

AGENDA

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

June 1, 2009

Aldermen Shea, O'Neil,
Sullivan, J. Roy, Ouellette

5:00 PM

Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Shea calls the meeting to order.
2. The Clerk calls the roll.
3. The Traffic and Parking Divisions have submitted agendas which need to be addressed:

TWO HOUR PARKING – 7:00 A.M. – 9:00 P.M.:

On Hanover Street, north side, from a point 55 feet east of Pennsylvania Avenue., to a point 50 feet east
Alderman Jim Roy

RESCIND 30 MINUTE PARKING:

On Joliette Street, west side, from a point 26 feet south of Kelley Street to a point 36 feet southerly (Ord. 3162)
Alderman Ouellette

30 MINUTE PARKING – 8:00 A.M. – 6:00 P.M., THURSDAY UNTIL 9:00 P.M.:

On Joliette Street, west side, from a point 20 feet south of Kelley Street to a point 40 feet south
Alderman Ouellette

NO PARKING ANYTIME:

On Joliette Street, west side, from a point 60 feet south of Kelley Street to a point 44 feet south

Alderman Ouellette

On Wheelock Street, east side, from a point 150 feet south of Goffe Street to a point 15 feet south

Alderman Smith

NO PARKING APRIL 1 – AUGUST 1:

On Gay Street, east side, from Greenleaf Street to a point 200 feet north
Alderman DeVries

RESCIND METERS – 2 HOURS:

Lowell Street, north side, from a point 40 feet east of Elm Street to Chestnut Street
ORD 7703
Alderman Sullivan

METERS – 2 HOURS:

Lowell Street, north side, from a point 80 feet east of Elm Street to Kosciuszko Street
Alderman Sullivan

RESCIND NO PARKING LOADING ZONE:

Lowell Street, north side, from a point 45 feet west of Chestnut Street to a point 20 feet
west
ORD 8513
Alderman Sullivan

**RESCIND NO PARKING LOADING ZONE – MONDAY- FRIDAY 8:00 A.M.-
5:00 P.M.:**

Lowell Street, north side, from Kosciuszko Street to a point 36 feet north
ORD 6479
Alderman Sullivan

NO PARKING LOADING ZONE – MONDAY- FRIDAY 8:00 A.M.-5 :00 P.M.:

Lowell Street, north side, from Kosciuszko Street to a point 36 feet east
Alderman Sullivan

NO PARKING LOADING ZONE – MONDAY- FRIDAY 8:00 A.M.-5 :00 P.M.:

Lowell Street, north side, from a point 129 feet east of Kosciuszko Street to a point 147
feet easterly
Alderman Sullivan

METERS – 2 HOURS:

Lowell Street, north side, from a point 36 feet east of Kosciuszko Street to a point 20 feet
west of Chestnut Street
Alderman Sullivan

METERS – 2 HOURS:

Lowell Street, north side, from a point 147 feet east of Kosciuszko Street to Chestnut
Street
Alderman Sullivan

Gentlemen, what is your pleasure?

4. Ratify and confirm phone poll conducted May 11, 2009 approving the request from the Manchester District Court for free parking for four custodial employees at metered spaces on Chestnut or Amherst Street from 4:30 P.M. to 8:00 P.M. and from May 2009 through December 2009.

(Unanimous vote with the exception of Alderman J. Roy who was unavailable.)

Gentlemen, what is your pleasure?

5. Communication from Brandy Stanley, Parking Manager, submitting a request from Cruising Downtown for the use of parking spaces on Elm Street and all connecting side streets bound by Bridge Street, Chestnut Street, Lake Avenue and Canal Street from the hours of 6:00 A.M. to 6:00 P.M. on Saturday, September 12, 2009 at no charge.

Gentlemen, what is your pleasure?

6. Request submitted from Brandy Stanley, Parking Manager on behalf of Scott Fuller, Manchester Police Department, for the use of Arms Parking Lot on Saturday, June 27, 2009 between the hours of 8:30 A.M. and 10:30 P.M. as a staging area for a motorcycle ride benefitting the Police Department's mounted unit.

Gentlemen, what is your pleasure?

7. Communication from Tim Soucy, Public Health Director, requesting permission to post 11-12 signs for directional indicators, stamp sidewalks with paint along the route and in Bronstein Park along the one mile route for the American Heart Association's Start! Walking Program.

Gentlemen, what is your pleasure?

8. Communication from Bruce Willey, Kiwanis Club of Manchester, requesting permission to replace and add road signs.

Gentlemen, what is your pleasure?

9. Communication from Brandy Stanley, Parking Manager, regarding amendments to the new ordinance Section 70.36 Walking Disability as well as a related ordinance amendment to Section 70.06 Definitions.

Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any item from the table.

10. Communication from Brandy Stanley, Parking Manager, submitting a snow removal policy clarifying the duties of certain departments.
(Tabled 1/20/09)

11. Summary of the Manual on Uniform Traffic Control Devices submitted by James Hoben, Traffic Division, if available.
(Note: Communication from Kevin Sheppard, Public Works Director, attached. Tabled 1/20/09)

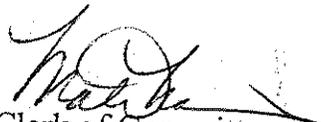
12. If there is no further business, a motion is in order to adjourn.

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

The Committee on Public Safety, Health and Traffic respectfully recommends, after due and careful consideration, that the request of the Manchester District Court for free parking for four custodial employees at metered spaces on Chestnut or Amherst Streets from 4:30 P.M. to 8:00 P.M. and from May 2009 through December 2009 be approved.

(Unanimous vote conducted via phone poll on May 11, 2009, with the exception of Alderman J. Roy who was unavailable.)

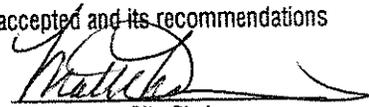
Respectfully submitted,


Clerk of Committee

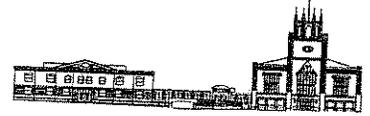
At a meeting of the Board of Mayor and Aldermen
held 5/19/09 on a motion of Ald. O'Neil
duly seconded by Ald. Osborne the report
of the Committee was accepted and its recommendations

(adopted)

(denied)


City Clerk

CITY OF MANCHESTER PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

May 11, 2009

Alderman William Shea
Chairman, Committee on Public Safety & Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Request for Phone Poll

Dear Chairman Shea:

The Manchester District Court recently called and requested that 4 of their custodial employees be given free parking at the meters on Chestnut or Amherst Street from 4:30pm to 8:00pm, effective May 2009 through December 2009, while they are reconstructing their parking lot.

Construction is due to begin this week, so the court has asked that I expedite this process.

