

**Traffic Safety Advisory Committee**  
**January 31, 2011**  
**Minutes**

Present: Bill Ruoff – Chairman  
Gil Archambault  
Chief Fred Douglas  
Dave Wheeler  
Dana MacAllister  
Gary Daniels – Board of Selectmen representative

Matthew Willette  
Eric Schelberg, Ambulance Director

Absent: Bill Parker  
Richard Tortorelli

Secretary: Kathryn Parenti, Recording Secretary

1. *Roll Call vote required by the BOS.*

2. *Approval of minutes from November 29, 2010.*

G. Archambault made the motion to approve the minutes.

Gary Daniels seconded the motion.

All were in favor of approving the minutes from November 29, 2010; none were opposed.

**NEW BUSINESS:**

3. *CMAQ application – update from B. Parker*

B. Ruoff noted there was a memo from B. Parker explaining the process and where the application stood at this point.

D. Wheeler stated the town was to get back to the Committee with additional information regarding air quality reductions. The town is second in line but there is probably only enough money for one grant.

B. Ruoff asked if there were any comments.

F. Douglas asked what was involved with getting additional information.

D. Wheeler stated B. Parker was working on it and it would be going before another committee.

B. Ruoff noted he had heard comments from the DOT from a project standpoint that there is a lack of or insufficient funding. He asked if this was the case.

D. Wheeler replied he understood there used to be a good chunk of stimulus funds but money is tight. He noted the Commissioner said if the town did not get the CMAQ grant, to see him for assistance.

G. Archambault noted this was a warrant article.

4. *Complaint regarding the parking of trucks on Bridge Street – Presented by Chief Douglas*

F. Douglas noted he had gotten a letter from Stewart Properties, owners of the Bridge Street senior apartment complex, along with photographs concerning parking of delivery

trucks on Bridge Street. This issue occurs both winter and summer and when the delivery trucks park next to the diner, elderly residents are forced to walk in the street. When there is a lot of snow on the sides of the road, the trucks park in the street and effectively block it. There is a loading zone in the Oval but the drivers don't want to park there and cross the street to make their deliveries.

G. Daniels asked how long the trucks are parked on Bridge Street.

F. Douglas replied from twenty (20) to thirty (30) minutes, that he's observed.

G. Daniels noted this was the cost of having a business in town but there were other ways to get down the street in a car. He didn't think the trucks should park on the sidewalk.

B. Ruoff asked if the committee had any comments.

M. Willette wondered if they could make a timed time loading zone nearby.

B. Ruoff replied there is one in the Oval. He thought tractor trailers were the only ones that parked on Bridge Street. He has seen the box trucks for deliveries at the pet store and the Chinese restaurant park in the loading zone. He noted, from his observations, the only trucks that park on Bridge Street are making deliveries to the diner, which affect the sidewalks and the width of the travel lane on Bridge Street.

G. Daniels replied they are probably parking there out of courtesy. He thought they could request the trucks park in the loading zone.

G. Archambault asked if it was better to park on Bridge Street or on the Oval.

D. MacAllister stated the situation was slightly worse over the summer when the outdoor deck was under construction at the diner; there was a lot of materials delivered to the site.

B. Ruoff asked if they wanted to table this discussion to the next meeting.

G. Daniels asked if they can anticipate how much of a problem would be caused if the delivery drivers were asked to park on the road and not on the sidewalk.

B. Ruoff noted the police department has spoken with the diner owners and managers about the situation but the drivers still continue to park on the sidewalk.

F. Douglas wondered if the installation of no parking signs would solve the issue. He noted the problem was with one (1) particular delivery company with the large trucks. What ever the Committee decided, he needed to let the complainant know.

G. Daniels noted it was inconvenient but if it was only ½ hour per week, it would not be that bad. It would take less time to drive around and find a different way to the mill apartment parking lot than it does to complain. He felt they should restrict the parking on the sidewalks and table this issue until the next meeting. The original issue was about blocking the sidewalks and not the street.

G. Archambault asked if there was an ordinance against parking on the sidewalks.

B. Ruoff stated it was against the rules to park on the sidewalk.

G. Daniels replied if someone talks to the delivery drivers about not parking on the sidewalk, it may help the situation.

B. Ruoff recommended they table this item and revisit it at the next meeting.

D. Wheeler seconded the motion.

D. MacAllister, G. Archambault, F. Douglas, B. Ruoff, D. Wheeler agreed; G. Daniels abstained.

##### *5. New Hampshire Highway Safety Grant Application – Presented by Chief Douglas*

F. Douglas noted he is in the process of applying for a highway safety grant and needed the endorsement of the Committee. The grant runs from October 2011 to September 2012. The amount is \$13,400 for sobriety checkpoints, bicycle safety and the like and he had put in the request and it came back for endorsement from the Committee.

The Committee was in favor of this.

## OLD BUSINESS:

### 6. *Ball Hill Road – Revisit resident concerns*

B. Ruoff noted B. Parker was to see if there had been any traffic safety studies done in the area; there had been none.

G. Archambault noted R. Richey had suggested, at the last meeting, curve signs would be the way to go on this road.

G. Daniels asked about the stop and yield signs on the road.

B. Ruoff noted he will be submitting to the BOS the memo he and K. Parenti had drawn up regarding changing the yield sign at Ball Hill and Young Road to a stop sign. In addition, in the spring he will look at possible locations for sign improvements. They will be installing speed limit signs on Ball Hill where you turn onto it from Annand Drive and Young Road. Currently there are not a lot of speed limit signs on the road.

G. Daniels noted the speed limit was 30 mph anyway.

B. Ruoff replied better signage on the road would certainly help the situation. He is also looking to improve sight distance on the road and also widen it in some areas. He has driven the road in every snow storm this season and is even more aware of the country-ness of the road and it is even narrower in winter. He will update the Committee in the spring with regard to signage.

### 4. *Amherst Street – Revisit resident concerns*

F. Douglas had provided the Committee with accident data concerning Amherst Street, Mont Vernon Road and Union Square, as they all intertwine. There is not a lot of data suggesting a reduction in speed limit. There were eleven (11) accidents in 2005, seventeen (17) in 2006, fifteen (15) in 2007, nine (9) in 2009 and fifteen (15) in 2010. One accident is too many but the traffic count on the road is high. From B. Parker's memo, NRPC traffic counts indicate approximately 5,000 vehicles per day at the Amherst/Milford line. He stated he could not determine the seriousness of the accidents from the data but some accidents were influence related.

M. Willette stated his goal was not to lower the speed limit but to create adequate signage telling drivers they are coming into a more densely populated and more commercial area.

G. Daniels noted the speed limit sign coming into town is all by itself and is very noticeable. He stated he has never missed seeing that sign in all the years he's been driving on that road.

M. Willette noted he sees the sign too and noted data from the past is important. He thought it would be beneficial to address this concern before it is too late, with the changing economic and cultural community; it was similar to Nashua Street.

G. Daniels stated any road in town has that risk. He noted someone could have an accident in a school zone while only traveling 20 mph.

M. Willette agreed but he felt that stretch of Amherst Street is problematic due to the downward grade of the road and the number of cars traveling on it, along with the churches in the area. He felt a summary, on a sign, of the condition of the road would benefit those not familiar with the road.

F. Douglas noted M. Willette had indicated Nashua Street is as bad as Amherst Street.

M. Willette replied he had analyzed Amherst Street because he has lived there his whole life. Milford is a growing community and he saw the road as a possible problem. He noted the accident rate is about eleven a year or approximately one a month.

