

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

October 6, 1998

6:00 PM

Chairman Clancy called the meeting to order.

The Clerk called the roll.

Present: Aldermen Clancy, Pinard, Cashin, Hirschmann

Absent: Alderman Reiniger

Messrs: Lt. Tessier, T. Lolicata, F. Thomas

Chairman Clancy addressed Item 3 of the agenda:

Proposed Ordinance:

“Forbidding the Possession of a Dangerous Weapon on School Property.”

Alderman Hirschmann asked what is the current ordinance.

Chairman Clancy answered I was told it is on the books already with the School, but it is only a slap on the wrist. In other words, this is going to make it a little more stringent and instead of getting three days of detention, there is a little more teeth in the ordinance.

Alderman Hirschmann stated I didn't see any penalties here. What is the penalty?

Lt. Tessier stated I do know that the definitions are similar. I spoke with Tom Arnold about it today and I believe there is a penalty section aside from this that deals with a bunch of these and I am not quite sure where that falls in but I do know that from our perspective we would be in support of this type of ordinance because it falls in line with the State law and it allows us to pick and choose whether we decide to go with the State law or City ordinance depending on what is better for the City and the people involved.

Alderman Cashin asked this has to go to Bills on Second Reading anyway, doesn't it.

Deputy Clerk Johnson answered it was referred to this Committee for consideration. This Committee would send it back to the Board with a recommendation to refer it to Bills on Second Reading if it wanted to. There is a penalty section of the Code of Ordinances that ties into all City ordinances and unless otherwise specified, it follows the regular patterns of first, second and third offenses. There are fines usually established.

On motion of Alderman Pinard, duly seconded by Alderman Cashin, it was voted to approve this ordinance and refer it to Bills on Second Reading.

Chairman Clancy addressed Item 4 of the agenda:

Communication from the Board of Assessors suggesting a possible solution relative to the limited number of parking places available at the newly renovated City Hall complex area whereby dashboard parking passes could be assigned to the Assessors.

Alderman Hirschmann moved the item for discussion. Alderman Cashin duly seconded the motion.

Alderman Cashin asked do we have passes now.

Alderman Hirschmann answered no they don't.

Deputy Clerk Johnson stated I think they are suggesting that they could have some kind of parking pass system so they could park in the public parking spaces.

Alderman Hirschmann stated it was brought to my attention that they are the most mobile department. That they have to go out on appointments with their personal vehicles and this would really help them perform their duties if they had these little dashboard passes.

Chairman Clancy asked how close in proximity to City Hall are they going to park now.

Alderman Hirschmann answered wherever they can find a space.

Alderman Pinard stated I was asked by John if you could get decals like we have, those metallic things, so they could park where there are meters so the meter maids would know that it is a city official.

Alderman Cashin stated I think you have two questions here. One, are you going to have passes. That has to be answered first, which we don't have. Two, who is going to get them.

Chairman Clancy replied we will have everybody in town having a pass again.

Alderman Cashin stated I know that they are here tonight and I do know that they come and go but I know that there are a lot of other people at City Hall or in the vicinity that can say the same thing. How many passes are you going to give out and how many spaces are you going to control? I think you ought to set-up some kind of sub-committee and have the City Clerk go through and find out, at least get a list of how many people are parking there now and how many are going to have to be satisfied before we start doing this.

Alderman Hirschmann stated they are not scheduled to be back there until November so we have some time.

Alderman Cashin moved that the City Clerk inventory the departments to find out who would potentially need parking passes for City Hall. Alderman Pinard duly seconded the motion.

Alderman Hirschmann stated the only employees that these should be issued to are...these people are mobile. If you are working, say, I am not picking on anybody but say you are working in the Tax Collector's Office. You show up in the morning, you do your duties for the day and at the end of the day you leave. You don't come and go. This is for the Assessors because they have to go to appointments. The Mayor has his own private parking space so that he can be mobile, supposedly.

Chairman Clancy stated we will ask the City Clerk to get us a number of how many people would be involved in this. I don't want to see 30 people saying they want a pass. I am against 30 people, truthfully.

