

**Public Safety Committee
Meeting Minutes
September 16, 2020
6:00 PM
Meeting Conducted Remotely**

Members Present

Councilor Don Hamann, Chair
Councilor Peter Lachapelle, Vice
Councilor Palana Belken

Members Absent

Councilor Jeremy Hutchinson
Councilor Chris Rice

OTHERS PRESENT

Michael Bezanson, PE, City Engineer
Dan Camara, GIS Asset Mgmt., Tech.
Deputy Chief Boudreau, PD
Tim Wilder, Fire Marshall
Michael Dugas, NHDOT

Councilor Hamann brought the Public Safety Committee meeting to order at 6:00PM and he read the following statement:

Good Evening, as Chairperson of the Public Safety Committee I am declaring that an emergency exists and I am invoking the provisions of RSA 91-A: 2, III (b). Federal, State and Local officials have determined that gatherings of 10 or more people pose a substantial risk to our community in its continuing efforts to combat the spread of COVID-19. In concurring with their determination, I also find that this meeting is imperative to the continued operation of City government and services, which are vital to public safety and confidence during this emergency. As such this meeting will be conducted without a quorum of this body physically present in the same room.

For public access to the meeting by telephone: At this time, we welcome members of the public accessing this meeting remotely. In order for any public attendee to be allowed to comment during the public input portion of our meeting, you must have registered before the meeting with your name and the telephone number that you will use to call in. You may register now online [here](https://bit.ly/35Ru0Wu) or by copying or typing the following address into your browser: <https://bit.ly/35Ru0Wu>. Even though this meeting is being conducted in a unique manner under unusual circumstances, the usual rules of conduct and decorum do apply. Any person found to be disrupting this meeting will be asked to cease the disruption. If the disruptive behavior continues thereafter, that person will be removed from this meeting.

The public can call-in to listen at the below number using the conference code.

Phone Number: 857-444-0744

Conference Code: 843095

Public Access Troubleshooting: If any member of the public has difficulty accessing the meeting by phone, please email ronda.boisvert@rochesternh.net or call 603-332-4096.

Public Input: Due to the ongoing situation with COVID-19, the City of Rochester will be taking extra steps to allow for public input, while still ensuring participant safety and social distancing. In lieu of attending the meeting, those wishing to share comments, are encouraged to do so by the following methods:

- **Mail:** Rochester Public Safety Committee, 45 Old Dover Road, Rochester, NH 03867 (*must be received at least three full days prior to the anticipated meeting date*)
- **Email** – laura.miller@rochesternh.net (*must be received no later than 4:00 pm of meeting date*)
- **Voicemail** 603-335-7569 (*must be received no later than 12:00 pm on said meeting date in order to be transcribed*)

Please include with your correspondence the intended meeting date for which you are submitting. *All correspondence will be included with the corresponding meeting packet (Addendum).*

Roll Call: 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 name and ward, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know Law. Additionally, Committee members are required to state their name and ward each time they wish to speak.

Councilor Lachapelle Ward #3 Present
Councilor Belken Ward #2 Present
Councilor Hamann Ward #5 Present

1. Public Input

Emmett Garland was on the line to speak about a request to put a speed bump on both Hillcrest and Sunset Drives; he said it was a real safety hazard to people in the neighborhood. People have been driving up to 60 miles an hours on Hillcrest and Sunset Drives and there are a lot of kids that like to play outside in this area. He wrote that they have put up a few signs, but the signs haven't done anything. Emmett Garland had a petition signed by area residents affected by this issue. Deputy Chief Boudreau stated that this was put on the list for the speed trailer and direct patrols. Emmett Garland said he does not think "No Thru Traffic" signs will work; vehicles will continue to cut through the neighborhood. Mr. Bezanson said he believes that this neighborhood has "No Thru Truck" signs installed already. Emmett Garland said there are "No Thru Truck" signs installed, but 18-wheelers still go

through. Councilor Lachapelle said that they do not put speed bumps on city streets; it raises havoc with the snow plows. Deputy Chief Boudreau said that the speed trailer is on Governors Road right now; and, there are 2 other streets it needs to go to first. It will be placed on Hillcrest and Sunset Drives in about 2 ½ weeks.

This request was kept in committee until next month for the data from the speed trailer. Councilor Hamann thanked Emmet Garland for taking responsibility for the safety of his neighborhood; not many kids his age would do that.

2. NHDOT Presentation: Old Dover Rd./Tebbetts Rd. Road Safety Audit

Michael Dugas, a state highway safety engineer for NH DOT, gave a presentation on the road safety audit conducted for the Old Dover Road and Tebbetts Road intersection. He started off the presentation explaining what he would be talking about.

- What is a road safety audit?
- Summary of existing conditions
- Key safety issues
- Improvement alternatives
- Recommended next steps

A road safety audit (RSA) is a formal safety performance evaluation conducted by a multi-disciplinary team. The objective is to identify and reach consensus on safety issues and possible countermeasures. It's a team of engineers and stakeholders.

For clarity, there are four legs to this intersection. The State owns Old Dover Road to Somersworth and the City owns the other 3 legs. Old Dover Road will be referred to in this presentation as north-south and Tebbetts Road as east-west. There are traffic control signs and beacons in the area. Tebbetts Road has about 4,300 vehicles per day and a posted speed limit of 30 mph. Old Dover Road gets approximately 8,000 vehicles per day and the speed limit is 35 mph. The Police Department reported that the speeds are pretty much in line with the speed limit. The crash history provided by the City for this RSA included in 11 ½ years 63 crashes, 1 fatal and 3 serious. 30 collisions southbound vs Tebbetts Road; 16 collisions northbound vs Tebbetts Road; 15 of the crashes occurred from 3 to 4pm. Some of the key safety issues are sight distance, and sun glare certain times of seasons and day. Driver behavior, it's very difficult to cross Tebbetts Road. Heavy trucks is another safety issue, they need to use both sides of the road to maneuver turns. Fixed objects are another issue, like trees and utility poles. Some of the possible improvements include;

- Clear roadside vegetation north of Tebbetts Road to improve sight lines
- Add southbound intersection warning signs with name plaque
- Relocate street name signs to make Tebbetts Road more visible
- Adjust signs and beacons for visibility: replace flashing beacons with LED signs
- Prohibit trucks from Tebbetts Road

Some of these options will be little cost to the City. These options would be done by

City staff. Some intermediate term measures would be to convert control to 4-way stop and eliminate redundant poles; relocate others. These options would require some investment, planning and wouldn't be able to be implemented immediately. Long term solutions would be traffic signal control. A roundabout is another option. There are 2 kinds of roundabouts, standard size and compact size. The small compact roundabout would be an 80-foot diameter. Councilor Hamann asked if a roundabout could be a Ten Year Plan project. Money and schedule is always one of the issues. Mr. Dugas said that the NHDOT recommends:

- Near term: City pursue clearing, sign improvements, truck prohibition
- Medium term: no feasible options
- Long term: DOT advance project via Highway Safety Improvement Program (HSIP)

Mr. Dugas said if the City chooses to go with an HSIP project that it would be part of the safety program and not a Ten Year Plan project. An HSIP project would be 90 percent federal funds and 10 percent municipal. HSIP funding would be for both engineering and construction. This project would allow deeper investigation of the intersection. They would have to discuss who manages the project; usually the NHDOT does, but the City owns 3 legs of the intersection. The timeframe for beginning the project could be as early as 2021. Councilor Lachapelle asked if there was a ballpark figure for this project. Mr. Dugas said the most expensive option would be the standard sized roundabout. It would be approximately 1.2 to 1.5 million total cost and add 20 to 30 percent for engineering. Councilor Lachapelle thought the signage came up before. He said long term he thinks the roundabout would be the way to go. Councilor Hamann asked Mr. Bezanson if this would be brought up at the Public Works Committee meeting. Mr. Bezanson said Mr. Nourse planned to bring it up at tomorrow night's Public Works & Buildings Committee meeting. Councilor Belken said that she has mixed feeling about the roundabout, a 4-way stop might be the way to go, maybe divert trucks so they take better routes. Mr. Dugas recommended that the City clear roadside vegetation north of Tebbetts Road, to improve sight lines, add southbound intersection warning sign with name plaque and relocated street name signs to make Tebbetts Road more visible.

