

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

November 18, 1997

5:45 PM

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

Present: Alderman Sysyn, Alderman Reiniger, Alderman Soucy, Alderman Domaingue, Alderman Robert

Chairman Sysyn addressed item 3 of the agenda:

Ordinance:

“Amending paragraph (B) of s 71.14 ‘Impoundment’ to eliminate the reference to a specific amount of towing and storage fees and charges incurred by the city.”

Deputy Clerk Johnson stated, Madame Chairman, the Clerk was advised that in order to get this through in time to amend contracts, the Police Department was requesting that the Board also suspend the rules when this is presented to the Board on December 2 if the committee approves it. The reason for that is because the fee presently is at \$90 for towing and this actually reduces the fee for the person and they are trying to get that accomplished before the next snow storm.

Chairman Sysyn asked do they know how much they are going to reduce it.

Deputy Clerk Johnson answered I think Lt. Tessier can address that but I believe it is about...

Alderman Domaingue asked how much will the towing fee be.

Lt. Tessier replied we are looking at probably reducing it to around \$70, which would reduce the fee that the city makes, but maintain the fee that the wrecker companies get as it exists. Each year we are returning money back into the city for the general fund that is left over from it. The idea was to pick up the expenses for the officers that are working the detail and we are exceeding that at this point.

We are trying to reduce it down probably \$15 or \$20. We have to get that firm figure from Deputy Robinson. He is going over those figures right now.

Alderman Domaingue asked when we reduced earlier this year the charges that the wreckers were allowed to charge; they were allowed to charge exorbitant prices. Do you remember that? Is this in line now with what we reduced their charge to?

Lt. Tessier answered it is not the same figure but it entails different work. Taking cars off the street is a little bit different than having to deal with them just...

Alderman Domaingue responded okay, it is a different item. Okay, thank you.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve the ordinance and suspend the rules until the December 2nd meeting.

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

NO TRUCKS ALLOWED (930PM-700AM):

On Mammoth Road, from Massabesic Street to Cilley Road

Alderman Shea

NO TRUCKS ALLOWED:

On Hall Street, from Hayward Street to Harvard Street

Alderman Shea

On Nashua Street, from Maple Street to Bridge Street

Alderman Sysyn

PARKING 1 HOUR (8AM-6PM):

On South Wilson Street, east side, from Cilley Road to a point 105 feet southerly

Alderman Shea

PARKING 1 HOUR (8AM-6PM):

On Chestnut Street, west side, from Cedar to Auburn Streets

Alderman Sysyn

NO PARKING:

On Hanover Street, north side, from Ashland Street to a point 65 feet easterly

On Hanover Street, south side, from a point 335 feet east of Mammoth Road to a point 55 feet easterly

Alderman Sysyn

On Riley Avenue, east side, from a point 425 feet north of Young Street to a point 110 feet northerly

Alderman Shea

NO PARKING:

On Riley Avenue, west side, from a point 285 feet north of Young Street to a point 165 feet north

On Silver Street, south side, from Beech Street to a point 105 feet easterly

Alderman Shea

On West Sagamore Street, north side, from Elm Street to the dead end

Alderman Reiniger

NO PARKING -

SUNDAY - 11PM- MONDAY 7AM

THURSDAY 11PM- FRIDAY 7AM

APRIL 1ST TO NOVEMBER 30TH

On Elm street, east and west side, from Blodget Street to Auburn Street

Alderman Reiniger

***Highway Dept. Sweeping**

NO PARKING (NOVEMBER 15TH TO MARCH 15TH):

On Kenberma Street, north side, from the dead end to a point 105 feet easterly

RESCIND NO PARKING:

On Central Street, south side, from Cass Street to Kenney Street

NO RIGHT TURN ON RED (7AM-3PM DURING SCHOOL):

On Valley Street at Massabesic Street, sec

Alderman Shea

NO PARKING (NOVEMBER 15TH TO MARCH 15TH):

On Kenberma Street, south side, from the dead end to a point 105 feet easterly

Alderman Pariseau

PARKING 1/4 HOUR (7AM-9PM/ 7 DAYS):

**On Bartlett Street, west side, from Putnam Street to a point 40 feet southerly
Alderman Robert**

PARKING 1/4 HOUR (7AM-9PM/7 DAYS):

**On Putnam Street, south side, from Bartlett Street to a point 115 feet westerly
Alderman Robert**

PARKING 1/4 HOUR 9AM-6PM):

**On Merrimack Street, north side, from a point 50 feet west of Chestnut Street
to a point 50 feet westerly
Alderman Reiniger**

RESCIND PARKING 2 HOURS (8AM-6PM) METERS:

**On Merrimack Street, north side, from a point 50 feet west of Chestnut
Street to a point 50 feet westerly - removal of meter #'s 166-167
Alderman Reiniger**

RESCIND PARKING 1/2 HOUR (7AM-9PM/7 DAYS):

**On Bartlett Street, east side, from a point 50 feet south of Putnam Street to a
point 50 feet southerly
Alderman Robert**

RESCIND PARKING 1/2 HOUR:

**On Bartlett Street, west side, from Putnam Street to a point 38 feet south
Alderman Robert**

HANDICAP PARKING ONLY:

**On Walker Street, north side, from South Main Street to a point 55 feet
easterly
Alderman Cashin**

PARKING FOR POLICE BUSINESS ONLY:

**On Walker Street, north side, from a point 55 feet east of South Main Street
to a point 85 feet easterly
Alderman Cashin**

RESCIND NO PARKING LOADING ZONE (UNLIMITED PARKING):

On Walker Street, south side, from South Main Street to a point 50 feet easterly

Alderman Cashin

PARKING 2 HOURS (8AM-6PM):

On Prout Avenue, east side, from a point 105 feet south of Hayward Street to a point 60 feet southerly

Alderman Shea

TRAFFIC SIGNALS: (TEMPORARY - AIRPORT EXPANSION)

Perimeter Road and Harvey Road

Alderman Domaingue

STOP SIGNS:

On Lowell Street at Beacon Street, nec, swc (4-way)

On East High Street at Belmont Street, nec, swc (4-way)

On Weston Street at East High Street, nwc, sec (4-way)

Alderman Sysyn

On North Street at Russell Street, nec, swc (4-way)

Alderman Elise

On Concord Street at Highland Street, swc

Alderman Sysyn

On Woodbine Avenue at Laydon Street, sec (emergency act)

Alderman Clancy

Deputy Clerk Johnson stated Item 4 is a Traffic Department agenda and we have a couple of notations to make onto that. First, on page 4 of your agenda the "On North Street at Russell Street, nec, swc (4-way)" we would note that we have received a petition with 34 signatures, addressed to the committee in support of that. It is for, it was submitted by one of the parents of the school children at St. Catherine's. We also have a letter that was submitted to the committee from Alderman Elise, or to Alderman Elise from Harry Ntapolis which I believe was distributed to you just before the...