Alderman Hirschmann replied it might be 10 or so. I don't know.

Deputy Clerk Johnson stated I just want to clarify this because it is being assigned to our department. You just want us to inventory who would be the potential users.

Alderman Hirschmann replied with the parameters that we set about their mobility.

Deputy Clerk Johnson asked did you also want a listing of who has City vehicles because they would be under the same circumstance and you wouldn't want to duplicate.

Chairman Clancy answered yes. Chairman Clancy called for a vote, there being none opposed, the motion carried.

Chairman Clancy addressed Item 5 of the agenda:

Communication from the Chief of Police submitting recommendations regarding signage with respect to the recently enacted ordinance prohibiting repeated travel along Elm Street while it is congested with traffic.

Alderman Hirschmann stated the way this is worded, congested with traffic, I mean at 5 PM it is congested with traffic.

Chairman Clancy replied what they are really looking at is 10 PM to 2 AM. We have these youngsters that cruise back and forth on Elm Street.

Alderman Hirschmann responded well they better change the wording because I don't think it is congested at that time.

Alderman Cashin stated the sign is going to read, according to the memo that I have here, hours 10 PM to 2 AM, seven days a week, Elm Street from Harrison to Calef Road. That is pretty self-explanatory.

Alderman Hirschmann asked why is it Harrison. Why isn't it all the way up to the insurance building?

Chairman Clancy answered I don't know why. Maybe ask Mike Tessier.

Lt. Tessier stated actually in discussion with the Chief today, he asked if we could move it up to Brook Street because there are some people going in and out of the gas station.

Chairman Clancy stated we will even do better. We will go for Salmon Street. It is only a couple of more streets up. How is that?

Mr. Lolicata asked what are you going to do. I think what we are looking for here is a word. The signs are going to be made up. The wording, I would imagine the biggest word would be repeated more than congested or something along those lines, am I correct.

Alderman Hirschmann replied because it is repeat trips. I would say he is correct.

Chairman Clancy stated repeated, yes, more than once. Excellent.

Mr. Lolicata asked are we talking about a passed ordinance here looking for signage right now or what.

Chairman Clancy answered no.

Mr. Lolicata stated because no one has approached me and I thought the Police were looking for some type of wording here.

Chairman Clancy stated we are going to more or less run this through the City Solicitor so he can put his English into this.

Alderman Hirschmann stated repeated travel prohibited.

Alderman Cashin stated if you are going to give it to the City Solicitor, shouldn't we just refer this to him and let him come back and vote on it.

On motion of Alderman Cashin, duly seconded by Alderman Hirschmann, it was voted to refer this item to the City Solicitor for wording on the signage and to change the reference of Harrison Street to Salmon Street.

Chairman Clancy addressed Item 6 of the agenda:

Communication from Harold Levine requesting "No Parking" signs be installed along his property on Merrill Street.

Mr. Lolicata stated I just read this letter. I got this yesterday. Mr. Levine called me over a month ago regarding that. In the interim, I believe Alderman Reiniger has called and since Harold called me, I believe there has been a conflict with the people across the street. They also called. I referred this to Alderman Reiniger and I told him for tonight, as far as I am concerned right now I have no information outside of tabling it since we have two people wanting the opposite on the same side of the street. I believe Mr. Levine says that he wants it in front of

his place, no parking and I don't know if it is up to the property line or the whole street.

Mr. Levine stated I requested 180 feet on Pine Street.

Mr. Lolicata stated and of course the other side is the MHA which does not want it at all.

Chairman Clancy asked how far on Merrill Street from Pine Street do you want the no parking sign.

Mr. Levine answered 180 feet. That is how long my property goes. The reason being and I think Mike Tessier can attest to it because he knows what is going on. It seems that for the last year or so Manchester Housing graciously has allowed STS to use a bay to repair all their buses there. I don't know what kind of a deal. It is a freebie deal and they are tying up Merrill Street with buses, with all their cars and everything. Before that, Manchester Housing has plenty of parking spaces for their own employees. It is the STS employees and keeping buses that makes it tough for trucks to get down Merrill Street and also my customers. It is all one-way streets in there.

