

MEETING NOTES



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PROJECT: Plaistow Main Street (NH 121A)
Traffic Calming & Safety Improvements
NHDOT Project No. 40641
Hoyle, Tanner No. 092593.04

DATE OF MEETING: July 29, 2020, 1:00 pm

LOCATION: Video Conference - Zoom

ATTENDEES:

D. Voss, Town of Plaistow	T. Moore, Town of Plaistow
D. Garlington, Town of Plaistow	F. Hart, Town of Plaistow
J. Cashell, Town of Plaistow	C. Knutsen, Town of Plaistow
J. Kiszka, Town of Plaistow	G. Forbes, Underwood Eng.
D. Walker, RPC	S. Bogle, RPC
M. Baldwin, NHDOT	C. Burns, NHDOT
S. Haas, Hoyle, Tanner	J. Sparkowich, Hoyle, Tanner

SUBJECT: 40641 Plaistow Public Officials Kickoff Meeting

PREPARED BY: S. Haas - Hoyle, Tanner

Distribution: All attendees

Main Street (NH 121A) is the primary route through the center of Plaistow Village and provides access to the majority of the east side of the town. This minor arterial roadway, with a 30-mph posted speed, accommodates 9,500 vehicles per day (2019 AADT). The community is concerned with the safety of motorized and non-motorized users of the corridor, as its wide shoulders and proximity to NH 125 have allowed an increase in travel speeds and cut through traffic. The goal of this project is to make roadway traffic calming and safety improvements along the section of Main Street (0.75 miles), from the Plaistow Public Library (near Pollard Street) to the railroad crossing at Duston Ave.

The goal of this meeting was to kickoff the project with the public officials, as well as the Rockingham Planning Commission, and solicit known concerns as well as desired improvements. C. Burns began the meeting by introducing the project and team members. S. Haas then provided an overview of the project history, the anticipated project area, existing conditions and available data, and then opened the meeting up for discussion. Project schedule and next steps were reviewed at the end of the meeting. Specific topics discussed and action items with follow up responsibility, as required, are provided below:

1. D. Garlington noted that mid-block crosswalk at Main St and Westville Rd had not been reestablished after the recent pavement overlay. J. Kiszka noted that he never saw the purpose of this crosswalk, but added that the school bus does stop on the east side. J. Cashell added that he is not a fan of "crosswalks to nowhere" (sidewalk is only present on the west side of the road, not on the east).
2. T. Moore called for sidewalks along both sides of Main St within the project area, but noted he had not put much thought into bike lanes.

3. J. Cashell noted that narrowing the travel lanes of Main St would be great and added that since it is a bike route, he would like to see bike lanes included. M. Baldwin explained that the Town would be required to maintain bicycle markings and signage. It is understood that a vote of the Select Board would be required to approve the Town's participation. F. Hart noted that encouragement of bike usage could lower car drop off at the Pollard School.
4. J. Kiszka noted that he is not in favor of permanent speed bumps, but wondered if plastic removal ones chained to the side of the roadway could be utilized?
5. D. Garlington noted that winter maintenance is the responsibility of the Town.
6. D. Garlington noted that portions of the roadway within the project limits are not centered within the existing right-of-way and that it shifts throughout the corridor. J. Kiszka added that in some areas, the pavement already infringes on private property.
7. M. Baldwin explained that the project's goal will be to install measures that make it uncomfortable to speed on Main St, which would discourage the use for heavy vehicle cut-through traffic. She asked if the Town had any success with traffic calming measures in other locations? J. Kiszka added that he had not seen any reductions in speed since installation of the Safe Routes to School (SRTS) improvements, which included minimum traffic calming components. J. Cashell agreed that the Town's desire is to divert and slow traffic; not promote usage of the roadway. D. Voss noted that the Town had not had any complaints with the RRFB at Pollard School and felt it would be good for the Library crosswalk.
8. J. Cashell noted that he has seen lots of Towns using stop signs to calm traffic and that he does not like the use of speed bumps. S. Haas explained that stop signs are not intended to be used as traffic calming devices, unless they warranted based on traffic volumes, crash data, and other factors as outlined in the Manual on Uniform Traffic Control Devices (MUTCD).
9. S. Bogle requested that a door zone buffer be provided if bike lanes are proposed next to on-street parking. He also feels that narrowing of the travel lanes to 10'-10.5' would help slow traffic.
10. J. Kiszka is concerned with the utility pole infringements into the sidewalk pavement. It was also noted that the infringement created issues with maintaining the sidewalks. M. Baldwin indicated that the Department will review these concerns as part of the project and determine what the appropriate solution is.
11. S. Haas asked where the Town believes on-street parking is being used or is desired? J. Cashell noted that the only daily on-street parking that he is aware of is in front of Town Hall. D. Voss added that during services, the funeral home uses on-street parking on both sides adjacent to it. She did not feel there was a need for parking south of the funeral home. J. Kiszka noted that cars will park wherever they need to if not enough is provided. D. Voss added that that may include side streets. Dee also added that large events use the school and church for parking.
12. T. Moore would like to see sidewalks on both sides throughout the project area, the crosswalk moved to the southside of the library drive, a connection to the library's onsite sidewalk, and gateway improvements at the library. When M. Baldwin asked why the library driveway corner radii are so large, it was suggested that it might be a result of sight line issues.
13. M. Baldwin asked if driveway access widths could be reduced (i.e. the market on the corner of Westville)? The Town was not sure what could be done here but agree that it is a concern. F. Hart asked if parallel parking would be a possibility?

