

**Traffic Safety Advisory Committee**  
**November 30, 2009**  
**Minutes**

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

Bob Cook – President of Town & Country Mobile Home Park  
Larry Wells – Facilities Manager, Town & Country Mobile Home Park

Absent: Dana MacAllister  
Richard Tortorelli

Kathryn Parenti, Recording Secretary

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

**NEW BUSINESS:**

2. *Discussion: Turning lane on Nashua Street for Town and Country Mobile Home Park (Request from D. Wheeler)*

D. Wheeler noted when the road was recently paved, the turning lane that used to begin just after Shaw's was shortened; for people turning into the park the cars that pass them must drive in the breakdown lane. People are surprised when they come around the curve and the cars aren't turning onto Ponemah Hill Road but going into the park.

B. Cook stated this is the only section on the road without a turning lane; where there used to be a turning lane is now a double yellow line.

D. Wheeler stated the turning lane starts fifty (50) feet less to the west.

F. Douglas stated he remembered meeting with the company working on the reconfiguration of the road and noted there was some concern with the congestion by the White Duck Car Wash and the Subaru dealer.

B. Parker didn't recall.

F. Douglas added the people turning left to leave the White Duck have to cross two (2) lanes of traffic as well as a turning lane; that may be why it was removed.

B. Cook replied there is a turn lane at Walgreen's, and past the house, the White Duck and the Subaru dealer the road opens up to a turning lane again at Ponemah Hill Road. The residents of the mobile home park have to use the turn lane there as there is a one way road going in.

The other option would be to change the direction of the roads in the park by removing the one way signs but traffic going both in and out in one area is not safe. The lack of a turn lane is not safe. He noted the turning lane was there until this last repaving and restriping. The old turning lane went from the park meeting house to the White Duck car wash. Currently the turn lane stops at the one way road going out of the park. He noted there are 57 homes in the park and each has an average of two (2) cars.

D. Wheeler asked if the road was wide enough since the turn lane was there before.  
B. Ruoff thought it may have been something that was overlooked in all of the construction. He recommended he and B. Parker look at all the plans that were approved to see if the turn lane is called for but he did note the situation can't be corrected until the spring or early summer. If the Committee wants to change this, he has no problem with that but the first thing is to look at the Walgreen's and Stop N Shop plans to see if the road striping for that area is in the plans. He did know Steve Pernaw of Steven G. Pernaw and Company looked at that area for the town.

B. Parker stated S. Pernaw looked at the area with relation to the proposed signal; he agreed they should look at the plans to see what they show.

D. Wheeler thought perhaps the White Duck had requested a change.

B. Parker replied they kept their entrance the same and had asked the Planning Board to redo their entrance and were told to keep it as it is.

F. Douglas noted the whole area was dangerous.

B. Cook noted residents still have to wait to get into the park and it is scary at night.

D. Wheeler noted the park owns the southeast corner of Ponemah Hill Road and he thought they could talk with the town and have the town buy that corner to put in a turning lane.

B. Ruoff asked what the Committee wanted to do.

B. Parker made the motion to the Committee he would look at the plans first and if there is no issue, recommend to put in the turning lane back in.

G. Archambault seconded the motion; all were in favor.

G. Daniels reiterated they were checking to see if there was a mistake by reviewing the road design.

B. Ruoff said they would sort out what's there since there was a lot of construction with the light and the road reconstruction for the two (2) large projects.

G. Archambault asked if they would be following up on this at the next meeting.

B. Ruoff replied they would talk about it in December.

### *3. Discussion – Revisiting suggestion to add turn lane at the intersection of Armory and Emerson Roads and Route 13S – tabled from October 26, 2009.*

B. Ruoff stated everyone had gotten the information pulled by B. Parker regarding this location.

B. Parker stated all of the information was from various traffic studies and it all points to the fact the intersection does have issues, especially from the eastbound and westbound directions and the turning. He thought the Committee should go back to its original recommendation, which was to send a letter, stating the concerns for the intersection to the Board of Selectmen and the State of NH, along with the technical support documents as backup.

D. Wheeler noted there were two (2) funds – the Betterment Fund and the Congestion Mitigation Fund and they were accessed through NRPC; he thought they were logical funds for such a small project. The intersection could qualify for congestion mitigation.

G. Archambault noted at a past Board of Selectmen meeting the state would be looking at that intersection.

D. Wheeler stated there needs to be some kind of follow up. He did remember they spoke about a letter before but the ball was dropped.

B. Parker volunteered to put the letter together to send to the BOS to endorse or sign and then send it along to NRPC and the State.

B. Ruoff asked to whom the letter would go to at the state level.

B. Parker thought Pam Mitchell of District 5 would be the person.

B. Ruoff replied he had talked with her in the past but hadn't been able to get in touch with her today to talk about the turn lanes and parts of the intersection. In his opinion,

they should install turn lanes for the entire intersection; if they have to tear up part of it, they may as well do the entire thing. He wondered if they could install a left turn signal on Armory and Emerson Roads.

B. Parker stated he would contact NRPC and look at the process to get the funds.

D. Wheeler seconded that B. Parker would do the research and put the letter together; all were in favor.

F. Douglas noted that in the Pernaw document from July 2006 it stated the intersection's level of service overall is rated E. According to the State documents, E is the worst you can get. Level of Service "E" is unstable flow and the levels of service go from A-F.

D. Wheeler said the reason for using the Congestion Mitigation Fund and the Betterment Fund is that the money is easier to get than highway funds.

G. Daniels thought the traffic at the intersection had improved over the years – previously drivers would not wait to make the turns and; now they do.

F. Douglas noted the level of service has exacerbated since July 2006.

G. Archambault felt, in general, at this intersection, people had more awareness of the existing problems and wait patiently; it's not the best situation but people have adjusted.

*4. Discussion – absence of stop sign at Melendy Road crossover to Osgood Road – tabled from October 26, 2009.*

B. Ruoff stated the highway person went out to look at the area and discovered the concern. He was pretty sure the sign is up and if not, it will be. He didn't remember one ever being there. He thought it was taken care of since there are so many signs there.

D. Wheeler thought this was a bad idea. He noted if one is pulling a trailer, it hangs out onto Osgood Road as does the back end of any school bus stopped at that intersection. A vehicle hanging out in traffic may tie up four (4) points of the intersection. He wanted everyone to be aware that fixing one thing may make bad things happen in other ways.

B. Ruoff stated the reality of the intersection is cars are stopped in every direction.

B. Parker asked how this issue came up.

G. Daniels stated someone had brought it to the BOS. People aren't stopping there and pulling out and there have been many near accidents. They could install a yield sign. It's a bad intersection; drivers can barely look past the fence to see clearly.

F. Douglas noted a yield sign is different from a stop sign. In the case of a yield sign, the driver doesn't have to stop if it doesn't impede traffic. If there is a stop sign and the vehicle is pulling a trailer, the trailer may block the intersection. If the yield sign is installed higher and if no traffic is coming from the north or south, the vehicle does not have to stop.

B. Ruoff stated they could change the other side to yield as well.

D. Wheeler said there would be no more room.

G. Daniels said there is more traffic that way.

F. Douglas suggested a yield sign should be installed at the intersection instead of a stop sign.

D. Wheeler seconded the motion; all were in favor.

G. Daniels stated he would update the BOS.

*5. Discussion: Addition of left turn lane on Clinton Street onto Nashua Street – tabled from October 26, 2009.*

B. Ruoff had asked B. Parker to pull together traffic study information regarding this intersection.

G. Daniels said he had actually gotten a request from a resident to prohibit left turns onto Nashua Street.

B. Parker noted there was not enough room for the installation of a turn lane on Clinton Street.

G. Daniels asked if this was a problem area.

F. Douglas stated he had gone back five (5) years in accident reports and there was a total of nine (9) accidents there during that time. There is no number for near misses. He didn't see this area to be a problem. If someone is making a left turn, they would have to cross two (2) lanes of traffic as well as a turning lane.

G. Daniels note this was the first time he had heard of any complaints regarding this intersection in the seven (7) years he has been on the Board of Selectmen.

B. Ruoff noted most of the people going onto Nashua Street from Clinton Street are trying to avoid the Oval.

G. Daniels thought left turns at that intersection are rare; if that's problem, drivers can go to High Street and make the turn.

F. Douglas made the motion to leave the intersection of Clinton and Nashua Streets as it is.

G. Archambault seconded the motion; all were in favor.

#### **OTHER BUSINESS:**

5. *Approval of minutes from May 18 and October 26, 2009.*

B. Ruoff asked if there was a motion to approve the May 18, 2009 minutes.

B. Parker made the motion to approve the minutes as written.

F. Douglas seconded the motion.

Not everyone was certain they had read the minutes from October 26, 2009 so it was decided to table their approval until the December 21, 2009 meeting.

#### 6. *Stop bar on Savage Road*

G. Archambault stated he and B. Ruoff had done a traffic survey at the intersection of Savage Road and Whitten Road. He felt the existing stop bar should be moved forward one (1) car length as drivers can't see traffic coming from Whitten Road.

G. Daniels noted Whitten Road has a stop sign and it is incumbent on the person traveling on Whitten Road to stop at the stop sign and let the oncoming traffic go.

G. Archambault thought the intersection of Savage Road was too steep.

D. Wheeler said it was good to know the other drivers will stop.

G. Archambault agreed and let the issue lie.

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

B. Parker made the motion to adjourn.

G. Daniels seconded; all were in favor.

Meeting was adjourned at 4:40 pm.