

## AGENDA

### COMMITTEE ON TRAFFIC/PUBLIC SAFETY

~~February 10, 2004~~

~~Aldermen Sysyn, Guinta,  
Smith, Forest, O'Neil~~

5:30 PM

Aldermanic Chambers  
City Hall (3<sup>rd</sup> Floor)

1. Chairman Sysyn calls the meeting to order.
2. The Clerk calls the roll.
3. Chairman Sysyn advises that the first purpose of the meeting is organizational in nature, and requests the Clerk to provide a brief overview regarding typical issues addressed by the Committee.
4. Communication from Leo Bernier, City Clerk, seeking permission to allow the City Hall Information Booth volunteers the use of a parking permit placard to be placed on their dashboard(s) while on duty at City Hall because of the recent sale of the Canal Street garage.  
**Ladies and Gentlemen, what is your pleasure?**
5. Communication from Dr. F. William Danby requesting the installation of some sort of traffic control light at the intersection of Salmon and Chestnut Streets due to numerous accidents at this location.  
**Ladies and Gentlemen, what is your pleasure?**
6. Communication from David Jespersen suggesting that 4-way stop signs be installed or the word Stop be painted in the roadway at the intersection of Eastern Avenue and Old Wellington Road.  
**Ladies and Gentlemen, what is your pleasure?**

7. Handicapped parking changes to be submitted by the City Solicitor's Office.
8. Chairman Sysyn advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

**STOP SIGNS**

**ON BELMONT ST. AT SAGAMORE ST., NWC, SEC (4-WAY SCHOOL ZONE)**

**ALDERMAN GATSAS**

**ON LISA LANE AT S. BEECH ST., NEC (EMERGENCY ACT)**

**ALDERMAN GARRITY**

**CROSSWALKS:**

**ON MCLAUGHLIN SCHOOL DRIVEWAY AT FACULTY PARKING LOT AT SOUTH END OF SCHOOL**

**ALDERMAN DEVRIES**

**ON MONTGOMERY ST. NORTH OF AMORY ST.**

**ON AMORY ST. TO ISLAND NORTH OF BARTLETT**

**ON BARTLETT ST. WEST OF AUCLAIR AVE.**

**ON AUCLAIR AVE. SOUTH OF BARTLETT**

**ALDERMAN THIBAUT**

**NO PARKING:**

**ON ORCHARD AVE. WEST SIDE, FROM A POINT 110 FEET NORTH OF CANDIA RD. TO A POINT 50 FEET NORTH**

**ALDERMAN SHEA**

**ON SOUTH BEECH ST. EAST SIDE, FROM MYSTIC ST. TO A POINT 90 FEET NORTH (EMERGENCY ACT)**

**ON MITCHELL ST. NORTH SIDE, FROM S. ELM ST. TO A POINT 70 FEET EASTERLY (EMERGENCY ACT)**

**ALDERMAN GARRITY**

**ON BELMONT ST. WEST SIDE, FROM GROVE ST. TO A POINT 90 FEET NORTHERLY**

**ALDERMAN OSBORNE**

**ON CIRCLE ROAD, WEST SIDE, FROM WESTON RD. TO MANOR DRIVE**

**NO PARKING:**

**ON CIRCLE ROAD, EAST SIDE, FROM WESTON RD. TO A POINT 100  
FEET EASTERLY  
ALDERMAN DEVRIES**

**ON CUMBERLAND ST. WEST SIDE, FROM A POINT 180 FEET SOUTH  
OF MONITOR ST. TO A POINT 65 FEET SOUTHERLY  
ALDERMAN THIBAUT**

**NO PARKING (10PM-7AM SEVEN DAYS):**

**ON SMYTH LANE NORTH SIDE, FROM MAMMOTH RD. TO ESTATE  
DRIVE  
ALDERMAN GATSAS**

**ON SMYTH LANE SOUTH SIDE, FROM MAMMOTH RD. TO A POINT  
75 FEET WESTERLY  
ALDERMAN GATSAS**

**ON SMYTH LANE, SOUTH SIDE, FROM A POINT 140 FEET WEST OF  
MAMMOTH RD. TO A POINT 170 FEET WEST  
ALDERMAN GATSAS**

**RESCIND NO PARKING:**

**ON ORCHARD AVE. WEST SIDE, FROM CANDIA RD. TO A POINT 60  
FEET NORTH  
ALDERMAN SHEA #3474**

**ON ORCHARD AVE. WEST SIDE, FROM A POINT 60 FEET NORTH OF  
CANDIA RD. TO A POINT 90 FEET NORTH #3473  
ALDERMAN SHEA**

**ONE WAY STREETS:**

**TEXTILE COURT, FROM THE DEAD END OF THE STREET TO A  
POINT 70 FEET EASTERLY (EASTBOUND)  
ALDERMAN GUINTA**

**ASH ST. FROM BRIDGE ST. TO LOWELL ST. SOUTHBOUND  
ALDERMAN SYSYN**

**PARKING 2 HOURS (8AM-6PM MON-FRI):**

**ON BEECH ST. EAST SIDE, FROM AMHERST ST. TO HANOVER ST.  
ALDERMAN SYSYN**

**RESCIND NO PARKING LOADING ZONE 2623:**

**ON BEECH ST. EAST SIDE, FROM A POINT 75 FEET SOUTH OF  
AMHERST ST. TO A POINT 45 FEET SOUTH  
ALDERMAN SYSYN**

**RESCIND PARKING 2 HOURS #6957:**

**ON BEECH ST., EAST SIDE, FROM A POINT 120 FEET SOUTH OF  
AMHERST ST. TO HANOVER ST.  
ALDERMAN SYSYN**

**RESCIND PARKING 2 HOURS #6956:**

**ON BEECH ST. EAST SIDE, FROM AMHERST ST. TO A POINT 75 FEET  
SOUTH  
ALDERMAN SYSYN**

**Ladies and Gentlemen, what is your pleasure?**

9. Discussion – Directional Signs for Gill Stadium submitted by the Traffic Department.
10. Discussion – Implementation of the downtown area Traffic Signal Optimization and Synchronization Study submitted by the Traffic Department.

**TABLED ITEMS**

**A motion is in order to remove any of the following items from the table for discussion.**

11. Report, if available, from the Building Commissioner and City Solicitor regarding speeding up the demolition process.  
(Note: tabled on 08/12/2003 pending collection of comments from departments and final version of the ordinance.)

12. Ordinance:  
“Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester.”  
(Note: This item was tabled to have the Police Department review the revised ordinance and bring their recommendations back to the Committee.)
  
13. Portion of report of Traffic Committee referred back to Committee 03/18/2003 regarding the adoption of regulations:  
One-Way Streets  
Hollis Street  
Kidder Street  
(Note: This item was tabled on 04/08/2003 pending a meeting between Alderman Guinta, Tom Lolicata, and the constituents involved.)
  
14. Report regarding parking garage contract RFP’s.
  
15. Communications from Aldermen Forest and Guinta requesting that the parking meter time requirement for downtown be reduced from 8:00 PM to 6:00 PM.  
(Tabled 11/12/2003 pending submittal of survey from downtown businesses.)
  
16. Communication from Jean “John” Lemire requesting the installation of 15 signs with the Lions International logo throughout the City.  
(Tabled 12/09/2003 pending further review by Solicitor and Traffic.)
  
17. If there is no further business, a motion is in order to adjourn.

The Committee on Traffic and Public Safety shall have jurisdiction over all matters committed to the Committee on Traffic by Ordinance and by an Act Authorizing the Board of Mayor and Aldermen of the City of Manchester to Delegate Its Authority Pertaining To Regulation of Highways, Ch. 335, 1951 N.H. Laws 815, as well as jurisdiction over parking facilities, and the health and safety of the citizens of Manchester and such other matters as may be referred by the Board of Mayor and Aldermen. The Committee shall review all such referrals and where required, after due and careful consideration, shall report back to the Board of Mayor and Aldermen.



# CITY OF MANCHESTER

## Office of the City Clerk



Leo R. Bernier  
City Clerk

Carol A. Johnson  
Deputy City Clerk

Paula L-Kang  
Deputy Clerk  
Administrative Services

Matthew Normand  
Deputy Clerk  
Licensing & Facilities

Patricia Piecuch  
Deputy Clerk  
Financial Administration

February 2, 2004

Mary A. Sysyn, Chairman  
Committee on Traffic/Public Safety  
One City Hall Plaza  
Manchester, NH 03101

Re: Information Booth Volunteer Parking

Dear Madame Chair and Committee Members:

As a result of the recent sale of the Canal Street Parking garage, volunteers manning City Hall's Information Booth no longer have permission to park there.

I respectfully request that the volunteers be allowed the use of a parking permit placard (see attached) to be placed on their dashboard(s) while on duty at the Information Booth only. This placard is similar to that which is currently used by this office during elections and has worked well in the past.

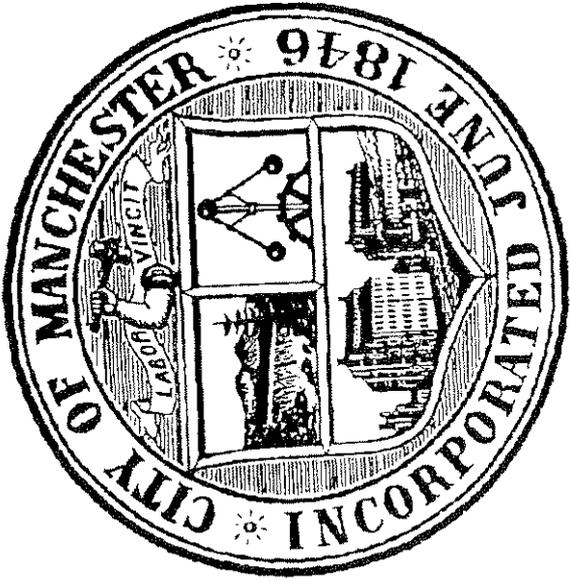
Your favorable consideration of this request will be greatly appreciated.

Sincerely,

Leo R. Bernier  
City Clerk

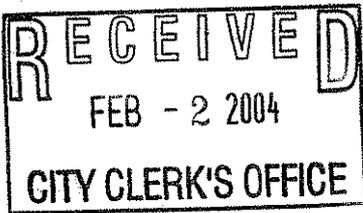
Attachment

4



# CITY HALL INFO BOOTH PARKING PERMIT

City of Manchester



F. WILLIAM DANBY, M.D., FRCPC  
LYNETTE J. MARGESSON, M.D., FRCPC  
PROFESSIONAL ASSOCIATION  
DISEASES AND SURGERY OF THE SKIN  
DIPLOMATES AMERICAN BOARD OF DERMATOLOGY

Mark Roy  
C/O City Clerks Office  
1 City Hall Plaza  
Manchester NH 03101

January 15, 2004

Dear Mr. Roy:

I have been working in my office near the corner of Salmon and Chestnut for 6 ½ years now and we have had regular motor vehicle accidents at this corner. I am dictating this letter today as the ambulance and fire trucks leave once again.

I appealed to your predecessor for some sort of traffic control light at the corner and I have asked one of the neighbors to spearhead an attempt to get some neighborhood action on this but it has been to no avail. My major concern is that a fire truck responding to a call southbound on Chestnut from the Webster Street Station will T-Bone a car with a Boom-Box type of speakers interfering with the driver's hearing (or an innocent hearing-impaired senior).

One of the neighbors is afraid that there will be blinking red or yellow lights shining in their eyes or have traffic slowed down as a result and is unwilling to support this. Another, an architect, has submitted a proposal for channeling the traffic to make an accident less likely. Neither he nor I is a traffic engineer, but I enclose a copy of this sketch.

On the other hand, if one were to have a single red flashing light pointed westward to inhibit people going through the stop sign at the corner of Salmon eastbound at Chestnut it would not interfere with anyone's vision, and would serve the need and purpose. The other alternative would be to mount a red flashing LED stoplight on each of the Stop sign poles.

One way or the other, could I hear back from you on this?

Thanks for your assistance.

Sincerely,

  
F. William Danby, MD

FWD: pjm  
Transcribed 1/15/04

CC Board of Alderman, C/O City Clerks Office, 1 City Hall Plaza, Manchester NH 03101

5

☐ Jay Seavey, A.I.A., *emeritus* ☐ tel 603-622-6070 ☐  
☐ 729 Chestnut Street ☐ fax 603-669-7002 ☐  
☐ Manchester, NH 03104 ☐ email jayseavey@aol.com ☐  
☐ ☐

---

January 14, 2004

F. William Danby, MD  
721 Chestnut Street  
Manchester, NH 03104

Dear Bill,

I'm enclosing a crude sketch showing a possible improvement of our intersection. I think it would slow the traffic down on Chestnut Street, improve visibility up Chestnut Street from Salmon Street, and generally reduce the frequency of crashes at this location.

The stippled areas on the sketch are new raised areas at sidewalk level, with new curbs extending out into what is now the street pavement. The green line shows the existing edge of curb. The heavily stippled areas are paved sidewalks crossing this expanded pedestrian zone. The travel lane widths on Chestnut remain unchanged. The existing single lane on Salmon gets articulated with curbs, and clearly unambiguously reduced to a single lane. The stop signs and the stop line (red) get pushed forward to the edge of the newly-defined intersection. So vehicles stop about eight feet forward of where they now stop, thus considerably enhancing the view up Chestnut Street.

The narrowing of the Chestnut Street pavement through this intersection - or perhaps through 3 or 4 of them along Chestnut - would tend to slow traffic down by reducing the apparent width of the street at these "bottlenecks". This is consistent with general traffic theory. The crosswalks, if done in brick, would provide a textural "rumble" which would slow the traffic down further.

The downside would be the impact on snow-plowing, which likes straight unimpeded curb lines. The Highway Department would probably oppose these changes for this reason. Nevertheless, it is still plowable; it would just require a little more finesse - and they could implement it with the understanding that it may someday save a life, and very probably will reduce accidents.

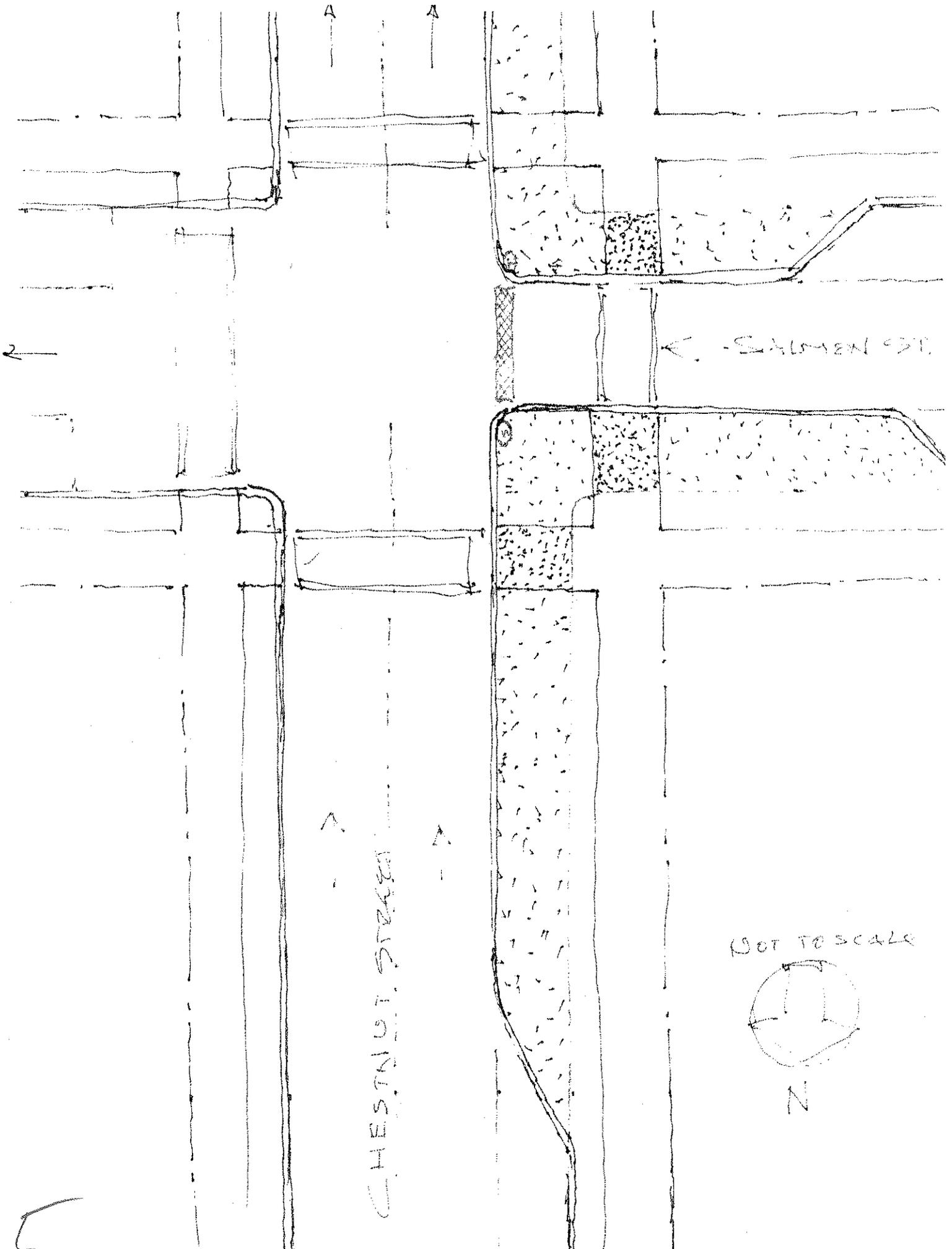
If a *group* of interested citizens from the neighborhood presented an idea like this - suitably drawn up, with all the crinkles worked out - I think it might stand a fair chance of getting built. It is a *kind* of solution, in any case, that I'd be willing to support and make some effort toward, if not actually lead. You be the leader! Let me know what you think.

Sincerely,

  
Jay Seavey, A.I.A., *emeritus*

Enc. (1)

5



5

Alderman Mary Sysyn  
Traffic / Public Safety Committee  
1 City Hall Plaza  
Manchester NH 03101

December 15, 2003

RE: Eastern Ave and Old Wellington Rd Intersection

Dear Alderman Sysyn:

As a non-driver in the community I accept rides from many sources such as taxis, friends etc., and have noticed that that the stop signs at the intersection of Eastern Ave and Old Wellington Rd are sometimes overlooked by those not familiar with the area.

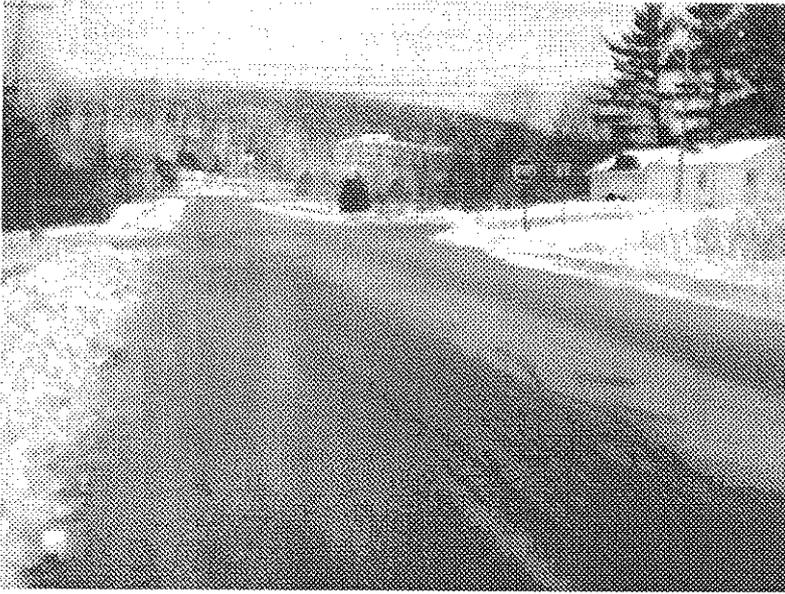
Eastern Ave, also known as Sunset Ridge, has over 1000 apartment units and is a highly traveled residential area. Currently the right of way is giving to those traveling on Old Wellington Rd.

I would suggest making the intersection at Eastern Ave and Old Wellington Rd a 4-way Stop to insure the safety or at a minimum have Stop lines painted on the ground by the existing stop signs.

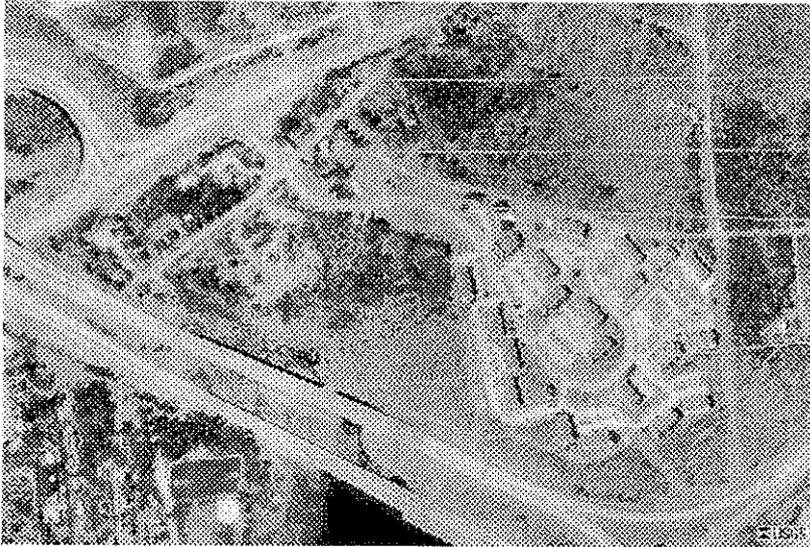
Thank you for your consideration

David Jespersen  
187 Eastern Ave #301  
Manchester, NH 03104  
603 232-5358

Attachment Photos



Eastern Ave, looking north to Old Wellington Rd intersection In background is Wellington Rd. Eastern Ave is off Wellington Rd., the first right after the RT 93 southbound on ramp.



- Wellington Rd
- Old Wellington Rd
- Eastern Ave (Where photo was taken)
- 93 Northbound

Aerial photo USGS <http://terraserver-usa.com/place.aspx>

6



Southern New Hampshire Planning Commission

438 Dubuque Street • Manchester, New Hampshire 03102-3546

Telephone (603) 669-4664 • Fax (603) 669-4350

November 11, 2003

Mr. James P. Hoben  
Deputy Director  
Department of Traffic  
480 Hayward Street  
Manchester, NH 03103

RECEIVED

NOV 13 2003

Traffic Department  
Manchester, NH

Re: Signal Optimization and Synchronization Study

Dear Mr. Hoben:

Enclosed please find a report with the results of a study conducted for the coordination of interconnected traffic signals in the City's Downtown Area. This study is based on the conditions for the evening peak period.

The study was performed on the arterials of Bridge Street, Hanover Street, Valley Street, and a network of sixteen intersections with north-south streets of Chestnut Street, Pine Street, Union Street, Beech Street and Maple Street intersecting with east-west streets of Auburn Street, Spruce Street, Lake Avenue and Merrimack Street.

The analysis was done using the signal timing optimization and simulation programs Synchro and SimTraffic. A cycle length range of 80 to 100 seconds was considered for the analysis. We have now included the pedestrian timings within the cycle lengths.

Based on the simulation using the optimized timings and offsets the traffic flows seemed to be smooth. We recommend that these timings and offsets be implemented in the field from 3:30 PM to 6:30 PM. As always, if required we may have to fine tune the timings based on field observations.

If you have any questions, do not hesitate to call.

Very truly yours,

SOUTHERN NEW HAMPSHIRE  
PLANNING COMMISSION

Shyam K. Gunda  
Transportation Planner/Engineer

SKG:njh  
Enc.

cc: M.N. Sharma (w/o enc.)

10

# **SIGNAL OPTIMIZATION AND SYNCHRONIZATION**

**REPORT ON OPTIMIZATION OF INTERCONNECTED SIGNAL SYSTEMS IN THE  
MANCHESTER DOWNTOWN AREA FOR THE EVENING PEAK PERIOD**

**Prepared by the  
Southern New Hampshire Planning Commission**

**RECEIVED**

**NOV 13 2003**

**Traffic Department  
Manchester, NH**

**November 11, 2003**

10

## **OBJECTIVE:**

The objective of the study is to revise the signal timings and offset values for the four interconnected traffic signal systems in the Downtown Manchester area, for the current traffic conditions during the evening peak period. The signal timings and offset values that currently exist in the field were based on 1996 traffic counts data.

## **THE STUDY AREA:**

The following are the four signal systems that are part of this study.

1. Bridge Street intersections from Maple Street to Chestnut Street. The system has five intersections, with the master controller located at the intersection of Bridge Street & Chestnut Street.
2. Intersections on Hanover Street from Maple Street to Chestnut Street and the Amherst Street and Chestnut Street intersection. The system has six intersections, with the master controller located at the intersection of Hanover Street & Beech Street.
3. Valley Street intersections from Maple Street to Wilson Street. The system has a total of six intersections. This includes the proposed signal at the intersection of Valley Street & Lincoln Street. The master controller for this system is located at the intersection of Maple Street and Valley Street.
4. North-south streets: Chestnut Street, Pine Street, Union Street, Beech Street and Maple Street, intersect with east-west streets: Auburn Street, Spruce Street, Lake Avenue and Merrimack Street to form a network of sixteen intersections. These sixteen intersections are part of this fourth signal system and the master controller for the system is located at the intersection of Chestnut Street and Lake Avenue.

## **DATA COLLECTION:**

Data required as input for the study can be divided into three categories:

1. Intersection geometry data,
2. Signalization data, and
3. Traffic data.

Intersection geometry data: Intersection geometry data includes the length of links, number of lanes, lane configuration, lane widths, and lengths of the turning bays. The Southern New Hampshire Planning Commission (SNHPC) collected this data.

Signalization data: Signalization data includes the type of controller used, existing phasing data, cycle lengths, etc. The data was obtained from the traffic department of the City of Manchester.

Traffic data: Turning movement volumes for the evening peak period were collected at all the subject intersections during summer 2003 by the SNHPC staff. Data was collected from 4:00 to 6:00 in the evening.

## **METHODOLOGY:**

Signal timing optimization and traffic simulation programs, Synchro and SimTraffic are used for this study. Synchro has the capability to optimize and coordinate the traffic signals with the objective of reducing delays, stops and queuing penalty. SimTraffic uses the data from Synchro and has the capability to simulate and animate the traffic flow conditions based on the timings obtained from Synchro.

Networks for the four signal systems were created in Synchro based on the link lengths and lane configurations. Traffic volumes and signal data for each intersection was entered. For the Valley Street arterial, the traffic volumes that were entered in Synchro are higher than the volumes observed in the field. This was done based on a recommendation from VHB who is working on a site redevelopment project along Valley Street.

The signal timings were then optimized and the offset values were adjusted to provide co-ordination on the arterials in the desired directions. The cycle length range of 80 seconds to 100 seconds was considered for the analysis. The following were then determined for the four signal systems.

- Optimized cycle length for the arterial;
- Optimized phase lengths for each intersection; and
- Offsets from the master controller to the reference phases

SimTraffic was then used to see the animation of traffic flow and some fine tuning was done in Synchro to make improvements in the areas where SimTraffic indicated problems.

## **CONCLUSIONS AND RECOMMENDATIONS:**

The optimized cycle length for the Bridge Street arterial is 80 seconds. The optimized cycle length for both the Hanover Street and Valley Street arterials is 85 seconds. The optimization analysis of the fourth interconnected signal system, i.e., for the network of sixteen intersections, showed that 80 seconds cycle length would be the best.

The detailed signal timing reports for all the intersections in four signal systems are enclosed. Please note that the phase splits in the timing reports include the yellow time and all-red times for the phase. The reports also give the offset values and the reference phases.

Wherever applicable, the pedestrian phases are also included in the timing reports. The controllers should be programmed in such a way that whenever the pedestrian phase

is not used, this time should be added to the coordinated movements. The timing reports will indicate the coordinated movements.

There are three intersections where a pedestrian phase is followed by advanced lefts and then the through phases. The three intersections are: (1) Bridge Street & Maple Street, (2) Hanover Street & Maple Street, and (3) Hanover Street & Beech Street. It is desired that whenever the pedestrian phase is not used in a cycle, this additional time be given to the through movements and not the advanced lefts. If this condition is not possible to program into the controllers, it is recommended that the pedestrian phases at these three intersections be programmed outside the cycle. The green times for the coordinated through movements should be then increased with the amount of pedestrian time phases to keep the optimized cycle lengths.

The timing plans for the four signal systems should be implemented according to the timing reports enclosed. The timing plans should be implemented from 3:30 PM to 6:30 PM and the effectiveness of the timings should be monitored in the field. If required, adjustments should be made based on the field observations.

**SIGNAL TIMING REPORTS  
FOR  
INTERSECTIONS  
ON  
BRIDGE STREET ARTERIAL**

Timing Report, Sorted By Phase  
 1: Bridge St & Maple St

11/10/2003

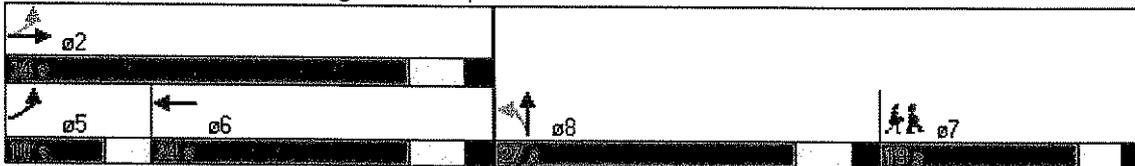


Phase/Number	2	5	6	7	8
Movement	EBTL	EBL	WBT	Ped	NBTL
Lead/Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize					
Recall Mode	Coord	Max	Coord	None	Max
Maximum Split (s)	34	10	24	19	27
Maximum Split (%)	43%	13%	30%	24%	34%
Minimum Split (s)	22	8	22	19	22
Yellow Time (s)	4	3	4	3	4
All-Red Time (s)	2	0	2	2	2
Minimum Initial (s)	4	5	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)				7	
Flash Dont Walk (s)				7	

**Intersection Summary**

Cycle Length: 80  
 Control Type: Actuated-Coordinated  
 Natural Cycle: 150  
 Offset: 26 (33%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Splits and Phases: 1: Bridge St & Maple St



10

Timing Report, Sorted By Phase  
 2: Bridge St & Beech St

11/10/2003

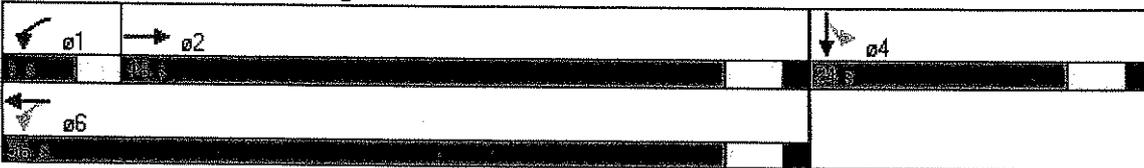


Phase Number	1	2	3	6
Movement	WBL	EBT	SBTL	WBTL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	8	48	24	56
Maximum Split (%)	10%	60%	30%	70%
Minimum Split (s)	8	22	22	22
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	2	2	2
Minimum Initial (s)	5	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				

Intersection Summary

Cycle Length 80  
 Control Type Pretimed  
 Natural Cycle 65  
 Offset: 4 (5%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Splits and Phases: 2: Bridge St & Beech St



10

Timing Report, Sorted By Phase  
 3: Bridge St & Union St

11/10/2003

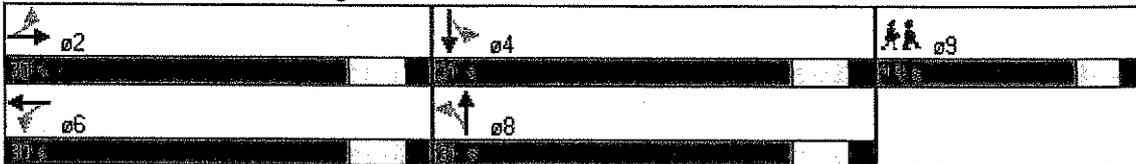


Phase Number	2	4	6	8	9
Movement	EBTL	SBTL	WBTL	NBTL	Ped
Lead/Lag					
Lead-Lag Optimize					
Recall Mode	Coord	Max	Coord	Max	None
Maximum Split (s)	30	31	30	31	19
Maximum Split (%)	38%	39%	38%	39%	24%
Minimum Split (s)	22	22	22	22	19
Yellow Time (s)	4	4	4	4	3
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					7
Flash Dont Walk (s)					7

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 90  
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 3: Bridge St & Union St



Timing Report, Sorted By Phase  
 4: Bridge St & Pine St

11/10/2003

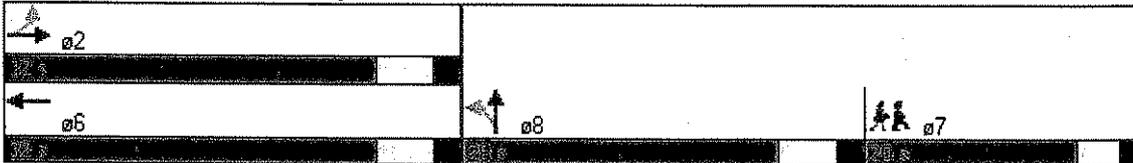


Phase Number	2	6	7	8
Movement	EBTL	WBT	Ped	NBTL
Lead/Lag			Lag	Lead
Lead-Lag Optimize				
Recall Mode	Coord	Coord	None	Max
Maximum Split (s)	32	32	20	28
Maximum Split (%)	40%	40%	25%	35%
Minimum Split (s)	22	22	20	22
Yellow Time (s)	4	4	3	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	
Flash Dont Walk (s)			8	

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 100  
 Offset: 77 (96%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Splits and Phases: 4: Bridge St & Pine St



1/D

Timing Report, Sorted By Phase  
5: Bridge St & Chestnut St

11/10/2003

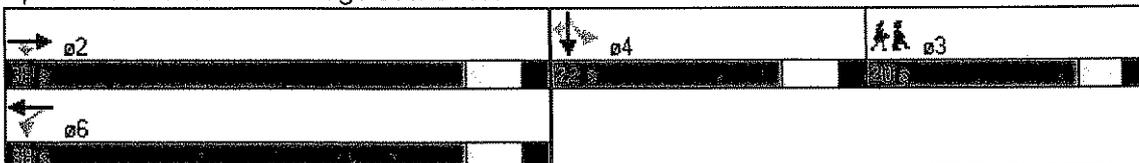


Phase Number	2	3	4	6
Movement	EBT	Ped	SBTL	WBTL
Lead/Lag		Lag	Lead	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Coord	None	Max	Coord
Maximum Split (s)	38	20	22	38
Maximum Split (%)	48%	25%	28%	48%
Minimum Split (s)	22	20	22	22
Yellow Time (s)	4	3	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		8		

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 100  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Splits and Phases: 5: Bridge St & Chestnut St



10

**SIGNAL TIMING REPORTS  
FOR  
INTERSECTIONS  
ON  
HANOVER STREET ARTERIAL**

10

Timing Report, Sorted By Phase  
 1: Hanover St & Maple St

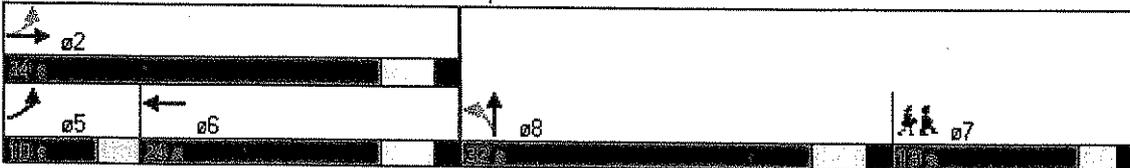
11/10/2003



Phase Number	2	5	6	7	8
Movement	EBTL	EBL	WBT	Ped	NBTL
Lead/Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize				Yes	Yes
Recall Mode	Coord	Max	Coord	None	Max
Maximum Split (s)	34	10	24	19	32
Maximum Split (%)	40%	12%	28%	22%	38%
Minimum Split (s)	22	10	22	19	22
Yellow Time (s)	4	3	4	3	4
All-Red Time (s)	2	0	2	2	2
Minimum Initial (s)	4	7	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)				7	
Flash Dont Walk (s)				7	

Intersection Summary	
Cycle Length	85
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 50 (59%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	

Splits and Phases: 1: Hanover St & Maple St



10

Timing Report, Sorted By Phase  
 2: Hanover St & Beech St

11/10/2003

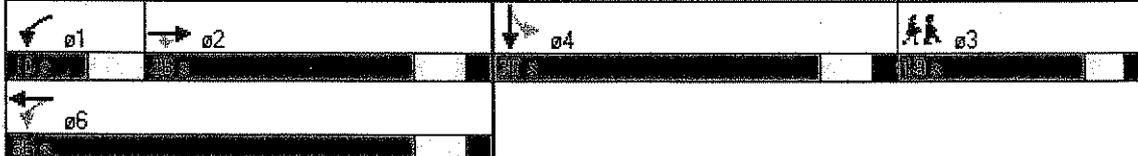


Phase Number	1	2	3	4	6
Movement	WBL	EBT	Ped	SBTL	WBTL
Lead/Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	Max	Coord	None	Max	Coord
Maximum Split (s)	10	26	19	30	36
Maximum Split (%)	12%	31%	22%	35%	42%
Minimum Split (s)	10	22	19	22	22
Yellow Time (s)	4	4	3	4	4
All-Red Time (s)	0	2	2	2	2
Minimum Initial (s)	6	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		
Flash Dont Walk (s)			7		

Intersection Summary

Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 90  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Splits and Phases: 2: Hanover St & Beech St



10

Timing Report, Sorted By Phase  
 3: Hanover St & Union St

11/10/2003

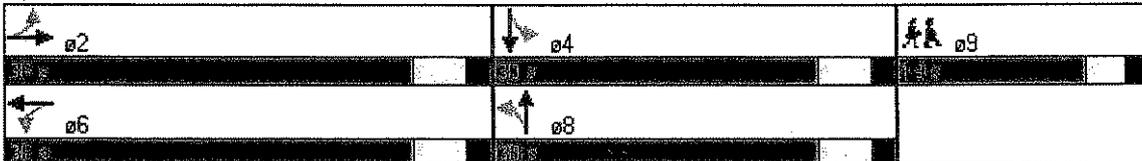


Phase Number	2	4	6	8	9
Movement	EBTL	SBTL	WBTL	NBTL	Ped
Lead/Lag					
Lead-Lag Optimize					
Recall Mode	Coord	Max	Coord	Max	None
Maximum Split (s)	36	30	36	30	19
Maximum Split (%)	42%	35%	42%	35%	22%
Minimum Split (s)	22	22	22	22	19
Yellow Time (s)	4	4	4	4	3
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					7
Flash Dont Walk (s)					7

Intersection Summary

Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 75  
 Offset: 70 (82%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 3: Hanover St & Union St



10

Timing Report, Sorted By Phase  
4: Hanover St & Pine St

11/10/2003



Phase Number	2	6	7	8
Movement	EBTL	WBT	Ped	NBTL
Lead/Lag			Lag	Lead
Lead-Lag Optimize			Yes	Yes
Recall Mode	Coord	Coord	None	Max
Maximum Split (s)	28	28	19	38
Maximum Split (%)	33%	33%	22%	45%
Minimum Split (s)	22	22	19	22
Yellow Time (s)	4	4	3	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	
Flash Dont Walk (s)			7	

Intersection Summary	
Cycle Length	85
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 83 (98%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	

Splits and Phases: 4: Hanover St & Pine St



10

Timing Report, Sorted By Phase  
5: Hanover St & Chestnut St

11/10/2003



Phase Number	5	4	6
Movement	Ped	SBTL	WBTL
Lead/Lag	Lag	Lead	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Max	Coord
Maximum Split (s)	18	39	28
Maximum Split (%)	21%	46%	33%
Minimum Split (s)	18	22	22
Yellow Time (s)	3	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7		
Flash Dont Walk (s)	6		

**Interception Summary**

Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 65  
 Offset: 8 (9%), Referenced to phase 6:WBTL, Start of Green

Splits and Phases: 5: Hanover St & Chestnut St



10

Timing Report, Sorted By Phase  
 6: Amherst St & Chestnut St

11/10/2003



Phase Number	2	3	4
Movement	EBT	Ped	SBTL
Lead/Lag		Lag	Lead
Lead-Lag Optimize		Yes	Yes
Recall Mode	Coord	None	Max
Maximum Split (s)	22	19	44
Maximum Split (%)	26%	22%	52%
Minimum Split (s)	22	19	22
Yellow Time (s)	4	3	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		7	

**Intersection Summary**  
 Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 75  
 Offset: 76 (89%), Referenced to phase 2:EBT, Start of Green

Splits and Phases: 6: Amherst St & Chestnut St



10

**SIGNAL TIMING REPORTS  
FOR  
INTERSECTIONS  
ON  
VALLEY STREET ARTERIAL**

Timing Report, Sorted By Phase  
 1: Valley Street & Wilson Street

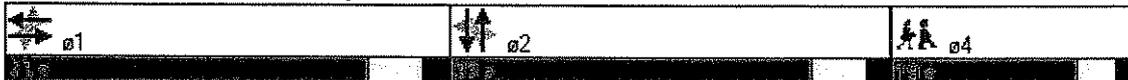
11/10/2003



Phase Number	1	2	4
Movement	EBWB	NBSB	Ped
Lead/Lag	Lead	Lag	
Lead-Lag Optimize			
Recall Mode	Coord	None	None
Maximum Split (s)	33	33	19
Maximum Split (%)	39%	39%	22%
Minimum Split (s)	11	11	19
Yellow Time (s)	4	4	3
All-Red Time (s)	2	2	2
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			7
Flash Dont Walk (s)			7

Intersection Summary	
Cycle Length	85
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Green	

Splits and Phases: 1: Valley Street & Wilson Street



10

Timing Report, Sorted By Phase  
 2: Valley Street & Lincoln Street

11/10/2003



Phase Number	1	2	3	4	5	6	7	8	9
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL			Ped
Lead/Lag	Lead	Lag		Lead	Lag				
Lead-Lag Optimize									
Recall Mode	None	Coord	None	None	Coord	None			None
Maximum Split (s)	16	31	19	16	31	19			19
Maximum Split (%)	19%	36%	22%	19%	36%	22%			22%
Minimum Split (s)	11	11	11	11	11	11			19
Yellow Time (s)	4	4	4	4	4	4			3
All-Red Time (s)	2	2	2	2	2	2			2
Minimum Initial (s)	5	5	5	5	5	5			5
Vehicle Extension (s)	3	3	3	3	3	3			3
Minimum Gap (s)	3	3	3	3	3	3			3
Time Before Reduce (s)	0	0	0	0	0	0			0
Time To Reduce (s)	0	0	0	0	0	0			0
Walk Time (s)									7
Flash Dont Walk (s)									7

Intersection Summary

Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 80  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 2: Valley Street & Lincoln Street

ø1	ø2	ø3	ø4	ø5
ø6	ø7	ø8		

10

Timing Report, Sorted By Phase  
 3: Valley Street & Maple Street

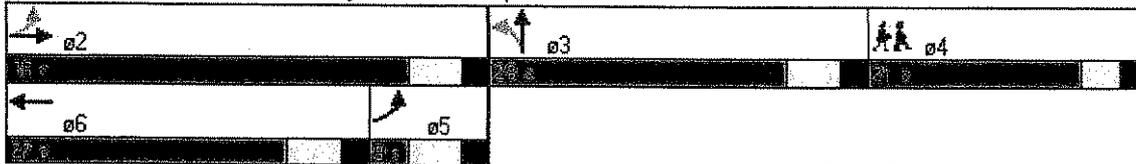
11/10/2003



Phase Number	2	3	4	5	6
Movement	EBTL	NBTL	Ped	EBL	WBT
Lead/Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize					
Recall Mode	Coord	Max	None	Max	Coord
Maximum Split (s)	36	28	21	9	27
Maximum Split (%)	42%	33%	25%	11%	32%
Minimum Split (s)	11	11	21	9	11
Yellow Time (s)	4	4	3	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	5	5	5	3	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		
Flash Dont Walk (s)			9		

**Intersection Summary**  
 Cycle Length 85  
 Control Type Actuated-Coordinated  
 Natural Cycle 80  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green, Master Intersection

Splits and Phases: 3: Valley Street & Maple Street



10

Timing Report, Sorted By Phase  
 4: Valley Street & Beech Street

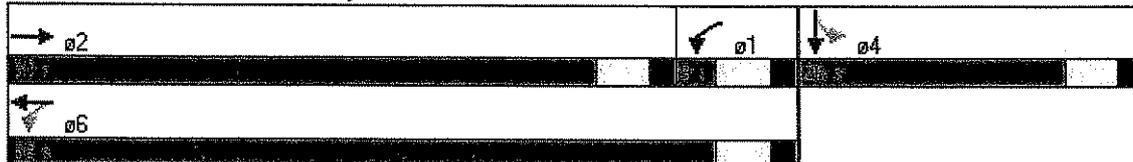
11/10/2003



Phase Number	1	2	4	6
Movement	WBL	EBT	SBTL	WBTL
Lead/Lag	Lag	Lead		
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	9	50	26	59
Maximum Split (%)	11%	59%	31%	69%
Minimum Split (s)	9	11	11	11
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	3	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				

Intersection Summary	
Cycle Length	85
Control Type	Pretimed
Natural Cycle	60
Offset: 71 (84%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	

Splits and Phases: 4: Valley Street & Beech Street



10

Timing Report, Sorted By Phase  
 5: Valley Street & Union Street

11/10/2003



Phase Number	2	4	6	8
Movement	EBTL	SBTL	WBTL	NBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	49	36	49	36
Maximum Split (%)	58%	42%	58%	42%
Minimum Split (s)	11	11	11	11
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				

Intersection Summary	
Cycle Length	85
Control Type	Pretimed
Natural Cycle	40
Offset: 71 (84%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

Splits and Phases: 5: Valley Street & Union Street



10

Timing Report, Sorted By Phase  
 6: Valley Street & Pine Street

11/10/2003



Phase Number	2	6	8
Movement	EBTL	WBT	NBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	49	49	36
Maximum Split (%)	58%	58%	42%
Minimum Split (s)	11	11	11
Yellow Time (s)	4	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			

**Intersection Summary**

Cycle Length 85  
 Control Type Pretimed  
 Natural Cycle 40  
 Offset: 71 (84%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Splits and Phases: 6: Valley Street & Pine Street



10

**SIGNAL TIMING REPORTS  
FOR  
INTERSECTIONS  
ON  
LAKE AVENUE NETWORK**

Timing Report, Sorted By Phase  
 1: Auburn St & Maple St

11/10/2003

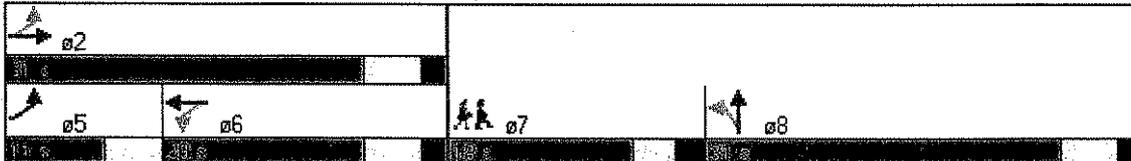


Phase Number	2	6	6	7	8
Movement	EBTL	EBL	WBTL	Ped	NBTL
Lead/Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize				Yes	Yes
Recall Mode	Coord	Max	Coord	None	Max
Maximum Split (s)	31	11	20	18	31
Maximum Split (%)	39%	14%	25%	23%	39%
Minimum Split (s)	11	11	11	18	11
Yellow Time (s)	4	4	4	3	4
All-Red Time (s)	2	0	2	2	2
Minimum Initial (s)	4	7	4	4	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)				7	
Flash Dont Walk (s)				6	

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 60  
 Offset: 27 (34%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 1: Auburn St & Maple St



10

Timing Report, Sorted By Phase  
 2: Auburn St & Beech St

11/10/2003

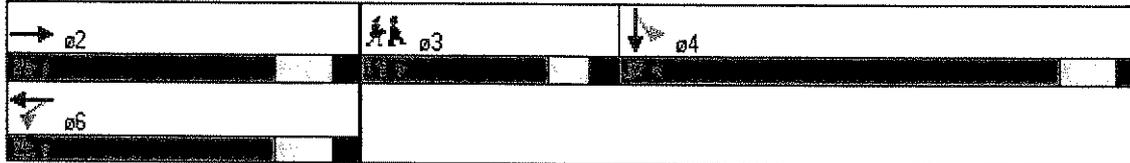


Phase Number	2	3	4	6
Movement	EBT	Ped	SBTL	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Coord	None	Max	Coord
Maximum Split (s)	25	18	37	25
Maximum Split (%)	31%	23%	46%	31%
Minimum Split (s)	11	18	11	11
Yellow Time (s)	4	3	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		6		

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 55  
 Offset: 65 (81%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

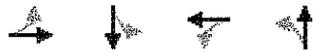
Splits and Phases: 2: Auburn St & Beech St



10

Timing Report, Sorted By Phase  
 3: Auburn St & Union St

11/10/2003

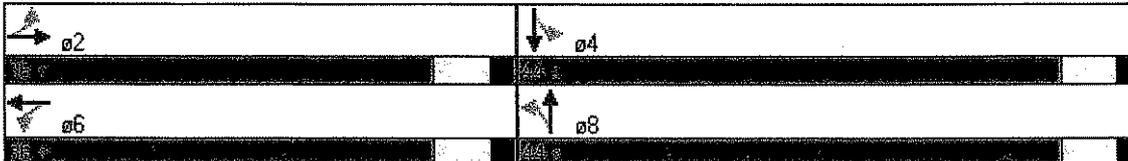


Phase Number	2	4	6	8
Movement	EBTL	SBTL	WBTL	NBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	36	44	36	44
Maximum Split (%)	45%	55%	45%	55%
Minimum Split (s)	11	11	11	11
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				

**Intersection Summary**

Cycle Length 80  
 Control Type Pretimed  
 Natural Cycle 40  
 Offset: 62 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 3: Auburn St & Union St



10

Timing Report, Sorted By Phase  
4: Auburn St & Pine St

11/10/2003



Phase Number	2	6	8
Movement	EBTL	WBT	NBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	44	44	36
Maximum Split (%)	55%	55%	45%
Minimum Split (s)	11	11	11
Yellow Time (s)	4	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			

Intersection Summary	
Cycle Length	80
Control Type	Pretimed
Natural Cycle	40
Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	

Splits and Phases: 4: Auburn St & Pine St



10

Timing Report, Sorted By Phase  
 5: Auburn St & Chestnut St

11/10/2003



Phase Number	2	4	6
Movement	EBT	SBL	WBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	35	45	35
Maximum Split (%)	44%	56%	44%
Minimum Split (s)	11	11	11
Yellow Time (s)	4	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			

Intersection Summary

Cycle Length 80  
 Control Type Pretimed  
 Natural Cycle 40  
 Offset: 31 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Splits and Phases: 5: Auburn St & Chestnut St



10

Timing Report, Sorted By Phase  
6: Spruce St & Maple St

11/10/2003

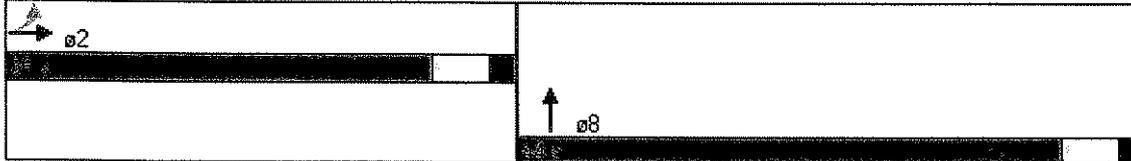


Phase Number	2	8
Movement	EBTL	NBT
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	Max	Max
Maximum Split (s)	36	44
Maximum Split (%)	45%	55%
Minimum Split (s)	11	11
Yellow Time (s)	4	4
All-Red Time (s)	2	2
Minimum Initial (s)	4	4
Vehicle Extension (s)	3	3
Minimum Gap (s)	3	3
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)		
Flash Dont Walk (s)		

Intersection Summary

Cycle Length 80  
 Control Type Pretimed  
 Natural Cycle 40  
 Offset: 41 (51%), Referenced to phase 2:EBTL, Start of Green

Splits and Phases: 6: Spruce St & Maple St



10

Timing Report, Sorted By Phase  
 7: Spruce St & Beech St

11/10/2003



Phase Number	2	3	4
Movement	EBT	Ped	SBTL
Lead/Lag		Lead	Lag
Lead-Lag Optimize		Yes	Yes
Recall Mode	Coord	None	Max
Maximum Split (s)	21	19	40
Maximum Split (%)	26%	24%	50%
Minimum Split (s)	11	19	11
Yellow Time (s)	4	3	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		7	

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 50  
 Offset: 51 (64%), Referenced to phase 2:EBT, Start of Green

Splits and Phases: 7: Spruce St & Beech St



10

Timing Report, Sorted By Phase  
 8: Spruce St & Union St

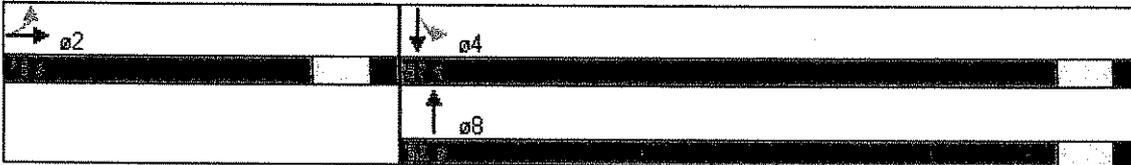
11/10/2003



Phase Number	2	4	8
Movement	EBTL	SBTL	NBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	28	52	52
Maximum Split (%)	35%	65%	65%
Minimum Split (s)	11	11	11
Yellow Time (s)	4	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			

Intersection Summary	
Cycle Length	80
Control Type	Pretimed
Natural Cycle	40
Offset: 70 (88%), Referenced to phase 2:EBTL, Start of Green	

Splits and Phases: 8: Spruce St & Union St



10

Timing Report, Sorted By Phase  
 9: Spruce St & Pine St

11/10/2003

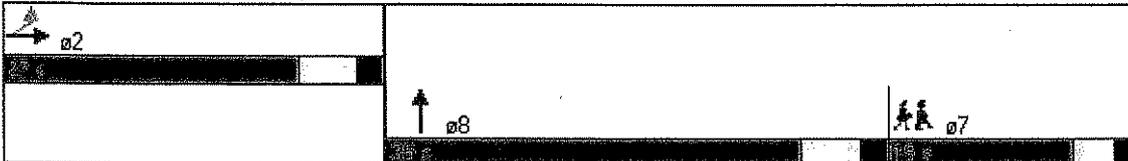


Phase Number	2	7	8
Movement	EBTL	Ped	NBT
Lead/Lag		Lag	Lead
Lead-Lag Optimize		Yes	Yes
Recall Mode	Coord	None	Max
Maximum Split (s)	27	18	35
Maximum Split (%)	34%	23%	44%
Minimum Split (s)	11	18	11
Yellow Time (s)	4	3	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		6	

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 40  
 Offset: 68 (85%), Referenced to phase 2:EBTL, Start of Green

Splits and Phases: 9: Spruce St & Pine St



10

Timing Report, Sorted By Phase  
 10: Lake Ave & Maple St

11/10/2003

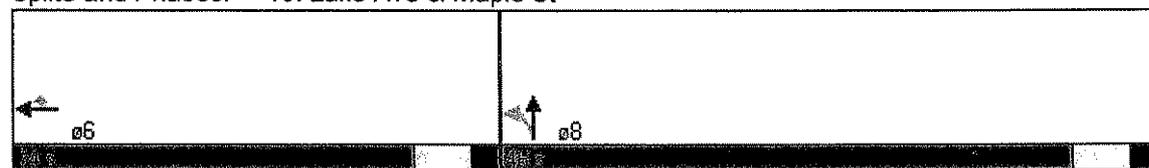


Phase Number	6	8
Movement	WBT	NBTL
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	Max	Max
Maximum Split (s)	34	46
Maximum Split (%)	43%	58%
Minimum Split (s)	11	11
Yellow Time (s)	4	4
All-Red Time (s)	2	2
Minimum Initial (s)	4	4
Vehicle Extension (s)	3	3
Minimum Gap (s)	3	3
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)		
Flash Dont Walk (s)		

**Intersection Summary**

Cycle Length	80
Control Type	Pretimed
Natural Cycle	40
Offset: 42 (53%), Referenced to phase 6:WBT, Start of Green	

Splits and Phases: 10: Lake Ave & Maple St



10

Timing Report, Sorted By Phase  
 11: Lake Ave & Beech St

11/10/2003

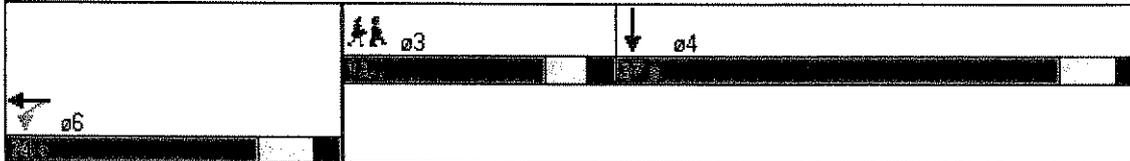


Phase Number	3	4	6
Movement	Ped	SBT	WBTL
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Max	Coord
Maximum Split (s)	19	37	24
Maximum Split (%)	24%	46%	30%
Minimum Split (s)	19	11	11
Yellow Time (s)	3	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7		
Flash Dont Walk (s)	7		

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 60  
 Offset: 47 (59%), Referenced to phase 6:WBTL, Start of Green

Splits and Phases: 11: Lake Ave & Beech St



10

Timing Report, Sorted By Phase  
12: Lake Ave & Union St

11/10/2003

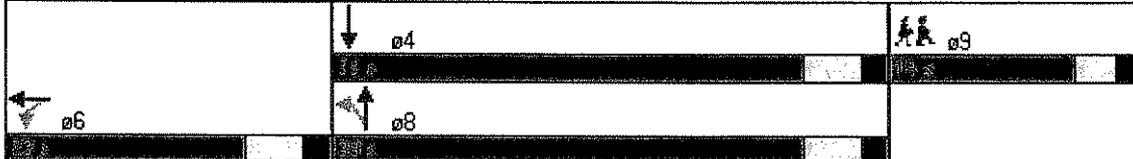


Phase Number	4	6	8	9
Movement	SBT	WBTL	NBTL	Ped
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Coord	Max	None
Maximum Split (s)	39	23	39	18
Maximum Split (%)	49%	29%	49%	23%
Minimum Split (s)	11	11	11	18
Yellow Time (s)	4	4	4	3
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				6
Flash Dont Walk (s)				7

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 60  
 Offset: 75 (94%), Referenced to phase 6:WBTL, Start of Green

Splits and Phases: 12: Lake Ave & Union St



10

Timing Report, Sorted By Phase  
 13: Lake Ave & Pine St

11/10/2003

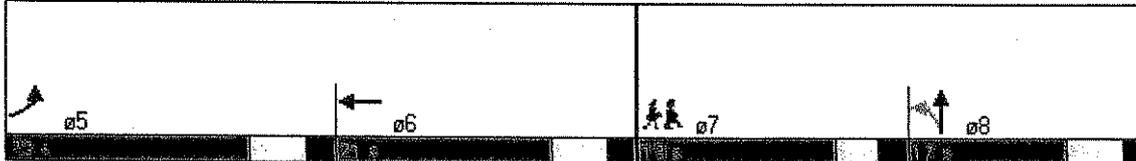


Phase Number	5	6	7	8
Movement	EBL	WBT	Ped	NBTL
Lead/Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes
Recall Mode	Coord	Max	None	Max
Maximum Split (s)	23	21	19	17
Maximum Split (%)	29%	26%	24%	21%
Minimum Split (s)	10	11	19	11
Yellow Time (s)	4	4	3	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	
Flash Dont Walk (s)			7	

**Intersection Summary**

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 60  
 Offset: 54 (68%), Referenced to phase 5:EBL, Start of Green

Splits and Phases: 13: Lake Ave & Pine St



10

Timing Report, Sorted By Phase  
 14: Lake Ave & Chestnut St

11/10/2003

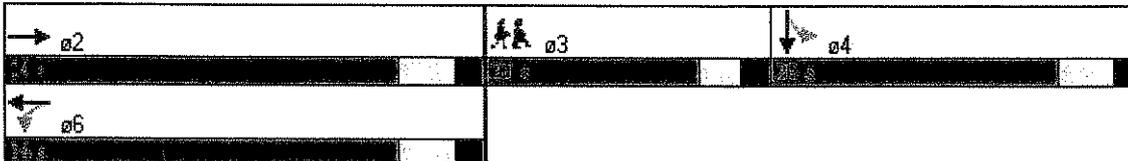


Phase Number	2	3	4	6
Movement	EBT	Ped	SBTL	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Coord	None	Max	Coord
Maximum Split (s)	34	20	26	34
Maximum Split (%)	43%	25%	33%	43%
Minimum Split (s)	11	20	11	11
Yellow Time (s)	4	3	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		8		

**Intersection Summary**

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 65  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Splits and Phases: 14: Lake Ave & Chestnut St



10

Timing Report, Sorted By Phase  
 15: Merrimack St & Pine St

11/10/2003

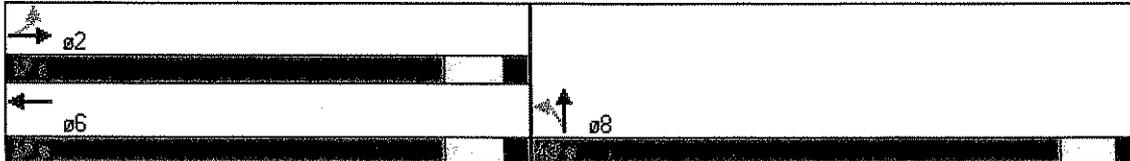


Phase Number	2	6	8
Movement	EBTL	WBT	NBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	37	37	43
Maximum Split (%)	46%	46%	54%
Minimum Split (s)	11	11	11
Yellow Time (s)	4	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	4	4	4
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			

**Intersection Summary**

Cycle Length 80  
 Control Type Pretimed  
 Natural Cycle 40  
 Offset: 77 (96%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Splits and Phases: 15: Merrimack St & Pine St



10

Timing Report, Sorted By Phase  
 16: Merrimack St & Chestnut St

11/10/2003

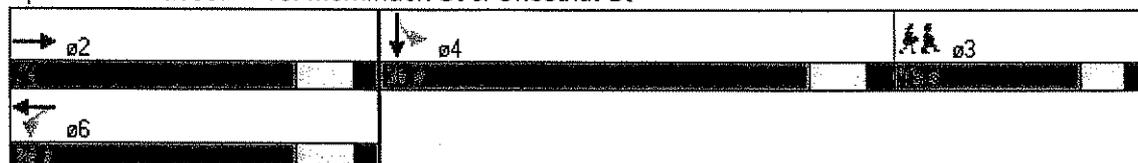


Phase Number	2	3	4	6
Movement	EBT	Ped	SBTL	WBTL
Lead/Lag		Lag	Lead	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Coord	None	Max	Coord
Maximum Split (s)	26	18	36	26
Maximum Split (%)	33%	23%	45%	33%
Minimum Split (s)	11	18	11	11
Yellow Time (s)	4	3	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		6		

Intersection Summary

Cycle Length 80  
 Control Type Actuated-Coordinated  
 Natural Cycle 60  
 Offset: 8 (10%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Splits and Phases: 16: Merrimack St & Chestnut St



10

**From:** Lisa Thibault  
**To:** LaFreniere, Leon  
**Date:** 5/22/03 12:19PM  
**Subject:** Demolition Process

8/12/03 - Tabled  
9/9/03 - Remains  
Tabled  
11/12/03 - "

Just a reminder that at the BMA meeting on 5/20/03, it was voted to have the Building Director and Solicitor get together and come up with a recommendation on speeding up the demolition process. It was requested that this be done within 30 days and be sent to the Committee on Traffic/Public Safety.

Thanks!

//

City of Manchester  
New Hampshire

In the year Two Thousand and Three

DRAFT

5/6/2003 - Tabled  
6/16/2003 - " "  
8/12/2003 - " "  
11/12/03 - " "

AN ORDINANCE

"Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

GENERAL PROVISIONS

- § 75.01 DEFINITION.
- § 75.02 OBEDIENCE TO TRAFFIC CONTROL ORDINANCES; EFFECT OF CONFLICT
- § 75.03 OBEDIENCE TO TRAFFIC CONTROL DEVICES; EXCEPTIONS
- § 75.04 AGE REQUIREMENTS
- § 75.05 EQUIPMENT REQUIRED
- § 75.06 SPEED; DIRECTION
- § 75.07 YIELDING RIGHT-OF-WAY
- § 75.08 RENTAL
- § 75.09 PENALTIES

LICENSES

- § 75.10 LICENSES REQUIRED
- § 75.11 APPLICATION
- § 75.12 ISSUANCE
- § 75.13 FEE; DURATION

GENERAL PROVISIONS

This ordinance shall govern the use of all motorized scooters, also known as go-peds or motorized skateboards, on all public streets, alleys and highways within the City of Manchester and the property of any designation owned by the City. Motorized scooters are not considered motorized vehicles per New Hampshire motor vehicle laws.

# City of Manchester New Hampshire

*In the year Two Thousand and Three*

## AN ORDINANCE

“Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

### § 75.01 DEFINITION.

For the purpose of this ordinance the term motorized scooters shall mean any vehicle with a gas or electric engine and wheels joined to the bottom of a narrow platform with a vertical handle fixed to the platform, frame or wheels which is intended to be ridden in a standing position.

### § 75.02 OBEDIENCE TO TRAFFIC CONTROL ORDINANCES; EFFECTS OF CONFLICT.

Any person operating a motorized scooter upon any public highway or path within the City shall operate the same in accordance with all the provisions contained in the traffic ordinances of the City and with the provisions of R.S.A. 265:143 through 265:153, except that when any provision contained in such ordinances conflicts with any provision in this chapter, the provisions of this chapter shall predominate, or when by their nature they can have no application thereto.

### § 75.03 OBEDIENCE TO TRAFFIC CONTROL DEVICES; EXCEPTIONS

All official traffic signals, signs, and other control devices within the City used in regulating and directing traffic must be obeyed, unless otherwise directed by a police officer; and on public highways where authorized signs are erected, indicating that no left, right, or “U” turn is permitted, no person or persons operating a motorized scooters in the city shall disobey the regulation contained therein, except that when such person dismounts from the bicycle to make any such turn, he shall obey all the traffic ordinance provisions applicable to pedestrians.

### § 75.04 AGE REQUIREMENTS

The use of a motorized scooter is allowed by anyone 16 years of age or older; anyone under this age is restricted from using them. A valid motor vehicle driver's license is not required to operate a go-ped.

# City of Manchester New Hampshire

*In the year Two Thousand and Three*

## AN ORDINANCE

“Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

### § 75.05 EQUIPMENT REQUIRED

No person shall operate a motorized scooter unless it is equipped with a brake. Operators shall wear footwear consisting of a sturdy sole and which completely covers the feet and toes.

Any motorized scooters operated upon any way during the period from ½ hour after sunset to ½ half hour before sunrise, and whenever rain, snow, or fog shall interfere with the proper view of the road shall be equipped with a lamp emitting a white light visible from a distance of 300 feet in front of the go-ped and with a red reflector on the rear which shall be visible from a distance of 300 feet to the rear when directly in front of the headlamps of a motor vehicle. If operated at night, as defined by RSA, no person shall operate a vehicle defined in this ordinance without a head lamp emitting a white light visible at night and a red rear reflector that is visible to traffic from the rear.

### § 75.06 SPEED; DIRECTION

Motorized scooters shall not be operated within the City at a speed greater than is reasonable and prudent under the conditions then existing, and shall be operated as near the right-hand side of the highway as practicable, exercising due care when passing a parked vehicle, or one proceeding in the same direction.

### § 75.07 YIELDING RIGHT-OF-WAY

Motorized scooters emerging from an alley, driveway, or building within the City shall upon approaching a sidewalk or the sidewalk area extending across any alleyway, or driveway yield the right-of-way to all pedestrians approaching on the said sidewalk or sidewalk area; and upon entering the highway shall yield the right-of-way to all vehicles approaching on said highway.

# City of Manchester New Hampshire

*In the year Two Thousand and Three*

## AN ORDINANCE

“Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

### § 75.08 RENTAL

No person shall rent, or offer for rent, any motorized scooter within the City unless it is properly licensed and equipped in accordance with the provision of this chapter.

### § 75.09 PENALTIES

Any person or persons violating any act or provision of this ordinance shall be fined not more than \$25 for the first offense and \$50 for a second offense. Also Any person or persons violating this ordinance a third time faces a must appear summons as well as impoundment of the vehicle and any cost of towing and storage. Any person or persons operating an unregistered vehicle as defined in this ordinance are subject to a fine of \$10 for the first offense and \$25 for a second offense.

## LICENSES

### § 75.10 LICENSES REQUIRED

No person shall ride or propel a motorized scooter on any public highway within the City, or upon any other public path established for the exclusive use of bicycles, unless such bicycle has been properly licensed as herein provided.

### § 75.11 APPLICATION

Any person requiring a motorized scooter license shall submit his application in writing to the Chief of Police, or his authorized agents. Each application shall be made on an approved form to be provided by the Police Department and contain such information as the Chief of Police may deem necessary for the proper enforcement of this chapter

# City of Manchester New Hampshire

*In the year Two Thousand and Three*

## AN ORDINANCE

“Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

### § 75.12 ISSUANCE

It shall be the duty of the Chief of Police or his agents to act on all motorized scooter license applications received and to issue the same when the provisions of this chapter have been complied with by the applicant, including the certification by the applicant that the motorized scooter is in good and safe mechanical condition.

### § 75.13 FEE; DURATION

A. The fee for each motorized scooters license issued shall be \$5. A motorized scooter shall be considered registered for the entire life of the motorized scooter, unless the plate provided by the Chief of Police has been mutilated, destroyed, altered, or the ownership of the motorized scooter has been transferred to another person.

B. Upon transfer of ownership of the motorized scooter the new owner shall re-register the motorized scooter as provided in § 72.21.

This ordinance shall take effect upon its passage.

4/8/03 - U  
Tabled  
6/16/03 - Remained on Table  
8/12/03 - "  
11/12/03 - "

held 3/18/03 on a motion of Ald. O'Neil  
duly seconded by Ald. Lopez the report  
of the Committee was accepted and its recommendations  
(adopted) ~~(denied)~~

*John Deary*  
City Clerk

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Traffic/Public Safety respectfully recommends, after due and careful consideration, that The Committee on Traffic/Public Safety respectfully recommends, after due and careful consideration, that the following regulations governing standing, stopping, and parking and operation of vehicles, be adopted pursuant to Chapter 70 of the Code of Ordinances of the City of Manchester and put into effect when duly advertised and the districts affected thereby duly posted as required by the provisions of that Chapter and Chapter 335 of the Sessions Laws of 1951.

**Section 70.16 One-Way Streets**

**ONE-WAY STREETS**  
HOLLIS STREET  
KIDDER STREET

*No fee  
refer back  
to  
Committee  
liability  
no  
ident. of  
direction  
Bismarck*

**Section 70.36 Stopping, Standing, or Parking Prohibited**

**STOP SIGNS:**  
ON LOWELL ST AT BELMONT ST., NEC, SWC, FOUR-WAY SCHOOL ZONE



**CITY OF MANCHESTER**  
**Office of the City Clerk**

*8/12/03 - Tabled*  
*9/9/03 remained on table*  
*11/12/03 - "*



Leo R. Bernier  
City Clerk

Carol A. Johnson  
Deputy City Clerk

Paula L-Kang  
Deputy Clerk  
Administrative Services

Matthew Normand  
Deputy Clerk  
Licensing & Facilities

Patricia Piecuch  
Deputy Clerk  
Financial Administration

**MEMORANDUM**

To: Alderman O'Neil  
From: Lisa Thibault, Legislative Assistant *Lisa*  
Date: 6/18/2003  
Subject: Parking Garage Contract

At a meeting of the Committee on Traffic/Public Safety held on June 16, 2003, Tom Lolicata informed the group that you are chairing a committee that is looking at the RFP's for the parking garage contract. The Committee is asking that this process be completed and a recommendation be brought forward in August as they have just voted to extend the contract with Central Parking through September 6, 2003.

If you are not chairing such a committee, please advise the City Clerk's Office as soon as possible.

Thank you.

14



## CITY OF MANCHESTER Board of Aldermen

11/18/03 - labeled.  
Ald. Guinta to bring  
a survey of  
downtown businesses.



Memo To: Committee on Traffic  
From: Armand D. Forest *self*  
Date: September 18, 2003  
Re: Change of downtown parking regulations to 6PM

I am requesting the Committee consider reducing the time requirement for parking meters from 8:00 p.m. to 6:00 p.m.

I have received many complaints from constituents of my ward as well downtown businesses regarding the evening parking situation in the downtown area. I have also spoken with Alderman Guinta who has indicated similar problems as well. It is my understanding that parking control officers are being paid overtime to work the evening hours and this results in little financial benefit to the City.

For these reasons it is my belief that the residents and visitors to the City would best be served if people were not required to fill meters after 6:00 p.m. I would request the Committee consider this request at it's next meeting.

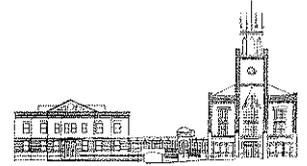
C: Mayor and all Aldermen  
Tom Lolicata, Traffic Director  
Chief Jaskolka, Police

15



# CITY OF MANCHESTER

## Board of Aldermen



Memo To: Committee on Traffic

From: Frank C. Guinta  
Alderman – Ward 3

Date: September 18, 2003

Re: Review of evening metered parking hours

In response to business and residential constituents I am requesting a review of the downtown metered parking hours, to consider rolling the time back from 8:00 p.m. to 6:00 p.m.

Your favorable consideration of my request would be most appreciated.



# CITY OF MANCHESTER

## OFFICE OF THE MAYOR

Robert A. Baines  
Mayor

September, 19, 2003

One City Hall Plaza

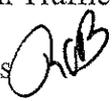
Manchester, NH 03101-1932

Phone: 603.624.6500 (V/TTY)

Fax: 603.624.6576

www.ci.manchester.nh.us

To: Committee on Traffic

From: Bob Baines 

Re: Proposed Downtown Parking Change

I am in receipt of a letter from Alderman Forrest requesting a change in parking regulations for the city. I am strongly urging the committee not to make any changes until a full and complete analysis of this proposed change is made. During this analysis, input should be sought from downtown businesses, Intown Manchester, residents, etc. As you may recall, the decision to have enforcement until 8:00 p.m. was based on a concern of downtown businesses that on event nights at the arena, people would park at meters and take spots that patrons of businesses need. We must determine if this is still the case.

In addition, I must caution that there should be a review of the impact on projected revenues. While these regulations may not have been put in place to generate revenues, there may be an impact. For example, when Saturday enforcement was eliminated, we lost approximately \$225,000 in revenues. When you decrease revenues, you must either decrease expenses or raise the property tax for all property owners.

When we make decisions, we must have all the facts before us.

Shortly, the finance officer and I must verify projected revenues during the tax rate setting process. Therefore, we must know if there will be a financial impact.

I shall look forward to working with the committee as you consider Alderman Forrest's request. His request deserves due and careful consideration, and I would support this request if it is in the best interest of our city.

C: Board of Mayor and Aldermen  
Tom Lolicta  
John Jaskolka

15

17-03 1 added pending  
format review by  
Solvent + Traffic.



**Lions Club  
Of Manchester**  
Est. June 15, 1923

Traffic Committee  
City Clerk  
1 City Hall Plaza  
Attn: Leo Bernier

"Year of Recognition"

Dear Sir,

The Lions Club of Manchester has been helping this community for the past eighty years and still the general public does not know of our existence. This club has embarked on a quest of recognition and would appreciate your cooperation in this venture.

We would like to install fifteen, (15), signs with the Lions International logo around the city of Manchester. The description, specification and locations of these signs are as follows:

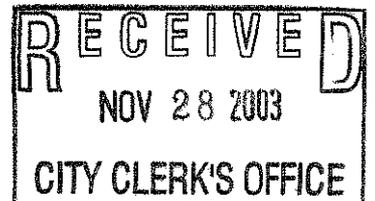
- 1. Round 30" in diameter
- 2. Rectangle 24" long by 8" high
- 3. Rectangle 18" long by 6" high
- 4. Off the ramps of Interstate 93 exits 6 through 9
- 5. Off the ramps of Interstate 293 exits 1 through 7
- 6. Off the ramps of Route 101 east exit 1
- 7. Brown Ave airport exit

Enclosed is a copy of what the sign would look like and a pamphlet containing some information about what this club is involved in.

Should there be a need for more information as relates to this project, please call Lion Phillip Adams at 603-867-6239.

Yours in Lionism,

  
Jean "John" Lemire



116



Manchester Lions Club  
1800 WE LIONS

Less this sign

Our fundraising events allow us to raise money to help fund projects to assist the needy.

One such project is eye care. We provide eye exams, glasses, cataract surgeries, glaucoma treatment and much more.

The Lions of NH sponsor two eye clinics monthly between September and June. One is located in Concord, the other is in Manchester. Each club screens applicants from their community, sets up an appointment for an exam and if required provides glasses.

We raise money to help with the purchase of hearing equipment.

The club has helped fund the purchase of a guide dog.

We collect and recycle used eye glasses and hearing aids.

The Haunted House at Camp Allen. Is one of our most enjoyable projects.



**SOME OF WHAT WE DO!**

*LOCAL PROJECTS:*

Over 50 years of sponsoring a team for Central Little League.

Help with funding of eye exams, glasses, surgeries and hearing equipment for the less fortunate of our community.

Part owners of Camp Allen since 1933. Camp Allen is a summer camp for persons of all ages with mental and physical impairments.

Annual Corned Beef & Cabbage Supper

Ham & Bean Supper

Peace Poster Contest

Operation KidSight -- Eye screening for young children using an Vision Screener.

Diabetes Awareness Program

AND MUCH MORE.....

**MEETING INFORMATION**

Dinner Meetings are held on the 1<sup>st</sup> Monday of the month at the Belmont Hall from September through June.

Social time:

6:30pm - 7:00pm

Dinner & guest speaker

7:00pm - 8:00pm

Cost of meal - \$12.00

We have a Board of Directors meeting on the 3<sup>rd</sup> Monday of every month. All members are welcomed to attend.

Club Officers Include:

President/King Lion

3 Vice Presidents

Secretary

Treasurer

Tail Twister/Lion Tamer

Several Directors

Committee Chairpersons

Past Presidents

Within our club we encourage our Vice Presidents to progress into the office of President.

## LIONS CLUBS INTERNATIONAL

The Manchester Lions Club is part of Lions Club International, the largest voluntary service organization in the world. We are one of over 44,700 Lions Clubs in 185 countries with over 1.4 million members.

**There is an enormous amount of information about the Manchester Lions as well as all Lions Clubs. Just call any of us to find out what we are all about. We would be glad to have you join us some evening.**

**Give some thought to coming to one of our meetings. You will be surprised at the things you can do to help others that are less fortunate.**

**If you are wanting to work on projects for the needy of your community, working with a group of giving, caring people, why not consider joining the Manchester Lions Club.**

**To learn more, contact any of our members listed below.**

### **2003-2004**

*Jean Lemire, President*

622-4344

*Joanne Pouliot, 1<sup>st</sup> Vice President*

497-2049

*Allison Parent, 2<sup>nd</sup> Vice President*

*Phillip Adams, 3<sup>rd</sup> Vice President*

623-1794

*Bonnie St. Jean, Secretary*

623-1035

*Frank Kearns, Treasurer*

*Mary Steele, Lion Tamer*

669-0767

*M. Therese Lavoie, Tail Twister*

& Director 647-7144

*Edmond Girard, Director*

647-7144

*James Parks, Director*

624-1990

*Charles F. Pouliot, Past President*

497-2049

## **MANCHESTER LIONS CLUB**

Established June 15, 1923

### **Club Information**



**We Serve**

**The Manchester Lions Club is proud of the fact that it is the oldest club in the state. It was chartered on June 15, 1923 with a total of 50 members. At one time our club had more than 170 members.**

**With so many years of history it is easy to imagine the overwhelming work that has been done by the Lions for the needy of the Manchester community.**

**Manchester has the largest population in the state. With that in mind you should be able to realize the importance of the work we do.**