

COMMITTEE ON INFRASTRUCTURE

MARCH 24, 2021

A meeting of the Committee on Infrastructure was held Wednesday, March 24, 2021, at 7:00 p.m. via teleconference.

Chairman O'Brien

As Chairman of the Committee on Infrastructure, I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, I am confirming that we are:

Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

To access Zoom, please refer to the agenda or the City's website for the meeting link.

To join by phone: 1-929-205-6099 Meeting ID: 837 2814 0708 Passcode: 073054

The public may also view the meeting via Channel 16.

We previously gave notice to the public of the necessary information for accessing the meeting, through public postings. Instructions have also been provided on the City of Nashua's website at www.nashuanh.gov and publicly noticed at City Hall and Nashua Public Library.

If anyone has a problem accessing the meeting via phone or Channel 16, please call 603-821-2049 and they will help you connect.

In the event the public is unable to access the meeting via the methods mentioned above, the meeting will be adjourned and rescheduled. Please note that all votes that are taken during this meeting shall be done by roll call vote.

Let's start the meeting by taking a roll call attendance. When each member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-To-Know Law.

Alderman Schmidt called the roll and asked them to state the reason he or she could not attend, confirmed that they could hear the proceedings, and stated who was present with him or her.

The roll call was taken with 5 members of the Committee on Infrastructure present:

Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Ernest Jette
Alderman David C. Tencza

Also in Attendance:

Dan Hudson, City Engineer
Tim Cummings, Director of Economic Development
Alderman Richard A. Dowd
Alderman Patricia Klee
Alderman June M. Caron

ROLL CALLChairman O'Brien

I am present, I can hear the proceedings, and I am alone.

Alderman Lopez

I am present, I can hear the proceedings and I am alone.

Alderman Schmidt

Alderman Jan Schmidt is here, she's alone in the room and she can hear the proceedings.

Alderman Jette

I am here alone and I can hear the proceedings.

Alderman Tencza

I am present, I am alone, and I can hear everyone.

Alderman Schmidt

Thank you, that's all 5 members sir.

Chairman O'Brien

Thank you and will the Clerk please record also in attendance Dan Hudson the City Engineer, Tim Cumming, Downtown Director, I forgot your official title, Mr. Cummings, please forgive me, but Director Cummings and Assistant Chief Steve Buxton. Also, other Aldermen in attendance is Alderman Klee, Alderman June Caron, and Alderman Dowd is also in attendance for Aldermen. Is there anybody else I did not recognize? Good. That makes it easy, we've got everybody. Alright, at this time, we are going to open up the meeting for public comment. Is there anybody from the community-at-large who would like to address a matter before the Board? Seeing none. We are going to move on to a discussion.

PUBLIC COMMENT - NoneDISCUSSION

- Riverfront Project

Chairman O'Brien

I was approached by Economic Director Tim Cummings, that he has additional information on the Riverfront Project that he would like to brief and I find that very timely as spring is approaching. At this particular time, I will turn the meeting over to Director Cummings.

Chairman O'Brien recognized Economic Director Tim Cummings.Tim Cummings, Director of Economic Development

Thank you Mr. Chairman. For the record, Tim Cummings, Director of Economic Development. I am here tonight to hopefully provide just a high level overview on the Downtown Nashua Riverfront Project. I have a slide deck prepared. I wanted to share my screen, but before I do that, I again just wanted to preface my comments tonight that this is just a status update where I just thought it would be good to kind of bring this project back before you and the public and provide you with a very high level overview as to the work that has been done since the last time I presented which was a little less than a year; I would say about somewhere between 8 and 9 months ago. I thought it would just be good to revisit this project with you all; happy to take any questions at the end and outline next steps so folks can plan accordingly. So if I may Mr. Chair, I am going to share my screen.

Chairman O'Brien

Please do.

Director Cummings

Alright, hopefully everyone can see my screen. OK so just to orientate everyone, the project I am talking about is the Nashua Downtown Riverfront Project which is essentially scoped out to be basically if folks want to kind of keep it in the back of their mind, from the Broad Street Parkway Bridge all the way down to what we refer to as the Pan Am Pedestrian Bridge which is essentially right at the start of BAE or right at the end of BAE I should say on Canal Street. So the slide in front of you just has a very high level overview of where we are talking about in the downtown. Now as you can see and I zero in a little bit more, you can actually see the project area that I am talking about. What we have here is essentially the different segments or the different mini-projects that are going to be all bundled into the one infrastructure project for the City's benefit.

So why are we doing this? This came about from the Downtown Master Plan that we did back in 2016/2017 time frame. It was for accomplishing a few objectives, multi-modal connectivity, access to the river, creating some better green space, increasing and improving our environmental stewardship, implementing flood plan resiliency techniques and then ultimately economic development by enhancing the Riverfront to make it a better performing natural asset for us and hopefully a value proposition for our downtown.

Here's just some slides that I pulled from the Riverfront Plan that we did previously. My goal this evening is to provide that high level overview as an update to outline some of the changes that have come about due to further discoveries we have made as we have continued along in the design process. So we are currently at about 30% design approximately, or what you would refer to as preliminary design. We are just about nearing completion of this phase. My goal will be to come back before you or the entire Board of Aldermen, I defer to others as how to you would like to present this information. But I would like to have a follow on meeting after this, when we get to preliminary design so we can actually give you a more substantial and technical presentation with the engineers with me.

Obviously tonight's not going to be as detailed of a conversation. What I really wanted to do was just highlight some of the changes that have come about since we first started this project and some of the reasons why these changes had to come about as we designed further and continued to plan on these improvements. As I said, we are kind of nearing the end of preliminary design. The next phase after this will be what is referred to "final design" and that is something I am hoping to get underway sometime before this summer or just about this summer. That'll take about 6 months or so; it'll be another contract that you see before you some time on the horizon.

Again, so the project area, we typically think of it and define it as east and west. This evening I am going just start on the east side of Main Street and then I'll work my way over – I'm sorry – let me rephrase, I am going to start myself on the west side of Main Street and then work my way over east. So as the slide deck here on the west side outlines, starting on the north side at the very top corner, you are going to see what is being proposed as a new ADA ramp connecting the Cotton Mill Transfer Bridge, that's this entity right here along to the trail that is already in existence. So this is to make it more ADA accessible; this is something that we have to do. It is a requirement and we are actually trying to expedite this as fast as possible, in fact, with some surplus funds that we have in preliminary design because we are coming under budget on preliminary design, it looks like we might use those funds to try to get to final design as fast as possible on this project, on this mini-project I should say, on this element of the project. We are trying to conform with our Federal Regulators, Federal DOT who has made a point to point out to us that we should try to make this as ADA accessible as fast as possible; so this is something we are working on.

Now what I will note also is when I was last before you, the idea actually was to try to do in on the west hand side of the bridge. So originally what we were thinking is that it was going to extend out this way, but as we started to design further, it became very clear due to environment concerns we were going to have to actually go to the east. So that's a change that has come about, essentially there's been no other change other than it flipped from being on the west side to the east side.

Continuing along here, still looking to do everything like we previously discussed. We get to the floating dock in the substation screening. So really nothing has changed since the last time we discussed the sub-screening station, really nothing has changed since what we have discussed with the ramp and the trail that would connect over to the existing trail over here. You know that's just all, that is all continuing along as we thought it would. What has changed and what we are working through is the dock. So we had originally anticipated the floating dock being somewhere around the substation. We are not exactly sure where this floating dock is going to land. It may land a little bit further west maybe along, again, to orientate everyone we have the Greeley House here, Lofts 34 here, Cotton Mill right here; it may land somewhere along this Riverfront Edge on the north hand side or conversely it may land on the south side somewhere between Parc de Notre Renaissance and Clock Tower in this area right here.

As we designed further, we studied the area it became clear that this area just didn't really have the water levels necessary to support a floating dock. Depending on the time of year, this area can get kind of dry and so it was thought that it might be better to kind of move the location of the dock, it's still a priority to get a dock in this area, we are not saying we are going to move away from that but where it is is definitely becoming more clear.

Again, looking to create a boardwalk along here is still the intention and we are still designing to that, there are no issues there. Coming back around, wrapping around on the south side, Bicentennial Park, looking to make that ADA accessible again for folks who may not realize it. From Water Street right here, from I believe this is 4 Water Street up to Main Street, this area right here has a significant grade that are not ADA accessible. We will be looking to make some enhancements to Bicentennial Park, improve the park and the green-scaping as best we can, but with the primary goal of making it ADA accessible. So we will take care of the grade change that is rather significant.

