

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

August 26, 1996

5:45 PM

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

Present: Aldermen Sysyn, Reiniger, Domaingue

Absent: Aldermen Soucy and Robert

Messrs.: A. Gaudreault, Lt. Tessier, T. Lolicata, W. Kearney, J. Hoben

Chairman Sysyn addressed item 3 of the agenda:

Communication from Building Commissioner Gaudreault, QM Committee Member, submitting a proposal whereby a policy could be established to allow City employees to utilize at no cost, up to 20 percent of the uncommitted capacity in the city's parking garages and lots such spaces being allocated by the Traffic Department on a "first-come, first-serve" basis.

Mr. Lolicata stated I spoke to Dave Waldecker and gave him the information and he would like to know if there were real figures in September or October as he would really know by then how much was up there, five, ten or whatever percentage in the garages.

Chairman Sysyn stated there was a study being conducted now.

Mr. Lolicata stated there were two studies being done now, the one Armand is speaking of which Armand has the results on and the one from Cambridge and Mr. Davis. All new equipment was put in this summer, so they can have exact figures for the Committee. When I told Dave about the 20 percent he didn't understand that, but he will come out with figures and he also said that the time to do all of this is after school starts and people are back from vacations.

Mr. Gaudreault stated this was done when they had done the study Downtown.

Mr. Lolicata stated Dave wasn't even aware of that and the equipment was not yet installed.

Mr. Gaudreault stated this is not only for the parking garages. There are people who are working up at Bridge Street and that parking lot is basically three quarters empty. So, it's not just the parking garages, it's the parking lots too. It's costing us money where our people have to run out every two hours, move their cars and the other part is when we are remodeling City Hall we're going to do away with some of that parking behind there and it's going to create a worse problem because we're looking at two handicapped ramps along the back street which is going to wipe out quite a bit of parking area.

Chairman Sysyn asked can it wait, Armand, until maybe October when they finish the Intown study.

Mr. Gaudreault replied it can wait, but I think all we're looking at is to get a plan going. I'd like designated spots because we wouldn't want them going into these places and taking up the prime spots. I think they should have designated areas for wherever they're going to park, but it's spread out between The Center, Canal Street, and all of the lots that we have around because we've got the Health Department, Planning, this building. It's a problem that the Board should have addressed over the last ten years.

Alderman Domaingue asked what about a reduced rate.

Mr. Gaudreault replied we are asking for either free or a reduced rate, it's up to the Committee to come up with something.

Mr. Lolicata stated right now employees are in our parking lots - City Hall. We have girls already who are parking in the lots and paying for the monthly leases which is \$30.00.

Mr. Gaudreault stated you go around and look at it and you have all of the people who are working Downtown feeding meters and yet you have people working in your office that have free parking in back and the same at Highway, Airport and Parks & Recreation, etc.

Alderman Domaingue stated they have the space, you can't compare those two scenarios.

Mr. Gaudreault stated that is why we are here now because we're trying to get the problem solved. Do you want us to keep on feeding the meters down here, that's fine and we'll do it. It's a policy decision which needs to be made.

Alderman Domaingue stated as the Chairman has pointed out we have a lot of things coming together on parking.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to table item 3 pending further study.

Chairman Sysyn addressed item 4 of the agenda:

Communication from Ald. Reiniger requesting the Committee review the noise ordinance to determine if it adequately meets the needs of our citizens and businesses and suggest review of the recent ordinance enacted by the City of Nashua.

Alderman Reiniger stated I don't know if the Committee is aware of it, but for the entire summer, I have had many calls from residents of River Road and Alderman Hirschmann has received many calls too from residents in his area Ward 12 about the night entertainment and the day entertainment at the Inn at Amoskeag Falls and the music...I have had discussions with the restaurant owner and the music cuts across the river water unfortunately and has been disturbing residents in many buildings, so I'm trying to find a way to deal with this and unfortunately with the Police going over there is a court date for September 30th to deal with a...there's a charge of a violation of our noise ordinance that was brought against the restaurant, but in the process of dealing with this issue I got a copy of the ordinance from Nashua and they have a more specific noise ordinance which is a little bit more comprehensive than ours and one issue here is the difficulty in enforcing the noise ordinance, so I just thought that because of this issue I would bring it to the Committee and refer it to the Solicitor to look at the Nashua ordinance to see if we could come up with another approach.