F. Douglas asked, in M. Willette's opinion, if the Ponemah Hill Road and Nashua Street intersection at Giorgio's restaurant was worse. Both agreed it was much worse. He noted the voters had spoken when they declined to put in a traffic signal at that intersection. He noted people don't generally make a left turn out of the restaurant or

from Ponemah Hill Road as it is very difficult to do. He felt no other intersection in town was worse.

D. Wheeler thought Amherst Street has good sight distances and the closest thing to a curve in the road is by the bicycle repair shop. The right thing to do would be to keep an eye on the traffic volumes. Based on the current data, the speed limit should be kept where it is for now but they should keep an eye on it.

G. Daniels corrected M. Willette's accident average math and indicated there was an average of 8 per year and most occurred when there was snow on the ground. He looked at the Amherst Street data where there were 49 accidents over 6 years.

M. Willette noted speed was not his main concern. Drivers unfamiliar with the road or not paying attention won't realize there are so many single and multi-family homes as well as businesses on the road. He thought that could be designated by signage.

G. Daniel thought if a driver is not paying attention, they wouldn't notice the sign. He noted he has lived in town for over 50 years and has never felt unsafe on Amherst Street or felt it was a problem area.

B. Ruoff asked if there were any comments.

G. Archambault stated lowering the speed limit would not slow cars down and a sign won't cause people to adhere to it.

D. Wheeler stated the installation of signs (such as stop signs) where they don't belong to slow traffic, can go too far and make the situation worse. He moved to take M. Willette's comments under advisement and monitor the situation as traffic volumes change.

G. Archambault seconded; all were in favor.

F. Douglas noted he would put the portable electronic sign on the road in the spring to note the area is densely populated, the speed limit is 30 mph and the road is radar enforced.

#### 8. *Oval Crosswalk Safety Concerns (Tabled from November 29, 2010)*

F. Douglas noted not much can be done with this issue.

B. Ruoff asked if there was any need for further discussion; there was none. He remembered B. Parker indicated the crosswalk safety will be addressed as part of the continuing downtown improvements, which will begin after South Street improvements are done.

F. Douglas noted there have been several near-misses in the Oval with people trying to cross the street. He stated a violation can occur only if people are in the crosswalk, otherwise nothing can be done.

B. Ruoff stated he would have B. Parker update the Committee on this improvement, if he has anything to report.

#### **OTHER BUSINESS:**

##### 9. *Proposed emergency facility off of Nashua Street*

G. Archambault stated he originally had a question from the Budget Advisory Committee with regard to the proposed emergency facility. He was told to drop it as the BAC needed to follow protocol and submit their query to the BOS for submittal to the TSC. He did note the BAC had concerns with the traffic going onto Nashua Street from the new entrance from the proposed facility.

F. Douglas felt it was a waste of time for this issue to come to the TSC as the same amount of traffic will use the new exit as currently uses Middle and School Streets and there is a siren at each intersection. There is a provision in the law that the public must be notified when an emergency vehicle is coming.

G. Archambault replied he would pass that information on at the next BAC meeting.

F. Douglas stated if the BAC or BOS wants the TSC to look at this situation, that would be fine but it certainly wouldn't be any worse than it is now, at either intersection.

*10. Town owned road on Powers Street*

F. Douglas there is a horseshoe on Powers Street that is past the apartment complex swimming pool that is town property. He noted his department has been inundated with calls from the bus company regarding cars parked on that road that are interfering with bus traffic. In speaking with Sarah Marchant, the town planner, when the road was accepted years ago, the BOS never completed the acceptance agreement wording; the agreement is not in writing. The bus company wants the cars removed or they won't drop off the kids there. He would like the town to accept the road and put up tow away zone signs to solve the issue.

G. Daniels noted the BOS was meeting this evening for its 5<sup>th</sup> Monday session and he would bring the issue up then.

B. Ruoff asked if there was any additional business; there was none so he asked for a motion to adjourn.

F. Douglas made the motion to adjourn.

G. Daniels seconded; all were in favor. Meeting was adjourned at 5:00 pm.