

**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
150 Wakefield Street, Suite 12, Conference Rm. 1A
Rochester, NH 03867
Minutes**

**Friday, September 8, 2017
9:00 a.m.-11:00 a.m.**

The meeting was called to order with a quorum at 9:06 a.m.

1. Introductions

Members Present: Mike Bobinsky (Somersworth), Larry Brown (Milton), Jim Campbell (Rochester), Gretchen Young (Dover), Michael Williams (COAST), Tim White (NHDES), Carol Macuch (NHDOT), Leigh Levine (FHWA)

Staff Present: Cynthia Copeland (Executive Director), Colin Lentz (Regional Transportation Planner), Rachel Dewey (Data Analyst), Stef Castella, Derrick Bartlett, Mason Twombly, Molly Belanger (Data Collection and Analysis Assistants), Cynthia Plascencia (Transportation Writer)

Guests: Susan Klasen (NHDOT), Nicholas King (NHDOT)

2. Staff Communications

3. Action Items

3.1 Minutes from August 4, 2017 [VOTE]

L. Brown made a motion to approve the August 8, 2017 Minutes
Seconded by M. Bobinsky
Vote: All in favor

3.2 Draft System Performance Report Template [Recommendation to Policy Committee]

R. Dewey gave a brief update on the SHRP2 project as it nears completion, explaining that the team is working on final documentation. One of the deliverables for the Federal Highway Administration is a system performance report on trends and targets for the mandated and supplemental performance measures. R. Dewey presented four templates created for these reports. She asked the committee to recommend the template designs to the Policy Committee for their approval.

C. Lentz asked whether the templates, once voted on by the Policy Committee, would be then presented to the Partnering for Performance NH (PFPNH) group at their next meeting. R. Dewey confirmed that they would be. She added that any recommendations made by the Policy Committee would be given to the PFPNH workgroup to discuss. M. Williams asked if the recommendation was for the formatting of the report, or the content. R. Dewey responded that she welcomed suggestions on content, but that the recommendation was primarily for the formatting.

S. Bobinsky asked how these templates would be used. R. Dewey explained that they would be incorporated into Strafford MPO's Metro Plan and Transportation Improvement Program (TIP). C. Lentz noted that the templates were developed among all four MPOs in New Hampshire so that performance reports would be consistent from region to region. He added that the monitoring of performance data would help inform project development for the Ten Year Plan and TIP processes. L. Levine asked if the MPOs were going to set their own regional safety performance targets, or if they would be adopting NHDOTs statewide targets. R. Dewey said that was still a continuing conversation among the MPOs, weighing the challenges and benefits of adopting statewide targets, or setting targets based on regional data.

L. Brown made a motion to recommend the System Performance Report Template to the Policy Committee

Seconded by M. Bobinsky

Vote: All in favor

4. Discussion Items

4.1 Traffic Management Center presentation (Susan Klasen)

Susan Klasen, and administrator from the NHDOT Transportation Systems Management and Operation (TSMO) Bureau, gave a presentation on their department within the Transportation Management Center (TMC). She explained that the TSMO is responsible for any intelligent transportation system (ITS) equipment on the state highway system, including planning, deployment, operation, maintenance, and performance metrics. S. Klasen detailed the members on their staff, including engineers who help with the device deployment, a contractor who maintains the device, and an operation supervisor. Nicholas King, the operations supervisor, explained how the devices are used for safety mobility on the roadway.

S. Klasen explained the "1201 Rule" under federal regulations, which addresses traffic conditions for construction activities, roadway lane blocking incidents, roadway weather observations, and travel-time information. She said the rule was instituted in section Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (The Real-Time System Management Information Program) [this section was moved to title 23 section 511 in the Code of Federal Regulations]. She stated that from the time DOT is notified of an incident in any of those categories, the TMC has 10-20 minutes to get that information to the public, depending on what region of the state the incident takes place. S. Klasen said it is the TMC's policy to report every incident within 10 minutes, no matter where it is in New

Hampshire. She stated that their job is to make sure the department is meeting those requirements and to ensure that the information is accurate and widely available.

N. King gave an overview of their staff training, including a training program that simulates traffic scenarios and establishes a list of protocols to complete. N. King also reviewed the Advanced Transportation Management System (ATMS), which holds all of their data, including crashes, roadwork, and signals. That data are presented in their Traveler Information System (TIS), for public viewing. In addition to SMS messaging and emails, the TIS also distributes information via permanent and mobile message boards on the roadway, which can help drivers make decisions. S. Klasen reviewed the different “way-finding” apps for mobile phones such as Google Maps and Waze that incorporate data from TIS, noting that municipalities are experiencing greater congestion as these apps redirect drivers around incidents, through small local streets and downtowns.

N. King and S. Klasen discussed the public service announcements (PSAs) also run by TMC on their roadside message boards. They explained the process of getting certain messages approved, noting that they focus on common-sense messages and avoid entertaining messages (such as “Use your blinkah”). S. Klasen explained that part of TMC’s role is to ensure that every message board is posted on a state road meets the requirements.