Councilor Lachapelle made a motion to recommend to full council the 3 recommended steps for the Old Dover Road/Tebbetts Road Intersection. Councilor Belken seconded the motion. A Roll Call vote was taken on the motion.

Councilor Lachapelle Ward #3 Yes
Councilor Belken Ward #2 Yes
Councilor Hamann Ward #5 Yes

3. Gonic Road/Oak Street/Colby Street Intersection-Turning Movement Concerns

Councilor Hamman asked Mr. Dugas if he could stay on to discuss the Oak Street/Gonic Road traffic signal concern. A request came in from a resident of Oak Street. He stated he has been there for 32 years and he said the traffic signal on Route 125 at Oak Street is dangerous. He said he has seen numerous near

accidents. He said he sometimes rather than taking a left to head downtown, he will go straight onto Colby and down around the fire station. Mr. Dugas said one of the options was the lane extension markings, he said those are not really feasible as they get run over by vehicles. He said the DOT can look at the signal phase timing at this intersection; they will look at timing options to see if split-phasing would be feasible. Deputy Chief Boudreau said this intersection is extremely busy, especially Friday afternoons. Deputy Chief Boudreau said in 2018 there were 9 accidents in this area, in 2019 10 accidents and for 2020 year to day 3, the accidents weren't just from turning, but rear end as well. There were a total of 22 accidents over the last 3 years. Councilor Hamann asked Deputy Chief Boudreau what he thought would be a good solution. Deputy Chief Boudreau said he would like to see the split-phasing for Oak and Colby; he said most of the traffic coming from Oak Street wants to take a left onto Route 125. Councilor Belken said coming back from Concord she often takes Church to Pickering to avoid the traffic signals. **This agenda item was kept in committee pending a response from regarding split-phasing of the traffic signal.**

4. Speeding Concerns-Cemetery Road

A request came in regarding a concern over speeding on Cemetery Road. Vehicles go down Cemetery Road to bypass having to go to the traffic light on Route 125 at the Flagg Road intersection. Traffic flow is pretty consistent, one neighbor has put small roadside signs asking people to please go slow, but it has not helped. Councilor Lachapelle said Mr. Bezanson could send a letter to the State regarding a traffic signal at Route 125/Gear/Colonial. He said vehicles taking a left from Gear is very hard with the traffic volumes; going right is not a problem. Vehicles go down Cemetery to trip the signal at Flagg Road to make it easier to take a left and go northbound on Route 125. Councilor Hamann asked Deputy Chief Boudreau if the speed trailer has been out on Cemetery Road, he said no but it's on the list and he will bring back data to next month's meeting. Deputy Chief Boudreau said there will be truck traffic on the road because there is a state shed located on this road. **Kept in committee.**

5. Old Milton Road (backside of Dunkin Donuts)-Safety Concerns-(was held in committee)

Councilor Hamann summarized the issue. Mr. Bezanson said he met with the owners of the Dunkin Donuts on Milton Road about the concerns. He is looking to restrict traffic flow to the 2 ends of the large driveway cut on Old Milton Road, essentially creating 2 separate driveways. They discussed maybe placing planters in the area. The owners expressed concerns about snow plowing and deliveries in the area, as an 18-wheel truck accesses area for regular deliveries. Nothing was agreed to. Mr. Bezanson said that he was going to look at options for striping and wanted to talk further with the DPW Highway Supervisor and go back and talk to the owners. **Kept in committee.**

6. E911 update

Councilor Hamann summarized the issue. Deputy Chief Boudreau said there have been no committee meetings. Deputy City Manager Ambrose is going to be meeting with Planning and will discuss getting the E911 meetings back up in running; there are many streets to deal with. Fire Marshall Wilder said that, regarding the street number changes for Rochester Neck Road, he has all but one consent back. The Cemetery Association which is now 0 Rochester Neck Road has not yet given consent to the number change. Councilor Lachapelle asked whether the street renumbering needed to have a full City Council vote. Fire Chief Wilder said no because it was just renumbering.

7. Emergency Management Update

Councilor Hamann summarized the issue. Fire Chief Marshall there was nothing new to report, dealing with things as they come in; nothing major to report.

