

AGENDA

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

September 19, 2016
Aldermen Katsiantonis, O'Neil,
Long, Barry, Gamache

Immediately Following CIP
Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Katsiantonis calls the meeting to order.
2. The Clerk calls the roll.
3. The Traffic and Parking Divisions have submitted an agenda which needs to be addressed:

RESCIND PARKING 2 HOURS (METERS)

On Manchester St, north side, from Elm St to a point 567 feet east (Ord. 9957)

Alderman Long

PARKING 2 HOURS (METERS)

On Manchester St, north side, from Elm St to a point 149 feet easterly

On Manchester St, north side, from a point 180 feet east of Elm St to a point 567 feet east of Elm St

Alderman Long

NO PARKING ANYTIME

On Manchester St, north side, from a point 149 feet east of Elm St to a point 180 feet east of Elm St

Alderman Long

On Beech Hill Ave, north side, from Beech Hill Dr to a point 30 feet east

On Bradley St, east side, from a point 145 feet north of Beech Hill Ave to a point 90 feet north

Alderman Shaw

On South Belmont St, east side, from a point 50 feet south of Cilley Rd to a point 72 feet south

Alderman Shea

On Charleston Ave, north side, from the east side of George St to a point 50 feet west

Alderman Barry

On Myrtle St, south side, from Maple St to Oak St

Alderman Ludwig

ONE HOUR PARKING, 8AM-6 PM

On Silver St, south side, from 160 feet west of Maple St to a point 54 feet further west

Alderman Shea

STOP SIGN

On Mack Ave at Frontage Rd, NWC

Alderman Shaw

STOP SIGN - 4-WAY

On Maryland Ave at Lacourse St - NWC, SEC

Alderman Herbert

(Note: Review attached; not recommended by DPW.)

STOP SIGN - 3-WAY

On Beaver St at Rockville St - NWC, SEC, NEC

Alderman Herbert

(Note: Review attached; not recommended by DPW.)

15 MINUTE PARKING

On Wilson St, east side, from Silver St to a point 35 feet north

Alderman Shea

NO THRU TRAFFIC

On Salisbury St approaching Amherst St

Alderman Herbert

(Note: Review attached; not recommended by DPW.)

COMMERCIAL MOTOR VEHICLE TRAFFIC

PROHIBITED

On Edward J. Roy Dr from Wellington Road to the cul-de-sac

Alderman Ludwig

30 MINUTE PARKING, MON-FRI, 8 AM-6 PM

On Cartier St, from a point 340 feet north of Putnam St to a point 45 feet north, east side

Alderman Gamache

NO PARKING: BUS STOP DURING SCHOOL HOURS

On Cartier St, from a point 250 feet north of Putnam St to a point 90 feet north, east side

Alderman Gamache

10 HOUR PARKING-METERS, MON-FRI, 8 AM-8 PM

On Lowell St, north side, from Chestnut St to a point 145 feet east

Alderman Long

NO PARKING LOADING ZONE

On Lowell St, north side, from a point 175 feet east of Chestnut St to a point 25 feet east

Alderman Long

HANDICAP PARKING ONLY

On Lowell St, north side, from a point 145 feet east of Chestnut St to a point 30 feet east

On Lowell St, north side, from a point 200 feet east of Chestnut St to a point 55 feet east

Alderman Long

CROSSWALK

On Franklin St, south of Market St

Alderman Long

RESCIND NO PARKING DURING SCHOOL HOURS

On Tilden Dr, from Rockwell St to Hoyt St, both sides (Ord. 9473)

Alderman Katsiantonis

RESCIND 10 HOUR PARKING METERS

On Lowell St, north side, from a point 20 feet east of Chestnut St to a point 130 feet east (Ord. 9626)

Alderman Long

RESCIND NO PARKING LOADING ZONE

On Lowell St, north side, from a point 180 feet east of Chestnut St to a point 40 feet east (Ord. 8424)

Alderman Long

RESCIND HANDICAP PARKING ONLY

On Lowell St, north side, from a point 150 feet east of Chestnut St to a point 30 feet east (Ord. 8448)

On Lowell St, north side, from a point 220 feet east of Chestnut St to a point 35 feet east (Ord. 8449)

Alderman Long

RESCIND HANDICAP PARKING - SUNDAYS ONLY

On Lowell St, from a point 150 feet east of Chestnut St to Pine St, north side (Ord. 7708)

Alderman Long

**RESCIND 30 MINUTE PARKING, MON-FRI,
8 AM-6 PM**

On Cartier St, from a point 295 feet north of Putnam St to a point 100 feet north, east side (Ord. 8348)

Alderman Gamache

SIGNALIZATION

On Candia Rd at Nectaria Way

Alderman Pappas

(Note: DPW has had several meetings with the engineer on the design of a traffic signal at this intersection and support their request for signalization. DPW will continue to work with the engineer through construction - see attached.)

Gentlemen, what is your pleasure?

4. Discussion regarding safety concerns at the Central Fire Station.
(Note: Referred by the Board of Mayor and Aldermen on 6/7/16.)

5. Request from Christine Lewis of TI Event Services for the use of the Arms Lot for the 4th Annual Stache Dash 5K to be held on Sunday, November 13, 2016 from 8 AM until noon.
Gentlemen, what is your pleasure?

6. Request from Steven Clutter, Owner of the Hanover Chophouse, to change the 2 hour parking meters on Hanover Street between Union and Chestnut Streets to 10 hours.
Gentlemen, what is your pleasure?

7. Final report and recommendations from the Housing Study Commission.
(Note: Referred by the Board of Mayor and Aldermen on 6/28/16.)
Gentlemen, what is your pleasure?

TABLED ITEMS

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

8. Proposal for an anti-graffiti ordinance submitted by Greg Salts.
(Note: Tabled 10/20/15 for input from the Solicitor; Solicitor reported that the proposal is not allowed by state statute.)

9. Petition from the residents of Lake Shore Road requesting the installation of eight (8) speed humps on Lake Shore Road.
(Note: Tabled on 6/6/2016. Police Department to conduct a traffic study at the corner of 1992 Lake Shore Ave and Minot St.)

10. **NO PARKING ANYTIME**
On South Gray Court, east side, from a point 190 feet south of Fernand Street to a point 110 feet further south
Alderman Katsiantonis

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

MARYLAND AVENUE AND LACOURSE STREET MULTI-WAY STOP REVIEW

BACKGROUND

The Traffic Division has been directed to study the four-way intersection of Maryland Avenue and Lacourse Street for the installation of a multi-way stop. There were reports of speed on Maryland Avenue resulting from people using it as a cut through between Hanover Street and Bridge Street. There is currently no stop control on Maryland Avenue, but stop control in both directions on Lacourse Street. This intersection is located in a residential one family district, which supports higher density single family housing development. Maryland Avenue was recently repaved in May 2016 which residents believe has added to speeding concerns.

Maryland Avenue & Lacourse Street Geometry

Maryland Avenue runs north-south and is approximately 30-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. Lacourse Street runs east-west and is approximately 25-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. There are no physical characteristics blocking line of sight at the intersection.

The installation of unwarranted stop signs can create new safety problems at intersections including drivers driving faster between intersections to save time, increase of rear-end accidents, and disobedience of the stop signs. An increase in noise can also result from acceleration and deceleration of vehicles.

ACCIDENT HISTORY

Multi-way stop control should be considered when five or more crashes are reported in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

The Manchester Police Department Traffic Unit provided the accident history for January 1, 2011 through August 1, 2016. As shown below in Table 1, the accident history at Maryland Avenue and Lacourse Street does not meet the minimum threshold criteria prescribed in the warrants for multi-way stop control.

Table 1- Maryland Avenue & Lacourse Street Accident Summary

Date	Time	Day of Week
3/10/2015	12:15	Tuesday

VOLUME AND SPEED

Multi-way stops should be considered when 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. One week of traffic volume data was collected from August 4th – August 10th, 2016 and is summarized in Table 2.

If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are reduced to 210 vehicles per hour for any 8 hours of an average day. The 85th percentile speed on Maryland Avenue northbound was 32 mph and on Maryland Avenue southbound was 35 mph. Since, the speeds do not exceed 40 mph, the volume reductions do not apply.

Table 2- Maryland Avenue Traffic Volume Summary

Time of Day	Average Volume (NB & SB)- Weekday
12:00-1:00 AM	5
1:00-2:00 AM	4
2:00-3:00 AM	3
3:00-4:00 AM	2
4:00-5:00 AM	7
5:00-6:00 AM	13
6:00-7:00 AM	31
7:00-8:00 AM	54
8:00-9:00 AM	51
9:00-10:00 AM	53
10:00-11:00 AM	61
11:00 AM-12:00 PM	55
12:00-1:00 PM	68
1:00-2:00 PM	61
2:00-3:00 PM	68
3:00-4:00 PM	66
4:00-5:00 PM	89
5:00-6:00 PM	88
6:00-7:00 PM	71
7:00-8:00 PM	60
8:00-9:00 PM	48
9:00-10:00 PM	27
10:00-11:00 PM	15
11:00 PM-12:00 AM	12
NUMBER OF HOURS EXCEEDED 300 VEHICLES	0

The volume and speed summary (see Appendix for full results), indicates that the volume criteria on Maryland Avenue is not met since the intersection volumes are below the minimum threshold level for all hours of the day.