Again, doing some boardwalks out in front of the office building there and then connecting on to Parc de Notre Renaissance. As you can see Parc de Notre Renaissance has started to take form a little bit more than what you saw last time. Parc de Notre Renaissance is looking to be something designed like an oval in this area. There will also be some improvements and changes to Water Street as time goes on. And then finally, looking to make improvements up and behind Clock Tower, again, just trying to create that experience where people will feel comfortable using this area as a River Walk. That is the ultimate goal that we are trying to do here is to create a useable, active riverfront area that is accessible for all modes of transportation.

Now another change that has come about on the west side that I want to make sure folks are aware of. I want to make sure folks know that we originally had talked about and scoped out the idea of making a connection from here, the end of Clock Tower essentially on all the way up to Pine Street Extension or the Broad Street Parkway right in through here, and then ultimately try to create a pedestrian crossing somewhere in right around here or somewhere right in or around here so we can connect it to Mine Falls Park. We have held off designing any further on that phase for a couple reasons, the grade changes right in through here prove to be very challenging and then it became cost prohibitive. So we decided to put a pin in this mini project for now and if it looks like we have capacity in our budget, we will definitely revisit this element because we know that making that connection to Mine Falls is very important to everyone. But making sure that we complete what we started out very early on saying, which is we wanted to have a complete circumference around the riverfront as our priority, is still the driving goal. And if we can make some connections to the other trails, we certainly will.

So with that being said, here is just a view of what that Cotton Transfer Ramp would look like so folks can kind of see it and get a sense as to how it feels and lays out. So right here is the Cotton Mill Building we are about 21 feet away, we have sat with all the owners and the abutters, gave them updates, they have signed off on the various elements of the project. And so they are aware of everything that I am showing you here. So folks can see how this kind of aligns with the existing path. So the boardwalk – so this is the boardwalk that we currently have and this is similar to what we will be looking to implement. And that's what you will see in front of Water Street essentially. This is the office building that would be on the south side, south west side of the riverfront.

Again, just a visual aid to help you see the type of screening that we are talking about for the substation. And here's a closer look as to what appears to be taking shape for the idea of Bicentennial Park and you can see how what essentially we are trying to do is, this is Main Street here, use the grade to our advantage to slowly wind down to get to essentially 4 Water Street. And then use this as a grade to our advantage, slowly, because right now it is too steep from Main Street down to the corner here to be ADA and wheelchair accessible. Here's another view of what we are talking about here, just showing how we are trying to achieve that. And then Parc de Notre Renaissance, so again continuing on here is the thought about how we would improve Parc de Notre Renaissance by basically trying to create an amphitheater of sorts in and along through here and making a pathway and Riverwalk.

I should note that there is a statue in through here and we will absolutely maintain the prominence of that statue, it is going to have to shift. It will stay in this park exactly where, hasn't been decided yet, but I want to make folks realize that it will have the reverence and the prominence that it currently has. But it can't stay in its current location if we are going to continue with the design that we have been talking about from the beginning. Again, here's another view of how that potentially could look. And so the reconfiguration of Water Street, so the idea to achieve this park and how to do it, we would be looking to make Water Street one way in some sort of context all the way on up through. Again, because we are creating the green space down here, we have always said that we want to maintain the same amount of parking so we would be looking to put parking in on Water Street that would allow for the loss of parking that would come down here, we would just replace it up through here.

So here's some visual aids to kind of show you what we are thinking for behind Clock Tower and how we are trying to improve that area from what it currently is. Again just another different viewing of the Clock Tower area. So let's talk about the east side now. So pretty much the east side is going to stay the same as what was originally contemplated or talked about previously. There's been one change but it is a significant or major change. So this along the north side, the north east side here, this is the existing path here so not a lot of changes happening in through here. Once we start to get to this area right here, Margaritas', and the BAE area right here, what was previously and is currently an undeveloped area, we are going to be looking to create that path and bring it on down to essentially right here is that Pan Am pedestrian bridge that I mentioned at the beginning of my remarks.

After we have studied this pretty extensively, our engineers have recommended to us that we actually build a new bridge. We could preserve it and that was the original intention was to rehabilitate the current bridge but from a cost to life benefit analysis, it wouldn't be worth our while to invest the money in the current structure from a life expectancy for the investment we would be making. It would be wiser and more prudent to just build a new pedestrian bridge. Our engineers are suggesting it be somewhere in and along through here. We will try to get it as close as we can to this bridge, but due to the grade changes on either side of the river, it is pretty tough and trying to maintain that ADA accessibility, we have to make sure that the grades on the bridge stay at a certain level. It looks as though the best place to put it is somewhere in and along here. So, again, on the south side of the south east side of the riverfront looking to just improve upon the existing trail that we have got in and along through here, make it ADA accessible and then connect it on up to what we believe to be a future crossing of the 60 Main Street building with a boardwalk right here.

So I will just bring you through some visuals so you can kind of see a little bit better what we are talking about. So here's the existing condition here, and this is what we are going to be looking to do as we continue along with design. You probably have seen this previously, this hasn't changed. The new pedestrian bridge is a newer element and this is sort of what we are looking at here and ultimately this is the type of pedestrian bridge that we are looking to put in, something along these lines. And that's all I have for the update that I wanted to provide you. I am going to stop sharing my screen now. I should say that we are still within the budget that we originally contemplated, approximately \$15 million dollars though we haven't re-costed this yet. I am going to be looking to send it out to third party costing review to confirm what I am being told by my engineers, which is it is within our scoped out budget. But, again, that will be something that I will be looking to present to you when we get to our more technical and detailed presentation with the engineers, probably within the next 2 to 3 months. But, again, I am being advised that we are within our budget. So happy to take any questions if anyone has any.

Chairman O'Brien

Good, thank you Director Cummings, I'll open it up for questions and I see the first guy in line, Alderman Lopez.

Alderman Lopez

Thank you. So first I put in the comments section because I didn't want to interrupt but the name of the park, this is Francophonie Week by the way everybody so viva la France, it is called Parc de Notre Renaissance Francaise, it means the park of our French Renaissance. But I just wanted to make sure we pointed that out because you were kind of making it sound Spanish and I don't want to create a culture war. Additionally, I had some questions or some suggestions about things to look for with regards to designs that you mentioned. You kind of went over a lot of areas. So I'll just make the observations and then I'll end with a question I guess.

The first one is the foot bridge that you mentioned, the handicap accessibility. The area that you are pointing to is around the midpoint of the Library River Walk. Unless you are planning of doing a lot of landscaping the parking lot above that actually goes to a set of wooden stairs which is pretty treacherous just for people who have all of their limbs operating. There is no way for a wheelchair to access it. So where you were pointing in general, if we did put a foot bridge there, basically anybody riding a scooter or electric wheelchair or non-electric wheelchair, God help them, would have to go through most of the trail in order to get there or they would cross from the parking lot on the other side and then find themselves basically in the middle of the woods. So you might want to either look at the location of the foot bridge that was pointed to or possibly connecting it to the existing stairs that are there. I don't know if that's been considered but I just wanted to point that out, just so that we don't end up with another ADA foot bridge situation.

The second thing was the speed of the current where you were putting the boat launch or dock. If you put it in the narrowest part of the river, that might be an issue, so you might want to just double check with that. I'm sure engineers will already do that, I just figured I would say it for the record. And then my question was, this is the Phase 1 changes. Now one of the reasons I am so attentive to the Park's name is because I am in the

middle of looking at re-doing a mural I did like 6 years ago on a wall there. And one of the concerns, obviously, is like if we put a mural there is it going to get filled in or turned into a road or anything like that. And my projection is not this year, not next year, maybe not for several years. So can you confirm that or do you actually foresee us like doing the landscaping and development projects associated with Le Parc de Notre Renaissance Francaise anytime soon?

Director Cummings

So I will start with the last question or the last point and work backwards. I am really trying to work hard to get this under construction sometime next year, which Parc de Le Renaissance would be part of the project. So that would be some time in calendar year '22, if everything goes according to plan. We still would need to receive all our permits, we still have to go through final design, we still have to make sure we are within budget and get out to contracting. That's a lot to do between

Alderman Lopez

Just to be clear, that would include the rearranging of the road there too? Because based on some of the earlier designs, Water Street was going to become the only street in that area. The other street that goes underneath it and connects to the back of Clock Tower was going to disappear and then there was going to be a lot of fill. And we may or may not have to replace parts of the overpass. Is that the part that you were saying we would be able to do next year?

Director Cummings

So not all of that is going to be done. I think what you are really going to see is just Water Street being one way and parking added to it and some improvements along Water Street. The underneath part that you are referring to is not part of the project. That was eliminated a couple of phases ago.

