


**APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**November 18, 2020**

**Members Present:**

Natasha Kypfer, Town of Amherst Joan Cudworth, Town of Hollis Mark Chamberlain, Town of Lyndeborough Dawn Tuomala, Town of Merrimack Jeff Gowan, Town of Pelham Jenn Beauregard, Town of Pelham	Camille Pattison, City of Nashua – NTS Wayne Husband, City of Nashua Julie Chizmas, City of Nashua Pete Kohalmi, City of Nashua Matt Sullivan, City of Nashua Tim White, NH DES Leigh Levine, FHWA
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**Others Present**

Paige Schaller Jerry Bento	Carl Eppich, SNHPC
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**STAFF PRESENT**

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner Mason Twombly, Regional-Environmental Planner	Jay Minkarah, Executive Director Derek Stahl, Transportation Planner Ryan Friedman, Senior GIS Planner Sara Siskavich, Assistant Director
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**CALL TO ORDER AND ROLL CALL**

Lantos called the meeting to order at 12:05 pm and went the roll call of attendees by community/organization. The protocol for participation in the virtual meeting was presented. It was determined that a quorum was not present.

**APPROVAL OF THE MINUTES FROM THE SEPTEMBER 9<sup>TH</sup>, 2020 MEETING**

Lantos referred to the minutes from September 9<sup>th</sup>, 2020 included in the agenda packet as Attachment 1.

*Chizmas motioned with second from Kypfer to approve the minutes. There were no members who opposed or wished to abstain. The minutes were approved.*

**PUBLIC TRANSPORTATION AGENCY SAFETY PERFORMANCE TARGET**

Lantos stated that the performance targets deadline was extended, allowing for up to 6 months to establish the new targets, so it does not need to be approved at this time and can be pushed off if needed. However, NRPC was given the data from NTS and began calculating the rates, which Lantos believes, satisfies the needs of the submission. Pattison added that NTS submitted their draft plan to the FTA for feedback and one of the comments was directed toward a target. She also stated that the TTAC Committee could approve it and then once necessary corrections are made it can be voted on again. Lantos responded that this is a vote to recommend to the MPO to indorse the targets.

*Pattison motioned with a second from Chizmas to recommend to the MPO to preliminarily adopt these targets subject to final determination of FTA. All were in favor, however, there was not a quorum present so the recommendation is unofficial.*

### **TEN YEAR PLAN PROJECT SUBMISSION UPDATES**

Lantos stated that there was discussion with the City of Nashua about the possibility of adding the Dozer Rd exit off the Turnpike as an additional project that would fit within the remaining balance. Through discussion with DOT, it was found that the project would not be eligible for 100% funding and that it would be premature to include this into the TYP without completing a study. For that reason, Lantos is recommending a Regional State Highway Traffic Signal Improvement project to fill the remaining budget. Because of the need for 100% federal funding, the urban compact areas would not be included in the study. However, municipalities could seek additional funding to match and the eligible project area could be expanded. The signal improvements would likely include signal coordination, adaptive signalization control, and flashing yellows. This project is estimated to fill out the remaining balance of the TYP but is likely to change due to DOT's final budget changes. Chizmas asked what the number of eligible signals. Lantos did not have the exact number in front of him but mentioned that the urban compact areas not being eligible significantly reduced the total number. He also stated that a large portion of 101A would be included in this study as it is proposed now. Chizmas also asked how often the urban compact areas are reassessed. Lantos responded that he was under the impression that the urban compact areas would be reassessed after the census.

### **CITY OF NASHUA BICYCLE/PEDESTRIAN STUDY**

Friedman began with an overview of the Bike/Ped Study stating that it was about a year long effort in coordination with NRPC and multiple departments from the City of Nashua. He stated that 4 main tasks were set for the study which included level of service data analysis, field data collection, public outreach, and a report/presentation of the study and its findings. To start, the current conditions were analyzed finding strengths, weaknesses, opportunities, and threats. Using demographic data, a heat map was created which highlights the areas of highest usage. This was then used to define the area for the field data collection which equated to around 20 miles of sidewalk to be assessed in the Main St/Downtown area. The field data was collected through the SADES Ped Infrastructure program where sidewalks, curb ramps, crosswalks, and ped access buttons were assessed. The data contains overall conditions of segments/features, as well as specific measurements of certain features (e.g., sidewalk width, slope, etc.). After the data is collected, the features can then be assessed and given a score for ADA compliance. For the public input aspect of the study, there was an online survey that was active from March through June 2020 which had 288 respondents, as well as a webinar in September which had about 30 participants. There are also several additional past and ongoing planning efforts that were used and are helpful when evaluating the city's bike/ped network. These include Plan4Health Nashua, Safe Routes to School, multiple committees including Complete Streets Advisory, Bike-Walk alliance, and the TYP project scoring committee. Data collection including NRPC bike/ped counts and Strava data are ongoing planning efforts providing useful insight into the current usage of the bike/ped network. Lastly, Level of Traffic Stress (LTS) can be used to determine areas of need or improvement. Through the statewide LTS study, the Nashua region has a complete set of LTS data which is evaluated through a summary of road attributes (bike lane present, shoulder, parking, etc.) but does not take topography or road condition into consideration when evaluating. Each road is given a score of 1-4, with 1 being suitable for all riders and 4 being suitable for the most experienced of riders. Potential outcomes of the study could include pop-up installations, creative crosswalks, wayfinding signs, and slow streets all with the goal of bringing more attention to bike/ped facilities and making pedestrians and bicyclists feel safer using them. The final products of the study included summary reports of SWOT analysis, data analysis, survey results, and future recommendations.

### **METROPOLITAN TRANSPORTATION PLAN PROJECT VIEWER**

The web viewer was made to be a user-friendly way to view the MTP projects that are currently taking place. The viewer is an interactive story map, which you can scroll through and see explanations of MPO's, TYP, TIP, and MTP processes are. The explanations of these processes can be shown on the left while on the right will show current projects in each of these programs. You can read details on the specific projects by clicking on them on the map.

**NHDOT, NHDES, FHWA UPDATES**

**City of Nashua** – Currently running the Imagine Nashua survey, in which you can make statements about the city and are also given the opportunity to agree/disagree/or skip as many of other people’s statements as you want. Additionally, there is an Imagine Nashua Contest where you can print or find an Imagine Nashua Sign and you can write down what you think and post on your social media to have a chance to win a \$25 Market Basket gift card or a 2021 Nashua Calendar. It is open to all who either work, live, or recreate in Nashua.

**DOT** – No Updates

**DES** – No Updates

**FHWA** – No Updates

**ADJOURN**

*Chizmas motioned with a second from Kypfer to adjourn the meeting. All were in favor.*

*The meeting adjourned at 1:19 pm.*