During the study period, the average speed limit on Maryland Avenue northbound was 26.5 mph and Maryland Avenue southbound was 29 mph. The highest occurrence of speeding vehicles was on Maryland Avenue from 4:00-5:59 PM with approximately 35% of traffic exceeding the posted speed limit.

ANALYSIS

The MUTCD warrant analysis provides several layers of criteria for recommending multi-way stop signs. This includes 1) Traffic accidents; 2) Traffic volumes and speeds; 3) Combination of accidents, traffic volumes and speeds. We are responsible for review and recommendation based on the industry established procedures and recognized standards. Since the accident rate, speeds, and major street volume do not meet the minimum threshold criteria prescribed in the warrants, we, from a professional standpoint, are obligated to recommend against a permanent all-way stop sign installation.

RECOMMENDATION

- Periodically, increase police enforcement of the speed limit on Maryland Avenue

ATTACHMENTS

2009 MUTCD Section 2B.07 Multi-way stop applications

Locus map

Intersection photos

Speed and volume reports

Date: August 31, 2016

Prepared by: Kristen Clarke, PE, PTOE – Traffic Engineer

Reviewed by: Kevin Sheppard – Public Works Director
Todd Connors – Public Works Engineering Manager

- 11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**
- 12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**
- 13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**
- Option:
- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
- Support:
- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**
- 02 **The STOP sign shall be an octagon with a white legend and border on a red background.**
- 03 **Secondary legends shall not be used on STOP sign faces.**
- 04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**
- 05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**
- 06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

- 07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

- 09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

- 10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

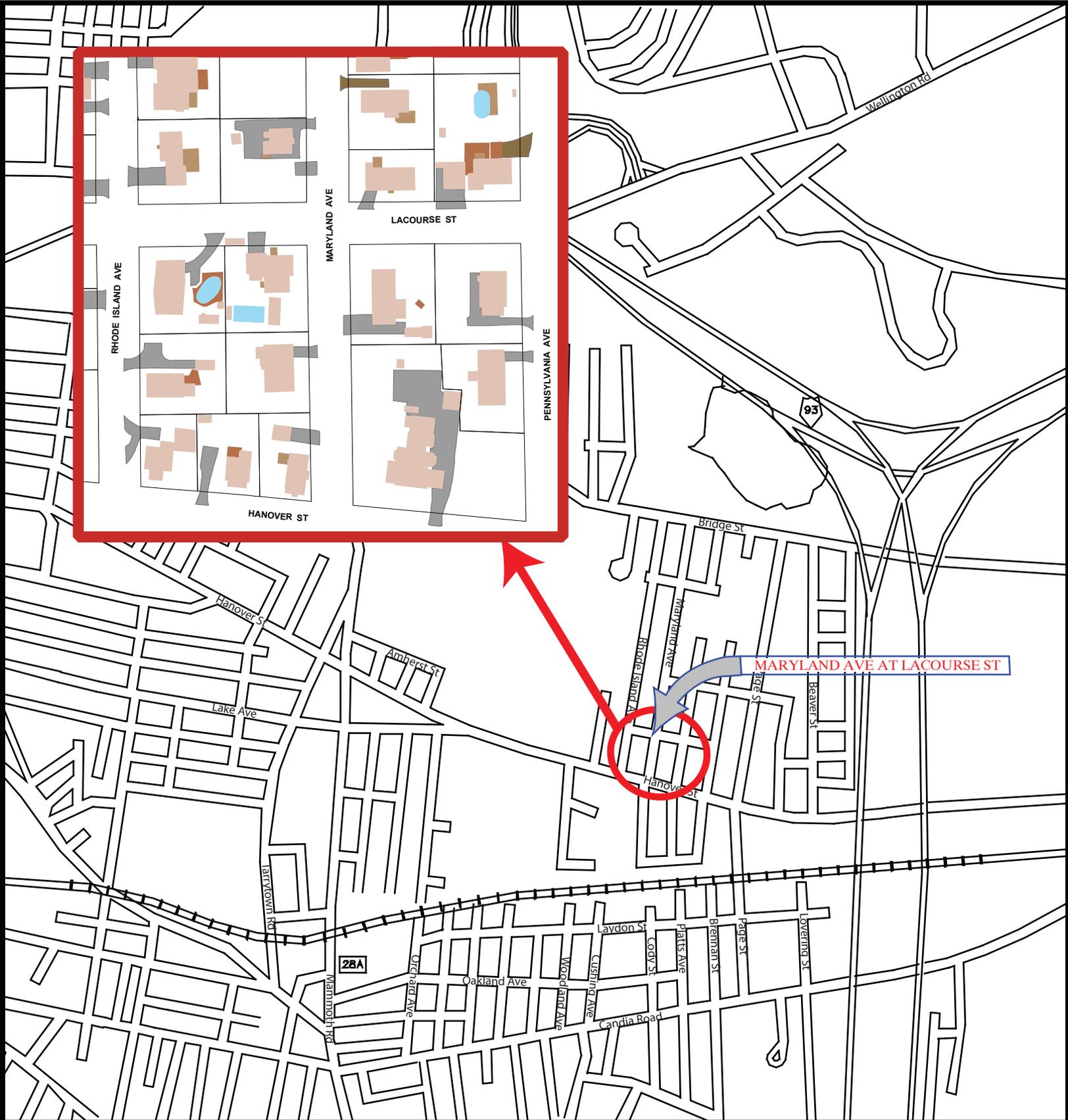
Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way 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. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn 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 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - 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:

- 05 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 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 multi-way stop control would improve traffic operational characteristics of the intersection.