Chairman Clancy asked so you want Merrill Street, on the north side, 180 feet east.

Mr. Levine answered right. That is all I am asking for.

Alderman Hirschmann asked is this a back street.

Chairman Clancy answered no, it is a public street.

Mr. Lolicata stated outside of his phone call and what I heard from Alderman Reiniger, it is a definite street. It has been there for years and Manchester Housing has called me once on this and I referred them to Alderman Reiniger. This was quite awhile back, about three weeks ago, and then I spot this thing here Monday. All I am saying is if this street is congested the way he is saying it, I don't know what to tell you except that they want it for their parking so I don't know what the story is right now. He is saying there is buses there and these people want to put parking. These are the stories I am getting.

Chairman Clancy stated he is entitled to have parking for his customers too you know.

Mr. Lolicata stated well he does have parking for his customers at his place.

Chairman Clancy replied on Valley Street.

Mr. Levine responded and also on Pine Street. I have two parking lots but I think that street should be free and clear for people who come down because Pine Street is one-way and it has got to be an open street. There were no problems until Manchester Housing allowed STS to use their bay and then they tie it up. There are at least two or three buses at any given time, plus they are also repairing because they claim, the Manchester Housing Authority claims, that they lease all the vehicles owned by Optima so they repair Optima vehicles and I have seen private vehicles. Supposedly, I have been told that they are supposed to repair Manchester Housing Authority trucks. I have seen one truck being repaired for Manchester Housing in the last year.

Lt. Tessier stated I did go over to review it and there certainly are vehicles part on the north side of that street for pretty much the entire block. In looking at it, it is not an extremely large street but I don't see as far as traffic flow where there would be any kind of hazard as a result of vehicles being parked there. We don't have any excess amount of accidents in that particular area that can anyway be attributed to people parking on that side of the street.

Alderman Hirschmann asked can we just restrict one side.

Alderman Pinard moved to approve the no parking on the north side Pine Street, 180 feet easterly.

Alderman Cashin asked how many curb cuts do we have there. What are we, just parking cars there. No curb cut, nothing?

Chairman Clancy answered there is no curbing on that street.

Alderman Cashin stated by law there should be, I think. Isn't there some regulation someplace that you can only have so many curb cuts on a street. Can you just drive cars off the street?

Mr. Thomas replied unfortunately where there is no curbing on the street, cars can pull off at any location.

Alderman Cashin asked so we are driving vehicles in and backing out into Merrill Street. Is that what we are saying? The Police Department or Traffic doesn't have

any problem with that? Isn't there a safety factor here? I mean how many cars do we have backing in and out of here?

Mr. Lolicata answered I don't know. I have no problem with this. I am just relating the stories I have heard so far. Two of them. Manchester Housing Authority is the one I heard outside of Harold's.

Chairman Clancy stated it is not a busy street.

Mr. Lolicata stated it is not a busy street. It is a very low key street.

Mr. Levine replied right. In other words, there is a garage on Union and Merrill on one side and there is another garage, I don't know if it is Rent-A-Wreck or something on the other side.

Alderman Cashin stated Harold, I understand and I appreciate where you are coming from. I am not opposed to it. I just want to be sure that I am not putting the City in any kind of liability situation. There is nobody here I can ask. If we allow this to continue and we know it is happening and we have accidents up there, are we, the City, are we liable in any way?

Mr. Lolicata replied not if they are parked normally you are not. If they are hindering something then we are probably liable. In this case here, the only suggestion that I can make from what I have seen tonight is to possibly table this until you talk to Alderman Reiniger and the MHA. If this is just a quarrel over who is parking there, we will have this thing monitored and see if the buses are parked there. I have no other answers for anybody.

Mr. Levine stated I spoke to Alderman Reiniger last week. During the last two months, and I am not accusing STS or any of their employees, but I have had two major break-ins from Merrill Street and we are still doing work to try and correct it. The vandalism on the second or third floor of my warehouse is unbelievable. It has been reported twice. I have even spoken to the Chief and I am feeling that possibly with less cars in the area...I try and monitor when I close up to go back at 7 PM or 8 PM to see if there are any vehicles but I have had two major break-ins. Like I say, with terrific vandalism. As a matter of fact, I have got a fence company coming down, I hope this week. They are going to put barbed wire on top of the fences. Merrimack Street Garage had that same problem so I allowed them to run their fence from the corner of my warehouse all the way up to their building on Union Street.

Alderman Hirschmann asked can we change the parking to the other side of the street.

Chairman Clancy answered well right now there is parking on both sides of the street. All Harold is asking for is 180 feet.

Mr. Lolicata stated I have no problems with putting up a no parking sign. We could do it on one side and probably make it safer for everybody. I am just relaying what I know of this so far.

Alderman Hirschmann duly seconded Alderman Pinard's motion to approve no parking on the north side of Merrill Street from Pine Street 180 feet easterly. Chairman Clancy called for a vote. The motion passed with Alderman Cashin being duly recorded in opposition.

Chairman Clancy advised that the Traffic Department has submitted an agenda which needs to be addressed as follows.

Deputy Clerk Johnson noted that there was an addendum to the agenda (changes made).

STOP SIGNS:

**On Irwin Drive at Paule Ave., nec, swc - 4-way
Alderman Wihby**

TRAFFIC SIGNALS:

**Valley Street at Jewett Street
Aldermen Shea/Clancy**

**Hooksett Road and Red Coat Lane/Livingston Park Driveway
Alderman Wihby**

HUSE ROAD/MOORESVILLE ROAD/WESTON ROAD PROJECT

TRAFFIC SIGNALS:

**At the Huse/Mooresville/Weston Roads Intersection
Alderman Rivard**

RESCIND STOP SIGNS:

**On Jewett Street at Valley Street, nwc, sec, swc
Aldermen Shea/Clancy**

On Red Coat Lane at Hooksett Road, nec

**On Weston Road at Huse Road, swc, nwc
On Mooresville Road at Huse Road, nec
Alderman Rivard**

CROSSWALKS:

On Valley Street, west of Jewett Street
Aldermen Shea/Clancy**

On Hooksett Road north and south of Red Coat Lane
On Red Coat Lane east of Hooksett Road**
On Livingston Park Driveway west of Hooksett Road****

**On Sylvester Street, south of Varney Street
On Worthley Road, west of Sylvester Street
Alderman Cashin**

**On Mooresville Road, east of Huse Road
On Huse Road, south of Mooresville Road
On Huse Road, north of Weston Road
Alderman Rivard**

****Ordinances to take effect when the signals are placed into operation.**

NO TURN ON RED:

On Weston Road at Huse Road, swc
On Mooresville Road at Huse Road, nec****

****Ordinances to take effect when the signals are placed into operation.**

NO PARKING:

**On Hayward Street, north side, from Pine Street to a point 325 feet westerly
Alderman Reiniger**

On Beaver Street, east side, from Hanover Street to Sanford Street

**On Briar Avenue, south side, from a point 150 feet east of Michigan Avenue
to Beaver Street**

Alderman Pinard

**On Chester Street, north side, from Amherst Street to Dutton Street
Alderman Sysyn**

**On Beech Street, west side, from Webster Street to the dead end
(emergency act)
Alderman Wihby**

**On Huse Road, east side, from Mooresville Road to a point 700 feet northerly
On Huse Road, west side, from Weston Road to a point 530 feet northerly
On Huse Road, west side, from Weston Road to the I-293 overpass
On Huse Road, east side, from the I-293 overpass to Mooresville Road
Alderman Rivard**

**On Oakhill Drive, both sides, from Tower Hill Road to the dead end
(emergency act)
Alderman Klock**

On Blodget Street, south side, from Beech Street to Beech East Back Street

**On Wilmot Street, north side, from Calef Road to a point 170 feet easterly
Alderman Pariseau**

NO TRUCKS:

**On South Hall Street, from Cilley Road to Laxon Avenue
Alderman Shea**

RESCIND PARKING 1 HOUR:

**On Lake Avenue, north side, from Hall Street westerly to the west property
line of Milligan and Currier Hardware store
Alderman Clancy**

