

**PORTSMOUTH
TRAFFIC & SAFETY COMMITTEE MEETING
8:00 a.m. – Thursday, February 8, 2007
City Hall – Conference Room A**

I. CALL TO ORDER:

Councilor Ken Smith, Chair called the meeting to order at approximately 8:00a.m.

II. ROLL CALL: Members Present:

Councilor Ken Smith, Chairman	Ted Gray, Member
Steve Parkinson, P.E. Public Works Director	Jonathan Bailey, Member
Deputy Police Chief Len DiSesa	John Connors, Member
Asst. Fire Chief Steve Achilles	Eric Spear, Member
Deborah Finnigan, P.E., Traffic Engineer	Christina Westfall, Member
	John Howe, Member

III. ACCEPTANCE OF THE MINUTES:

IT WAS VOTED on a Motion made by Ted Gray to accept the minutes of the January 11, 2007 meeting. Seconded by Steve Parkinson. Motion passed.

The Chair welcomed John Howe as a member of the Committee.

IV. NEW BUSINESS:

- (A) **Peirce Island** – Request for Speed Signage and Speed bump – Police Department referral (E-mail dated 1/19/07 attached) – Steve Parkinson referred to on-site stating there is no posted speed limit and recommended posting that Peirce Island is 20 MPH.

MOTION made by Steve Parkinson to post a “20 MPH Speed Limit” sign at Peirce Island and place “No Parking” sign at the turnout to the wastewater treatment plant. Seconded by Deputy Chief DiSesa. Motion passed.

Frank Roth 84 Gate Street is involved with the dog issue stating safety is the main issue in the dog discussion. Speeding cars are much more dangerous than dogs on Peirce Island and is particularly worse at the approach to the sewerage treatment plant. Recently two cars were racing each other. Feels it is an accident waiting to happen and suggested 15 MPH, speed bumps and enforcement. The Chair asked that he use his cell phone and call the Police Dept. with license plate numbers when observing speeding cars. Mr. Roth thanked the Committee.

Debbie Finnigan reported she and an employee of the treatment plant discussed the turn around at the plant and requested “No Parking” signs there as there is concern of dogs running out of cars into the road.

- (B) **Lafayette Rd/Willard Ave. - Lafayette School** – Request for flashing signal – Debbie Finnigan received a telephone call from a resident concerning a rear end collision at this intersection. The person stopped for a pedestrian and vehicle behind did not stop causing accident and is requesting a flashing signal. Debbie Finnigan stated it is not warranted there and currently signs are being put up stating “Crosswalk” and “Crosswalk Ahead” and painted “Crosswalk Ahead” on

street and feels this is appropriate. The person hitting the car was not paying attention, and a flashing signal will not help somebody not paying attention.

MOTION made by Asst. Chief Achilles to place on file. Seconded by Ted Gray. Motion passed.

- (C) **Bow Street** – Request for “No Parking or Standing” signs (letters dated September 29, 2006 and January 20, 2007 attached) – Steve Parkinson referred to the on-site and at that area is the entrance to the parking spaces for condos in that building. It is currently marked out in yellow as a “No Parking” area. The problem seems to be the cars are pulling over and waiting in that space for people coming out of the theatre and forces pedestrians to walk out in the street that should be walking in the marked area. Recommended changing color and the markings at that particular area from the end of each sidewalk to the next as a crosswalk. The Police Department agreed and will enforce parking in the crosswalk.

The Chair stated sending a letter to the theater letting them know of this concern and hopefully will instruct from within as well.

MOTION made by Steve Parkinson to change the color and markings in that area from the end of each sidewalk to the next as a crosswalk and enforcement by the Police Department. Seconded by John Connors. Motion passed.

Eric Spears supports this Motion and feels we need to think about a way to provide a waiting spot for people. The current parking is across the street and asked if it were possible to move the parking spaces from Daniel St. all the way to just past the Seacoast Rep on the Seacoast Rep side of the street and have 2 or 3 spaces have 15 min meters to provide a way for people to wait legally and have enough room on the other side for cars to pass.

Asst. Chief Achilles asked if the Theatre reported problems with drop offs and pick ups or a result of someone saying they were blocking property?

The Chair responded the issue came from the vicinity of 117 and 121 Bow St. and suggested when sending our letter of concern is invite them to come and work with them and share concerns.

- (D) **Austin/Summer Streets Intersection** – Request for 4-way stop sign (Police Department referral (e-mail dated 1/9/07) – Deputy Chief DiSesa stated this intersection has been a problem not so much of actual accidents, more of near misses. The problem is as cars come down into the intersection from both sides of Austin as the road curves around Summer, sight lines are restricted especially with parking along the westerly side. The issue we thought was cars are coming around that corner even if doing the limit, it is the sight line being so restricted that by the time they see a car inching into the intersection after making a stop on Austin, there is possibility of a collision. Recommendation made by the officer for a four-way stop. Presently there’s a stop sign on Austin controlling that intersection on either side of Austin, recommendation was to put a stop sign on Summer. It is problematic to put a stop sign to control speed, however, Deputy Chief DiSesa feels it is more than speed at this intersection, more a combination of sight line and education. Would support the 4-way stop if there is signage further up on Summer around the curve alerting motorists there is a stop sign

ahead and would be monitored. Feels this would control that issue and probably eliminate it.

MOTION made by Deputy Police Chief DiSesa recommending a 4-way stop together with signage further up on Summer around the curve and monitoring the area. Seconded by John Connors.

Asst. Chief Achilles stated his concern is that Summer St. is a through street where the 4-way serves the purpose for equal traffic for control and concerned having a stop sign at that corner to control speed where there might be other avenues and does not support a 4-way stop sign.

