nashua: Transit issues and congestion issues.
- Gowan – Pelham: Intersection congestion issues, one currently in TYP, planning 2 roundabouts.
- Vayo – Nashua: Pedestrian and bike infrastructure in downtown Nashua.
- Putney – Brookline: 2 intersections, one TAP and one highway safety project for a left turn lane on Route 13.
- Husband – Nashua: 101A and Amherst St. projects, E. Hollis St. improvements, Exit 5E onto West Hollis St. is a major safety issue.
- Bayrd – Hollis: Increased traffic that cuts through town during peak hours and the Four Corners intersection that did not make the TYP priority list.
- Theborge – Hudson: The congestion on Rte. 3A/Lowell Rd. and the economic impacts as a result of that congestion. The Circumferential Highway was the solution in the past, but he has heard estimates ranging from 30 million to 300 million to connect to the Sagamore. Goal is to work with NRPC to build more bridges.
- Young – Litchfield: There is now rush hour traffic in Litchfield. He would like to see a North Bridge.
- Daley – Milford: Pedestrian connectivity in the Oval, 101A corridor and Rte. 13 & 101A intersection.

- Dookran – That turnpike from Nashua to Merrimack has reached its useful life.

**MEET JAY MINKARAH, NRPC'S NEW EXECUTIVE DIRECTOR**

Minkarah introduced himself stating that he had started at NRPC and spent most of his career in economic development in the region and has worked in most communities. He added that most of the issues back then are still the same, but it is interesting to see the Broad Street Parkway and some other projects have been completed. Minkarah stated that 101A has always been an issue. He added that when he last worked in NH, he was a member of the rail committee and that he is really excited and happy to work with everyone.

Dookran asked what other transportation issues are you going to be focusing on. Minkarah stated that his goal is to hear the priorities of the communities, adding that passenger rail is a critical issue as well as east/west connectivity, congestion due to the narrowing on the turnpike and other pinch points of congestion as well as bike and pedestrian connectivity. Lastly, he wanted to see how we can best take advantage of transportation technology.

Vayo asked if there were any projects that Minkarah took pride in that he would like to share with the group, when he worked in Springfield. Minkarah referred to a gas explosion that happen in the downtown area and the large grant they received for redevelopment of the area which at the time was not a very desirable area with a lot of gang violence. He added that they developed a strategic plan to redevelop the area as a vibrant mixed use plan and 9 months later, a building was purchased to be the catalyst. Minkarah noted that they collaborated with many stakeholders and received over 100,000 in grants and commitments from people with physical changes on the ground.

**APPROVAL OF THE MINUTES FROM THE SEPTEMBER 13, 2017 MEETING**

Chizmas referred to the minutes of September 13, 2017 included in the agenda packet as Attachment 1. She asked if there were any corrections. Leedy motioned with a second from Young. All were in favor and the motion passed with abstentions from Cudworth, Bayrd, Putney, Vayo, and Dusenberry.

**UPDATES****Nashua Transit System's Limited Service to Walmart**

Pattison passed around a handout with information on a pilot program that the Nashua Transit System will start beginning September 5<sup>th</sup> for limited service from the Westside Plaza in Nashua to Walmart in Amherst. In addition, there would be stops at Lowes Plaza and the Petco Plaza.

Pattison also informed the group that the City was seeking funding through a CMAQ application to expand transit service to Walmart in Amherst as well as to the Merrimack Premium Outlets. She added that this was a primary goal identified in the Nashua Transit System's Comprehensive Plan to increase regional mobility by improving transit access in the region to other communities and destinations. This funding would allow for 3 years of funding for 3 days a week. It also provides a hub in the western part of the region. Pattison noted that she presented this application to the Amherst Board of Selectmen, requesting a letter of support. Leedy commented that he felt the BOS reacted positively and that it was good to have support for public transit. Marchant commented that this should also help for the possibility of service with Merrimack in the future. She noted that public transit is not allowed in the outlets, but there is the possibility of a stop in the lower outlet area. Tuomala commented that redevelopment of the old Shaw's Plaza already has a 70 percent occupancy rate. Marchant felt that D.W. Highway would also be a good route for the future. Chizmas noted that Tom Jameson said that the scoring criteria on maintaining continued service is looked at close from rail and transit.

