

COMMITTEE ON INFRASTRUCTURE

PUBLIC HEARING

MARCH 27, 2019

A Public Hearing was conducted by the Committee on Infrastructure on Wednesday, March 27, 2019, at 7:00 p.m. in the Aldermanic Chamber.

Alderman-at-Large Michael B. O'Brien, Sr., Chair, presided.

Members of Committee present: Alderman Jan Schmidt  
Alderman Ernest A. Jette  
Alderman Ken Gidge

Members not in Attendance: Alderman Tom Lopez, Vice Chair  
Alderman Ken Gidge

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**PUBLIC HEARING**

Resubmittal of Petition for Street Acceptance: Portion of Pine and Central Streets

Chairman O'Brien

Ok this evening we have a public hearing on the resubmittal of a petition for street acceptance on a portion of Pine and Central Streets. For the Committee, in looking at it, I took the liberty to bring it up on the board. Basically what we are changing with it, it seems to be a little bit of the corner there to help the flow of the traffic. What we are talking about, the corner, if you can follow the cursor here, we are going to be looking at basically right here. I think it is going to be taking a little bit of the chip of that right out. This was proposed by the Mayor and it has the City Engineer, Mr., Dookran, has signed off on it. So therefore I will start the meeting on the public hearing.

TESTIMONY IN FAVOR - None

TESTIMONY IN OPPOSITION - None

TESTIMONY IN FAVOR - None

TESTIMONY IN OPPOSITION - None

ADJOURNMENT

The public hearings were declared closed at 7:03 p.m.

Alderman Jan Schmidt  
Committee Clerk

## COMMITTEE ON INFRASTRUCTURE

MARCH 27, 2019

A meeting of the Committee on Infrastructure was held Wednesday, March 27, 2019, at 7:04 p.m. in the Aldermanic Chamber.

Alderman-at-Large Michael B. O'Brien, Sr., Chair, presided.

Members of Infrastructure Committee present: Alderman Tom Lopez, Vice Chair  
Alderman Jan Schmidt  
Alderman Ernest A. Jette  
Alderman Ken Gidge

Members not in Attendance: Alderman Ken Gidge

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### PUBLIC COMMENT

#### Chairman O'Brien

We do have people here and when I call your name, please step to the microphone. Please state your name and address. Let the record show we are joined by Alderman Lopez at 7:04 Good evening Alderman Lopez.

Sandy Belknap Hi my name is Sandy Belknap, I live at 40 Fairmount Street here in Nashua. If you don't mind I am just going to read from this so I cover all my point. I would like to encourage the City of Nashua to approve the Ordinance O-19-039 for the All Way Stop sign at Charles and Fairmount Street. Just to start as the leader of the neighborhood watch group for the Fairmount Street and Little Florida neighborhoods, I contacted over 50 of our 'watch' participants by e-mail on February 27 of this year to share information about this ordinance and tonight's meeting. The message provided a full month to plan to attend the discussion My 10-year trend with working with my neighbors to be civically-engaged shows that when they are not against something they don't show up. So a lot of people I talked to said that they are fine with however this goes tonight.

The need for an all-ways stop sign at the intersection is important because of three specific reasons. The first one is that there used to be a stop sign at this corner, where drivers would take a right on to Charles Street or left on to Fairmount if you were coming from the upper end of Fairmount. It was there for many years and was removed just prior to the construction of the new Fairmount Street bridge as part of the Broad Street Parkway construction four years ago. It was moved across ... the sign was moved across the street to become a new stop when coming from down Fairmount from Amherst Street. While this sign has been there for several years now, I'd estimate that 8 out of 10 cars fail to stop almost always causing a traffic issue.

Because of this, I, myself, typically coming from the higher numbers of Fairmount Street toward downtown, I always stop at this intersection even though there is not a stop sign. Tied to this, over the past two years, the City mapped out overnight spaces on Charles Street that are just around the corner from the direction I would normally take. These aren't seen if traveling too fast from the upper end of Fairmount Street on to Charles then on to Franklin. This is an older neighborhood and there are trees that block the line of sight, as well as a high uneven curb around that corner if you take a sharp right. The all-ways stop sign should at least slow the traffic in the area, creating a safer intersection as well as safety for pedestrians, homes and the cars parked just off the intersection and local driveways.

The second reason to approve this is that the traffic continues to increase in our neighborhood due to cut-through to avoid Amherst Street and Main Street. These are often driven by Google direction and Waze. While current residents are familiar with this intersection, it's often used by customer at the Triangle Credit Union as well as the

new residents at Cotton Mill and the new apartments on Franklin Street. All these people are not as familiar with the traffic flow and lines of sight issues since it's an oddly configured 3 way intersection. Additionally, several new homes were built on Interval Street which is further up on Fairmount Street over the past two years. This has also increased traffic for an already dense, older neighborhood. All of these changes have brought quite a bit of incremental traffic to the intersection, in the middle of what used to be a low traffic neighborhood, especially during commute times. The all way stop will hopefully make it safer for cars as well as pedestrians in that area by forcing the traffic to slow down.

Finally, when I asked the previous administration about this sign removal prior to the Broad Street Parkway construction, I was asking about this because the stop sign was nailed to a tree and I wanted it off the tree and put on to a post. But I was told not to worry, they were getting rid of the sign because there was a plan at the time for an entry way to the parkway from Franklin Street. So they wanted to have a smooth flow of traffic in removing that stop sign at the time, was the rationale. That seems to be a non-issue now since there seems to be no plans at this point to add that access to the parkway.

So those are my three reasons and I thank you for giving me the time to provide this input tonight.

Chairman O'Brien

Thank you for your comment. The Chair now welcomes Dennis Ryder.

Dennis Ryder, 17 Charles Street, Nashua. I live almost on the corner, not quite but I've been there 25 years and you gradually tackled this problem by putting in stop signs, you have two of them on a sided street and that just isn't working. Over the 25 years I've been there, there have been all sorts of accidents. There are two people who are going to speak after me, they live on the corner and they've had physical damage from those accidents. I think a simple stop sign is going to save a life, there's no doubt about it. That's the next thing that is going to happen; so I strongly urge that you put in that stop sign. As it stands right now, you can look at that road, it is a very easy bend coming down Fairmount towards the downtown area. The cars come around there like they are on a racetrack, they are really going fast. So I really do recommend you put in that stop sign. Thank you.

Chairman O'Brien

Thank you and the chair welcomes Peter Doten.

Peter Doten My name is Peter Doten, I live on 19 Charles Street in Nashua. I've been there since 2010, it is a beautiful neighborhood. I have good neighbors, Mr. Ryder included. Since we've been on this property we have noticed numerous car accidents over the years. I can't tell you how many car accidents there are and I don't know if they have been reported to the Police but during certain times of the year, especially the winter months, there's numerous accidents or a lot of close calls but a lot of accidents. It got to the point where I was telling my wife that I was going to put out a bin and say "put damaged car parts here" just as a warning for people because I was constantly cleaning up car parts off the corner. But that's not why we are here obviously. I am here because there was an accident or two accidents in last three years that caused damage to cars sitting in my yard. The last one was in January that was very, it was severe, it wrote off a car in our yard, my son's car. It broke the frame, in fact when people look at the car when we took it down to the collision center, they asked "is everybody ok". Well they are ok because nobody was in them thank God. But if there was somebody in it, and sometimes that happens when my son came home late from work to decompress, there would have been a problem.

As well, three year's prior to that again we had another car in the yard and they again hit my son's car, a different car and pushed it into another car in the yard. That seems to be a regular occurrence and that's not right. A stop sign, I don't know if will stop it, it'll slow them down. We see a lot of rolling stops going through there, you don't stop that alright? There are a lot of kids getting off of buses there at times and without that, they are let off on Fairmount Street right by Paxton Terrace and if the cars aren't slowing down or if there is no stop sign there, there could be potential for a kid getting hit. That's all I have to say so thank you for your time.

Chairman O'Brien

Thank you, that's all that I have on the list. Is there anybody here that did not have the opportunity sign up that would address the board? Sir, could you please come forward, state your name and address and your position for the board.

Scott Rosenthal My name is Scott Rosenthal, I live at 24 Fairmount Street. So if you took that arrow and just went to the right, just a little bit or left, you would hit the 3 streets, well the 2 streets come together. If you come down Amherst Street you don't stop, you hit my house. We have not had property damage, I know the previous owner actually did have property damage where the post at the end of the front walk somebody ran into. Three-way stop is again rolling stops you are not going to stop but a rolling and I would not say three-way stop, I would put a sign that says "all way stop". There are big trees, if you are coming up Charles Street and going to continue on to Fairmount Street up towards Sandy's house, you cannot see cars coming from the other direction until they are just beyond that big tree. There is a utility pole, I would call it a telephone pole where the stop sign would make perfect sense, right in front of our house, on the other side of the tree is our driveway and there is another utility pole where you could put the 3-way, I'm sorry, "all-way stop sign ahead".

I walk the dogs, I've seen the car parts piled up on both corners. That big tree gets hit at least once a year. Again a stop sign is not going to stop it, but it will help slow it down and the all-way stop, instead of the 3-way, the all-way that's what my wife told me to say would at least make people slow down. Thank you.

Chairman O'Brien

Thank you. Again anybody else that has any information to bring forward to the Board? Seeing none we will close the public comment.

COMMUNICATIONS

From: Tim Cummings, Director, Economic Development  
Re: Communication Providing Additional Details as Requested on O-19-036

***There being no objection, Chairman O'Brien accepted the communication and placed it on file.***

PETITIONS

Resubmittal of Petition for Street Acceptance: Portion of Pine and Central Streets

**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND THAT THE BOARD OF ALDERMEN GRANT THE PETITION FOR STREET ACCEPTANCE FOR A PORTION OF PINE AND CENTRAL STREETS**

ON THE QUESTION

Alderman Jette

Yes, just didn't we do this before?

Chairman O'Brien

Yes because it says "resubmittal". So I don't know why it got re-submitted back. There may have been additional work with the City Engineer on it. I don't know. You are correct, this is a resubmittal.

Alderman Jette

I'm just wondering what change if any there is.

Chairman O'Brien

Again what it basically is looking at the engineering draft, I took it down off the board to get to Fairmount Street. But it is just taking a portion of the turn there to make it easier to get access, it seems the intent is easier access to the Broad Street Parkway, the beginning of the Broad Street Parkway, that section of Pine Street that's going to lead into the parkway. Any other discussion? Mr. Cummings is here, maybe he could, Mr. Cummings, would you be in objection to coming forward. Is this your perusal with the street acceptance for the portion of Pine and Central Street.

Tim Cummings, Economic Development Director

Yes ok.

Chairman O'Brien

Well there was a question by Alderman Jette, why the resubmittal, I could back to it if you wish.

Mr. Cummings

No, no that's fine if the question is just very simple. For the record, Tim Cummings Director of Economic Development for the City. The petition that is before you this evening, you are being re-asked for a public hearing on the disposition of 40 Pine and that is due to, or I should say, a relocation of the right-of-way, which is the public hearing that you have this evening.

The reason why it is back before you is because we wanted to be doubly sure we met notice requirements. We, me, I did not have confidence that we executed appropriately relative to the standard procedures that we have for notification so we wanted to make sure that we did that to make sure that this was as clean and as transparent as possible of a process. So nothing controversial, it's just was an administrative issue that we wanted to make sure that we were dotting all our I's and crossing all our T's.

Chairman O'Brien

Very good. And if I may take the liberty to Alderman Lopez. You missed the first which was a public hearing for the testimony in favor and opposition and just to brief you, nobody came forward with any testimony at all, whether in favor or opposition.

Alderman Lopez

So per the Belknap theory, that means that everybody likes this.

Mr. Cummings

So what this, since I'm here I might just give you a little context and background, what this is, is a piece of property that was originally taken for the Broad Street Parkway. It has been deemed as unnecessary and surplus now as we are starting to close out that project. The land that is there is a good lot where you could build a home on. We put an RFP out, Neighbor Works has answered that RFP with an affordable housing project that they would do a duplex-owner-occupied type of dwelling. We have indicated very early on that we thought that there was some city infrastructure too deep into the land and we knew that we were going to need to re-engineer the lines to make sure that the City's infrastructure was explicitly in the right-of-way to give it a clear title to be transferred

So that is essentially the genesis behind the legislative petition that's before you this evening.

Chairman O'Brien

Very good, any additional questions to Director Cummings. Director Cummings, thank you so much for stepping up to the plate sir. There is a motion before us to recommend the Board of Aldermen grant a petition for street acceptance for a portion of Pine and Central Streets.

**MOTION CARRIED**UNFINISHED BUSINESS - NoneNEW BUSINESS - RESOLUTIONS**R-19-124**

Endorsers: Alderman-at-Large Michael B. O'Brien, Sr.  
 Alderman Linda Harriott-Gathright  
 Alderman Richard A. Dowd  
 Alderman June M. Caron  
 Alderwoman Mary Ann Melizzi-Golja  
 Alderman-at-Large David C. Tencza  
 Alderman Jan Schmidt

**NAMING THE INTERSECTION AT GRAND AVENUE AND NORTH SEVENTH STREET  
 "LITTLE LEAGUE SQUARE"**

**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE**ON THE QUESTIONChairman O'Brien

And if I may speak, I'm the only sponsor, but there were additional sponsors last night and welcome. We have a unique thing. I come to find out Little League Baseball is approaching their 75<sup>th</sup> Anniversary and did receive from some coaches and staff members that they want to take that little corner right behind home plate from Positive Way Grand Avenue and North Seventh Street and they just want to make that Little League Square in recognition of their 75<sup>th</sup> Anniversary. So I encourage all the kids, whether you play baseball, lacrosse or anything, it is good to recognize, in my opinion, the youth sports of this City. So I am very happy to sponsor that. Any additional discussion on the motion.

Alderman Lopez

That wasn't communicated to me so I was kind of curious about what was going on. I wanted to particularly make sure that it wouldn't affect the addressing of Positive Way.

Chairman O'Brien

No I mean Positive Way begins at that particular intersection. This was brought up and we did our due diligence and homework with this. There is competitive league such as Little League and Cal Ripkin and we did speak to Park & Rec and everything and did clear the way, to not be in favor to one particular group. And keep and recognize the hard work that we did with Positive Way with the Boys & Girls Club. So this should not, it is not renaming a street, as much as designating the corner as a square.

Alderman Lopez

Right and I might look like I've been here forever but I've only been here for 3 years so I wasn't sure that naming a square didn't have an impact on the addresses. I worked in that area pretty extensively last year to

deal with traffic issues. I don't think the neighbors would have any kind of issue with that, I think they'd probably encourage it, as long as the traffic is flowing safely. And again, part of the Belknap theory, no one has been complaining so it seems like we can resolve most of the issues they've had there.

Chairman O'Brien

No this should not affect the good work that you did and everybody on the Positive Way. It's just the square.

**MOTION CARRIED**

NEW BUSINESS – ORDINANCES

**O-19-039**

Endorsers: Alderman Patricia Klee  
Alderman Tom Lopez  
Alderman Linda Harriott-Gathright

**AUTHORIZING STOP SIGNS AT THE INTERSECTION OF FAIRMOUNT STREET AND CHARLES STREET**

**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE**

ON THE QUESTION

Chairman O'Brien

I would like to say that I did receive a phone call from Alderman Patricia Klee, she is quite under the weather, been for a couple of days, I wish her a speedy recovery. And you know she briefed me on this and we did hear testimony from the good people here. So I will open it up to any questions by members of the Board on the pending motion.

Alderman Lopez

I'm in favor of it. I know there is on the border of Ward 4 and Ward 3 and I learned from recent other streets that I should probably let that Alder lady take the lead. So I am fully in favor of it and I think it will have positive impact on the traffic flowing into Ward 4. I think the neighbors have been pretty clear that this is necessary. The only concern I have is the tree. I assume this will be normal stop signs and not nailed to objects in the neighborhood.

Chairman O'Brien

That I think is going to be at the determination of Public Works when they do that and hopefully they have respect of our trees.

Alderman Lopez

I thought that they had to be a certain height from the ground so I would imagine that if you stuck it to a tree that's growing like in a couple years you'd have to move it. I'd assume that is a one-off deal and there is no reason for that.

Chairman O'Brien

I would suggest too and maybe that would that worth a good follow up too just to make sure but I have never seen in the City a stop sign on a tree and I think they are quite brilliant to that and the needs and everything. It could tree so I hope it would be independently.

Alderman Lopez

Well even after a couple years the stop sign is too high and you have to look up.

Chairman O'Brien

Any other discussion on it? I thank the people who worked with Alderman Klee who brought this petition forward; Alderman Lopez and Alderman Linda Harriott-Gathright for the equal co-sponsors. This is the way it works and we listen to your testimony and hopefully this will solve your problem. It sounds like you have a part of an auto parts store there from all the damage and we would like to try to eliminate that and increase the safety of both our neighbors and the traveling public. And particularly the kids that live in that particular; so we take this quite serious. So no other further comment? I'll call the question.

**MOTION CARRIED**TABLED IN COMMITTEE**O-19-036**

Endorsers: Alderman Tom Lopez  
Alderman Mary Ann Melizzi-Golja  
Alderman-at-Large Shoshanna Kelly  
Alderman Patricia Klee

**DESIGNATING AN ADDITIONAL SECTION OF BOWERS STREET ONE-WAY EASTERLY**

- Tabled 2/27/2019

Chairman O'Brien

We have also too tabled in Committee O-19-036; Alderman Lopez and myself have worked with Director Cummings on this. There is a move afoot; it's a little bit bigger than looking at the whole problem so it is going to remain on the table. Alderman Jette I should recognize you were there too with some discussion on that, correct?

Alderman Jette

I was at the last meeting but I did not attend the meeting you are talking about.

Chairman O'Brien

This is looking and instead of saying "with Bowers Street" looking globally into the neighborhood because it does involve the residents and it does involve like the hospital per se and the issue is a little bit bigger.

Alderman Lopez

It is fair to say Alderman Jette with Alderman O'Brian while we have been communicating with the City about this and with New Hampshire Medical Center, both of us were unable to attend the meeting, so you didn't actually miss a meeting. But it turns out that when the City Departments met, DPW, Parking and Southern NH Medical, there was no immediate easy solution. It's a much more complicated problem, because the surrounding streets are all also a nightmare. I know when I was talking to Director Cummings about it I was coming from the parking lot that we've been talking about and I was walking onto Marshall Street which is even narrower and also a two-way street. I think we just need a plan for that area to the points that were made in the previous meeting to include the streets that were also named and make sure we don't just change one element of a complicated system without thinking about the whole thing.

Alderman Jette

Sounds like we are working in the right direction.

Chairman O'Brien

It's going to take a little bit of time, this is going to be a little bit of a project, you know what I mean? But you know if you are going to do something and I'm sure everybody is in agreement, do it right.

Alderman Lopez

Make sure all the roads don't lead in the same direction with no exit.

Chairman O'Brien

Take all stakeholders into account. And we seem to be doing that so I'm quite pleased actually. O-19-036 shall remain on the table.

GENERAL DISCUSSION

Alderman Lopez

I would really like to discuss the oval, I know it's partly Planning & Economic Development Committee's prevue, but I also think that it is an infrastructure issue; like the way the roads are going, the safety of it. We sort of started the plan where the Courthouse is, and we locked off that corner of it, but we didn't finish the other half. So frankly it makes no sense, the public like – Is that supposed to be a park or is it a temporary deal and now like the paint is peeling, there are cracks in the pavement. We should either fix that or finish what we were doing and make it a piece, I would love to have Director Cummings come and give a more thorough presentation on what we should do to finish that; what the benefits of it are and all that.

Because it is also Economic Development, I wanted to propose that we do a joint meeting and just have everybody here at once instead of separate meetings.

Chairman O'Brien

I do know it is listed at number 25 and I have it up on the screen here but from what I understand that is private property now. So I don't know if anything is going to change with the particular in the center of the oval.

Alderman Lopez

No you are correct the oval itself is privately owned. The complication is the oval as a property is really difficult to work with. The owner has been maintaining it; I'm sure he'd love to sell it. But it's an oval, it's like surrounded by a circle. So the original intention in previous infrastructure meetings that we've talked about behind cutting that top part off, that little teeny, tiny park. That used to be a City park, it was still zoned as a City park. So by removing part of the oval, we were starting to convert that circular, I mean I considered it a traffic menace, because people walking on foot would be crossing and traffic wouldn't see them as they came around the oval. Traffic was going the wrong way around the oval because for some reason it wasn't following the typical rules of a traffic circle.

So the idea was to decommission that in phases as an oval and return it to the original square shape. You can see the way the roads shape, it used to be a city block. At some point, somebody said – Nope we want a circle so they cut that out and they left two little wedges. That's also a complicated issue, you can't just take the second wedge and say – OK well we're done with this, it's a square again because the directions that the streets go in consider it to be an oval. So it's a complicated issue.

It might even be linked to the one-way street reversal. But we should figure out what we are doing, either move forward with it or something.

Alderman Schmidt

I know that there is a plan to make West Pearl two ways. I know that they had talked about making a lot of changes in this area but is it, West Pearl, so that you'd come in here and this would act like a real circle so that you could go off on there, off on there and here. But you are right I think that what is holding us back is the cost at this point.

Alderman Lopez

I'm not sure like I don't know whether this is absolutely imperative that we have the entire one-way street reversal figured out or whether we just haven't bothered to look at that second segment. I mean I know that West Hollis was considered as a two-way as part of the street rearrangements so that they didn't crisscross way further over to the east. So we haven't finished that project; it is sort of like in limbo. And cost is definitely an issue, but that particular piece right there, we still have that chunk, that triangular chunk sitting there in limbo both the one that we turned into a park and the one that we didn't turn into a park. So it makes things very confused, like who is clearing that, who is not clearing that.

Alderman Schmidt

You mean this part here, where there are picnic tables right?

Alderman Lopez

Yes so it is kind of like one of them is a park and the other one isn't. So I mean we are clearing one for the snow removal but we are not clearing the other; we don't need to clear the other. The rules are very convoluted in that area and I think we should be looking at it. Any plan that we do that is going to cost money, we should look at that oval anyway and there is nothing holding us back from looking at it right now.

Chairman O'Brien

Have you brought this concern to Director Cummings?

Alderman Lopez

Yes and I've also talked to DPW. All we have to do is invite them, they all know. DPW did repaving and restriping over there and to their credit they did their best to integrate into our bike master plan. They added bike lanes, parking spaces, they did as much as they could within the ordinances that they were given. But I think that it would be a good idea, as Aldermen, to look at the progress of that and see what is going on with it.

Chairman O'Brien

Yeah alright I'm going to reach out to Director Cummings and express your concerns and see where we are going to go next and maybe we can get him to give us an update. And you said you want Economic Development in on the update or receive the update prior first and then invite?

Alderman Lopez

I think it would be a good idea for Director Cummings and somebody from DPW or City Planning to be there as well so that we get as full of a, because we don't want to talk to one Department and find out what their plans are and find out another Department has concerns about it. So I think that would be helpful. But I think that the concept of making that an actual, useful property is a function of Economic Development. Because right

now it is an oval, if he can sell an oval that's great. But one of the driving factors is to make that developable; and I think in order to do that you have to square the edges off.

Chairman O'Brien

I'm very guarded with what I am going to say but looking at where we are strategically looking at and not commenting on any previous meeting, but this may be another one where the issue itself is the additional – you know – neighborhood itself to be globally looked at as well too. If you remember previous you know meetings. So yes, I'll approach Director Cummings and see if we can and I'll come back to you and maybe we work together and come with that and come up and see and at least have a briefing with the people here and see what we are going to be looking at.

Alderman Schmidt

Improving that area would really matter.

Chairman O'Brien

I mean it is a little bit, you know I can appreciate your concerns most definitely. It is in the downtown area, we have a clock tower right adjacent to it. It is a focal point to which people come into our fair City and see it.

Alderman Schmidt

Or come in on Broad Street Parkway, you come in on Broad Street Parkway.

Alderman Lopez

And there are pedestrians, in the summertime teenagers love to be there.

Chairman O'Brien

Correct if we can organize it, it would probably behoove us.

Alderman Lopez

Teenagers, I don't know why, but they like the parking lot in front more than they like the park in the back. So you'll see them playing around on bikes and all that kind of stuff. I mean it's actually private property but the owner hasn't like made an issue out of it but if we don't figure out what we are doing with it something could happen at some point which we are not going to want to see.

Alderman Jette

If I could also add coincidentally somebody that works in the downtown area was just talking to me this evening before I came over here about that whole area and how they have concerns about, and I have experienced this myself, trying to leave High Street going West on High Street.

Alderman Schmidt

Yes this can be a hard drive out.

Alderman Jette

To get over to the left turn lane on Chestnut in order to go around the oval to head out Central Street to either the Broad Street Parkway or Ledge Street, that gets really difficult at certain times of the night. And I know I've

expressed a concern at some meeting at which the representative from the Department of Public Works was present who did the striping. I guess the striping was planned or ordered prior to my becoming an Alderman but they striped it last year and the lanes are narrower than they used to be. There is parking now around the oval and there is parking on the east side of Walnut Street. So I was told that was intentional to reduce the speed in that area by making the lanes narrower which I can appreciate. But someone else pointed out to me that the parking, there are no meters, so evidently the parking is free there, I don't know if that was intentional. Yeah I keep revealing these dirty little secrets as you call them.

Alderman Lopez

You can park at the vacant court house oval for free but only on the outside, you can't go on the actual lot.

Alderman Jette

Yes this is on the street. So I don't know if that was intentional and tonight there was a tractor trailer that was parked along the west side of Walnut Street there, right where your arrow is now. And the size of it, I mean it was within, well just over the designated parking area. But when you are coming out of High Street, it makes it difficult and maybe that's by design, maybe they want it to be difficult to slow things down. But I agree with Alderman Lopez that we ought to be looking at this and determining whether or not the way it is being used now is the right thing to do or if there is a better way. I applaud the suggestion that we have that type of a meeting to look at this.

Chairman O'Brien

The tractor trailer truck I do know on that particular corner on West Pearl Street, the 143 to 120, within that block right there, that is Nashua Wallpaper and Paint. They do have additional warehousing on the other side.

Alderman Schmidt

Here somewhere.

Chairman O'Brien

At number 53 to 55 and I can see where they do receive deliveries via tractor trailer truck, although it may be inconvenient, but it is one of those you know only temporary as they off-load and load, you know what I mean, whatever that they do. But when it is there I am sure it is most inconvenient, but it is one of the costs of doing business within the downtown area.

But I agree it needs to be addressed and I see this as another big chunk that we are going to chew here that is not a very easily fixed, but it is going to have to be definitely studied to come up with a plan. So I don't see this being solved soon.

Alderman Schmidt

No it's very complicated, it's going to be expensive, but it really should be looked at you're right.

Chairman O'Brien

So I am going to take the flavor of the board and like I say talk to Director Cummings and see and we will have him aware of the minutes of this particular meeting and we will say if we can get him on the docket. And I am sure you agree, I don't see this as a project that is shovel-ready for the summer, you know what I mean? It may not be but we will see if we can get expedited on it at least anyway to come up before the board with some discussion on it.

Alderman Lopez

I think even just having discussion might make sure that it gets attention; you know if a grant comes or some kind of thing along those lines.

Chairman O'Brien

Right.

Alderman Lopez

And then in addition to this I also wanted to suggest we look at on-street, overnight parking in more areas because by and large my neighborhoods where it is feasible, it is used and appreciated. There are a couple people that either really push the capacity or some places that there is no immediate solution for. But I have heard a number of other Aldermen suggest for other Wards or other regions that maybe they want to approach on-street, overnight parking in a different way. And I would like to have that conversation so that we are sure that it is appropriate for the areas that we are considering it in. If people are going to look for on-street parking either to be free, or if they are going to look for parking to be expanded, we should be having that conversation and figuring it out in a planned way. Otherwise, someone is going to make a resolution and we are just going to go back and forth over it. We are going to offend neighbors where it is good in one part of the City but not in another. So I don't know that we have to actually do all that work right here, but I'd like an update on the City's intentions in that area.

Chairman O'Brien

Well and what you bring up with the parking and since this is general discussion, coming from a City that was larger, you know my home time there in the Boston area, people purchased houses and the phenomenon that we haven't even gotten into in this City yet, it's taken a regular 2 ½ story house and turning it into a condo. I haven't really seen that yet but it's particularly happening down in the Metro-Boston area. Parking is going to need to be addressed and it is going to come down to the question – Is the landlord supposed to provide it or the municipality. Because if you look at the structure itself, if it is a 2 ½ story house that was meant to be in the old days built with the horse and buggy era and/or when people didn't really need a car and they had a small, little driveway. Now today they increase the profitability and have turned this into a multi-unit, you know, added additional apartments and then it comes down to there is no parking and is it the municipality's concern. So it is a bigger, that's another one we are going to have bite off and chew to really come down to really look at.

Alderman Schmidt

I agree.

Chairman O'Brien

To be fair with it. I mean I would like to grant parking and say throw the baby out with the bathwater, but the thing is, I'm very cautious with that and particularly overnight parking. To do it in a piecemeal fashion, because once it is granted, you will never get it back, you know what I mean? In my opinion and I would much rather a slow, not to say negative about it, but a methodical approach to look at each individual street and to come up with it. I would like to keep the availability and the downtown vibrant and have landlords able to rent out their particular structures, but also keep in mind the linear feet in front of some of these houses might not coincide with you know six apartments and six cars. And that's an issue, that's going to need to be looked at unfortunately, or fortunately, whatever.

Alderman Lopez

Some of the concerns echo what you are saying because I have seen developers literally develop a site and fully aware that there was no parking and choose not to do that parking and then approach the City after and say – Well we have people living here, we need parking. And I've seen like property owners change the nature of their individual addresses so they could add more revenue, they could make smaller units, they could charge more people separated rents and they could make more revenue. And again, expect the City to do that and they typically present that as – the City needs to figure this out.

The difference is where the landlords have the flexibility in many cases do decide who is staying there and to screen and be very clear at the lease signing, we don't have street parking or we only have one lot or something to that effect. The City can't just manifest extra parking space. We don't even have the tax revenue to start building garages everywhere, even if we felt like building upwards. And that's typically what I get suggested from landlords is – Well why you don't take some of those lots you have and build a parking garage. And the cost of that is exorbitant and so we will hear from taxpayers if we try to start building a bunch of new parking garages when I think there is a responsibility on the part of the landlords to control the current, as they bring in people. And I think that starts with just being transparent and forthcoming on the part of landlords. When you sign a lease, you should inform your tenants, we only have these many parking spaces, parking is an issue. We all want the tenant whose got all the money and the great income, but if you're landlocked and you don't have a parking space, maybe you should consider a tenant who doesn't have a car and is willing to take the bus.

I think those, there is shared responsibility for us doing what we can within a space, but I mean within reason, we can't, I've literally had people suggest that we claim eminent domain over their neighbor's commercial parking lot because they want to be able to park their residents there and I'm like – That's not what the City is supposed to do.

Chairman O'Brien

We are discussing that in some form, I wouldn't say it's on the front burner but it is on the horizon and as the City grows and the downtown particularly grows, as we are working and what I think is a worthwhile endeavor. We've got to keep the eye on our residents, our landlords and our business community and make sure there is enough parking. So we will bring that one up too.

Alderman Lopez

I mean given the pace of development, right now it is a downtown problem, primarily in Ward 4. But Ward 3 is I mean before Alderman Klee, Alderman Schoneman was basically adding a street every week, because that's what the residents were looking for. And with Crown Hill already being pretty dense and having older streets, when we start doing that development in the railyard, if we don't have a plan it is going to be a big issue. I just think we need a plan.

Chairman O'Brien

I really hate to look at my poor mother, God Bless her soul, used to shovel out the front of our house, put out some piece of lawn furniture, Maggie's drawers on the pole. And stand on top of the snowbank and claim the parking space for my father. Five boys in the family and we were all gearheads but we delayed in getting our cars because you couldn't park anywhere.

Alderman Jette

It would have been nice if her sons would have been shoveling.

Chairman O'Brien

I wasn't a fun date back then.

Alderman Schmidt

Take the bus?

Chairman O'Brien

Take the bus a Cleveland Circle for the movies. You know, maybe get a pizza afterwards, my life was controlled by the MBTA routes and everything but it was fun nonetheless. I see the same problems down there now morphing as Nashua becomes more popular and we should be popular but as we get into that these are things. And I think it would be wise to keep the weather eye on that.

Alderman Schmidt

We really should look at a parking plan for the future, just like all the other parts of the City need planning, so does parking. You are right.

Chairman O'Brien

Let's put that one on the plate too. Anything else?

PUBLIC COMMENT – None

Chairman O'Brien

Seeing nothing, our good friends are evidently happy and have left and that's fantastic.

Alderman Lopez

Belknap theory that means they are satisfied.

Chairman O'Brien

They are satisfied so that's, well it's good to see that if I may just address that. People come up with an issue and it is always nice when we are always nice when we actually are able to make the public happy. Makes me feel good.

REMARKS BY THE ALDERMEN

Alderman Lopez

Saturday the Awareness is Healing Walk. It is starting from the City Hall and it is going up, well it is going randomly north and then around a big loop and then it will be ending at City Hall so I encourage everybody to join if you are interested. You can support people who have lost people to the opioid crisis, you can support people who have recovered from it, you can support people who are struggling with it. I think it is important for us all to represent that. This has been a labor of love from Darlene Pena and Meg Doucet, they have done a tremendous job and there has been tremendous outpouring. It's a very positive experience and there is a lot of very positive energy from people who have been down at the bottom and have climbed their way back up. So I would encourage everybody to come.

Chairman O'Brien

Does the Clerk have any comment?

Alderman Schmidt

I'm all set thank you.

Chairman O'Brien

I heard a rumor that there is a group that worked for a furniture group down in the south end hit on Powerball, so god bless them if that is true. So I'd like to say all those, like myself, who play Powerball this evening, best of luck. We shall see, keep your fingers crossed.

POSSIBLE NON-PUBLIC SESSION - None

ADJOURNMENT

**MOTION BY ALDERMAN LOPEZ TO ADJOURN  
MOTION CARRIED**

The meeting was declared closed at 7:51 p.m.

Alderman Jan Schmidt  
Committee Clerk

To: City of Nashua – Infrastructure Committee  
From: Sandy Belknap – 40 Fairmount St, Nashua *AB*  
Subject: Proposed Ordinance (0-19-039) All Way Stop/Charles St & Fairmount St  
Date: March 27, 2019

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I'd like to encourage the City of Nashua to approve ordinance O-19-039 (All Way Stop at Charles and Fairmount Streets).

As the leader of the Neighborhood Watch Group for the Fairmount St and Little Florida neighborhoods, I contacted over 50 'watch' participants by email on February 27, 2019 to share info about this proposed ordinance and tonight's hearing. The message provided a full month to plan to attend this discussion so impacted neighbors could submit their opinions. (My 10-year trend with working with my neighbors to be more civically-engaged shows that they do show up when they are against something.)

The need for an All-Way Stop at this intersection is important for three specific reasons.

**1)** There used to be a stop sign at the corner where drivers could take a right onto Charles or left onto Fairmount. It was there for many years and was removed just prior to the construction of the new Fairmount St bridge as part of the Broad St Parkway Construction four years ago. It was moved across the street to become a new stop when coming down Fairmount St from Amherst St. While this sign has been there for several years now, I'd estimate that 8 out of 10 cars fail to stop, almost always causing a traffic issue. Because of this, I always slow down at that intersection, often completely stopping even though I have right of way because the traffic is busy and signs are often ignored.

Tied to this, over the past two years, the City mapped out overnight spaces on Charles Street that aren't seen if traveling too fast from the upper end of Fairmount St to Charles and then to Franklin St. It's an older neighborhood and there are trees that block the line of sight, as well as a high, uneven curb for that sharp right turn. The All Way Stop should at least slow the traffic in this area, creating a safer intersection, as well as safety for the pedestrians, homes, and cars parked just off the intersection of Charles St.

**2)** Traffic continues to increase in our neighborhood due to 'cut throughs' to avoid Amherst and Main St. (Often driven by Google Directions and Waze). While current residents are familiar with this intersection, it's often used by customers at the Triangle Credit Union, as well as residents at Cotton Mill and the new apartments on Franklin St. who aren't as familiar with the traffic flow and lines of sight issues since it's an oddly configured 3 way intersection. Additionally, several new homes were built on Intervale St over the past two years, also increasing traffic for an already dense, older neighborhood. All of these changes have brought quite a bit of incremental traffic to the intersection, in the middle of what used to be a low traffic neighborhood, especially during commute times. The All Way Stop will hopefully make it safer for cars as well as pedestrians in that area by forcing traffic to slow down.

**3)** Finally, when I asked the previous administration about the sign removal prior to the Parkway Construction - I was advocating at the time for it to be moved to a post instead of a nearby tree - I was told the sign removal was to improve flow of traffic from Fairmount to Charles and Franklin Streets for the prospect of an eventual entrance to the Broad St Parkway from Franklin St. That seems to be a non-issue now. And even if planned, the All Way Stop is needed.

Thank you for allowing me to provide this input.