Chairman Sysyn stated Alderman Domaingue has a question.

Alderman Domaingue stated no, Madam Chairman, I'd like to see this noise ordinance from Nashua, I can think of a lot of people in Ward 8 and Ward 9 that listen to all kinds of noise in the air on the ground, I'm teasing, but I think sometimes the City holds concerts and I'm not advocating what the Inn at Amoskeag Falls is doing is correct because I would certainly be on the phone yelling about it, but I think when we draw a fine line do we have a cutoff time. My assumption is 10:00 PM. I know that complaints have come in as late as midnight, one o'clock in the morning, is that correct.

Alderman Reiniger stated some of the complaints have come in between seven and ten thirty at nights. There are a lot of senior citizens who live there and like to go to bed early and now they can't and a lot of them don't have air conditioning and like to leave their windows open and claim that some can't even hear the TV in some cases.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to refer item 4 to the City Solicitor's Office for review.

Chairman Sysyn addressed item 5 of the agenda:

Communication from T. C. Love regarding clarification of the City's noise ordinance indicating it should specify what types of noise by decibel level are to be considered irritating.

Alderman Domaingue stated the Police Department has been involved with this and I'd like to hear from Lt. Tessier regarding this particular instance, I know it's Alderman Pariseau's ward.

Lt. Tessier stated my knowledge of this is somewhat limited, however, I do know that as a result of a neighborhood situation that has been on-going for sometime. The ordinance as it exists falls within guidelines, but it's not specific on what exactly is excessive noise, is there a difference between a rock band and someone sitting and playing classical piano. I guess what probably should and could be done as part of the Solicitor's looking at the ordinance would be to see if the whole thing should be revamped to see if we need to tighten it or what. We're not going to make everybody happy here. Manchester has some very rural areas and very urban areas and you can't apply the same thing in all cases to everybody, so I guess there's times where we need a certain amount of discretion in doing our job, I think there's a big difference between somebody having a loud party or a loud stereo at a late hour or someone at a more reasonable hour that does give off noise but what is official and maybe we need to look at it. I'm not familiar with Nashua's, but I think it would be a good idea to look at it.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to refer item 5 to the City Solicitor's Office for review at the same time as item 4.

Chairman Sysyn addressed item 6 of the agenda:

Communication from Really Fun Entertainment request closure of Hanover Street between Chestnut and Elm Streets to hold a block party on Friday, September 13, 1996.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to recommend approval of the closure of Hanover Street as requested.

Chairman Sysyn addressed item 7 of the agenda:

Communication from Teresa Vincent, American Red Cross, requesting the closure of Elm Street between North and Webster Streets from 6:00 to 11:00 PM on Friday, October 18 and from 5:00 to 10:00 PM on Saturday, October 19, 1996 in conjunction with their Halloween event "Frightmare on Elm Street", to insure the safety of the children participating.

Alderman Reiniger stated my only concern would be that I know that is where there is a lot of traffic at the Amoskeag Bridge going to the northend and I would ask Lt. Tessier if he saw any problems with redirecting the traffic.

Lt. Tessier replied I don't think we've done that in the past, but I think we could do it without too much trouble up Salmon Street or the other way.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to recommend approval of the closure of Elm Street as requested.

Chairman Sysyn addressed item 8 of the agenda:

Communication from Chief of Police Driscoll, regarding traffic concerns addressed by the residents of the Erie Street neighborhood and encouraging the placement of three stop signs at the intersection of Erie and Gilford Streets. (Note: also addressed under Traffic Department agenda -Stop Signs.)

Mr. Lolicata stated under the Emergency Act, we addressed this whole situation over the last month. In this particular case, we put the speed at 25 mph with the RSA law also. That 3-way stop has to do with a hill, so it's a safe one. The only reason we are doing that is not only because of the speed but because of the dip of that hill. They have to have something there that's not a complete blind spot.

Chairman Sysyn addressed item 9 of the agenda:

Discussion with Highway and Police Departments regarding the development and/or recommendations for methods of slowing down traffic on certain neighborhood streets.

Lt. Tessier stated that Frank, Tom and I have discussed it along with something else and we will be setting up meetings periodically with people from Planning and other agencies, so we have preliminary ideas, but will be expanding on it.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to table item 9 pending further report for a period of sixty (60) days.