Alderman Lopez

Is the road that goes underneath going to be continued?

Director Cummings

Yeah that's still all going to be left there.

Alderman Lopez

OK then I guess for the purposes of my project, I usually do stuff for 2 to 3 years at most so it's not going to matter, I mean 2 years now you can dump all of the dirt in front of it you want.

Director Cummings

Ok so we are within a 2 year kind of time horizon.

Alderman Lopez

Ok just making sure.

Director Cummings

And then the other question about – we are absolutely trying to align the new pedestrian bridge with the stairs as much as possible that come down from the library parking lot. That is a thought process that is currently very much being studied by the engineering team. And I don't think a final decision has been made where

exactly it is going to land because we have to be very sensitive to the grades on either side of the river to make it fit appropriately. And we do it within budget.

Alderman Lopez

It's like a 30 foot difference there, that's why it should be interesting. Because if it goes off of the parking lot, that's the extension, the satellite parking lot to the library, then it is going to pass like right over everything. So that should be a very interesting thing to see them solve.

Director Cummings

And then lastly the engineers have already studied and looked at the floating dock and whether the river currents would be too strong to accommodate putting in a kayak because that was something that was raised by H L Turner, one of our engineers on the project. And it was studied extensively because as we all noted, we wouldn't want to put a dock in that was not usable and the last thing we would want to do is put a kayak launch in and then the kayak would float away before someone could actually use it. Wherever the dock lands, that will be a priority so it doesn't cause an issue and also a safety concern. So that is very much in the engineer's minds and has been discussed.

Alderman Lopez

Ok glad to hear it. Thank you.

Chairman O'Brien

OK, Alderman Jette?

Alderman Jette

Yes, thank you Mr. Chairman. So talking about the dock for kayaks, when you first talked about changing it from the north bank to the south bank, I thought, well that would be good because there's very little parking on the north bank for people to park and then bring their kayaks down to the water. And I thought, well on the south bank there's a lot of parking there, but then you told me you are going to eliminate the parking on the level nearest the river in the Le Parc de Notre Renaissance Francaise. So if the parking is going to be up on Water Street, it is going to make it difficult for people to carry or transport kayaks down to the dock. So I am thinking that maybe it is not worth the trouble to put a dock in there. Maybe we ought to use the one that is further up river that the Spillios family made available to us. So I don't what your thoughts are about that.

Director Cummings

I think it is a fair point and ultimately if it is the pleasure of this group and others to remove the floating dock as an element, that is absolutely an area that we could save some money and I think continue to meet the spirit of the project. I think the idea is more than just being a kayak launch. What we heard was people wanted to be really connecting to the river in some way. This would be one of the few places that you could actually bring people down to the water and the floating dock would be big enough for people to use for various things besides just the idea of launching a kayak. You know, one of the things we want to make sure the space is big enough so people can sit on it, have lunch, you know, sun bathe.

These are certain elements that we kind of want to bring forward that would create a sense of place. That is part of what we are trying to do here and the dock providing the main purpose, the primary purpose of being a place for people to launch their various aquatic vehicles into the water is absolutely the primary thought. But we wanted to also have some of those other elements kind of intertwined as we are trying to create a sense of place, a destination where people want to go. Where it ultimately lands, you know, it is somewhere in the area that I discussed. I agree with you, we want to make sure that people have parking and access to

parking because you are not going to want to carry your kayak too far. And I think we understand that and we want to make sure we are planning and providing for that.

And I am just kind of talking out loud here, there may be a time someday when we are going to want to have space for kayak storage and we need to make sure we are thinking in those terms as well. So we are thinking of places where people can run a little kayak kiosk if you will. And we have all these thoughts in our mind and we are trying to balance them with all the other variables and move this project forward.

Alderman Jette

If I could follow up.

Chairman O'Brien

Absolutely.

Alderman Jette

On the kayak kiosk thing you probably know better than I do, but last summer somebody was operating a kayak rental business and they had the kayaks over at the parking lot behind 60 Main Street. I am assuming they made an arrangement with the owner of that property. And so people would go there and rent the kayak and then they would get over to, either by car or by walking over to the north bank of the river over by the house on Front Street there.

Director Cummings

Greeley.

Alderman Jette

The Greeley House and I don't know how that worked out. I know when we put in the granite stairs leading down to the water, we tried to get more parking there and there was, I remember there being resistance from the owner of Lofts 37 because they needed parking for their tenants. So I don't know how that all worked out this summer for that kiosk business. But it sounds like you are thinking about if the primary purpose is kayaks, you acknowledge that you need a parking place and storage place close enough to wherever the dock is going to be. If it is going to be just a place for people to sit, then parking I guess can be more remote like on the south bank. If the parking were up on Water Street, if people are just walking down there, that's certainly more doable than trying to get a kayak down to the water. But it sounds like you are thinking about all of those things. Thank you.

Director Cummings

Thank you.

Chairman O'Brien

Any other questions from members of the Committee? OK seeing none. Director Cummings you are always welcome at the Infrastructure meeting for your presentations. We find them extremely informative and we are very fortunate to have on this Committee the Chairman of the other Committee, Alderman Dave Tencza. So perhaps if you see in the future, we have had combined the two Committees together and stuff like that to work towards this worthwhile project. But if I could plant another seed on your ideas conceptually, I bet you probably haven't figured this out, you may or may not know, but the Pan Am bridge that you are calling it, the former railroad bridge does have historical significance in the City of Nashua. It is ground zero of the great conflagration in the 1930's.

So if it does get moved any geographical references of that tragedy that occurred on that May afternoon, perhaps maybe a little bit of a plaque or something like that. Because many citizens in the Crown Hill area, there are still people around that do remember that tragic day. So it would be nice to commemorate that, if there's enough in the budget.

Director Cummings

Understood, thank you.

Chairman O'Brien

OK, again, anything else? Alderman Jette, your hand is up but did you take it down, are you all set?

Alderman Jette

Sorry I just forgot to take it down.

Chairman O'Brien

That's quite alright, very good. Just wanted to make sure. Alright, Director Cummings, thank you so much. You are welcome to stay with us if you so wish. But we are going to move on to Communications.

COMMUNICATIONS - None

UNFINISHED BUSINESS - None

NEW BUSINESS – RESOLUTIONS

R-21-121

Endorsers: Mayor Jim Donchess
Alderman June M. Caron
Alderman Thomas Lopez
Alderman Richard A. Dowd
Alderman Linda Harriott-Gathright
Alderman Jan Schmidt
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman-at-Large Shoshanna Kelly
Alderman Patricia Klee
Alderman-at-Large Ben Clemons
Alderman Skip Cleaver
Alderman-at-Large Brandon Michael Laws
Alderman-at-Large Lori Wilshire

CHANGING THE NAME OF VETERANS DRIVE TO ARMORY DRIVE, AND CHANGING THE NAME OF THE BROAD STREET PARKWAY TO VETERANS PARKWAY

Chairman O'Brien

Well if you could hold off on your motion, I was going to ask you, since we have read it by title, I would like at this particular time just to open it up for a brief discussion. Let me set the tone of the discussion. We are allowed to make changes by current State RSA's particularly mentioned 231;133 I and RSA 231;131 II. But again, those changes are allowed because the State does realize that some of these streets were laid down about 350 years ago. But, however, we do have enhanced 911 system in this community. There are cars now, you are probably with the Cadillac with, I think it is NSTAR or something like that, you get in an accident

and it automatically calls from where your location is and that is under RSA 106-H;I. So what seems to be the issue here and I signed on as a sponsor as well as 12 of my aldermanic brethren and the Mayor which makes 13; it is popular to rename Veteran's Drive.

However, with the 911 issue at hand, you've got to remember we already have a Veteran's Bridge, it is adjacent to the Taylor Falls Bridge and if you aren't savvy to where they are, they are from Bridge Street going over to Hudson. There is also a Veteran's Drive but there is a hand-in-hand Ordinance with that to change that to Armory Street. However, the City has, and that's the one that is before us, the City does have Amory Street and I am not fooling you on your ears, Amory sounds like Armory or Armory sounds like Amory. And when you get the high quality, high definition speakers, that we have in the fire stations with the bells going off the trucks starting and everything else, it sometimes is difficult.

