



CITY OF CONCORD
New Hampshire's Main Street™
Community Development Department

Martha Drukker
Interim City Engineer

MEMORANDUM

TO: Martha Drukker, Interim City Engineer
FROM: Karen Hill, Transportation Engineer
DATE: March 10, 2023
SUBJECT: History of Greenwich Street

In response to an inquiry about whether or not the City restricted access on Greenwich Street and if it can be removed, the Engineering Services Division has researched the City archives and has recovered 175 pages of documents related to the matter. Below is a summary of the chronology of City Council actions and other information related to the Greenwich Street issues at Crestwood Residential Community, Jensen's Trailer Park, and the residential neighborhood between Jensen's and Airport Road.

1935

Greenwich Street was accepted by the City around 1935 presumably to provide access to the prior racing facility on the property of the now Crestwood Community.

1980

The gate appears in aerial photos around 1980, which was once the Jensen's Community was built out. The gate is located on private property and was intended to restrict public traffic from coming into the private park. There was no documentation found that indicated that the Planning Board required the gate.

2001

During 2001, the Crestwood reconstruction project and Manchester Street utility work would partially block the main entrance to park, therefore the park opened the back gate to allow access during that time. "The gate was to be opened when the main entrance was blocked and closed at night to prevent cut through traffic and keep a limited access for safety" according to letter to residents dated August 20, 2001.

2002

February 28, 2002 Ward 8 Councilor Keith Allberg sent a communication package to the City Clerk. The package included communications between Jensen's Trailer Park and the Greenwich Street neighborhood in the form of letters and Concord Monitor articles. Greenwich Street residents' petition for permanently closing the emergency gate, with 31 signatures.

Engineering Services
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Re: History of Greenwich Street

Date: 3/10/2023

At the March 11, 2002 City Council meeting, item 12 was referred to the Traffic Operations Committee regarding communications from residents concerning Greenwich Street and the Crestwood Residential Community, Jensen Trailer Park, regarding the emergency access gate within Jensen's Trailer Park. This item was asked to be returned to Council in April 2002.

At the April 8, 2002 City Council meeting, item 24 was tabled for a May 13, 2002 public hearing. The item was an ordinance amending the Code of Ordinances, Chapter 17, Operation of Motor Vehicles, Section 17-4-1, Stop Required before entering a through Street, Schedule V, Stop Intersections, Greenwich and Marion Street; together with report from the Traffic Operations Committee.

The report indicated that in November 2001, City Council referred a communication from Jensen's Residential Communities to the Traffic Operations Committee requesting the consideration of stop signs on Greenwich Street in both directions, at its intersection with Marion Street.

Various public testimony was submitted, related to the emergency access gate and stop signs at the intersection of Greenwich Street and Marion Street. The report mentioned that the Jensen Community wishes to now use the back entrance and leave the gate open to avoid traffic congestion on Manchester Street, especially during the peak hours. The report summarized that due to the increased traffic volumes emerging from the Community, stops signs are warranted on Greenwich Street at its intersection with Marion Street. Staff has informed Mr. Biron, Jensen's Community Manager, that cut through traffic will most likely increase during the reconstruction of Manchester Street which is scheduled to commence this summer.

Also, at the May 13, 2002 City Council Meeting was a report from Planning in response to communications from residents concerning Greenwich Street and the Crestwood Residential Community. This report confirmed that the gate was not required as a part of the Planning Board process.

The public hearing concluded that Staff would request Jensen's voluntarily close the gate, if they choose not to then a public hearing would be held in July. In a separate public hearing, the ordinance for stop signs on Greenwich at its intersection with Marion Street passed with no dissenting votes.

At the June 10, 2002 City Council meeting, item 16 was tabled for a July 8, 2002 public hearing. The item was a resolution appropriating up to sum of \$5,000 for installation of Traffic Control Devices at the West end of Greenwich Street; together with report from Community Development and written testimony. The resolution stated that the owners of the park have declined the City's request to close the gate. In order to protect the public health, safety, the historic traffic patterns need to be restored to the Greenwich Street neighborhood.

A Traffic Memorandum dated July 8, 2002 by Traffic Engineer Stephen G. Pernaw, indicated that with the Crestwood gate open, Greenwich Street is considered to be a low-volume roadway from a traffic engineering standpoint. The intersection of Airport Road/Greenwich Street presently operates well below capacity and the lane configuration is appropriate for turning movements that occur at this location.

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At the July 8, 2002 City Council meeting, a public hearing was held, after receiving various public testimony in favor of the gate and a petition from 134 Crestwood residents for Greenwich to remain a two-way access point to and from the community.

The resolution failed unanimously as Councilor Allberg moved to hold an August 12, 2002 public hearing on the proposed compromise which would be to make the west end of Greenwich Street one-way in an easterly direction, with the note that emergency vehicles could use it in either direction. This motion passed with no dissenting votes.

At the August 12, 2002 City Council meeting, a public hearing was held for Ordinance amending Title II. Traffic Code: Chapter 17, Vehicles and Traffic: Article 17-4-3, Operation of Motor Vehicles: Section 17-4-3. One-Way Streets: Schedule VI, Greenwich Street, together with report from Community Development and public testimony received. (Greenwich Street, from Marion Street to westerly terminus of Greenwich Street), direction of travel, east.)

It was moved to amend the ordinance so that it would be reevaluated in 8 months (April 2003 City Council Meeting). The motion passed with 9-4 roll call vote.

2003

At the April 28, 2003 City Council meeting, a consent report was issued as a status report from the City Engineer on the one-way traffic pattern as a result of Ordinance 2432, Greenwich Street. The report stated that after 8 months of directed patrols by Concord Police Department, it appears that the measures recommended by the TOC and approved by City Council has been effective. Councilor Allberg moved to not accept the report, instead requesting additional Council review of the ordinance in January 2004. He indicated he wanted to wait to make a final decision upon receipt of the traffic and pedestrian traffic light study requested for Manchester Street at the entrance of Jensen's. The motion passed with no dissenting votes.

At the May 12, 2003 City Council meeting, a suspense item was considered to refer to the Traffic Operations Committee a communication from Councilor Allberg on behalf of residents of Cherry, Marion, and Greenwich Streets requesting the speed limit be posted to the lowest available speed limit of 25 MPH.

2004

At the December 13, 2004 City Council meeting, a consent report from the City Engineer was submitted regarding speed studies for several streets including Cherry, Greenwich and Marion. The speed study concluded that the recommended speed limit remains at 30 MPH. Council discussed this item at the end of the agenda and asked Administration to prepare a resolution to lower the speed limit to 25 MPH on all streets in the report. The motion passed with no dissenting votes.

2005

In February 2005, the City Council passed the Ordinance 2591(2-14-05).

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Summary

It is important to note that there were communications from both neighborhoods stating support and opposition for each proposed solution. The end result was a compromise. The documents can be reviewed at City Hall.

City Ordinance

Schedule V; Stop Intersections (see Section 17-4-1(a)):

Street	Intersecting Street	Stop When Traveling	Ord. No./Date
Greenwich St.	Marion St.	Both	2424(5-13-02)

Schedule VI; One-Way Streets (see Section 17-4-3):

Street	From	To	Direction Of Travel	Ord. No/Date
Greenwich St.	Marion St.	Westerly terminus of Greenwich St.	East	2432 (7-8-02)

Schedule XVII; Speed Limits (see Sections 17-4-16 and 17-4-17):

Street	From	To	Recommend. Speed	Ord. No./Date
Greenwich St.	Airport Rd.	Westerly end of street	25 m.p.h.	2591 (2-14-05)