

Meeting called to order by Chairman Hislop at 6:35 PM.

Present: Chair: Sandy Hislop, Board members: Bob Simms, Jack Pare, Denis Hebert, Peg Lamson, Chris Cross, Town Planner, Tom Morgan and Fire Chief, Roy Greenleaf. Alternate member, Gail Klanchesser was unable to attend, however, she sent an E-mail with her recommendations for the Transportation Chapter of Master Plan.

Work Session: Transportation Chapter of Master Plan. Morgan advised Board that Cross had called him a few days ago and wanted to revisit amount of pavement on Town roads. When Board first tackled Transportation Chapter, Morgan had recommended they revisit the minimum 26' wide pavement. The Board discussed and compromised a 22' minimum. Morgan felt it important to get the Fire Chief involved as we don't want to inadvertently made the roads so small it is difficult for fire trucks to get through. Cross passed out an outline he was submitting for recommendation to transportation corridors, collectors, connectors and cul de sacs. Cross stated that in the 90's a decision was made for 26' wide roads. This decision was made to allow for extra area to be used as sidewalk and to allow a good turning radius in the new developments, IE Hodgkins Farm and Dumpling Cove. Many of our major town roads are 18' and 20' wide, Nimble Hill Road and Newington Road and yet we are asking cul de sacs to put in 26' wide pavement. How do we keep rural character of the Town with 26' wide pavement? There was more discussion as Cross advised Board he had made measurements of cul de sacs throughout the town with Patterson Lane being the smallest. He feels we can narrow pavement from 26' to 18'. Chief Greenleaf stated they can not make the swing on Patterson Lane or Carter Lane. Frink advised Board that these cul de sacs were very difficult to plow in the winter, however, there really isn't anything you can do with these two cul de sacs. Chief said Board needs to keep in mind that the next fire truck purchased will be 44' long. Chief said trucks can make swing at Walsh Cove, Hodgkin Farm and Swan Island. Said Brickyard Way was more difficult. He suggested Fire Department use Swan Island, take cones and line them up and try trucks on the cull de sac to see how narrow road could be to allow fire trucks to be able to turn effectively. Chief reminded Board that future trucks are going to be bigger, so they must keep that in mind when making a decision on width. There was a lot of discussion between Board members regarding ways to address issue. Chief called the station and had one of the crew take the engine and the ladder truck down Fox Point to the cull de sac to see how it maneuvered. Neither vehicle had a problem. Hislop proposed we wait for the Swan Island test, see what radius is needed to allow fire trucks to maneuver effectively and have that as a minimum and don't have a maximum. There was more discussion between Hebert and Chief regarding what is minimally adequate for fire trucks. Hebert asked if the Town wanted to maintain ownership of cull de sacs. Morgan felt the Board should revisit after the Chief does his test.

Minutes: There was discussion regarding Ms. Khalsa and PDA getting together to discuss an agreement. Board feels there is nothing more they can do. Ms. Khalsa needs to work with PDA. Bob Simms moved and Chris Cross seconded that the minutes of August 23 meeting be approved. Motion carried. Hebert did not vote as he was not at that meeting.

(1)

Master Plan, Transportation Chapter discussion continued: Morgan apologized for the

quality of pictures sent to Board members, but he was trying to help members visualize what was out there for potential connector roads. Simms asked why there weren't other connector roads put in other areas between the two malls, why they put one between two parking lots. Hislop stated at the time of the proposal for the current connector road, the Town (?) was already involved in a lawsuit. (Or two malls?) Morgan explained that it took some time to come to a decision and they were just glad to get anything at that time. There was a lot of discussion regarding use of connector roads and/or proposed connectors. Morgan advised Board that Pare had spent some time this past weekend reviewing the area. Pare said he was amazed at the number of cars that were cutting around Kohl's to get to the other Mall. He felt the service road could be extended straight across to go to the other Mall. He said it would not affect any wetlands, electrical poles or ROW's. He presented a sketch for the Board to consider an extended perimeter road. There is a pond but he presented a proposal that he felt would work. Simms commented on area Towns and the businesses being established, IE, Walmart's, Home Depot, Olive Garden, Comfort Inn, etc. With all the various business being established in area towns, is there really a need to be concerned regarding transportation? Cross reminded Board of DOT's 10 year proposal and that Board needed to remember the impact that will have on current egress. Frink felt Board needed to be concerned about transportation in the Malls themselves. If there is another road in the Mall it will only encourage turnpike traffic to use it to cut through the malls. There was discussion among members regarding the impact of traffic flow in Malls. Morgan commented on the proposal for a connector road when Dick's was being built. That was shot down, but perhaps we need to look at this again. Hebert commented that he felt the Board needed to have a professional look at traffic and effect. Frink, Morgan and Hebert all discussed the pros and cons of connector roads for the malls. Frink didn't think we should be concerned with other roads in the malls. If the malls want them, let them build them. If they think it's good for business, they will do it. Morgan said before the current connector road was built, both malls said this would be bad for their business, people would go to the other mall and not theirs. Morgan suggested we hire someone to look at proposal for connector roads. Unfortunately the Town has no money in the engineering budget. They do have about \$10,000 in the Legal budget, however members felt they should not touch that money. Hislop wondered what cost would be, Morgan said he wasn't sure. Would depend on what you wanted them to look at, but we need to keep in mind that there has been a large concentration of accidents in the malls, so members felt we should look at something. Hebert suggested the study be put in next year's budget. He also felt that companies in the malls should contribute to cost of issues regarding access to and from the mall. Hislop and Morgan felt including a study into the Master Plan made sense. Hebert moved that two vehicle connector paths and six pedestrian path be included for study for the Master Plan. Cross seconded, Cross, Hislop, Hebert and Pare for, Frink and Simms against. Motion carried. Cross offered addition to Transportation Chapter concept of corridors and history. 90% of traffic is not ours. Hebert suggested the Board look at Cross' recommendations at our next meeting.

Board members moved to hallway where Cross outlined 3 maps of alternatives for State Roadway changes, none of which will probably pass in of itself. He outlined that it was important to look at exchange, at entrance to the south, that noise will be a factor and that a tunnel connector is

(2)

another proposal that completely avoids Woodbury Ave. He stated there was a need for a North

and South access that won't affect Woodbury Avenue and that we need to look at the impact to traffic if exit 4 is closed. He went on to outline differences between each proposal and that it was important that the Town pick out items that are beneficial to us.

Chair stated that discussion on the Transportation Chapter would be continued on the 4th Monday in September.

Hebert moved and Pare seconded that meeting adjourn. Meeting was adjourned at 9:40 PM

Respectfully submitted,

Sandra W. Sweeney, Secretary