


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
06/10/15

Members Present:

Colleen Mailloux, Town of Amherst
 Elvis Dhima, Town of Hudson
 John Cashell, Town of Hudson
 Kyle Fox, Town of Merrimack
 Mitchell Dutton, Town of Merrimack Intern
 Trent Lofaro, Town of Merrimack Intern
 Wendy Hunt, Town of Milford

Steve Dookran, City of Nashua
 Wayne Husband, City of Nashua Traffic
 Jeff Gowan, Town of Pelham

Others Present:

Paul Lockwood, NHDES
 Leigh Levine, FHWA
 Abby Davidson, FHWA Intern
 Denise Markow, NHDOT

STAFF PRESENT

Tim Roache, Executive Director
 Matt Waitkins, Field Data/Transportation Planner

Jen Czysz, Assistant Director
 Karen Baker, Program Assistant

CALL TO ORDER AND INTRODUCTIONS

Czysz opened the meeting with introductions at 12:10pm.

APPROVAL OF THE MINUTES FROM THE APRIL 8, 2015 MEETING

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

NH DOT PRESENTATION: STATEWIDE ITS ARCHITECTURE BY DENISE MARKOW, ADMINISTRATOR TRANSPORTATION MANAGEMENT CENTER

Markow started off by explaining that what used to be the Intelligent Transportation System (ITS) has merged with the operation bureau to create the Transportation System Management & Operations (TSMO); an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross jurisdictional systems & services. She added that New Hampshire's challenge is urban vs. rural in this new plan. TSMO strategies improve system efficiency, enhance public safety and security, reduce traffic delays of road users, and improve access to traveler information. The emphasis of TSMO is an outcome driven, performance based system. Markow referred to the components of the TSMO Strategic Plan Core:

- ITS – Intelligent Transportation System Device Deployment
- TMC – ATMS Operations
- ITS Maintenance/System Support
- Traveler Information - TIS
- Traffic Incident Management - TIM

Markow provided copies of Appendix A of the 5 year ITS Strategic Implementation Plan to the group which provided recommended strategies to be implemented for each year during the 2015-2019 fiscal years and that could not be done in the original ITS Plan. She reviewed each section pointing out the high priorities for each. She specifically talked about transit mainstreaming as a high priority and summarized a few items listed for implementation:

- Upgrades to 9 security cameras in bus stations across the state;
- MDSS programmable software that will be used for a pilot program on the Everett Turnpike to map normal maintenance procedures vs manual for salting;

- Everett Turnpike will be poster child for message boards with travel time info to airport and info for travelers and first responders for accidents;
- Arterial deployment of works zones in Lee and Hooksett to let commuters know time and detours;
- Recent completion of ITS & Communications Inventory;
- Enterprise software solution for cameras for bridges on Portsmouth bridges that can be used with any camera;
- Major statewide initiative for communication via cell modem to avoid devices going down and blank message boards due to voice trumping all communication methods;
- Better resolution cameras allowed in Park-n-Rides; and
- As part of TMC Operations a Tri-State (ME, NH, VT) System for Advanced Transportation Management so incidents don't end at the borders with a future goal to have a regional hub by adding CT, MA & RI for travel times, weather info, auto response planning, State Police CADD integration and dynamic message boards.

Markow also showed the group a website called TrafficLand which listed where all camera devices are and provides real time travel data with 6-20 second loop updates. Roache asked if as an MPO, can the data from TrafficLand be used for the NRPC CMP. Markow said she did not see why not.

Markow also referred to the Traveler Information Portal on the DOT website which would provide information on delays and travel times in works zones for speed profiles as well as data on queuing, mobility, and volume issues collected in work zones only. Levine asked how they capture the volume. Markow said with radar beam. She showed the group Smart Zones on the TMS site and how speed data can be collected using the sensors set up in the smart zones and this portable data can be captured and reported back. Queuing would be available through Google. Lastly, she pointed out that this is all state funded except the 101 design implementation piece.

FOLLOW-UP DISCUSSION: REGIONAL ITS ARCHITECTURE

Czys thanked Markow for her presentation and informed the TTAC that the Regional ITS Plan is a Federal Requirement and its development and use of architecture is an FHWA/FTA requirement for projects that are funded in whole or in part with the highway trust fund, including those on the National Highway System (NHS) and on non-NHS facilities. Additionally, the NRPC Regional Architecture developed in 2006 needs to be updated as noted as a deficiency during a recent mock TMA review. She asked TTAC for ideas on how to build off what the state has already done and not be redundant and create consistency and integration with existing plans. Czys referred to the questions listed in the Regional ITS Plan Memo and asked the group to think about what current needs exist in your communities and what can NRPC do to ensure the regional ITS plan is useful to your community?

Markow said the private sector needs to take the lead and that the States need to have a landing page that covers everything road related. Markow said that the TSMO is trying to change the thinking to fiber is response to Dookran's question on getting affordable, compatible systems out there. Husband had concerns about Nashua's signal system and integrating it with the NHDOT system. Markow said that ICM would react to this. There was further discussion between Markow, Husband and Dookran on coordination and integration of the corridor through ICM. Roache asked if NRPC had to use the Strafford model when doing the ITS Plan and what would be the effective use of the product. Levine suggested going beyond the 2015-2019 DOT ITS timeframe for the regional architecture would be the role the MPO could take. Markow suggested looking at areas of potential congestion as issues to look at.

INFORMATIONAL ITEMS:**CTAP Phase 3**

Czys referred to the CTAP Phase 3 round and that DOT was working on getting this information to us. She explained that for this region, Pelham, Hudson and Litchfield had large grants through the LPA process through with a focus on Transit Oriented Development and Transit. DOT anticipates making 6 different grants, each about \$200,000. Gowan added that Pelham was looking at environmental permitting.

TIP Amendment Updates

Czys informed the group that the TIP Amendment has been postponed until July 23rd as it is not ready yet. She added that the public comment process would be expedited.

MPO Agreements

Czys referred to the MPO Agreements included in the agenda packet and informed TTAC that these were informational and required to maintain with the 3 other MPOs and DOT regarding the Coast, CART and NTS collaboration.

OTHER BUSINESS

Husband talked about the Indian Rock/Coburn Ave project in Nashua where the Synchro model was used and a public information meeting was held where they demonstrated scenarios. He said he felt this helped to get the process going.

Dookran talked about the Tiger Grant submitted for Exit 36 for construction by NRPC. He also informed the group about the Manchester Street Bridge that was scheduled for dedication on July 15th with Merrimack.

Czys read an email from Parker from Milford regarding the on-site project substantial completion meeting with DOT and the engineers for the Route 13/Emerson/Armory Road intersection CMAQ project being held today. Also, the South Street Improvements project has been advertised with bids due June 29th, with the hope to begin construction in mid-July. He was meeting with the engineers today.

Gowan motioned to adjourn with a second from Fox. The meeting adjourned at 1:38 pm.