


NRPC APPROVED MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
May 13, 2020

Members Present:

Mark Chamberlain, Town of Lyndeborough Dawn Tuomala, Town of Merrimack Julie Chizmas, City of Nashua Wayne Husband, City of Nashua Daniel Hudson, City of Nashua Linda Dusenberry, NH DOT	Camille Pattison, City of Nashua - NTS John Savage, City of Nashua – NTS Jeff Gowan, Town of Pelham Paul Branscombe, Town of Wilton Tim White, NH DES
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Others Present

STAFF PRESENT

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner John Goeman, Regional Planner III	Jay Minkarah, Executive Director Derek Stahl, Planning Technician Ryan Friedman, Senior GIS Planner
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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 present.

APPROVAL OF THE MINUTES FROM THE MARCH 11TH, 2020 MEETING

Lantos referred to the minutes from March 11th, 2020 included in the agenda packet as Attachment 1. There were no comments and the minutes were determined to be approved.

Gowan motioned with a second from Hudson to approve the minutes from the March 11th, 2020 meeting. All were in favor and the motion passed.

FY 2019-2022 TIP AMENDMENT 4

Lantos opened the floor for discussion on the TIP Amendment 4. There was no discussion on the amendment so Lantos recommended to make a motion to recommend that the MPO approve the amendment.

Chizmas motioned with a second from Gowan to recommend the MPO to approve the amendment. All were in favor and the motion passed.

BICYCLIST LEVEL OF TRAFFIC STRESS STUDY PRESENTATION

Waitkins and Friedman presented the Bicyclist Level of Traffic Stress Study. Waitkins began with a basic overview of LTS and stated that there are four levels of Traffic Stress and can be related to a certain experience level of rider. LTS 1 is the lowest stress and is suitable for all riders. LTS 2 is a lower stress and is suitable for adult riders with little to some experience riding. LTS 3 is moderate stress and is suitable for people who ride regularly and LTS 4 is high stress and is suitable for experienced riders with confidence in high speeds and traffic volumes. He then began an overview of the history of the project, noting that it began in the early 2000’s with a group of Dutch

researchers and made it's way into the US in 2012 with a study done by the Mineta Transportation Institute in San Jose , CA. In 2014, there was a pilot study done in Nashua, Concord, Keene, and Manchester. In 2015/16, another pilot study was done in cooperation with NHDOT and Plymouth State University to see how Strava data could potentially be used in LTS studies. Most recently, in 2019/20, LTS was used for the Merrimack, DW Highway Bike/Ped Corridor plan as well as the RPC's throughout the state along with Plymouth State University using LTS for the Statewide Bike/Ped Plan.

Friedman began presenting on the data portion of the LTS study. He stated that there are several attributes that are used for the calculation of a roads LTS. He explained that some of this data was already in our GIS database while others had to be researched using aerial imagery and measuring tools in GIS. He noted that figuring out the collection of this data moving forward is important as things like bike lanes, wider shoulders, etc. are being built more commonly. The results of the LTS study are as follows: LTS 1+2 = 80%, LTS 3 = 14%, LTS 4 = 3%, and LTS 5 = 3%. The data verification included communication with NH Bike/Walk Alliance and NRPC Complete Streets group. There was also outreach that was done through setting up a table at the Nashua Farmers Market and a table outside of Goodale's Bike Shop in Nashua. There was also an interactive online where people could place comments. Chizmas commented that it seems like 101A should be a 4. Chamberlain asked if it was considered to ask local police departments for data from radar speed signs to help with the prevailing speed data. Friedman answered that it had been discussed along with using local knowledge if you know the actual speed travelled is more/less than the posted speed but it that it was decided this would skew data from where that knowledge/radar data was unknown.

Friedman began to explain the different options for products and tools that you can use once you have collected the LTS data. The first option is mileage by LTS level to be used as a performance measure for towns. The second option that Friedman described was regarding connectivity. The example given was, "What percentage of reachable destinations us a low stress network in a given area?". This would include destinations like schools, community centers, and employment centers. The last item the was described was centrality. This refers to the importance of links to bicycle networks in a given area. An example of this was the DW Highway Corridor Study.

NTS COVID-19 IMPACT

Pattison and Savage began discussing the impacts that Covid-19 has had on NTS to date. Pattison stated that NTS was the first transit agency to suspend fixed route service, which was done on March 26th. During this time, they have doubled paratransit service with van pooling for people who are in need of the service which amounts to about 150 trips per day. Pattison also stated that the CARES act provided additional funding to provide pay to workers during this time. Pattison said that NTS is currently looking into ways to make the buses safer for the drivers including purchasing PPE as well as plastic barriers for drivers. It was also stated that when NTS does return to operating, that they will do so most likely by running the 3 night routes throughout the day.

TEN YEAR PLAN PROCESS UPDATE

Lantos stated that at this time, we would like to get project solicitation from communities. Lantos included a list of MTP projects that are currently unfunded that could be eligible for the TYP process and noted that it is not a limiting list. Lantos proceeded to ask Chizmas if any of the current MTP projects would be likely to be submitted for the TYP. Chizmas responded that the Bridge/Canal St projects would be a possibility to submit but she has not had direct conversation with the DPW recently on these topics. Lantos continued by stating that NRPC is currently working on updating the ratings of these projects specifically on separating bike/ped projects with safety projects.

NRPC UPDATES WITH COVID-19 IMPACTS

Lantos first stated that the traffic counting program has started. It was also stated that the CMP progress has not been affected by Covid-19 and is moving along on schedule. The Hudson RSMS has been completed and NRPC is currently looking for a new community as the RSMS process is not affected by Covid-19. Lantos stated that the Merrimack Exit 12 Study has been delayed in an attempt to let traffic numbers rise closer to normal levels before

conducting data collection. Lastly, CTAP TDM employer surveys and June Challenge has been put on hold for the time being.

NHDOT, NHDES, FHWA UPDATES

There were no municipal updates.

DOT – No DOT updates.

DES – White stated that the time to submit applications for the Clean Diesel Program deadline is June 3rd. All of the info is on the website and if needed can contact him for questions.

ADJOURN

Chizmas motioned with a second from Gowan to adjourn the meeting. The meeting adjourned at 1:22pm.