

Minutes of the Virtual Joint Transportation Committee (JTC) Meeting
 Wednesday, November 18, 2020
 Pioneer Valley Planning Commission
 60 Congress Street, Springfield, Massachusetts 01104

Present were:

| Name | Affiliation | Name | Affiliation |
|-------------------|-----------------------------------|------------------|---------------------------------|
| Glenn Barrington | UMass Transit Services | Betsy Johnson | Walk/Bike Springfield |
| Paul Burns | PVTA Director, Transit Operations | Van Kacoyannakis | Civil Engineer, VHB |
| Matt Chase | Professional Engineer, VHB | Tim Keane | Town Engineer |
| Jeremy Cigal | Civil Engineer, City of Westfield | Derek Krevat | Transportation Planner, MassDOT |
| Mark Cressotti | City Engineer, Westfield | Nick LaPoint | Fuss & O'Neill |
| Jim Czach | West Springfield DPW | Mike McManus | Superintendent, Holyoke DPW |
| Nick Dines | Town of Williamsburg | Carmen Rosado | Stavros |
| Wayne Feiden | Northampton Planning Director | Paula Simmons | MassDOT District 2 |
| Peter Frieri | MassDOT District 1 | Carmen Rosado | Stavros |
| Laura Hanson | MassDOT District 2 | Marvin Ward | MassBike Easthampton |
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| PVPC Staff | | | |
| Rana Al-Jammal | Senior Transportation Planner | Gary Roux | Principal Planner |
| Andy McCaul | Senior Transportation Planner | Louise Sullivan | Admin Support |
| Dana Roscoe | Principal Planner | | |
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1. Introductory Remarks

Jim Czach opened the JTC Zoom meeting at 10:19 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 September 9, 2020 meeting.

MOVED BY WAYNE FEIDEN, OF THE CITY OF NORTHAMPTON, SECONDED BY MARVIN WARD, MASSBIKE EASTHAMPTON, TO APPROVE THE JOINT TRANSPORTATION COMMITTEE (JTC) MEETING MINUTES OF THE SEPTEMBER 9, 2020 MEETING. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

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

3. 2021 – 2025 Transportation Improvement Program (TIP): Project Cost Increases

PVPC Senior Transportation Planner Andy McCaul announced that all FFY 2021 target projects experienced cost increases. Mr. McCaul reported that the Hadley Route 9 (605032) project which is programmed over two years has experienced a \$750,000 cost increase; the Springfield Intersection (608782) project has experienced a cost increase of just under \$130,000; the Amherst Route 9/116 (608084) project has experienced a cost increase of \$200,000; and the Westfield Court St/Western Ave., Phase 2 (607773) project has had a cost increase of \$50,000. Mr. McCaul stated that if applied to FFY 2021, these cost increases would result in \$1,104,281 over the target. He added that Year 1, Year 2, Year 3 are all programmed to the penny.

Mr. McCaul explained that MassDOT added just over \$10 million for the FFY 2021 Monson/Palmer Bridge, Park St/Boston Rd EB over Quaboag River (697688) project by moving the Northampton I-91 Bridge (606552) project into FFY 2022 using AC Funds from \$10,293,810 to \$3,370,385 over 2020 – 2024. Mr. McCaul added that the Hadley Reconstruction on Route 9 (605032) project in FFY 2022 has a little less than a \$1.5 million cost increase. Mr. McCaul explained that a recommendation is needed for the MPO that will meet the regional target which currently is over programmed in Year 1 by \$1,104,281. Mr. McCaul then opened the agenda item for discussion. Derek Krevat remarked that there is time to address the cost increases; funding gaps can be addressed in February. Mr. Czach recommended obtaining updated project costs before any changes are made. Mr. McCaul commented that the Year 1 projects need to be discussed at the December JTC meeting. Dana Roscoe suggested having a proposed proponent speak for each of these projects with cost increases and possible solutions at the December meeting and Mr. Czach agreed.

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

4. Draft Top 100 High Crash Intersection Report

PVPC Principal Planner Gary Roux stated that the draft *Top 100 High Crash Intersection Report* was released last week. Mr. Roux explained that the <http://pvmpo.pvpc.org/top-100-high-intersections/> website presents a synopsis of existing conditions and factors that contribute to traffic safety issues for each of the high-crash locations. He noted that JTC members can click on the interactive map and obtain information on each of the locations. Mr. Roux indicated that the website is a work in progress as more details are gradually being added to it. Mr. Roux commented that the *Top 100 High Crash Intersection Report* will be a chapter in the *Safety Compass* which provides information on all the communities. He added work will continue on the *Top 100 High Crash Intersection Report* and the interactive maps through the fall and winter.

Mr. Roux explained that the ranking of the high-crash intersections is based on *EPDO* or *Equivalent Property Damage Only* scoring and EPDO is now calculated differently. He stated that the new method assigns a value of “21” for serious injury and fatal crashes and property damage has an EPDO value of “1.” In comparison using the old method, a fatal crash had an EPDO value of “10;” an injury crash had an EPDO value of “5;” and a property damage crash had an EPDO value of “1.” Mr. Roux underscored that the new method places a much higher emphasis on serious injury and fatal crashes which are the types of crashes tracked in the Safety Performance Measures.

Mr. Roux stated that rural communities and urban communities in the *Safety Compass* are shown separately. Mr. Roux displayed on the shared zoom screen, *Safety Compass – Page 1, Rural Community* illustrating THE TOWN CRASH PROFILE FOR BELCHERTOWN (2012 – 2014). Mr. Roux asked those present at the meeting to provide feedback on informational items that could be changed or that aren't relevant. He asked if the Roadway Conditions item reflecting dry, wet, icy or snowy was relevant. Mr. Roux suggested keeping the DRIVER CONTRIBUTION CODES for Palmer but removing the AMBIENT LIGHT table. On the next slide, *Safety Compass – Page 1, Urban Community, AMHERST (2012 – 2014)*, Mr. Roux recommended added information regarding non-motorized crashes. Mr. Roux pointed out that next slide consisting of a map of the Town of Palmer based on information from 2015 – 2017 is a proposed improved *Safety Compass* page. He recommended retaining for Palmer the DRIVER CONTRIBUTION CODES FOR ALL DRIVERS and the FIRST HARMFUL EVENT SUMMARY.

Mr. Roux reported that in addition to updating regional crash data in the *Safety Compass*, more information on seat belt use, age of driver and fatal crashes will be added along with more freight information. Mr. Roux asked for comments or suggestions on the format of the *Safety Compass* pages that were displayed. Wayne Feiden and Betsy Johnson responded with excellent suggestions and a short discussion ensued. Mr. Roux underscored that that based on comments received, all the pages for the communities will be in draft form, and he asked that the JTC members submit or email any comments on the *Safety Compass* or the *Top 100 High Crash Intersection Report* that they might have to him.

Mr. Czach thanked Mr. Roux for his update and he asked Mr. Roux to address agenda item 5.

5. Update on JTC Membership – Freight Representation

PVPC Principal Planner Gary Roux stated that the Federal Certification Review encouraged expanding JTC membership to include a member from the freight community. He reported that this was discussed earlier this year but there doesn't seem to be any interest. Mr. Roux urged the JTC members to contact him if they know of anyone or any freight company that could be approached as a potential JTC partner.

Mr. Czech moved on to the next agenda item.

6. Pioneer Valley Congestion Management Process (CMP) - Current Activities

PVPC Senior Transportation Planner Andy McCaul noted that the biggest challenge in the Pioneer Valley Congestion Management Process (CMP) is access to reliable data on transportation system performance. Mr. McCaul reported that historically, data has been collected manually, but that data can be adversely compromised by uneven traffic flows. Mr. McCaul stated that a new source of data, the National Performance Measure Research Data Set (NPMRDS), was provided to PVPC staff when Federal Highway moved to a more performance measure-based planning in order to assist in forecasting congestion, evaluating congestion reducing strategies and establishing performance targets. However, because NPMRDS only covers interstate congestion, a third data source, the Regional Integrated Transportation Information System (RITIS) XD Data, is the data source to be discussed today and be used.

Mr. McCaul, utilizing shared Zoom screens, displayed a NPMRDS map covering about 800 miles of roadway and a Regional Integrated Transportation Information System (RITIS) map showing over 2,000 miles of coverage. Mr. McCaul pointed to the next slide entitled *RITIS Platform* which illustrates how the RITIS website serves as a data integration tool for transportation agencies. He explained that RITIS is an automated data sharing and archiving system that includes a dashboard, performance measures and visual analytical tools that measure performance and provide information. Mr. McCaul further explained that RITIS allows the selection of roadways, the selection of data by counties, and the selection of day ranges from one day to 365 days of data including peak hours. Mr. McCaul displayed the next slide illustrating the Federal Highway formula used by MassDOT, namely *80th Percentile Travel Time* divided by *50th Percentile Travel Time* which is used to determine the Level of Travel Time Reliability (LOTTR). Mr. McCaul indicated that another measurement used in the Congestion Management Process (CMP) is the Travel Time Index (TTI) which is a ratio of actual travel time compared to free flow travel time.

Mr. McCaul explained that the CMP using the TTI produced the table shown in the next slide entitled *Draft List of Congested Ramps* which lists the municipality, the location of the ramp and the average 12 month TTI. He asked the JTC members to review the list and contact PVPC staff if there are locations having congested ramps in the Pioneer Valley that should be added to this list.

Mr. Czach thanked Mr. McCaul for his excellent presentation and he then moved on to agenda item 8.

7. **Other Business**

Betsy Johnson encouraged everyone to attend the Moving Together Conference online today and tomorrow. There being no other business to address, Mr. Czach asked for a motion to adjourn the meeting.

8. **Adjourn**

MOVED BY MIKE MCMANUS, OF THE CITY OF HOLYOKE, SECONDED BY MARVIN WARD, MASSBIKE EASTHAMPTON, TO ADJOURN THIS JOINT TRANSPORTATION COMMITTEE (JTC) MEETING AT 10:30 A.M. ALL IN FAVOR, NONE OPPOSED, THE MOTION CARRIES.

Relevant Documents Emailed for this November 18, 2020 JTC Meeting:

- *Joint Transportation Committee November 18, 2020 Meeting Agenda*
- *Minutes of the September 9, 2020 Joint Transportation Committee Meeting*
- *FFY 2021 - 2025 TIP – Project Status*
- *Congestion Management Process (CMP)*
- *JTC Top 100 High Crash Intersections for the Pioneer Valley 2015 – 2017*
- *2020 Safety Compass*
- *Draft Top Congested Ramps in the Pioneer Valley (Average Peak Hours)*