



Nashua Region Complete Streets Advisory Committee Meeting AGENDA

Tuesday, November 12, 2024 12PM – 1PM

In Person:

NRPC Office Large Conference Room
30 Temple Street, Suite 310
Nashua, NH 03060

Zoom Access:

<https://nashuarpc.zoom.us/j/88070001451?pwd=ZkpUc3lObFdSTWVHVFBXbEJKZGpTZz09>

Call-in #: 1 929 205 6099

Meeting ID: 880 7000 1451

Passcode: 882039

1. Introductions
2. Review June 4, 2024 meeting notes
3. [Transportation Alternatives Program](#) Grant Workshop
4. Statewide, Regional, Local updates
5. Other Business

Please use the upper parking lot at 30 Temple St (see map on next page).
A bike rack is located near the visitor door and an NTS bus stop is on Temple St.





Nashua Region Complete Streets Advisory Committee

Meeting Notes - DRAFT

6/4/2024, 12 pm

NRPC Conference Room

Attendees:

Levent Akinci, City of Nashua Tom Christensen, Amherst Bike & Ped Committee (Zoom) Nelson Disco, Merrimack Town Center Committee (Zoom) Camille Michon, City of Nashua Marina Vaz, Conservation Law Foundation (Zoom)	Tyrel Borowitz, NRPC Ned Connell, NRPC Emma Rearick, NRPC
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Call to Order and Introductions

E. Rearick called the meeting to order and attendees introduced themselves.

Review March 5, 2024 meeting notes

E. Rearick asked for any corrections for the March 5, 2024 meeting notes. There were none.

Bike and Ped Data Collection Program

T. Borowitz shared that counts have been completed in Wilton; Brookline at trailheads and Milford Street; Milford on the rail trail; Nashua on the Heritage Trail; and Litchfield on Albuquerque Ave. The DPW staff in Hudson has set up posts at count locations between the road and where people walk so the counters can be correctly positioned but T. Borowitz has not installed the counters there yet, so he'll see if it works well. He hopes to install counters in Pelham and will be back in Nashua in a few months. The data is updated regularly [on the map viewer online](#). The schedule for the second half of the year has not been finalized yet, so if anyone has requests please let him know.

Ten Yer Plan Project Solicitation

N. Connell says that the solicitation letter has been sent out for this round of Ten Year Plan project proposals. He hopes to get a lot of proposed projects this round, especially bike/ped improvements. If anyone has not received a letter and would like one, please let him know. [The Ten Year Plan Project Solicitation webpage](#) shows a timeline and will be updated during the process. Project proposals are due July 17 and NRPC still does not have an official application form from NHDOT. N. Disco and M. Vaz said that they would like a letter. N. Connell added that it is a competitive process, the projects are scheduled out many years in the future, they do not need to be in the Metropolitan Transportation Plan to qualify. If anyone misses this round, complete streets improvements would also be eligible for Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality (CMAQ) grant funding in the future.

L. Akinci shared that the City's Economic Development Department has submitted a grant proposal to redo Main Street with complete streets – type principles.

MPO Complete Streets Policy Draft

E. Rearick shared the MPO Complete Streets Policy Draft on the screen and asked for any comments or questions. Ultimately the draft policy will need to be reviewed and adopted by the MPO commissioners. M. Vaz suggested that there are many stormwater infrastructure projects currently planned and

underway and complete streets improvements could be undertaken at the same time, so coordination with stormwater management should be encouraged. She also said that communities of all languages should be included when we consider whether users are satisfied with the network and facilities.

T. Borowitz requested that maintenance should be required so bike/ped facilities can be used in the winter. T. Christensen shared that the Amherst sidepath gets plowed right away after snowfall and it is great!

E. Rearick said that if anyone has additional comments on the draft policy, please send them to her within the next week.

Statewide, Regional, Local Updates

Statewide:

T. Christensen commented on the New Hampshire State Pedestrian and Bicyclist Safety Program Assessment Final Report, the external audit report of the statewide bike/ped programs that E. Rearick had sent out with the agenda. He noted that in the report on page 54, the question asked whether people who cannot drive are represented on state staff, and the answer recorded does not address the question. He would like to follow up with the state regarding this question.

Regional:

E. Rearick shared that NRPC will be applying for a federal Active Transportation Infrastructure Investment Program (ATIIP) planning grant.

Merrimack:

N. Disco shared that the trail along the Souhegan has been delayed and the town needed to authorize more money for the project. They found more things buried than they expected. The trail should be on track to open in September. He also noted that T. Borowitz has joined the Town Center Committee!

Amherst:

T. Christensen is thankful for T. Borowitz's recent presentation and for his help with the permanent counters in Amherst.

Nashua:

L. Akinci shared that Nashua is working on the sustainability plan action items, including a complete streets policy for the city. He has been researching bike share options and plans to release an RFP next year to bring bike share back. The scooter share is continuing this year with Bird. They are getting data from Bird, including location data. They are putting more scooters out as use increases – currently there are about 27 scooters. City staff can request where to put scooters. Mostly they are placed around downtown but they do get taken out of downtown and have traveled further out along Amherst Street and to the Pheasant Lane Mall. They are considering where to better place the scooters for where people can benefit from them.

Other Business

There was no other business.

Adjourn:

The meeting was adjourned at 1:06pm.