RESCIND UNLIMITED PARKING:

**On Amory Street, north side, from Notre Dame Avenue to Cartier Street
Alderman Thibault**

RESCIND 1/4 HOUR PARKING (8AM-11PM/MON-SUN):

**On Beech Street, west side, from Cedar Street to a point 45 feet south
Alderman Clancy**

RESCIND HANDICAP PARKING ONLY:

**On Beech Street, west side, from a point 45 feet south of Cedar Street to Cedar South Back Street
Alderman Clancy**

RESCIND NO PARKING LOADING ZONE:

**On Cedar Street, south side, from Beech Street to a point 60 feet west
Alderman Clancy**

**On West Street, west side, from a point 160 feet south of Douglas Street to a point 30 feet southerly
Alderman Thibault**

RESCIND NO PARKING:

**On Beaver Street, east side, from Hanover Street to Briar Avenue
Alderman Pinard**

**On Beech Street, west side, from Webster Street to a point 80 feet northerly
(emergency act)
Alderman Wihby**

**On Hayward Street, north side, from Beech Street to Union Street
(unlimited parking)
Alderman Clancy**

**On Turner Street, east side, from Douglas Street to a point 100 feet north
Alderman Thibault**

NO PARKING DURING SCHOOL HOURS:

**On Sanford Street, south side, from Beaver Street to a point 110 feet easterly
On Briar Avenue, north side, from Beaver Street to Michigan Avenue
Alderman Pinard**

NO PARKING BUS STOP:

**On Briar Avenue, south side, from Michigan Avenue to a point 150 feet easterly
Alderman Pinard**

PARKING ONE HOUR (8AM-6PM):

**On Lake Avenue, north side, from Hall Street to a point 50 feet westerly
Alderman Clancy**

PARKING 1/2 HOUR (8AM-5PM/MON-SAT):

**On Lake Avenue, north side, from a point 115 feet west of Hall Street to a point 75 feet east of Wilson Street
Alderman Clancy**

NO PARKING LOADING ZONE

**On West Street, west side, from a point 160 feet south of Conant Street to a point 30 feet southerly
Alderman Thibault**

Mr. Lolicata stated I had to go and do these myself last Friday and today. The one down on Turner Street was brought in because it is an old ordinance of 100 feet. Now with the new parking lots and the other company out over there, Henry's Autobody has nowhere to park. They can park safely along that wall by taking that 100 feet out. There is no loading zone at the end of Douglas Street. The other two are typographical. That was a mistake on our part.

Alderman Hirschmann asked on Alderman Wihby's four-way, is that a school district.

Mr. Lolicata answered I am glad you brought that up, Alderman, because I was going to ask that this be denied.

Alderman Hirschmann stated it is supposed to only be for school zones, those four-ways.

Mr. Lolicata replied that is correct. There are two on here that I would like to have denied. The one at Irwin Drive and Paule Ave.

Alderman Cashin asked what are we saying. That we only have four-way stop signs around schools.

Alderman Hirschmann answered right. That was the policy that was enacted.

Alderman Cashin stated I can take you to intersections where there are no schools.

Alderman Hirschmann replied new requests were supposed to be for school zones only. That was a policy.

Deputy Clerk Johnson stated just to clarify, during the last session of the Traffic Committee, there was a policy established that four-way stop signs would be installed only in school district areas. For an extended period of time prior to that, the policy of the Committee was to not put any four-way stop signs up and that

had gone on for a few years. Prior to those times, the Board was readily putting them up but it becomes a liability issue according to the Traffic Director. I don't think know what other four-way stop signs are on here though. Are there more than one?

Mr. Lolicata replied no the other one I think I caught it on the full Board agenda for tonight. I think somebody put something in for Merrimack and Union again. I wouldn't want to have a four-way stop sign there but I think that is on the full Board agenda.

Alderman Hirschmann moved to accept everything except the four-way stop sign at Irwin Drive and Paule Avenue. Alderman Pinard duly seconded the motion.

Alderman Cashin asked when did this ordinance go into effect that we are only going to have them around school zones.

Deputy Clerk Johnson answered it is not an ordinance, it was a policy.