8. COVID-19 Statistics Update

Fire Marshall Wilder said since the COVID-19 pandemic started there have been 4,400 cases in New Hampshire. Deaths attributed to COVID-19 are 438, Strafford Count has had 37 cases. 400 people have been tested, 929 test are pending and 1,925 people of being monitor in the state. Councilor Hamann asked if he had any idea how many cases were from Rochester. Fire Chief Marshall said he didn't get the numbers for today but it has been at 0.

9. Other

Speed Trailer Updates

Deputy Chief Boudreau said the speed trailer was on Governors Road for 6 days with 4,000 vehicles average speed 34.24 mph and the posted speed was 30 mph. The 85th percentile was 38 mph. The general speed was within the 30 mph.

The speed trailer was placed on Washington Street for 8 days, there were 27,000 vehicles. The average speed was 41 mph. The speed trailer was set up where it changes to 45 mph. There was a couple of high speeds late at night. Deputy Chief Boudreau said they have to pay attention to this area.

William Allen School-Parking Granite/Charles Streets

Deputy Chief Boudreau said School has just started back up and there are already vehicles backing up onto Charles Street; there were 22 cars. The SRO has been out there dealing with this issue. Councilor Hamman asked how many minutes before school gets out have they been there. Deputy Chief Boudreau said about 10 minute before school is out. They will continue to monitor it. One of the first days

there was a call for service because a resident of Granite Street couldn't get into their driveway.

Ian's Way Speed Limit

Councilor Hamman asked Deputy Chief Boudreau, what the speed limit would be in a local neighborhood like Ian's Way. He said 30 mph; it's a closed-in residential area.

Councilor Hamann adjourned the meeting at 7:26 PM.

These minutes respectfully submitted by Laura J. Miller, Admin. Assistant II

A photograph of a statue of a man in a dark coat and hat, standing on a stone pedestal in a town square. The statue is surrounded by trees with autumn foliage. In the background, there are brick buildings, including one with a sign that says "Bank". The sky is blue with some clouds.

Road Safety Audit

Rochester

Old Dover Rd at Tebbetts Rd

Presentation to Public Safety Committee
September 16, 2020

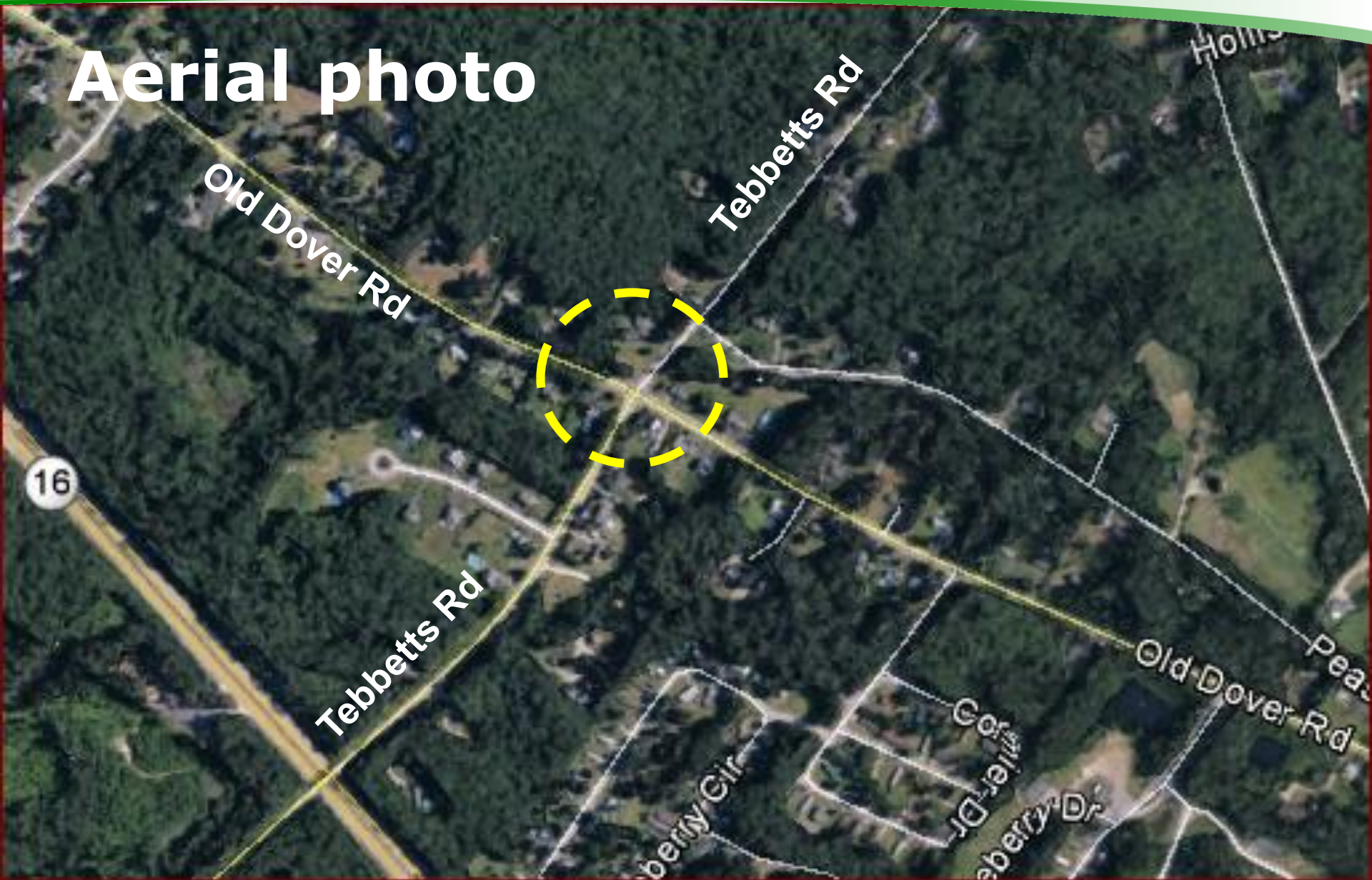
Agenda

- What is a Road Safety Audit?
- Summary of existing conditions
- Key safety issues
- Recommended improvements
- Next steps

What is an RSA?

- A formal safety performance evaluation.
- **Conducted by multi-disciplinary team.**
- Objective is to identify and **reach consensus** on safety issues and possible countermeasures

Aerial photo



Existing conditions



Crash history

- 63 crashes in 11 1/2 years
 - 45 right angle collisions
 - 1 fatal, 3 serious injury crashes
- 30 collisions of SB vs Tebbetts
- 16 collisions of NB vs Tebbetts
- 15 crashes occurred from 3 to 4 PM

Key Safety Issues – sight distance



Key Safety Issues – behavior



Key Safety Issues – trucks



Key Safety Issues – fixed objects



Improvement Alternatives

-- Near term measures --

1. Clear roadside vegetation north of Tebbetts Rd to improve sight lines
2. Add SB intersection warning sign with name plaque
3. Relocate street name signs to make Tebbetts Rd more visible

Improvement Alternatives

-- Near term measures --

4. Adjust signs and beacons for visibility;
replace flashing beacons with LED signs
5. Prohibit trucks from Tebbetts Rd

Improvement Alternatives

--Intermediate term measures --

1. Convert control to 4-way stop
2. Eliminate redundant poles; relocate others

Improvement Alternatives

-- Long term measures --

1. Traffic signal
2. Roundabout
 - Standard size
 - Compact size

Conceptual plan

Diagram illustrating the conceptual plan of a roundabout. The central feature is a circular roundabout with a yellow center and a grey outer ring. Four approach roads are shown, each with a yellow center line and red dashed lines indicating the proposed right-of-way (R.O.W.) and existing R.O.W. (labeled "EXIST. R.O.W."). The roads are labeled "APPROX. EXIST. R.O.W." and "OLD DOVER".

Key features and annotations include:

- Constr Round Inscr/b**: A label pointing to the central roundabout area.
- Round Restrict Right-H**: A label pointing to the right-hand side of the roundabout.
- Shaping**: A label pointing to the approach roads.
- ERS to**: A label pointing to the existing right-of-way lines.

Roundabout - compact



Recommended Next Steps

1. Near term: City pursue clearing, sign improvements, truck prohibition
2. Medium term: no feasible options
3. Long term: DOT advance project via Highway Safety Improvement Program

Questions?

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