Thank you, and please do not hesitate to contact me should you have any questions,

Brandy Stanley
Parking Manager
City of Manchester

Shea - yea
O'Neil - yea
Sullivan - yea
J. Roy - unavailable
Ouellette - yea



State of New Hampshire

DEPARTMENT OF ADMINISTRATIVE SERVICES
BUREAU OF COURT FACILITIES
25 Capitol Street - Room 420
Concord, New Hampshire 03301

LINDA M.
HODGDON
Commissioner
(603) 271-3201

STEPHEN R.
LORENTZEN
Administrator
(603) 271-1143

May 11, 2009

Brandy Stanley
25 Vine Street
Manchester, NH 03101

Re: Parking Waivers

Dear Brandy:

I am writing to request a temporary parking waiver from the City of Manchester for the four night cleaning staff at the Manchester District Courthouse for the duration of an upcoming construction project that will commence in May 2009 and be complete by December 2009.

My reason for making this request is due to a construction requirement to cordon off the small, state-owned, parking area in front of the courthouse where the cleaning staff currently park; it will be a hardship and a safety issue for them to have to enter and exit the building during their scheduled evening hours of 4:30 PM to 8:30 PM to feed the meters.

I appreciate your willingness to assist us with this request.

Regards,

Stephen R. Lorentzen
Administrator
State of New Hampshire
Department of Administrative Services
Bureau of Court Facilities

Cc: Peter Goodwin, Bureau of Court Facilities

CITY OF MANCHESTER

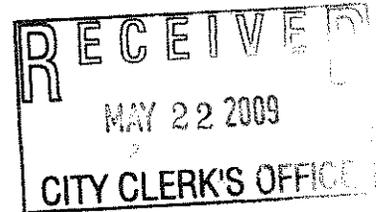
PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

May 22, 2009

Alderman Bill Shea
Chairman, Committee on Public Safety & Traffic
One City Hall Plaza
Manchester, NH 03101



Re: Requests for the use of Elm Street and Arms Parking Lot

Dear Chairman Shea:

Attached to this letter please find a request from Cruising Downtown for the use of Elm Street on Saturday, September 12th. The City Clerk's Office is coordinating the permitting process for this event, however the group has requested that the use of the parking spaces be granted at no charge. The associated revenue loss is estimated to be \$600.

We have also received a request from Scott Fuller, Manchester Police Department for the use of the Arms Lot on Saturday, June 27th between 8:30 and 10:30 as a staging area for a motorcycle ride benefitting the Police Department's mounted unit.

The parking division has no issues with these requests, and we respectfully ask that the committee grant them.

Please do not hesitate to contact me should you have any questions.

Sincerely,

Brandy Stanley
Parking Manager

CC: Committee Members
Board of Mayor & Aldermen

Cruising Downtown Inc
P.O. Box 16283
Hooksett, NH 03106

Brandy Stanley
City of Manchester Parking Manager
25 Vine Street
Manchester, NH 03101

April 21, 2009

Via email; bstanley@manchesternh.gov

Dear Brandy;

In accordance with conversations that we have had regarding the Cruising Downtown event to be held this coming September 12, 2009 we hereby request, or inquire as to the necessity of such a request, a waiver of parking fees on Elm Street and all connecting side streets bound by Bridge Street, Chestnut, Lake Avenue and Canal Street for the period of 6am to 6pm.

We will be staging this 9th annual event for the purposes of raising awareness for the inner city merchants and restaurants and to provide funds and exposure for the New Horizons Soup Kitchen, Manchester Police Athletic League and the Manchester School of Technology. We obviously cannot support our benefactors with additional costs and ask your department to grant us a waiver of the revenues deemed to be lost during this event.

Thank you for your consideration and should there be any questions please contact me at 603-493-6535 or via return email.

Sincerely

Charles Gordon
charles@charles-gordon-ins.com

Timothy M. Soucy, MPH, REHS
Public Health Director

Anna J. Thomas, MPH
Deputy Public Health Director

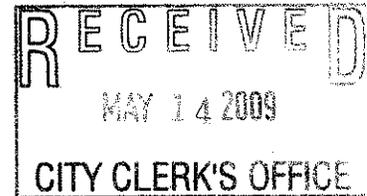


BOARD OF HEALTH
Carol Bednarowski
Robert Duhaime, RN, MBA
Laura Smith Emmick, MD
William Mehan, DMD, MS
Kristin Schmidt, PA-C

CITY OF MANCHESTER
Health Department

May 14, 2009

Alderman William Shea, Chairman
Committee on Public Safety, Health and Traffic
C/o Matthew Normand, City Clerk
One City Hall Plaza
Manchester, New Hampshire 03101



RE: Start! Walking Map

Dear Alderman Shea,

The Health Department is partnering with the American Heart Association (AHA) to create a one-mile walking route through the downtown area as part of the American Heart Association's Start! Walking Program. The primary goal of this walking path is to promote physical activity among employers in the downtown area, but the path can also be used by local residents and those visiting the City. Attached you will find a map of the proposed route. The goal is to make the walking map available to city employees and other local businesses and organizations, such as In Town Manchester and the Greater Manchester Chamber of Commerce.

On behalf of the Heart Association, we are requesting permission to post 11-12 signs along the route for directional indicators, and sidewalk stamping with paint along the route and in Bronstein Park. Also attached is a sample of the sign and the paint stamp logo. The signs would include directional arrows and different health messaging, such as "Be heart smart - get 30 minutes of physical activity everyday!" The paint stamp will be the official Start! Logo (green Start! Dot) or a Start! Sneaker.

The AHA will cover the expenses for signage, the stamp stencil, and paint but will require assistance from the Highway Department to hang the signs and guidance on the sidewalk stamping.

I look forward to answering any questions the Committee may have on this proposal.

