

Minutes of the Joint Transportation Committee (JTC) Meeting

Wednesday, September 12, 2018
 Pioneer Valley Planning Commission
 60 Congress Street, 2nd Floor Large Conference Room
 Springfield, Massachusetts 01104

Present were:

Name	Affiliation	Name	Affiliation
Price Armstrong	Sr. Transit Analyst, PVTA	Jeff Hoynoski	MassDOT District 2
Mike Bolduc	MassDOT District 2	Nick Lapoint	Fuss & O'Neill Inc.
Vladimir Caceres	Civil Engineer, Agawam	Jennifer Lee	Stavros/PVRCC
Dan Call	Westfield Columbia Rail Trail	Krystal Oldread	PVTA Director of Operations
Matt Chase	VHB	Bob Peirent	Engineer, Holyoke
Michelle Chase	Town Engineer, Agawam	Dan Murphy	City of Easthampton
Jeremy Cigal	Engineer, Westfield	Jim Reidy	Superintendent, South Hadley DPW
Mark Cressotti	City Engineer, Westfield	Doug Robert	Superintendent, Granville DPW
Jim Czach	West Springfield DPW	Meg Robertson	Mass Commission for the Blind
Nick Dines	Town of Williamsburg	Gabe Sherman	MassDOT, Office Transp. Planning
Michael Dionne	Mass Commission for the Blind	Matt Sokop	City Engineer, Springfield
Peter Frieri	MassDOT District 1	Matt Smith	Chesterfield Highway
Betsy Johnson	Walk/Bike Springfield	Marvin Ward	MassBike Easthampton
PVPC Staff			
Rana Al-Jammal	Senior Transportation Planner	Khyati Parmar	Senior Transportation Planner
Patrick Beaudry	Mgr. of Public Affairs	Dana Roscoe	Principal Planner
David Elvin	Principal Planner	Gary Roux	Principal Planner
Andy McCaul	Senior Transportation Planner	Louise Sullivan	Admin Support
Jeff McCollough	Sr. Transportation Planner		

1. Introductory Remarks

Jim Czach opened the JTC meeting at 10:10 a.m. and he asked everyone to introduce themselves.

2. Minutes of Previous Meeting

Mr. Czach asked for a motion to approve the Joint Transportation Committee (JTC) minutes of the May 9, 2018 and the July 11, 2018 JTC meetings.

MOVED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, SECONDED BY MARK CRESSOTTI OF THE CITY OF WESTFIELD, TO APPROVE THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING MINUTES OF THE MAY 9, 2018 AND THE JULY 11, 2018 JTC MEETINGS WITH ONE ABSTENTION BY PRICE ARMSTRONG . ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES ON BOTH MEASURES.

Mr. Czach then moved to take up agenda item 3.

3. 2018 Transportation Improvement Program (TIP) – Project Update

Senior Transportation Planner Andy McCaul underscored that all TIP projects need to be advertised by the end of this month. He stated that there are four projects that are not yet advertised but MassDOT officials said that all of the TIP projects will be advertised by this weekend.

Mr. Czach thanked Mr. McCaul for his update and he moved on to agenda item 4.

4. Performance Measures - Update

PVPC Principal Planner Gary Roux reported that at the January 23rd MPO meeting, the MPO members approved the adoption of the statewide required Massachusetts Safety Performance Measures and Targets as set forth by the Massachusetts Department of Transportation (MassDOT) for our region. Mr. Roux called the JTC members attention to the PowerPoint presentation entitled *System Performance Measures: Congestion, Reliability and Emissions* and he stated that this PowerPoint would also be presented to the MPO members at their September meeting.

Mr. Roux explained that the Pioneer Valley MPO has already adopted the state targets for Performance Measure 1 (PM1) regarding *Improving Safety* but more information is needed from MassDOT in order to execute Performance Measures 2 and 3:

- PM2 - Maintaining pavement and bridge conditions
- PM3 – Improving efficiency of the system and freight movement, Reducing traffic congestion and Reducing emissions

Mr. Roux indicated that today's JTC meeting will focus on Performance Measure 3 (PM3) which has requirements concerning reliability, congestion and emissions. He explained that two of the PM3 requirements apply only to the Boston metro area, namely: *Percentage of Non-single Occupancy Vehicle Travel* and *Peak Hour Excessive Delay (PHED)*. Mr. Roux stated that *Level of Travel Time Reliability (LOTTR)* and *Level of Truck Travel Time Reliability (TTTR)* are federal performance measures. Mr. Roux stated that because Springfield is a non-attainment area and currently in maintenance, there is an emissions requirement for total reduction of on-road mobile source emissions for Transportation Improvement Program (TIP) projects funded under the Congestion Mitigation & Air Quality (CMAQ) program. Mr. Roux stated that to meet this emissions requirement and quality for CMAQ funding, it has to be shown that a TIP project has an air quality benefit.

Mr. Roux reported that based on the National Highway System (NHS) Lane-Miles Inventory, the NHS constitutes 16% of the state-wide accepted lane miles; 73% is under MassDOT jurisdiction; 24% is under municipal local jurisdiction and the remaining is under the jurisdiction of the Department of Conservation & Recreation (DCR), MassPort and other federal agencies. He added that MassDOT manages capital investment for state-owned portions of the NHS and collects condition data on that portion of the highway system. Referring to a heat map for National Highway System (NHS) inventory by town, Mr. Roux stated that most NHS roadways are located in the City of Springfield and most of the Pioneer Valley communities have some NHS roadways. Springfield has 4.4% of the state's NHS roadways; Holyoke has 1.1% and the Pioneer Valley has the second largest distribution of municipally-owned NHS roadway inventory in Massachusetts at 15.53%. The Boston Region has the most HNS lane miles at 42.89%. Mr. Roux underscored that the Federal Highway Administration (FHWA) has advised that MassDOT set its required Performance Measure targets using the National Performance Management Research

Dataset (NPMRDS), which provides travel times for the NHS based on 2017 data until more recent data becomes available. Mr. Roux stated that the Pioneer Valley MPO is required within 180 days to either adopt the state's performance measure targets or develop its own targets. He emphasized that the PVPC staff's recommendation is to adopt the state's targets by November 2018. Mr. Roux noted that the state met its May 20th deadline for the adoption of its performance measure targets.

Continuing with his presentation of Performance Measure 3 (PM3), Mr. Roux explained that the *Level of Travel Time Reliability (LOTTR)* is based on the amount of time it takes to drive the length of a road segment and is the percentage of person-miles traveled that are "reliable." In order to compute reliability, travel times based on the 2017 NPMRDS are collected, then the *LOTTR* is computed by dividing the 80th percentile by the 50th percentile. If below 1.50, the road segment is considered "reliable." Gabe Sherman interjected saying that MassDOT set two separate targets: one for interstate roads on the NHS and the other for non-interstate roads on the NHS. Mr. Sherman added that the calculation looks at the 80th percentile of travel time on a segment divided by the 50th percentile so the difference shown is between what you expected and what you actually experienced at different times of the day and then everything is averaged. Mr. Roux emphasized that the effort needed to collect the necessary data makes it appropriate that the Pioneer Valley adopt the *LOTTR* and the *Truck Travel Time Reliability (TTTR)* state targets at this time. Mr. Sherman noted that the calculation for the *TTTR* uses the 90th rather than the 80th percentile in order to acknowledge that reliability is more important for truck drivers.

Mr. Roux then took up another requirement of Performance Measure 3 (PM3), the requirement to reduce emissions. Mr. Roux reported that CMAQ-eligible TIP projects are analyzed and tracked using the acceptable methodology which calculates the on-road mobile source emissions by adding the 2 and 4-year totals of emissions reductions in kilograms per day. He explained that this calculation is done for all TIP projects located in municipalities classified as air quality maintenance areas such as Springfield and in non-attainment areas funded with CMAQ funds. Mr. Roux noted that a TIP project has to follow federal guidance in order to receive CMAQ funding. Mr. Roux added that PVPC staff meets with a consultation committee in Boston that reviews the calculations and votes for eligible projects. He noted that the McKnight Community Trail Construction in Springfield is scheduled to receive CMAQ funding in 2021.

Mr. Roux reiterated that for the Pioneer Valley region, PM3 encompasses the performance measures of travel time reliability, truck travel time reliability and emissions reduction. Mr. Roux reminded the JTC members that a few years ago, the MPO endorsed the JTC as the recommending body to them regarding performance measures. Given this, Mr. Roux asked the JTC members to make the recommendation that the MPO members adopt the statewide targets for PM3 at their upcoming September MPO meeting.

MOVED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, SECONDED BY JIM REIDY OF THE TOWN OF SOUTH HADLEY, TO RECOMMEND THAT THE PIONEER VALLEY MPO MEMBERS APPROVE THE ADOPTION OF THE FEDERAL HIGHWAY ADMINISTRATION' S REQUIRED PERFORMANCE MEASURES AS ADOPTED BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT).

PVPC Principal Planner Dana Roscoe announced that the required Pioneer Valley Transit Authority (PVTA) Transit Asset Management Plan will be completed within the next week or two and there will be an informational

presentation of the plan to the MPO members at their upcoming MPO meeting scheduled for September 25th. He added that the PVTA will have 180 days to adopt the Transit Asset Management Plan.

Mr. Czach then called on Khyati Parmar, PVPC Senior Transportation Planner to discuss the next agenda item.

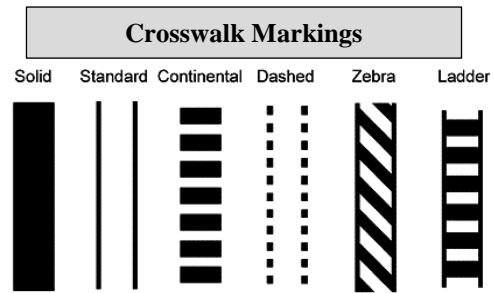
5. At Grade Shared Use Path Crossings - Update

Khyati Parmar, Senior Transportation Planner reported that the *Pioneer Valley At-Grade Shared Use Path Crossings Study* was presented to the JTC members in the spring and since then amendments have been made. Ms. Parmar stated that currently, data has been collected for 70 At-Grade Shared Use Path Crossings for 12 communities, namely:

No.	Community	Total Crossings
1	Agawam	2
2	Amherst	6
3	Brimfield	1
4	East Longmeadow	3
5	Easthampton	9
6	Hadley	6
7	Ludlow	1
8	Northampton	34
9	Southampton	1
10	Southwick	4
11	Springfield	1
12	Westfield	2
Grand Total		70

Ms. Parmar stated that each community will have its own map which will detail overhead lighting information, the number of lanes for the roadway, the width of crosswalks, trail width, classification of the roadway and whether it's in an urban or a rural area. Each community will also receive an informational report for each Shared Use Path Crossing(s) that it has. Ms. Parmar explained that the informational report will delineate the name of the community, the name of the Shared Use Path, the path's crash history, its roadway features, average daily traffic volume, and photos of its pavement markings, signage and existing conditions. Ms. Parmar added that each report will include remarks based on observation such as comments about warning signs covered by vegetation or obscured by utility poles. She added that observations have revealed a wide variety of different warning signs, shared use path signs, pavement and crosswalk markings, control types and bollards which are short posts used to divert traffic from an area or road. Ms. Parmar pointed out examples of crosswalk markings (see illustration shown here).

Ms. Parmar underscored that PVPC's goal is to provide each community with data and to study what needs to be updated or replaced regarding path signs, road signs, pavement and crosswalk markings among other features.



Ms. Parmar explained that the roadway statistics for the 70 At-Grade Shared Use Path Crossings reflect that 48 have no control types for their roadway. The breakdown for the other 22 At-Grade Shared Use Path Crossings that have control types is shown below.

Control Type for Roadway	
Raised Crosswalk	1
RRFB*	6
Signal	7
Speed Bump	1
Stop Sign	6
Yield Sign	1

* **RRFB** refers to a rapid flash beacon that uses LEDs in an irregular flash pattern similar to emergency flashers on police cars.

Ms. Parmar listed the communities that have RRFBs as Agawam (1), East Longmeadow (2), Hadley (1), Northampton (1) and Westfield (1).

Ms. Parmar listed the communities that have crossings with signals for Shared Use Paths as Amherst (2), Northampton (3), Southwick (1) and Springfield (1).

Ms. Parmar pointed out that 31 approaches to shared use paths have no stop signs or signals of any kind which is a matter for concern. She noted that she wonders whether pedestrians and bicyclists are mindful of oncoming traffic and are using safe measures when approaching these shared use paths.

Ms. Parmar reported that data entry work is still being done on crash data and hyperlinks will be provided to the communities to assist them in accessing the data. She indicated that there will be an inventory developed which will delineate the existing conditions of the signs and the markings found at shared use pathways. Ms. Parmar said a draft of *Pioneer Valley At-Grade Shared Use Path Crossings Study* will be released in the first week of October. Ms. Parmar then asked for input from the JTC members regarding the draft study and also asked for input from communities especially their input on average daily traffic on their shared use paths.

