

Minutes

Present: Alan Grigsby, Dennis Osgood, Jr., Tom Ford, and Steve Picano

The minutes of the November 7 meeting were approved by acclamation.

Alan related his discussion with DPW Director Bruce Temple about the city's Capital Improvement Program (CIP) where it was learned each department plans for its area of responsibility and the funding is overseen by the City Council.

Bruce also said that traffic counts in Claremont are done by the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC). Alan spoke to the acting city planner, Peter Dzewaltowski, who works for UVLSRPC, and he will provide recent traffic counts, their history, and any projections available.

Bruce said that federal funding did not come through for New Hampshire so that the truck route study was not being done.

The 1991 Master Plan sections dealing with transportation were reviewed. The consensus was that a single more concise report would be more effective this time and that "boiler plate" definitions of roads should be avoided. The Plan should provide a vision that can be implemented.

Alan said that recently a Vermont state senator had suggested that federal financial bailout money be used to pay for local shares in public works projects so that people could be put back to work. This concept was supported in Washington by the entire Vermont Congressional delegation, he said. Alan's view was that this type of opportunity shows the importance of having a plan in place that can be quickly activated to take advantage of a program that develops.

The committee agreed that it is essential that there be an ongoing Master Plan Implementation Commission that would meet on a monthly basis to fulfill the Plan's objectives. Making small changes in programs, ordinances, or project planning rather than sweeping and complex ones was advocated.

It was decided to bring this idea to the December 4 meeting of the Master Plan Advisory Committee (MPAC). The Commission would be a way to keep the Master Plan in public view.

It was also decided to propose using a survey to gather information from citizens for these four sections of the Master Plan. The survey could be mailed, offered online, and published in the Eagle Times.

Transportation questions for such a survey were discussed. Steve, Dennis, and Tom proposed specific ones and Alan general ones. Possible questions would be narrowed at the December 4 meeting the committee has before the full MPAC meets. Lisa Paquette will also bring questions to that meeting.

Alan said he would contact Scott Pope, MPAC chairman, to advise him that we were interested in a survey and an implementation commission.

The questions are:

- What do you think is the condition of Claremont's roads?
- Which intersections in Claremont pose a problem?
- Do you favor a Chestnut Street connector and bridge to Washington Street?
- Would you like to see more bicycle paths?
- Would you like to see more bicycle lanes on city streets were feasible?
- Do you think a walking, hiking, and biking path along the Sugar River is needed?
- Do we need more public parking in downtown Claremont?
- Would you like to see more sidewalks in neighborhoods and where?
- Do you think more sidewalks and crosswalks are needed near schools?
- Do we need more local taxi service and should there be more regulation for such service?
- Would more public transit for commuting, shopping, and medical trips be useful?
- Do we need better truck routes around the inner city?
- Does Washington Street need an express lane through it or around it? A turning lane?
- What is important to you when you use the transportation network in Claremont?

- Do you see any problems with today's transportation network? If so, what are they?
- What should Claremont do to improve transportation?
- Do you think our existing transportation network affects our quality of life positively or negatively?
- What should Claremont's long-term goal be regarding transportation?

The committee discussed problems associated with the Broad Street - School Street intersection near Stevens High School. It was suggested that a traffic light be installed because of the complex nature of the intersection and its proximity to the school. Traffic calming devices such as narrowing the road at the mouth of the intersection where the crosswalk is located were advocated. And, moving buses off Broad Street when they are loading or unloading students was seen as a way to reduce the danger to student pedestrians and improve the line of sight for drivers.

Adjourned at 11:10 a.m.

Next Meeting: Thursday, December 4, 2008, 6:30 p.m. in the Teal Room at:  
Sugar River Valley Vocational School on School Street in  
Claremont

Respectfully submitted by:  
Alan Grigsby, chair