Sincerely,

Timothy M. Soucy, MPH, REHS
Public Health Director

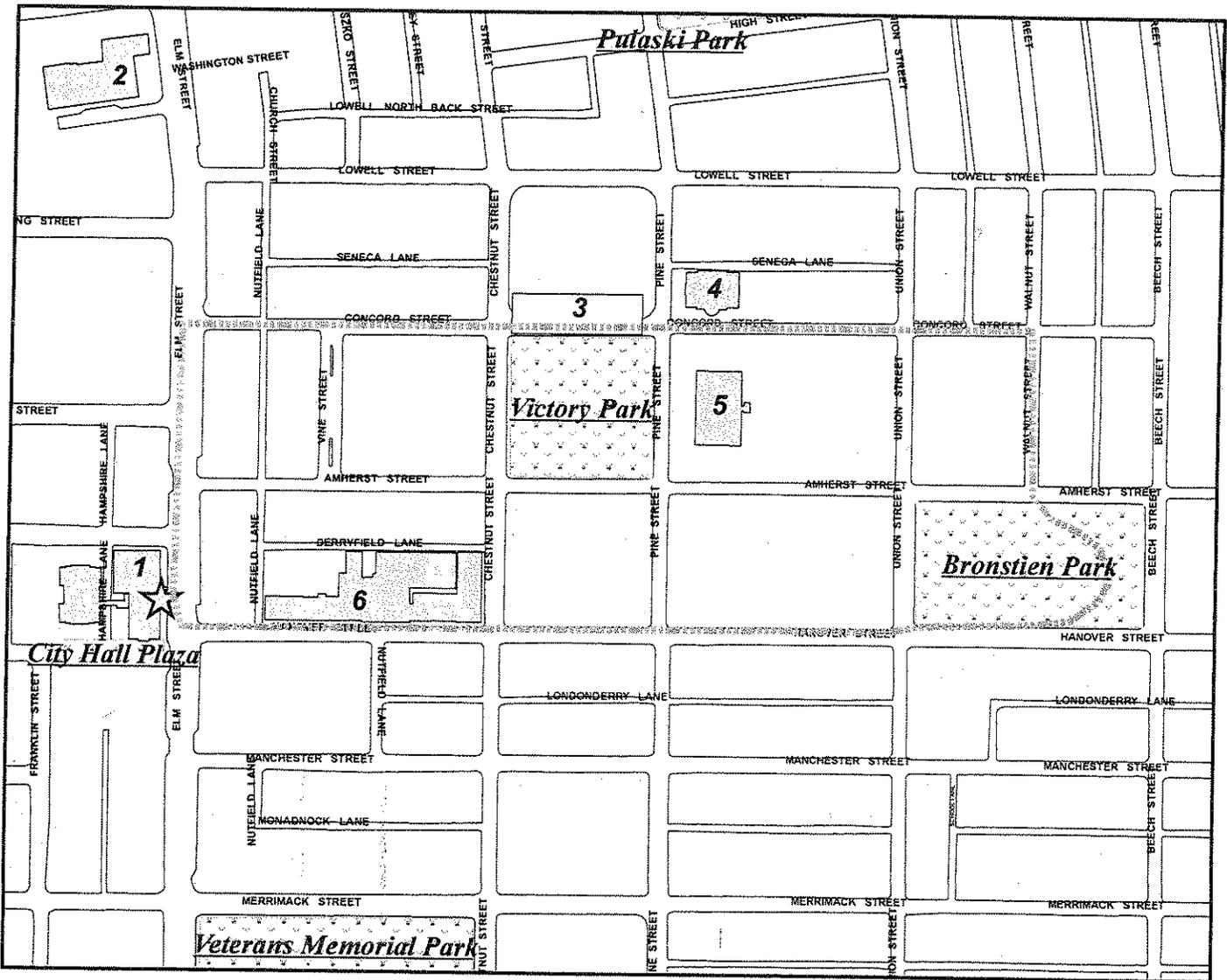
Attachments: (2)



American Heart Association
Learn and Live

American Health Association START! Walking Map

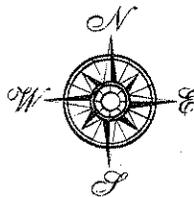
Total walking distance : 1.0 mile



Walking Route:

Start! at City Hall heading north on Elm St.
Turn Right at Concord St.
Turn Right at Walnut St.
Circle the path at Bronstein Park to the Southwest corner
Head South on Hanover St. back to Elm St.

Courtesy of Manchester Health Department



Points of interest:

- 1 - City Hall
- 2 - American Heart Association
- 3 - Downtown Farmers Market - June 18 - Oct 22
Thursday Afternoons 3:00pm - 6:30pm
- 4 - New Hampshire Institute of Art
- 5 - Manchester City Library
Monday, Tuesday & Thursday 8:30am - 8:30pm
Wednesday & Friday 8:30am - 5:30pm
- 6 - New Hampshire's Palace Theatre

0 0.025 0.05 0.1 Miles





American Heart
Association
Learn and Live

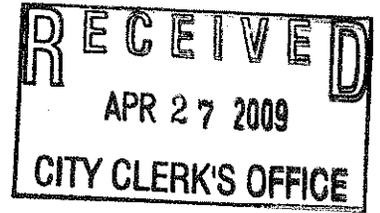
Start!

Start! Walking

Take a very brisk walk for
30 minutes, 5 days a week
and you'll be on a path to
a heart-healthy lifestyle!



**City of Manchester
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101**



Dear Sir,

The Kiwanis Club of Manchester would like to replace some old road signs and add a few more.

We were told by James Hoben, Deputy Traffic Director, to submit the requests to your office. In turn you would get them to the chairman of the traffic committee to act on. The Kiwanis Club will provide the signs and deliver to James Hoben at the Dept. Of Highways- Traffic Division.

Thank you for your consideration in this matter. Please contact us if you need any additional information.

**Kiwanis Club of Manchester
Bruce Willey
55 River Front Drive, Unit 213
Manchester, NH 03102
625-5501
Jack Burke
668-1026**

A handwritten signature in black ink that reads "Bruce Willey". The signature is written in a cursive style with a large initial "B".

Bruce Willey

Kiwanis Club of Manchester Road Signs.

We now have two road signs in place.

- 1. D.W.highway southbound from Hooksett . This sign is just north of Campbell St.**
- 2. South Willow Street in front of Liberty Trucks.**

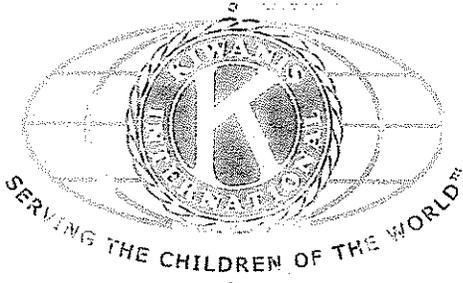
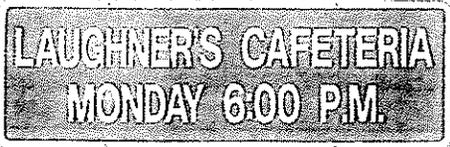
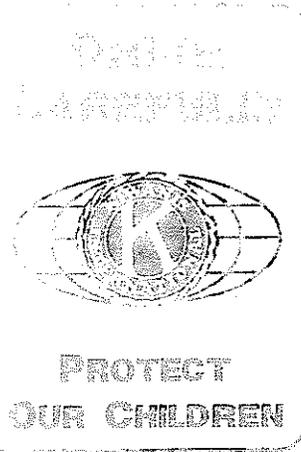
Missing Road Signs.

We had Signs on Bridge Street between 93 and Mammoth Road

We also had a sign on Second Street, south of Queen City Ave.

Locations we would like to have.

- 1. Brown Ave. Northbound between the airport and 293**
- 2. Hanover Street westbound , west of 93**
- 3. Front Street, south of Intervale CC, before the 293 onramp.**
- 4. Elm Street southbound, just south of Salmon Street**
- 5. Boynton Street eastbound between city line and South Main Street.**



A. Kiwanis Road Sign

Heavy-gauge aluminum; reflective Scotchlite. Single-faced signs are designed to mount on posts. Double-faced reflectorized road signs are designed for hanging from a bracket. (Bolts, posts, chains, and hooks not included.)