Next Meeting: To be determined, likely September



Nashua Regional Planning Commission
2021 Transportation Alternatives Program

SCORING CRITERIA

Criteria	Weight
Sub-criteria, if applicable	Sub-Criteria Weight
Potential for Success: Projects being evaluated must be appropriately scoped, feasible, and fundable. Progress on projects that have been initiated through previous planning efforts also is considered.	35%
Project Support: Does the project have the support of local elected officials? Have letters of support been submitted? Is the project supported by a local grass roots organization? Is the project included in a local or regional plan?	11%
Financial Readiness: Have local matching funds been secured for the project? Do the matching funds exceed the minimum 20% requirement?	17%
Feasibility: The degree to which a project is likely to be implemented based on factors such as identified funding sources, cost/benefit analyses, and engineering and regulations review.	7%
Safety: Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists, (e.g. widen shoulders, include bike lanes, improve crosswalk conditions, evaluate levels of traffic stress, etc.)	27%
Potential to Improve Safety: Is the project likely to result in a reduction in the number and/or rate of pedestrian and bicyclist fatalities and injuries. Does the project eliminate safety hazards for pedestrians and bicyclists?	22%
Stress Analysis: Current stress level versus expected outcome based on straightforward format described in NHDOT application	5%
Connectivity: Facilities that serve larger volumes of population, are considered vital to regional mobility, or provide key connections between economic centers will generally be considered more significant than low volume networks that provide access to a limited area. Does the project complete a connection between existing non-motorized infrastructure, connect destinations, or enable non-motorized trips?	18%
Socio-economic Benefit: An active transportation system enables a healthy economy by creating dynamic, connected communities with a high quality of life that prompts small business development, increases property value, and encourages tourism and investment. Does the project have the potential to improve economic opportunities in communities that lack adequate public and active transportation?	10%
TTAC Ranking: TTAC will be asked to rank projects from 1 - 6 (with 1 = Highest) based on applicant presentations before the TTAC at the April meeting	10%



Nashua Regional Planning Commission
2021 Transportation Alternatives Program

POINT LOOKUPS

POTENTIAL FOR SUCCESS	
Project Support	Points
Project is shovel ready and supported by local officials. Project is included in local or regional master plan or similar plan that has been adopted by the governing body (for example, Board of Selectmen)	5
Preliminary Engineering is underway and supported by local officials. Project is included in local or regional master plan or similar plan that has been adopted by the governing body (for example, Board of Selectmen)	4
Project is in the planning phase and endorsed by local officials. Project is included in local or regional master plan or similar plan that has been adopted by the governing body (for example, Board of Selectmen)	3
Project is in the planning phase but has not been endorsed by the elected officials. Project is not included in a local or regional master plan	2
No planning or outreach has been initiated for this project	1
Financial Readiness	Points
Matching funds exceeding the 20% requirement have been secured and approved by town	5
Matching funds have been secured and approved by town	4
Matching funds are in the CIP but not yet approved by Town	3
Matching funds available in general fund but need to be approved by local officials	2
Matching funds need to be approved at town meeting	1
Feasibility	Points
The project cost estimate was developed and reviewed by an engineer, does not require significant right of way and has minimal environmental impact	5
The project cost estimate reviewed by an engineer, Right of way and environmental impact is unknown or not quantified	4
The project cost estimate was NOT developed or reviewed by an engineer. The project may require right of way and have some adverse impact on the environmental and cultural resources.	3
The project cost estimate was NOT developed or reviewed by an engineer. The project will require significant right of way and have significant adverse impact on the environmental and cultural resources.	2
The project cost estimate is incomplete and impacts not discussed	1



Nashua Regional Planning Commission
2021 Transportation Alternatives Program

POINT LOOKUPS

SAFETY	
Potential to Improve Safety	Points
Primary goal of project is to improve safety and reduce both severity and number of incidents	5
Project likely to result in decreased severity of incidents	4
Project likely to result in decreased number of incidents	3
Safety not goal of project but will likely result in some improvement	2
Project not intended or expected to improve safety	1
Stress Analysis	Points
The project significantly reduces the amount of perceived stress on a cyclist/ pedestrian; so that the area's perceived stress is suitable for children. Improve from "C" or "D" to an "A"	5
The project reduces the amount of stress on a cyclist/ pedestrian; so that the area's perceived stress is suitable for family use. Improve to a "B" from anything, or, from a "B" to an "A"	4
N/A	3
The project slightly reduces the amount of stress on a cyclist/ pedestrian; so that the area's given stress is suitable for 'enthused and confident' group of cyclists/ pedestrians. Go from a "D" to a "C"	2
The project does not reduce the amount of stress on cyclists and/or pedestrians.	1
PROJECT CONNECTIVITY	
The extent to which the project completes transportation connections	Points
Proposed project fills in an important gap in an existing network of pedestrian and/or bicycle facilities.	5
Proposed Project extends the limits of an existing network of pedestrian and/or bicycle facilities.	4
The project is a phase of a larger project that is intended to complete transportation connections	3
Proposed project primarily reconstructs existing facilities.	2
The project is the first of its kind in the community	1
SOCIO ECONOMIC BENEFIT	
Equity	Points
High potential to improve economic opportunities in communities that lack adequate public and active transportation.	5
Moderate potential to improve economic opportunities in communities that lack adequate public and active transportation.	4
Low potential to improve economic opportunities in communities that lack adequate public and active transportation.	3
Minimal benefit to underserved population	2
The project does not provide a benefit to underserved populations	1