The other day I did listen to a call and it was a minor confusion of Lovewell and Lovell Street. And in this City we have a lot of it, we have Russell Street, Russell Ave., Williams Court, Williams Street, Coburn Ave., Coburn Street, Saturn and Satin are two of my favorite and there's a whole host of others. So taking that in mind it does create a little bit of a flux. So there is a willingness and I had consultations today with pretty much a lot of the stakeholders. The stakeholders, I am talking the Mayor's Office, Public Works, Director Lisa Fauteux, conversations with the Fire Chief Rhodes and Assistant Chief Buxton and also the Police Department. So what I would like to do, is to direct this into Committee with those three groups; Public Works, the Fire Department and the Police Department to discuss the issues with the enhanced 911 system and see if they can come up with a viable solution.

So at this time, probably to rehash, if I didn't cover it all on what I said, I would like to recognize Assistant Chief Buxton to explain some of the concerns. But I want to share, when we do this, I will make the motion to bring this back, it will be temporarily tabled but the motion will be tabled to be brought back to the April Infrastructure meeting to be read on the main agenda. And at that particular time I would expect the report back from those particular principals. So without further ado, Chief Buxton, would you like to jump in on and brief us on some of those concerns?

Steve Buxton, Assistant Chief Nashua Fire

Yeah thank you Mr. Chairman, Steve Buxton, Assistant Chief Nashua Fire. So Alderman O'Brien pretty much covered it, he hasn't lost much off of his fastball since he left the Department there a few days ago. He still recognizes all the conflicts we have. We have a list of about 40 groups of names that are like-sounding in the world of E-911. And I say "groups of names" that could be 2 streets that sound alike, there are also groups that have 4 to 6 streets that sound alike. It does create confusion. Our members are very good at learning their districts, we have computers and everything to assist us. However, the problem also translates to the other end of the phone when the call is being reported and somebody has a translation issue or they are not pronouncing the name appropriately for the E-911 operator when they translate the call down to Nashua.

Alderman O'Brien already cited all the RSA's where the authority lies. It is with the municipality. Under a normal process in planning, when a new street comes in to the City, the Fire Marshall's Office is charged with naming the street and numbering it and usually the Board of Aldermen needs to get involved if there's some level of conflict somewhere along the way. Making a change to a major roadway like this within the City, very well intentioned, a big supporter of the cause, we just have a few loose ends that we need to tie up to get it done appropriately to avoid any further conflicts. So I think that pretty much summarizes our concerns. We are willing to work with whoever to get this done appropriately but we'd like to avoid adding any more names to the list of conflicts that we currently already have.

Chairman O'Brien

Ok very good. Thank you Chief Buxton. With that goal in mind, does anybody have any other questions to Chief Buxton? Yes Alderman Lopez?

Alderman Lopez

Not so much a question but just an observation that this did seem like an issue when it was presented to me initially and I am happy to do it right and make sure there's no controversy us naming something after Veterans and that type of thing. Sometimes it is better to put a little more work into planning.

Chairman O'Brien

Well stated Alderman. I think looking at the 12 Aldermen that are co-sponsoring, the other 11 as well as you Alderman Lopez, including myself, we do want to do something. It's a very good program, it is nice to see the banners that are up on the Parkway and this would definitely enhance. But again, we would like to do it right. So I think there is time and like I say it does seem to have the blessing with all the principals, so if we could defer it to that. But again, I'll open it up to any other comment by any other Alderman?

Alderman Caron

Alderman O'Brien?

Chairman O'Brien

Yes, Alderman Caron, please?

Alderman Caron

Yes, thank you Alderman O'Brien. I am a little confused because when I was asked to co-sponsor this with Alderman Lopez my understanding was that they were going to take care of this issue about street changes and making sure that we didn't conflict with anything else. We had this before and they always did that ahead of time. So I am a little confused that this hadn't been done before it was presented to your Committee and I apologize that you have to put in on hold for a month. And I don't have a problem with that, I think it's very important that this is done and done right so that especially the Police and Fire who have to go to these emergencies, know where they are going and they are going in the right direction. So I certainly will be sponsoring the new Legislation if we have to do it because I think it is important that we recognize our Veterans in a better way than we have had. And the Parkway seemed like the right choice. So thank you for doing that and I certainly will attend the meeting in April. Thank you.

Chairman O'Brien

Thank you Alderman Caron. And no apologies are needed, as a matter of fact, this is what the people expect us to do. The system is working. I went to the infrastructure, I did inquire with the other principals and this was discovered and not one person can think of everything and this is why we have the Committee. So no apologies needed, it is part of the business and hopefully we can make this better and more appropriate. Alderman Lopez?

Alderman Lopez

So knowing that probably Armory Street and Amory Street are very close sounding and that we may have to look at the name of the Veteran's Bridge and we have to talk to Hudson about that. I just want to float the name for Veteran's Bridge that went into Hudson as somebody left a veyo bike sitting on top of a column in the middle of the bridge, the Memorial Bridge. It's long but you'd definitely if it was being called for 911. Just a suggestion, you guys can do what you want.

Chairman O'Brien

I'm sure Chief Buxton will bring it back to the Blue Ribbon Committee. Alderman Jette?

Alderman Jette

I think your idea is excellent Mr. Chairman, but I can't help but think don't we already have a street naming, numbering Committee? And I think the Planning Department has a representative on that, would you consider adding someone from the Planning Department to this Committee if you think it would be a good idea?

Chairman O'Brien

It's not that I don't think it is a bad idea, but the Planning Department it seems to be the issue, I think Boston has several Washington Streets in the example. Which one are you talking about? That's a good question. Unless you know what particularly what neighborhood you are from. But I don't really see the particular problem as a planning issue as much as a 911 issue, you know. So that's why I did not but if this Committee so chooses I can charge and say to this particular Committee that they are entitled to exercise any resources available to come back to this Committee with the proper answer. So they could probably seek advice from the Planning Committee, if needed, and I would encourage that.

Alderman Jette

OK that's fine.

Chairman O'Brien

Alright any other comment? OK. Seeing that, I would like to make the motion to table R-21-121 to the order of business of the April Infrastructure Committee Meeting pending the report of a Committee to research the street naming's and the Committee to include Public Works, Director Fauteux or her designee, the Fire Department, Fire Chief Brian Rhodes or his designees and the Police Department, Chief Michael Carignan or his designee. With that report to report back to the Infrastructure Committee by the April Meeting. How does that sound. And also, to additional charge that the Committee will appoint somebody to lead the Committee, and if need be, to seek other resources to come to a conclusion with an answer to the infrastructure committee. OK everybody got all that?

MOTION BY ALDERMAN O'BRIEN TO TABLE R-21-121 UNTIL THE APRIL INFRASTRUCTURE COMMITTEE MEETING PENDING THE REPORT OF COMMITTEE TO RESEARCH STREET NAMINGS. THIS COMMITTEE WOULD INCLUDE PUBLIC WORKS, DIRECTOR FAUTEUX OR HER DESIGNEE(S); FIRE CHIEF RHODES OR HIS DESIGNEE(S); POLICE CHIEF CARIGNAN OR HIS DESIGNEE(S) TO REPORT BACK TO THE INFRASTRUCTURE COMMITTEE BY THE APRIL MEETING. IF NEEDED, THE COMMITTEE WILL APPOINT SOMEONE TO LEAD THE COMMITTEE AND/OR TO SEEK ADDITIONAL RESOURCES AS NEEDED TO COME TO A CONCLUSION ABOUT STREET NAMING TO THE INFRASTRUCTURE COMMITTEE BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

Ok it's a mouthful. Alright. So if we understand it, any discussion on the motion? OK seeing none, would the Clerk please call the roll?

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza

5

Nay:

0

MOTION CARRIEDChairman O'Brien

Without exception, if I may, I would like to at this time go out of order on the Agenda and bring up a germane Ordinance that is O-21-056, amendments to the Ordinances relative to the street name changes of Veteran's Drive and the Broad Street Parkway. And if you can allow me to speak to this motion, again I would like to have it tabled, basically to send it to the Committee of Public Works with Director Fauteux or her designee, Fire Chief Brian Rhodes or his designee and Police Chief Carignan or his designee to report back to the Infrastructure Committee so it can be discussed at the April Infrastructure meeting. If the Committee needs any further resources from the City to so seek it to bring back the proper information to the Committee.

O-21-056

Endorsers: Mayor Jim Donchess
 Alderman June M. Caron
 Alderman Thomas Lopez
 Alderman Linda Harriott-Gathright
 Alderman-at-Large Michael B. O'Brien, Sr.
 Alderman Skip Cleaver
 Alderman Richard A. Dowd
 Alderman-at-Large Ben Clemons
 Alderman Patricia Klee

AMENDMENTS TO THE ORDINANCES RELATIVE TO STREET NAME CHANGES OF VETERANS DRIVE AND THE BROAD STREET PARKWAY

MOTION BY ALDERMAN O'BRIEN TO TABLE O-21-056 UNTIL THE APRIL INFRASTRUCTURE COMMITTEE MEETING PENDING THE REPORT OF COMMITTEE TO RESEARCH STREET NAMINGS. THIS WOULD INCLUDE PUBLIC WORKS, DIRECTOR FAUTEUX OR HER DESIGNEE(S); FIRE CHIEF RHODES OR HIS DESIGNEE(S); POLICE CHIEF CARIGNAN OR HIS DESIGNEE(S) TO REPORT BACK TO THE INFRASTRUCTURE COMMITTEE BY THE APRIL MEETING. IF NEEDED, THE COMMITTEE WILL APPOINT SOMEONE TO LEAD THE COMMITTEE AND/OR TO SEEK ADDITIONAL RESOURCES AS NEEDED TO COME TO A CONCLUSION ABOUT STREET NAMING TO THE INFRASTRUCTURE COMMITTEE BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
 Alderman Jette, Alderman Tencza 5

Nay: 0

MOTION CARRIEDChairman O'Brien

And I thank everybody for their patience with this. It is something I would like to see done. I am going to take a little break, take a sip of water. Thank you guys.

NEW BUSINESS – ORDINANCES**O-20-053**

Endorsers: Alderman Ernest A. Jette
Alderman Richard A. Dowd
Alderman Patricia Klee

AUTHORIZING A STOP SIGN ON SHAWNEE DRIVE AT ITS INTERSECTION WITH CONANT ROAD**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL**ON THE QUESTIONChairman O'Brien

Alderman Jette, I'll recognize you as the prime sponsor, please?

Alderman Jette

Yes, thank you Mr. Chairman. So this came about because I was approached by Lauren Byers from the Department of Public Works who reported to me that one of our residents had a near accident at the intersection of Conant Road and Shawnee Drive and was surprised to realize that there's no stop sign at Shawnee Drive as it intersects with Conant Road. So he complained to the Department of Public Works and according to Ms. Byer's the Department of Public Works went out and looked at it. I don't know if Mr. Hudson has any information about that, but it was reported to me that the Department of Public Works agreed that a stop sign was appropriate at that intersection.

On the opposite side of the intersection there's a condominium complex, Windwood Place I think it's called, Burgundy Drive is one of the roads and I think the part that comes out of that condominium is officially called Shawnee Drive still and there's a stop sign on that side of Conant Road. So this would merely put a stop sign on Shawnee and where it matches the opposite side of the road. After being told all of that, I was asked whether I would sponsor this and I agreed. So if Mr. Hudson has anything to add, I would ask that he be recognized.

Chairman O'Brien

Thank you Alderman Jette. Mr. Hudson, please City Engineer.

Dan Hudson, City Engineer

Thank you Mr. Chair. I can just confirm the chain of events as described by Alderman Jette. Our senior traffic engineer, Wayne Husband, did go out and review the area. What was described is correct, there's a stop sign on one sign of the intersection and not the other. We went back and looked at historic street imagery and what not and it doesn't appear that there was one there, but that doesn't mean it is not a good idea. So we support the request and feel it will help the address the concerns related by the resident that voiced the complaint.

Chairman O'Brien

Very good. Any questions by members of the Committee? Alderman Lopez?

Alderman Lopez

Yes just because it seems to be a trend, have you already put the stop sign there?

Mr. Hudson

I can't confirm that, I know in some cases we put it up on a temporary basis, right and once it gets approved we put it up finally. But I don't know the status of that, I am sorry.

Alderman Lopez

OK.

Chairman O'Brien

Seeing no other further questions by members of the Committee, am I correct? Seeing none, would the Clerk please call the roll?

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza	5
Nay:	0

MOTION CARRIED

O-21-054

Endorsers: Alderman Patricia Klee
Alderman Richard A. Dowd

**NO PARKING ON CONCORD STREET FROM MOUNT PLEASANT STREET NORTH FOR A
DISTANCE OF 50 FEET**

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

Thank you Alderman Schmidt. Alderman Klee, I recognize you as one of the prime sponsors, would you like to discuss it?

Alderman Klee

Yes I would Mr. Chairman. I appreciate this being heard. I have a couple of constituents who live on Mt. Pleasant and Mt. Pleasant is a one way, it goes from Manchester Street to Concord Street, that portion is one way. And those that live towards the end, towards Concord Street, that is their only exit from their property. They have to go out to Concord Street. And the problem is when you get out there, in order to take a left and cars are parked there, you can't be seen. And as cautiously as you try to get out there, you just can't.

This wasn't a problem until some recent changes in occupancy of certain buildings within that area so there's more parking that is being used over and over again. While I hate to give up any kind of parking, it is becoming quite dangerous. I had worked with the Director of Parking, Jill Stansfield, we coordinated with Lauren Byers and so on. And I believe Dan Hudson also went out there and looked at it. It is a hazard and to preempt Alderman Lopez's question, we do have temporary signs out there that are eliminating the parking which has helped. I'll be honest, there's still some issues with people that are going so fast on Concord Street you still have to eke out there, but it is making it a little bit easier. The true problem is the speeding on

Concord Street. I don't know how to stop that short of standing in the middle of the street kind of waving my hands, telling people to slow down. But it doesn't help when you can't see, when you are trying to pull to Concord Street to either take a left or a right to be honest with you. It is quite dangerous. And I think this is much needed and I'll let Mr. Hudson speak now. Thank you.

Chairman O'Brien

Very good. Before I recognize Mr. Hudson, Alderman Dowd you are co-sponsoring this, are you content or would you like to say anything.

Alderman Dowd

I agree. I think that that whole intersection over the years has gotten even more dangerous and I don't know how you slow traffic down. You can put a sign up that says 15 miles an hour and they'd still be doing 50 going down that street. I think that the only thing we can do at the moment is increase the visibility before we have a horrific accident.

Chairman O'Brien

Thank you Alderman Dowd. I will recognize Dan Hudson?

Mr. Hudson

Thank you Mr. Chair. So yeah we in engineering concur for the concerns noted. Restricting the parking as requested for a certain distance will improve visibility. Senior Traffic Engineer Wayne Husband also reviewed this one and came to that conclusion so we support this request.

Chairman O'Brien

Very good, any other – oh Alderman Klee?

Alderman Klee

Thank you. Just to kind of add, the next Ordinance you will be looking at as well is going to tie in slightly to this; it's kind of in the same general area. So, as I said, speeding is a real issue through that area and other than, as I said standing in the middle of the street, I don't know how to slow it down. Thank you.

Chairman O'Brien

I do not recommend you getting out there with a lime green vest. Thank you, you are doing a brilliant job with this right now. Alright, thank you so much. Any other comment from any other Alderman? Seeing none, would the Clerk please call the roll?

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza 5

Nay: 0

MOTION CARRIED

O-21-055

Endorsers: Alderman Patricia Klee
Alderman Richard A. Dowd

AUTHORIZING STOP SIGNS ON THE CONNECTOR AT ITS INTERSECTIONS WITH CONCORD AND MANCHESTER STREETS**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL**ON THE QUESTIONChairman O'Brien

Alderman Klee, I will recognize you as the prime sponsor.

Alderman Klee

Thank you very much. This, much like what Alderman Jette had spoken to, was actually brought to me by Ms. Byers from Public Works. The moment she started speaking about it, I went, "Oh yes, I absolutely agree". This is right over by the Firemen's Memorial. It is that little tiny road that connects Manchester Street and Concord Street. And the problem is that I can tell you that coming from downtown late at night after a Board of Aldermen meeting, you are driving and as slow as you are going, people are just pulling out in front of you.

It is bad enough with cars, but pedestrians are at a good risk there as well trying to cross those streets and so on without those stop signs there. You would just think it would be an automatic inclination that you would stop and go but without the stop sign there, it really is causing a problem. So I think the stop sign, if nothing else, is more just to tell people literally to stop, to look, and to make sure it is safe before you go. And I think it is as important for the safety of traffic as it is for pedestrians that are within that area because you really can't see as well as you do. And getting right back to what I am saying, both Manchester and Concord, they are just going way too fast.

The speed limit is 25 and as I had one of the neighbors say, if people only went 35 they'd be happy. They are just going way too fast and considering that there are schools in that area it is sad. It is sad that people aren't doing the speed limit. And, again, I think Mr. Hudson can possibly add to it. Thank you.

Chairman O'Brien

Thank you Alderman Klee. Before, Alderman Dowd, do you agree or do you have additional comment?

Alderman Dowd

I agree, that whole intersection area at that point, it has again become more dangerous because of the speeding and while we don't normally use stop signs to control speeding, that's not the case here. It is to prevent somebody rolling through the intersection into speeding traffic. And, again, there are children walking around there during school hours and it could be very dangerous.

Chairman O'Brien

Thank you. Alderman Lopez, do you mind at this particular time, I will put you in the queue, but I think I'll give the opportunity to City Engineer Hudson to present his points of view and then I'll call you next if that is ok with you sir.

Alderman Lopez

Sure.

Chairman O'Brien

Thank you Alderman. I recognize Engineer Hudson please.

Mr. Hudson

Thank you Mr. Chair. I don't have a lot to add other than there is a stop sign I think already next to Concord Street but there wasn't one on the other end of the connector where there should be to kind of reinforce what people should understand is the traffic pattern but will be better reinforced with an actual sign. So yeah, again, we believe this will help clarify patterns in the area and thereby improve safety of the area.

Chairman O'Brien

Thank you Mr. Hudson. Alderman Lopez?

Alderman Lopez

Just a request for Mr. Hudson and maybe Alderman Klee to take a look at the intersection too. If I remember right there's crosswalks on the Concord Street side but I vaguely remember being like trapped on the Manchester Street side and not being sure how to cross over to that. So just looking at the pedestrian access to that might be a good idea too.

Alderman Klee

Mr. Chairman?

Chairman O'Brien

Engineer Hudson do you want to reply or you are all set?

Mr. Hudson

I'll just confirm that we will look at that. We have some projects in and around this area planned in the future, so it is something that we can certainly look into.

Chairman O'Brien

Thank you, Mr. Hudson. Alderman Klee?

Alderman Klee

Thank you. Those are very valid points, Alderman Lopez and I absolutely agree with you. That Mt. Pleasant School is right there and the truth is there should be crosswalks that go from the Memorial across to the point of the property there. And as well, if you go further up, there's a crosswalk to the school. But there really definitely needs to be one there and then over by French Street possibly, because that's where the kids are crossing. They are not always going, and I've watched them, they are not always going to in front of the school and then crossing over there. So there should be two really strong crosswalks, one that goes from the Memorial to the point there as well as the one that goes over to where French Street is. I think those are very important things. And I think Alderman Dowd has a comment too?

Chairman O'Brien

Yes, Alderman Dowd?

Alderman Dowd

Just refresh my memory Alderman Klee, through the Chair, I know that going from the area of Holman Stadium down Mt. Pleasant to Concord Street there's a speed indicator that school or flashing light, one of the two. Is there one going in the other direction like near the Firemen's Memorial?

Alderman Klee

If I may, Mr. Chairman.

Chairman O'Brien

Absolutely, please.

Alderman Klee

Thank you. There is no speed indicators on Concord Street. There are speed indicators on Manchester Street, both heading and pardon me, I am very directionally challenged, but heading from Henry Burke to the downtown area. There are two towards the schools. There is one right before St. Chris, well obviously there's one that is over by that new – the temporary one there. But there's one by St. Chris and there's one just before Mt. Pleasant going in that one single direction. There's none going in the opposite direction. So they are going towards the downtown area, the two that are permanent that are going in that direction. And they are both based by the schools, by St. Chris' and by Mt. Pleasant. Technically on kind of your side of the street sort to speak, one is on your side of the street, the other I own that one.

Chairman O'Brien

That's why I am calling on the both of you.

Alderman Dowd

It's just that the traffic coming up from Main Street that go by the Firemen's Memorial, if you are from out of town or if you are not familiar there's a school there, I hesitate to say there isn't anything there, but if there isn't, there should be because the cars are going too fast and they should have some warning that there's a school there.

Alderman Klee

Mr. Chair, may I?

Chairman O'Brien

Yes absolutely, please?

Alderman Klee

I will be honest with you, I am a little sign blind by this point because I drive through there all the time. I do not know if there, I will assume, but I will not state emphatically that there's a sign that says, "School Crossing" or "School Ahead". And we probably could use one if there isn't one there and there's no overgrowth or anything like that. It's very important. I don't know what the rules are as to how close to the school we would put those signs up. So that would probably be an issue. But I think it is worth looking into. Mr. Hudson, if we can also look into the signage around that school that would be really important.

The problem is people are coming up the hill and they are blinded, they are blinded by French Street, they are blinded by that little connector. And there's a couple of businesses off to the left-hand side when you are coming from that are also trying to enter the traffic. So people are all going every which direction into that intersection and it becomes a little bit of a craziness. There's no real lights – there is lights on the Concord side that warn people that there is a crosswalk there. But on the Manchester Street side where the school is, there isn't. Thank you.

Chairman O'Brien

OK. I do have one point and it is being a stakeholder of being a former firefighter. I would make the recommendation to City Engineer Hudson to contact the Nashua Firemen's Relief Association, that is their monument, that's their spit of land. And they haven't expressed any objections to this Committee but I would say to be nice and they would probably appreciate knowledge of what is going on with this, as a courtesy, I think that would be good. Any other comments from any members of the Committee? Ok seeing, none will the Clerk please call the roll?

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza 5

Nay: 0

MOTION CARRIED

Chairman O'Brien

As we remember we tabled O-21-056 so that clears us. There are items that have been tabled, but nobody has brought forward to remove them from the table.

TABLED IN COMMITTEE

O-20-004

Endorsers: Alderman Thomas Lopez
Alderman Patricia Klee
Alderman-at-Large Shoshanna Kelly
Alderman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON EIGHTH STREET

- Tabled at 2/26/20 meeting

O-20-006

Endorsers: Alderman Thomas Lopez
Alderman Patricia Klee
Alderman-at-Large Shoshanna Kelly
Alderman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON A PORTION OF PRESCOTT STREET

- Tabled at 2/26/20 meeting

O-20-032

Endorsers: Alderman-at-Large Brandon Laws
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Skip Cleaver
Alderwoman-at-Large Shoshanna Kelly
Alderwoman Elizabeth Lu

REDUCING THE FINE FOR OVERNIGHT PARKING VIOLATIONS

- Tabled at 10/28/20 meeting

GENERAL DISCUSSIONChairman O'Brien

I first would like to lead off. I would like to thank the members of this Committee. It is something delicate for your cooperation. I very much appreciate it. With the Broad Street Project, I am holding good expectations to come from our friends in the Public Works, the Fire and the Police to come back with a recommendation to this Committee. And I am sure, Chief Buxton, you can hear my words, to have some prep report would be our expectation from this Committee by the April meeting which is generally around the 20th end of the month. So I can work with you on that particular date. But I thank everybody, all involved for the cooperation on that matter. Did anybody else have an item for General Discussion? Alderman Lopez?

Alderman Lopez

Speaking of cooperation and those things that are tabled. The parking study has proceeded, we had a second Town Hall for Ward 3, a second one for Ward 4, I think Ward 7 got a second slice too. They said in at least the Ward 4 one, that this definitely seemed to be a neighborhood issue. Like some specific need it, and not the whole City. So when those recommendations come forward, I hope this Committee is looking forward to working on those issues in the manner that they suggest them. One of the suggestions that they made was maybe having neighbors in a specific region request, like a regional type of parking. So if such a plan were to be suggested by the parking study, I can guarantee that at least over by the number streets, they would immediately provide that list.

So while the items are tabled at the moment, we might have to come back and revisit those. Because the issues are still happening. If anything, I am hearing more and more like now Clock Tower is saying they don't have enough parking, well residents not the entity, residents are saying they don't have enough parking either. So it's getting pretty jam packed and I think there's definitely validity in saying let's have an intelligent approach to it. But when the time comes and we do have that suggestion, we do need to take action.

Chairman O'Brien

Yes, thank you Alderman Lopez. And I am in total agreement with you. But at this time, I would like to, if he so wishes, Director Cummings, could you please give us an update and tell us what we are doing with the parking study please?

Director Cummings

Yes Mr. Chairman, happy to do that but before I do I just wanted to let you know, I don't know if you saw, but Alderman Dowd wanted to make a comment. So I don't know if I should wait until after he speaks. But happy to give you an update.

Alderman Dowd

Go ahead Director Cummings, I can do it after you.

Chairman O'Brien

Blessings of the Chair, go ahead.

Director Cummings

Great thank you, Mr. Chair. For the record, Tim Cummings, Director of Economic Development. I actually stuck around because I thought maybe this group would appreciate an update on the parking study as well as maybe the barriers. I am happy to get into that a little bit later on. But relative to the parking study, we have essentially concluded the public outreach phase of the project. We did after doing our initial intake, decide to go back to a couple of the Wards to further seek input and additionally try to discern more information from those particular Wards. The consultant felt it was prudent to get more feedback. That has now all occurred. I actually had a meeting earlier this week with him. He is in the drafting stages of the report.

We sketched out a general time line where I believe this Committee could see a report sometime either at the next meeting at the end of April or thereabouts soon after if it doesn't get in for the April Infrastructure Committee Meeting. There's going to be another internal meeting with City Departments, that still needs to occur per the scope that was agreed to when we first started this project. We will be looking to have that meeting sometime in the next two weeks or so and then ultimately try to get the report out to the Board of Aldermen. And just as a reminder, when the report comes out, we will give you a presentation. But then it will be concluded and then ultimately we would be looking for direction in terms of whether any Legislation gets filed or not. So that would be the next phase that would need to occur, depending on the pleasure of this body.

Chairman O'Brien

Very good. Thank you Director Cummings. Alderman Dowd?

Alderman Dowd

Yes, Director Hudson, I just wondered if you saw my note about the letter?

Mr. Hudson

I'm sorry, I did not.

Alderman Dowd

The letter relative to the signage at Exit 5?

Mr. Hudson

Recent, as of today, I do owe you a response.

Alderman Dowd

OK.

Mr. Hudson

I'll send you an email first thing in the morning.

Alderman Dowd

Alright, that is fine, thanks.

Chairman O'Brien

Alright at this time, before I see if anybody else has a comment; thank you Director Cummings for volunteering. If you wish to give us possibly an update on the barriers if you so please?

Director Cummings

Yes, happy to Mr. Chairman. Again, Tim Cummings, Director of Economic Development. So we have two artists groups looking to work on the barriers in terms of putting art up. We anticipate – they are working on it starting on the 29th. My understanding is the barriers will be dropped on Main Street on the 29th and then over the next week to two weeks, depending on how the painting goes, the barriers will then be pushed out into their permanent locations, all happening and occurring prior to April 15th which is when the barriers will be fully implemented into narrowing of Main Street.

The two artists groups, Positive Street Art and Beyond Walls are the two groups that have been selected to paint their art on the barriers. That's a good quick, very high level overview on essentially where we are at this time.

Chairman O'Brien

I do have one, Director Cummings, if I may? Have you been in communications with traffic and looking at the infrastructure to light enhancement? I know last year towards the end when people got used to the barriers, it wasn't as much of an issue, but I think it's the prior learning curve. Could maybe even Engineer Hudson, would Traffic be interested perhaps maybe putting up on the mast arms reminder, not to block intersections. So you know, if you can't get out there, I know it is a State RSA, however, you know Murphy's Law, I understand it does happen. So your thoughts Director Cummings?

Director Cummings

Sure. So my understanding it is not part of the Engineering Team's program to try to add some cameras and to try to improve the flow with the traffic signals. Using this type of technology, I think it is going to come about over time. My understanding and City Engineer Hudson is on the call, so I am sure he can speak to it in more detail than I could, but there are going to be locations, intersections where these cameras will be added. I think specifically, Pearl Street will have a camera put on it at some point in the near future. I am aware of that only because of the Performing Arts Center project and it is being contemplated on how we can do it to improve Main Street as well as try to include it in the scope of that project. So to answer your question, yes it is very much part of the conversation and the thought process moving forward.

Chairman O'Brien

I do see the wish to comment by other Aldermen but while the topic is fresh, I'll give the opportunity to the Engineer Hudson, would you want to make a comment?

Mr. Hudson

Sure, thank you, Mr. Chair. We are looking to make improvements as Director Cummings noted, try to put some camera, vehicle detection systems up which do a better job than the older technology of the loop detectors which are imbedded in the pavement, especially for making pattern configuration changes at different times of the year, dropping lanes and shifting traffic around or whatever. All those things can be easily accommodated in those camera type systems, you just draw a new detection zone on the screen and that's where it detects the vehicles. So we are looking at those technologies.

We will see how it goes this year, I mean, there is only so much capacity provided in a single lane in each direction on Main Street. Some people will divert to other routes to avoid congestion, but there is only so much capacity given a certain configuration and while we do the best job we can, just trying to allocate that time between different approaches to try to maximize the (inaudible) that we do have under that configuration. The signages, "do not block intersection" signs, I will make a note of that and we will see if that can be accommodated.

Chairman O'Brien

Just an idea.

Mr. Hudson

Yeah we hadn't considered any type of signage but that is when you have problems, when people sit in the middle of an intersection on the wrong phase. So clearly we want to discourage that.

Chairman O'Brien

Alright in the queue, I have Alderman Jette, Alderman Schmidt, and Alderman Lopez. So in that order, Alderman Jette?

Alderman Jette

Thank you very much, Mr. Chairman. Director Cummings I noticed that the barriers were placed in front of Peddler's Daughter before St. Patrick's Day. How did that get done, was the City able to do that because it is just a limited number. So it wasn't the contractor that we are hiring? Was the City able to do that?

Director Cummings

Correct.

Alderman Jette

We amended the Ordinance to allow the Mayor and you and the City Engineer to make adjustments. I know that after the barriers went up before St. Patrick's Day there were – some people complained to me about the bottleneck that is created with the barriers in front of Peddler's Daughter, it reduces the traffic down to one lane northbound across the bridge. And it doesn't open up again until you get passed the railroad tracks, I don't know what the status of indoor dining is right now. I think indoor dining is allowed to some degree now and probably will be allowed more so as times goes on. Would it be possible to reduce the lanes that are being allowed for dining in front of Peddler's, you know, right now you've got the parking lane and a travel lane I think that they are using for dining.

When indoor dining opens up would it be possible to open up another travel lane to reduce their dining lane just to the parking lane so that you could have two travel lanes going across the bridge to relieve that bottleneck. Is that a possibility?

Director Cummings

It is definitely something that we can take into consideration. Thank you for the comment.

Alderman Jette

Ok, thank you.

Chairman O'Brien

Now we have Alderman Schmidt, Lopez and Klee, so therefore in that order, Alderman Schmidt?

Alderman Schmidt

Thank you. I've been watching a little bit on Facebook about people complaining about getting ready to complain about what is going to happen downtown with barriers. And one thing that they are saying is that they are finding it very difficult to get across Main Street; that the lights take much longer while you are waiting to cross Main Street. And during a study that I was working on for traffic calming and road diets, they said that to decrease that Main Street activity, try to increase the cross traffic. It will take the strain off of Main and people will get it, they will understand that they can't get drive 50 miles an hour down Main Street that there are other paths that are faster. So you might want to consider when you are changing the traffic lights, to give the cross streets a little more time. Just a thought, but I thought it would be interesting to talk about. Thank you.

Director Cummings

Thank you, Alderwoman Schmidt. I think that's definitely something that we should look at as well. It is a known technique that I am aware of that has a calming effect that you are speaking about.

Alderman Schmidt

All set.

Chairman O'Brien

Thank you Alderman Schmidt. Alderman Lopez.

Alderman Lopez

So with regards to what the previous Alderman said that was the idea behind the big one way rotation thing that we were trying to do with the street reversals and whatever. But it is a complicated project. And I think traffic is going to be difficult just because of the construction that we have going on, not just the Performing Arts Center but School Street and in other areas of the City, I mean including possibly the Indian Head Bank. So it is just something we are going to have to be conscious of as it all unfolds.

Personally Director Cummings, I just wanted to make sure you have thought about the possibility of having these art groups perhaps paint something in the intersection such as a giant pit or pond-full of sharks that makes a car a little less eager to cross it something along that idea. And then more seriously on West Pearl, over by CODEX and the new Mexican Place that just opened up, are they going to be looking for outdoor dining because those sidewalks are actually particularly skinny on that side of the street. Have you talked to them about it at all, is there any feasibility? That's a really tricky intersection.

Director Cummings

Yes Alderman Lopez, that is a really tricky intersection. If we were to do anything along that area it would be across the street from CODEX. There is nothing planned at this time. In previous conversations there has not been an interest, though I should note that I should follow up with CODEX and the brand new Mexican Restaurant that just opened. I haven't had a recent conversation with them like I have with others. But I can say that in previous conversation, there wasn't the desire at that time at least.

Alderman Lopez

Well CODEX of course is not on West Pearl, that's a bookstore, not CODEX that's different. But the Mexican Place might be interested.

Director Cummings

But to your point, the site distances along that area is a very tricky area to try to navigate. So we would have to be very cautious in anything that we did.

Alderman Lopez

They do have a super narrow alleyway and I don't know if there's parking back there. But for some of those places where they can't do on-street, has anybody been looking at maybe expanding their permissions for the back area? Putting dining behind them?

Director Cummings

Yes, Alderman Lopez. It is tricky with some of our other codes. We have health sanitation codes and ADA codes that we have to make sure we are adhering to. So doing something sometimes in the rear and not in the front becomes problematic so it is really on a case by case basis whether it works. But I do know that some of the food establishments are looking at doing something like that.

Alderman Lopez

OK. I hear a lot from the restaurants that are active downtown. So I just wanted to let people know that might be watching this or might be feeling like all we do is block off Main Street that there's a whole like ecosystem going on in Main Street and the surrounding communities and we do look at the other areas as well. And it is just not a highway, it's not just Daniel Webster Highway, it is a whole downtown neighborhood and we might have kind of gotten away from that with the four lanes of people trying to go home from work or get to work. But it is active the rest of the day too, so that's what we are considering.

Chairman O'Brien

OK thank you Alderman Lopez. Yes – do you want to reply, Director Cummings?

Director Cummings

Yes thank you Mr. Chairman. So just one final comment on the barriers, in terms of just trying to lay out next steps about the overall vision for Main Street. And what I think is going to be really crucial is sometime over the next, I would say over the next 6 or 10 weeks or so, sometime this spring, maybe late spring though, this group and the Board of Aldermen together comes together and has a discussion about what the vision is for Main Street for the coming years and what the future is. I want to make sure we are following the direction and the vision that has been espoused. I can tell you that last year there seemed to be a very strong sentiment that we wanted as a community to continue doing this for future years. We are trying to do that.

There seems to be an undercurrent though that when dining gets back and open for complete 100% indoor, maybe we won't need to do this in the future. And that's fine if that's what is decided upon. But it is more than just the outdoor dining, it was the idea of changing Main Street and that's a cultural issue in terms of making sure we have the norms in place and the values, you know, the type of Main Street that this community wants. And I think we should revisit that conversation, make sure we are all in agreement

because I know that Engineer Hudson and I, we are going to need to start planning for future years very quickly actually.

And also, we don't want to keep re-designing Main Street every season either. So we are going to need to get some sort of plan, if we are going to continue doing this in terms of what I would refer to as temporary, which is what we are at; a semi-permanent to a permanent type of vision for Main Street. I think we should start that conversation sooner rather than later. Thank you.

Chairman O'Brien

Thank you Director Cummings. Patiently waiting, Alderman Klee?

Alderman Klee

Thank you so much. I wanted to make sure that your members were able to speak before I go and become long-winded. First I want to address the parking study. Ward 3 was one of the lucky Wards that also had an extra bite at the apple. I truly appreciated that Director Cummings. Those that did attend as well as those that I was able to brief about it were very happy that and knew that you were listening to them. And your explanation of things, I think, was helpful. I won't reiterate it because what Alderman Lopez said was basically some of the design issues that you had spoken to us about too. So thank you very much.

As far as the barriers in the downtown, I think it is important and I am glad you brought up the future vision that we have to look at tomorrow and not just this summer. I think it is something that has been talked about, trying to calm Main Street. Even without these barriers, even when people were just doing the sidewalk dining, I got a lot of complaints about the noise levels and so on. That's about the only concern that I am getting right now is because of the traffic, the motorcycles, those people that are unchecked. I know that we did a short stint where the Police were out there monitoring decibels and so on. If we could kind of get some more work with that, whether we are ticketing, whether we are warning, whatever we are doing, putting up signs. Whatever that we have to do. I know those that live at the Jackson Falls Condos there, they hear it, the people at that light. And you know over by where Peddler's is and so on and I know even further down, the people that are dining are getting that complaint, over by Martha's where people are at the lights or Fratellos or any of those things.

It can become annoying so I think we really do need to work the light schedule so people just move down Main Street and not be stopped as much as that. We need to look at the decibel levels because that affects the dining experience. And I do think we need to look towards tomorrow. Personally, I like this idea, I would like to make every single person on Main Street happy. I know that we probably can't. But we should try to do everything that we can and I feel confident, Director Cummings, that you are trying to work with these people and do this. I think that's all that I really had to say which is a lot. And I wanted to thank Alderman Schmidt for bringing up the calming and the drive through. I had heard the same thing, it completely went out of my head but it was a great, great recommendation. Thank you.

Chairman O'Brien

Thank you Alderman Klee. Alderman Dowd.

Alderman Dowd

Yes just real quickly I hope, Director Cummings, very shortly we are going to be having to have West Pearl Street one lane with no parking because of the Performing Arts Center when they start having cranes there. I noticed the poles have been moved. I am not sure we have all the companies moving their wires across the street, but the poles are up anyway. Can you just address that real quickly; how does that impact the barriers and stuff?

Director Cummings

Thank you. If I may Mr. Chairman?

Chairman O'Brien

Yes, absolutely.

Director Cummings

Thank you. Tim Cummings, Director of Economic Development. Thank you for the question Alderman Dowd. So to answer your question, the construction management firm is working hand-in-hand with the City and coordinating directly on the barriers. So when the Performing Art Center barriers get put up it will be done at the exact same time as when the barriers are put up for Main Street. And to your point, yes West Pearl Street will be going down to one lane. That is going to be happening sometime in the next week or so. And it is going to be done, again for the Performing Arts Center. It would have to happen even absent any of the barrier conservation happening along Main Street, it is due to the Performing Arts Center Project. We are working through all of these issues now and we have a plan in place that Engineering has signed off on.

Alderman Dowd

Thank you.

Chairman O'Brien

OK very good. Any other remarks by Aldermen? Seeing none, moving next to public comment. Is there anybody out there from the public wishing to comment on any items in particular?

PUBLIC COMMENT - None

REMARKS BY THE ALDERMEN

Alderman Dowd

Just real quickly. I sent out, through Donna, some pictures of the Kessler Farm Tank that's coming down and if anybody was on earlier I showed the pictures of what it is this afternoon and it is two-thirds down. I am guessing another day or two it will be completely gone and they will be preparing for the concrete tank that is going to be taking its place. So a lot of work going on.

Chairman O'Brien

Alright. Any other remarks? Alderman Lopez.

Alderman Lopez

Quick question for Director Cummings if he's still here. Do we have any idea what is going on with that housing program / development on Main Street that's going to go into the Indian Head Bank. I imagine it is not going to be low income housing?

Director Cummings

What we should be pleased about is we have a building that is 100% unoccupied, vacant and blighted and it has been that way for years. We now have a developer who is looking to make some economic investment into that structure, looking to put in 15 residential units and that is slated to go under construction this

summer. And that is something that I think we all should be proud of because it is going to put an otherwise eyesore, sort to speak, back positively on the rolls for us and activate an otherwise empty building that has Main Street frontage.

And also, Alderman Lopez, to your point that you made earlier this evening, we are going to have some significant construction projects happening in and around Main Street for the first time in decades. I actually said this at a previous meeting, that probably is worth reiterating here tonight. Main Street has not seen the positive economic investment that it is going to be seeing in decades, decade upon decade. So we have not just what we are doing here in City Hall, we have a transit center, a rehabilitation project that is coming in the next year or so, we have the School Street Project, we have the Performing Arts Center Project, we have the Indian Head Bank Building Project, all happening within a short vicinity of one another. That is going to cause logistical issues in general. And we just should start to be thinking and planning and understanding all of that. But it is good economic investment for the downtown nonetheless.

Alderman Lopez

I mean it's definitely a very good problem to have and I didn't really have any hopes that a large, historic landmark building that used to be a lawyer's office was likely to fit that immediately particular need. And I am not really looking forward to all of the concerns that that demographic might have about that area. I mean there are AA Meetings that meet there, and have for years and that's something that some people might take issue with. There's a lot of nighttime activity on that street that, again, that's what that street is used to, and that's what the businesses there are for. Someone living there might not like it. But I get that you are not a wizard and you can't make everything happen perfectly. So I will just wait for the TD Bank Rooming House to happen.

Chairman O'Brien

Alright any other comment? I would like to say, Alderman Lopez, perhaps maybe you and I can talk to our friends on social media trying to find out what happened to the original Indian Head that was above the portal to that particular building, you know?

Alderman Lopez

My understanding is it is actually over by Fairgrounds Middle School somewhere.

Chairman O'Brien

Maybe we will take that off-line. Alright, seeing no other comment. I don't see a need to go into non-public session.

POSSIBLE NON-PUBLIC SESSION - None

ADJOURNMENT

MOTION BY ALDERMAN SCHMIDT TO ADJOURN BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza	5
Nay:	0

MOTION CARRIED

The meeting was declared closed at 8:49 p.m.

Alderman Jan Schmidt
Committee Clerk