

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

June 7, 1999

5:00 PM

Chairman Clancy called the meeting to order.

The Clerk called the roll.

Present: Aldermen Clancy, Reiniger, Pinard, Hirschmann

Absent: Alderman Cashin

Messrs: T. Lolicata, R. Fixler, T. Golde, R. Prudhomme, Sgt. Winn

Chairman Clancy addressed Item 4 of the agenda:

Communication from the City Clerk on behalf of Kids Voting USA of NH, requesting the closure of a portion of Market Street on September 28, 1999 in conjunction with a Presidential Barbecue Election poll.

On motion of Alderman Hirschmann, duly seconded by Alderman Pinard, it was voted to approve this request.

Chairman Clancy addressed Item 5 of the agenda:

Communication from the Executive Director of the Greater Manchester Chapter of the American Red Cross requesting closure of Elm Street between North and Webster Streets from 5:30 to 9:30 PM on Saturday, October 16, 1999 for their fourth annual "Frightmare on Elm Street."

On motion of Alderman Pinard, duly seconded by Alderman Hirschmann, it was voted to approve this request.

Sgt. Winn stated I can tell you that in the last two years we have worked closely with those folks and they do hire a detail. It has been a real nice event. They get about 1,000 people there and there have been no issues as far as safety.

Chairman Clancy addressed Item 6 of the agenda:

Communication from Big Brothers/Big Sisters of Greater Manchester requesting a rain date of Sunday, June 20, 1999 be allowed for their "Yard Sale" scheduled for June 19, 1999, which had already been approved by the Board on May 4th.

On motion of Alderman Hirschmann, duly seconded by Alderman Pinard, it was voted to approve this request.

Chairman Clancy addressed Item 7 of the agenda:

Communication from Yvonne Calimeri advising the Board of her support relative to a proposed new leash ordinance.

Alderman Hirschmann stated I have been getting a lot of calls about dog fouling. This is going to make them have their dog on a leash, but still the fouling is a big deal. Do the Police want this leash law?

Sgt. Winn replied my understanding is that Sgt. Dave Mara from our Prosecutor's Office wrote up an amendment to this and he is in favor of it. I would say yes. I don't have personal knowledge other than what I read in the packet from Sgt. Mara.

Alderman Pinard asked didn't we have in the ordinance a few years ago the pooper scooper.

Chairman Clancy answered it really never was enforced.

Alderman Pinard stated I know what Alderman Hirschmann is saying because I have the same problem at Massabesic Lake where you have hundreds and thousands of people who go there on a weekly basis.

Chairman Clancy replied I suggest you call Water Works and have them put up a sign.

Alderman Pinard responded there are signs up but there is not enough law enforcement in the area to stop it. This is where law enforcement comes in. Either they enforce it or we just let them go on properties and at the lake or wherever.

Chairman Clancy stated at the lake, when the water table is down and I understand it is down about 40' from where it should be, I saw dogs near the water doing their duty.

Alderman Reiniger asked what does this new ordinance do other than what is on the books.

Chairman Clancy answered something about an 8' leash. The woman is from up on Michael Street and Irwin Drive. They are all duplex houses and rentals as far as I know.

Alderman Hirschmann asked what would be the penalty as far as not having a leash. It doesn't state that.

Alderman Pinard asked there are penalties.

Sgt. Winn answered I don't them listed in front of me but I believe it goes by offense. I believe the first offense is \$25 then it goes to \$50 and \$100. I think when I look at Sgt. Mara's letter they are just looking to tighten up the definitions of what "at large" means and what would be an adequate leash. This has obviously been researched by Sgt. Mara of the Prosecutor's Office.

Alderman Pinard moved to table the item and have the Police Department and City Solicitor review it and provide further information to the Committee at their next meeting. Alderman Hirschmann duly seconded the motion. Chairman Clancy called for a vote. There being none opposed, the motion carried.

Chairman Clancy addressed Item 8 of the agenda:

Communication from Thomas Lynch expressing his concerns for the lack of a "walk light" at the intersection of South Willow Street and Weston Road.

Mr. Lolicata stated we have concurrent down there right now. You walk with the green light. If we put in an exclusive, you are going to foul up the whole South Willow Street deal as far as timing, coordination, etc. We can put up walk lights to go with the concurred, which will cost \$3,000 or \$4,000. There is no pedestrian traffic down there.

Chairman Clancy asked is he talking near Dunkin Donuts.

Mr. Lolicata answered yes. We can put the lights up, but it has to run concurrently with the green. No exclusive because the timings will be completely offset for all of South Willow Street.

Chairman Clancy asked what is your suggestion.

Mr. Lolicata answered I would like you to table this and let me talk to Mr. Lynch and explain it to him and secondly to bring these children that he teaches to another location where there is exclusive. Most of South Willow Street does not have the lights. The State won't put them in. There is no pedestrian traffic and you have timings to think about.

On motion of Alderman Pinard, duly seconded by Alderman Hirschmann, it was voted to table this item and have Mr. Lolicata talk to Mr. Lynch to explain why walk lights can't be put there.

Chairman Clancy addressed Item 9 of the agenda:

Communication from North Eastern Institute of Whole Health, Inc. resubmitting their request for signage for their facility be placed at various locations throughout the City.

Alderman Hirschmann stated within the past six months they were denied.

Alderman Reiniger asked were they notified of the meeting.

Clerk LeBlond-Kang answered no, they were not.

Alderman Reiniger moved to table this item and have the City Clerk's Office invite them to the next meeting. Alderman Pinard duly seconded the motion. Chairman Clancy called for a vote. There being none opposed, the motion carried.

Chairman Clancy advised that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

STOP SIGNS:

ON NORTH BAY STREET AT CARPENTER STREET, SEC
ALDERMAN WIHBY

NO PARKING:

ON ELM STREET, WEST SIDE, FROM WEST PENNACOOK STREET TO
WEST BROOK STREET
ALDERMAN REINIGER

ON CLIFF STREET, NORTH SIDE, FROM CRESCENT STREET TO A POINT
60 FEET EASTERLY
ALDERMAN PARISEAU

NO PARKING LOADING ZONE:

ON WEST AUBURN STREET, NORTH SIDE, FROM A POINT 70 FEET
EAST OF CANAL STREET TO A POINT 25 FEET EASTERLY
ALDERMAN REINIGER

RESCIND NO PARKING:

ON ELM STREET, WEST SIDE, FROM WEST BROOK STREET TO A POINT
195 FEET NORTHERLY
ALDERMAN REINIGER

RESCIND NO PARKING (UNLIMITED):

ON NASHUA STREET, EAST SIDE, FROM EAST HIGH STREET TO A
POINT 125 FEET NORTHERLY
ALDERMAN SYSYN

ON AUBURN STREET, SOUTH SIDE, FROM WILSON STREET TO A
POINT 75 FEET WESTERLY
ALDERMAN CLANCY

ON BELMONT STREET, WEST SIDE, FROM HARVARD STREET TO A
POINT 130 FEET SOUTHERLY
ALDERMAN SHEA

ON SOMERVILLE STREET, NORTH SIDE, FROM TAYLOR STREET TO A
POINT 50 FEET WESTERLY
ALDERMAN SHEA

RESCIND PARKING 1 HOUR:

ON ELM STREET, WEST SIDE, FROM A POINT 195 FEET NORTH OF
WEST BROOK STREET TO A POINT 125 FEET NORTHERLY
ALDERMAN REINIGER

RESCIND PARKING 1 HOUR (UNLIMITED):

ON LAKE AVENUE, NORTH SIDE, FROM A POINT 75 FEET EAST OF
WILSON STREET TO A POINT 50 FEET EASTERLY
ALDERMAN CLANCY

RESCIND PARKING 2 HOURS (8:00 AM - 6:00 PM) UNLIMITED:
ON TAYLOR STREET, WEST SIDE, FROM A POINT 65 FEET SOUTH OF
HARVARD STREET TO SOMERVILLE STREET
ALDERMAN SHEA

Alderman Reiniger asked, Mr. Lolicata, what is the no parking on Elm Street from West Pennacook Street to West Brook Street all about.

Mr. Lolicata answered the complaint up there is that it is very narrow. I spoke to the people up there. It is a highly classified telephone company. They have plenty of parking in the back and it is dangerous. I want to get rid of the right-of way. The rest of it is all driveway, bank and a filling station.

Alderman Reiniger asked does that result in eliminating some parking spots.

Mr. Lolicata answered you are going to eliminate three spaces which hardly anybody uses and those employees are parking in the back.

On motion of Alderman Pinard, duly seconded by Alderman Reiniger, it was voted to accept the traffic agenda.

NEW BUSINESS

Clerk LeBlond-Kang noted that a communication was sent to everyone's home this afternoon. It is from OGBE Communications requesting the closure of Merrimack Street, from Elm to Chestnut Street, beginning at 12:00 noon on August 12, 1999 in conjunction with the 7th Annual Healthsource Corporate Road Race.