Mr. Czach thanked Ms. Parmar for her excellent presentation and he asked if anyone had any questions or comments. Mr. Roux commented that this *Shared Use Path Crossings Study* is part of the PVPC staff's qualified work plan and is just the starting point on getting out the word on shared use paths. Mr. Roux explained that most people are accustomed to the color and shape of stop signs but the evolving nature of the bicycle safety field has resulted in a variety of traffic controls and devices being used which has led to confusion. He said that the standard warning sign used to be gold and now some are fluorescent green. Mr. Roux emphasized that it's a concern that there are shared use paths where there is no signage or where the signs and/or pavement markings aren't visible. He underscored that pedestrians and bicyclists need to see the traffic and motorists need to see the people on the shared pathways. Mr. Roux underscored that uniformity also needs to be promoted for shared use paths including path markings and signage. Mr. Roux added that MassDOT recently adopted guidelines on the design of shared use paths but other guidelines are also acknowledged by MassDOT.

Mr. Czach moved on to take up the next agenda item.

6. Pioneer Valley Transit Authority (PVRTA) – Current Activities

Price Armstrong, PVRTA Senior Transit Analyst, reported that the PVRTA and the PVPC are in the last stages of finalizing the Title VI analysis for the necessary service cuts in bus service. Mr. Price further reported that because of additional funding, the PVRTA's total budget shortfall for FY 2019 was reduced from \$3.1 million to about \$800,000. Mr. Armstrong explained that this reduction is due in part to \$4 million in state funding for this fiscal year, the spending of which will be decided by a commission that will be convened. He added that the \$4 million has been designated for Regional Transit Authorities (RTAs) and not necessarily for local Transit Authorities. Mr. Armstrong reported that \$800,000 in cuts for FY 2018 have been made with the majority being in Hampshire County and the UMass area with cuts falling on holidays where bus service has been reduced to a Sunday schedule.

Mr. Armstrong stated that soon compliance documents will be submitted by the PVTA for Title VI, the PVTA's Transit Asset Management Plan and its Bus Stop Inventory of benches, signs and shelters. He added that the PVTA recently received a grant from the American Association of Retired Persons (AARP) to install at least 10 benches throughout Springfield by November 5th. Mr. Armstrong announced that the Operations and Maintenance facility in Springfield on Cottage Street will be completed by January ahead of schedule. Once that's done, Mr. Armstrong reported that the fixed route operations will be moved from Main Street in Springfield to the Cottage Street facility.

Meanwhile, Mr. Armstrong reported that the PVTA has submitted a grant for federal funding to retrofit the current Main Street facility for the smaller paratransit vehicles. Thanks to the VW settlement, Mr. Armstrong indicated that the PVTA has negotiated the purchase of 8 electric buses and David Elvin stated that the PVTA has placed a grant request for 12 hybrid buses. Mr. Armstrong also mentioned the "Loop" which is a free shuttle that goes to points of interest in Springfield that is being funded by MGM for a year. Mr. Armstrong wrapped up his presentation saying that the PVTA has submitted a grant through the Community Transit Grant Program funded by MassDOT and the federal government for vans and a travel trailer.

Mr. Czach thanked Mr. Armstrong for his update and he moved on to take up the last agenda item.

7. Other Business

PVPC Senior Transportation Planner Jeff McCollough reported that the Department of Conservation and Recreation (DCR) announced that 75 rail trail projects have received funding for the rehabilitation and resurfacing of rail trail-related projects, and he encouraged the JTC members to apply for a DCR grant. Mr. McCollough also reported that the City of Northampton received \$130,000 to repave a section of one of their rail trails.

Mr. Czach announced that the next JTC Meeting will be held on Wednesday, October 10th. There being no other business, called for a motion to adjourn.

10. Adjourn

MOVED BY MARVIN WARD OF MASSBIKE EASTHAMPTON, SECONDED BY JIM REIDY OF SOUTH HADLEY, TO ADJOURN THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING AT 11:20 A.M. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Relevant Documents Distributed at this September 12, 2018 JTC Meeting:

- *Joint Transportation Committee July 11, 2018 Meeting Agenda*
- *Minutes of the May 9, 2018 Joint Transportation Committee Meeting*
- *Minutes of the July 11, 2018 Joint Transportation Committee Meeting*
- *At Grade Shared Use Path Crossings in Pioneer Valley*
- *TIP 2018 TIP Project Status*