Chairman Sysyn advised that the Traffic Department had submitted an agenda which needed to be addressed as follows:

STOP SIGNS:

ON PATTERSON STREET AT ALMOND STREET, NWC, SEC (EMERGENCY ACT)

ON HECKER STREET AT CARTIER STREET, NEC
ALDERMAN ROBERT

ON ERIE STREET AT GILFORD STREET, NEC, SWC
ON SALEM STREET AT ERIE STREET, SEC
ON GILFORD STREET AT ERIE STREET, SEC
ON ERIE STREET AT SOUTH MAIN STREET, SWC
ALDERMAN CASHIN

ON ELMHURST AVENUE AT SOUTH ELM STREET, NEC
ON WEST ELMHURST AVENUE AT SOUTH ELM STREET, SWC
ALDERMAN PARISEAU

RESCIND PARKING ONE HOUR:

ON BAY STREET, EAST SIDE, FROM WEBSTER STREET TO A POINT 185 FEET SOUTH
ALDERMAN REINIGER

RESCIND PARKING 1 HOUR (8AM-6PM):

ON CHENEY PLACE, NORTH SIDE, FROM ELM STREET TO A POINT 120 FEET EAST OF BROWN AVENUE (UNLIMITED PARKING)
ALDERMAN PARISEAU

RESCIND PARKING 15 MINUTES:

ON ORANGE STREET, NORTH SIDE, FROM A POINT 175 FEET WEST OF UNION STREET TO A POINT 40 FEET WEST
ALDERMAN REINIGER

PARKING 15 MINUTES (8AM-9PM) SEVEN DAYS A WEEK:

ON ORANGE STREET, NORTH SIDE, FROM A POINT 140 FEET WEST OF UNION STREET TO A POINT 75 FEET WEST ALDERMAN REINIGER

TRAFFIC SIGNALS:

ON SOUTH WILLOW STREET AND MALL OF NEW HAMPSHIRE - SOUTH ENTRANCE/EXIT

VALLEY STREET AND MASSABESIC STREET/TARRYTOWN ROAD
AUBURN STREET AND TARRYTOWN ROAD
ORDINANCE TO TAKE EFFECT WHEN SIGNALS ARE ACTIVATED
ALDERMAN CLANCY

RESCIND PARKING 8 HOURS (METER #900):

ON CONCORD STREET, SOUTH SIDE, FROM PINE STREET TO A POINT 40 FEET WESTERLY
ALDERMAN REINIGER

NO PARKING LOADING ZONE:

ON CONCORD STREET, SOUTH SIDE, FROM PINE STREET TO A POINT 40 FEET WESTERLY
ALDERMAN REINIGER

RESCIND FLASHING BEACONS:

ON VALLEY STREET AT TARRYTOWN ROAD/MASSABESIC STREET
ON TARRYTOWN ROAD AT AUBURN STREET
ORDINANCE TO TAKE EFFECT AT TIME OF REMOVAL (BOTH INTERSECTIONS TO BE FULL SIGNALIZED)
ALDERMAN CLANCY

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to recommend approval of the Traffic Department agenda as submitted.

DISCUSSION ITEMS:

CLOSURE OF MIDDLE STREET PARKING LOT FOR "PARKING FOR VOTERS ONLY" ON SEPTEMBER 10, 1996, EXCLUSIVE OF THE 17 SPACES LEASED BY MCQUADE'S.

Mr. Lolicata stated last year was the first time I had ever closed the lot.

Chairman Sysyn asked did you find out how long McQuade's is paid up until.

Mr. Lolicata replied my secretary found they were paid up until the end of August. It's up to this Committee to either extend...I think the last time it actually went to the full Board and extended it until May 31st. I guess the next step I would probably ask you people is that at the next meeting get together and say what are you going to do with this parking lot. Now, are you going to keep extending it or something whereby you're either going to stop it, give them the parking lot or something.

Chairman Sysyn stated we've extended it and they wanted to be extended until Rich Davis came on board and he came on board in April and nothing's been done since then.

Mr. Lolicata stated the last extension went to June 30th or July 1st, something like that. I told Carol that I thought the lease had expired, but they have kept paying. I would probably recommend tabling now until September and probably come up with some sort of a plan.