On motion of Alderman Reiniger, duly seconded by Alderman Hirschmann, it was voted to approve the request.

Chairman Clancy addressed Item 3 of the agenda:

Presentation of conceptual traffic plans for Airport expansion by Airport Representatives.

Mr. Lolicata stated this is for your gentlemen before it goes any further. We had one meeting prior to this. Mr. Fixler is going to show you what they anticipate will be happening down at the Airport so you can get a first hand view before they start these projects with a year or so. They thought it should go through the Traffic Committee so that you can have an idea, conceptually, of what is happening. I will turn it over to Mr. Richard Fixler.

Mr. Fixler stated thank you. I have with me Tim Golde from CLD who is going to talk about traffic and Rob Prudhomme from HTA who is going to talk about the alignment of the road. I would just like to give you a little background first. Initially, as you may remember, the Airport entrance road was going to go through where St. Francis church and school is but because of timing issues there as well as additional problems we identified with parking at the Executive Health Club, we had to look for a new location and we also wanted to look for a location that would be more compatible with the State's new entrance road to the highway so we ended up moving southerly and Rob will show you that in a little more detail. Just to let you know how we arrived at where we have arrived as well, we discussed this with Frank Thomas of the Highway Department and with Tom Lolicata and we have also met with Mike Benton, the owner of the Executive Health Club and with Peter Morgan, the owner of the Highlander Inn because we had to accommodate both their accesses to their properties. We can't shut them down, obviously. We want to meet with the property owners. We have fielded a lot of phone calls, I have anyway, from property owners south of the Little Cohas Brook on both Brown Avenue and Hazelton and tried to find the alternative with the least impact both environmentally with the brook being where it is and socially with the purchase of homes and economically with the businesses that we have had to deal with in that area. We had our environmental consultant take a look at all of these things because we are going to have to amend our EIS with the FAA and we are working on that at this point. We would like to show this to you and get your concurrence with the layout that we have and then we want to move forward after that with design and we plan to meet with the homeowners in the area as well. To just give you a little further background, we have a voluntary acquisition program going on right now where we are offering to buy all the homes from the intersection with the existing Airport entrance road all the way down to where Little Cohas Brook crosses Hazelton and Brown Avenue. We are trying to buy all of these homes in this area on a voluntary basis.

Chairman Clancy asked what is the number.

Mr. Fixler answered about 103.

Chairman Clancy asked 103 homes.

Mr. Fixler answered yes and we are fairly well along in that process right now, approaching about the halfway point. We have had a little bit of resistance. We have some folks who want to stay and we are going to try to accommodate that as best we can. With that, I will turn it over to Mr. Prudhomme first who is going to talk about the alignment and how it works and why it works best and then Mr.

Golde will talk to you about the traffic studies that we have done on this alignment and then we will answer any questions.

Mr. Prudhomme stated we brought with us this evening a colored presentation plan to give you a better idea of what is going on and help you present this project as well. To give you some landmarks to orient yourself, this is Pine Island Pond. North is point up. This is the Airport Terminal Building. We have the Executive Health Club facility here, the Highlander development and Little Cohas Brook going from east to west and obviously the Merrimack River flowing north to south. This project involves the realignment of about 4,000 feet of Hazelton Avenue and Brown Avenue here, the construction of about 7,500 linear feet of South Perimeter Road as well as Airport Road and about 4,600 feet of miscellaneous roadways, i.e. Brown Avenue. This access road which we call Road A which will allow us to access the Ammon facility, Ammon Drive, Armtech access and all. How this all works, as you are heading south on Brown Avenue you will enter a four-lane roadway. Two northbound and two southbound lanes and continue south to this intersection, this four-way intersection. This intersection will provide two through lanes, a left turn onto Brown Avenue and a right turn to continue south. The two through lanes will take you up South Perimeter Road to this other intersection. This intersection will be a signalized intersection. The two through lanes will bring you to another signalized intersection where we will provide two left turn lanes onto Airport Road and a through lane onto South Perimeter Road. The fourth leg of this intersection will be the NH D.O.T. southerly Airport access road in the future. Into the Airport, we will provide a four-lane divided roadway very similar or probably exactly what is out there currently from this tie in point here all the way to this intersection. Two lanes in and two lanes out.

Chairman Clancy asked is that Perimeter Road right now.