S. Klasen discussed traffic signal and alert beacon equipment throughout that state and reviewed some of the current equipment in the Strafford Region. She explained that specialized traffic signals and beacons are usually maintained through agreements between municipalities, NHDOT and the Department of Business and Economic Affairs. She described a new type of equipment called Intersection Conflict Warning System (ICWS) that could be installed at intersections with both high speeds and visibility issues to alert vehicles when cross traffic is approaching. S. Klasen said NHDOT would be testing ICWS’s at three locations throughout the state to assess its future applicability. One of the main challenges is finding a way for TMC staff to monitor such equipment remotely to ensure it is working properly.

C. Lentz asked about the possibility of municipalities working with the TMC to locally and remotely control traffic signals and adjust them to respond to specific needs (such as higher local traffic during a holiday weekend). S. Klasen said the TMC was willing to set up agreements with municipalities for the local control of traffic signals and related technology, as well as linking them to the TMC. She said one of her long-term goals is to have all traffic signals linked to the TMC for remote monitoring and improved communication with municipalities.

M. Bobinsky explained that the Cities of Somersworth and Dover have been collaborating on traffic signal coordination projects to improve traffic flow on the High Street [NH9/Indian Brook Dr.] and Central Avenue [NH108] corridors in the vicinity of Weeks Crossing in Dover. He said new traffic signals would be linked to a central control computer in Dover so that more signals could be linked for better management. M. Bobinsky added that COAST was a partner on the traffic signal project to install transit prioritization technology. S. Klasen commented that the TMC would be happy to work with municipalities on possibly upgrading local signals and traffic management technology that could be controlled locally and linked to the state system.

L. Levine asked if the TMC has any archived data like congestion studies along corridors that Regional Planning Commissions could access for planning purposes. S. Klasen stated that they have speed and volume data that they record specifically in work zones. They have some data about travel time for other parts of the highway system (e.g. NH16, US4 US95). L. Levine asked how far back their data go. S. Klasen stated that it depends on the road – for instance they have data from the Spaulding Turnpike through the Newington-Dover (Little Bay Bridges) project for as long as that project has been in construction.

M. Bobinsky asked how TMC measures how they have achieved the 10 minute rule, and how the “grip value” for roads is calculated. N. King said that every call that comes in to the TMC about an incident or delay is timestamped. That starts the clock for TMC staff to complete protocols and get information posted publically (through multiple resources) within 10 minutes. He said their performance times are logged and the data is reviewed on a monthly, quarterly, and yearly basis. S. Klasen discussed grip value and how it is used as an alert tool. She explained that sensors installed along highways record temperature and moisture and send an alert to the TMC. TMC staff and maintenance crews then confirm road conditions via traffic cameras.

4.2 CMAQ program update

C. Lentz gave an update on CMAQ project scoring process. He said RPCs would not be scoring individual projects, but would be conducting air quality analyses for each project. T. White added that Elizabeth Strachan (NHDES) is developing analyses templates based on FHWA standards so applicants and RPCs can conduct analyses. C. Lentz stated that the CMAQ application deadline will be in October. He said he and Cynthia had been meeting with municipalities and agencies in the region that will be applying for funding, and described some of the proposed projects such as signal priorities and timing in Somersworth and Dover, fleet replacement for COAST and Wildcat, and South drive improvements in UNH.

C. Copeland commented that there is a bit of anxiety from the applicants as to when the application will be posted on the NHDOT website. C. Macuch stated that Tom Jameson is updating the website, and the application form will be available soon. C. Copeland added that Strafford MPO is encouraging Dover, COAST, and Somersworth to work together for their application process.

4.3 Ten Year Plan Development Update

C. Lentz explained that two projects had been selected for the draft Ten Year Plan: a safety study at the intersection of 155, Madbury Rd, and Town Hall Rd in Madbury ; and realignment and safety improvements at the intersection of US4 and NH152 at the Nottingham/Northwood border. He said SRPC is meeting with municipalities to review the top seven projects submitted to DOT for the draft Ten Year Plan and discuss continuing to develop projects and seeking alternate funding avenues.

C. Lentz stated he sent out a notice about the Transportation Investment Generating Economic Recovery (TIGER) program and a notice of funding that was released. He will be reviewing it and

seeing what projects may qualify for this funding. C. Copeland encouraged municipalities to participate in the Ten Year Plan development process, which is representative of regional needs.

5. Project Updates

5.1 Road Safety Audit projects in development

C. Lentz stated that he has been working with Somersworth to develop an application for the Road Safety Audit. SRPC has worked to put together a crash diagram and complete a turning movement count for the intersection of Blackwater Rd and Old Rochester Rd. He added that the Road Safety Audit is an annual program for locations that have had a fatal accident, and have not had any work done within the past five years related to safety.

6. Other Business

T. White stated that the week of September 9-17 is National Drive Electric Week and there will be an electrical vehicle (EV) show in front of the statehouse in Concord, NH on Saturday, Sept. 9.

7. Citizen's Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes.

No citizens brought comments forward.

8. Adjournment

L. Brown moved to adjourn

Seconded by G. Young

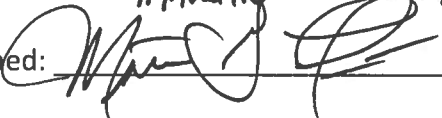
Vote: All in favor

The meeting was adjourned at 10:40 a.m.

Minutes submitted by Colin Lentz and Cynthia Plascencia

Approved by

Name Printed: MARTIN G. LAFFORTE

Signed: 

Dated: 10-17