14. D. Voss asked if a 3-way stop at Westville Rd could be proposed. J. Cashell added that he feels Westville Rd should be a traffic signal. D. Garlington noted that ROW at Westville Rd is an issue and that prior improvements were abandoned due to lack of ROW.
15. D. Voss asked if the excessive roadway crown in some locations could be removed as part of the project. S. Haas and M. Baldwin noted that this effort would be dependent on whether the project would include paving improvements or could be paired with other State resurfacing efforts. D. Garlington noted that drainage in this section of the corridor may not accommodate adjustments to the roadway crown. **Action Item: Hoyle, Tanner – Review roadway cross slopes throughout the corridor, once survey is received, and discuss potential improvements with NHDOT.**
16. J. Kiszka questioned why the speed limit is only 35 mph on NH 125. He noted that since it is so close to NH 121A, the slow speed encourages diversion. M. Baldwin will review with NHDOT to determine why the speed limit was set, but may not get much traction with a speed change. D. Bogle noted that NHDOT 40645 project will look to coordinate the new traffic signals on NH 125 with the older ones, which would aim to improve the operational efficiency of NH 125. **Action Item: NHDOT Highway Design – Coordinate with Traffic Bureau regarding NH 125 posted speed limit and potential to increase.**
17. S. Haas asked if the RPC had any traffic data that was not available from NHDOT? D. Walker noted that any traffic volumes have either been provided to NHDOT or are in old studies. They could also provide travel time data for the corridor, through the National Performance Management Research Data Set (NPMRDS).
18. D. Garlington asked if utilities will be surveyed as part of the project and noted that this should be a key goal of the project due to the time required for relocation.
19. J. Cashell noted that Main St from Witch Lane to NH 125 needs a sidewalk along the northbound side. If funds become available, it should be looked into as it is a tough area to walk.
20. T. Moore noted that there is an upcoming potable water project in the corridor that should be coordinated with the traffic calming project, as required. G. Forbes noted that there already is a water line in the area and that there will be some new services connections next year. M. Baldwin noted that NHDOT does have a moratorium on utility installation after paving, which should be considered, she will confirm the duration with the Department (subsequent to the meeting M. Baldwin confirmed there is a 7-year moratorium in the Department's Utility Accommodation Manual). Coordination of the projects proposed drainage with the future water line should also be considered, if possible. J. Kiszka noted there is a gas line running up the east side of the roadway.
21. S. Haas asked if the Town water had a storm water master plan identifying potential stormwater treatment locations? D. Voss and T. Moore noted there were no locations planned by the Town for future stormwater treatment construction. J. Kiszka added that there is no closed drainage along the east side of Main Street and that water runs down Mayray Ave into Seaver Brook. D. Voss added that a culvert upgrade at Pollard Rd may add flow to the Seaver Brook Crossing and she can provide the study for flow information. **Action Item: D. Voss – Provide culvert replacement hydraulic study.**
22. F. Hart would like to have conceptual alternatives presented to the Select Board prior to the public, perhaps in October to align with their "budget season". The Select Board meets every other week, but could make accommodations for other times as well. **Action Item: Hoyle, Tanner – Prepare broad high-level concepts for discussion with NHDOT and develop conceptual layouts for presentation to Select Board.**

23. T. Moore noted that improvements to the Main St/North Ave intersection in in the RPC long range plans. North Ave is state maintained.

24. Action Item: NHDOT Highway Design – Follow up on type of funding to be used for the project. Evaluate estimated current costs compared with costs anticipated in 2025.