Mr. Prudhomme answered yes. We are calling this South Perimeter Road. South Perimeter Road currently is this green patched roadway that comes around this bend. Let me go to the colors here. The green is existing pavement that will be removed. The yellow is the proposed roadways. Red is obviously the buildings and gray is existing pavement to remain. As we come out of the Airport, we will have two lanes exiting the Airport back to this intersection. Two lanes right going onto South Perimeter Road and through this intersection and continuing north. We will provide a left turn lane to go south on Hazelton and a right turn onto Brown Avenue and two through lanes. This layout works well with Hazelton Avenue, South Perimeter Road and Airport Road. We went through several conceptual alternatives and this was the best socially, environmentally and it ties in well with what the State is planning. It actually provides State access onto Route 3. They were having problems further south going through some of the

neighborhoods. We came up with this concept that will provide State access onto Route 3 here through this intersection. You see up in this area the Executive Health Club and the Highlander. We show some parking areas that we need to reconstruct. Currently, the Health Club has a parking area in the front of the building here and off-site across South Perimeter Road. With the taxiway echo being designed and reconstructed, as well as the Airport roadway, we basically cut off that parking area. We need to mitigate that and we have come up with a concept plan that works well with both the Highlander and the Health Club. Again, this is conceptual. We are working with both of these people to come up with the best solution that suits both the businesses as well as the Airport and the expansion throughout. In this area here, we are looking at an area for remote rental car parking. Currently, they access South Perimeter Road to the west. This will be a limited access roadway. We will be turning their operations 180 degrees and they will be accessing Road A over here. Brown Avenue, which currently runs south and around across Little Cohas and down, will be discontinued on both ends. Well, I shouldn't say that. It will be discontinued on the south. As you are heading north on Brown Avenue, we plan a connector road from Brown Avenue to Hazelton and we will terminate the roadway just south of Little Cohas Brook. We will put a hammerhead in there so we can turn vehicles around like snowplows, etc. To the north, Brown Avenue will be basically realigned and relocated, pretty much on existing alignment in here. Again, it is still conceptual as to where we are going but we will connect that back in to Hazelton Avenue at approximately the same location where that Y intersection is today. Ammon Drive and Armtech access, this is the Armtech building and this is basically a driveway. Ammon Drive will be relocated. We are looking at putting a four-way intersection here. Vehicles will be able to take a left onto Ammon Drive and out and we are considering at this point a roadway into this area, which will be developed as an air cargo facility like Fed Ex, UPS and such. We have two bridge projects or bridge issues to consider. We have a culvert widening here on Brown Avenue, as well as a tributary that feeds into the Little Cohas Brook that needs to be bridged here. There is also consideration of bringing a driveway or access roadway up into this area here. That will serve the potential development of this Airport parcel here, as well as the Highlander back here. Again, that we are not showing in color because it is very conceptual and it is just something that we threw out for consideration. This project will also have three signalized intersections. The existing access road intersection here, this four-way intersection and this intersection here as well.

Chairman Clancy asked why don't you define the locations where the intersections are going to be.

Mr. Prudhomme answered the first one is at the intersection of the existing Airport Road and Brown Avenue. The second will be at the new intersection of Hazelton Avenue and Brown Avenue and the third intersection will be on the new South Perimeter Road and Airport Drive. The fourth leg of this intersection here will be the NH D.O.T. access road coming in from the south.

Alderman Hirschmann asked the green is the asphalt that goes away. If I am on Harvey Road, what is going to be the easy way to get in there? How would you direct me to the Airport?

Mr. Prudhomme answered you can come in from North Perimeter Road. It is not shown on this plan. North Perimeter Road is north of this plan. It comes around the Airport and will come down here.

Alderman Hirschmann asked but is that green going away.

Mr. Prudhomme answered this is going away and this new roadway for North Perimeter Road will be constructed here.

Alderman Hirschmann stated I just looked at that green and wondered if you were trafficking people all down Brown Avenue.

Alderman Pinard asked where is St. Francis.

Mr. Prudhomme answered right here.

Chairman Clancy stated actually St. Francis is south of Hazelton.

Mr. Prudhomme replied this is the existing intersection and St. Francis is this group of buildings.

Chairman Clancy asked St. Francis could stay there now couldn't it.

Mr. Fixler answered no. It is in the Runway Protection Zone. It is not a place where you want to have a school or a church.

Mr. Prudhomme stated the Runway Protection Zone, and you can't see it from there, is a dash line that runs in this area here. Everything within this area basically shouldn't exist.

Chairman Clancy asked are you going to go on the other side of Brown Avenue towards the river and take those houses too.

Mr. Fixler answered everywhere from the existing Airport entrance road intersection down. Those are all in those 103 homes.

Alderman Pinard asked where is 101 and 293 on that chart.

Mr. Prudhomme answered way up here.

Alderman Hirschmann asked in the 103 home area, is there anything development wise that can go in that zone or area.

Chairman Clancy asked could you put a commercial building there.

Mr. Prudhomme answered in the definition of a Runway Protection Zone you cannot have a congregation of people. You cannot have a building. You can put in a parking lot. I don't know if a park would fall into the definition of what could be in a Runway Protection Zone.

Mr. Fixler stated it is a little bit of a gray area. It is possible that we might be able to have some warehouse space in there. There are limited uses.

Alderman Hirschmann asked has our Planning staff interfaced with you to discuss that zone.

Mr. Fixler answered we have had some discussions and we will have some more once we move ahead.

Chairman Clancy asked who are you talking to, Mr. MacKenzie.

Mr. Fixler answered yes.

Chairman Clancy asked up to now, have you had any feedback from the neighbors.

Mr. Fixler answered there are some folks around the river who have very nice homes and want to stay and they should be able to stay. There are several that may interfere with the roadway. We are trying to assess that because we are still in the process of making offers to people. There may be a few cases where we might have to go through the condemnation process. We are going to try not to do that. We are making people very good offers right now as best we can. Most of the folks down there do want to move. At this point, I think traffic issues might be the only concern that I have heard about and the folks that live south of Little Cohas Brook on Hazelton and Old Brown Avenue, they have raised a concern about traffic. I would like you to just be aware of what our traffic studies show in

case you get called or questioned about it. Tim Golde can give you a quick run down if that is okay.

Chairman Clancy asked how long is this project going to take.

Mr. Fixler stated it is a two-year project and it won't start until next year.

Chairman Clancy stated I just ask that you put something in the paper before you start and what the dates are.

Mr. Golde stated the issue that Mr. Fixler brought up is that folks who live south of Little Cohas Brook, as you can see on this plan, what is colored yellow is essentially the same width of the roadway that is out there today and with this four-way intersection design, because all of the heavy volume is on the road up to the Airport and on Brown Avenue or Hazelton to the north, that is why this four-way intersection works so well because it puts the heavy volume lined up against the heavy volume. The volume on the southern part of Hazelton or Route 3-A becomes a minor volume and our analysis, even as we project out, we are looking at the Year 2015, we got all of the data from the D.O.T. on their access road is going to provide as far as traffic. We put that into our analysis and with this design it looks like we are only projecting a 275' storage at its very worst, during rush hour. That doesn't even extend much more than halfway back to the first house. The people south of the brook are least impacted by this option. We did look at another option which was more of a traditional T where the Airport access road came down and then Route 3-A was the main road, but because one side of the main road had such a minor volume and we ended up having to have all kinds of double left turn lanes and double right turn lanes, the design got much wider and that design actually impacted these homes because we had to have the roadway much wider on Route 3-A which is why we chose this design as the preferred one.

Chairman Clancy asked how many lanes are you going to have going into the Airport.

Mr. Golde answered two in and two out. Like it is now.

Alderman Hirschmann asked would you say this is the most conservative plan or the most aggressive plan. What would you call this?

Mr. Golde answered I think it is the most suitable plan. It is very important that we understand the impact that the State's access road is going to have on things. That volume that used to go around Brown Avenue will now come across the river from the turnpike into the Airport and that kind of changes the pattern of things

and then those that aren't using the turnpike that are really destined for downtown will be the ones that still use Brown Avenue. This design works very well to tie to the State's access road, to get access to the Everett Turnpike without having a major intersection internal to the Airport where you are trying to have Airport taxiways going across and so forth which was the way the old design worked.

Alderman Hirschmann asked the major intersection down on the left, couldn't you have gone across or diagonally onto that road.

Mr. Golde answered that is through the Highlander property. That is not Airport property. The Airport property actually is shaped like this. We own this property, but we don't own this. That is where the access road is coming in and remember there was that issue with the access road of do they get access to Route-3A.

Mr. Fixler stated as a little bit more background, this whole process started probably a year ago. We have had numerous meetings with both Peter Morgan and Mike Benton to get a layout that works for everybody and we have looked at all the issues. We have gone through at least eight, nine or ten different iterations of layouts on this and as far as I can tell, the only people that are concerned right now are the people who live south of the brook and they haven't seen it yet. I think when they see it and we show them the traffic studies, I think they will feel a little better about it.

There being no further business to come before the Committee, on motion of Alderman Hirschmann seconded by Alderman Reiniger, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee