

**PORTSMOUTH
TRAFFIC & SAFETY COMMITTEE MEETING
9:00 AM – Thursday, March 10, 2005
City Hall - Council Chambers**

I. CALL TO ORDER:

John Hynes Chairman, called the meeting to order at approximately 8:05 a.m.

II: ROLL CALL:

Members Present:

Councilor John Hynes, Chairman	Fire Chief Chris LeClaire
Ralph DiBernardo, Deputy Chairman	Ted Gray, Member
John Burke, Dir.Parking & Transportation	Ron Cypher, Member
Steve Parkinson, Public Works Director	Jonathan Bailey, Member
Capt. Janet Champlin, Police Department	

Before turning the meeting over to the Deputy Chairman Ralph DiBernardo, Councilor Hynes informed the Committee that the City Council requested that the Traffic and Safety Committee review the report of the African Burial Ground Committee at a City Council worksession to be held April 11th.

III. ACCEPTANCE OF THE MINUTES:

IT WAS VOTED on a Motion by Ted Gray to accept the minutes of the Traffic & Safety Committee meeting of February 10, 2005. Seconded by Ron Cypher. Motion passed.

IV. COMMUNICATONS:

(A) **Bartlett/Thornton St.** – Resident concern for 4-way stop violations – **MOTION** made by Ted Gray to place on the on-site for April. Seconded by Ron Cypher. Motion passed.

(B) **Haven/Brackett St.** – Resident request for crosswalk – James Lamond, 84 Haven Road addressed his concern with traffic at Little Harbor School and the traffic flow used to direct parents at pick up and drop off time. Mr. Lamond stated there is nothing there now to regulate where pedestrians cross. He asked the Committee if they could review onsite during peak hours between 7:40 a.m. and 8:00 a.m. or between 3:00 p.m. and 3:15 pm.

Ralph DiBernardo informed him that it would be viewed at the next on-site and explained the criteria for crosswalk installation.

MOTION made by Steve Parkinson to refer to on-site. Seconded by Ted Gray. Motion passed.

V. OLD BUSINESS:

- (A) **National Highway Safety Agency Grant Application** – John Burke stated that the Public Works Department is seeking the purchase of stealth radar for use in conjunction with their variable message boards for traffic speed and volume counts. The counts are used for modeling traffic and in support of traffic studies. The NHSA would fund 50% of the cost if it is a successful grant. .

MOTION made by Steve Parkinson that the Committee endorse the application for additional stealth radar from New Hampshire Safety Agency. Seconded by Ron Cypher. Motion passed.

VI. NEW BUSINESS:

- (A) **100 Borthwick Avenue** – Proposed Expansion of Northeast Credit Union - 280 Heritage Ave. – Roy Benjamin of Maguire Group was present to discuss the traffic aspects of the Northeast Credit Union expansion. Mr. Benjamin stated a traffic assessment was completed to determine the number of potential new trips generated by the expansion. It was found that there will be 36 additional trips in the a.m. peak hour and 34 during the p.m. peak hour. After meeting with the City, it was agreed that he would look at the following 3 things: 1) Intersection of Borthwick Ave./Rte. 1 By-pass 2) Intersection of Rte.33/Borthwick Ave. and 3) Intersection of Borthwick Ave./Old Greenland Road.

Mr. Benjamin noted that there would not be any level of service changes at the intersections listed due to the development. He noted that the owner recognized that while they are not adding much traffic, they are contributing to additional traffic in the vicinity of the site. The applicant has proposed for mitigation to construct a new sidewalk from the existing pedestrian bridge down to their front access, which would be ADA compliant and become property of the City through an easement.

Mr. Benjamin then referred to a colored plan showing an additional improvement at the intersection of Old Greenland Rd. and Borthwick Ave. that would include a new island with traffic control modifications. Essentially, the traffic coming from Borthwick Avenue destined for Route 33 would be given a free movement at the current stop sign and traffic coming from Sherburne Road would be stop controlled. Dep. Chairman DiBernardo suggested putting this application aside until the applicant's site engineer was present.

- (B) **2460 Lafayette Road – Proposed Wal-Mart Expansion** – 3/2/05 TAC letter of decision – Attorney Bernie Pelech stated they have been working within the last 6 months with the City and DOT on this project. They began last fall with a meeting with John Burke, Dave Holden and other City staff to identify their concerns regarding traffic. Early on it was made clear that the traffic problems were not at the Wal-Mart site drive but with the intersection of Constitution and US Rt.1. A secondary problem was non-local traffic utilizing Banfield Road. It was also determined early on that the problem had been studied to death and the City and NHDOT were looking for Wal-Mart to channel their efforts to mitigate rather than conduct additional traffic studies. Some minor reconfiguration at the intersection of Heritage and US Rt.1 was also suggested.

During the 6-month period we probably had 6 or 8 meetings with city staff to volunteer as many services we could to the City in the hopes of bringing some resolution to this problem. The problem is funding the improvements at the intersection. They are partially funded by DOT, were being held in limbo because of project being taken off the 10-year plan. The City is currently working with DOT to try and get the improvements back on some schedule. The end result was Wal-Mart agreed to the following: 1. To survey the right of way on both sides of US Rt.1 from Southgate Plaza intersection down to Heritage Ave. intersection. 2. Design conceptual intersection plans for Constitution/US Rt.1; and 3. to fund in the amount of \$500,000 roadway improvements to US Rt.1 primarily for the Constitution intersection and secondarily for minor lane work at Heritage/US 1. A letter received from Doug DePorter, NHDOT agrees that this level of contribution more than satisfies the applicant's mitigation responsibility for the proposed expansion. The percentage contribution based on our actual impact would require a much smaller payment, however we have agreed to place that amount of funding with the City of Portsmouth for roadway improvements whose concept appears to be acceptable to both DOT and the City. The City is continuing to work with DOT to try and now move this project back on schedule. Attorney Pelech turned over the presentation to Giles Ham, traffic engineer.

Mr. Ham of Vanasse & Associates of Andover, Massachusetts stated that they have worked with the City and State towards improvements of the area and these improvements are really needed today whether Wal-Mart goes forward or not. There have been a lot of traffic studies in this immediate area so the focus was to provide engineering design services. Mr. Ham reiterated that Wal-Mart is providing \$500,000 towards support of the roadway improvements. Since DOT has \$360,000, there is a considerable amount of funding in place for the project. Mr. Ham referred to the proposed improvement plans. He noted that one proposal fixes the inadequately short right-turn lane on the southbound approach of US Route 1 to Heritage Avenue. John Burke asked Mr. Ham how far the lane was being extended. Mr. Ham stated that the lane would be lengthened from about 100 feet to about 270 feet at a cost of about 25,000 - \$30,000.

Ralph DiBernardo asked if this was independent from the \$500,000? Mr. Ham stated it was included as part of the \$500,000.

Mr. Ham then referred to the proposed improvements at Constitution/US 1. The plan as presented would carry continuous two lanes northbound and 2 lanes to Constitution to Southgate intersection. Signalization at Constitution is part of the proposal. There are two concept plans that would either fit in the 5-lane section required within the existing right-of-way or require impacts to abutting property. The two options range in cost estimate between \$900,000 and \$1,000,000 (not including right-of-way costs).

John Burke referred to the "squeeze-it-in" alternative and asked if NHDOT had approved the proposed lane and shoulder widths. Mr. Ham answered that they would accept 11' lanes and smaller shoulders versus 12' lanes and wider shoulders.

Jonathan Bailey asked if the funding for this alternative included right-of-way costs. Mr. Ham answered yes.

Td Gray asked if the southbound lanes could be brought in a little closer toward the cemetery without encroaching on it. Mr. Ham stated that this is what is being looked at.

Ralph DiBernardo stated that in the end the issue of how we deal with Rt.1 will be between the State and the City if this proposal is accepted with the contribution from Wal-Mart – where they have fulfilled their obligation and it then becomes the agency’s responsibility to coordinate the improvement. John Burke added that the proposal would have to be acceptable to the Planning Board.

Ralph DiBernardo stated that it is important to note that what we get beyond the financial contribution is a significant amount of engineering work already completed.

Ted Gray asked if there was still talk about dividing Rt.1 with a median barrier and how it would effect this area? Mr. Ham answered that the second alternative that includes right-of-way impacts would provide necessary width.

John Burke stated that the decision relative to Alternative 1 or 2 is largely with the State since it is their roadway, however, typically they will consider the lower cost, lower impact alternative first.

Sharon Somers, of the law firm of Donahue, Tucker & Ciandella and representing the interests of Lafayette Plaza LLC, Southgate Plaza stated that Lafayette Plaza LLC has a vested interest in making sure that this interesting proposal works No.1, and does not impair or interfere with business activities.

Ms. Somers referred to a memorandum submitted by our Traffic Engineer Doug Prentiss. Ms. Somers stated that she was first of all I’m happy to see Traffic & Safety looking at this proposal and the analysis from the TAC. The comments Doug Prentiss presented provide kind of a laundry list for Traffic & Safety to really structure their analysis which you as Traffic & Safety together with John Burke’s efforts and DOT need to bring to bear on this conceptual plan. It is an interesting plan and potentially has promise but a lot of questions still need to be answered. For example, it has been represented this morning that the area has been studied to death, which may or may not be true. But certainly there does need to be information provided to Traffic & Safety and to TAC to indicate what the traffic analysis was which was done to support this specific plan and needs to hear more about this. She suggested that Traffic & Safety look and think about the comments raised this morning as you move forward with your analysis. The other key point is that this is DOT’s call, a state road and to be cognizant that the state is going to call the shots to a large extent in making determination and must do so before Traffic & Safety make their determinations.

Secondly, the City needs to bear in mind the discrepancies in the funding amounts. Alternative 1 is in the range of approx. \$900,000, alternative 2 comes in at \$1.2 million not including right-of-way costs. Wal-Mart is talking about a \$500,000 contribution including work that is going to be done in front of Heritage Ave. What we didn’t hear this morning but was represented at TAC

was that the funding was being discussed currently by the state was \$360,000 so there is a funding gap here. Finally, I mentioned to TAC last week and will mention here that the City needs to be cognizant that the timing of these improvements needs to be closely linked to the proposed approval of the Planning Board.

Ralph DiBernardo asked in a general sense if her client look favorably upon improving the road at that intersection.

Atty. Somers answered yes and no. Obviously any improvements to the road theoretically would benefit my client and on that level, of course. At the same time and illustrated by Doug Prentiss there are some nitty gritty questions which need to be asked and answered successfully before I can give any kind of response. There are some outstanding questions here and by not looking at them closely and carefully and getting information pinned down now, there may be consequences. She added that it is a little premature for an answer.

John Burke referred to previous traffic studies in the immediate vicinity that the committee may remember including most recently the Water Country traffic study that included review of both the US 1/Constitution and US 1/Heritage intersections. It was determined that the Constitution/US 1 intersection already meets warrants for a signal already and 2. Shortness of the right turn lane at Heritage was pushing cars through the intersection at Wal-Mart during peak times.

Ralph DiBernardo asked John Burke if the Wal-Mart proposal has State approvals currently. John answered that the State has accepted the trip generation analysis by letter and the mitigation proposal. He noted that the conceptual improvements presented will obviously have to go through a design process with public meetings to work out the nitty gritty design issues.

Ralph DiBernardo stated that the Committee has seen numerous traffic studies, and with John's professional input and expertise we have every reason to believe that if we pushed the developer into another extensive study we wouldn't find out anything that we don't already know. One of the things we do know is the \$500,000 is a generous contribution in relationship to what would be their part of the cost to improve that area based on their projected traffic impact. A further study would do no more than cost money that would not go into the improvement of the road. The proposal is reasonable as I see it, and it offers us an opportunity to improve the road through cooperation with the State, which of course has it's own issues and the final say. The issue becomes is the proposal reasonable? Does the offer meet the needs of the City? To me it appears to do that. The only further question I have is does the rear entrance still exist? Mr. Ham stated that it does. Ralph stated that he does recognize that we're gaining parking by eliminating the existing building that houses Joker's to support the expanded development. He also noted that the traffic increase with the development would be somewhat offset by the reduction in traffic by eliminating the Joker's building.

