



**McFARLAND JOHNSON**

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## MEETING NOTES

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**PROJECT:** NASHUA, NH – EAST HOLLIS STREET AND BRIDGE STREET INTERSECTION IMPROVEMENTS (NHDOT PROJECT NO. 16314) (MJ Project No: 18315.00)      **DATE OF MEETING:** May 23, 2018

**LOCATION:** Room 208, City Hall, Nashua, NH      **TIME:** 2:00 PM – 4:00 PM

**SUBJECT:** Steering Committee Alternatives Workshop Meeting #1

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**ATTENDED BY:**

CITY of NASHUA:	J. Graziano	Finance Manager
	J. Vayo	Downtown Specialist
	J. Caron	Ward 7 Alderman
	P. Kohalmi	Deputy City Engineer
	S. Marchant	Director Community Development
	J. Chizmas	Transportation Planner
	W. Husband	Senior Traffic Engineer
	T. Cummings	Director of Economic Development

MJ:                      B. Colburn  
                              B. Patinskas  
                              J. Santacruce

CRJA:                    J. Law

RESIDENTS:            P. Schaefer

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**PROJECT DISCUSSION:**

B. Colburn began the meeting by giving an update of what progress has been made since the first steering committee meeting. The draft Purpose and Need Statement has been completed and is ready to be reviewed by the committee. This statement includes input from the public listening session held last month. MJ has also begun to look at the existing traffic conditions and several proposed concepts. One of the purposes of this second steering committee meeting is to form the decision matrix that will be used when developing the final alternatives.

J. Santacruce went over the status of the traffic modeling. The traffic counts have been collected and they were used to develop an existing model of the intersection. It is out of the scope of this project to look at where the traffic goes once outside of the intersection. The existing model shows PM traffic backing up from Hudson to the Nashua side of the river, which is accurate according to steering committee observations. This backup was shown accurately in the model by including the light on the Hudson side of

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the bridges. The existing level of service through the light on the Nashua side is a D/E. The slip lanes don't currently have any delays.

B. Colburn explained to the steering committee that part of this project is to build upon the previous studies done at this intersection. STV did the most recent study that found that a roundabout would not work at this intersection. It was confirmed by MJ that this would not work and would result in large backups on Bridge Street. This is because the amount of traffic from each direction is not close to being equal. There would not be enough gaps in traffic to allow vehicles to enter the roundabout from Bridge Street. Metering traffic on the bridge coming from Hudson would also not be a viable solution as this would back up traffic through the intersection in Hudson.

J. Santacruz went over the different signalized options for the project. The existing signal is efficient as it only has two phases. To improve access, the signal(s) would need more phases than that. If no signals are used for access to and from Riverfront Landing or Crown Street, it would be very difficult to turn during peak hours. This situation would also require the signal at D Street to stay.

Through discussion, it was confirmed that access to Crown Street is critical as there is development potential and a future train station there. Creating access during this project is ideal as this project is being funded through NHDOT. It may be possible to investigate other ways to access Crown Street. W. Husband mentioned that this project could be an interim solution that could be easily modified in the future to accommodate better access. P. Schaefer asked if it would be possible to include some type of river access as part of this project. The main difficulty with this will be permitting as this would involve working in areas around the levee.

For pedestrian access, traffic signals can be used as crossing points. For any crossing over two or more lanes and not at a traffic signal, a HAWK system or something similar would be needed. This is a best practice of NHDOT. The mast arms can potentially be decorated to be more aesthetically pleasing.

J. Law talked about the preliminary gateway design options. CRJA has developed a couple of different concepts that includes features such as: trees, parks, flagpoles, river access, and play areas. The trees may be able to help with the current glare issues.

#### **DECISION MATRIX:**

The following qualities will be used in the decision matrix for the different alternatives:

- Mobility for bicyclists and pedestrians
- Access
- Land Use
- Traffic
- Aesthetics
- Neighborhood amenities
- Cost

These will be graded on a score of good, fair, or poor. It was determined that neighborhood amenities were important enough to add to the decision matrix as it is critical to have the residents in the area on board with this project.

#### **ACTION ITEMS:**

- MJ to look at average delays through the existing intersection and level of service for each movement.
- MJ to investigate whether it will be possible to use a roundabout that meters Bridge Street moving east.

- MJ to check whether a signal can be added to “Option 3” at the end of the bridge coming from Hudson.
- MJ to show road connecting Crown Street to East Hollis Street as dashed on the plans.
- MJ to look at using only three lanes on roadway connecting Crown Street to Riverside Landing
- MJ to come up with three alternatives and a draft decision matrix for the next steering committee meeting.

Submitted by:

Brian E. Patinkas, PE  
McFarland Johnson, Inc.

cc: Attendees