Chairman Sysyn asked is it just of his letter that we should set policy. We had set policy before on 4-way stop signs I believe unless they are near schools.

Deputy Clerk Johnson replied the committee considered 4-way stop signs in the past and they did set a policy that they would only consider them in school areas. That was when they initiated the 4-way stop in front of Northwest Elementary School.

Chairman Sysyn asked do I have a motion on this.

On motion of Alderman Reiniger, duly seconded by Alderman Robert, it was voted that the agenda be approved as submitted.

Deputy Clerk Johnson stated we also have one item that...

A Mr. Preston from the audience interjected that at St. Catherine's we had some concerns about how effective that would be and we wanted to ask about rather than a 4-way stop that we have flashers and a 20 m.p.h. zone with specified times. We don't feel that the stop sign is actually going to alleviate the problem.

Mr. Lolicata stated first of all, the 4-way stop you passed doesn't even warrant it. A flasher is not even warranted in this section. You need volume, you need accidents, and here are the warrants which aren't even met. Tonight they are going to be taking up Russell Street and Bridge Street which already has flashers and they want a 4-way or something down there on top of that, signals now, signals. It is coming to the point by which warrants aren't even being met. One child, one person or adult, whatever who gets into an accident or who gets hit or something like that and everybody is asking for a 4-way or a signalization and all types. They have to start meeting warrants for these things. I have accidents all over the city and every time there is an accident we just can't go out and put up flashers and signalization. Okay? There has got to be warrants. Now you are saying if I put up a flasher up there, we have a flasher on Bridge Street and a child still got hit. That is human error. That is not going to stop an accident. What we have here was a policy that we were trying to follow like everybody else throughout the country and saying yes, a 4-way stop is used only before you are going to use signalization which means 200 cars or more per hour at an intersection in all directions. The other warrant is five accidents or more with volume. None of these come close to the warrants. Prior to this, I have these other statistics from the Police Department for the other stuff on the agenda. You are lucky to have two or three accidents at some of these intersections in the last three years and you are supposed to average five a year. I understand somebody got hit. I understand it was a human error. I see this every week when people go through a stop sign so, you know, how, we have to have a policy set here. We can't do this for every intersection where people feel the need because somebody gets into an accident or hit. Also, the other thing is called enforcement. That is

the tool we have, the Police Department. That is when you call for someone to go up there with radar at a certain intersection and start doing the best that they can with what they have to enforce these laws. Peak traffic is one of the biggest times that all this happens. Now every time someone turns around and tells me there is an accident at such and such and they look for a flashing beacon or a set of lights, a set of lights goes for \$60,000; flashers are \$2,500 or \$3,000, because of a human error. This is not going to help that situation up there. Okay? That is my opinion based on what we have gone through all these years.

Mr. Larry Preston responded okay, but I think you are misunderstanding what I am saying. Now, by flashers I am talking a 20 m.p.h. flashers. It is a, you know, street sign with a flashing light.

Mr. Lolicata stated we have a school zone state law, 20 m.p.h. and we have signs up there on Webster, on North, the main artery stating 20 m.p.h. school zone. You have it right now.

Mr. Preston answered yeah, it is one small sign that it kind of stuck into the bushes.

Mr. Lolicata replied it is like that throughout the whole city. It means one thing. You know it, I know it, and the City of Manchester knows it means 20 m.p.h. and the sign tells you that.

Mr. Preston responded yeah, but it is much more visible when you have the yellow flashing lights. You can't help but see the yellow flashing lights and you know that it is for a specified period of time. The half hour or 45 minutes during drop off and the half hour or 45 minutes when school is being released when the traffic is heaviest. That grabs your attention those flashing lights.

Mr. Lolicata answered the only time we use those, Sir, is like the rural areas where they are right now. That is where there is a very high volume of traffic daily, okay. Youngsville School, St. Francis and those areas. We don't put flashing signals in every single school in the city. Beech Street is worse than anything and you don't see flashers down there. They average 40 m.p.h.

Chairman Sysyn stated yes, there is a flasher at Beech Street School.

Mr. Lolicata responded Beech Street grammar school does have them, right after the regular signals.

Mr. Preston replied I am just saying that I think that is a better solution than a stop sign.

Chairman Sysyn stated I don't want to interrupt but just maybe we could take a look at it, but in the meantime if we do the 4-way stop signs for now and then they could probably take a look at it at a later date.

Mr. Lolicata asked you are stating just North Street only. That is where you want them. A flashing signal 20 m.p.h. on North only or...

Mr. Preston answered right and another suggestion for consideration that someone had just suggested today is to make North Street one way from Russell to Hemlock, that one block. I know they have done that I believe in front of West School on the west side so that it keeps traffic flowing in one direction. We have been dealing with this ever since we started construction, well over a year ago.

Mr. Lolicata responded you can't do it for one block. You would have complete chaos up there. You are going into a one way street down below anyways on North so that would be pretty hard to do without doing a whole street at a time with mini blocks. Really.

Lt. Tessier replied for your information I had a meeting with Mr. Ntapolis today who deals with risk management for the city and a question I had was crossing guards and our training of crossing guards. We are not in a position to issue you the existing crossing guards because they are spread out through the city, however, he strongly feels that if I were to put your people or the people that were outside your group that is doing it regularly, that there wouldn't be a problem with authority and there wouldn't be a problem with liability if you went through the training process that we use and you would be able to stop the traffic as our regular crossing guards do to cross the kids safely across there. So I think that is something that has just come to light this afternoon and I was going get together with Sister Janet next week to see if we could set something up to get the three of you through that process. I think that will help too.

Mr. Preston stated yes, I think it will because we can't do anything...

Lt. Tessier replied you can't do anything now and we had a problem with that.

Chairman Sysyn stated they will be working on it with you.

Mr. Preston stated yeah, but in the meantime you are going to put up these four stop signs and you are not going to want to take them back down if we come up

with a better solution. Isn't the city more liable in that memo that Alderman Elise put out she states that you are going to be...once you install stop signs...

Chairman Sysyn asked do you want the 4-way stops or don't you want the 4-way stops.

Mr. Preston answered don't want the 4-way stops. I don't think that is going to solve the solution. I don't think that is going to solve the problem I mean.

Chairman Sysyn replied well Françoise has asked for 4-way stops.

Mr. Lolicata asked what is the problem up there. St. Catherine's is probably one of the best schools I have seen safety wise going to school and coming out. My granddaughters go there. I have picked them up. I have done it and it is very well run. Of all the other schools compared, I will tell you that you don't have a problem compared to some schools believe me. I am trying to get to your problem on North Street. What is it basically? Is it speeding? What brought this about?

Mr. Preston answered well, I think you know she had a different concern than we at the school have. Ours is a matter of managing and controlling traffic and we don't see that 4-way stop as helping in that situation. Now her concern is speed of traffic coming down the hill and that is a legitimate concern because they do come down that hill quickly. I think a flasher would be a more appropriate solution than a 4-way stop.

Chairman Sysyn replied let them do the 4-way and then they can...

Mr. Preston interjected but once you have a 4-way according to the...

Chairman Sysyn interjected and then they can take it apart afterwards.

Mr. Preston responded according to Alderman Elise, the city is not going to...if they put a stop sign up and then take it down and then there is an accident the city becomes more liable because there was an existent stop sign and now you have taken it out and somehow that increases the liability.

Mr. Lolicata replied before you go too far, let me state this. First of all, yes I am against a 4-way stop. Now that this has passed and it goes to the full Board and that 4-way goes up it will not be brought down again.

Mr. Preston responded that is why I am up here speaking to you.

Mr. Lolicata stated when it comes to engineering and liability I will emphatically state once they are up, nothing like that will be changed again. That is where we get into real big problems here. I am going to state that here at this meeting. So, once you see a stop sign go up, outside of very rare circumstances which I have never seen in my 34 years, once something goes up they are going to stay up.

Chairman Sysyn stated can we just stop for one second here.

Deputy Clerk Johnson stated one of the considerations that the committee can make at this point if it desires is to rescind the action on the 4-way stop for the North and Russell Intersection and allow the Police Department and the Traffic Department to work with the school and come back with suggestions to the committee for consideration at the next meeting.

Alderman Domaingue stated I will make that motion, but my only concern is that you do have a petition in hand. How many people signed it?

Deputy Clerk Johnson answered 34.

Alderman Domaingue responded I am going to make that motion with those people in mind.

Alderman Elise stated the traffic, speed situation on North Street has been going on for a long time. The neighbors on North Street have been complaining about this since I have been in office. We have put up speed traps, etc. that have not slowed down the traffic. So, it is the neighbors that are concerned about this too and they are not doing this in retaliation to the school. Noone has told me that they are opposed to anything that is going on in the school. They are concerned about the traffic speed. We do have parents at the school who are concerned about themselves dropping children off and picking up children and the traffic speed coming down North Street also. I, are you here speaking on behalf of who?

Mr. Preston responded St. Catherine's.

Alderman Elise asked but who.

Mr. Preston responded Sister Janet and Monsignor Hanagan.

Alderman Elise replied I have spoken, can I just finish, I have spoken to Sister Janet on the phone about this and she told me that she was not opposed to the 4-way stops. Now, what I would recommend at this particular time is that this motion pass and then I have a chance to sit down and talk to Sister Janet between

now and when it comes to the full Board and at such time that it comes back to the full Board and Sister Janet and some of these other things are not worked out, then the recommendation would be that it wouldn't pass.

Chairman Sysyn stated we might want to just rescind it temporarily until we can get a better feel on it.

Alderman Domaingue stated Alderman Elise you know I am sensitive to speeding issues. You know that. I don't do this lightly, but this city needs to make sure that it has communicated with both sides on this issue before we go ahead and implement anything. I think that is only fair. We have done it in the past on other issues. We were unaware that this gentleman was going to appear here tonight. So I think out of fairness to city departments, the Aldermanic Traffic Committee and people who are on both sides of the issue, we need to at least give them some time to work it out.

Alderman Elise responded I think that time could be between now and going to the full Board.

Alderman Domaingue replied but once we pass it we are sending the communication that we are approving it.

Alderman Robert stated we have been fooling around with 4-way stop signs for a long time. I have been here for six years, we haven't done anything. And I have got some coming. I don't want to break any sort of momentum. This is something we should have thought about a long time ago. I feel comfortable that Alderman Elise can straighten out whatever it is she wants to straighten out. I am just afraid if we decide to not do something or hold something up for some reason that all of the sudden we are not going to do this anymore. I want to get this done.

Chairman Sysyn responded wait a minute, Tom, I have three of them on there and mine are going. Mine are going. I don't know about, I don't know about North and Russell but mine are going.

Alderman Robert replied I guess what I am saying is that if Alderman Elise feels comfortable about moving this on and working it out by the time it gets to the full Board, I am too.

Mr. Lolicata stated may I interject. It would help everybody if I could give you a copy of these. These are your warrants for a 4-way multi stop sign from the International Transportation of Engineering and also the MUTCD book. This is what you should be going by right here. This is called liability right here in my

hands for a city. These are warrants for a 4-way stop sign gentlemen. I am going to make copies for this whole committee and I wish you would read these very careful and understand these what is involved here.

There was no second to Alderman Domaingue's motion.

Mr. Preston asked where are we at.

Chairman Sysyn stated where we said we were. 4-way stop sign.

Deputy Clerk Johnson asked can I just explain the process to this gentleman. At this point in time the committee has passed a 4-way stop for the North and Russell intersection. That has to go in a report form to the Board of Mayor and Alderman which would be the first Tuesday in December. It is my understanding that between now and that time that Alderman Elise is going to in fact contact Sister Janet and try and work something out with the school, but the Board of Mayor and Alderman will consider that report on the first Tuesday of December and they will have the option of either approving that or disapproving that and sending it back to the committee. So the 4-way stop doesn't go into effect tomorrow morning. It has one more step to go in the process I guess is what I am trying to explain and that would be the first Tuesday in December when it goes to the Board of Mayor and Alderman.

Mr. Preston replied I just want to go on record saying that we are not opposed to the stop sign per se, it is just that we feel there is a better solution.

Deputy Clerk Johnson responded I guess that is something that Alderman Elise is going to follow-up and I presume the departments will also be contacting Sister Janet and hopefully before the first Tuesday in December everybody will be in agreement so it can either be gone forward or pulled off the agenda at that point.

Chairman Sysyn asked can we move to #5.

Deputy Clerk Johnson requested Traffic Department Addendum Items be taken up as follows:

RESCIND NO PARKING:

On Central Street, south side, from Cass Street to Kenney Street

NO PARKING (NOVEMBER 15TH TO MARCH 15TH):

On Kenberma Street, south side, from the dead end to a point 105 feet easterly

Alderman Pariseau

Alderman Domaingue asked no parking on Kenberma where.

Deputy Clerk Johnson answered north side from the dead end to a point 105 feet easterly and that is only from November 15th until March 15th.

Mr. Lolicata replied it is the dead end piece Alderman at the end. They can't even get out of the driveway down there.

Deputy Clerk Johnson asked for a motion to approve those two items.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve the two items as presented.

Chairman Sysyn addressed item 5 of the agenda:

Discussion relative to scheme of traffic flow in the Sunset Manor neighborhood.

Deputy Clerk Johnson noted that there was a handout distributed to the committee members identified as Item #5, Exhibit A.

Alderman Domaingue stated, Madame Chairman, there are people here from the neighborhood committee tonight who would like to address the committee if that would be all right. Mr. McDermott and Mr. Zod.

Mr. McDermott stated we would like to take this opportunity as representatives of our neighborhood traffic committee to thank you for the allotted time given to us this evening. The last time this traffic issue came before you, the vast majority of home owners had met and by majority voted and decided to implement a plan of action. For instance, stop signs, go right, go left signs, and a so called serpentine route through our area. This was initiated in August of 1996 in an attempt to reduce traffic and reduce the excessive speed. We planned to give this some time to see how it would work. We knew all along that it was not cast in stone. In May of 1997, automatic traffic counters recorded additional counts. In June of 1997, a neighborhood committee was formed to see if the overall plan was working. Some of the committee members volunteered to locate themselves at certain locations to witness and take count of what we already knew was happening throughout our area. Exhibit A that you have been handed shows you the results of the last week of June, 1997 when 21 out of 22 cars not only did not come to a

stop at the corner of Westwood and Donahue Drive, but totally ignored the Go Right sign. The one car that did obey the Go Right sign was a neighbor who turned right to go home. As you can see, the number of violations is just under 90%. Exhibit B shows that on August 20, 1997 there were 57 moving traffic violations in a brief 30 minute time span. Just recently by the way, the Highway Department was working on Goffs Falls Road and due to that construction placed a wooden horse on the corner of Westwood and Donahue stating Road Closed Due to Construction. People even ignored those signs and proceeded to Goffs Falls Road where they did in fact find construction was going on and had to turn around. Oh that they would be as determined to get to the polls on election day. Exhibit C shows the total number of counts and while the numbers are down, violations are up and appear to be going up on a continuing basis. Of course, the worse violation of all is the horrendous speed as they travel through our neighborhood. This brings me to Exhibit D where we show a drawing of what we feel is a good, feasible, workable solution. Namely, where the people living in the Sunset Manor, Westwood Drive area, our hill, could exit out onto Brown Ave but could not come back on our hill from Brown Ave. We would enter from the Goffs Falls Road area. The way the barrier would be engineered and built, the folks on Kenberma Hill are good friends over on that hill would still be able to exit and come back in from Brown Avenue. They also still could come down their hill by a connecting road and come up through our area. If this plan were successful, in time I would think that all the signs in our area and the serpentine route would no longer be needed and could be eliminated. At this time, I would like to invite Greg Zod to share with you some traffic calming methods that not only would help solve the problem in our area, but could very possibly help you in other areas of the city. I would like to welcome Greg up.

My name is Greg Zod. I live at 127 Westwood Drive. I have lived there for about 14 years. I would like to thank the Board for this opportunity to present my concerns. I would like to start off by saying we have a history of traffic problems. We have a history of speed problems. Exhibit E, which was dated November 14, 1994, was done at my request for a speed survey. As you can see, they stopped two people at 43 and 47 m.p.h. I think that is very excessive. The traffic report, I think at that time I had called the Traffic Department and spoke with somebody there and the person who was doing 47 m.p.h. didn't think they deserved a ticket because they were using a shortcut and because they were also in a hurry. Some of the people, if you do live in the area, we tend to go 20 m.p.h., 25 m.p.h. to get into our driveways just out of respect to the neighborhood and the kids. When you do that, you have to use your directional signal to turn into your driveway because you probably would be passed on the left and cause an accident if you didn't do so and even if you do this and you drive 20 m.p.h. as is my choice to be, the road rage gestures that we get from the people behind us I don't see where we should

have to put up with them. In addition, I am usually pulling into my driveway so they know where I live so I am concerned for that. I had another confrontation with a person too that made a, stopped me at a stop sign to tell me what he thought because I was going too slow. I think the reason there is so much traffic and so many people shortcutting and the speeds are so excessive is probably due to Item F. It is a report from the Manchester Airport in regards to projected traffic counts on Brown Avenue and Willow Street. The exhibit is dated 1995 and I would imagine that these probably have increased. I believe on the Willow Street side it is approaching 1,300 cars, this is per hour peak traffic and Brown Avenue I believe is approaching 1,200 cars per hour peak traffic. I think this is the reason we have the problems and the speed. The serpentine route, it does not work with signs alone. It is very hard to enforce. Now the traffic calming things I have been talking with Cambridge, MA, unfortunately they are summarizing a report from things they implemented last Summer that is not completed yet. So, all I have is verbal conversation with the lady who is in charge of the program. I believe she said they were trying to finalize a report and it would be out soon. She didn't have a data. These, as I said were installed last Summer, so they have some experience with them already. She stated they had great success with the, with their termed raised crosswalks in residential streets, in residential neighborhoods. In particular, I guess they had a playground, a library, a school, all across the street from each other and they were having children that were being run down. Eighty-five percent of the traffic approximately did 30 m.p.h. Of that 85%, they decreased the speed from 30 m.p.h. to 21 m.p.h. at these raised crosswalks and in between them they decreased it to 23 to 24 m.p.h. According to what she had said, these could be installed on any neighborhood street, hopefully to curb traffic and hopefully in our case to curb the traffic and to curb the speed. In light of the new traffic pattern on Elm Street, I think maybe it is time we try to implement some new ideas with some of the neighborhoods in addition to Elm Street. I had one more closing. Just to point out some of the development construction. We have two very recent restaurants open, three restaurants that are planned, two hotels that are, one being built and one is going to be built very shortly, Abby Road Industrial Park, Colan Ave Industrial Park, Airport development, UPS, Fed Ex, trucking companies, 700,000 in planements at the airport, a new car lot next to HQ, Post Office expanding, and the Mall is double sized. I think we need help. Thank you.

Alderman Domaingue asked Mr. Zod the raised crosswalks are not speed bumps is that correct. We are not talking speed bumps because that seemed to be an issue with the Highway Department and snow plowing.

Mr. Zod answered by the way I asked her about snow plowing because I spoke with her on Monday and they didn't have any feedback as to whether they had problems or not. These raised crosswalks are approximately an 8% grade leading

into it, which is approximately over a 7 foot span, a flat area approximately 10 feet long at an additional 8% grade, 7 feet exiting. So it is a very gradual up and a very gradual down.

Alderman Domaingue replied so snow plowing would not be a problem.

Mr. Zod responded she (the lady in Cambridge) didn't anticipate it being a problem just because it wasn't a very large hump in the middle of the road. So she, they didn't have feedback as I said at the time. Hopefully, in the report it will also state if they did or not. I think if we put these at appropriate intervals we could probably, 20 m.p.h. would be more than acceptable in my neighborhood I think. 43 and 47 m.p.h. I think are way out of control.

Alderman Domaingue stated, Madame Chairman, the most recent traffic counts were done in May of this year that they have but I have even more recent counts done in October that the State of New Hampshire, uh the Southern New Hampshire Regional Planning Commission did and what appears to be happening is exactly what the neighborhood committee presented tonight. The numbers indicate that while the signs have helped reduce the number of people coming through the neighborhood and the reductions continue, the middle street, Sherwood Drive, is also seeing a reduction which means that the serpentine signs are not being observed and obviously their communication is that that is what they observe visually and I guess that what they are asking us to do is go one step further and implement something that will help reduce the neighborhood traffic and yet not cause people to violate signs because as the Police Department has said they don't have enough manpower to enforce it.

Mr. McDermott stated I neglected to mention that this, I did, I came forth with us exiting out from our hill exiting onto Brown Avenue but not being able to come back up but our neighbors on the other hill could come in and out. This whole idea was originally brought forth to us by the higher ups in the Police Department who thought that something should be done and that they really didn't have the manpower to enforce the stop signs so they were recommending something else and this was one of their recommendations.

Alderman Soucy asked, Sir, isn't that neighborhood serviced by the Fire Station on Calef Road and has anyone bothered contacting the Fire Department about the access for trucks. I mean seconds count and approaching from another side could mean the difference between life and death.

Mr. McDermott answered yes, in fact that was brought up. That is a good point Alderman Soucy. Thank you for bringing that up because I neglected to say

anything about that. That was brought up when we met with the Police Department and they felt that was absolutely no problem with the type of barrier that could be put there that the fire engines would have no problem getting to and so...thanks for bringing that up though.

Alderman Reiniger stated I have seen barriers like this, strategies like this in other cities and I think it makes sense. What would we do? What would be the next step if the Aldermen would like to do it?

Alderman Domaingue replied Chief Driscoll is here tonight. I don't know whether he wants to make any observations or...

Mr. Lolicata interjected this is the first I have seen of this tonight on this particular barrier. I would give some thought first of all getting a hold of the State and Brown Avenue involved in this. They had plans prior to this of putting something out on the median strip so nobody could take a left and go in there which is a safer mode of doing it and by looking at this I think some people should take a real good look at this before sending it to Hurt. I think the State of New Hampshire should be well aware of this.

Alderman Domaingue replied the barrier you are looking at is not on Brown Avenue.

Mr. Lolicata responded exactly, that is why I am saying that. A stranger coming from out of town taking a left would go up there and there could be some liability involved here. The Fire Department is another good example. The way this is made, I am just, this is my first time looking at this. The way this is made, somebody is going to have to go way around this, especially a fire engine or ladder, whatever. You are crossing over a state line and I think they would like to have some input into this.

Alderman Domaingue asked what state line are you referring to.

Mr. Lolicata answered Brown Avenue. If there is a city street and you go ahead with this, I would please ask of somebody to take a look at this. A real close look at this for liability purposes. Seriously. It is the first I have seen of this.

Chief Driscoll stated I guess this has been on the table, the problems in the Pepperidge Drive area relative to a high volume of traffic flow through there for a significant period of time. I know this committee, as well as the Alderman in that ward, and the residents of that ward have worked very hard. They have tried the serpentine, so called serpentine method. I guess I would make a couple of

observations. One is that certainly the volume of traffic flow through that area at the present time, we call it in our opinion, is that it is a public safety issue that should be addressed by this committee. That would be number one. Number two I would say that the present system that is down there, the serpentine flow of traffic isn't working and I don't believe has worked since the very beginning although it was a valiant effort on the part of the neighborhood, the committee, and all of the folks who were involved in that. It really didn't work and I think within a very short time we knew that. I think that there are a variety of alternatives. As some of you may know, we met with that neighborhood about two months ago I would say and challenged them to come up with an alternative that would meet both their neighborhoods needs and the residents of Ward 9. I think the, it was clearly identified at that time that regardless of what they did there would be a compromise made because they would have to make concessions themselves. They will not be able to come and go as freely from their own neighborhood as they have in the past if in fact some of these actions are taken. We looked at a variety of things and I, quite frankly, support this plan that was proposed to you tonight. I think that it allows folks to come and go from that neighborhood in the most least restrictive way possible, but doesn't allow people to come into that neighborhood to use it as a cut through. Now obviously you can get out of that neighborhood, but in my opinion it cuts down on maybe three-quarters of the traffic that, it would cut down on all of the people coming in and it would allow only the people that wanted to come down the hill and make a right hand turn to exit that way. So if people were coming from another direction, they probably wouldn't use that method. It will restrict the folks that live in that neighborhood from coming down and making a left hand turn and going south on Brown Ave, but they have the alternative of going out the other way. So there are good and bads. I agree with Tommy that someone certainly should go to the Fire Department and should go to the State, but I don't think we should say that the liability is too great. I think we have tremendous liability in that neighborhood now in that people do use that. The volume of traffic is tremendous there and I think it is encumbered upon the city, specifically this committee, to do something. Make a determination. These folks have waited a long time and they have worked real hard to come up with a solution that will work for both them and Alderman Pariseau's ward. We ask them to go and try to make sure that this fit with that neighborhood and I suspect that they have done that although I haven't heard that here tonight. I think that it is most important that Ward 9, that this work for Ward 9 as well as Ward 8.

Alderman Pariseau stated this is the first time I have seen this. My concern is that before it is implemented or any action taken by the committee, that we ought to again get the residents of Ward 8 and 9 together and discuss this proposal and then bring it back to the committee at a further date.

Chairman Sysyn stated also my suggestion would be that the Police Department, the Highway, Fire Department, Traffic Department and Planning get together before anything is done on this.

Alderman Domaingue stated I just want to ask Mr. McDermott. Are the members of your committee here tonight?

Mr. McDermott answered yes.

Alderman Domaingue asked these people have served with you on this committee and there are others who are not here.

Mr. McDermott answered correct.

Alderman Domaingue asked when you explored your options were any people in the other hill on Ward 9, were any of them spoken with at all and did you send out any feelers to Ward 9.

Mr. McDermott replied yes. We attempted and had a meeting with certain people from Kenberma Hill when we were coming out with a plan which I think is actually not as good as the plan I presented this evening. When we presented our thoughts at the time with people from Kenberma Hill, we were suggesting that they be as inconvenienced perhaps as we were willing to be inconvenienced. That they could go out Brown Avenue from their hill but couldn't come back in. They would have to go around President Road and in that back way. They were, the people we spoke to were very open-minded and were congenial to the idea although that wasn't the whole hill that we were talking to. It was just certain representatives. But see that plan was an inconvenience for them because they could exit out onto Brown Avenue but then they would have to go up South Beech Street, either President Road or Gold Street to come in another way into their area and as I mentioned some of them felt that it was worth the inconvenience to eliminate the traffic that was coming, even in their hill, perhaps not as much as ours, but they were beginning to feel an increase in traffic in their hill too. But our committee on our hill finally came out with this plan that I presented tonight which doesn't inconvenience Kenberma Hill at all. In fact, if the truth would be known, they would be very happy to hear this plan because now they don't have to bother with the foolish stop signs, they don't have to bother with the serpentine route, because the people on Kenberma Hill actually adhered to that serpentine route and did follow the stop signs. It is the people from all over the other parts of Southern New Hampshire that didn't bother with any of these rules or regulations, but our good friends on Kenberma Hill did stop at the stop signs, did follow the

serpentine route, and now with this plan we are presenting tonight they don't have to bother with that if we in fact in time take down those stop signs and eliminate the serpentine route. So, you know in essence we can have a meeting with Ward 9 but they are going to love it anyway.

Alderman Pariseau stated I just want to caution the committee that the proposal or the suggestion of people using President Road, those people that are on President Road have requested to have President Road declared a dead end street at March Avenue.

Alderman Domaingue responded I think his point was, the reason they came up with this was because the people on Kenberma Hill were concerned for the people on President Road and they didn't want to have to go around and be totally blocked off. Is that what you said Mr. McDermott?

Mr. McDermott replied yes.

Chairman Sysyn asked how do you feel about referring this to the different departments.

Alderman Domaingue answered I have no objection to doing that and I would have no objection to there being a unified effort of both hills to take a look at, but I would urge all of the departments because I am going to be stepping down, it is not going to be my decision to make, and certainly the residents to realize that if you don't do something fairly quickly that situation is only going to grow worse. The only issue I guess I would take with Chief Driscoll tonight would be, you are correct the violations increased, but the signs decreased the numbers overall because you started with 3,200 or 3,400 people a day and you are down to considerably less than that. You are down by about 1,000. So I would say the signs worked, but it created another problem.

Chief Driscoll stated yes, I certainly didn't mean to say that the signs didn't work because I am sure they had some impact, but I take real exception with whether or not they accomplished what we intended because they certainly have not. There are still too many people going through that neighborhood.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to refer the proposal to the Planning, Highway, Traffic, and Police Departments for review with a report anticipated next month.

Chairman Sysyn addressed item 7 of the agenda next:

Discussion of signalization at Bridge and Russell Streets and Bridge and Belmont Streets.

Chairman Sysyn stated this is mine. This is a request by me for my ward. I discussed this, Tom, with Jim Hoben while you were away and he said perhaps we could put crosswalk, pedestrian crossing signs.

Mr. Lolicata replied I can do that because I also got a Police report and there is very few accidents down there that happened and this young child if he hadn't crossed the street to the school he would be all right.

Chairman Sysyn stated I went by there at 10 minutes of 8 the other morning and there were two little kids out there and you don't think the hell anyone would stop to let those two kids cross the street. They are coming down Bridge Street, they are going to work and they could care less, but maybe if we had, I was, if we had...

Mr. Lolicata responded you have flashers there now I think.

Chairman Sysyn replied I know you have flashers. Now one of the girls said when she was a kid she lived on the west side and near the fire station there were flashers but when she hit the button they would flash for people to stop so they could walk. Is this what you are saying? No?

Mr. Lolicata responded the only way that comes now is with full signalization only. Just like your walk lights on Elm Street.

Chairman Sysyn stated another thing I wanted to know can we have a crossing guard at Bridge and Russell, or ha, ha, ha what a joke. They said they didn't think they could have one because they didn't have the manpower to spare for a crossing guard there. We have one on Belmont and Bridge but we don't have one on Bridge and Webster.

Chief Driscoll answered all my crossing guards, including the ones I had used, intended to use for days off or sick days are out and I am actually one short in the city right now. I am trying to fill the spot now.

Chairman Sysyn responded okay, but I would be happy if we had signs that said Pedestrian Crossing there for now until we can get a crossing guard maybe later on.

Mr. Lolicata replied I believe there is a crosswalk there. I could add those signs, sure.

Chairman Sysyn responded if you can put the signs there, yeah, somebody wanted Slow Children if we could do that also, but the cross, I thought the better idea was Pedestrian Crossing.

Mr. Lolicata replied okay, I can put that on. I thought there was one there Mary. If there isn't, we can add that for next year and I can put up the signs for it anyways. I will do something in the interim until such time as the crosswalks go in.

Alderman Soucy asked, Lt. Tessier, have we started using cones in some of the crosswalks just during the hours before school. I haven't seen any.

Lt. Tessier answered on Thursday of last week I received 40 cones. They will be going out Thursday with the paychecks when the crossing guards come in. They say, they are an 18 inch red cone that say Children Crossing on them and they will be going out with all the paychecks this week.

Alderman Soucy replied great, I look forward to my Bridge and Hanover Street crossing guard.

On motion of Alderman Reiniger, duly seconded by Alderman Soucy, it was voted to approve the crosswalks at Bridge and Russell Streets and Bridge and Elm Streets and to add Pedestrian Crossing signs.

Chairman Sysyn addressed item 6 of the agenda:

Discussion of school zone signs and flashers on Jewett Street and signalization at the intersection of So. Jewett Street and Weston Road.

Alderman Domaingue stated because of the time factor I am going to be very brief. Jewett Street is definitely, and you are welcome to do all of the warrants you want Mr. Lolicata, but I am telling you in a school zone that contains a densely populated area for schools and on that street there are two schools and a church, they are in definite need of school zone signs, flashers, on South Jewett Street for those schools and the issue of South Jewett and Weston Road I think will take more discussion and investigation than that but I would encourage us to definitely take action at that intersection. It has been too long and for people on South Jewett Street, the speed there is intolerable. We need to, for the children's

sake, implement flashers and school zone signs but in addition to that we need to take care of the residents who are trying to get in and out of those side streets.

Alderman Soucy stated the biggest part of the problem is trying to move the traffic out when people are picking kids up from school. Heaven forbid you make the mistake of not thinking and go there at 3 p.m. because the cars are flying so fast down Weston that the people who are trying to even just take a right turn at Jewett are taking incredible risks in cutting off other cars because there is no other way for them to exit because the cars are coming down so fast from Memorial and from further down. So, even, I mean there are safety concerns, but there are safety for the people in the cars. There has to have been a number of incidents there and if there aren't it is because people just have their eyes open at that time and are slamming on their breaks because people take their life into their hands just trying to take a right turn.

Mr. Lolicata responded I am not against that at all. That is probably one of your highest volume intersections, especially peak hour and summer time and if we can start looking into that, warrant wise or unwarrant wise, volume alone but the next step down the line is somebody should start thinking along the lines of getting some money and funding for that particular intersection. As far as the flashers on Jewett Street, well once again that is peak traffic again and the kids are getting out of school. It is a 15 minute deal, morning and afternoon, we all know this in the city.

Alderman Domaingue replied they need something though, Tom. They need something.

Mr. Lolicata responded as a matter of fact, with kids getting out people actually have to slow down. They can't go fast with all those cars there. It is the open time I guess people are worried about.

Alderman Soucy stated well, during school times it is definitely busy and there is a heavy stream of traffic, but even, I mean I have been there at 11:30 at night leaving Taco Bell and I can't even take a left turn because cars... I am a night person. Never mind mornings. I can't tell you about those.

Alderman Domaingue asked can I move the school zone signs and flashers for South Jewett Street in the school area.

Mr. Lolicata answered just Jewett and South Jewett Street.

Alderman Domaingue responded, well, what about Southside. Have we got a problem with that?

Mr. Lolicata replied no I am saying that we are talking flashers coming and going on South Jewett.

Alderman Domaingue responded on either side...

Mr. Lolicata replied right.

Alderman Domaingue responded for the Jewett Street School.

Mr. Lolicata replied and for the other one also.

Alderman Domaingue responded and for the other one also, yeah, that is the motion.

On motion of Alderman Domaingue, duly seconded by Alderman Soucy, it was voted to recommend installation of 20 m.p.h. school zone signs and flashing signal lights on South Jewett Street in the area of Jewett Street School and Southside Junior High School.

Mr. Lolicata stated I respectfully ask for some help on the funding of this.

Alderman Domaingue answered you will get it.

Deputy Clerk Johnson noted that will have to go to CIP for funding.

Alderman Domaingue responded unless we took it out of contingency.

Mr. Lolicata stated something like that I would have to have Jimmy Holber look at it for a figure. Besides the poles are over \$1,000, but it is just a matter of the power, where we are going to get it from and how we are going to get to it is...It is not like Mammoth Road...

Chairman Sysyn asked they we should refer this to CIP.

Deputy Clerk Johnson stated the recommendation would be that it would be done but you would have to send it somewhere for further discussion.

Chairman Sysyn stated okay, you are going to need to send it to CIP besides. They are not going to go up unless you get the money from CIP so you should refer it to CIP besides making that recommendation.

Alderman Robert stated there is a list of the intersections or sections of road that need to be done. As I understand the process it will be put on the list and if there is money in the budget or there is extra money laying around we can get it done.

Chairman Sysyn replied there is no list for flashers.

Alderman Robert responded there is no list for flashers.

Chairman Sysyn replied no, not for flashers just for roads you are talking about but not for flashers. Sure I got a list of roads I would like paved but not flashers.

Alderman Soucy stated even if there were a list, lets say there were and there were certain criteria which included the volume of traffic and the number of schools nearby, I can't think of any other intersection in the city that would top that intersection.

Mr. Lolicata stated the way we have been going on criteria, etc. like Alderman Shea on Celine and Taylor because of the turnovers and the accident ratio. For the last 20-25 years there hasn't been a "primary factor" for intersections. With today's traffic, we are basing it upon need, accident ratio, even deaths and the type of accidents involved here, topography, a lot of things, especially volume, especially today. Until some time in the future, which maybe Police or somebody is up to getting accident ratios like we did maybe 25 years ago we had a way of doing this. I tell you it is quite hard with the volume we have today. You might have one intersection with 40 accidents and one with 2 or 3 and you gotta base it upon different things.

Chairman Sysyn asked, Tom, how much money are we talking.

Mr. Lolicata stated well for flashers I am just taking a ballgame, right now \$3,000 to \$5,000 depending on the power and where we are going to get it. A fully signalized intersection you might get away with it for \$45,000 or \$50,000 T intersection. That is an estimated guess right now for fully signalized at Weston. Flashing signals at South Jewett we are talking a ballgame of \$3,000 to \$5,000 probably.

Alderman Domaingue stated I would move that the school zone signs and flashers be done and sent to CIP if we need that approval that is the motion. I would not recommend installing any light at the intersection of Weston and South Jewett until the people have an opportunity to hear what the impact is going to be. There are people who live on that street and if that traffic backs up you are talking pollutants.

Chairman Sysyn asked so you are just looking for the flashers at the schools.

Alderman Domaingue responded I think you ought to do a full blown study on it and move as quickly as possible and put the request before the CIP, but I would immediately move to install a signal there.

Chairman Sysyn stated so it would be less than \$10,000. Would you like it to go to CIP or contingency.

Alderman Domaingue responded I would rather take it out of contingency and get it done as quickly as possible. Is that okay with you? It is just for the school zone and the flashers. It is \$3,000 to \$5,000.

Alderman Soucy replied \$3,000 to \$5,000 is the total cost. That is not to say that Tom can't come up with some money within the department so we are not talking about a large amount of money.

Chairman Sysyn responded it is under \$10,000 for those two flashers.

Alderman Domaingue replied I would still go for contingency.

On motion of Alderman Domaingue, duly seconded by Alderman Robert, it was voted to recommend installation of school zone flashers at South Jewett Street for Jewett Street School and Southside with the money coming from contingency; and further that a study of the Weston and South Jewett Street intersection be conducted relative to signalization, with an update anticipated in a month.

Alderman Domaingue noted that had 31 accidents at the intersection of Weston and South Willow on the last report she got.

Mr. Lolicata replied yes I know and 23 of those were taking a left hand turn into that first driveway. Out of the 31.

Chairman Sysyn addressed item 8 of the agenda:

Communication from Claudia Lee, Executive Director, First Night New Hampshire, seeking permission to hold "First Night Concord/Manchester" on Wednesday, December 31, 1997, requesting free parking and closure of streets.

On motion of Alderman Reiniger, duly seconded by Alderman Soucy, it was voted to give First Night New Hampshire permission to hold First Night Concord/Manchester and to provide free parking and closure of streets under supervision of Police.

Mr. Lolicata stated I did like I did last year. We are going to give free parking on the eve of Christmas of New Year's. I have already informed the garages to be prepared for this.

NEW BUSINESS

Deputy Clerk Johnson stated, Madame Chairman, we have just distributed a request from the Christmas on Elm Street Parade Committee for no parking on Elm Street and closure of streets relating to the parade under the supervision of the Police Department.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to grant the request of the Christmas on Elm Street Parade Committee.

Deputy Clerk Johnson stated Mr. Waldecker of the garages has requested that at the Canal Street garage where employees are parking that the employees be instructed to park on the roof because they are now experiencing waiting lists for the garage area and they feel their monthly customers should be parking in the garage. They are asking that the employees utilize the roof first.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to grant the request of Mr. Waldecker as outlined by the Deputy Clerk.

Deputy Clerk Johnson stated we also have a petition for a 4-way stop sign intersection. This actually is also on the Board's agenda at the request of Alderman Robert. It is for a, maybe he wants to address it but it is for a 4-way stop sign.

Alderman Robert replied what I would like to do if I may. There is an item, item # whatever it is on the full Board agenda is a request for three. What I would like to ask if we couldn't as a committee act on the three this evening and send it to the full Board along with the other ones we have acted on.

Deputy Clerk Johnson noted it is for Amory Street, Auclair Avenue and Bartlett Street am I correct.

Alderman Robert responded yeah, that is one and that is what the petition is for, but there is two others.

Deputy Clerk Johnson replied there are two others. I don't have the agenda here yet. Okay, let me just identify it for the record. Four way stop signs at Dubuque and Putnam Streets, Bremer Street and Coolidge Avenue, Amory, Auclair and Bartlett Streets. It is all three intersections that he is requesting a 4-way stop be placed at.

Chairman Sysyn asked are these near schools, Tom.

Alderman Robert answered one is. They all have pretty decent volume. One is near a school, but the thing that seems to bother most people is that the configuration of the road whether it has to do with topography or curves that are real near the intersection, they all, they don't provide for enough time for reaction, enough time for braking, enough time for even a person knowing what is going on. They have all, for like the last six years they have been chronic problems for myself and I think they have more than there share of accidents.

Chairman Sysyn asked what school is that near.

Alderman Robert answered Gossler Park, the Gossler Park complex. The Putnam and Dubuque abutts the Gossler Park complex. and Auclair and Amory is close to that.

Chairman Sysyn replied Auclair and Bartlett are...

Alderman Robert interjected right, that is a concoction of five different streets. It is a complicated intersection. Many of the folks who frequent the funeral home don't feel comfortable with crossing the street.

Mr. Lolicata stated from what I can understand I respectfully go against this tonight. Secondly, this Bremer Street has been looked at for the last, I don't know how many years. You have a hill there which would impede just with a stop sign alone and make it worse than what you got right now. I respectfully request you get some information and data on all these intersections you are talking about, Tom, before you go forward.

Alderman Robert replied we have been talking about this, at least I have been concerned with this, the folks in my neighborhood have been concerned with this for six years.

Mr. Lolicata responded all I am saying Alderman is I am opposed to this and I want to be on record for that.

Alderman Domaingue asked, Madame Chairman, does the Police Department have anything to add.

Chairman Sysyn stated when we did this policy we set it up to be near schools. If they are not near schools I don't know if we should go along with it. Mr. Tessier do you have something to add?

Lt. Tessier responded I do remember specifically when we did set-up the policy it was for schools and each time it does come up in the school district it is hard fought over that issue. I can tell you from an enforcement point of view, a 4-way stop sign entices people not to stop, they use it as a yield sign. As far as a liability goes with the city, I am not the expert on that and we would certainly abide by whatever the committee decides.

Alderman Soucy stated Madame Chairman with all due respect I don't think Mr. Lolicata and Mr. Tessier were properly prepared for the items and since only a referral to the committee, maybe at the next committee meeting we will actually have the data and maybe these areas do warrant that discussion.

Alderman Robert stated that is fine if the committee wishes to do that. It wasn't my impression or even my understanding that when we made an exception to the longstanding moratorium on 4-way stop signs that we created a policy. It was my understanding that we created an exception to that moratorium.

Chairman Sysyn replied it was my understanding...didn't we do one not too long ago, the 4-way near a school that Mr. Hirschmann had.

Deputy Clerk Johnson responded yes at the request of Alderman Hirschmann. The committee determined and they did develop a policy that they would look at them in school areas.

Alderman Reiniger replied of course the problem is how do you define a school area as...is it just two blocks away from a school or five blocks.

Deputy Clerk Johnson answered I could go back to look at the discussion. I haven't reviewed those minutes for awhile so I can't tell you off the top of my head.

Alderman Robert stated two of the intersections that I have requested, one is, abuts the Gossler Park complex, another one is close to it, the one on Bremer Street is

always away from it but because of the configuration of the road and the volume of traffic that it has, I base my request.

Chairman Sysyn asked how would you feel if we left it on the general agenda and then referred it to...

Alderman Robert answered if you folks want to look at it some more, go right ahead.

Chairman Sysyn asked how does the rest of the committee feel.

Alderman Domaingue stated I would think that we would need the input from both Police and Traffic, but I feel very strongly that if the Aldermen anywhere in the city feel they have got an issue with speeding and violations, we need to address it. I really, really am tired and it is not a reflection on you, Tom, but I am tired of hearing the City of Manchester say we can't and watching people get killed or badly injured. I understand about warrants and numbers, but Alderman Robert is trying to address issues in his ward and to just turn away people's fears and real fears enough to want them to move out and that is wrong.

Mr. Lolicata replied Alderman I am not stopping you believe me. I am not stopping anybody on this Board. All I am showing you people are warrants and guidelines and recommendations. You people have the final vote. Lets get this straight now. I am not the stoppage here, but I am doing this for purposes of forwarding warrants used throughout this country. Secondly for liability to the city and ultimately it is up to you people. All I am saying is that I feel if there is something wrong I just want to be on record against it until I have information and even then you people can do exactly whatever you are here for to vote on. I don't, but I am recommending. I am here to help you as well as be Mr. No. Believe me I am doing that for a purpose.

Alderman Robert stated if you want to look at it some more, that is fine with me. We may be pushing the school thing a little bit, but I have to emphasize that because of the locations, the businesses that are around them, the configuration of the road, in terms of the curves and topography, it presents a challenge to the people, not only the pedestrians but the motorists. I may be pushing the school thing, but I think it warrants a look. I don't really feel that I can say no to these people anymore. I have explained to these people that we have a moratorium. I have explained to these people that we don't do it because people don't pay attention to them and blah, blah, blah, blah, blah. They don't want to hear it and I bet you a buck, lets just say in six months the person who is replacing me is going to come back and ask for the same thing. Hey...

Chairman Sysyn replied I will say this much too, Tom, out of my own experience. I can put 50 stop signs up. I got hit three times in a year, year and a half by people who ran red lights and stop signs. So, it is not always just that the sign is there it is that people aren't observing all these signs that we put up, but at least we can get them to slow down perhaps.

Alderman Robert noted my point is that if you observe the configuration, observe the business, the buildings, the activity and the roads.

Chairman Sysyn replied how about if we leave it as it is an then it will give them time to look at it and we can refer to our next traffic committee.

Alderman Robert responded we have discussed this before. They have had an opportunity to do that before but if the committee wishes that is fine with me.

Chairman Sysyn replied my suggestion would be to leave it on the regular agenda and refer it to our committee at the next meeting and then you will be prepared to report on it. This was new to you tonight. This was an entirely new item.

Alderman Reiniger stated just as a follow-up to the traffic signals, I have a uh problem on River Road and we have been working for years on this one. Again, it is like Bridge Street, it is a hill. There are more and more apartment buildings, people living on North River Road and we have tried, I know that Tom has looked at this. There have been many accidents near, at least one fatality and other near fatalities. We put in a flashing light and it hasn't. It did a little bit in the beginning but hasn't made a difference and I have heard in the last few months a lot about this from the residents so they are asking me to look into a full traffic signal which of course is expensive but we are going to have a big problem on that road.

Mr. Lolicata replied it is that wall. There is no two ifs, ands or buts about it. It is that wall in the corner.

Alderman Reiniger responded now it is not just that. There are people trying to, who are having a hard time getting out of Colonial Village which is further north, but. I wonder if we could do, Lt. Tessier, what we are doing with Alderman Domaingue just to start looking at traffic volume and gather some data for North River Road or...

Lt. Tessier replied I can pull the data for that particular intersection. I am very familiar with it having investigated accidents there myself.

Alderman Reiniger stated it is two of them. River Road and Clark. Webster and Clarke. The people start from Stark Park and start gaining speed.

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

A True Record. Attest.

Clerk of Committee