Ted Gray does not support a 4-way stop, feels you would be causing more problems. State law states you cannot control speed on a through street. Suggested better delineation of parking and no parking areas on the easterly side of Summer St.

Steve Parkinson does not support a 4-way stop. This intersection does not meet any of the warrants to require this to be a 4-way stop. There is an unbalanced volume of traffic primarily on Summer St. versus Austin St., which is one of the criterias of putting in a 4-way stop to try and regulate streets that have equal amount of traffic. Parking is varied at times, not constant. Suggested having Debbie Finnigan continue to work with the Church and primarily the funeral home and what can we do to effectuate some change that effects their need as well as narrows down that corridor.

The Chair would like to see a 4-way stop there, however, understands the Committee's concerns, and other concern is that there is a school there and wondered if it would be appropriate to put in the signs that state during certain hours we slow it down to 20 MPH in order to get traffic in and out of there.

Debbie Finnigan stated that how you slow down traffic is making a physical barrier. Feels there are other things that might be able to be done to help people slow down coming around that corner and down the hill. Feels there is not a sight distance issue when sitting on Austin or coming down Summer, it appears pretty good if we could regulate the speed, and probably should be a 25 MPH road.

The Chair stated there is a sight distance issue at the drop off and pick up at school, but agrees there is not a sight distance issue when the parents are not there.

Debbie Finnigan will look at how school zone signs can be added and how that falls under MUTCD. Does not agree that we should put up a 4-way stop sign.

MOTION made by Steve Parkinson to table for further study and report back. Seconded by Ted Gray. Motion passed.

- (E) **City Hall Complex** – Request for “Exit Only” Entrance 250 ft (“Right Hand Arrow”) to be placed at exit ramp – Police Department referral (E-mail dated 1/9/07) – Deputy Chief DiSesa stated there have been several near misses as cars exit down City Hall Complex, there are 2 “Do Not Enter” signs at the base at Junkins Ave. Cars coming down across the causeway apparently ignore it. The proposal is to post signage on Junkins that would state “No Turn Here” entrance 250ft further down on the left. If you are heading across the causeway to the City Hall Complex. Feels this would solve this problem. Discussion of where to place the sign, on telephone pole on the other side of the street or put on the right side of the street heading down Junkins.

MOTION made by Deputy Police Chief DiSesa that signage be placed on the left side on the pole leaving the appropriate language to the Public Works Department and that the “No Left Turn” sign be on a standard post. Seconded by Ted Gray. Motion passed.

Steve Parkinson feels the signage would be more effective if placed on the right hand side of the road and requested that the actual verbage not be specific in the Motion and leave it up to Public Works for the appropriate language and also the “No Left Turn” sign be on a standard post.

Ted Gray requested that the Police Department monitor this to see how many cars continue to come up the exit.

- (F) **New Safe Routes to School Committee** – (Memo dated January 31, 2007 attached) - Debbie Finnigan reported there is a new program the goal of which is to get children to walk and ride their bikes again. Statistics show it was 70% in the 60's and now is 10%. Part of this is fear of the parents. There is funding involved and NH gets \$1 million per year. There is a Coordination Committee we need in order to start accessing those funds and we will come up with projects, some educational and some infrastructure. In order to do this we need a committee which is part of the legislation and include School Board, parents, Police and whoever else you deem appropriate. This will be a sub-committee of the Traffic & Safety Committee.

In creating this sub-committee the Chair asked that Christina Westfall be the Chair, Jonathan Bailey, Deputy Police Chief DiSesa or his designee, a member of the School Board and Christina Westfall recommended a teacher from the Dondero School, who has a walking program already in place will be members of the Committee. Debbie Finnigan will be the technical advisor. The Chair asked for a preliminary report at our May meeting.

Eric Spear reported that one of the concerns the School Board has with the Middle School is the unsafe traffic for drop off and pick up for parents, walkers and buses and asked in the past if the School Board came to this committee for help in fixing this.

Steve Parkinson responded that we have worked with the schools in effectuating changes in traffic flow, access to schools of pickups and drop offs.

The Chair thought this would be a good charge for the new sub-committee as well.

- (G) **Raleigh Way** - Raleigh Way Atlantic Heights Traffic Circulation Study and Raleigh Way Streetscape Improvement Project (Traffic Report attached) – David Moore of the City's Community Development Dept introduced JoAnn Fryer and Bob Lyford of CLD Engineers. David Moore gave a brief background of the projects undertaken at the Atlantic Heights Neighborhood relative to streetscape over the past several years including curbing, sidewalks, street trees, drainage, related water and sewer improvements as well.

JoAnn Fryer referred to the fairly comprehensive traffic report and pulled some details from it. The counts were performed in 2006 at each of the intersections, utilized traffic data collected from Meadowview Heights, now known as Atlantic Pointe. Another traffic count was done in November 2005 at peak times from 7-

9 a.m. and 4-6 p.m. Following the analysis of the data recommended developing in conjunction with City representatives including the Community Development Dept., Public Works, Fire and Police as the best one-way circulation pattern. A parking study was also done, parking counts on Raleigh Way, one early morning and one early evening and one Saturday at noon of vehicles parked on the street and in the driveways. Their assessment on Raleigh Way was 45 vehicles for on-street parking. The proposed one-way and two-way streets were looked at. The one-way alternative with the refined preliminary design parking no. is 50 vehicles on street parking spaces for the one-way and for the two-way were 33 vehicles, a significantly smaller number of vehicles being able to park on the two-way. The one-way was recommended because it provided an adequate amount of on-street parking.

Debbie Finnigan reported, in terms of traffic pattern, both one-way and two-way were safe in terms of traffic traveling along the streets.

JoAnn Fryer stated yes, both alternatives are safe.

Ted Gray asked if this represents what the residents mostly recommended or wanted to see.

JoAnn Fryer responded they were based on the engineering design and the general comment they heard from the neighborhood were supportive of the one-way alternative.

Ted Gray asked if the neighborhood wanted that direction?

David Moore responded there were comments such as where is my house and what will the route look like and either way it does not make a difference. It will be a longer route either when exiting or entering.

The Chair stated the neighborhood was very active in this process.

Steve Parkinson referred to one of the issues of putting the curbing in was their the concern of the turning radius for people getting out of their driveways, being able to back out and pull in that the parking stalls will be marked as it is such a crucial component for the functionality of this to work. Want to eliminate call the Police Department that someone is blocking my driveway.

David Moore thanked Debbie Finnigan and Steve Parkinson of Public Works, Deputy Police Chief DiSesa and Asst. Fire Chief Achilles for their help in getting to this point.

MOTION made by Ted Gray to accept the recommendations that CLD Engineers prepared for implementation. Seconded by John Connors. Motion passed.

The Chair asked David Moore to prepare a letter to go to the Neighborhood Committee advising them of our actions and follow-up so they are aware of the public hearings.

David Moore stated they are aware of this meeting and also funding for these projects are for the next construction season and have been advised by the Planning Department to hold off requesting the actual Ordinance changes closer to construction, but the acceptance of the plan will allow us to prepare the construction documents and will be awhile before requesting the actual Ordinance changes.

The Chair will speak with the Legal Department as the process is that once the minutes are accepted it then goes to the Legal Department to write the Ordinance.

V. OLD BUSINESS:

- (A) **Same or Similar Street Names** – Possibility of Name Changes – Referred to Planning Board, report back – Debbie Finnigan reported a list of 40 similar sounding names and 5 were picked.

Deputy Chief DiSesa reported the joint memo now in the works from the Fire and Police Chiefs naming 5 streets to start this process are the more crucial streets where there have been emergency vehicles sent to the wrong address as it was heard wrong due to similar sounding names. The memo is being sent to the City Manager who will refer it to the City Council for action to revert back to the Planning Board. There are between 36-40 similar sounding streets that could cause confusion.

The Chair requested a report back at a later date.

- (B) **Osprey Landing** – No Parking Signage - Report back – Debbie Finnigan reported there are no corners on the other side of Shearwater so we can put up “No Parking” signs not “No Parking Here to Corner” signs”, but would need an Ordinance change and would have to go to Council to put them up. We can either change the Motion not put them up or change the motion to add no parking there, which needs to go to City Council. Debbie Finnigan is coming back to the committee to ask what is your pleasure and in her opinion it would be fine not to have them.

MOTION made by Steve Parkinson to table this until Debbie Finnigan comes back with a map. Seconded by Ted Gray. Motion passed.

- (C) **Barberry Ln/Islington St.** - Request for Replacement of Stop Sign – Report back (Drawing attached) – Debbie Finnigan reported there is a stop sign on the island and suggested putting a stop bar and a double yellow line and “Do Not Enter” signs on either side and a “Keep Right” sign to keep vehicles from traveling to the left side of the island as there is no sight distance there.

MOTION made by Steve Parkinson to table for a report back. Seconded by Eric Spear. Motion passed.

- (D) **Springbrook Condominiums – Rte.1/Shaw’s Plaza** – Request for additional signage – Debbie Finnigan reported that the 20 MPH signs were taken down near Greenleaf Ave. and the hospital signs on Rte. 33 westbound have been put up and the “Yield to Vehicles” coming out of Shaw’s on Rte. 1 has been done.

MOTION made by Steve Parkinson to accept the report. Seconded by Ted Gray. Motion passed.

- (E) **Richard Ave./Middle St./Austin St.** – Intersection Improvements (Drawings attached) – Debbie Finnigan referred to the turning templates that she put on the drawings and stated that we would be causing a larger conflict than there is now in terms of someone waiting to get out of Richards Ave. onto Middle St.. Recommended to leave it as it is.

MOTION made by Ted Gray to place on file. Seconded by Steve Parkinson. Motion passed.

- (F) **Marcy/Mechanic Streets** – No Parking at Wheelchair Ramp - Police Department Referral (e-mail dated 1/22/07 attached) – Debbie Finnigan reported that she went there and it is a non issue at this point.

MOTION made by Ted Gray to place on file. Seconded by Asst. Chief Achilles. Motion passed.

- (G) **235 Commerce Way** – Hotel Driveway Change – (Site plan attached) –Joe Persechino of Appledore Engineering explained the proposed changes to the application of the office building. The driveway was changed moving it down further, the center line is 160 ft between the two driveways and to the intersection of Commerce Way and Portsmouth Boulevard is a little under 300 ft.

MOTION made by Steve Parkinson to accept the changes as presented. Seconded by Christina Westfall. Motion passed.

- (H) **Woodbury Ave/Durgin Lane – Christmas Tree Shop/Bed, Bath & Beyond** – (Traffic Report attached) – Gregg Mikolaites from Appledore Engineering and Jim Winn, Traffic Engineer, GPI were present. Mr. Mikolaites referred to the proposed plans of demolishing the old Home Depot and replace with Christmas Tree Shop, Bed Bath & Beyond and an unknown general retailer at this time. We have done extensive re-design of the site. If you recall diagonal there was diagonal parking, we basically started over within the existing footprint. We reduced the pavement over an acre and actually increased the parking by about 20 spaces by reducing the pavement in acreage, and have actually added some buffers along the highway and made it a conventional parking facility. The connector road that's under construction to the new Home Depot, Durgin Lane and then the connection to Saturn Dealership up to Gosling so the proposal as you see here is basic reconstruction of everything you see in this location. We are also cleaning up traffic and circulation, there are a couple of curb cuts (referred to plan) which is coming in making this one-way in/one-way out and come back in here (plan)if this lot is full through here we have taken out this and also closed up a couple of curb cuts here. We have taken out that diagonal way to the Hampton Inn. We have incorporated gardens and a lot of best management practices at this facility. Mr. Mikolaites knows there has been a lot of discussion about traffic and turned discussion over to Jim Winn and would be happy to go back over anything site specific. This is just another overview we have prepared to show you the new project in relationship to the other parcel and that connector road and Brady Dr. to give you a sense of scale and what that area looks like.

Jim Winn, Traffic Engineer with Greenman-Pedersen felt it would be helpful to go over the site layout before getting to traffic and what we looked at. Part of the traffic study really focused on offsite locations, again as Gregg mentioned this location (referring to the drawing) a bigger scale of the area, this is the project site, this is the previously approved Home Depot under construction, Brady Drive, Woodbury Ave., Gosling Road and Durgin Lane. As part of the traffic study focused on primarily the access points as well as the intersection on Woodbury Ave. We focused on the driveway through the connection to the Home Depot as Home Depot has a proposed connection which will connect this

site through the road shown to Brady Drive. Part of traffic study, if you looked at that location, looked at Woodbury, Brady Drive, Woodbury, Durgin. We also looked at the connector road going to the Saturn Dealership, a connector road going out to Gosling Road. What Mr. Winn really wants to focus on today is that we've been in front of TAC twice, TAC had quite a few comments, we have collected additional information even from the information that I provided to this Committee, and would like to take the time to go through some of that additional information and how we are addressing some of the comments that came up.

At the first TAC meeting December 5th, quickly went through some of the comments and will be more than happy to answer any questions regarding the traffic study. One of the questions that came up was basically off site signing particularly with the connecting roads. One of the concerns is that people may not be able to find or know where these connection roads are. What we came up with and actually came up recently, is to provide directional signs, being that that there isn't sight frontage along Gosling Road or Brady Drive or Woodbury, the signs would have to be within the City right-of-way. What we came up with is the concept of general shopping area signs, Durgin Lane shopping areas, these are locations we are proposing: Basically coming off the highway coming onto Arthur Brady to have the descriptions of "you can take the next two lefts" giving directions to the access roads. Again coming off from Woodbury, again a sign saying "you can get to Woodbury shopping areas via the next three driveways so on and so forth. Coming up Gosling again, shopping area next right, just giving drivers a sense and an option of what driveways can be used to get to the shopping areas and again this is our first stab at coming up with signs but we feel these types of signs or some reiteration of these signs will be helpful for drivers in the Durgin lane shopping area to know how to get to stores or to find alternative routes to the stores. Again, if someone was coming up Woodbury and there was congestion along Woodbury and saw that you can get to the shopping areas three different ways, if they see congestion they maybe inclined to find one of the less busy routes in using the connector road or through Commerce Way opposite Commerce next to Ruby Tuesday going through Durgin Lane.

A comment came up about the traffic maintenance plan basically through construction to make sure that the existing hotel (referred to plan) just to make sure during construction that access to that facility can be maintained. In the plans as part of the construction this will be provided such that access will also be provided to the hotel even through construction.

It was a concern and seemed to be a pretty big concern of operation along Durgin Lane and referred to a plan showing Woodbury Ave at Durgin Lane intersection that aren't really the same direction but the site in the corner currently coming up Woodbury towards the site there is a median in the middle of the road which is pretty narrow (pointed to area on pan) a driveway at Circuit City driveway into the Shaw's Plaza. The concern was that the traffic and apparently happens, if someone wants to make a left and the cuing extends beyond that, that this potentially backs into the signal. What they have provided or proposing at this location of the corridor is to do a little bit of widening, a little bit of restriping to develop an exclusive left hand turn here (pointing to plan) so that if someone wants to make a left into that first driveway there is room that they pull themselves out of the through traffic and the car can continue through and not back up into the signal. What this also does is give an option if there are a couple of cars waiting for that left, someone might say, "its easier I'll just use the second

driveway as well”, so there’s two benefits of this improvement and that’s what we propose as part of this project. You can see in addition to these we will be doing a little bit of widening on this side of Durgin Lane (pointing to Plan) toward the Shaw’s Plaza to again provide exclusive left turn lanes into both these driveways, again pulling that left turning traffic out of the through traffic.

The next comments we got and again this at the December 5th meeting was to consider emergency preemption. Currently there is no emergency preemption at this location for emergency and basically the emergency vehicle goes through to be able to put on the transponder and make that approach turn green. As part of this project with these changes the proponent has agreed to install that emergency preemption at this location. There are older cabinets out there for signal controller so as part of the project the proponent has also agreed to update that cabinet, upgrade the controller to be able to provide that emergency preemption equipment. So that’s the additional proposal at this location. This is more to improve operation, those improvement are more to improve safety at that location.