### **Mapping Support for Community MS4 Permit Requirements**

Siskavich provided a brief presentation on NRPC GIS services to support community storm water permitting requirements. She showed a map of the region noting that the towns in blue would be affected by the next phase of the EPA MS4 permit, noting that the Town of Wilton was newly added. Siskavich informed that group that NRPC has connected with Hollis, Litchfield and Pelham to explore how NRPC can help support their specific needs, the result of which is a set of preliminary GIS examples that can be replicated for other communities. These examples include a GPS data dictionary and field data acquisition strategy for outfalls and other associated features, as well as paper and interactive map products that meet the needs of the NOI, and Phase 1 and 2 maps that are required under IDDE. Lastly, Siskavich informed the group of the upcoming EPA Online Webinar: Intro to GPS for Outfall Mapping on November 2, from 1:30-2:30 and the next Nashua/Manchester Regional Stormwater Coalition Meeting being held on November 14, at 1:00pm.

### **GACIT TYP Hearings**

Chizmas informed the group of the additional GACIT hearings added; one in Nashua with District 5 - Councilor Wheeler and one in Salem with District 3 Councilor Prescott who represents Pelham. She added that these public hearings are an opportunity for citizens to comment on the draft plan. NRPC will be presenting at the public hearing being held in Nashua and attending Peterborough and Salem. Chizmas strongly encouraged TTAC to attend one of these hearings to show support for the regional projects. She reviewed the submitted projects that were added to the draft TYP, noting that the *Pelham-Mammoth Rd/Keyes Hill/Tallant Road intersection improvements* and the *Nashua-Broad St. Parkway new interchange to Franklin St* projects were not added in the TYP as submitted because they will be funded through other sources, if possible. Chizmas also reviewed the additional projects in Amherst, Lyndeborough, Brookline, Wilton and Merrimack that were added. Lastly, she reviewed changes to existing projects which primarily construction delays with associated cost increases.

Leedy questioned the Bedford Merrimack Open Road Tolling project stating that he was at a presentation 7-8 years ago where NHDOT's Chris Waszczuk talked about a bigger project including relocation. Chizmas said to the best of her knowledge, this would be first the first toll you would hit once out of MA and would remain in its current location. She added that the City was also adamantly against any turnpike toll in Nashua and actually signed declaration for this. Chizmas noted that most of the draft TYP regional funding is for the turnpike widening. Dookran asked if this was because of additional cost or plans. Chizmas said she was not sure but it turned into a bigger project. Chizmas reminded the group that written testimony should be submitted no later than November 6, 2017 to Bill Watson at NHDOT.

### **CMAQ Update**

Chizmas reminded the group of the CMAQ application deadline of October 20, 2017 by 4:00pm. She also noted that the required LPA training was scheduled for October 19<sup>th</sup> and is currently FULL up but to call DOT if you have not signed up to see if they can get you in. Chizmas stated that she was still waiting on NHDOT to schedule meeting with MPOs and NHDES to discuss the details on Air Quality Analyses and that DOT was asking the RPCs to take the lead on the analyses and they are proposing to base analyses on templates developed during the previous round. In the meantime, DOT is suggesting that applicants focus on other parts of application. Gowan asked what she recommended they put in the application; TBD? Daley asked Chizmas to talk with Tom Jameson to get confirmation on what they should do. Chizmas said she will contact everyone that submitted a letter of interest about the air quality piece.