15232	30" sign, single-faced - 7.6 lbs	\$78.00
15233	30" sign, double-faced	\$80.00
15230	18" sign, single-faced - 2.75 lbs	\$30.00

**Double-faced signs may require additional drilling, depending on your mounting method.*

B. Meeting Place And Time Plate

Scotchlite reflective film on heavy-gauge aluminum. To be attached to the road sign post indicating the meeting place. (Bolts, posts, hooks, and chains not included.) Allows for two lines of lettering, maximum of 21 characters and spaces per line. Please MAIL, FAX or ORDER ON-LINE with exact wording. Shipped directly from manufacturer within 8-10 weeks of order receipt.

15234	8" x 24", single-faced - 2 lbs	\$42.00
15235	8" x 24", double-faced	\$46.00

**Double-faced signs may require additional drilling, depending on your mounting method.*

C. City Or Town Plate

Scotchlite reflective film on heavy-gauge aluminum. To be attached to the road sign post indicating the city or town where the club is located. (Bolts, posts, hooks, and chains not included.) Allows one line of lettering only, maximum 16 characters and spaces. Please MAIL, FAX or ORDER ON-LINE with exact wording. Shipped directly from manufacturer within 8-10 weeks of order receipt.

15236	6" x 18", single-faced - 1.5 lbs	\$32.00
15237	6" x 18", double-faced	\$36.00

**Double-faced signs may require additional drilling, depending on your mounting method.*

D. Drive Carefully Safety Sign

Make your community a safer place to live. Heavy-gauge aluminum with reflective film and 2-color safety message printed on one side, 14" x 20".

15224	- 1.63 lbs	\$20.00
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E. Cast Bronze Emblem

Emblem is threaded on back for secure mounting. Mounting screw included.

12860	5" diameter - 13.5 oz	\$18.00
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F. Road Sign Decal

Renew your Kiwanis road signs. These self-adhesive decals are made of durable weather-resistant vinyl material in Kiwanis colors. Designed for application over existing signs.

12685	30" diameter Kiwanis decal - 6.2 oz	\$19.00
12690	18" diameter Kiwanis decal - 2.5 oz	\$11.00
21365	18" diameter Key Club decal - 2.5 oz	\$10.95

G. "Serving The Children Of The World" Banner

Display this big 8' wide x 2' high banner at your fund-raising and service events! Reinforced, weather-resistant vinyl has ten grommets for hanging. Silkscreened.

10321	- 1.75 lbs	\$32.00
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History

The Kiwanis Club of Manchester was chartered in 1921, just six years after the original Club in Detroit, and is the first Kiwanis Club organized in the State of New Hampshire.

The name "Kiwanis" comes from the expression "Nunc Keewanis" from a Native American language of the Detroit area and means "we trade" or "we have a good time".

Club Profile

Read the Club [profile](#) and find out how you can join by [contacting us](#).

What will membership in the Kiwanis Club of Manchester promise you?

- An opportunity for you to share your experience, your knowledge and your time in serving our community.
- An opportunity to get away from the hustle and bustle of your business or profession once a week – to relax, converse with friends and listen to an interesting speaker.
- Business and community networking opportunities.
- An opportunity to get "expert advice" from fellow members, who represent a wide spectrum of businesses, professions, trades and backgrounds.

Community Projects

How Kiwanis Benefits The Kids Of Manchester - Current and Past Projects

- **Dental Care - \$100,000**
Purchased an RV and equipped it with state-of-the-art examination suites and x-ray. For over 30% of the city's school kids this is the only dental treatment they receive on a regular basis.
- **Meals for Kids - \$75,000**
This is a five-year commitment to Girls Inc. for Café Lauren, a critically needed breakfast and dinner program. Girls and boys are served in the only program of its type on the city's west side.
- **Manchester Police Athletic League - \$75,000**
Hundreds of at-risk and inner city youth participate in character building sports and non-sports activities.
- **Health Care - \$50,000**
Child Health Services serves kids in Greater Manchester without access to medical services. The Club's commitment helped expand the clinic.
- **A Home for Kids - \$50,000 + Annual Financial Support**
The Webster House in Manchester is a model group home for at-risk youth. In addition to \$50,000 to retire the mortgage, the Club provides yearly financial support.
- **A Playground - \$20,000 + Annual Financial Support**
The Visiting Nurses Association operates the only low-income daycare center in Manchester. The Club constructed a new playground plus annual financial support.
- **"Walk with a Child" and "Fish with a Child" - Annual Events**
Warm, winter clothes for needy children. This is the first time that many of these children receive new coats and boots. Also, kids from the inner city are introduced to fishing in a day of fun that, for most of

them, is their first experience with nature.

- **Educational Opportunities, Meals for Kids, Pediatric Trauma - Ongoing Support**

Camp Spaulding, an overnight summer camp providing low-income children from NH with educational, recreational and cultural experiences. **H.E.A.R.** combines a comprehensive education and therapeutic curriculum for young children who are deaf or hard of hearing. **BreakThrough Manchester**, connects bright, but underprivileged kids to superior educational opportunities at the Derryfield School. **Babe Ruth Baseball** provides a recreational opportunity for teens. **The Kiwanis Pediatric Trauma Institute** in Boston is the world leader in research and education for the treatment of trauma in kids.

- **Youth Leadership**

The Club's sponsorship of Kiwanis Key Clubs and Circle K Clubs in local high schools and colleges create the opportunity for students to cultivate leadership skills and learn the benefits of community service.

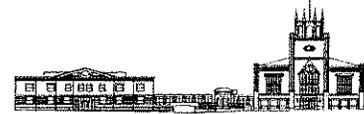
We hope that once you have had the opportunity to consider the programs and activities of the Kiwanis Club of Manchester you will be receptive to our requests for support.

Your contributions are tax deductible - **Manchester Kiwanis Foundation, Inc. ID# 04-3344536**. The Club thanks you for your support and generosity.



CITY OF MANCHESTER

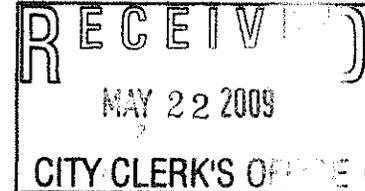
PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

May 22, 2009

Alderman Bill Shea
Chairman, Committee on Public Safety & Traffic
One City Hall Plaza
Manchester, NH 03101



Re: Ordinances 70.06 and 70.36 – clarification of walking disability access aisle

Dear Chairman Shea:

Attached to this letter please find ordinance changes for 70.06 and 70.36. A judge at the Manchester District Court has determined that our city ordinance with relation to parking in an access aisle allows a person with a placard or plate to park legally in an access aisle. As a result, we have lost all of our cases in court for these violations. We are seeking to clarify the city ordinance so it does not allow any person to park in an access aisle.

Section 70.06 - Definitions

This section is amended to add a definition of an access aisle. This language is the language contained in the state RSA for the definition of an access aisle.

Section 70.36 – Stopping, Standing, or Parking Prohibited

This section eliminates the existing language and adds 2 sections. Section (15) (a) states that any person is prohibited from parking in a designated accessible parking space unless the person with the placard or plate is being transported to or from the parking space. Section (15) (b) prohibits any person from overlapping into or parking in an access aisle, regardless of whether or not a valid placard or plate is displayed.

We are respectfully requesting that, should the committee approve, these ordinance changes be reported as soon as possible to the full board for consideration.

Please do not hesitate to contact me should you have any questions.

Sincerely,

**Brandy Stanley
Parking Manager**

**CC: Committee Members
Board of Mayor & Aldermen**

City of Manchester
New Hampshire

In the year Two Thousand and Nine

AN ORDINANCE

"Amending Chapter 70 Motor Vehicles and Traffic of the Code of Ordinances of the City of Manchester by amending Section 70.06 Definitions by adding a definition of "access aisle"."

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

- I. Amend the Code of Ordinances by inserting new language as bolded (**bold**) and deleting existing language as ~~struckthrough~~. Portions of the following sections that remain unchanged appear in regular type.

§ 70.06 DEFINITIONS.

ACCESS AISLE. Access aisle shall mean a designated space for maneuvering a wheelchair or other mobility device when entering or exiting a vehicle, and that is immediately adjacent to a properly designated parking space for persons with a walking disability, whether on public or private property. Access aisles shall be marked so as to discourage parking in them.

- II. These ordinances shall take effect upon their passage.

City of Manchester New Hampshire

In the year Two Thousand and Nine

AN ORDINANCE

"Amending Chapter 70 Motor Vehicles and Traffic of the Code of Ordinances of the City of Manchester by deleting Section 70.36 (A)(15) in its entirety and replacing it with two new subsections which restricts parking in access aisles."

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

- I. Amend the Code of Ordinances by inserting new language as bolded (**bold**) and deleting existing language as ~~struck through~~. Portions of the following sections that remain unchanged appear in regular type.

§ 70.36 STOPPING, STANDING, OR PARKING PROHIBITED.

(A) Except when necessary to comply with the directions of a Police Officer or traffic control device, no vehicle shall be allowed to stop, stand, or park:

~~(15) In any handicapped parking tow zone or in or overlapping into any handicapped parking access aisle, unless the vehicle bears a proper license plate, decal or permit for such parking and is being operated by a handicapped person who qualified for the handicapped plate, decal or permit or the qualified handicapped person is being transported in the vehicle and who is out of the vehicle while the vehicle is parked.~~

(15)

(a) In any parking place, whether on public or private property, specially designated for a person with a walking disability by means of a sign as required by RSA 265:73-a stating that the space is reserved for a person with a walking disability or displaying the international accessibility symbol, unless that person has a special plate or placard issued or recognized pursuant to RSA 261:86 or RSA 261:88, and the person who qualifies for the plate or placard is being transported to or from the parking place. Any person who violates the provisions of this subsection shall be fined as outlined in §70.78.

(b) In or overlapping into any access aisle. Any person who violates the provisions of this subsection shall be fined as outlined in §70.78.

- II. These ordinances shall take effect upon their passage.

tabled 1/20/09

CITY OF MANCHESTER PARKING DIVISION



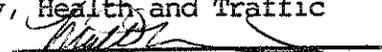
Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

January 6, 2009

Board of Mayor and Aldermen
One City Hall Plaza
Manchester, NH 03101

In board of Mayor and Aldermen
Date: 1/06/09 On Motion of Ald. Gatsas
Second by Ald. Pinard
Voted to refer to the Committee on Public
Safety, Health and Traffic

Re: **Snow Removal Policy**


City Clerk

Dear Mayor and Board of Aldermen:

Alderman Lopez requested that the attached snow removal policy be distributed for tonight's meeting in order to clarify duties across departments. Please note that the attached policy is currently in place and has been reviewed and approved by Kevin Sheppard, Stephanie Lewry and myself.

Please do not hesitate to contact any of us should you have any questions.

Sincerely,

Brandy Stanley
Parking Manager

CC: Kevin Sheppard
Stephanie Lewry
Bill Sanders

Snow Storm Clean Up

Below is the general policy for clean up after snow storms:

Property/Business Owners

Owners are responsible for clearing their sidewalks immediately after a storm. Those businesses situated on a corner must clear snow from all sidewalks bordering the building. In many commercial leasing agreements, either the landlord or the tenant will be identified as responsible for snow clearing duties. If in doubt, tenants should speak with their landlords.

The best procedure for shoveling snow is to pile the snow onto one designated area of the property, keeping the walkways clear from the door to the curb.

Where there is ice on the sidewalk, a salt/sand mixture is available to property owners at no charge from the Highway Department.

Highway Department

During winter storm events, the Manchester Highway Department plows snow from more than 400 miles of streets and sidewalks throughout the City. In the Downtown area, the Highway Department provides a sidewalk tractor for clearing snow and sanding the sidewalks.

If time and funding is available, the Highway Department will schedule for the removal of snow along the Elm Street and Commercial Street corridors. Snow removal is typically scheduled within two days of the winter storm event.

Supplemental services:

Parking Division will clear public parking lots, the Victory Garage, and clear a path from street to sidewalk around the parking kiosks.

MTA will clear landing areas for pedestrians disembarking from the buses.

Intown Manchester crews will supplement, by hand, the services of the Highway Department in the sidewalk areas most heavily used. Using shovels and snow blowers, we help to clear snow from public access areas, spread additional salt/sand on primary pedestrian routes, clear drainage areas, and perform non-mechanized duties in areas where the Highway Department machines are unable to maneuver.

tabled 1/20/09

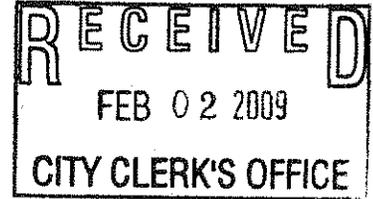
Kevin A. Sheppard, P.E.
Public Works Director

Timothy J. Clougherty
Deputy Public Works Director



Commission
William A. Varkas
Henry R. Bourgeois
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard

CITY OF MANCHESTER
Highway Department



January 31, 2009

Committee on Public Safety, Health & Traffic
CITY OF MANCHESTER
One City Hall Plaza,
Manchester, New Hampshire 03101

Re: Manual on Uniform Traffic Control Devices (M.U.T.C.D.)

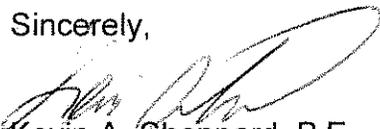
Dear Committee Members:

I am writing to follow-up on past discussions regarding our suggestion that the referenced manual be formally adopted by the Board of Mayor and Aldermen as the standard for traffic control devices. State RSA 47:17-VIII(a), which is attached, states that "Traffic control devices shall conform to applicable State statutes and the latest edition of the Manual on Uniform Traffic Control Devices."

Also attached is a copy of the M.U.T.C.D. introduction, table of contents and selected pages from the manual. I do not anticipate that formal adoption of the manual will alter the standard practices of the Committee.

Mr. Jim Hoben or myself are available to answer any questions you may have regarding this matter.

Sincerely,


Kevin A. Sheppard, P.E.
Public Works Director

/c

cc/ Timothy Clougherty, Deputy Director
Tom Clark, City Solicitor
James Hoben, Traffic Director

Encl.

11-1

TITLE III TOWNS, CITIES, VILLAGE DISTRICTS, AND UNINCORPORATED PLACES

CHAPTER 47 POWERS OF CITY COUNCILS

Bylaws and Ordinances

Section 47:17

47:17 Bylaws and Ordinances. – The city councils shall have power to make all such salutary and needful bylaws as towns and the police officers of towns and engineers or firewards by law have power to make and to annex penalties, not exceeding \$1,000, for the breach thereof; and may make, establish, publish, alter, modify, amend and repeal ordinances, rules, regulations, and bylaws for the following purposes:

I. IN GENERAL. To carry into effect all the powers by law vested in the city.

II. ORDER AND POLICE DUTY. To regulate the police of the city; to prevent any riot, noise, disturbance, or disorderly assemblages; to regulate the ringing of bells, blowing of horns or bugles, and crying goods and other things; and to prescribe the powers and duties of police officers and watchmen.

III. DISORDERLY HOUSES AND GAMING. To suppress and restrain disorderly houses and houses of ill-fame, gambling houses and places, billiard tables, nine or ten pin alleys or tables and ball alleys, and all playing of cards, dice or other games of chance; to restrain and prohibit all descriptions of gaming and fraudulent devices; and to authorize the destruction and demolition of all instruments and devices used for the purpose of gaming.

IV. SALE OF LIQUOR. To establish regulations for groceries, stores, restaurants, and places of public amusement; to authorize the entry of proper officers into all such places to inspect the same, and the seizure and forfeiture of all liquors and the instruments used or designed to be used in the manufacture or sale of the same, in violation of law.

V. SHOWS. To regulate or prohibit the exhibitions of natural or artificial curiosities, caravans, circuses, theatrical performances, or other shows.

VI. PORTERS, VEHICLES, ETC. To license and regulate porters, cartmen and cartage, runners for boats, stages, cars, and public houses, hackney coaches, cabs, and carriages, and their drivers; the care and conduct of all animals, carriages, and teams, standing or moving in the streets; to prevent horse-racing and immoderate riding or driving in streets and on bridges; and to prevent cruelty to animals.

VII. USE OF PUBLIC WAYS. To regulate all streets and public ways, wharves, docks, and squares, and the use thereof, and the placing or leaving therein any carriages, sleds, boxes, lumber, wood, or any articles or materials, and the deposit of any waste or other thing whatever; the removal of any manure or other material therefrom; the erection of posts, signs, steps, public telephones, telephone booths, and other appurtenances thereto, or awnings; the digging up the ground by traffic thereon or in any other manner, or any other act by which the public travel may be incommoded or the city subjected to expense thereby; the securing by railings or otherwise any well, cellar, or other dangerous place in or near the line of any street; to prohibit the rolling of hoops, playing at ball or flying of kites, or any other amusement or practice having a tendency to annoy persons passing in the streets and sidewalks, or to frighten teams of horses within the same; and to compel persons to keep the snow, ice, and dirt from the sidewalks in front of the premises owned or occupied by them.

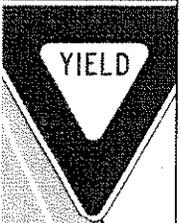
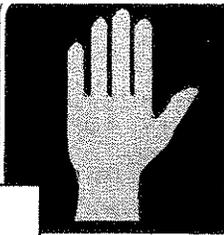
VIII. TRAFFIC DEVICES AND SIGNALS. *

(a) To make special regulations as to the use of vehicles upon particular highways, except as to speed, and to exclude such vehicles altogether from certain ways; to regulate the use of class IV highways within the compact limits and class V highways by establishing stop intersections, by erecting stop signs, yield right of way signs, traffic signals and all other

traffic control devices on those highways over which the city council has jurisdiction. The erection, removal and maintenance of all such devices shall conform to applicable state statutes and the latest edition of the Manual on Uniform Traffic Control Devices. ✖

(b) The commissioner of transportation shall only approve the installation and modification of traffic signals as to type, size, installation, and method of operation.

11-3

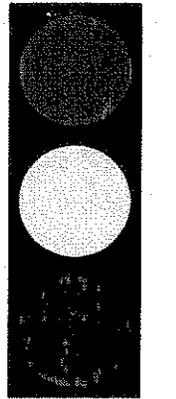
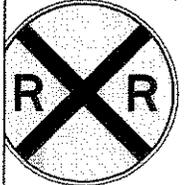
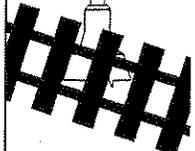
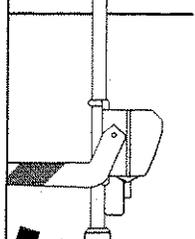
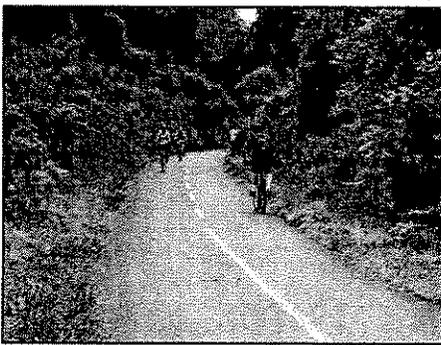
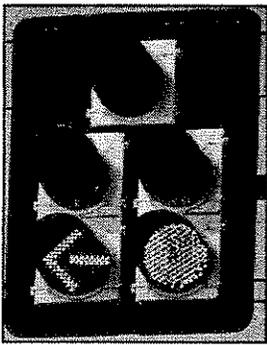
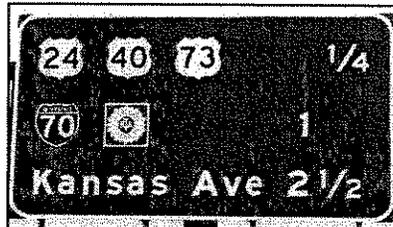
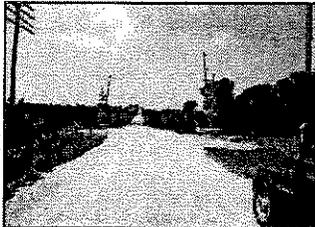


Manual on Uniform Traffic Control Devices

for Streets and Highways

2003 EDITION

Including Revision 1 dated November 2004
and Revision 2 dated December 2007



SCHOOL



U.S. Department of Transportation
Federal Highway Administration

114

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

INTRODUCTION

Standard:

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction.

The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any other items owned by FHWA.

Support:

The need for uniform standards was recognized long ago. The American Association of State Highway Officials (AASHO), now known as the American Association of State Highway and Transportation Officials (AASHTO), published a manual for rural highways in 1927, and the National Conference on Street and Highway Safety (NCSHS) published a manual for urban streets in 1930. In the early years, the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of AASHO and NCSHS developed and published the original edition of this Manual on Uniform Traffic Control Devices (MUTCD) in 1935. That committee, now called the National Committee on Uniform Traffic Control Devices (NCUTCD), though changed from time to time in name, organization, and personnel, has been in continuous existence and has contributed to periodic revisions of this Manual. The FHWA has administered the MUTCD since the 1971 edition. The FHWA and its predecessor organizations have participated in the development and publishing of the previous editions. There were eight previous editions of the MUTCD, and several of those editions were revised one or more times. Table I-1 traces the evolution of the MUTCD, including the two manuals developed by AASHO and NCSHS.

Standard:

The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.

Support:

23 CFR 655.603 adopts the MUTCD as the national standard for any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The "Uniform Vehicle Code (UVC)" is one of the publications referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States. The States are encouraged to adopt Section 15-116 of the UVC, which states that, "No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104."

The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets and highways. The material in this edition is organized to better differentiate between Standards that must be satisfied for the particular circumstances of a situation, Guidances that should be followed for the particular circumstances of a situation, and Options that may be applicable for the particular circumstances of a situation.

Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures, tables, and illustrations supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or illustration.

Standard:

When used in this Manual, the text headings shall be defined as follows:

1. **Standard**—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All standards are labeled, and the text appears in bold type. The verb shall be typically used. Standards are sometimes modified by Options.

2. **Guidance**—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold type. The verb should is typically used. Guidance statements are sometimes modified by Options.
3. **Option**—a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements are labeled, and the text appears in unbold type. The verb may is typically used.
4. **Support**—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in unbold type. The verbs shall, should, and may are not used in Support statements.

Support:

Throughout this Manual all dimensions and distances are provided in the International System of Units, a modernized version of the Metric system, and their English equivalent units are shown in parentheses.

Guidance:

Before laying out distances or determining sign sizes, the public agency should decide whether to use the International System of Units (Metric) or the English equivalent units. The chosen units should be specified on plan drawings. The chosen unit of measurement should be made known to those responsible for designing, installing, or maintaining traffic control devices.

Except when a specific numeral is required by the text of a Section of this Manual, numerals shown on the sign images in the figures that specify quantities such as times, distances, speed limits, and weights should be regarded as examples only. When installing any of these signs, the numerals should be appropriately altered to fit the specific signing situation.

Support:

The following information will be useful when reference is being made to a specific portion of text in this Manual.

There are ten Parts in this Manual and each Part is comprised of one or more Chapters. Each Chapter is comprised of one or more Sections. Parts are given a numerical identification, such as Part 2-Signs. Chapters are identified by the Part number and a letter, such as Chapter 2B-Regulatory Signs. Sections are identified by the Chapter number and letter followed by a decimal point and a number, such as Section 2B.03-Size of Regulatory Signs.

Each Section is comprised of one or more paragraphs. The paragraphs are indented but are not identified by a number or letter. Paragraphs are counted from the beginning of each Section without regard to the intervening text headings (Standard, Guidance, Option, or Support). Some paragraphs have lettered or numbered items. As an example of how to cite this Manual, the phrase "Not less than 12 m (40 ft) beyond the stop line" that appears on Page 4D-12 of this Manual would be referenced in writing as "Section 4D.15, P7, D1(a)," and would be verbally referenced as "Item D1(a) of Paragraph 7 of Section 4D.15."

Standard:

In accordance with 23 CFR 655.603(b)(1), States or other Federal agencies that have their own MUTCDs or Supplements shall revise these MUTCDs or Supplements to be in substantial conformance with changes to the National MUTCD within 2 years of issuance of the changes. Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current edition of the National MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the Highway Safety Program, 23 U.S.C. § 402(a). In cases involving Federal-aid projects for new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the most recent edition of the National MUTCD before that highway is opened or re-opened to the public for unrestricted travel [23 CFR 655.603(d)(2)]. The FHWA has the authority to establish other target compliance dates for implementation of particular changes to the MUTCD [23 CFR 655.603(d)(4)]. These target compliance dates established by the FHWA shall be as follows:

Section 2A.09 Maintaining Minimum Retroreflectivity—new section—from the effective date of the Final Rule for Revision 2 of the 2003 MUTCD:

- 4 years for implementation and continued use of an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels;
- 7 years for replacement of regulatory, warning, and ground-mounted guide (except street name) signs that are identified using the assessment or management method as failing to meet the established minimum levels; and
- 10 years for replacement of street name signs and overhead guide signs that are identified using the assessment or management method as failing to meet the established minimum levels.

Section 2A.19 Lateral Offset—crashworthiness of sign supports—January 17, 2013 for roads with posted speed limit of 80 km/h (50 mph) or higher.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES**TABLE OF CONTENTS****INTRODUCTION****PART 1. GENERAL**

Chapter 1A. General

PART 2. SIGNS

Chapter 2A. General

Chapter 2B. Regulatory Signs

Chapter 2C. Warning Signs

Chapter 2D. Guide Signs — Conventional Roads

Chapter 2E. Guide Signs — Freeways and Expressways

Chapter 2F. Specific Service Signs

Chapter 2G. Tourist-Oriented Directional Signs

Chapter 2H. Recreational and Cultural Interest Area Signs

Chapter 2I. Emergency Management Signing

PART 3. MARKINGS

Chapter 3A. General

Chapter 3B. Pavement and Curb Markings

Chapter 3C. Object Markers

Chapter 3D. Delineators

Chapter 3E. Colored Pavements

Chapter 3F. Barricades and Channelizing Devices

Chapter 3G. Islands

PART 4. HIGHWAY TRAFFIC SIGNALS

Chapter 4A. General

Chapter 4B. Traffic Control Signals — General

Chapter 4C. Traffic Control Signal Needs Studies

Chapter 4D. Traffic Control Signal Features

Chapter 4E. Pedestrian Control Features

Chapter 4F. Traffic Control Signals for Emergency Vehicle Access

Chapter 4G. Traffic Control Signals for One-Lane, Two-Way Facilities

Chapter 4H. Traffic Control Signals for Freeway Entrance Ramps

Chapter 4I. Traffic Control for Movable Bridges

Chapter 4J. Lane-Use Control Signals

Chapter 4K. Flashing Beacons

Chapter 4L. In-Roadway Lights

PART 5. TRAFFIC CONTROL DEVICES FOR LOW-VOLUME ROADS

Chapter 5A. General

Chapter 5B. Regulatory Signs

Chapter 5C. Warning Signs

Chapter 5D. Guide Signs

Chapter 5E. Markings

Chapter 5F. Traffic Control for Highway-Rail Grade Crossings

Chapter 5G. Temporary Traffic Control Zones

PART 6. TEMPORARY TRAFFIC CONTROL

- Chapter 6A. General
- Chapter 6B. Fundamental Principles
- Chapter 6C. Temporary Traffic Control Elements
- Chapter 6D. Pedestrian and Worker Safety
- Chapter 6E. Flagger Control
- Chapter 6F. Temporary Traffic Control Zone Devices
- Chapter 6G. Temporary Traffic Control Zone Activities
- Chapter 6H. Typical Applications
- Chapter 6I. Control of Traffic Through Traffic Incident Management Areas

PART 7. TRAFFIC CONTROLS FOR SCHOOL AREAS

- Chapter 7A. General
- Chapter 7B. Signs
- Chapter 7C. Markings
- Chapter 7D. Signals
- Chapter 7E. Crossing Supervision
- Chapter 7F. Grade-Separated Crossings

PART 8. TRAFFIC CONTROLS FOR HIGHWAY-RAIL GRADE CROSSINGS

- Chapter 8A. General
- Chapter 8B. Signs and Markings
- Chapter 8C. Illumination
- Chapter 8D. Flashing-Light Signals, Gates, and Traffic Control Signals

PART 9. TRAFFIC CONTROLS FOR BICYCLE FACILITIES

- Chapter 9A. General
- Chapter 9B. Signs
- Chapter 9C. Markings
- Chapter 9D. Signals

PART 10. TRAFFIC CONTROLS FOR HIGHWAY-LIGHT RAIL TRANSIT GRADE CROSSINGS

- Chapter 10A. General
- Chapter 10B. Highway-Light Rail Transit Grade Crossing Control Systems
- Chapter 10C. Signs, Illumination, and Markings
- Chapter 10D. Highway-Light Rail Transit Active Traffic Control Grade Crossing Systems

APPENDIX A1. CONGRESSIONAL LEGISLATION

CHAPTER 1A. GENERAL

Section 1A.01 Purpose of Traffic Control Devices

Support:

The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets and highways throughout the Nation.

Traffic control devices notify road users of regulations and provide warning and guidance needed for the reasonably safe, uniform, and efficient operation of all elements of the traffic stream.

Standard:

Traffic control devices or their supports shall not bear any advertising message or any other message that is not related to traffic control.

Support:

Tourist-oriented directional signs and Specific Service signs are not considered advertising; rather, they are classified as motorist service signs.

Section 1A.02 Principles of Traffic Control Devices

Support:

This Manual contains the basic principles that govern the design and use of traffic control devices for all streets and highways open to public travel regardless of type or class or the public agency having jurisdiction. This Manual's text specifies the restriction on the use of a device if it is intended for limited application or for a specific system. It is important that these principles be given primary consideration in the selection and application of each device.

Guidance:

To be effective, a traffic control device should meet five basic requirements:

- A. Fulfill a need;
- B. Command attention;
- C. Convey a clear, simple meaning;
- D. Command respect from road users; and
- E. Give adequate time for proper response.

Design, placement, operation, maintenance, and uniformity are aspects that should be carefully considered in order to maximize the ability of a traffic control device to meet the five requirements listed in the previous paragraph. Vehicle speed should be carefully considered as an element that governs the design, operation, placement, and location of various traffic control devices.

Support:

The definition of the word "speed" varies depending on its use. The definitions of specific speed terms are contained in Section 1A.13.

Guidance:

The actions required of road users to obey regulatory devices should be specified by State statute, or in cases not covered by State statute, by local ordinance or resolution consistent with the "Uniform Vehicle Code."

The proper use of traffic control devices should provide the reasonable and prudent road user with the information necessary to reasonably safely and lawfully use the streets, highways, pedestrian facilities, and bikeways.

Support:

Uniformity of the meaning of traffic control devices is vital to their effectiveness. The meanings ascribed to devices in this Manual are in general accord with the publications mentioned in Section 1A.11.

Section 1A.03 Design of Traffic Control Devices

Guidance:

Devices should be designed so that features such as size, shape, color, composition, lighting or retroreflection, and contrast are combined to draw attention to the devices; that size, shape, color, and simplicity of message combine to produce a clear meaning; that legibility and size combine with placement to permit adequate time for response; and that uniformity, size, legibility, and reasonableness of the message combine to command respect.

CHAPTER 2A. GENERAL

Section 2A.01 Function and Purpose of Signs

Support:

This Manual contains Standards, Guidance, and Options for the signing within the right-of-way of all types of highways open to public travel. The functions of signs are to provide regulations, warnings, and guidance information for road users. Both words and symbols are used to convey the messages. Signs are not typically used to confirm rules of the road.

Detailed sign requirements are located in the following Chapters of Part 2:

- Chapter 2B—Regulatory Signs
- Chapter 2C—Warning Signs
- Chapter 2D—Guide Signs (Conventional Roads)
- Chapter 2E—Guide Signs (Freeways and Expressways)
- Chapter 2F—Specific Service (Logo) Signs
- Chapter 2G—Tourist-Oriented Direction Signs
- Chapter 2H—Recreational and Cultural Interest Area Signs
- Chapter 2I—Emergency Management Signs

Standard:

Because the requirements and standards for signs depend on the particular type of highway upon which they are to be used, the following definitions shall apply:

- A. **Freeway**—a divided highway with full control of access;
- B. **Expressway**—a divided highway with partial control of access;
- C. **Conventional Road**—a street or highway other than a low-volume road (as defined in Section 5A.01), a freeway, or an expressway; and
- D. **Special Purpose Road**—a low-volume, low-speed road that serves recreational areas or resource development activities, or that provides local access.

Section 2A.02 Definitions

Support:

Definitions that are applicable to signs are given in Sections 1A.13 and 2A.01.

Section 2A.03 Standardization of Application

Support:

It is recognized that urban traffic conditions differ from those in rural environments, and in many instances signs are applied and located differently. Where pertinent and practical, this Manual sets forth separate recommendations for urban and rural conditions.

Guidance:

Signs should be used only where justified by engineering judgment or studies, as noted in Section 1A.09.

Results from traffic engineering studies of physical and traffic factors should indicate the locations where signs are deemed necessary or desirable.

Roadway geometric design and sign application should be coordinated so that signing can be effectively placed to give the road user any necessary regulatory, warning, guidance, and other information.

Standard:

Each standard sign shall be displayed only for the specific purpose as prescribed in this Manual. Determination of the particular signs to be applied to a specific condition shall be made in accordance with the criteria set forth in Part 2. Before any new highway, detour, or temporary route is opened to traffic, all necessary signs shall be in place. Signs required by road conditions or restrictions shall be removed when those conditions cease to exist or the restrictions are withdrawn.

Section 2A.04 Excessive Use of Signs

Guidance:

Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. If used, route signs and directional signs should be used frequently because they promote reasonably safe and efficient operations by keeping road users informed of their location.

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.