Ron Cypher stated that Joker's, people stay 2-3 hours, so that 30 cars in there could be 150-160 trips into Wal-Mart - the same 30 cars they are eliminating now as people don't go into Wal-Mart and spend 2-3 hours there.

Atty. Pelech stated he had brought up a good point. He noted that the new parking lot will be one of the biggest in the city. A number of improvements are included in the plans including a COAST bus stop at the entrance, a 6-foot sidewalk that runs from Rt.1 directly to the front door, and a 4-way stop sign within the parking lot for safe pedestrian passage. He noted that the applicant had amended the sidewalk for shopping carts so the sidewalk is now ADA accessible the whole length. He added that the rear driveway onto Constitution will be widened to allow proper turning. He noted that additional lighting was requested so it was added at the Constitution Ave. entryway. He then reviewed NHDOT's Doug DePorter's letter dated March 9th saying "in addition to accepting that traffic numbers they have indicated that the \$500,000 level of commitment proposed by Wal-Mart would meet their needs for traffic mitigation". It was also indicated that most of the commitment would be used for construction at the US Rt.1 Constitution intersection with a smaller amount going to the southbound right turn lanes at Heritage. Atty. Pelech also pointed out that in addition to the City and State DOT and acceptance of the traffic submissions, the City retained an independent traffic engineer to review the trip generation and he also concurred with Wal-Mart's assessment. He noted the many traffic studies in the immediate surroundings of the proposal including Water County, Irving Oil, Gibbs and the car wash. He reiterated that the corridor has been studied to death.

Ralph DiBernardo asked about the calculations for parking, do they take into consideration the fact that each year Wal-Mart asks for a tent during the garden season taking up a huge chunk of their parking lot.

Atty. Pelech stated that he didn't know the size of the garden center, didn't know how many parking spaces they take up, but I do know we will now have a surplus of parking on the site relative to the zoning ordinance.

Ralph DiBernardo asked Lucy Tillman if each year they came forward requesting an exception for the sale. Lucy Tillman stated that in the last few years they have given up that practice and have not been putting up the portable greenhouses.

John Burke stated that the City had required that the back entrance to Wal-Mart via Constitution Avenue be slightly widened to make sure the trucks can flow to Rt.1 without crossing the double yellow. He reminded the Committee that they have dealt with the issue many times over the last 5 years with non-local traffic going out to residential areas on Banfield, Ocean, and Peverly Hill Roads because they can not access US 1 at Constitution. He added that this proposal is about bring the non-local traffic back out of the residential areas and back onto US 1 where it belongs.

Chief LeClaire asked if there would be a Wal-Mart sign on Constitution Ave. Atty. Pelech answered he hasn't seen anything proposed. The Chief asked if the US 1 and Wal-Mart site expansion are being considered here as one project. John Burke stated that the US 1 improvement is proposed as their off-site mitigation for the onsite expansion so it is looked at as one.

Sharon Somers stated she appreciates the comments John Burke has made about the basis of the traffic analysis. She asked John if her traffic engineer Doug Prentiss could contact him to review previous traffic studies in the area as well as the independent traffic assessment. John Burke responded yes. Atty. Somers then stated that John had indicated that previous traffic analysis that underlines the conceptual plan was based in large part by a Wal-Mart study done last year. John stated “you mean Water County”. Atty. Somers stated yes.

John Burke stated that previous traffic studies don’t form the basis of the conceptual plan, but there is a history of city and state studies that point out deficiencies on the Rt.1 corridor at these intersections. He suggested that she visit the City’s Planning Dept. or NDOT to review these studies that go back over 10 years. .

Ralph DiBernardo stated we are at the point to entertain a motion.

MOTION made by Ralph DiBernardo to accept the proposal as presented for Wal-Mart expansion including the contribution of \$500,000 for Rt.1 improvements. The actual Route 1 improvements are to be determined by the City and State. Also included in the motion is proposed improvements to the rear entrance driveway onto Constitution and some signage there to indicate that Wal-Mart exists from Constitution Ave. Seconded by Steve Parkinson. Motion passed.

John Burke clarified a previous statement regarding the justification of Route 1 improvements. He noted that the justification and identification of the Constitution/US 1 improvement was not through traffic impact studies of new development but through NHDOT studies. He added that the widening and signalization of US 1/Constitution has been identified and in the State’s 10-year Plan for over 10 years. This intersection needs to be improved, widened and signalized. It has consistently been in the state plan for all of those years. Previous traffic impact studies done locally didn’t identify the need for the improvement but reinforced it.

- (C) **Hanover Street Multi-modal Transportation Improvements** – Public Works referral – John Burke introduced CLD Engineers who are working for the City on these improvements. He noted that a public meeting had been held a couple of weeks ago with a very positive response. He noted that the improvements are in conjunction with the Hilton Gardens Inn project and 80% of the project is funded by the Hilton Inn Gardens owners and by a grant through the Federal Transit Administration and COAST.

Cynthia May of CLD, sated that the goal of the project is to create a multi-modal transportation center that is attractive, safe, comfortable and easy to use. She noted that the other effort is to create a pedestrian friendly streetscape and address traffic calming on Hanover St. as well as High St. They have met with all transit providers, hotel developers and any other interested citizen or persons. She presented the bus transfer area with heated shelter and new granite epoxy crosswalks at High Street. She noted that there will also be bicycle storage

lockers and racks both inside and outside the garage. An information kiosk is also anticipated.

She noted that the hotel is responsible for constructing the sidewalks on the northerly side of Hanover Street and High Street. The cross-section includes 8-foot sidewalks, 8-foot parking lanes and two, 14-foot travel lanes. She then reviewed the considerable landscaping improvements including the alleyway between the High-Hanover Garage and the Gas Light Restaurant. She noted that 11 parking spaces would be eliminated to accommodate the improvements. John Burke stated that by consolidating bus stops at High-Hanover the City is able to eliminate three bus stops thereby getting back 9 of the 11 parking spaces elsewhere. The bus stops eliminated would be the one in Market Square in front of Cool Jewels, on Hanover Street in front of Bananas and on Deer Street near the intersection with Maplewood Ave.

Ted Gray asked if the big buses can make the turn onto Market St. from Hanover. John Burke stated that the buses will go in one direction from Maplewood toward Market. He noted that both COAST and Greyhound already make this movement during city events and it is not a problem.

Ted Gray asked how many buses could be accommodated at the Hanover stop at any one time. Ms. May answered 3. Ted followed up asking if there has been input from the bus community. John Burke stated that they have been working closely with Vermont Transit, COAST and Wildcat and all are supportive. He noted that Vermont Transit is considering coming out of the Square to use the Hanover stop only. The other providers would continue to also use Market Square as a stop not a layover area. This will significantly reduce bus congestion in the square and will be a noticeable improvement.

Fire Chief LeClaire stated his concern about turning fire trucks onto High St. from Hanover Street. John Burke stated that the fire truck turning templates show that the turn can be made, however, if it becomes a pinch point, the parking stalls can be restriped and moved back.

Jonathan Bailey asked if the Hanover Street grades would present a problem for wheelchair ramps. Ms. May stated that this was a concern of the bus companies but they felt the 8% grade located at the top of the street was limited in length so it can work. John Burke stated that there is a similar bus transfer area in downtown Portland on a grade, which is not ideal but it works.

Ralph DiBernardo stated his concern about the mention of bike storage lockers in a public gathering facility given today's concern for potential terrorism. He hopes there will be further discussion before installing public lockers. John Burke stated that it will be looked at further. Fortunately, covered parking for bikes is available just inside the entrance to the parking garage and this would be a secondary locker location.

Councilor Whitehouse, 58 Humphrey's Court commented on the brick sidewalks. He stated that he was unable to speak at the public comment session due to a City Council conflict elsewhere. He stated that brick sidewalks are not adaptable everywhere. He noted that they can be slippery and icy especially on slight

inclines. He noted that the garage is facing a section where it is very shady all the time so be very careful where we put brick sidewalks.

MOTION made by Ted Gray, seconded by Ron Cypher to accept the project as presented. Motion passed.

- (D) **Pearl Street** – Traffic Safety and Parking related concerns – Margaret Britton, resident at the Pearl for 9 years was never aware that there were parking restrictions on one side of Pearl Street. She proposed that parking be allowed on both sides of the street but Pearl Street be made a one-way. She has had problems on Islington St. turning in there because Robbins Auto parks all the way to the corner on both sides.

Chris Loder of 48 Pearl St. stated that he appreciated John Burke's efforts on this issue. He made a couple of points regarding the street. 1) There needs to be approximately 18 spaces to facilitate all residential parking required and driveways account for between 6-8 spaces. He noted that while Robbins needs to be able to conduct their business he noticed that a large Robbins truck was parked directly underneath a no parking sign today. There are several non-residents who park on Pearl and walk to their work. He noted that Pearl is pretty much the nearest street to downtown, it does not have an hourly limit or meters - meaning that it is a pretty good deal for non-resident parking.

Sean of 552 State St. stated that he owns an apartment building on Pearl Street and has seen hardship of parking and issues of traffic safety. One of the first things tenants ask when renting is what is the parking situation? He noted that Pearl Street should be made one way and parking allowed on both sides of the street. He is also in favor of extending residential parking to Hanover and Pearl St. as well and an interest to the City to get people to use the parking garage.

Jonathan Bailey discussed the on-site committee review. He stated that the City has maintained that there is no parking on one side of the street – albeit that the sign has been down for some time. It was also observed the Robbins trucks are in and out and can block to some degree two way traffic on Pearl at Islington Street. He stated that there is certainly a flow conflict at the top of street. He noted that the Committee was concerned with potential unforeseen consequences with pushing all traffic onto Hanover to Bridge.

Capt. Champlin asked if there was any consideration given to making it one-way coming the opposite way from Hanover toward Islington Street.

Ralph DiBernardo stated that his concern is for the truck that pulls into delivery to Robbins and it's one-way toward Hanover and they can't make the corner onto Hanover from Pearl or can't get down Hanover because of the double parking. John Burke stated that the truck movement from Pearl to Hanover with the one way would be better than today where there is unauthorized parking on both sides of the road and two way traffic. It would be about the same with one way traffic and parking on both sides compared with two-way traffic and parking on one side, which is the current ordinance.

Ted Gray asked how many spaces Robbins has behind the building. Jonathan Bailey stated 3 or 4. Also the box truck that parks there delivers 2 or 3 times a day from their warehouse. He thought that talking with Robbins and asking them not to obstruct the street would help.

John Burke stated that he sees merit to the one-way proposal but agrees with the committee that proper study is required to hedge against unintended consequences. He suggested that Public Works conduct a review of the proposal to include speaking with residents and businesses in the area. He informed the Committee that he received 6 resident letters after the agenda went out all in favor of the one-way proposal.

Chief LeClaire suggested that he could support the idea of one-way because with two-way traffic, some parking is going to have to go and he feels this is unacceptable. He added that it is only a matter of time until one waying this street will happen.

Steve Parkinson stated that there is some confusion about what resident parking means on Hanover Street. He noted that resident parking means that if you are a resident of the City of Portsmouth you can park on the street.

MOTION made by Steve Parkinson to refer to John Burke to study one-way proposition and report back at the next meeting, Seconded by Ted Gray. Motion passed.

- (A) **CONTINUED - Northeast Credit Union** - John Chagnon. Site Engineer was now present. Ralph DiBernardo reviewed the sidewalk and intersection proposed improvements. He noticed that the new layout in using the credit union is presently pretty much a straight shot into the drive up window lane in the back and now under the proposed configuration it is more difficult. Ralph also asked about an easement shown on the plan.

John Chagnon referred to plans C3 and C4. The PSNH easement along the southerly boundary is an easement for overhead wires. The entrance will be slightly readjusted. There is a pole constraint on the west and a pole with overhead wires. When you come in you will be faced with a little bit of a jog. Presently there are 2 lanes, a drive-up lane and a lane servicing a parking lot on the left. John feels the proposed layout is far superior to the existing condition.

Steve Parkinson asked if Ralph's concern is that it is more complicated to get to the back? Ralph stated that it looked more complicated. Steve Parkinson responded that comparing the old plan with the new plan, you are more channeled to the drive-through whereas in the past you had the opportunity for conflict at the back parking lot. He believes the new plan is safer.

Chairman Hynes stated that we are running out of the allotted time for the meeting so we should condense comments. Ralph DiBernardo stated that his questions have been answered.

Steve Parkinson referred to the report about the intersection and the suggestion of putting an island there and rearranging stop signs. He asked if the applicant was

proposing to do that. Mr. Chagnon answered that the applicant is not proposing to do that but has pointed it out.

John Burke commented that they are adding traffic and travel delay to the roadway system and the proposal at the intersection would eliminate any added delays by allowing free flow from Borthwick. He thought it would involve a small amount of cost to the project. Roy Benjamin stated that it could cost between \$8,000 and \$10,000 depending on material.

Devon Parker, Facilities Supervisor for the Credit Union stated that it was their position that because of the extensive length of frontage on Borthwick Ave., we are building 850 feet of City sidewalk. They believe that this considerable cost is sufficient mitigation for the project.

MOTION made by Ted Gray to accept the proposed plan as presented including the construction of sidewalks by the applicant along Borthwick Avenue. The stop sign and stop bar should also be moved from the Borthwick Avenue approach to the Old Greenland Road approach and an island should be constructed to control movements there all paid by Northeast Credit Union. Seconded by Ron Cypher.

DISCUSSION - Fire Chief LeClaire stated that he doesn't see how the island and stop sign has anything to do with the Credit Union and doesn't feel it is fair to have them pay for this expense. Jonathan Bailey agreed.

Ted Gray agreed to withdraw his motion. John Burke stated that he wanted to be sure that the motion identified who would be responsible for constructing the intersection improvements.

MOTION by Ted Gray to accept the plan for the expansion as presented with Northeast Credit Union constructing sidewalks as presented on the plans and the City responsible for modifying the intersection of Borthwick and Old Greenland Road as proposed. Seconded by Ron Cypher. Motion passed.

VII. OTHER BUSINESS

- (A) **BJ's Wholesale** - Ralph DiBernardo stated that for a long time the Committee has looked at the situation on Woodbury Avenue at Commerce Way and BJ's Wholesale. When they built the gas station getting an access to Commerce Way could not happen because it was private. Ralph suggested that it may be time to approach the owner's of Commerce Way to see if a driveway would be possible.

Steve Parkinson stated that the City and owners are discussing how Commerce Way will be upgraded in the future – possibly to city standards. However, he believes it is premature to have a discussion relative to a driveway at this time.

- (B) **Church Street** - John Burke stated that the issue of parking along Church Street has been referred to the Traffic & Safety Committee for a report back to the City Council.

- (C) **Hancock Street/Strawbery Banke** – John Burke reviewed a Planning Board referral to Traffic & Safety to look at bus and vehicle directional signing

associated with the Strawberry Banke parking lot. In 1995, the Traffic & Safety Committee came to some conclusions about how the City would like to route traffic from the lot through and out of the south end. The recommendations made through site review were never implemented because Strawberry Banke's project at the time never moved forward. This is a request to again look at traffic circulation here.

Ralph DiBernardo stated these issues are recommended for on-site review.

- (D) **Greenland Road** - Fire Chief LeClaire referred to the new gas station on Greenland Road and the issue of trucks. He received a complaint from the owner that the zoning official of the City had been visiting him relative to truck parking during the day.

The Chief's understanding is that overnight trucks are not allowed but during the day is fine. He asked for a clarification.

Steve Parkinson stated the overnight parking stipulation has nothing to do with the Traffic & Safety Committee at all. The overall approvals with these stipulations are from the Planning Board, Board of Adjustment and TAC. Our Committee dealt with traffic flow and access to the road only.

Captain Champlin stated that the Police Department went out there yesterday and spoke with the manager about this issue.

VIII. ADJOURNMENT:

MOTION made by Ted Gray to adjourn. Seconded by Jonathan Bailey.
Adjourned at approximately 10:00 a.m.

Respectfully submitted: _____
Elaine E. Boucas