


**NRPC APPROVED MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**August 14, 2019**

### Members Present:

Julie Chizmas, City of Nashua  
 Steve Dookran, City of Nashua  
 Kyle Fox, Town of Merrimack  
 Brian Groth, Town of Hudson

Wayne Husband, City of Nashua  
 Peter Kohalmi, City of Nashua  
 Kellie Shamel, Town of Milford

### Others Present

Linda Dusenberry, NHDOT  
 Tim White, NHDES

Leigh Levine, FHWA

### STAFF PRESENT

Gregg Lantos, MPO Coordinator  
 Matt Waitkins, Senior Transportation Planner  
 Andrew Smeltz, GIS Specialist

Jay Minkarah, Executive Director  
 Sara Siskavich, Assistant Director  
 Sabrina Pedersen, Community Relations Coordinator

### CALL TO ORDER AND INTRODUCTIONS

Lantos called the meeting to order at 12:04 pm with a round of introductions.

### APPROVAL OF THE MINUTES FROM THE JUNE 12<sup>TH</sup>, 2019 MEETING

Lantos referred to the minutes of June 12<sup>th</sup>, 2019 included in the agenda packet as Attachment 1.

*No quorum was present to take a vote at the meeting.*

### 2019 CONGESTION MITIGATION & AIR QUALITY PROGRAM

Lantos presented about the 2019 CMAQ Program. Currently, applications are being prepared for the program. Two communities from the region have applied: Town of Milford and City of Nashua.

Shamel presented about two projects that will be submitted for the Town of Milford. The first is a sidewalk and signalization project at Nashua Street and Ponemah Hill Road. This project will be about 3,000 linear feet of new sidewalk. It will include signalization improvements for the intersection. As a high-traffic, high-density, mixed-use area, these changes would be part of the long-term goal of pedestrian and intersection improvements. This area is a high priority for the CIP for Milford and is included in the draft Pedestrian Network and Improvements Plan that is currently underway.

The second is a sidewalk and multi-use lane project at Osgood Road, Melendy Road, and Armory Road. Again, this will be about 3,000 linear feet of sidewalk and consist of new sidewalks, striped lanes, detached pathways, and

road crossings. This is top priority out of the two projects due to the high school, middle school, athletic field, and Leisure Acres Mobile Home Park. Safety is a top concern for the students who consistently walk to school.

Lantos asked if traffic counting has been completed for the signalization project. Shamel confirmed with a yes.

Minkarah asked about the walking distance between the middle school and high school. Shamel was uncertain about the exact distance. She confirmed that the walkway from Leisure Acres to the schools is walked daily.

Dusenberry shared that communities can earn 5 points for scoring if they have an LPA-certified person or they can take a class, according to the CMAQ project manager.

Chizmas presented the project submitted for the City of Nashua. This project differs from the one submitted in their letter of intent since new needs emerged. Nashua is proposing to reconfigure Lowell Street and Canal Street. Canal Street will be one-way eastbound. Lowell Street will remain a one-way, but it will be reversed where it connects with Canal Street. Congestion has increased at the intersection due to a new residential building, Lofts 34. In addition, congestion needs to be addressed in that location since there is a project in the 10-year plan to connect Franklin Street to Broad Street Parkway. ADA compliance and signalization improvements would need to be reconfigured as well.

Waitkins explained that NRPC was about to do counts for that intersection, but construction is still occurring in that area. A temporary hold has been placed on counting. Chizmas asked if counts would be needed for the CMAQ application. Dusenberry was uncertain and offered to check with the project manager.

White asked if there is a traffic committee to bless the signalization plan? Chizmas explained that this plan was proposed by the Mayor's Office. Husband explained that it will need to go before the infrastructure committee for a formal approval.

Minkarah asked if Orange street will be a two-way. Chizmas confirmed with a yes. Minkarah wondered if they have thought about reversing the flow. Chizmas explained that CMAQ will fund the engineering study to ensure that it is feasible and perhaps reverse it the other way may be the better option. Minkarah wondered how to access French Hill if both Lock and Lowell are one-ways. Chizmas commented that it would be an ideal location for a roundabout, then further explained the details of how to access French Hill.

Fox asked if the left turn would be permitted from Canal Street to Lowell Street. Chizmas said that intersection would need to be reconfigured too.

Lantos asked about final costs. Chizmas explained that final cost estimates are still being worked out.

## **TRANSIT FEASIBILITY STUDY**

Lantos presented about the Transit Feasibility Study, specifically the ridership forecast estimation methodology.

Siskavich asked that the proposed groups are going to differ from the city routes. Does the service index capture the density of stops along the way? Lantos explained that the service index is based on routes only impacted by one route. Number of routes operating in the day would be the index.

White asked if there will be any coordination between NRPC and NH DOT's current transit study. Lantos confirmed that there will be coordination.

### **ROAD SURFACE MANAGEMENT SYSTEM (RSMS)**

Waitkins and Smeltz presented about NRPC's available service in RSMS and how RSMS benefits local decision making in road maintenance investments. NRPC will commit to new projects for our communities on a first-come, first-serve basis.

Inventory and analysis are the two steps of RSMS. An inventory is collected by assessing the condition of every paved road. Software is used to analyze the future condition of the pavement and it is based on a deterioration curve. Repair strategies can be chosen based on the analysis. Each repair type has a default cost, but costs can be customized to the community's needs. NRPC requires the town administrator and DPW director to provide input and educate them on how NRPC is assessing them. Litchfield and Hollis have completed inventories with NRPC. Deliverables are customized to the community's needs. A report can be produced showing each repair scenario, including budget scenarios.

Waitkins explained that NRPC will identify projects in two communities through UPWP. They are looking for communities to request and/or spread the message to other communities that this service is available.

Dookran explained the history of Nashua's choices in RSMS services from NRPC in 2000, VHB, and Stantec. He explained that some companies take videos of all the paved roads or put men on the ground. Dookran asked if NRPC follows the ASTM standard, which specifies how the cracks are rated in the inventory. Waitkins explained that NRPC is signed up for further standard trainings. Waitkins reinstated that NRPC ensures that the road agent and/or DPW director observe at least once in their inventory phase. Smeltz further explained that their model is based on PCIs and volume of traffic. Groth asked if a letter of request is needed for communities interested.

### **LOCALLY COORDINATED TRANSPORTATION PLAN**

Waitkins presented about the Locally Coordinated Transportation Plan which will be updated for 2020. The FTA Section 5310 Program funds projects that come out of this plan. The program requires coordination among transportation and human service providers and include visuals for person's with disabilities, and representation from public, nonprofit, and human service riders. Projects selected for funding need to be in the Locally Coordinated Transportation Plan.

Chizmas asked if someone gets a grant and plans to do a project that is not in it, can they ask to include it in an amendment. Waitkins confirmed with a yes.

White asked where Lantos work fits into this work? Waitkins explained that Lantos' work may focus on where transit-dependent populations are located, predictive modeling for a route, and associated paratransit.

### **STAFF UPDATES**

Waitkins shared NHTransitstudy.com and will present about Statewide Strategic Plan at the next TTAC meeting.



NRPC was approached by Brookline for a road safety audit. Applications are due by December 1<sup>st</sup>.

Waitkins explained that there were 6 revised projects added as minor revisions due to adjusted inflation. Each have been adjusted.

White provided an update about the Volkswagen Settlement. The state has been a beneficiary for over a year now. Projects are slowly being rolled out. The DEERA Program, generally administered by NH DES, received a \$1.2 million budget increase due to the Volkswagen funds. Three rounds of project solicitation were done and currently funding 18 different projects from 9 different grantees for vehicle replacements and engine improvements. All have received approval. There will be another solicitation starting in October 2019. A couple solicitations for school bus replacements have been done in May and June. This solicitation may be reissued at some point in the issue since there is still funding available. Funding and approval have been passed for a vehicle replacement project with NH DOT. They are also speaking with 3 or 4 state agencies interested in replacing their state vehicles. Finally, Senate Bill 517 Commission, has been giving direction to VW to release an RFP for a corner-base DC fast-charging electric vehicle charging structure. The direction that OSI is getting is that they would like them to release that RFP in order to try to have projects in the ground by the end of 2020. Therefore, the RFP needs to be sent out as soon as possible.

Dusenberry noted that the 10-year plan has started. STIP amendment is under review right now.

#### **OTHER BUSINESS**

Pedersen announced that all TTAC members will be added to NRPC's monthly newsletter to receive important news relevant to TTAC business.

#### **ADJOURN**

***Meeting was adjourned at 1:30 pm.***