Alderman Cashin asked when was it voted on. I don't recall it.

Deputy Clerk Johnson answered it was voted on by the last Traffic Committee. This Committee certainly can change that policy if it decides to but that has been the policy.

Alderman Hirschmann stated I had to fight tooth and nail to get one at Northwest School.

Deputy Clerk Johnson stated up until that time, for the last several years, there were none allowed. I should say probably four years.

Chairman Clancy called for a vote. The motion passed with Alderman Cashin being duly recorded in opposition.

TABLED ITEMS

On motion of Alderman Hirschmann, duly seconded by Alderman Cashin, it was voted to remove Item 8 from the table.

Communication from Muriel B. Allard, Alpha Bits Learning Center, Inc.
on

behalf of properties with businesses located on Allard Drive requesting the Police Department be authorized to block off Allard Drive during fireworks displays as it has become extremely dangerous on these occasions.

Alderman Cashin asked didn't we already do this.

Deputy Clerk Johnson answered at the last set of fireworks, there was a request that came in at the last minute asking to close it and it was closed. There was an approval by the Committee by poll.

Alderman Clancy asked did you close it. I vote against it.

Alderman Cashin answered it was closed because the horses were up. I knew that.

Deputy Clerk Johnson stated we had four votes in favor.

Alderman Hirschmann asked well it shouldn't be on the agenda then.

Deputy Clerk Johnson answered well it is on the agenda because it is a tabled item. They are asking that it generally be done for all fireworks.

On motion of Alderman Hirschmann, duly seconded by Alderman Cashin, it was voted to receive and file.

On motion of Alderman Cashin, duly seconded by Alderman Hirschmann, it was voted to remove Item 9 from the table.

Copy of a communication from Donna Masson requesting that traffic signs in the vicinity of Westwood/Sherwood Drive be eliminated.

Alderman Hirschmann stated to enact this, we had public hearings. So if we are going to rescind it, I want a public hearing saying that this is to be rescinded because there were an awful lot of people that appeared before us to get this done. There was a whole neighborhood that came out in force to get this done and Lt. Tessier probably remembers that.

Lt. Tessier stated at the time there was a hearing for a public session down at the elementary school and there was a great deal of discussion. The whole process was somewhat controversial. I am not sure that it has been the most effective program but there was a great deal of public involvement.

Alderman Hirschmann stated what we could do is take public comment again now that it has been up for almost a year and see what the public comment is yea or nay to keep them or let them go.

Alderman Cashin stated I spoke to both Alderman Rivard and Alderman Pariseau and they both would like to see these signs taken down. They feel it hasn't been working.

Mr. Thomas stated based on that correspondence and request by Alderman Rivard, the Traffic Committee instructed the Highway Department, Planning Department, Police Department and Fire Department to meet to take a look at the one-way serpentine pattern up there to maybe propose some alternatives. Based on at least two meetings that we had, it was decided that it may be time that the City start looking at traffic calming measures that have been used successfully in other parts of the country and over in Europe. Traffic calming means depressions in the road, speed humps, not bumps, reducing the width of pavement, etc. Based on these discussions, what we did is we put together a proposal as a pilot program to construct speed humps. A speed hump is 12 feet wide and 4 inches high. We would have approximately 3" signage and obviously the intent of that is that when you drive over it you are going to feel it. We decided to recommend going with the speed humps up there because there is no drainage in the area so this will allow the drainage to go by at the curb. Again, we were looking at this as a pilot program. If you look at the area of Pepperidge Drive coming off of Brown Avenue, we would propose that the initial installation be four of these speed humps on the through section of Pepperidge Drive, one on Pepperidge Drive and one on each of the side streets, evaluate it with the Police Department, Planning Department, etc. To see if it, in fact, does keep the amount of traffic down that would be going through the area and also see if they speed slows down. We would also be evaluating it to see if there is potential liability. Because of the configuration of these speed humps, you can travel over them at a fairly sizable speed. The speed limit in Manchester is 30 miles an hour and you could go over those at 30 mph. Obviously, you are going to know about it, but it wouldn't throw you off the road. As I mentioned, again the request was from the Aldermen through this Traffic Committee for us to look at it and this is what we have come back with. Prior to implementing traffic calming I think the Aldermen had the intent to remove those one-way signs there. The cost of installing each one of

these is rather laboring. The materials are about \$600 and that is including the cost of the signs, etc. If we are just looking at material cost we are talking somewhere in the range of about \$200 at each location. So again, we are responding to the directive of the Traffic Committee that asked us to look into it.

Deputy City Clerk Johnson stated I believe that when those signs were installed it was done under a temporary measure and the intention was that after a certain period of time, it would come back to the Committee for review.

Chairman Clancy asked, Frank, is there any place in the City...you said this is a pilot program, that we have these speed humps now. Is there any place in the City?

Mr. Thomas answered there is nowhere in the City and I don't believe that there is any municipality in the State of NH that is using traffic calming. Speed humps, speed depressions, speed bumps, are utilized on private property and private developments. I am not aware of any on public roads. As far as I know, the only municipality in size close to us is Cambridge, MA and we have contacted them. They utilize speed humps with just a slightly different configuration. They have a flat bottom and top. They also utilize other methods. Obviously, parking is a more serious problem down there and what they do is they allow parking on one side of the street, but for half a block it will be on one side and then it would be on the other side just to make the traffic swerve a little bit which tends to slow down traffic.

Chairman Clancy stated the reason I asked you this is because I did get a complaint by a person off of Wellington Hill Road where her son was hit on one of the new streets up there to the right hand side and they said the street was so wide and recently paved that people go quite fast on the street and her son got hit by a car. She was wondering if we could put a speed bump or something like that in the road. I said I don't think we have anything like that in the City right now, but I told them I would look into it.

Mr. Thomas stated the position that has been taken is that there are potential liabilities and obviously anytime you do anything in a street right-of-way it always leaves us open for a lawsuit. Again, I think this again is somewhat of an obstruction to the street, but again it is made so that it is not a sharp bump as you have probably experienced in the past. It is flat and you can drive over it. Again, we are not recommending the depressions out there. We wouldn't be recommending to open this up to speed bumps all of the City. This would be a pilot program so that we can evaluate it. Like I said, evaluate the affects on the neighbors. In the past, speed bumps, we had a concern that they would be ripped

out by plows. Supposedly, the plows can run up over this because it is so wide and so gradual. Again, I go back to the liability aspect. Based on, again, talking with Cambridge, MA and reading periodicals on the subject, liability has been a clear problem.

Alderman Cashin asked if we are going to have a pilot program, this being a residential area, wouldn't you say that this would be an ideal area to try it.

Mr. Thomas answered this would be a very ideal area because as you know I have been with the City for a long time with this problem at Pepperidge Drive and I think the City has tried almost everything to the point where the serpentine pattern, and if you go up there quite frankly you can get into areas you can't get out of again.

Alderman Cashin moved to approve this item subject to the approval of the City Solicitor's Office. Alderman Pinard duly seconded the motion.

Alderman Hirschmann stated what concerns me with this whole neighborhood is it's for neighborhood preservation. That is a neighborhood up on that plateau. Those signs went up to preserve the neighborhood. Now by taking those signs down, everyone is going to take the short-cut to the post office and be zipping right through there again. If this is going to be a proposal, I suggest that it go to a public hearing so you can hear the neighborhood's comments because we did have public hearings extensively as to what we would do and we should let them hear what we have planned in the future if this is a recommendation.

Alderman Cashin asked didn't we put all these signs up and say we would put them up for awhile and then evaluate it. So if we take them down, they have been evaluated.

Alderman Hirschmann answered where is the evaluation.

Alderman Cashin replied they have been up for two years and it hasn't worked.

Chairman Clancy called for a vote. The motion passed with Alderman Hirschmann being duly recorded in opposition.

Communication from B. Tessier suggesting traffic lights, yellow caution lights, or 4-way stop signs be installed at the intersection of Union and Merrimack Streets.

This item remained on the table.

There being no further business, on motion of Alderman Pinard, duly seconded by Alderman Cashin, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee