


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
08/12/15

Members Present:

Tom Bayrd, Town of Hollis
 Elvis Dhima, Town of Hudson
 John Cashell, Town of Hudson
 Jason Hoch, Town of Litchfield
 Kyle Fox, Town of Merrimack
 Chris Clow, City of Nashua

Joe Mendola, City of Nashua
 Wayne Husband, City of Nashua Traffic
 Jeff Gowan, Town of Pelham

Others Present:

Chris Skoglund, NHDES

STAFF PRESENT

Tim Roache, Executive Director
 Matt Waitkins, Field Data/Transportation Planner
 Ryan Friedman, Senior GIS Planner
 Karen Baker, Program Assistant

Jen Czysz, Assistant Director
 Camille Pattison, Planning Manager
 Mark Connors, Regional Planner

CALL TO ORDER AND INTRODUCTIONS

Czysz opened the meeting with introductions at 12:08pm.

APPROVAL OF THE MINUTES FROM THE JULY 8, 2015 MEETING

Czysz referred to the minutes of July 8, 2015 included in the agenda packet as Attachment 1 and asked for a motion to approve. Fox moved to approve the July 8, 2015 minutes with a second from Husband. All were in favor with 1 abstention.

NRPC BICYCLE AND PEDESTRIAN PLAN – ACTION REQUESTED

Waitkins provided a brief presentation on the NRPC Bicycle and Pedestrian Plan and informed the group that going forward he would be looking for help on the implementation phase. He added that the draft was presented to TTAC in April for review and comment and since that meeting the following additional tasks were completed.

- TTAC comments were incorporated into the draft, the project workgroup met for review and comment and those comments were also incorporated and lastly, NRPC staff completed the final internal review.

The changes to the draft plan since the April presentation to TTAC were as follows:

- Litchfield's Albuquerque Ave and Pelham's dual roundabout & town center rezoning were incorporated as regional models and success stories.
- A household finances perspective example was added to show the long term cost savings on riding and/or walking vs. car travel.
- Regional objectives were revisited to provide more concise action items.
- Updated literature added on benefits of bike and pedestrian improvements to real estate premiums and health & wellness outcomes.

Waitkins added that there was a lot of local support for active transportation and part of the updates were to clarify and redefine the goals. He added that currently NRPC is working on a project in Nashua on complete streets guidance which was part of the implementation portion of the plan. Waitkins said that staff is seeking TTAC recommendation that NRPC Commissioners adopt the NRPC Regional Bicycle and Pedestrian Plan at a future meeting. After adoption, the bike & pedestrian workgroup will reconvene to

work on the action steps outlined in the plan. He added that Friedman was working on the Bicycle and Pedestrian infrastructure. Waitkins asked if any comments were overlooked. Gowan said that he would be stressing that Bike & Pedestrian infrastructure is included in the Pelham Master Plan update. He added that it is not an issue for the Planning Board as they have an ambassador for this topic. Skoglund said DES loved the layout and asked who did it. Waitkins informed the group that Connors had, to which Skoglund followed by applauding his work. He pointed out a grammatical error on page 31. After further discussion, it was motioned by Hoch and seconded by Gowan:

THAT TTAC recommend that NRPC Commissioners adopt the NRPC Regional Bicycle and Pedestrian Plan at a future meeting. All were in favor with one abstention from Dhima.

INFORMATIONAL ITEMS:

NRPC Project Update – Plan4Health

Czys referred to previous collaborative with HEAL and the HNH Foundation on the completion of the “A Health in All Policies Approach to Complete Streets Ordinances” and the “A Health Policy Checklist for Planners” reports. She followed by informing the group of the latest collaboration is a Plan4Health Nashua project with a focus on complete streets that Pattison would be managing.

Pattison referred to the flyer included in the agenda packet and further explained the partnership and other involved parties including the APA and the City. She added that the intent is for education and support for the City on working to make the streets friendlier and safer for walking and biking. Pattison said there were three components. The first is a regulatory audit where NRPC staff went through master plans and ordinance provisions relevant to a set of criteria. The 2nd piece is a complete streets guide with a focus on areas in the City that are in need, intersections that could benefit within the City, and implementation techniques. The third piece will be a Level of Traffic Stress Analysis which Ryan will be handling. Before handing the floor to Ryan, Pattison said it will be a very short turnaround with the next March slotted for completion. A planning board meeting in Nashua will be scheduled for early December for an overview, then training on Complete Streets in the spring with a neighborhood tour.

Friedman provided a presentation on the Level of Traffic Stress (LTS) he would be working on as the third component. Friedman said this would be done in the census tracts that make up the bottom 50% of the City in terms of household income. He explained that LTS was developed by MTI for San Jose, CA, is based on rider comfort levels established in the Netherlands and the pilot project is being conducted in New Hampshire. Friedman informed the group of the 4 Levels of Stress and who they would represent:

- Level 1 - All riders, including capable children
- Level 2 – Recreational adults
- Level 3 - Enthused and confident
- Level 4 – Strong and fearless

Friedman moved on to the 3 geographical elements used when doing the analysis which include segments, approaches, and crossings and how they are calculated with presence of bike lanes, street widths, shoulder widths, speed limits, on-street parking and land use. Other optional stressors also used are terrain, safety/lighting and traffic. LTS are calculated for road segments, approaches and crossings across the City. Friedman said that most are an LTS-1 due to the amount of signals. The final layer will be to collect neighborhood input, add trails and private roads and combine all elements to come up with a weakest link approach or final combined score. The next steps are to continue to refine and analyze the LTS using trip modeling and connecting islands and pedestrians for future use in any community. Friedman said that

NRPC will also run scenarios. Waitkins said there is no one else in the state doing this. Friedman said that it can be used anywhere around the region.

Ten Year Plan and GACIT Update

Czys provided information on the Ten Year Plan (TYP) and GACIT update. She referred to the kickoff meeting which included a review of the Ten Year Transportation Improvement Plan process, an update on the efforts to date by the DOT, and next steps to be determined by GACIT and the Department. Czys referred to the 9 project prioritizations put forth based on there being 20 million available. She added that there is only 4 million available and DOT is only adding projects to the last 2 years of the TYP. For the NRPC region, this means that not all projects recommended for inclusion in the TYP will be incorporated. She referred to the table included in the agenda packet that represents the 9 projects submitted to DOT for inclusion into the 2017-2026 TYP and informed the group that DOT grabbed 2 of the projects from the draft list to include:

- Nashua: East Hollis St. and its intersections – improvements from Main St to the proposed roundabout; and
- Brookline: NH 13 – Construct southbound left turn lane

Czys state that she and Roache would be meeting with DOT to re-evaluate the prioritization of projects submitted. Prior to meeting with DOT we would like your advice on the following:

- Constraining NRPC's allocation to \$4.4 to 4.5 million how or would you adjust the list?
- Does this affect our priorities?
- Are some projects more feasible or shovel ready than others?

Husband felt the turnpike Exit 5 was a priority. Czys said that might be a turnpike funded project and on a separate list, and that it is flagged separately adding that she thinks they are not adding any new turnpike projects and focusing on unfunded projects. Husband wondered if safety was taken into consideration given the major accidents that happen there.

Dhima referred to the Hudson Route 3A in Lowell Rd project and said they are looking to see if it is a reality and looking into alternatives. He added that unofficially, it should be 1.2 million.

Fox felt that the Merrimack: Baboosic Lake Road bridge replacement project should be a turnpike project as it is a red listed bridge. He added that Merrimack would like to have this project done in conjunction with the Merrimack: DW Hwy/Wire Rd intersection improvement project as they are right next to each other.

Bayrd asked where the costs estimate amounts come from when referring to the Hollis 4 Corner project. He felt it seemed like a lot of money and thought they were just widening it. There was further discussion between Czys and Hoch on cost amounts for projects and the amount for the Amherst project. She also stated that the draft TYP is scheduled to be released on August 26th after she and Roache meet with DOT and at the next GACIT meeting she should have a preliminary schedule of the hearings.

RSMS SADES Pilot Project

Czys passed around a memo on the RSMS SADES Pilot Project and informed the group of the NRPC collaboration with DOT and 8 other NH RPCs and assistance from UNH T2 LTAP center to conduct a SADES Road Surface Management System (RSMS) pilot project. The focus of the project will be the development of an inventory and road surface management strategies utilizing the latest version of the T2 developed SADES RSMS (SRSMS) software. SRSMS allows municipalities to easily formulate maintenance schedules and the most cost effective budgets to sustain road networks in the best possible condition. This will be

fully funded through the UPWP but with limited funding. One community from each RPC region will be chosen for the pilot program. The community chosen should have fewer than 100 miles of road or if a bigger community, maybe do a portion. All 9 communities will be working on the same tasks under the same schedule. The selected community will need to commit staff to participate in a series of meetings with NRPC during the course of the project.

Czys stated that interested communities should reply to express your willingness to commit to the meeting schedule and explain how the community intends to use the final data and report. The response may be in the form of an email or letter sent to my attention by August 28, 2015. She added that the beginning of September is when road inventory will start and that NRPC staff will be doing training prior to that.

Dhima asked what staffing commitment was required by the town. Waitkins talked about the RSMS he did with Hollis and Bayrd observing how he assessed conditions and the feedback provided. He added that his work was mostly field related but he used a roads layer. Friedman said that NRPC has a good road inventory, better than the DOT inventory. Czys pointed out the length of the project due to the synchronization aspect of the program and coordination with the new software.

Mendola asked about integration with other software. Waitkins did not think it was possible. Hoch asked if the T2 software was still clunky. Friedman said they will be using it on an iPad and will not know until they use it.

TTAC MEMBER ROUNDTABLE

Pelham – Gowan: Pelham upstream bridge replacement has been rescheduled to 20/23 latest and they are currently working on their MP. Czys stated that related to the flood studies being prepared along with the bridge replacements, OEP was looking for any such information to be incorporated into updated Flood Insurance mapping for the region. She referred to Jen Gilbert as being in charge of the program.

Litchfield – Hoch: He informed the group that this was his last TTAC meeting as he was moving to MA to take a job there.

Hollis – Bayrd: They are following the RSMS plan the best they can in Hollis and plan to update every year as it makes sense due to the cost of materials.

NHDES – Skoglund: Looking at the Department's Climate Initiative and how it relates to climate and weather changes including rain. Working with DOT, Fish and Game and Emergency Management and will hold a roundtable.

Hudson – Dhima: Working on Pelham Road replacement and the Derry/Ferry/Library St. improvements which are starting in August to mid-December. Benson Train Depot relocation happening. Lastly, the water, sewer, drainage, and gas lines are being added to the NRPC map by a separate company. Cashell: A lot of economic development is activity is happening in Hudson (ex. new elderly housing development).

Merrimack – Fox: 1.1 million water/sewer drainage project at Naticook Lake.

Nashua – Clow: Retrofit for CNG Vehicles and Grant work for Transit Plan. Husband: Main St. BSP hopefully done by end of the year. Also, removal of jug handle on Amherst St. and the additional lane to be added will temporarily make traffic challenging during construction.

Milford – Parker (via email): Route 13/Emerson Road/Armory Road (CMAQ) – intersection and signalization improvements: Project complete and in budget, lots of very positive comments from the public. Waiting for final closeout from FHWA and DOT.

South Street Improvements (TE and Earmark funds) – advertised for bids in May, one bid received and the bid was twice the budget. Waiting for DOT to authorize rebidding, hoping for a more favorable bidding



climate this fall. According to DOT and our consultant (CLD), many projects out for bid have received quotes too high, or have received only one or two bids, or none, due to the construction climate. Contractors are stretched to find good labor.

Next phase for use of Earmark money is underway with documents about to go to DOT. Priority projects at this time appear to be modifications around the Oval and the portion of Nashua Street in front of County Stores where a new CVS has been approved at the intersection of Nashua Street and Clinton Street.

Lastly, Parker retiring, Levandowski left for a Manchester position. New hire position will be a combination of Director and Planner.

OTHER BUSINESS

Gowan motioned to adjourn with a second from Bayrd. The meeting adjourned at 1:23 pm.