### **Road Safety Audits**

Chizmas informed the TTAC about the Road Safety Audits which are a formal safety performance examination of an existing location by an Independent Audit team. These are conducted every year and approximately 4 RSAs

conducted per year. The applications are due December 1<sup>st</sup> and applications not selected are carried forward for 3 years. Application criteria is listed below:

- At least one crash resulting in fatal or serious injury in past 10 years (crash data must be included)
- No project completed in last 5 years to address safety concerns
- No previous studies indicating desired countermeasures too expensive
- No projects currently in 10 year plan
- Completed application form with signatures, location description, description of safety concerns and traffic volumes

### **101A Status Report**

Chizmas stated per Jennifer Reczek, NHDOT Project manager, Amherst project 10136C: DOT would be turning over 60% design review comments to consultant next week and the Merrimack project 10136D: DOT is still working to get the consultant under contract and anticipate this for November.

Chizmas stated the Reczek would be presenting at the December Commission meeting. Husband commented the consensus regarding the safety concerns along 101 including Camp Rd and how this will be a real serious issue if not addressed.

### **TIP Amendment 3 and October Minor Revisions (pending)**

Chizmas reviewed the October Minor Revision and TIP Amendment #3 which she noted were still pending. She informed the TTAC that there were no Regional projects in the October minor revision and 4 Statewide projects. Chizmas summarized the projects included in TIP Amendment 3 noting that there were 6 Regional projects and various Statewide projects.

### **MPO PERFORMANCE MEASURES**

Chizmas provided a background of the work done to date stating that over the last year NH's four MPOs collaborated on the development of supplemental performance measures that are significant to our specific regions and that address gaps in the broader, federally-mandated national performance measures. At the March 2017 TTAC meeting, project lead Strafford Regional Planning Commission provided an overview of the efforts that Partnering for Performance New Hampshire (PFPNH), the formal name of the MPO workgroup, had taken through a Federal Highways Administration Strategic Highway Research Program (FHWA SHRP2) Implementation Assistance Program (IAP) grant. Chizmas presented to TTAC the seven (7) supplemental measures that were developed by this group. She stated that she would be seeking input from TTAC on potential measures that could be used to fill a few gap areas where measures were lacking that will support our regional goals. Chizmas referred to the *Supplemental Measures Suggested at the Partnering for Performance NH Colloquium* document included in the agenda packet and asked the TTAC if they felt the suggested measures under each category were good and data we could get.

#### *Demand Response/Volunteer Driver Programs*

- Number of rides – Waitkins said yes
- Number of medical trips – Pattison did not think it mattered if it was medical or not.
- Number of communities served by Demand Response Transit...Marchant said yes

Vayo felt that Meals on Wheels would be good for data.

### *Bike/Ped/Active Transportation*

- Connectivity and Level of Traffic Stress – Marchant felt these were both important- Vayo agreed and elaborated on what could happen if measures are not in place related to bike/pedestrian infrastructure.

Putney suggested data on the dollars spent in communities for infrastructure. Chizmas said that it might be hard to quantify but they may do local projects. Marchant stated that there is a number associated with roadway infrastructure that has to be reported. Waitkins noted that he was currently inventorying sidewalk infrastructure in Merrimack and level of stress. Vayo felt the default for bike infrastructure should be NACTO in lieu of AASHTO as it is more urban focused.

### *Resiliency*

- Number of culverts inventoried according to the NH SADES data collection framework – The group agreed with this measure stating that by inventorying culverts, you would be able to determine the number of faulty culverts.

### *Freight*

Chizmas noted that we are required to have a freight section in our Metropolitan Transportation Plan and we do, but it is not strong. Marchant suggested reports on freight accidents due to track deteriorating. Vayo suggested costs to move goods would be good and that it might be worth getting info from Manchester to see if we are competing with other regions.

### *Economic Development*

Minkarah suggested changes in property values. Vayo suggested walkability. Dookran suggested commercial vs. residential tax value.

### *Land Use*

Marchant suggested open space and conservation land.

Chizmas said it is something to think about and if anyone has any more ideas, to let her know. She also informed the group that the MPO has to adopt safety targets by February 24<sup>th</sup> or choose to accept the State target. She added that for the first time, we may want to adopt the States targets. Chizmas noted that a lot of the targets are behavioral.

### **ADJOURN**

Motion to adjourn came from Gowan with a second from Young. The meeting ended at 1:37pm.