

COMMITTEE ON INFRASTRUCTURE

JUNE 24, 2020

A meeting of the Committee on Infrastructure was held Wednesday, June 24, 2020, at 7:17 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:

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

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

To join by phone: 1-408-418-9388 - Meeting number/access code: 717 730 926

The public may also view the meeting via Channel 16.

b) Providing public notice of the necessary information for accessing the meeting:

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 Public Health Department.

c) Providing a mechanism for the public to alert the public body during the meeting if there are problems with access:

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

d) Adjourning the meeting if the public is unable to access the meeting:

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:

Alderwoman Elizabeth Lu
Alderman Richard Dowd
Alderman Linda Harriott-Gathright
Alderman-at-Large Lori Wilshire
Sarah Marchant, Community Development Director

Chairman O'Brien

Present, I can hear the proceeding, I am alone and I am practicing social distancing.

Alderman Lopez

Here, I am alone, practicing social distancing and I can hear everyone.

Alderman Jette

I am here, I am alone, and I am obeying the Governor's Advisory to stay at home. I can hear you.

Alderman Schmidt

I am here alone and practicing social distancing. Also we have Alderman Harriott-Gathright, Sarah Marchant, President Wilshire, who else are we looking at today? Alderman Klee, thank you.

Alderwoman Lu

And Alderwoman Lu is here as well.

Alderman Schmidt

Oh, thank you.

Alderman Tencza

Alderman Tencza is here as well.

Alderman Dowd

Alderman Dowd is here as well.

Alderman Schmidt

Thank you very much, that would be all members present and quite a few others.

Chairman O'Brien

Very good. Thank you to the Clerk and welcome all. At this time, I will open up the meeting to Public Comment. Anybody in the audience that would like to provide public comment, please identify yourself and you will be recognized.

PUBLIC COMMENT – None

COMMUNICATIONS

From: Linda McGhee, Deputy Planning Manager

Re: Referral from the Board of Aldermen on proposed Petition for Street Discontinuance – Portion of Palm Street

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

From: Linda McGhee, Deputy Planning Manager

Re: Referral from the Board of Aldermen on proposed Petition for Street Re-Numbering – Almont Street

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

Chairman O'Brien

There is a further communication, you should have all received it via e-mail today, the communication was provided after the Agenda had been prepared. It is from Dan Hudson of the City Engineering Department. It is the relationship to the stop sign at the intersection on Lee where Forest Street and clearly states there is no objection from traffic and with Engineering. So I hope if you check your mail packet, you did get that.

From: Daniel Hudson, City Engineer

Re: Stop Sign on Lee St. at Forest St. (O-20-021)

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

Alderman Tencza

Mr. Chairman, just a point of order, we also received a communication; I believe the whole Board did from an abutter on the Almont Street, Mr. & Mrs. Dusenberry (audio cuts out). And if proper, I would ask that we waive the rules and include that in the minutes as well so that their voices are included on the issue of the street renumbering.

Chairman O'Brien

Very good. Thank you Alderman Tencza, you are correct, I do remember that and that should be accepted also as part of the communication. I hope everybody did have a chance to review that.

From: Matt & Sarah Dusenberry

Re: Petition for Street Re-Numbering: 26 Almont Street, and Tax Map 103, Lot 103 Almont Street Petition

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

PETITIONS

A Petition for Street Discontinuance: A Portion of Palm Street

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL

ON THE QUESTION

Alderman Jette

Yes, Mr. Chairman?

Chairman O'Brien

Yes?

Alderman Jette

Alderman Jette here. I believe the Planning Department and Alderman Tencza is here so maybe he could enlighten us. The letter from the Planning Department says that they favorably recommend with this the City Engineer's comments. There's an e-mail from the City Engineer setting out certain conditions. I think Mr. Maynard indicated that his client was accepting those conditions. So I would move to amend the motion so that it shows that we recommend final passage with the conditions outlined by Mr. Hudson.

MOTION BY ALDERMAN JETTE TO AMEND WITH CITY ENGINEER'S CONDITIONS

Chairman O'Brien

I'll accept that, but at this particular point I think you are a little ahead of yourself. I was going to call on Mr. Maynard to directly ask. Mr. Maynard are you still in attendance.

Richard Maynard, Maynard & Paquette Engineering I am still here.

Chairman O'Brien

Thank you, sir. City Engineer Dan Hudson did have some initial concerns, mainly because this section of Palm Street is a dead end and abuts up to almost like a parking lot and it Lovell Street is the only other outlet at the end of the street Lovell? There was great concern by the City Engineer as far as street plowing, they were used to plowing the snow from that portion of the dead end street to the end. They just wanted to make sure that they would be granted an easement was his main concern. You, in your testimony in the previous meeting, stated that you would give that easement to access the fire apparatus, plowing concerns. So you have answered all the questions that Mr. Hudson did have concerning this project, am I correct?

Mr. Maynard Yes, you are correct for the record. We are very much in sync with City Engineer Hudson's concerns, we will provide areas for snow storage and other things. Right now he has no area for snow storage so this will be a positive thing. Part of his concern was that they were plowing snow on to private property because they had no other place to put it. It's getting to a point where we can do that anymore so we have to work some things out. He indicated in one of his correspondences to areas on private property storage which we think is fine, we would work out a site plan with the Planning Board as designated areas. We are in sync with Engineer Hudson's concerns. Thank you.

Chairman O'Brien

Alright, thank you Mr. Maynard. Therefore, you probably wouldn't have any objections to Alderman Jette's concerns. I don't see any problem to make the amendment that the easement required by the City of Nashua by amended into this agreement. Any objections to that Mr. Maynard?

Mr. Maynard No, that's the intent of all parties.

Chairman O'Brien

Ok. Mr. Jette, would it be correct to say, Alderman Jette, that your amendment would be that all easements that were previously agreed on between Mr. Maynard and his party and the City Engineer and the City of Nashua that they would be mentioned in this agreement, am I correct. Is that your motion?

Alderman Jette

My motion was that we recommend final passage with the conditions outlined by Mr. Hudson.

Chairman O'Brien

Ok, motion stands. We will have the motion to recommend final passage. I will call for the vote. The motion is amended to include the request of the City Engineer, Mr. Hudson.

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

A Petition for Street Number Assignment – Sheet 103/Lot 103 Almont Street

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

At this time, the Chair would like to speak and probably to assist Alderman Lu. From time to time, this Committee has had petitions for street renumbering. It is a very difficult thing. When years ago it would have been perfect if each lot would have been granted a number and then it would have been a gap and then they built the next lot with the next sequential number. But that wasn't the case. If it was a two house lot or that could hold two houses, we were just given that one particular number. Then came the dawn of enhanced telecommunications and our enhanced 911 system. And with the enhanced 911 System they can tell exactly from where you are making the call for (audio cuts out) for emergency services.

Now they really particularly don't like us going into but in the situation of Almont Street, those that are familiar with Almont Street, it is a pretty long street. We are talking about an area, the area in question is house #28 that means everybody greater than 28 may also have to change their house numbers. This may be looked at again in the future and this is in no way an attempt to kick the can down the road but try to look at the best way to not affect the person's right to develop that property and then also the adjacent abutters and then future people down the street in changing their house numbers. That involves mailing addresses, bank statement changes, deed changes and the like. So it's a little bit more to it. As far as I know, Alderman Lu, the petition did go out, we did receive a letter as Alderman Tencza has stated by one of the abutters. What this recommendation will be, it will be given a number of 28 ½. That seems to coincide to what we have traditionally done in these types of circumstances. Nobody is really 100% content with it, but it is a fair deal to all parties. The Fire Department, The Police and the Ambulance Teams should be able to live with that. There are sections of the City that are already numbered that way so that's the immediate thing. So did I answer your questions Alderman Lu?

Alderwoman Lu

Yes, thank you very much.

Chairman O'Brien

Further discussion on the motion? 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

PRESENTATION

Grant Funded Transit Center Rehabilitation Project

Chairman O'Brien

At this time, the well-awaited presentation, I would like to introduce Sarah Marchant, Director and we are going to have a presentation on the Grant Funded Transit Center Rehabilitation Project. So I will call for your presentation first and then I'll (audio cuts out) on the vote. So Ms. Marchant, I turn the meeting over to you and your presentation, welcome.

Sarah Marchant, Director of Community Development

Sarah Marchant, the Community Development Director here and I am joined by Camille Pattison, the Transportation Manager. I am going to attempt to share my screen, hopefully this goes well. We have a very short presentation for you. Can you see my screen? Yes. Sorry I can't see any of you now that I am sharing my screen, so if you need my attention, please try to verbalize it instead of waving. So I am going to get started on this and turn it over to Camille. We embarked on this project several years ago and went after a nationally competitive 5339 Grant through the Federal Government for a bus and bus facilities improvement.

This is the Transit Center as you see it today and this project is to retrofit the Transit Center. We started on this project with some areas of focus that I am going to go through quickly with you here to talk about really some areas of deficit that need improvement and this Grant and this Project will hopefully meet all of those goals and move us forward in this new era.

A couple of the things that we are working on first, the Transit Center Building itself needs a significant redesign of the bathroom facilities. If you think about when you've been at the airport or other bus station facilities, you'll notice that when you go to the bathroom the initial door is usually just a free walk in and then there are separate doors and stalls. That is for the public safety as well as passenger safety. The Transit Center public bathrooms here are not designed that way; they are single doors with locks on them and have caused numerous problems and safety hazards. So one of the biggest interior changes will be to set up the bathrooms to flow as they would more at an airport. We will be just basic updates to the flooring, seating and heat with all of the drivers and everybody all winter and all the ice, the floor, although we clean it every day just never looks clean. And an improved layout for the drivers who use the facilities here and eat and snack at this facility.

One of our major hazards is the platform roof. Currently we have issues with falling ice and snow from the roof. We spend an incredible amount of staff time with very limited staff on trying to keep this area safe from slip, trip and fall hazards and also from projectiles coming from the roof. So our goal is to fix that. The sidewalks around the Transit Center do not support ADA ramp usage in most areas, they are too narrow. So when the bus pulls up and puts down the ramp to be able to let a passenger off, there is not sufficient space on both sides of the building. So to let passengers off we have to configure the buses in a way that would allow them to let somebody off and it makes for very inefficient services.

I am sure you have all noticed, either driving or walking to the area, some very deep channels in the pavement, which present winter maintenance challenges as well as slip, trip and fall challenges with ice and snow accumulating in them.

A couple of other areas of focus include the infrastructure underneath the pavement. A lot of money goes to infrastructure underground here. The drainage system is directly within the travel route and the turning route of the buses. So that's a lot of pressure to push and twist on those facilities and they have failed repeatedly sinking into the ground. That causes damage to the undercarriage of the bus and the tires and Public Works has been amazing helping us to repair these again, and again, and again. But it is time to fix the underlying infrastructure, move it out of the travel lane of the buses and repave the area. We also have problems with high curbs because the buses sit low in the grooves and so passengers cannot easily get from the edge of the curve to the bus, there is a significant mismatch which also is a hazard for slip, trip and fall.

The lower image you can see all those red arrows there. This is an area that has tremendous conflict of bus traffic, vehicle traffic and very significant pedestrian and bicycle usage. So all of the City Hall staff are in the parking garage at the north of the photo and need to cross either Garden Street through the Transit Center to use the Elm Street entrance of City Hall or across towards Main Street to Garden Street and walk into the back entrance of City Hall there. So there's many points of conflict that we would like to do better with and make sure we can provide safe passage for all types of vehicles, buses, pedestrians and bicycles. And the traffic pattern is one-way for buses but it is two-way for vehicles which causes, again, significant conflicts that we would like to fix at this time. So I am going to turn it over to Camille to talk about all the good things and how we are going to fix it.

Camille Pattison, Transportation

Thanks Sarah. Ok so I am going to focus first on the renovations that we are going to make to the Transit Center. So Sarah touched on the bathroom situation that we have. We only right now have one public restroom. It is in especially high demand when City Hall is closed and it is just a constant, it has been a constant issue for staff to maintain. They've had a number of biohazard situations and Police and illicit drug activity. So we are hoping by re-designing the bathrooms, making them to a more open design we will address a lot of those maintenance issues that have an on-going problem.

The Transit Center itself was built about 20 years ago and the last upgrade to it in the interior was 10 years ago. So at this point, you know, it is tired. There's just a very highly trafficked area, some of the facades that we have in (audio cuts out) waynes coating on the side of the walls, it gets hit all the time and has to be repainted. So one of the things that we are aiming for is low maintenance and high durability and vandal proof. So if we do looking at some tiling throughout the facility rather than doing paint, again, it just makes it much easier for the long-term.

As far as solving our ice buildup, that is a chronic problem every time we have a storm. We do have a limited amount of staff who are shoveling out our shelters. They are also maintaining the snow removal at the Transit Center and our facilities and then they have got to out and make sure that they break down the ice on the roof. So by heating the edge of that roofline, we hope to alleviate that so we don't have the giant ice buildups that are then falling off and potentially injuring passengers, because right now it is falling into the passenger waiting area on the bus platform.

So the flooring, seating, again we are just looking for flooring that is just much more high grade, sustainable, looks better, you know, modernize it. The drivers also wear cleats on their shoes in the wintertime and so I think over time that has created miniscule little holes in the flooring and it's really hard to clean. So we are looking for a flooring that will be able to address that going forward. We did touch on improving the layout for the driver area. All day long that is the main place that the drivers are coming in to use the facilities and then also having (audio cuts) so we need to have a space that is better utilized, some more storage in there, get things off the floor. Right now we also have like salt and sand and shovels in that area and we will move out into the different storage part.

And then Wi-Fi, we have requests all the time for wi-fi at the Transit Center, so this would be a great addition especially for folks who have Government issues phones and they don't actually have Wi-Fi on that, they need to be connected to something so we are looking to make those improvements.

Alright, so this is an interior shot of what the future would look like of the Transit Center. So if you focus on the upper right hand corner, you can see where it says "women's" and "men's" and this shows you it is open doors going into the restrooms. There is not one restroom where people can focus in. And then on the bottom right hand corner, in the middle of the bottom you can see dispatch. The bottom right hand corner says "break". So that's the driver break area and they will also have their own restroom facility. So we think that this will be a significant improvement to what we have now. The waiting area stays the same, that space is pretty sufficient for what we need. We think that going forward, that will work quite well.

Alright so all the crazy arrows you saw before going helter-skelter in different directions; this is our improved upon plan. So a couple things to note, the Elm Street Parking Garage is the building to the top. The pedestrian plaza is in the middle and at the bottom you have the parking area behind City Hall and City Hall itself. So one of the first improvements we have done is we have significantly widened the sidewalk that is adjacent to the Elm Street Parking Garage. So just south of that, we made a much wider area and narrowed down the travel lanes. We have also made it left in to the parking garage if you are coming from Elm Street and also left out of the parking garage headed up to Garden, so the traffic is all flowing in one direction. And same as the bus traffic, it will also (audio cuts out) going the same way and then we are minimizing those conflict points that we are constantly having with pedestrians and cars and vehicles and buses.

There is another big change that we have made on the southside of the pedestrian plaza – I'm sorry the middle there. You can see right now if you are familiar with parking the 30 minute lot behind City Hall, you are able to enter it from the north where if you can see on this, we have actually covered that with pavement, curbing so we are going to eliminate that turning point because right now a lot of people don't pay attention to it. They are only supposed to enter, some people exit there and they enter as well and we just have constant conflict points with the buses. So we are hoping that it will minimize that issue there, and overall make that whole area more successful going forward.

The other thing I wanted to do is pavement. We looked at some different options, right now we have asphalt. We looked at doing stamped asphalt, we looked at doing some colored concrete, some different sort of functions. However, when it comes down to it, DPW really is most comfortable and familiar with maintaining asphalt going forward and that's something that as far as maintenance cost it should keep it low in the future and they should be able to assist us with it as we need it going forward. That's it on that one Sarah.

Alright so on this slide, you can clearly see where the buses, there is a crosswalk in front of the bus that is perpendicular so it comes straight out of the stairwell and it is perpendicular to the building. And there's another crosswalk from the Transit Center perpendicular to City Hall and two other ones that are going from the east side of the Transit Center over to like the Santander parking lot. We have made them all perpendicular, before we had some that were angled. The intent behind that is to get people to cross at the shortest point and with them in clearly demarcated we are hoping to minimize the amount of people that are sort of willy-nilly walking around that whole area with buses coming and going. So we think that will be pretty successful. You can see it here too, where we've closed the edge of the access into the parking lot behind City Hall, where you can see where the (inaudible) is there.

So this gives you a good sense of what it will be like with a bus and the location for the crosswalk right behind the bus. And the next picture, this is nice, this shows you another crosswalk in front of the bus and a nice clear crosswalk as you enter from Elm Street. But also you can see the widened sidewalk, it's quite wide, there's plenty of room for people to park and then there's room for street trees and plantings as well.

We can look at what we want to do there; you know, do we want to put benches, do we want to just keep trees and plantings, but it could be a nice focal point. It provides an opportunity for people to gather on a sunny day while they are waiting, or just having their lunch, sitting outside. I think that's an overall general improvement of this area by City Hall and where a lot of people are starting to park when they come visit.

Alright so cost – the total project cost are just under \$1 million dollars. Right now we are around \$970,000.00 keep in mind, this is not final construction cost. These are the estimates of what we have developed so far, it hasn't gone out for bid at this point. So that's the total project cost, we have 10% match from the State and we have 10% local match. The Federal Government is paying 80% of that. The grant that Sarah spoke of included \$632,811.00 from the Grant. We also have an annual contribution that we get from the Federal Government of FTA 5339 Funds. We have let that build up for a little bit so we will be using \$143,000.00 of those funds to off-set the deficit that we have from the grant. So we do have enough funding to pay for the project going forward. And everything that we do will be in accordance with FTA, City Requirements and meet all of the ADA Standards as well.

Alright, so Phases - the Engineering Feasibility Preliminary Plans we started on this late last summer into the fall, kind of wrapping that up now. We will be working on final plans in the summer, getting the services I have optimistically summer / fall of '20; however Carolyn Rattish who is our consultant who is also here, has pointed out that it would be much more advantageous for us to actually wait until January just because we will get better construction numbers. So this is kind of optimistic, January might be more realistic so the construction would push out as well. So if we were able to get, you know, it went out to bid in January hopefully mid-winter / early spring, you know, depending on snow fall and what not, we could start construction and then we would have that through the fall.

Director Marchant

I think I just wanted to add as far as construction goes we have to be able to provide access to the abutting business in City Hall and also to the Transit Center. We can't shut down operations so we are very, you know as we get further along in this, we are at concept right now moving towards real engineering. We will very much be focused on the logistics of how actual construction will occur in making sure we can continue to serve everybody who we need to serve during the downtimes. And I can stop sharing, if anybody has questions?

Chairman O'Brien

Any questions by any of the members of the Committee. Alderman Lu?

Alderwoman Lu

Yes I have a question, yes thank you. Could you repeat the funding, I didn't (audio cuts out).

Director Marchant

I think I can pull it back up. So the total project cost is \$970,000.00; we have secured a State match of \$97,000.00; we have a secured local match of \$97,000.00; and the Federal Transit Administration through two different grants will be \$776,000.00.

Alderwoman Lu

Thank you, I guess I wasn't looking when this was up here.

Director Marchant

That's ok.

Alderwoman Lu

And is it the last two that are the FTA Grant?

Director Marchant

The \$776 is made up of two FTA Grants. \$632,000.00 is the Competitive National Grant that we secured; and the \$143,000.00 we have been building up in annual allocation funds to help make this project possible.

Alderwoman Lu

Thank you.

Alderman Lopez

So I have some questions for I guess Director Marchant. Has there been any thought to enhancing or really making public Wi-Fi at the bus station?

Director Marchant

Yes. The goal is to have public Wi-Fi available in the renovated Transit Center; it's one of our number one requests and as (inaudible) working very hard on grants to be able to have an app as well to better track the buses and let people have real time information that will be critical for our passengers to be able to use that service.

Alderman Lopez

And then two other questions that I had was access to the bathroom is that going to be depending on staff be available, because I know sometimes well often the bus station is open later.

Director Marchant

Yes it will still be, as you can see in this plan here, the waiting area, there's a wall between the waiting area and the rest of the building. That space in the middle has that old partition that drops down when there is no staff on site. We have significant, significant vandalism issues anytime that is accidentally left open or if it happens to be manned without staff. So it is not something we can support to allow bathroom access unless staff is in the building.

Alderman Lopez

And then my last question is, are we looking at implementing any kind of green energy technology like solar or electric buses.

Director Marchant

Yes, just a great question, I know that our Energy Manager Doria Brown and Deb Chisolm, when they were doing the solar work, that the Transit Center is on the list. It was something that we could add solar to but that is not, that would be after this project and renovations to the roof.

And we would then need to then see and make sure we could still support it. So it is something that we would like to do and I think Camille could probably talk better to this. We are planning to upgrade the HVAC System to a much newer, more efficient system as well to try and provide some energy savings while we are doing this project.

Ms. Pattison

And also looking low flow bathroom facilities or anything where there's water. We can add that in too.

Alderman Lopez

Will you guys be updating that little banner that is on the desk (audio cuts out). I said will you guys be updating the banner that's hanging from the desk window (audio cuts) for 10 years.

Director Marchant

Maybe we should update that.

Alderman Lopez

Just a suggestion.

Director Marchant

Duly noted.

Alderman Klee

Mr. Chairman, Alderman Klee.

Chairman O'Brien

Yes, Alderman Klee, please?

Alderman Klee

Thank you. Director Marchant, one of the screens that you were showing with the 30 minute parking behind City Hall and changing the entrance/exit. I know a lot of people go around towards the north to enter and then will, most of the time, exit out of the southbound. You are showing that all entrance and exits will be coming from the same direction which I am fine with because it's too difficult even for those that try to get in from that other direction and they end up going over the curb, I have watched many a time.

But my concern is will this be widened where the current entrance is because I've also watched people trying to get in and out from that same entrance, while other cars are trying to pull out and so on. I am just concerned that larger vehicles will have a difficult time. So is there any plan of widening that egress?

Director Marchant

Yes there is a plan to widen that, there will be a loss of a parking space. Actually in total, there will be a loss of two parking spaces to make sure that there is a space for people who are in there to turn around as it is tight and to widen the entrance with the closure of that back spot there.

Alderman Klee

Ok thank you very much, I didn't know whether or not we should try to get an entrance in from the pay parking space if that would have helped, but as long as we are widening it and we have taken those things into consideration, I appreciate that. Just one more question, the bricks that are right there, is there any chance somebody could fix those, the bricks to the walkway to City Hall. I have fallen more than one time on those particular things.

Director Marchant

Oh no. Those were actually the building maintenance and I'm sure, I would be happy to pass that long to City Hall, Building Maintenance. Those are not part of Transit's jurisdiction. But happy to pass that along to them, I know they work real hard on that.

Alderman Klee

I know they do and the winter wreaks havoc on it I am sure. But yeah I just didn't know if that was kind of the project, that little area there where you can see the brick between the two parking lots, it needs a little bit of work but thank you so much.

Chairman O'Brien

Any other further questions by members of the Committee? Yes, Alderman Jette?

Alderman Jette

To Director Marchant, the local match is that another word for City money?

Director Marchant

Yes.

Alderman Jette

You said you had a secure a local match, I thought maybe you had found some anonymous donor.

Director Marchant

I wish, I will say Camille works really hard to find as many donors as she can and grow the business side of it. But no, in this instance it has been already made in two different appropriations some money I think in '18 from an escrow process and then budgeted funds in '19 or '20. It has already been secured, I don't want to quote the year wrong.

Alderman Jette

Ok, thank you.

Chairman O'Brien

Ok any other further questions by the Committee. Seeing none, I would like to take this opportunity and thank Ms. Pattison and Director Marchant for their presentation this evening. I have received personally some e-mails on this, some of the citizens wanted to know. I think your presentation was spot on and got the information out there, so thank you very much for presenting it to us. At this particular time I will call on the Clerk for a motion.

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALLON THE QUESTIONAlderman Dowd

I just wanted to say that I know that Director Marchant and her staff have been working on this for a long time and are looking forward to having this project completed. I just want to thank her for all her involvement in this and getting it put together. I think the work is critical to improving the transit portion of our City of Nashua.

Chairman O'Brien

Thank you, Alderman Dowd. Any other further discussion on the Motion? 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 CARRIEDChairman O'Brien

We seem to have a citizen come in late and their particular concern had to do with a communication with our TV producer, concerns on the Almont Street renumbering. I would like to give that person, if they are still there, the opportunity to speak. Although the vote has already been taken by this Board, I feel everybody does have the right to bring their views forward. However, we are to put them appropriately into the meeting and where the vote had already been taken, I will allow this person to speak when we get to the Public Comment and allow them to bring their concerns forward to the Board at that particular time.

So moving on that should be, if the person is still with us, I would estimate we probably should be on that part of the Agenda in less than 10 minutes if we move smoothly along. So at this particular time, we will carry on with the meeting.

UNFINISHED BUSINESS – None

NEW BUSINESS – RESOLUTIONS - None

NEW BUSINESS – ORDINANCES

O-20-021

Endorsers: Alderman Richard A. Dowd
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez

AUTHORIZING A STOP SIGN ON LEE STREET AT ITS INTERSECTION WITH FOREST STREET**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE BY ROLL CALL**

ON THE QUESTIONChairman O'Brien

This is the late correspondence that I had sought from Mr. Dan Hudson, the City Engineer, who talked to Mr. Wayne Husband of Traffic and they see no particular problems with this. So any further discussion on the Motion by members of the Committee?

Alderman Dowd

I am actually not a member of the Committee but I did sponsor the Legislation. I had some residents in the area ask me about putting in a stop sign there because the corners are rounded and people speed around the corners. There's a lot more people walking these days just for exercise and other things. I had the Public Works Department and the City Engineer go out and take a look at it, because it needs to be warrant. And it did meet warrant and they were fine with putting in the stop sign and may have already taken action on that, so I recommend passage.

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

We do have two bills that were tabled in Committee. And I want to say that I know, actually mentioning Alderman Lopez, one of the prime sponsors, we are not prepared for them this evening, but I want everybody to know that with the COVID-19, the Parking Study went on the back burner, but these are directly on this Chairman's mind. And I am going to have a meeting to discuss it (audio cuts out) and we are going to start working on these. So again I will ask for the liberty and the patience with these particular two bills, O-20-004, O-20-004. One is allowing permitted overnight parking on Eighth Street and the other is allowing permitted overnight street parking in a portion of Prescott Street. I am hoping to discuss these matters in the future but not at this particular time. But as Chairman, I do recognize the will of the Board. Is there any Motion on these two particular items? Seeing none, those two items will remain on the table, and Alderman Lopez, I look forward to working with you to see if we can get these moving forward very shortly.

Alderman Lopez

Mr. Chair, if I could comment? There's no actual Motion so I can't really make conversation per se, but I would just say it's probably very important to talk to the residents that have requested those issues to be addressed, because they haven't stopped worrying about it and talking about it.

Chairman O'Brien

And I'm glad you bring it up and that's true. And I think what we will probably do, and that's one of the things to look into, barring the study and everything else, we will probably have something testimony in favor and testimony against, a Public Hearing that we've had on these particular things. Because as we know in Infrastructure and other types of committees, that when you do something good for one particular person, does it really benefit et al? The thing is you want to make sure you are doing the correct thing for everybody in the neighborhood.

So it would be an open meeting; I would like to have people speak, provide their testimony in favor and against, all abutters concerned with these two particular things. There is one that would be also concerning to the City Engineering Department and much as what was discussed with snow removal and everything on Palm Street, so the similarity with one of those particular things.

So as we move in the future, those are some of the things that we are going to need to address with that. And then get them before this body so we can make our decision.

Alderman Lopez

If I could make a suggestion if there are (audio cuts out) you might want to use the tools that Director Marchant has used in the past for things like Your Choice, Your Voice and Waterfront Project. We have to have an on-line forum mechanism where you can identify issues in an area. And that might be useful for giving people some way to give input as decisions are being made.

Chairman O'Brien

I know those of us that are State Reps we are (audio cuts out) the wonderful and ostentatious Whittemore Center to conduct the business of the State. I have to say that is some of the most comfortable seating if you were watching a hockey game, but that's not where they put us. They put us on folding chairs with very thin pads. And we will leave it at that. But anyways, the sacrifices that we all make as State Representatives for that whopping \$100.00 a year.

But this COVID-19, this is our first Infrastructure Committee really since the COVID and it's not that we've been dawdling, we did have this public testimony that came in and unfortunately we seem to have a problem already that as was discussed with somebody that wanted to bring up their particular point of view and whether he got confused, it's up to him, I'm not going to second guess with that particular resident but this is something new. We think we are used to it, but the main thing we are all trying with it and the intentions are good so with these two particular things, what you say Alderman Lopez, I totally agree, but I want to make sure this Committee does do due diligence with it so anything we can work as a Committee and together to get this done fairly for the citizens, we will try to strive to that goal. Thank you.

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-at-Large Linda Harriott-Gathright

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

- Tabled at 2/26/20 meeting

Chairman O'Brien

Without exception, if the person is still with us, I will take out of context, the next item on the Agenda is General Discussion, but the person has waited, if they are still in the wings, at this particular I'll jump the order by exercising the right of the Chair and open it up to Public Comment for this particular citizen. So I will ask our producer, is the citizen still there?

Unidentified Speaker

Yes, they are. President Wilshire, could you just unmute "call in user 10". You will see them listed.

Alderman Wilshire

Sure. Done.

Unidentified Speaker

Alright, thank you, that should be them.

Sarah Dusenberry Yes this is Sarah and Mathew Dusenberry.

Chairman O'Brien

Yes, thank you Ms. Dusenberry. Just to bring you up to speed, I'll have you introduce yourself again, please give us your address and just to make you aware that the meeting started at 7:00. It was the first half of the Aldermanic Meeting where we heard testimony in favor and testimony in opposition. Unfortunately you did miss that. We did get convene at 7:17 into the Committee of Infrastructure where a vote was taken and the vote passed 5 to nothing. Just to bring you up to speed in favor of the renumbering. But in all fairness, I think you do have the right to be heard so we are waiting for that. So if you please reintroduce yourself, give us your name and address and please give us a briefing on what you feel on the matter.

Sarah Dusenberry Yeah so this is Sarah and Matt Dusenberry from 26 Almont Street. I was told that I believe that our letter was also read. But we had provided solutions in regards to you know, putting an A or a B there and we also made a solution as making it a half and we were just unsure as to why those options wouldn't be appropriate.

Chairman O'Brien

I think that is what we agreed to, that's what we have done in the past.

Ms. Dusenberry So was the vote to accept our offer in making that number 28 ½?

Chairman O'Brien

Right, it appears that you are affected so therefore the Committee can understand. You were concerned that you may have to change your number, correct?

Ms. Dusenberry Yeah we would have had to change our number from 26.

Chairman O'Brien

Right. I think they are going to go with the half sequential or something like that to meet the standards. We have done this before. There is opposition, the reason the opposition is the enhanced 911 system, it identifies the callers and somehow the computer system isn't really accurate.

The thing is it is a burden, unfortunately like I explained earlier in the meeting, it would have been ideal if it was a buildable lot that it did get a sequential number to it, it didn't and if they just went with the numbering, probably not anticipated the enhanced 911 system that we have today. But you probably wouldn't have been the only ones that had to change, it would have gone all the way up the street so looking for the best way, and from I understand, that's in essence what we did.

Ms. Dusenberry Hold on one second, so my husband is saying that there's no address 34 so they could have been 30.

Chairman O'Brien

No what we try to do is we try to keep them as sequential as possible in this situation, nobody really cares about the Domino Pizza Man as so much about the ambulance. So you know, you don't want to get too far from the regular sequential of the numbers.

Ms. Dusenberry Alright, so I guess you guys have already voted and unfortunately we were kind of ruled out on this.

Chairman O'Brien

I'm sorry that you joined us late but I wanted to make sure that you had the opportunity to bring your opinions forward.

Alderman Jette

Mr. Chairman? Alderman Jette here. I think we just need to make the Dusenberry's aware of the fact that we voted to let them keep their number and the new lot, the vacant lot that is going to be built upon is going to be 26 ½ and I think that's exactly what they were looking for and that's exactly what we did.

Chairman O'Brien

I think that's what I said, but thank you for interpreting for me.

Ms. Dusenberry So we get to keep our number 26 is what you are saying?

Chairman O'Brien

Yes.

Ms. Dusenberry Yes, that's exactly what I wanted to hear. I appreciate that, I wasn't understanding clearly in regards you know to renumbering so I appreciate that.

Chairman O'Brien

Must by the Boston accent, no problem.

Ms. Dusenberry Ok, well thank you very much for allowing us to have the opportunity to speak, we really appreciate that.

Chairman O'Brien

Well it is your right and our concern, we like to hear from you, no problem. Alright, thank you for joining us.

Ms. Dusenberry Thank you.

Chairman O'Brien

As Chairman, I am going to directly follow up and make sure that's exactly what we did, so that is our intention so that was the vote that was taken. Alright, so now back to the regular order.

GENERAL DISCUSSION

REMARKS BY THE ALDERMEN

Alderman Lopez

I got something. I have been getting a lot of communication from Wingate Pharmacy. We haven't entirely perfected our downtown plan, because it favors heavily restaurants and not necessarily the access to other types of businesses that may need curbside pickup. One possible area that we look at in the future, I'm sure we can find the room to maybe investigate this, is at least making it so that the 15-minute parking times start earlier, because then businesses that are not trying to compete with restaurants might be able to use that as an option before they open. And then I think it is important that we start to formalize that planning because – number one, we've heard really good things about how it is being received by the Nashua Community.

I know we all had it in the back of our heads that we had proposals and suggestions in the past about using our sidewalks better in (audio cuts out) our Main Street more walkable.

OVERLAPPING CONVERSATION

Alderman Lopez

Do you need to speak?

Chairman O'Brien

No, I'm sorry, my wife came in with an important issue.

Alderman Lopez

I know where I am on the totem pole. So we should totally include that in the Parking Study as well where some kind of development plan and the Master Plan because it seems like we have an opportunity to take the strengths of what we were forced to do this year and put them into something more sustainable. But when we do that, we should make sure that we don't (audio cuts out).

Chairman O'Brien

You know, I think, Alderman Lopez, one of the places and I know a lot about local downtown vendors and one in particular adjacent to Wingates. And I'll let you guess where I am, but anyways, the thing is, I've seen it and I think on Main Street nothing is perfect, nobody is going to be totally, 100% pleased. I think Director Cummings did move the barrier to increase the enhancement. But from what I've seen, it seems like people that were operating or using the facility were going to the back of the building at Wingate's which is an option and then also Director Cummings moved the barrier in front of the Nashua Garden so it can enhance more of the parking for Wingate's.

I guess, you know, in this type of situation, I think everything and it has been changed. It may not be totally satisfying to the Wingate's facility but it appears that City Hall is listening, they did make their modifications and tried to come up with it. But we could go down and I'll show you where I am and you can sit there for a bit and watch the traffic pattern, and I have. And it may not be perfect for everybody but it is working, you know.

Alderman Lopez

I believe, based on what Director Cummings said, he wasn't able to accommodate, however, he did offer the backup plan where they used their back door. And that works for many of their patrons but not the ones that are handicaps. So that's the crux of what Wingate's are is that people who don't have the same mobility access are not able to (audio cuts). And I understand we can't accommodate everybody. I'm just saying that while I highly encourage us to consider changing Main Street to accommodate some of the strengths of what we've done, we should also make sure that if we do some kind of study or collect information on how to do that, we include a plan that work for more.

Chairman O'Brien

Right and that's probably good advice, but again, like I say, from I've witnesses and it seems the employees of Wingate's could go into that 15-minute drop zone and bringing out the prescriptions, it seems like the customers of Wingate's are calling ahead and they notify them that they are at their facility and employees of Wingate's do come out, much like the take-out orders. They come out and drop it off at the vehicle. I think I am going to bring this concern to Mr. Cummings but the thing is, it's one of those situations too, we are all going to have to bend a little bit with the COVID-19 and try to find a solution. I don't know if we are really going to ever get to that. But it is something that probably we can try to achieve. I'll mention it to Mr. Cummings.

Alderman Lopez

He seems very willing to be accommodating and parking as best he can, so if you want you can go next door, but I don't think he's raising it as like he wants kind of way thing. He has (no audio) might have other needs, they are not like optional needs. If somebody is in a wheelchair or has mobility issues, it's kind of a challenge.

Chairman O'Brien

Very good, any further comments on Wingate's or anything other, the downtown situation or any other topic?

Alderman Harriott-Gathright

This is Linda. Alright currently, right now, on ABC or Channel 9 there's African American who has told me stories and that's on from 8:00 to 10:00 tonight. So go enjoy and secondly tomorrow night, Nashua Community Conversation on Race & Justice will be having a Zoom meeting for the City of Nashua. We are asking everyone to come out; the Police Department, the Community Activists, Politicians, Church members, everyone to come out and join this conversation because this is relating to Nashua.

And I think everybody got an e-mail, I think Donna or someone sent it out to you guys. Hopefully you will take some to join, I think it's from 5:00 to 7:00. I think it is 5:00 to 7:00; I could be wrong, it could be 5:30.

Chairman O'Brien

Alright, well thank you Alderman Gathright. I hope you are not going to remove all our audience completely. But no, thank you for the program update. Yes, I think that would be good choices too watch. So keeping that in mind, to free up the public so they could partake of that. Any other remarks by Aldermen?

Alderman Lopez

I would like to just add to what Alderman Gathright is saying. It is sort of easy for people to assume that Nashua is a welcoming place (no audio) vigil for people that we've lost to recovery on Saturday, somebody decided that it was their moment to pull up and yell White Power for no discernable reason.

So we do have a lot of issues here in Nashua. And we also have a constituent concern that Police are investigating where somebody was probably mistreated because of their race specifically at one of our gas stations. So there are a lot of local issues.

Chairman O'Brien

Anybody else? Very good.

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 8:26 p.m.

Alderman Jan Schmidt
Committee Clerk

June 18, 2020

City of Nashua
Board of Aldermen
PO Box 2019
Nashua, NH 03061

Re: Petition for Street Re-Numbering: 26 Almont Street, 28 Almont Street, and Tax Map 103, Lot 103
Almont Street Petition

Dear Board of Aldermen/ City of Nashua,

We the owners of the property located at 26 Almont Street are in receipt of your letter dated June 2, 2020 regarding the petition for street re-numbering in which the applicant, GIMAK Properties, LLC is looking to re-number our residence. We would like to offer a couple of potential solutions to the issue that wouldn't affect the existing numbered properties. The address of the new dwelling could be 28A or 28B Almont St, as was done for Assessors Map 103, Parcels 85 and 89 which created 18 Almont St and 18A-18B Almont St. Another option would be to address the new dwelling as 28 ½ Almont St, as was done for Assessors Map 102, Parcels 68 and 161 which created 62 Nagle St and 62 ½ Nagle St. There are many other instances of this happening throughout the city.

We have owned and lived at our residence for the last 8 years and it would create great discontent if we had to renumber our home. This change would not be as simple as changing the number on our home, we would need to take the time out of our day to notify various places of the address change, such as our employers, insurance companies, Doctors offices, credit card companies and utility providers to name a few. We would need to order new checks and notify family and friends of the address change as well. These may be fairly simple things to accomplish but they take time to complete and cause unnecessary frustration. If a resolution cannot be met that does not involve changing our address we suggest that we be monetarily compensated for our time, expenses and aggravation caused to then change our address.

Additionally we would like to make it known that we were never notified for the Zoning Board variance meeting, which I believe was for the construction of a dwelling on an undersized lot . A variance notification sign was placed on the subject property a day after the meeting was held.

Thank you.

Sincerely

Matt & Sarah Dusenberry
26 Almont Street
Nashua NH 03060

From: O'Brien, Michael (Alderman)
Sent: Wednesday, June 24, 2020 8:23 AM
To: Graham, Donna
Subject: Fwd: Stop Sign on Lee St at Forest St (O-20-021)

Donna,

The due diligence of checking if this meets Traffic's approval was not attached to the Infrastructure Agenda. I spoke with Dan Hudson and it's ok with them.

Can you please send this out for tonight's meeting and I will have it read as correspondence submitted after the agenda was prepared.

Thanks

Mike

Sent from my iPhone

Begin forwarded message:

From: "Hudson, Daniel" <HUDSOND@NASHUANH.GOV>
Date: June 23, 2020 at 11:07:34 EDT
To: "O'Brien, Michael (Alderman)" <OBRIENM@NASHUANH.GOV>
Cc: "Husband, Wayne" <HUSBANDW@NASHUANH.GOV>, "Fauteux, Lisa" <FAUTEUXL@NASHUANH.GOV>, "Byers, Lauren" <BYERSL@NASHUANH.GOV>
Subject: **Stop Sign on Lee St at Forest St (O-20-021)**

Alderman O'Brien,

The City's Senior Traffic Engineer and I find that installing a stop sign on Lee Street at its intersection with Forest Street is warranted by the MUTCD, given that it is the minor street approach to a major street.

Thanks,

Dan

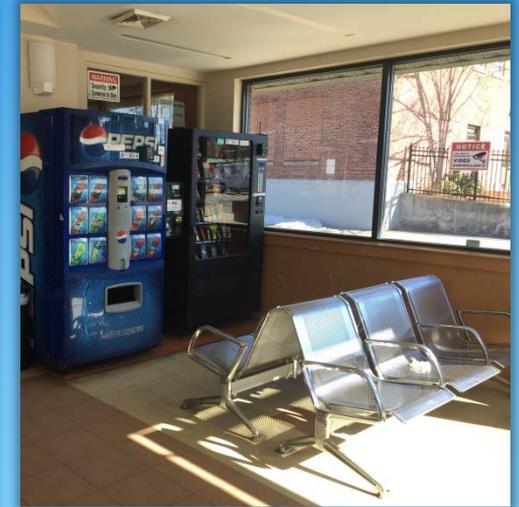
Daniel Hudson, P.E.
City Engineer
City of Nashua
(603) 589-3120

TRANSIT CENTER

Retrofit Project



Nashua Transit System



Areas of Focus

Transit Center Building:

- * Redesign of bathroom facilities
- * Flooring, seating and paint update
- * Improved layout of driver area

Platform Roof:

- * Falling ice and snow hazards
- * Slip, trip and fall hazards

Small Sidewalks:

- * Do not support ADA ramp usage
- * Heavy maintenance in the winter

Grooved Pavement:

- * Deep channels
- * Winter maintenance challenges



Areas of Focus

Sinkholes around storm drains:

- * Repeat sinking and repairs
- * Tire & bus damage

High Curbs:

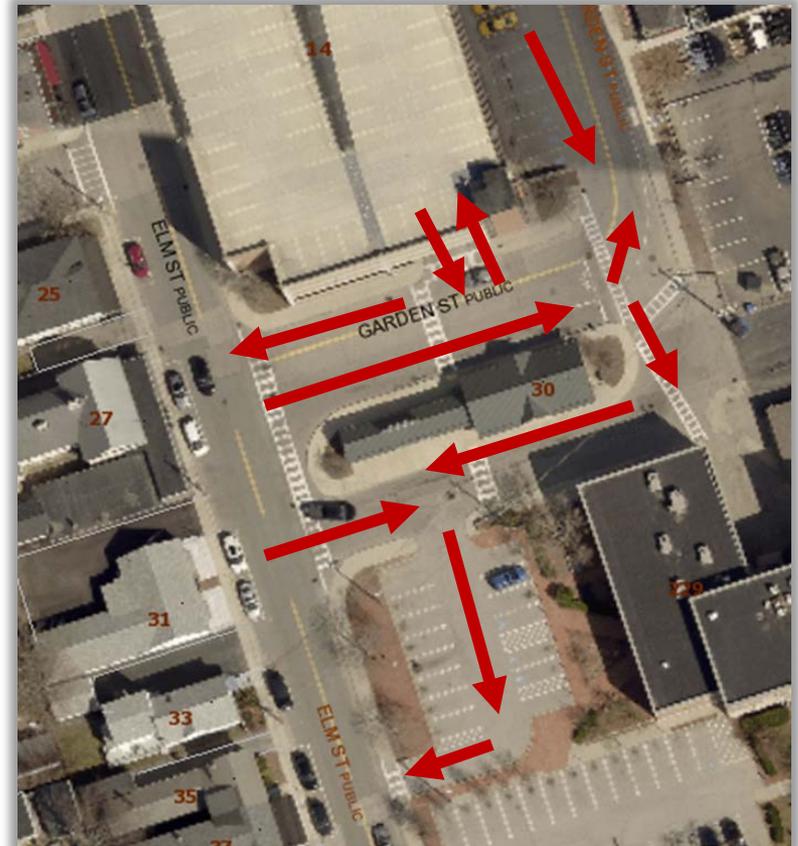
- * Buses sit low due to grooves
- * Passenger slip, trip and fall risks

Pedestrian Access:

- * Platform is cross access between parking garage and City Hall
- * Many conflict points from buses, parking and traveling vehicles

Traffic Pattern

- * One-way for buses
- * Bi-directional for vehicles



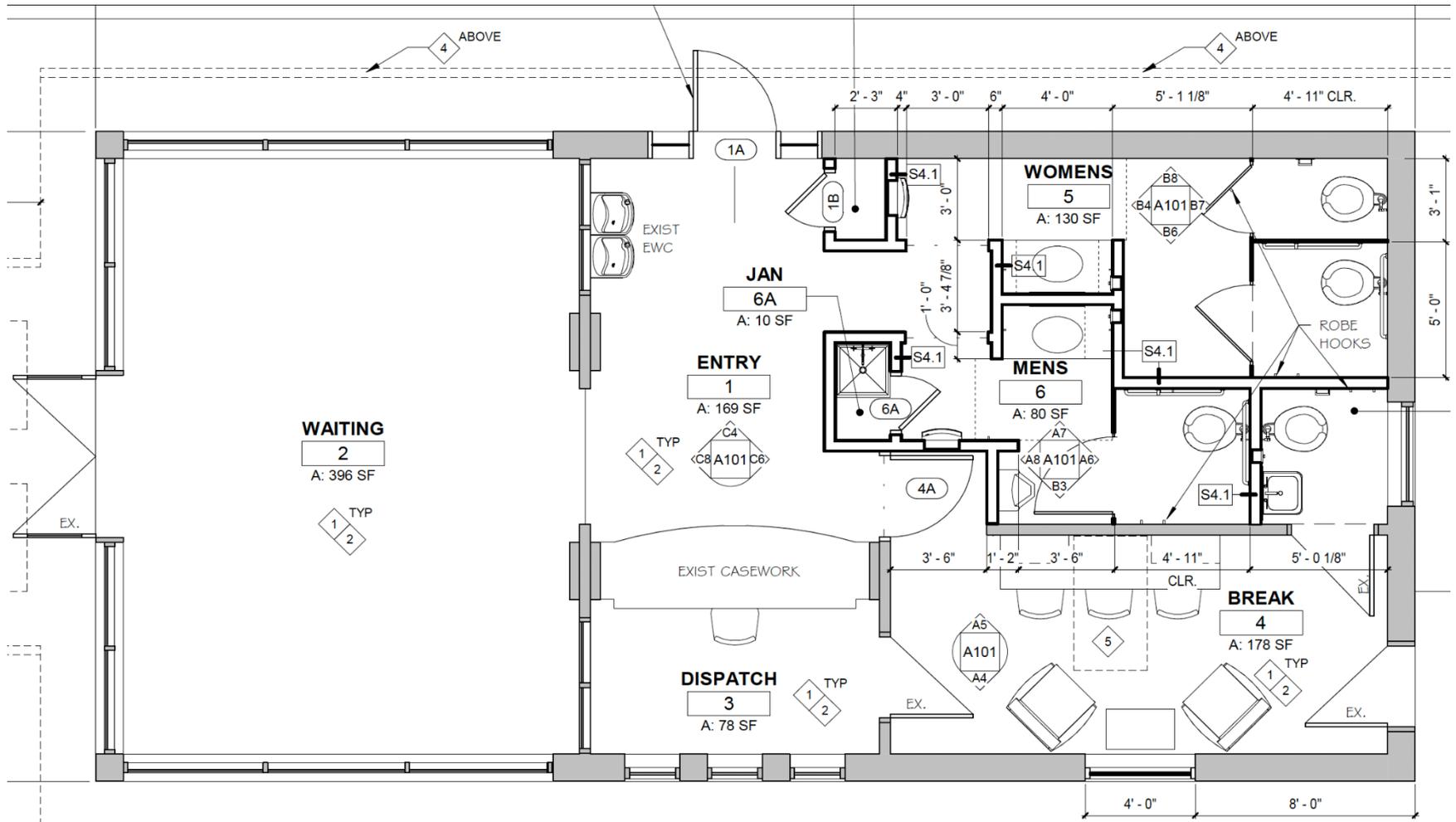


Transit Center Renovations

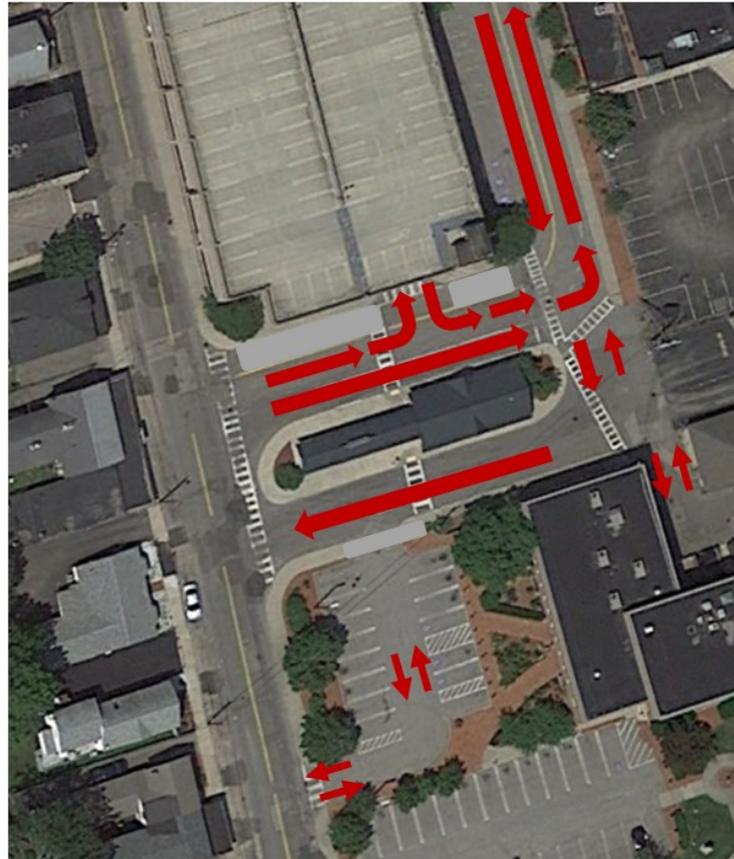
Meeting Passenger & Operations Needs:

- * Redesign bathroom facilities
- * Low-Maintenance
- * Durability/Vandal-proof
- * Heated roof area to address falling ice
- * Flooring, seating and paint update
- * Improved layout of driver area
- * Wi-Fi for public and staff

Interior Renovations



Pavement and Traffic Flow









Costs

Total Project Cost	State Match 10%	Local Match 10%	Federal Transit Admin 80%
\$970,770	\$97,077	\$97,077	\$776,616*
*Federal Match includes \$632,811 from a Grant and \$143,805 in FTA 5339 funds.			

Funding from an FTA Discretionary Grant, annual FTA 5339 Bus and Bus Facility funds and local match.

All process, designs, documents shall be completed in accordance with FTA and City Requirements

Phases

1. Engineering/Feasibility Study/Preliminary Plans

Fall 19 – Spring 2020

- Public discussions and meetings
- Permitting and Site Plan approval

2. Final Plans – Summer 2020

- Full Plans and technical specification ready for bid

3. Bidding Services – Summer / Fall 2020

4. Construction – Fall 2020 – Fall 2021

All process, designs, documents shall be completed in accordance with FTA and City Requirements



Camille Pattison, AICP

Nashua Transit System
Transportation Manager

PattisonC@NashuaNH.gov

603-880-0100

Sarah Marchant, AICP

Community Development
Division Director

MarchantS@NashuaNH.gov

603-589-3075