In our original traffic study the trip generation being the Christmas Tree Shop, Bed Bath & Beyond and a third retailer which the actual tenant is not known, we looked at using ITE Trip Generation Land Use Code 820 general shopping center, it was presented at the first meeting, we thought that this might be conservative giving that the Christmas Tree Shop (CTS) is probably a higher generator than Bed Bath & Beyond (BB&B) and what the third tenant was. We did obtain transaction data trying to justify what we expected the generation for these types of uses. The problem was that there is not, most CTS are in a shopping plaza, a lot of the ones around are like the one in Salem is next to other retailers, so we tried to use that transaction data to get specific generation for the CTS alone, but I know that was a concern, I know through Traffic there was a concern, how does that correlate, what is the actual generation for these types of stores? So what we did last Saturday, being the busier time period, as part of our traffic study we looked at the weekday p.m. and Saturday mid-day peak hours. Saturday is critical both out on Woodbury and in terms of generation wise, so we did to comparative traffic counts last Saturday. The two sites we looked at were Staten Island, NY the reason we looked at this one was because of the makeup of the site, it includes a 55,000 sq.ft. CTS, 50,000 sq.ft. BB&B and a 6600 sq.ft. Applebee’s. Again, it’s not exactly what is proposed at this location but is most similar to what we are proposing here. The second location we looked at was So. Portland, 1. being that it is fairly closest to this site and the other is that it is actually one of the busiest stores, actually second in terms of transaction data and actually the second busiest CTS by only 1%, so we included that being closest to the site plus it is ultimately one of the busiest stores.

Gregg Mikolaites: The traffic count data I just broke down that data and I do have some information if it’s ok with Jim for me to hand it out now. I do apologize for last minute information. We may be one short, I can give my copy. Actually what we found from the two sites and this is in the attachments, the actual breakdown, but basically what we found is that the count that we did at the Staten Island site, was slightly less than what we counted at the existing Home Depot facility. As part of the Home Depot traffic study we actually did traffic counts at the site driveway so we knew exactly what that store generated. In comparing the numbers that we got for Staten Island to what we counted at Home

Depot was actually slightly less. In comparison to the Portland site, it ended up being when you take into consideration pass by, shared use trips it is about 130 cars more during that Saturday peak hour than the existing generation of Home Depot. In total trips we over estimated in our traffic study which we thought by about 30%, so the actual generation from that So. Portland store was about 30%.

Debbie Finnigan asked one question for clarification. That's only for CTS, it doesn't include BB&B, that 30% less is just for CTS or all three locations?

Mr. Winn responded from the sites that we counted, so actually I didn't explain what the So. Portland store included. In the So. Portland shopping center, it includes a Petco and a Michael's, so it's a three retail, not exactly the three uses as here, but it has a CTS which we anticipate being the largest generator of traffic and the two other retail components with it, so that number that's in here is for that total site, not just the CTS but the site that we counted because it is very difficult where you have uses next to each other really separate them so that was the goal in trying to get this comparative as five locations where it would be beneficial and kind of really make that total site comparison to what we are proposing in Portsmouth.

Gregg Mikolaites: One thing I don't know if you are aware, CTS, I think it's 16 or 17 times a year, do a big promotional push they do adds, commercials and last weekend was one of those 17 times where they send out circulars, advertise on TV for CTS.

The Chair asked when you were picking the stores did you take into account people that come in by the bus loads?

Mr. Winn responded the count was total trips for the generation purposes, it was just how many vehicles come in and how vehicles go out, so a bus coming in would be one.

The Chair stated that would increase the sales.

Mr. Winn responded that he thought that was one of the concerns of TAC was that being transaction data is not necessarily related to actual counts which is why we went out to get actual count data to make sure we had a good hold on what the trip generation would be not necessarily the transaction data.

Gregg Mikolaites stated Jim, the other thing you want to mention is that the CTS because of the CTS marketing this is a what 36-40,000 (interrupted by next speaker)

Jim Winn stated yes, I was going to get into that, in looking at, and we do have the transaction data, in looking at the transaction data, a lot of times what you try to do in normalizing trip generation data and you can do that with transaction it correlates with generation, it may not be exactly the same in terms of numbers but you can say, all right this is busier, this is not as busy, with that we found that the time period that we counted in So. Portland store normalize that's an average CTS about 36% higher.

Gregg said, I'm saying the square footage of the CTS is smaller than the Staten Island one. 36,000 sq.ft, that was the biggest thing at TAC. CTS does do their marketing and they are not putting in a 55,000 sq.ft. store, that's what I'm trying to say. The total size of the Plaza in Staten Island was approximately the same size as this one but because there really two big components in the restaurant but the CTS component at Staten Island is a lot bigger than what's being proposed here. We strictly looked at it as you know that's what the CTS generated and applied it here, but yes, that's a great point that the Staten Island store is a lot bigger than the CTS that we propose at this location.

The next comment was the consideration of an open year, the traffic study had 2007, again when we first did traffic study being optimistic that it be open by the end of this year, but we have revised a numbers in our first response and comments which I think was submitted to this Committee that projected out an extra year to makeup up the 2007 opening year. There was request for backup data for the 1.5% annual growth rate as part of the traffic study. The Standard is that you look at it open year plus 10 years in that review the average growth rate is 1.5% and the questions came up why we came up with that 1.5%. We used other studies to look at of what they used, but to justify that we actually looked at previous counts that were done in 1991 so five years earlier than when we did our counts and traffic growth on Woodbury was grew slightly I think it was 1 or 2% over the whole five years, 1.5% per year for 10 years, so again that 1.5% growth rate for ten years is pretty conservative that we used in our traffic study.

Deputy Chief DiSesa asked where the Staten Island store fit as far as generating transaction sales from the other stores in the northeast?

Mr. Winn stated he had that data and can look it up.

Deputy Chief DiSesa stated he came from New York and Staten Island is an island and stated while there might be 2 million people living there, the fact is he doubted that people are going to take the Ferry to go to Staten Island, or maybe they will, I don't have that data, but I'm finding that it is showing less generation and curious to where Staten Island store fell.

Mr. Winn will find that out.

Debbie Finnigan stated she had that comment too, she was trying to figure out if you're going to an island you're probably going to take the bus or ferry as opposed to get in your car.

Mr. Winn stated let me just put it all in context. We went before TAC last Tuesday we provided transactional data for all the stores, that was actual people going in at the first TAC.

Debbie Finnigan stated my question to you would be you pick two stores and there are a lot of stores (interruption) can I finish please, (go ahead) there are a lot of stores that are probably rejected so my question to you is why were they rejected and my next question would be, where are those stores located with regards to the streetscape of the thing and I don't know that. I know So. Portland because I lived there, so I can kind of understand that. Staten Island to me seems a little sketchy.

Mr. Mikolaites stated what it was we had a conference call with everybody and their brother Thursday afternoon to figure out what traffic data we were going to get over the weekend to be able to come to this meeting this morning. The two similar facilities in their chain were so. Portland and Staten Island, that's it we were trying to get something that was on the order of magnitude of 113,000 sq.ft. with a couple of adjacent retail, we didn't want to go down to the Cape and get a stand alone store, you know what I mean, we didn't want to go into as Jim mentioned, trust me, we spent hours on the phone, we went through every single one of their stores to try and figure out what the similar set up was to this. Salem wasn't going to work, that's a Rockingham Mall down there, so.

Debbie Finnigan asked about Williston Vermont?

Mr. Mikolaites stated I don't know, Vermont didn't come up. One, we tried to stay as close as possible, I think. We know people know So. Portland, we talked about maybe, we talked about Lynnfield, Lynnfield wasn't big enough, so we were trying to get something that you folks are familiar with in the area. Staten Island came out of nowhere, they didn't do the traffic counts, we found a traffic engineer down in New York to do those over the weekend. Then the concern was that it was one of the promotional weekends that we're going to go backwards, the traffic will be so high because they were, if you looked actually, it was funny, after they told us that Thursday, all weekend long you all could see was the promotions for CTS over this past weekend so, I mean you have two sets of data, you know first transactional, actual customers from every single store in the chain we submitted, that wasn't good enough for the TAC, so they said go out and get real data, so now we went out and get real data, and it keeps getting less so, anyway.

It is important for you folks to know the background isn't wrong. Staten Island was a jump because that was one that we could count that was closest with the CTS, BB&B, you can isolate it from other uses.

The Chair was to put something on the table so you guys can understand where we're coming from. We have, you live here, you know the area.

Mr. Winn: Right

The Chair, This area especially during the holidays is ridiculous with traffic, it's ridiculous. To add this store, and trust me, my wife is telling me, if I don't get this thing through, I'm in trouble, but that's another subject.

Deputy Chief DiSesa stated "mine too".

The Chair, Ok we're on record for that one. However, if we, for what our charge is to the City, if we don't do something to help and really alleviate some of these traffic issues that are out there, to be honest with you, I really don't care about Portland ME, I really don't care about Staten Island, NY, I care about Portsmouth NH.

Mr. Winn, I'm with you, ok.

The Chair - So personally, just from personal experience of this business, we know, you can do all the traffic counts you want and I've been in this town and doing these projects as you are aware long enough to know traffic counts only

comes down to the success of a business. OK, we've done work out at Southgate Plaza putting in new businesses out there, we did all the traffic counts, nobody went there, that was a different issue. When Shaw's Plaza was first put in and I was on the Planning Board at the time, when we put in the Shaw's Plaza and Durgin Road, that Plaza has been much more successful than what was anticipated at its time. What we're going to be looking for in order for this program to really move forward, is not only work that's going to have to be done to Durgin Lane, that goes without saying, we are going to need I know from the safety side, not just a transponder at that one light but that whole way, because God forbid, if there's an incident they're going to have to clear the traffic to get through, especially since there's a Fire Dept. down at the other end trying to get through the other way. Getting into this site is one issue, it's pretty easy to get in, it's getting out because you can't get there from here. You can't get South 95 easily without trying to find some way and most of that is going to come onto Maplewood. These are the concerns, so we can talk about Staten Island, you can talk about Portland, honestly, I'm not buying it.

Mr. Winn stated I know but I have to put in context Mr. Chairman and I appreciate everything you are saying and I agree with everything you're saying, but we started with the standard ITE traffic generation, ok, that's where we started, so round one was this is what we're doing, we actually have a 16,000 sq.ft. decrease, ok from what's out there today to the Home Depot to what we're building is 1600 ft less. So the starting point was this is ITE generated, this is the delta difference between the Home Depot because we have counts of Home Depot in, no, ok the first go round we don't believe ITE, ok.

Debbie Finnigan stated I don't think that was said just to be clear, I think the clarification was that I had said that a standard mall that does not include CTS would apply, make sense, I never said that I did not believe ITE. With use of a CTS, I did say that, so please let's clarify that.

Mr. Winn, OK, so we started with, (interrupted by next speaker)

The Chair stated another thing to consider is Home Depot isn't going away, their getting bigger and moving over one block.

Mr. Winn, but the Home Depot,(interrupted by next speaker)

Debbie Finnigan stated that traffic was included.

Mr. Mikolaites, The Home Depot that traffic study was approved with contemplated re-use of the total square footage. When CTS was first talking to Home Depot about purchasing this property, they were going to use the whole building. When they went out and did the evaluation it was just the building was garbage and quite frankly it was cheaper just to tear it down and re-use it. Then they made it, modernized it to reduce it by 13,000 sq.ft. So we started with the ITE trip generation and the concern from everybody, we all know that CTS , no secret how they will generate a lot of traffic, ok we need to know CTS, want to see that component of it, that, 40,000 sq.ft. that component, that's when we get all the transaction data, the actual cash registers for, was it for a whole year?

Gregg Mikolaites replied one whole year, every store in their chain, so then we, you know, that the people coming in and coming out, so that's the stuff we used in the second time data, still met with resistance, now we don't believe there's going to be more traffic than that. Now this was last Tuesday at 5 pm whenever we left TAC. As I told you on Thursday we were on the conference call with everybody and their brother from New Jersey, all over the place, we need to do traffic counts this weekend, the City of Portsmouth is not going to accept transaction data, not going to accept ITE data, what's two similar stores, so.

Debbie Finnigan and I want to add to that we asked for actual counts in December.

Mr. Winn, we're not trying to offend you by saying Staten Island, but those are the two that we could think that were similar to this facility and that's all I can tell you, I'm telling you nothing but the truth.

The Chair - I understand.

Mr. Winn we did the transactions data on Saturday, he was compiling numbers yesterday afternoon at 4 p.m. and here we are.

Debbie Finnigan stated two things: The first thing is the first TAC meeting we had I did ask for real counts and it was stated, real counts, not transaction data and that was not received at TAC so right now, just so that's on the table, that's something I asked for awhile ago.

Mr. Winn, December 5th.

Debbie Finnigan so now we are here with new data that we haven't looked at and you're telling me what it is, I haven't looked at the report.

The second thing is when we did do Home Depot they did include the existing counts at Home Depot within the study, and we as a Committee and TAC asked for that roadway but we didn't ask for any other mitigation. My concern is now that we are getting very little mitigation for a store that really should be helping us out here because we allowed that road to go in without asking for anything else, when we really should have. So I'm feeling like we're getting a lot of resistance to getting information and getting mitigation.

Mr. Winn, and no I don't want you to feel that way, I mean we, I did the permit for Home Depot, that was a collaborative effort with Planning and staff and everything, you wanted that connector road, that connector road went in, it's in, I mean, that (interrupted by next speaker)

Debbie Finnigan after several months of discussion.

Mr. Winn well it did, and that was another whole story.

The Chair, everything's a give and take.

Mr. Winn and that is a good benefit, that is a mitigation measure in itself. But that actually helped alleviate some of the traffic from this facility at the end of the day.

Debbie Finnigan to get to it, my concern is when you (interrupted by next speaker)

The Chair, let him finish.

Mr. Winn I'm saying that re-use of this facility actually, I mean that connector road not only benefited the Home Depot project, it's now benefiting this project. So there was some mitigation that Home Depot actually paid for for CTS by adding that connector road. It does help, there's no doubt about it that connector road is going to help to locals and keep people off Woodbury Avenue there's no doubt about it. The mitigation that Jim is talking about is cleaning up Durgin Lane is getting that traffic off of Woodbury to try and get them in there in some stacking lanes, right now they don't, as soon as they stop at that first lane, that first left, that's just backing everything up right through the intersection, we all know that.

The Chair: Did you have another comment Deb? She said no, let others comment.

Steve Parkinson gave a history of that corridor that dates back quite a ways. Back when it was a two lane road, it was farmland. Gosling Meadows on Gosling Road, that was about it, Newington Mall didn't exist. The ensuing years the Fox Run Mall was under construction, Woodbury Ave was still two lane road and it just started growing and growing. We know what it is today, it is one of the busiest corridors in the City, I would submit busier than Rte. 1 by far and because of that has many issues. When Home Depot came in the negotiations that took place on that, I would agree with Deb that we left some things on the table to get the connector road, but we also knew that this parcel was going to develop. In this corridor, this particular intersection is the worst one we have. I wouldn't say the others are perfect, but they function, they operate to a better degree than this one because they're not as intense as this one. We have severe backups from this intersection back toward Gosling, that needs to be corrected. This particular development and you can give me the transaction data and give me all this, I will submit to you that because this store is going to be located in Portsmouth on this corridor, serviced by 95, 16 in tax free NH will probably be a heavily utilized store than So. Portland because of that tax free status. Typically what your selling in these facilities is taxed in other states, so we are going to be drawing from, and I believe the closest store is Salem NH, so this store is going to be drawing from a large geographic area from not only the state of New Hampshire, but Massachusetts and Maine. I know that you are aware of what our desire for a right turn lane from Woodbury to Durgin, in my mind that is imperative. That is part parcel to the large backup that we have in that stretch from this intersection back towards Gosling because you don't have that same situation as you progress through the corridor. Paint, a little pavement on Durgin Lane, is great, but it doesn't cure the problem. I'm not saying the right lane will cure everything because the volume of traffic is going to continue and that particular leg I will guarantee you will fail even further because the majority of traffic is going to be coming in that direction. People coming 95 and not going to know to get off the circle to go off the circle to go up Spaulding, Spur Road to

get off by the Ford dealership. They are going to be coming north take exit 4 go up to Gosling and end up at the store. We can have all the connection roads and when people learn what they are, the locals will learn and when people come here the first time and figure out where it is they will use them then. This segment is going to be heavily utilized and going to break down to the degree that it's not going to affect just Portsmouth, it's going to affect Newington and Gosling Road.

The Chair followed up by stating that as you were saying the other thing that takes into effect and the reason most people are going to use this intersection is because a lot of people use Map quest and the different things in their car and that's how they are going to send them, they're not going to tell them the easy way, they're going to tell them the most direct route and that is definitely something to consider. Before we continue off on this discussion, I would really like to get through your presentation.

Gregg Mikolaites -What I was hoping you could focus on Jim is where your trip distribution, where do you expect the traffic to come from and then talk about the level of service at those intersections with and without that right turn lane.

Jim Winn - Sure, actually before I get to that I can respond a little bit to those questions again and try to resolve some of those issues and then I'll go back into the presentation but the idea of

The Chair stated before you continue, I know normally our Traffic & Safety meetings we're usually out of here in 10-15 minutes. We are running now into 10 a.m. and I know people have work schedules and if there's anyone that has to step out for anything else, I think now would be a good time and most likely this is going to get tabled, I'm going to ask it to be tabled anyway in light of the information we received today. This isn't going to be the only shot at it.

Gregg Mikolaites, Ok that's fair.

The Chair asked how the Committee felt, do you feel that you want to table it at this time to continue and that we have a chance to read through the new information.

MOTION made by Steve Parkinson to table. Seconded by Christina Westfall. Motion passed.

Gregg Mikolaites stated I was just going to say if there is any more comments from this Committee

The Chair stated this is normally how I like to do the process to see if anyone has any major concerns that you want them to look back at.

Asst. Fire Chief Achilles - I looked in the comment section for preemption and it goes along with all the discussion. I thought when this was discussed and I apologize if it wasn't clear, but I don't think that Durgin Lane, Woodbury intersection is the only one that has to be preempted because as you created signage to go in different ways, if we give a green light to fire trucks and ambulances heading on Woodbury and no other light is effected, basically we'd

have to cue traffic anyway, so I thought that the discussion point that I brought up was to include how those intersections related that I would like to see them, I don't think you can do anything with Gosling, but your Durgin Lane at Ruby Tuesday's set of lights basically your lighting, you light intersections to Maplewood and Woodbury and might even have to include that, because if you cue, if we get one green light preempt one light you stuck everybody else, especially where we are going to have access points, so I thought I had mentioned that it was more than that one intersection and that's something that we would from a safety standpoint, because that's a critical access route in the City for emergency vehicles.

Gregg Mikolaites: Is Public Service going to do Gosling Road one?

The chair stated he was just going to ask who would handle the Gosling Road one, because I think that intersection is, if you're coming off of is Station 3.

Asst. Fire Chief Achilles stated Gosling Road, I think because of the improvements made on the street from another project I wasn't sure where and Steve might know how that was affected.

Gregg Mikolaites asked who in the City could Jim Winn talk to about, is it Deb or Steve, like the corridor, is there any intersection that Public Service?

The Chair stated it would be through Ms. Finnigan because she is the Traffic Engineer.

Asst. Fire Chief Achilles identified the preemption throughout the City and this is one of the critical routes that need to be, along with Route 1 that we are working on this is a critical route so maybe it's important that we start from Gosling to Maplewood and Woodbury to see how they interact with each other and I don't think, I'm almost positive there's no preemption at Gosling.

Debbie Finnigan stated I'm pretty sure you're right.

Asst. Fire Chief Achilles - I know that as we work with the Police this is going to be the same thing as they investigate preemption, it's going to be a biggie.

The Chair stated that during some of the times as your business go, you get police detail out there for the special events, I would like to be able to know that those types of communications if those happen in other stores, instead of having to get in a police detail that we know, these types of events do exist and those should be part of this study as well. You understand what I'm saying.

Debbie Finnigan stated the only other point she would make is when the signage, I think I was less concerned about how we get them there as to all those people coming off that site because if you're going to Rte. 95 pretty much how you're going to get those people, they are going to come right down Woodbury Ave. Because it's the most convenient.

The Chair stated that is where Map quest is going to send them basically.

Debbie Finnigan stated and she talked to gentlemen at TAC and they have that same concern, we don't want them going down Woodbury Ave. and things like that, that is my bigger concern.

The Chair referred to the four signs on the map, as great an idea is we have so many signs in the City we are actually trying to reduce the numbers. Asked Lucy Tillman if she could look into how the signage area might work or whoever in your Department you want to delegate to really, if there is going to be signs it's only in areas that truly need it so we don't have an abundance.

Debbie Finnigan though TAC had asked for that, to look at that, so that's why they did it.

Gregg Mikolaites stated he knew some members left but did want to add, in the discussion about right turn lane it is presented in here and we did get some additional sight plans, it's all in this additional information.

The Chair stated the other one is coming out of Circuit City as people come up that little hill, if they either try to cross that or to take a left out of there, they have an issue too and I don't know if Circuit City, I honestly don't remember if that was part of this project and leased or sold, I don't remember but to be able to look at that too because they're going to pretty much get blocked in there. So just to put out there as well.

The Chair stated this is a lot of our concerns and asked if anyone had something and again this is without prejudice, but it is a big project.

The Chair thanked Gregg Mikolaites and Jim Winn and will see them next month and will continue.

The next meeting is the second Thursday of the month at 8 a.m. in Council Chambers.

If you have concerns anything you can get to us in advance of the meeting, you can send to the Department of Public Works to Deb's attention, so we can have an opportunity to get some of the answers to your questions in advance, it may help the process and help you as well.

Dave Palumbo, Echo Avenue was present and stated we are going to have a big problem with the access road.

VI. ADJOURNMENT: Adjourned at approx. 10:00 a.m.

Respectfully submitted

Elaine E. Boucas, Secretary