



## ORDINANCE

PROVIDING FOR AN ADVANCED LEFT TURN SIGNAL FOR TRAFFIC HEADING SOUTH ON MAIN STREET AT THE TRAFFIC SIGNAL AT MAIN STREET, KINSLEY STREET AND MEDICAL CENTER DRIVE

### *CITY OF NASHUA*

*In the Year Two Thousand and Eleven*

*The City of Nashua ordains* that Part II “General Legislation”, Chapter 320 “Vehicles and Traffic”, Article II “Traffic Signals”, Section 320-3 “Traffic Signals” of the Nashua Revised Ordinances, as amended, hereby be further amended by adding the following new underlined language:

**“§ 320-3. Traffic signals.**

Traffic signals are hereby authorized and shall be installed and maintained at the following intersections, in accordance with the standards established by the United States Department of Transportation’s Federal Highway Administration's Manual of Uniform Traffic Control Devices 2009 Edition, or as may be amended or revised:

| <b>Intersection</b> | <b>Traffic Department Location No.</b> |
|---------------------|--|
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| Main Street at Kinsley Street, <u>and there shall be an advanced left turn signal at this intersection, for traffic heading south on Main Street”</u> | 69 |
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All ordinances or parts of ordinances inconsistent herewith are hereby repealed.

This ordinance shall take effect following its passage.

## LEGISLATIVE YEAR 2011

**ORDINANCE:** O-11-56

**PURPOSE:** Providing for an advanced left-turn signal for traffic heading south on Main Street at the traffic signal at Main Street, Kinsley Street and Medical Center Drive

**ENDORSER(S):** Alderman-at-Large Barbara Pressly

**COMMITTEE  
ASSIGNMENT:**

**FISCAL NOTE:** There would be approximately a \$500 materials cost for a bimodal left turn arrow and accessories.

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### ANALYSIS

Note: this legislation was drafted assuming O-10-47, which rewrote NRO §320-3, will be approved. If O-10-47 is not approved, then minor amendments would need to be made to this legislation.

NH RSA 47:17, VIII states that the board of aldermen may make, amend and repeal ordinances, rules and regulations for the purposes stated in the statute. With respect to traffic devices and signals, the board of aldermen may regulate the use of class IV highways within the compact limits and class V highways by establishing stop intersections, by erecting stop signs, yield right of way signs, traffic signals and all other traffic control devices on those highways over which the city council has jurisdiction. The erection, removal and maintenance of all such devices shall conform to applicable state statutes and the latest edition of the Manual on Uniform Traffic Control Devices. The commissioner of transportation shall only approve the installation and modification of traffic signals as to type, size, installation, and method of operation.

For this intersection, the Board of Aldermen has already acted in their capacity under the statute, by authorizing the erection of a traffic signal at the intersection of Main Street / Kinsley Street / Medical Center Drive. All decisions as to the operational details of the traffic signal (such as the appropriate timing of red and green indications, which would include the possible use of a left-turn green arrow) would be in the discretion of the traffic department, who would consider traffic data for that intersection and the surrounding area, traffic engineering, any applicable rules or guidance of the DOT, and MUTCD. The board of aldermen is not authorized by statute to make those operational decisions, and it is the legal department's opinion that this legislation is outside the board of aldermen's scope of authority.

The Traffic Department was approached with a request to add an advance left turn green arrow, for the south bound Main Street approach onto Medical Center Way, as a separate phase in the intersection sequence. After careful review and consideration of traffic volumes at this intersection and how this particular intersection interacts with other intersections along the Main Street corridor, the Traffic Department made a recommendation to the Board of Public Works not to incorporate this change. The primary reasons for this recommendation were as follows:

1. Adding an exclusive left turn green arrow would have an adverse affect on the progression of Main Street traffic particularly for the northbound progression during the evening peak hour.
2. The left turn volume that would utilize the green arrow is extremely light. Most recent counts indicate one left turn every 2 or 3 minutes (on average) during the am and pm peak hours.
3. There is already an exclusive green arrow at the intersection on Main Street at Prospect Street just south of this intersection where the volumes are somewhat less, if motorists prefer to have an exclusive green arrow when they turn left across Main Street traffic.

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**Approved as to form:**

**Office of Corporation Counsel**

**By:** Dowhy Clarke

**Date:** February 1, 2011