Chairman Sysyn stated it should probably appear on our next agenda and someone should approach them as to what to do with it and get Rich Davis to go over and see what he thinks should be done.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to approve the closure of the Middle Street Parking Lot for "Parking for Voters Only" on September 10, 1996, exclusive of the 17 spaces leased by McQuade's.

CENTRAL MANCHESTER TRAFFIC SIGNAL SYSTEM - SIGNAL OPTIMIZATION AND SYNCHRONIZATION STUDY.

Mr. Hoben stated it had been put into the CIP Program a few years back and then discussing with Moni Sharma to do the Elm Street Project they were going to stop the project at Chestnut and our system would go to Maple Street and were going to split all of our systems without looking at Maple, Beech and Union in between. So, he came up with staff over at Southern NH Planning who had the expertise to do this kind of timing and told them not to do anything because they would have something within six months. It's all set to go, it a real good study and it's doable without any monies at all because we'd be using existing equipment and what he calls for at the end of the letter is whether or not they want the AM peak hour, but our equipment at this point can only do one offset, one cycle for the evening hour. Most of the equipment can do it, but there's probably only about 8 left out there in older equipment. What we would like to do is

implement the program and also ask Moni through letter (formal request) to do the AM peak hour because it will be doable within three or four years. The last time the City did it was in 1970, 26 years ago. There's was one in 1980 that didn't address what we had, they were going to change the phases and the Traffic Committee turned it down and it was thrown in the garbage. You won't see any major changes, it will just fine tune what is out there.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve the signal optimization and synchronization study and conduct the AM peak hour.

Chairman Sysyn addressed item 11 of the agenda:

Ratify and confirm poll conducted August 20-21 relative to a communication from Linda Persons, Program Coordinator for the Muscular Dystrophy Association Labor Day Telethon requesting the use of Stark Landing for a remote camera location.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to ratify and confirm the poll conducted on August 20-21, 1996.

TABLED ITEMS

Communication from Ald. Reiniger submitting proposed revisions to existing City ordinances.

(Tabled 2/26/96)

This item remained on the table.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to remove the following item from the table for discussion.

Communication from Chief Favreau, requesting consideration that 10-hour meters along the south side of Manchester Street, between Pine Street and the driveway to the Police station be installed.

(Tabled 5/21/96)

Lt. Tessier stated I think when that was originally tabled, it was pending the study that was put on by the Mayor's assistant and to incorporate this with that.

Mr. Lolicata stated it's completely changed now, coloration wise, two-hour minimum.

Lt. Tessier stated this was never part of that, this is something separate and we're still interested in this but the reason it was tabled was to hold it until the new meters and the Downtown issue was addressed. There was no need in changing it if we were going to put in meters now and rip them out again for whatever reason. I don't think we have a reason leaving it there until we find out what's going to happen with the Downtown area as a whole.

This item remained on the table.

Communication from Mary McKillop, Optima Health Visiting Nurse Services, requesting that the alley (Chandler Street) behind their location at 1850 Elm Street be changed to a one-way running from north to south.
(Tabled 6/4/96)

This item remained on the table.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to remove the following item from the table for discussion.

DISCUSSION:

A presentation from Alderman Domaingue concerning the Pepperidge Drive neighborhood.
(Tabled 7/16/96)

Alderman Domaingue moved to receive and file this presentation stating contrary to the media report, however, we are asking for the public to understand that the neighborhoods affected by that traffic. What we need to establish is that the subject matter relates to that specific area. We're not talking about all of the traffic concerns in southern Manchester and unfortunately I think whatever information was given to the paper because we don't want to blame the paper was certainly not complete. We want to communicate to the area specific and we intend to continue to hold these types of meetings throughout the fall for other areas.

Alderman Reiniger duly seconded the motion. The motion carried.

NEW BUSINESS

Webster School

Lt. Tessier stated what we did...Tom and myself...we went up and helped them recycle the problems they were having when school lets out and we worked it so that the buses will be going to the rear school yard and picking up the school kids with parents now being able to pick up their students in front of the school. What we need to do is make an adjustment in the ordinance for the signage to allow that to happen at dismissal. We don't want people parking there all day long, but we want it available to parents who pick up their children in front and think it's a much safer situation and not having all the buses and cars parked in the front.

Mr. Lolicata stated he would call the City Clerk's Office with the changes in the Traffic Ordinance.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve the request in the change of the Traffic Ordinance relative to Webster School.

Pedestrian Signal at the intersection of Maple and Hanover Streets.

Mr. Hoben stated there is a request for a CIP project for a pedestrian signal at the intersection of Maple and Hanover Streets. We've had a request in the past and Alderman Sysyn had requested it before making a good point that the Division of Employment Security was moving into the building on Hanover Street and would probably get some use there. So, it's a blessing to install the pedestrian signal when we update the control equipment.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve the pedestrian signal at the intersection of Maple and Hanover Streets.

Chairman Sysyn moved to recommend the nomination Thomas P. Lolicata to succeed himself as Director of Traffic, term to expire January 1, 2001. Alderman Domaingue duly seconded the motion. There being none opposed, the motion carried.

Alderman Domaingue stated on two items that had been discussed this evening, one was on an ordinance that the Traffic Director put together an ordinance which would allow for lowering the speed limit by 5 mph in designated neighborhoods. When could we expect to see the creation of that ordinance.

Mr. Lolicata replied you have the powers, Alderman, to make an ordinance to make certain areas because of the State RSA laws. The State does by State law set the speed limit for the City per se, within that RSA law you are allowed increments of 5 mph to lower, the law states 10 miles below for school zones and we have it at 20 because our speed limit is 30 and you can also do it with the special law of 1993 of the 20 mph black and white for a width of 20 feet or less. Now, any ordinary street with a problem and that doesn't mean Elm Street, but on-going problems whereby you necessitate it should go 20 mph, you can do by ordinance. The RSA law is there to protect you.

Alderman Domaingue stated I think in a certain particular two neighborhoods I could make a case. The second question is we had a discussion in this Committee a couple of meetings ago about designation of arterial streets, collective streets and neighborhood streets and I'm wondering whether we need to have a further discussion here or whether the different departments such as Traffic and Highway would sit down and map out how they would designate them and bring it forward to the Committee.

Mr. Lolicata stated that work was actually done years ago with Moni Sharma. What he had done which was very extensive hasn't changed much. I would utilize something like that to carry forward and it's never been adopted and it had to do with stop signs at the time. Right now, it's still up in the air...you people could put up a sign on a major street, but for definition of arterial streets if you want to make a definition, I think it's already done for you. If you want to look at a particular map and adopt that I would suggest that Moni's homework is done for you.

Mr. Hoben stated you might want to discuss it with Bob MacKenzie of Planning, he might have something.

Alderman Domaingue asked, Tom, could we have something for the next meeting.

Mr. Lolicata stated I think we still have some of those maps. For example, South Willow Street an arterial street went from 10,000 to 15,000 cars. I'll bring in the maps and you can take a look at them.

Alderman Reiniger stated they've been doing a great job with the pedestrian safety program on Elm Street and I was wondering if there was anything more that needed to be done on the program.

Lt. Tessier replied we finished today when our federal grant ran out and I don't have the files/statistics on it, but there was a lot of enforcement Downtown. I would say that the feedback I've received on the program was probably 75 to 2 in favor. I got a lot of positive calls. I think we got a little bit of a surprise, at least I was surprised. I figured there would be an impact on the pedestrians, but it seems to have slowed the traffic too. There's another issue that's been discussed over the years about making it more "pedestrian friendly" and that has to do with the walk lights themselves.

Mr. Hoben stated it just doesn't exist. If you figure it out what Chief Favreau was talking about was he wanted to make the pedestrian cycle come up first. He wanted to make the pedestrian cycle come out first. Figure it out, it's like a fire alarm. You'd never move green traffic out of there, you'd never get a green light. It worked the first time, but if you keep doing it, it's like a stuck push button.

Lt. Tessier stated we have to make a decision as to whether we want traffic to move on Elm Street or do we want pedestrians to move on Elm Street.

Mr. Hoben stated that should be answered by the Elm Street study.

Lt. Tessier replied absolutely, and that is why it hasn't been brought out as an issue because we don't know what we are going to do with it, we don't know if we want Elm Street to be a thru way for traffic or if we want it to be a place for people to cross readily because I think everybody at this table has stood at the corner on February and waited for the cross light to change and said to heck with this, I'm going.

Mr. Lolicata stated I think the longest walk signal is probably 19 seconds or so and it's very long and you can't ask for more pedestrian safety than that. You can't make it too much longer because pretty soon you're going to have traffic backed up.

Lt. Tessier stated the issue is not the length but the cycle. We ran a study about a year ago and we waited for a year. We had no fatalities, we had 5 or 6 pedestrian accidents of a minor nature and the response we had from the beginning of this was the perception that it was an "unfriendly" situation, but I think we've made some big gains over the last three months. Are we finished yet, I don't think so. What this really did was set us up for what's going to happen next year on Elm Street. It started people thinking that we needed some education, the cones were cheap and we're going to continue...I have a commitment from the Chief that we will continue to man the Pedestrian Safety Program and committed from the beginning once the money ran out.

Alderman Domaingue stated I don't spend as much time in the inner city as Aldermen Sysyn and Reiniger do, but I've seen more pedestrians lately walking and crossing on Elm Street. I have to agree with Lt. Tessier only in that if it's cyclical problem maybe other communities do it differently and may be need to look at that. Certainly, I'm not disagreeing with your point, but the whole idea of brining business back Downtown is to make it "user friendly" and the users are the customers and the customers want "walk" up and down or to cross Elm Street to get to the businesses. So, anything that we as a City can do to make it more "user friendly" I would think we would want to do.

Chairman Sysyn stated business is better this year. I only had one month, July and the garage was closed last year, but business is up this year and I thought it was only going to be at the beginning of the year because of the Presidential Primary, but it's been much better than last year right up to today.

Alderman Reiniger stated I was just out in Seattle and Vancouver and walking around the downtown's there it seemed you didn't have to push a button to get a walk signal, it would just automatically go up with the green light.

Mr. Hoben stated the problem is with people taking right turns on red lights. It's going to be an educational process.

Lt. Tessier stated I definitely think we made some better gains than I thought we were going to over the summer. But, we didn't get to where we were overnight. It's going to take continued work on everybody's part to get the Downtown in that direction. We still run into people who cross where they want to cross and that's where our grant money was able to help out.

Alderman Domaingue asked where are we on the cyclical walk, pedestrian crossing. It grates me sometimes when the City says we don't want to do this because it will take years for people to get use to it and I'm hoping that what I am looking at here is that the Traffic and Police Departments will work together to come up with some cooperative solution so that we can get pedestrian traffic...

Lt. Tessier stated I don't pretend to have the technical knowledge. We will sit down and discuss it.

Mr. Hoben stated right now it goes right all the way around and cars will stop, then it clears, then it gives you the walk light and then it clears the don't walk and there's ample time. We have the highest time in the state because of complaints. The problem is the

way that most of the City is all pedestrian movement which stops the City. Like in Seattle and Washington, DC all have concurrent pedestrian movement with the lights. Amory and McGregor is a concurrent pedestrian. Half of this one across the street is concurrent, but it's protected on one side.

Mr. Lolicata stated we can work together with the Police Department.

Alderman Domaingue stated I don't want to say no because it's easier to say no than to work at it and make it more "user friendly", so I'd rather see what we can do to try something.

Mr. Hoben stated the reason they use the concurrent pedestrian is not to move the people, but to move the traffic.

Lt. Tessier stated that is what we have to decide.

Mr. Hoben stated the pedestrians play second fiddle to the vehicles.

Mr. Kearney stated they have complained about these lights for years and years. I think this is an ideal setup. I don't think there have been that many pedestrian accidents at these intersections. If they're having a lot of accidents at an intersection where the lights are changing. The ideal situation is to have a longer changeover. In other words, a longer amber light and a longer time before the red light goes off and the other fellow gets his green light, but we've worked on that for years and given them a little more time. To me that's a good setup.

Mr. Lolicata stated I'll sit down with Lt. Tessier and the Chief and explain technically what can and cannot be done and if the Chief wants to do more we'll come up with something and see what we can come up.

Lt. Tessier stated the only issue that we have which we're seeing consistently is when someone stands at the corner and someone presses the light and they're not waiting for the full cycle to change before they cross, they'll stand there for a certain period of time. Now, if there is nothing that we can do about that...

Mr. Lolicata asked what about Amherst and Elm, there's a crosswalk there. That is where people have to be educated. Once the pedestrians are out in the streets they have the right-of-way. Unless, you want to put full-fledged lights there also...

Lt. Tessier stated you could almost make it the whole length of Elm Street without touching a walk light.

Mr. Hoben stated it's either concurrent or it's not.

There being no further business to come before the Committee, on motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee