


**DRAFT MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**08/08/18**

**Members Present:**

Gordon Leedy, Town of Amherst	John Savage, NTS
Elvis Dhima, Town of Hudson	Camille Pattison, NTS
Julie Chizmas, City of Nashua	Sarah Marchant, City of Nashua
Jeff Gowan, Town of Pelham	Todd Croteau, Town of Hollis
Mark Chamberlain, Town of Lyndeborough	Linda Dusenberry, NHDOT
Dawn Tuomala, Town of Merrimack	Joe Mendola, City of Nashua

**Others Present**

Andrew Bullock, Town of Merrimack Intern	Andrew Wojciak, Town of Merrimack Intern
Nicholas Woodman, Town of Merrimack Intern	Jonathan Wallace, Town of Merrimack Intern

**STAFF PRESENT**

Gregg Lantos, Principal Transp. Planner/MPO Coord.	Matt Waitkins, Senior Transportation Planner
Jay Minkarah, Executive Director	Cassie Mullen, Reg'l Planner/Mason Circuit Rider

**CALL TO ORDER AND INTRODUCTIONS**

Lantos called the meeting to order at 12:01pm with introductions

**APPROVAL OF THE MINUTES FROM THE JUNE 13, 2018 MEETING**

Waitkins referred to the minutes of June 13, 2018 included in the agenda packet as Attachment 1. He asked if there were any corrections; if not a motion for approval.

*Leedy motioned with a second from Gowan to approve the June 13, 2018 TTAC minutes. All were in favor and the motion passed.*

**DISCUSSION OF INFRASTRUCTURE CONDITION (PM2) AND SYSTEM PERFORMANCE (PM3) MEASURES**

Waitkins presented a slideshow to review purpose of performance measures, progress so far, and action items. Waitkins stated that NRPC has the option of adopting the state standards or creating regional standards. Regional standards would pose a lot of work, and NRPC would be in a time crunch to meet the federal deadline in November. Waitkins proposed that state targets be adopted and incorporated into MTP performance. These targets apply to all National Highway Systems, and the emission targets were repealed. Lantos commented that Attachment 2 highlights how roads should be separated out of target bridge conditions (culverts are also included in these targets).

Travel time reliability for non-interstate travel met state targets for both 2017 and 2018. Truck travel has been below 1.5 for the past two years as well. Waitkins stated that an action item is needed for the September MPO meeting, so the group decided on approving the use of state standards. Leedy inquired if there was a risk in not tracking air quality standards during litigation. Lantos replied that it isn't a concern because existing plans and programs already track air quality. Chizmas added that NTS will be submitting standards based on projects included in the TIP.

**NTS ON-BOARD SURVEY RESULTS**

Lantos presented a summary of the results of the NTS on-Board Survey. He also compared the results with similar surveys done in the past for NTS.

Overall there are about 1,400 riders per day with about 700-800 round trips. The survey yielded over 500 responses. Route's 6 and 6A were slightly underrepresented possibly due to high transfer rates. Night trips were also underrepresented.

Some notable results include:

***Transfer to/from Another Bus***

33% of riders were transfers from another bus, which is less than past survey results. This means productivity has improved and NTS is able to serve more people with one bus trip.

***Transit Access Mode from Home***

97% walk to bus stops

***Walk Time from Home***

67% walk 5 minutes or less to a bus stop, which is consistent with past surveys. 30% walk 10 minutes or more. Minkarah added that NRPC is suggesting 0.5-mile radius for pedestrian infrastructure.

***Trip Purpose***

- The majority of trips are for work
- Shopping trips are down from the 2002 survey results
- Medical trips have increased since 2002
- Social trips decreased since 2002
- College and school trips are significantly higher than survey results in 2002

***Bus Trip Frequency***

Bus trip frequency has been very stable over the years

***Have Driver's License***

Only about 35% of riders have their driver's license. This has decreased since 2002.

***Rider Age***

The 16-24 age group has declined significantly since the 2002 survey. The 25-34 age group makes up about 39% of riders. We are seeing a shift to an older demographic with heavier usage of public transit.

***Household Income Range***

Average rider income has declined since 2002.

***Disability***

Disability has increased since the 2002 survey.

***Desired Extension Areas***

Milford, Amherst, Merrimack, and Hudson were very popular. The most desired extension was the Walmart in Amherst. Leedy asked if the demand for these extension areas were based on work needs or shopping needs. Marchant said that the Merrimack Outlets won't allow NTS to run a bus on the property. Marchant added that the bus service expansion would primarily be used for shopping, as it would not be good enough regarding schedule for work related trips. It was also noted that there were some complaints in the survey about NTS meeting up with Manchester, or the lack of a connection between Nashua and Manchester.

### **TRANSPORTATION ALTERNATIVES PROGRAM PROJECT SUBMISSIONS**

Lantos referred to attachment 3 in the agenda packet to review current draft project list. Leedy noted that Amherst is included in Nashua's urbanized area, and that it is not based on census data. Lantos explained that project submission is a three-step process. The letter of interest was submitted in July, and an informational session on application submission is coming up soon. Chizmas noted that Milford currently has more than one project submission, and that they should be notified that towns can only submit one project. Lantos stated that the next step is the informational session held at DOT.

#### ***Amherst***

Leedy presented Amherst's TAP project with a slideshow. The project focuses on a rail trail opportunity. Leedy explained that it has been a real issue to not have a trail that connects the village to the schools to other amenities. The proposed project is phased, with the first phase being the creation of the rail trail from Baboosic Lake Road to Thornton Ferry Road. There is existing funding for this so Amherst will proceed to the second phase, which is creating the rail trail from Baboosic Lake Road north on the railroad bed to Embankment Road (8,900 linear feet). Amherst will purchase land and easements and cover the cost of building bridges. The TAP funding is needed for the rest of the project, which is broken up into phases that are less expensive than phase two. Currently the Town owns most of the railroad ROW (the railroad was abandoned in the 1920s), and phases one and two standing alone will provide significant improvements in mobility. Dhima raised the concern of private property owners and added that access easements could be a good option if landowners aren't interested in selling their property.

Leedy also presented a different project that Amherst is starting to look into, which is reconfiguring quiet backroads to have a center lane and two advisory shoulders like the Town of Hanover, MA. Croteau was concerned about liability and advised putting up signage. Dhima brought up the concern of speed limits and lighting during the night. Minkarah added that for this

#### ***Merrimack***

Tuomala gave a brief presentation of Merrimack's project submission. She stated that in 2009 the Town Center Committee created a plan for trails and sidewalks, and that two years ago Merrimack received a grant for sidewalks on Woodbury Street and the Daniel Webster Highway. However, the Town had to use the grant money for the Souhegan Trail and the Chamberland Bridge that was newly red-listed. This year, Merrimack would like to reapply for funding for sidewalks for Woodbury Road and Baboosic Lake Road.

#### ***Nashua***

Chizmas explained that Nashua is looking for funding for bicycle and pedestrian amenities in the French Hill neighborhood area. Chandler Street, Lock Street, and Whitney Street have multiple areas where traffic calming could be phased as needed.

### **METROPOLITAN TRANSPORTATION PLAN (MTP) DRAFT PROJECT LIST**

Lantos presented the MTP draft project list and stated that he did some reorganization. In the front of the document are all the 10-Year Plan projects, followed by the other MTP projects. Lantos did away with the informational section. There have also been some changes in project status. The Hudson Blvd. project (formerly known as the Circumferential Highway project) is now located in the 10-year Plan as a local project. The Northern Bridge project was bumped into illustrative. The Route 101a project widening the road to 4 lanes in Amherst was also moved to illustrative. For the town of Merrimack, Woodbury Street is part of the Souhegan Trail project. The old project should be retained but the description needs to be changed. Bedford Road will be going out to bid in October.



**NRPC PEDESTRIAN/BICYCLE COUNT PROGRAM**

Waitkins informed the group that NRPC is in field season, and to notify NRPC if one is interested in having bicycle or pedestrian counts conducted.

**OTHER BUSINESS**

Lantos stated that there is a minor revision for August concerning the Nashua pavement rehabilitation, it will happen next quarter.

**ADJOURN**

Lantos adjourned the meeting at 1:36pm.