LOCUS MAP

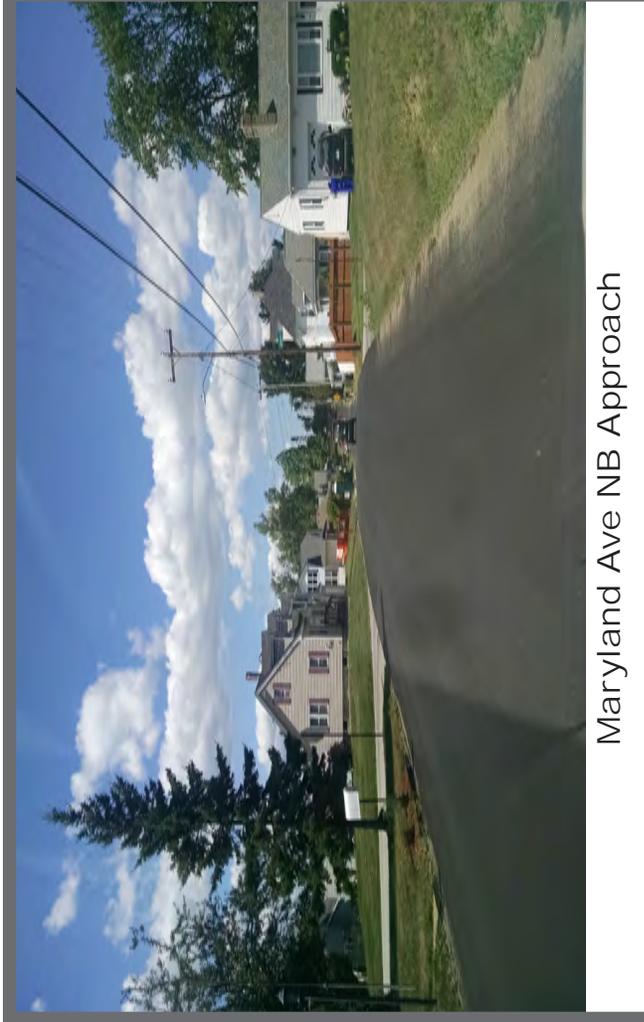


MARYLAND AVENUE & LACOURSE STREET

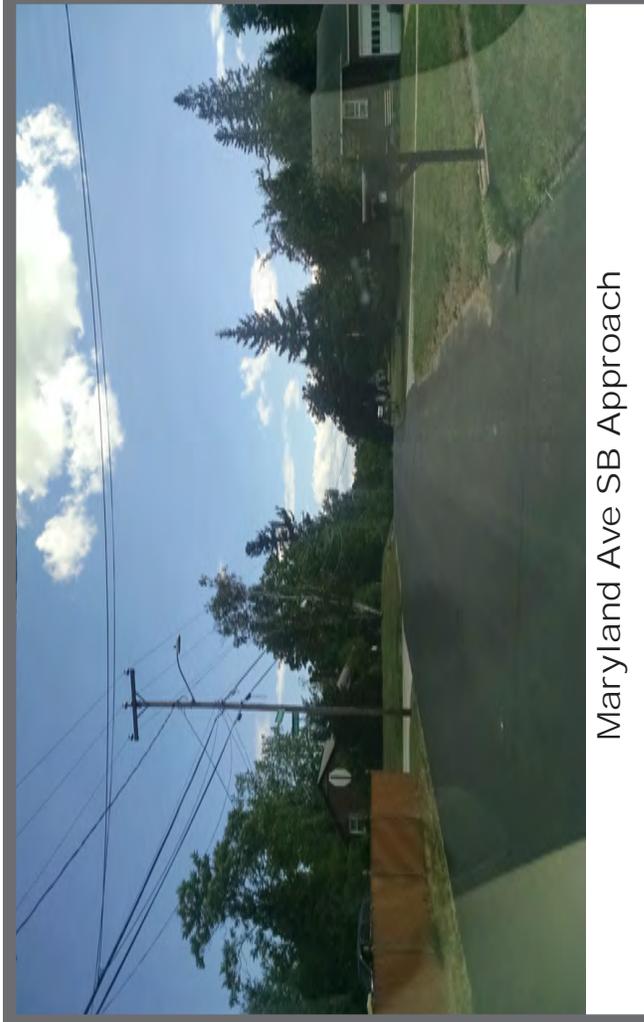
CITY OF MANCHESTER
DEPARTMENT OF HIGHWAYS



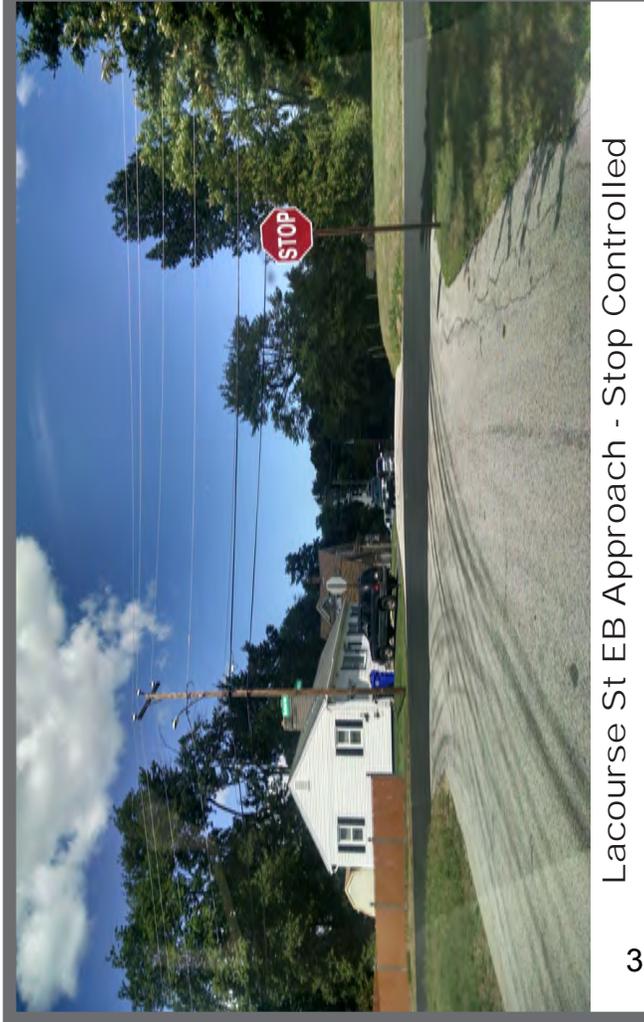
Maryland Ave & Lacourse St Existing Conditions Photos (July 2016)



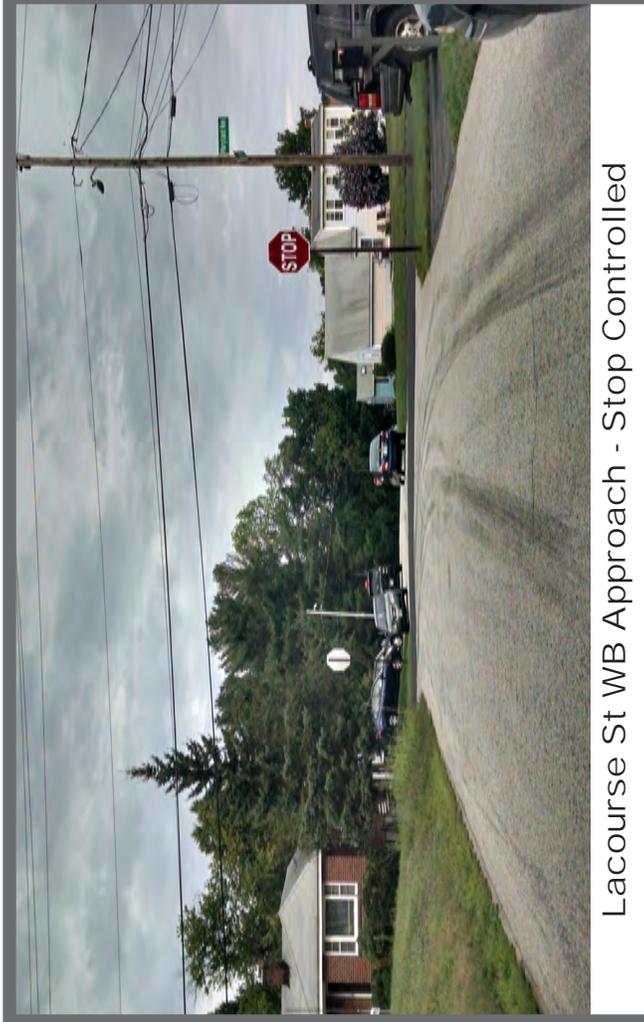
Maryland Ave NB Approach



Maryland Ave SB Approach



Lacourse St EB Approach - Stop Controlled



Lacourse St WB Approach - Stop Controlled

SPEEDsentry Summary Information for Maryland Ave S-B at London St.ssd

Speed Limit: 30
Avg Speed: 29
50% Speed: 30
10 MPH Pace: 26 to 35

Display Trigger: None
Maximum Speed Detected: 65
85% Speed: 35
Radar Pickup Distance: 925 ft



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Speed Summary for Maryland Ave S-B at London St - Volume by Speed -

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	0	5	25	6	0	0	0	0	0	0	36
1:00 AM	1:59 AM	0	1	14	5	1	0	0	0	0	0	21
2:00 AM	2:59 AM	0	3	17	7	0	0	0	0	0	0	27
3:00 AM	3:59 AM	0	1	14	2	0	0	0	0	0	0	17
4:00 AM	4:59 AM	0	8	10	13	0	0	0	0	0	0	31
5:00 AM	5:59 AM	0	9	31	43	0	0	0	0	0	0	83
6:00 AM	6:59 AM	0	7	69	93	6	0	0	0	0	0	175
7:00 AM	7:59 AM	0	9	131	168	6	0	0	0	0	0	314
8:00 AM	8:59 AM	0	18	146	143	5	0	0	0	0	0	312
9:00 AM	9:59 AM	0	21	169	126	3	0	0	0	0	0	319
10:00 AM	10:59 AM	2	21	146	163	6	0	0	0	0	0	338
11:00 AM	11:59 AM	0	28	143	156	6	0	0	0	0	0	333
12:00 PM	12:59 PM	0	24	156	192	7	0	0	0	0	0	379
1:00 PM	1:59 PM	2	33	147	144	7	1	0	0	0	0	334
2:00 PM	2:59 PM	1	27	150	152	6	0	0	0	0	0	336
3:00 PM	3:59 PM	2	17	157	190	7	0	0	0	0	0	373
4:00 PM	4:59 PM	3	26	186	175	8	0	0	0	0	0	398
5:00 PM	5:59 PM	1	25	197	189	5	1	0	0	0	0	418
6:00 PM	6:59 PM	0	28	193	150	8	2	0	0	0	0	381
7:00 PM	7:59 PM	1	14	188	115	4	0	0	0	0	0	322
8:00 PM	8:59 PM	1	19	136	79	1	0	0	0	0	0	236
9:00 PM	9:59 PM	3	10	93	47	3	0	0	0	0	0	156
10:00 PM	10:59 PM	0	6	51	16	2	0	0	0	0	0	75
11:00 PM	11:59 PM	0	4	39	17	0	0	0	0	0	0	60
Total		16	364	2608	2391	91	4	0	0	0	0	5474
%		0.3%	6.6%	47.6%	43.7%	1.7%	0.1%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for Maryland Ave S-B at London St

Time Start	Time End	8/3/2016	8/4/2016	8/5/2016	8/6/2016	8/7/2016	8/8/2016	8/9/2016	8/10/2016	8/11/2016	8/12/2016	8/13/2016
12:00 AM	12:59 AM	*	1	6	2	3	5	2	3	0	4	4
1:00 AM	1:59 AM	*	2	1	3	3	3	0	3	0	1	2
2:00 AM	2:59 AM	*	2	3	1	1	0	3	4	3	4	5
3:00 AM	3:59 AM	*	2	3	0	2	0	1	1	2	3	2
4:00 AM	4:59 AM	*	5	4	0	0	2	4	3	2	5	3
5:00 AM	5:59 AM	*	8	8	2	5	10	13	8	10	4	3
6:00 AM	6:59 AM	*	11	23	9	8	17	17	18	17	18	7
7:00 AM	7:59 AM	*	32	35	19	11	38	33	31	20	34	21
8:00 AM	8:59 AM	*	31	24	25	19	31	26	28	25	24	26
9:00 AM	9:59 AM	*	20	32	23	26	25	23	30	31	20	38
10:00 AM	10:59 AM	*	21	25	25	28	28	31	38	23	26	33
11:00 AM	11:59 AM	*	23	25	36	32	26	21	29	28	29	32
12:00 PM	12:59 PM	*	26	35	30	35	31	25	39	39	24	33
1:00 PM	1:59 PM	*	22	29	22	24	29	33	29	29	29	33
2:00 PM	2:59 PM	*	32	30	31	19	23	28	36	24	30	24
3:00 PM	3:59 PM	27	26	29	34	24	38	32	24	28	29	33
4:00 PM	4:59 PM	24	39	38	20	20	42	30	42	30	32	29
5:00 PM	5:59 PM	29	28	34	25	31	32	35	37	47	38	19
6:00 PM	6:59 PM	30	27	32	32	31	33	32	34	25	29	20
7:00 PM	7:59 PM	22	24	28	14	22	25	21	40	21	30	23
8:00 PM	8:59 PM	19	20	21	17	21	19	16	21	19	16	11
9:00 PM	9:59 PM	14	9	15	16	12	6	13	9	8	13	12
10:00 PM	10:59 PM	4	8	5	4	6	1	5	10	9	4	10
11:00 PM	11:59 PM	3	3	12	5	4	4	6	6	6	5	3
Total		172	422	497	395	387	468	450	523	446	451	426
%		3.1%	7.7%	9.1%	7.2%	7.1%	8.5%	8.2%	9.6%	8.1%	8.2%	7.8%

Approximate Vehicle Counts for Maryland Ave S-B at London St

8/14/2016	8/15/2016
3	3
2	1
1	0
1	0
0	3
2	10
11	19
13	27
28	25
28	23
29	31
29	23
37	25
18	37
31	28
23	26
24	28
28	35
23	33
23	29
17	19
15	14
7	2
3	0
396	441
7.2%	8.1%

SPEEDsentry Summary Information for 105 Maryland Ave N-B.ssd

Speed Limit: 30
Avg Speed: 26.5
50% Speed: 27
10 MPH Pace: 23 to 32

Display Trigger: None
Maximum Speed Detected: 63
85% Speed: 32
Radar Pickup Distance: 925 ft



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Speed Summary for 105 Maryland Ave N-B - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	4	3	22	12	1	0	0	0	0	0	42
1:00 AM	1:59 AM	0	4	15	7	1	0	0	0	0	0	27
2:00 AM	2:59 AM	0	3	7	4	0	0	0	0	0	0	14
3:00 AM	3:59 AM	0	0	9	1	0	0	0	0	0	0	10
4:00 AM	4:59 AM	1	5	14	6	0	1	0	0	0	0	27
5:00 AM	5:59 AM	1	2	22	11	0	1	0	0	0	0	37
6:00 AM	6:59 AM	2	23	76	40	0	0	0	0	0	0	141
7:00 AM	7:59 AM	6	29	110	68	3	0	0	0	0	0	216
8:00 AM	8:59 AM	5	31	175	59	0	0	0	0	0	0	270
9:00 AM	9:59 AM	5	48	202	76	2	0	0	0	0	0	333
10:00 AM	10:59 AM	0	43	244	92	0	0	0	0	0	0	379
11:00 AM	11:59 AM	4	46	248	106	1	0	0	0	0	0	405
12:00 PM	12:59 PM	4	53	251	134	1	0	0	0	0	0	443
1:00 PM	1:59 PM	2	49	241	114	1	0	0	0	0	0	407
2:00 PM	2:59 PM	0	44	270	114	1	0	0	0	0	0	429
3:00 PM	3:59 PM	2	45	282	128	3	1	0	0	0	0	461
4:00 PM	4:59 PM	1	57	333	188	1	0	0	0	0	0	580
5:00 PM	5:59 PM	0	52	366	177	2	0	0	0	0	0	597
6:00 PM	6:59 PM	2	50	286	130	1	0	0	0	0	0	469
7:00 PM	7:59 PM	6	32	249	121	1	0	0	0	0	0	409
8:00 PM	8:59 PM	2	43	214	60	1	0	0	0	0	0	320
9:00 PM	9:59 PM	6	25	163	37	0	0	0	0	0	0	231
10:00 PM	10:59 PM	2	12	76	25	0	0	0	0	0	0	115
11:00 PM	11:59 PM	3	10	39	21	2	1	0	0	0	0	76
Total		58	709	3914	1731	22	4	0	0	0	0	6438
%		0.9%	11%	60.8%	26.9%	0.3%	0.1%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for 105 Maryland Ave N-B

Time Start	Time End	8/3/2016	8/4/2016	8/5/2016	8/6/2016	8/7/2016	8/8/2016	8/9/2016	8/10/2016	8/11/2016	8/12/2016	8/13/2016
12:00 AM	12:59 AM	*	4	2	4	5	1	1	2	2	2	3
1:00 AM	1:59 AM	*	2	2	1	5	3	2	0	3	2	3
2:00 AM	2:59 AM	*	1	0	2	2	1	0	1	0	3	1
3:00 AM	3:59 AM	*	0	1	2	2	0	0	1	1	1	2
4:00 AM	4:59 AM	*	4	5	0	1	3	2	1	3	3	0
5:00 AM	5:59 AM	*	3	3	0	3	6	4	3	2	3	0
6:00 AM	6:59 AM	*	13	14	10	3	12	14	14	13	13	6
7:00 AM	7:59 AM	*	15	21	10	10	19	24	21	19	21	8
8:00 AM	8:59 AM	*	22	21	18	19	26	22	26	21	11	22
9:00 AM	9:59 AM	*	28	32	21	29	25	25	24	26	28	31
10:00 AM	10:59 AM	*	34	36	28	28	33	29	32	26	32	39
11:00 AM	11:59 AM	*	28	29	45	36	34	25	37	33	45	36
12:00 PM	12:59 PM	*	35	42	32	36	34	35	39	37	38	32
1:00 PM	1:59 PM	*	27	30	40	37	33	34	38	33	34	36
2:00 PM	2:59 PM	2	35	47	46	31	39	37	32	33	41	22
3:00 PM	3:59 PM	33	37	33	33	29	39	29	43	39	43	33
4:00 PM	4:59 PM	53	40	50	33	33	57	50	57	42	53	32
5:00 PM	5:59 PM	53	57	47	28	23	61	63	45	55	48	30
6:00 PM	6:59 PM	33	41	35	24	41	35	41	44	38	46	22
7:00 PM	7:59 PM	26	34	26	25	26	37	35	30	32	43	27
8:00 PM	8:59 PM	25	30	17	19	17	28	31	36	32	20	19
9:00 PM	9:59 PM	22	19	22	22	13	16	19	9	17	16	17
10:00 PM	10:59 PM	10	10	8	7	6	5	11	11	9	9	15
11:00 PM	11:59 PM	3	4	10	9	3	6	3	7	5	13	6
Total		260	523	533	459	438	553	536	553	521	568	442
%		4%	8.1%	8.3%	7.1%	6.8%	8.6%	8.3%	8.6%	8.1%	8.8%	6.9%

Approximate Vehicle Counts for 105 Maryland Ave N-B

8/14/2016	8/15/2016	8/16/2016
11	4	1
1	1	2
2	0	1
0	0	0
0	1	4
3	3	4
4	12	13
15	15	18
13	25	24
29	25	10
30	32	*
31	26	*
49	34	*
27	38	*
29	35	*
27	43	*
27	53	*
30	57	*
34	35	*
27	41	*
19	27	*
24	15	*
4	10	*
5	2	*
441	534	77
6.8%	8.3%	1.2%

BEAVER STREET AND ROCKVILLE STREET MULTI-WAY STOP REVIEW

BACKGROUND

The Traffic Division has been directed to study the 3-way intersection of Beaver Street and Rockville Street for the installation of a multi-way stop. There were reports of speed on Beaver Street resulting from people using it as a cut through between Hanover Street and Bridge Street that prompted the request. There is currently no stop control at this intersection and drivers are expected to yield right-of-way per state laws. This intersection is located in a residential one family district, which supports higher density single family housing development.

Beaver Street & Rockville Street Geometry

Beaver Street runs north-south and is approximately 24-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. Rockville Street runs east-west to the east of Beaver Street and is approximately 24-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. There are no physical characteristics blocking line of sight at the intersection, although if stop signs were to be installed, no parking zones within 20 feet of the intersection would be required to maintain visibility.

The installation of unwarranted stop signs can create new safety problems at intersections including drivers driving faster between intersections to save time, increase of rear-end accidents, and disobedience of the stop signs. An increase in noise can also result from acceleration and deceleration of vehicles. It is also recommended to make sure abutters are aware of the loss of on-street parking that would result from installation of a stop sign.

ACCIDENT HISTORY

Multi-way stop control should be considered when five or more crashes are reported in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

The Manchester Police Department Traffic Unit provided the accident history for January 1, 2011 through August 1, 2016. As shown below in Table 1, the accident history at Beaver Street and Rockville Street does not meet the minimum threshold criteria prescribed in the warrants for multi-way stop control.

Table 1- Beaver Street & Rockville Street Accident Summary

Date	Time	Day of Week
2/24/2013	10:48	Sunday

VOLUME AND SPEED

Multi-way stops should be considered when 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. Traffic volume data was collected from August 9th – August 14th, 2016 and is summarized in Table 2.

If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are reduced to 210 vehicles per hour for any 8 hours of an average day. The 85th percentile speed on Beaver Street northbound was 33 mph and on Beaver Street southbound was 29 mph. Since, the speeds do not exceed 40 mph, the volume reductions do not apply.

Table 2- Beaver Street Traffic Volume Summary

Time of Day	Average Volume (EB & WB)- Weekday
12:00-1:00 AM	4
1:00-2:00 AM	2
2:00-3:00 AM	3
3:00-4:00 AM	2
4:00-5:00 AM	4
5:00-6:00 AM	10
6:00-7:00 AM	32
7:00-8:00 AM	27
8:00-9:00 AM	22
9:00-10:00 AM	26
10:00-11:00 AM	21
11:00 AM-12:00 PM	24
12:00-1:00 PM	26
1:00-2:00 PM	24
2:00-3:00 PM	26
3:00-4:00 PM	40
4:00-5:00 PM	44
5:00-6:00 PM	49
6:00-7:00 PM	34
7:00-8:00 PM	34
8:00-9:00 PM	23
9:00-10:00 PM	14
10:00-11:00 PM	6
11:00 PM-12:00 AM	6
NUMBER OF HOURS EXCEEDED 300 VEHICLES	0

The volume and speed summary (see Appendix for full results), indicates that the volume criteria on Amherst Street is not met since the intersection volumes are below the minimum threshold level for all hours of the day.

During the study period, the average speed on Beaver Street northbound was 24 mph and Beaver Street southbound was 27 mph, both below the posted speed limit of 30 mph. The highest occurrence of vehicles exceeding the posted speed limit was on Beaver Street from 4:00-5:59 PM.

ANALYSIS

The MUTCD warrant analysis provides several layers of criteria for recommending multi-way stop signs. This includes 1) Traffic accidents; 2) Traffic volumes and speeds; 3) Combination of accidents, traffic volumes and speeds. We are responsible for review and recommendation based on the industry established procedures and recognized standards. Since the accident rate, speeds, and major street volume do not meet the minimum threshold criteria prescribed in the warrants, we, from a professional standpoint, are obligated to recommend against a permanent all-way stop sign installation.

RECOMMENDATION

- Periodically, increase police enforcement of the speed limit on Beaver Street

ATTACHMENTS

2009 MUTCD Section 2B.07 Multi-way stop applications

Locus map

Intersection photos

Speed and volume reports

Date: August 31, 2016

Prepared by: Kristen Clarke, PE, PTOE – Traffic Engineer

Reviewed by: Kevin Sheppard – Public Works Director
Todd Connors – Public Works Engineering Manager

- 11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**
- 12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**
- 13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**
- Option:
- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
- Support:
- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**
- 02 **The STOP sign shall be an octagon with a white legend and border on a red background.**
- 03 **Secondary legends shall not be used on STOP sign faces.**
- 04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**
- 05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**
- 06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

- 07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

- 09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

- 10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

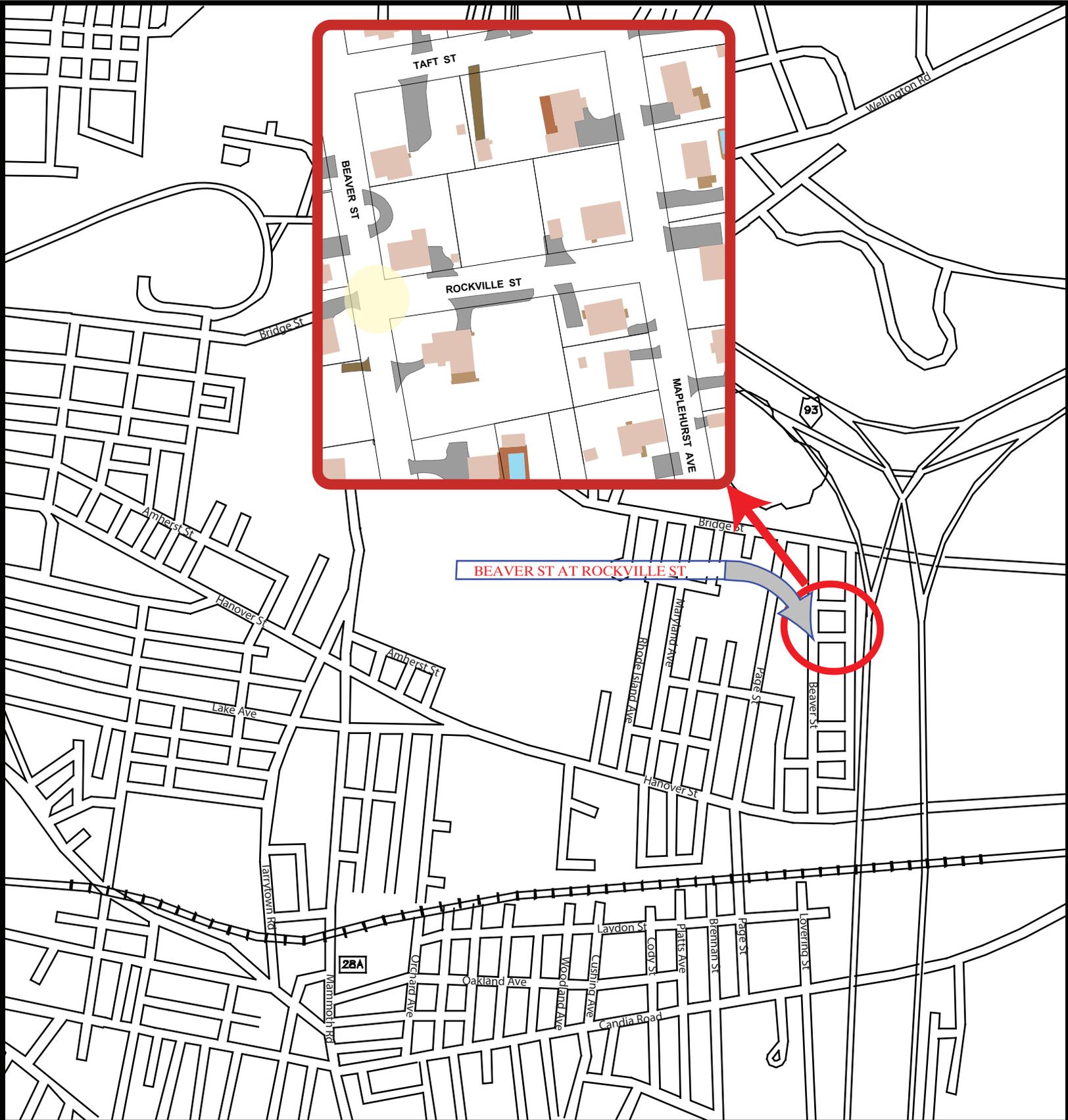
Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way 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. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn 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 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - 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:

- 05 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 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 multi-way stop control would improve traffic operational characteristics of the intersection.

LOCUS MAP

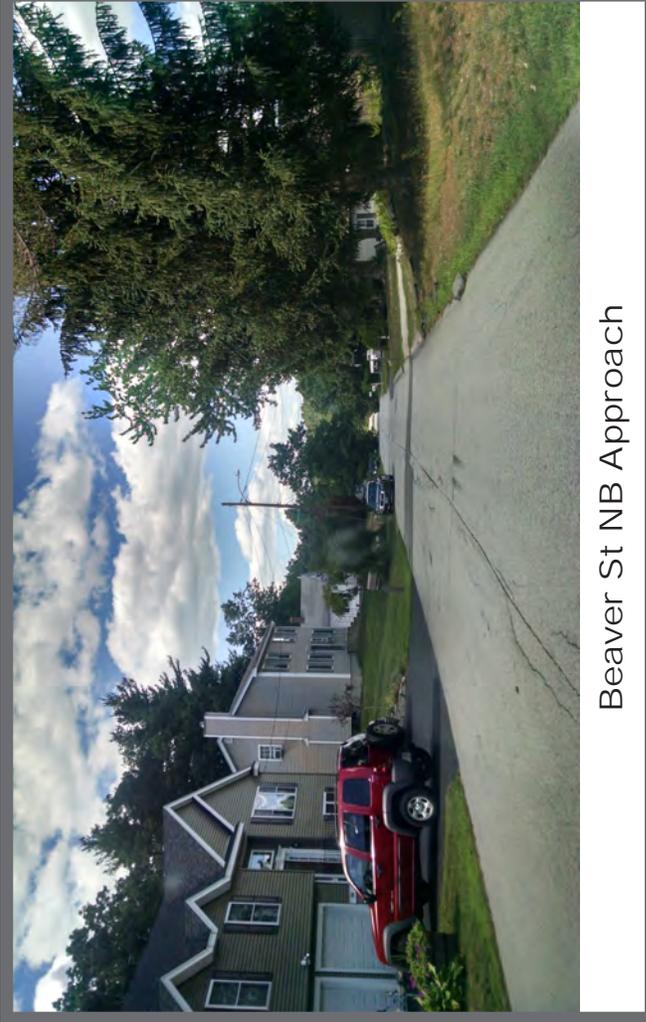


BEAVER STREET & ROCKVILLE STREET

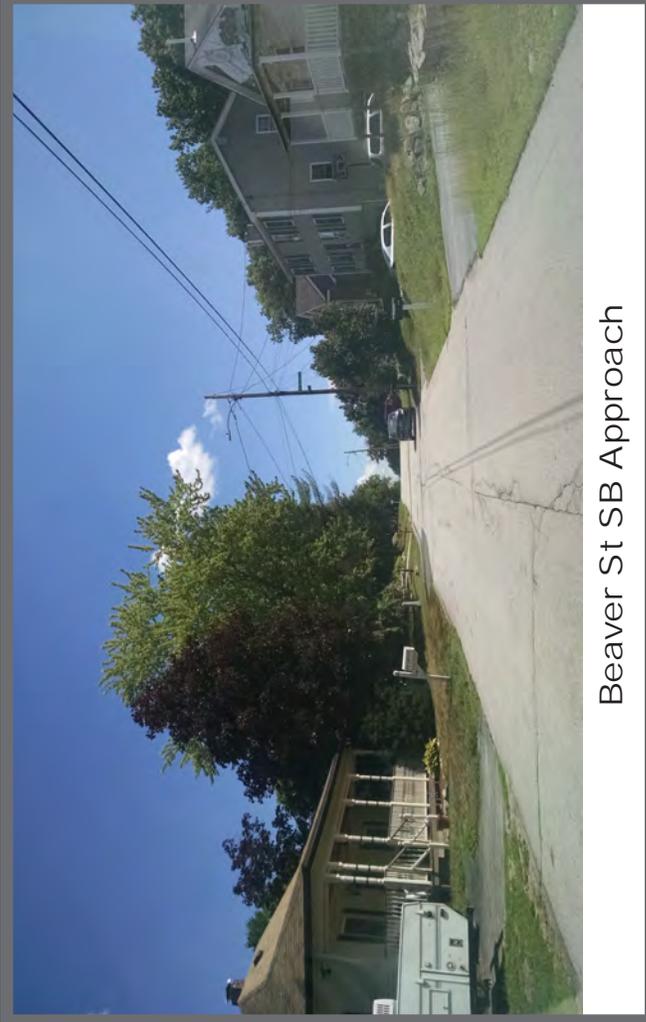
CITY OF MANCHESTER
DEPARTMENT OF HIGHWAYS



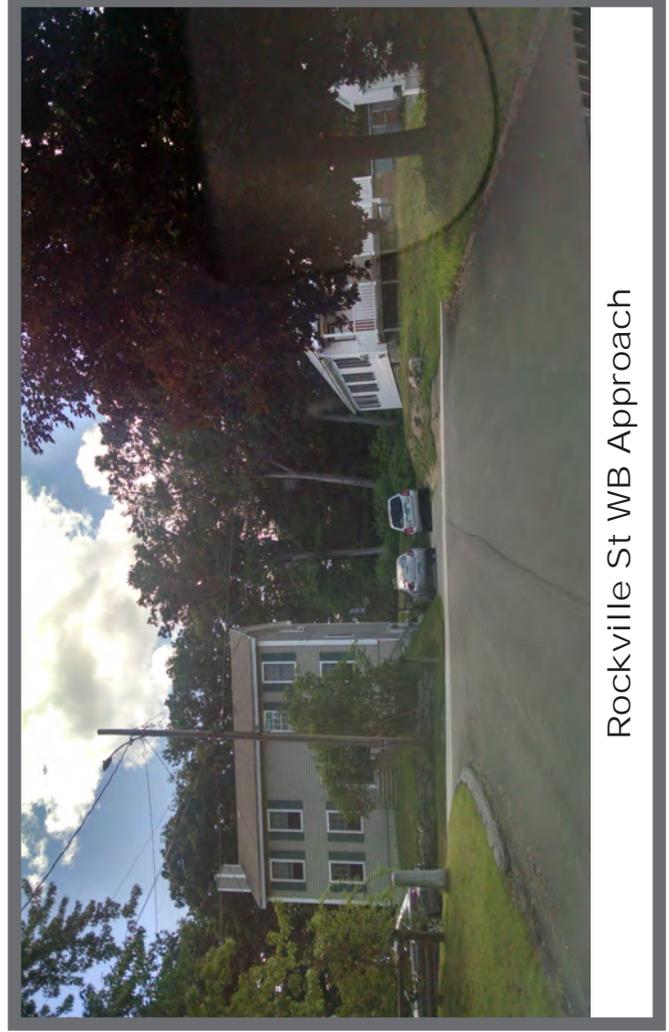
Beaver St & Rockville St Existing Conditions Photos (July 2016)



Beaver St NB Approach



Beaver St SB Approach



Rockville St WB Approach

SPEEDsentry Summary Information for 165 Beaver St N-B.ssd

Speed Limit: 30
Avg Speed: 27
50% Speed: 28
10 MPH Pace: 24 to 33

Display Trigger: None
Maximum Speed Detected: 50
85% Speed: 33
Radar Pickup Distance: 925 ft



File size: 38,110 bytes
File Version: SSD_1_1

File Created: 8/16/2016 11:24:59 AM
Data Points: 866,701

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for 165 Beaver St N-B - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	1	1	12	4	0	0	0	0	0	0	18
1:00 AM	1:59 AM	0	0	2	3	0	0	0	0	0	0	5
2:00 AM	2:59 AM	0	1	4	2	0	0	0	0	0	0	7
3:00 AM	3:59 AM	0	2	3	0	0	0	0	0	0	0	5
4:00 AM	4:59 AM	0	0	3	1	0	0	0	0	0	0	4
5:00 AM	5:59 AM	0	1	6	1	0	0	0	0	0	0	8
6:00 AM	6:59 AM	0	3	28	13	0	0	0	0	0	0	44
7:00 AM	7:59 AM	0	0	26	16	0	0	0	0	0	0	42
8:00 AM	8:59 AM	0	8	43	10	0	0	0	0	0	0	61
9:00 AM	9:59 AM	0	6	36	20	1	0	0	0	0	0	63
10:00 AM	10:59 AM	0	10	42	19	2	0	0	0	0	0	73
11:00 AM	11:59 AM	0	11	50	21	0	0	0	0	0	0	82
12:00 PM	12:59 PM	2	7	63	28	0	0	0	0	0	0	100
1:00 PM	1:59 PM	3	7	48	21	2	0	0	0	0	0	81
2:00 PM	2:59 PM	0	5	44	36	2	0	0	0	0	0	87
3:00 PM	3:59 PM	0	9	80	48	0	0	0	0	0	0	137
4:00 PM	4:59 PM	0	8	75	55	1	0	0	0	0	0	139
5:00 PM	5:59 PM	0	10	97	53	0	0	0	0	0	0	160
6:00 PM	6:59 PM	0	4	74	31	1	0	0	0	0	0	110
7:00 PM	7:59 PM	1	7	65	36	0	0	0	0	0	0	109
8:00 PM	8:59 PM	0	11	48	17	0	0	0	0	0	0	76
9:00 PM	9:59 PM	5	2	38	3	1	0	0	0	0	0	49
10:00 PM	10:59 PM	1	0	18	4	0	0	0	0	0	0	23
11:00 PM	11:59 PM	2	2	11	4	0	0	0	0	0	0	19
Total		15	115	916	446	10	0	0	0	0	0	1502
%		1%	7.7%	61%	29.7%	0.7%	0%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for 165 Beaver St N-B

Time Start	Time End	8/9/2016	8/10/2016	8/11/2016	8/12/2016	8/13/2016	8/14/2016
12:00 AM	12:59 AM	*	4	3	2	6	3
1:00 AM	1:59 AM	*	0	3	1	1	0
2:00 AM	2:59 AM	*	2	1	3	0	1
3:00 AM	3:59 AM	*	0	1	0	3	1
4:00 AM	4:59 AM	*	1	0	2	1	0
5:00 AM	5:59 AM	*	3	1	2	1	1
6:00 AM	6:59 AM	*	12	16	13	1	2
7:00 AM	7:59 AM	*	11	9	11	8	3
8:00 AM	8:59 AM	*	11	16	12	15	7
9:00 AM	9:59 AM	*	11	17	14	13	8
10:00 AM	10:59 AM	*	16	9	13	12	23
11:00 AM	11:59 AM	13	18	16	11	12	12
12:00 PM	12:59 PM	12	21	16	22	25	4
1:00 PM	1:59 PM	16	15	12	23	15	*
2:00 PM	2:59 PM	9	11	19	28	20	*
3:00 PM	3:59 PM	35	28	30	30	14	*
4:00 PM	4:59 PM	34	26	34	28	17	*
5:00 PM	5:59 PM	30	36	29	42	23	*
6:00 PM	6:59 PM	23	21	20	28	18	*
7:00 PM	7:59 PM	18	36	23	19	13	*
8:00 PM	8:59 PM	19	16	10	21	10	*
9:00 PM	9:59 PM	5	8	15	9	12	*
10:00 PM	10:59 PM	5	2	3	7	6	*
11:00 PM	11:59 PM	3	3	5	3	5	*
Total		222	312	308	344	251	65
%		14.8%	20.8%	20.5%	22.9%	16.7%	4.3%

SPEEDsentry Summary Information for 172 Beaver St S-B.ssd

Speed Limit: 30
Avg Speed: 24
50% Speed: 24
10 MPH Pace: 21 to 30

Display Trigger: None
Maximum Speed Detected: 108
85% Speed: 29
Radar Pickup Distance: 925 ft



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* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for 172 Beaver St S-B - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	0	1	4	1	0	0	0	0	0	0	6
1:00 AM	1:59 AM	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	2:59 AM	0	0	4	0	0	0	0	0	0	0	4
3:00 AM	3:59 AM	0	0	4	4	0	0	0	0	0	0	8
4:00 AM	4:59 AM	0	2	8	1	0	0	0	0	0	0	11
5:00 AM	5:59 AM	0	2	23	2	0	0	0	0	0	0	27
6:00 AM	6:59 AM	0	12	37	11	2	0	0	0	0	0	62
7:00 AM	7:59 AM	1	12	48	2	0	0	0	0	0	0	63
8:00 AM	8:59 AM	0	12	31	5	0	0	0	0	0	0	48
9:00 AM	9:59 AM	0	8	43	4	0	0	0	0	0	0	55
10:00 AM	10:59 AM	0	12	33	6	0	0	0	0	0	0	51
11:00 AM	11:59 AM	0	15	39	4	0	1	0	0	0	0	59
12:00 PM	12:59 PM	1	11	39	4	0	0	0	0	0	0	55
1:00 PM	1:59 PM	0	12	30	4	0	0	0	0	0	0	46
2:00 PM	2:59 PM	0	14	39	6	0	0	0	0	0	0	59
3:00 PM	3:59 PM	0	7	45	5	0	0	0	0	0	0	57
4:00 PM	4:59 PM	1	14	51	6	0	0	0	0	0	0	72
5:00 PM	5:59 PM	0	10	56	10	0	0	0	0	0	0	76
6:00 PM	6:59 PM	0	14	40	4	0	0	0	0	0	0	58
7:00 PM	7:59 PM	0	12	44	3	1	0	0	0	0	0	60
8:00 PM	8:59 PM	0	9	18	3	0	0	0	0	0	0	30
9:00 PM	9:59 PM	0	11	19	1	0	0	0	0	0	0	31
10:00 PM	10:59 PM	0	6	11	0	0	0	0	0	0	0	17
11:00 PM	11:59 PM	0	2	6	0	0	0	0	0	0	0	8
Total		3	199	672	86	3	1	0	0	0	0	964
%		0.3%	20.6%	69.7%	8.9%	0.3%	0.1%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for 172 Beaver St S-B

Time Start	Time End	8/9/2016	8/10/2016	8/11/2016	8/12/2016	8/13/2016	8/14/2016	8/15/2016
12:00 AM	12:59 AM	*	1	0	1	3	1	0
1:00 AM	1:59 AM	*	1	0	0	0	0	0
2:00 AM	2:59 AM	*	1	1	1	1	0	*
3:00 AM	3:59 AM	*	2	2	2	2	0	*
4:00 AM	4:59 AM	*	3	2	3	1	2	*
5:00 AM	5:59 AM	*	8	6	9	2	2	*
6:00 AM	6:59 AM	*	18	20	18	2	4	*
7:00 AM	7:59 AM	*	16	17	16	10	4	*
8:00 AM	8:59 AM	*	8	8	12	11	9	*
9:00 AM	9:59 AM	*	7	16	12	14	6	*
10:00 AM	10:59 AM	*	10	7	9	17	9	*
11:00 AM	11:59 AM	3	10	17	8	10	11	*
12:00 PM	12:59 PM	11	5	9	7	16	7	*
1:00 PM	1:59 PM	7	3	11	9	7	9	*
2:00 PM	2:59 PM	11	3	12	10	7	16	*
3:00 PM	3:59 PM	8	6	11	12	11	9	*
4:00 PM	4:59 PM	15	15	11	14	7	10	*
5:00 PM	5:59 PM	14	18	13	13	13	5	*
6:00 PM	6:59 PM	10	9	10	14	7	8	*
7:00 PM	7:59 PM	10	10	14	7	6	13	*
8:00 PM	8:59 PM	6	10	3	6	2	3	*
9:00 PM	9:59 PM	5	5	3	7	3	8	*
10:00 PM	10:59 PM	2	0	2	4	8	1	*
11:00 PM	11:59 PM	2	1	3	2	0	0	*
Total		104	170	198	196	160	137	0
%		10.8%	17.6%	20.5%	20.3%	16.6%	14.2%	0%

AMHERST STREET AND GERTRUDE STREET MULTI-WAY STOP REVIEW

BACKGROUND

The Traffic Division has been directed to study the intersection of Amherst Street and Gertrude Street for the installation of a multi-way stop. There were reports of speed on Amherst Street resulting from people using it as a cut through to avoid the traffic signal queues at the Hanover Street and Mammoth Road intersection that prompted the request. There is currently no stop control at this intersection and drivers are expected to yield right-of-way per state laws. This intersection is located in a residential one family district, which supports higher density single family housing development. The intersection is approximately 400 feet east of Mammoth Road and 350 north of Hanover Street

Amherst Street & Gertrude Street Geometry

Amherst Street runs east-west and is approximately 30-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. Gertrude Street runs north-south and is approximately 25-feet wide with one lane of travel in each direction. On-street parking is permitted in both directions. The speed limit is 30 MPH. There are no physical characteristics blocking line of sight at the intersection, although if stop signs were to be installed, no parking zones within 20 feet of the intersection would be required to maintain visibility.

The installation of unwarranted stop signs can create new safety problems at intersections including drivers driving faster between intersections to save time, increase of rear-end accidents, and disobedience of the stop signs. An increase in noise can also result from acceleration and deceleration of vehicles. It is also recommended to make sure abutters are aware of the loss of on-street parking that would result from installation of a stop sign since no parking signs would be required to clear the intersection to improve visibility of stop signs (see attached Intersection photos for existing utilization of on-street parking in the intersection).

ACCIDENT HISTORY

Multi-way stop control should be considered when five or more crashes are reported in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

The Manchester Police Department Traffic Unit provided the accident history for January 1, 2011 through August, 2016. There were zero accidents at this intersection, so it does not meet the minimum threshold criteria prescribed in the warrants for multi-way stop control.

VOLUME AND SPEED

Multi-way stops should be considered when 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. Traffic volume data was collected from July 29th – August 2nd, 2016 and is summarized in Table 2.

If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are reduced to 210 vehicles per hour for any 8 hours of an average day. The 85th percentile speed on Amherst Street eastbound was 22 mph and on Amherst Street westbound was 20 mph. Since, the speeds do not exceed 40 mph, the volume reductions do not apply.

Table 2- Amherst Street Traffic Volume Summary

Time of Day	Average Volume (EB & WB)-
12:00-1:00 AM	0
1:00-2:00 AM	0
2:00-3:00 AM	1
3:00-4:00 AM	0
4:00-5:00 AM	0
5:00-6:00 AM	0
6:00-7:00 AM	2
7:00-8:00 AM	4
8:00-9:00 AM	8
9:00-10:00 AM	9
10:00-11:00 AM	9
11:00 AM-12:00 PM	10
12:00-1:00 PM	14
1:00-2:00 PM	11
2:00-3:00 PM	8
3:00-4:00 PM	15
4:00-5:00 PM	16
5:00-6:00 PM	15
6:00-7:00 PM	10
7:00-8:00 PM	8
8:00-9:00 PM	11
9:00-10:00 PM	4
10:00-11:00 PM	1
11:00 PM-12:00 AM	2
NUMBER OF HOURS EXCEEDED 300 VEHICLES	0

The volume and speed summary (see Appendix for full results), indicates that the volume criteria on Amherst Street is not met since the intersection volumes are below the minimum threshold level.

During the study period, the average speed on Amherst St eastbound was 16.9 mph and only 1.6% of vehicles exceeded the speed limit of 30 mph. The average speed on Amherst St westbound was 15.2 mph and only 0.7% of vehicles exceeded the speed limit.

ANALYSIS

The MUTCD warrant analysis provides several layers of criteria for recommending multi-way stop signs. This includes 1) Traffic accidents; 2) Traffic volumes and speeds; 3) Combination of accidents, traffic volumes and speeds. We are responsible for review and recommendation based on the industry established procedures and recognized standards. Since the accident rate, speeds, and major street volume do not meet the minimum threshold criteria prescribed in the warrants, we, from a professional standpoint, are obligated to recommend against a permanent all-way stop sign installation.

RECOMMENDATION

- Periodically, increase police enforcement of the speed limit on Amherst Street
- Install stop signs on the minor legs approaching Amherst Street on Gertrude Street, Garmon Street, and Salisbury Street

ATTACHMENTS

2009 MUTCD Section 2B.07 Multi-way stop applications

Locus map

Intersection photos

Speed and volume reports

Date: August 15, 2016

Prepared by: Kristen Clarke, PE, PTOE – Traffic Engineer

Reviewed by: Kevin Sheppard – Public Works Director
Todd Connors – Public Works Engineering Manager

- 11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**
- 12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**
- 13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**
Option:
- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
Support:
- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**
- 02 **The STOP sign shall be an octagon with a white legend and border on a red background.**
- 03 **Secondary legends shall not be used on STOP sign faces.**
- 04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**
- 05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**
- 06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

- 07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

- 09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

- 10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

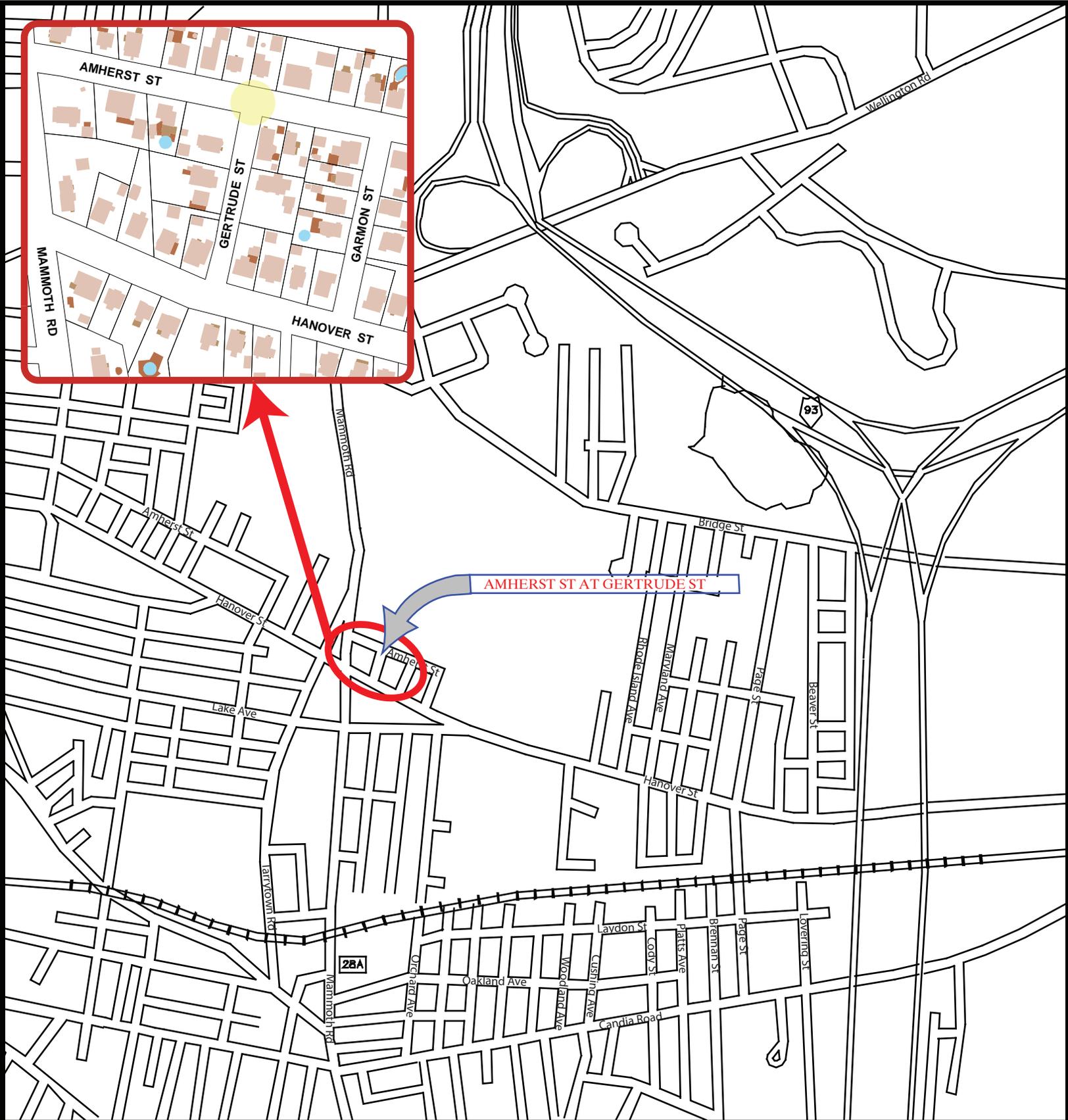
Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way 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. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn 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 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - 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:

- 05 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 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 multi-way stop control would improve traffic operational characteristics of the intersection.

LOCUS MAP

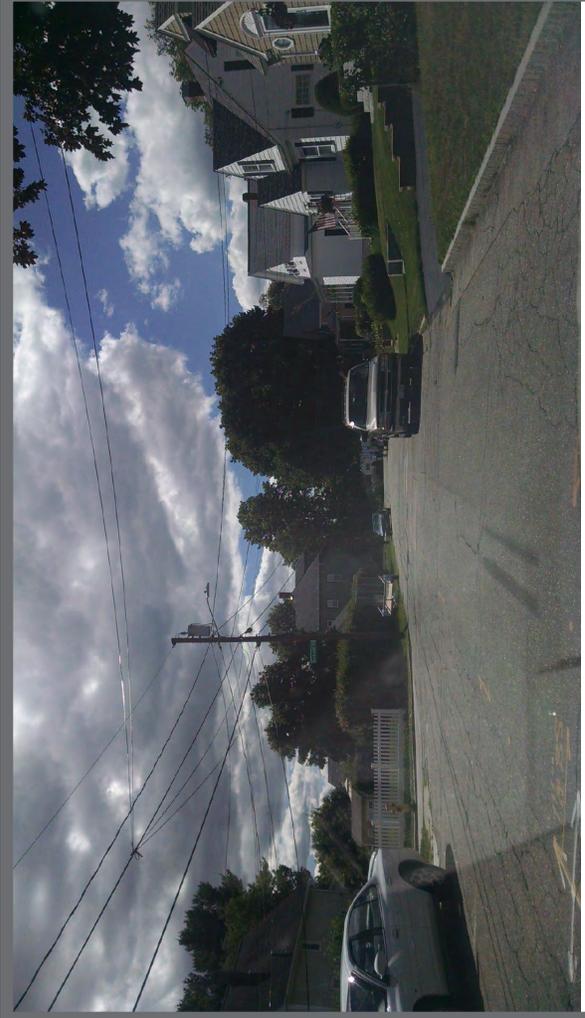


AMHERST STREET & GERTRUDE STREET

CITY OF MANCHESTER
DEPARTMENT OF HIGHWAYS



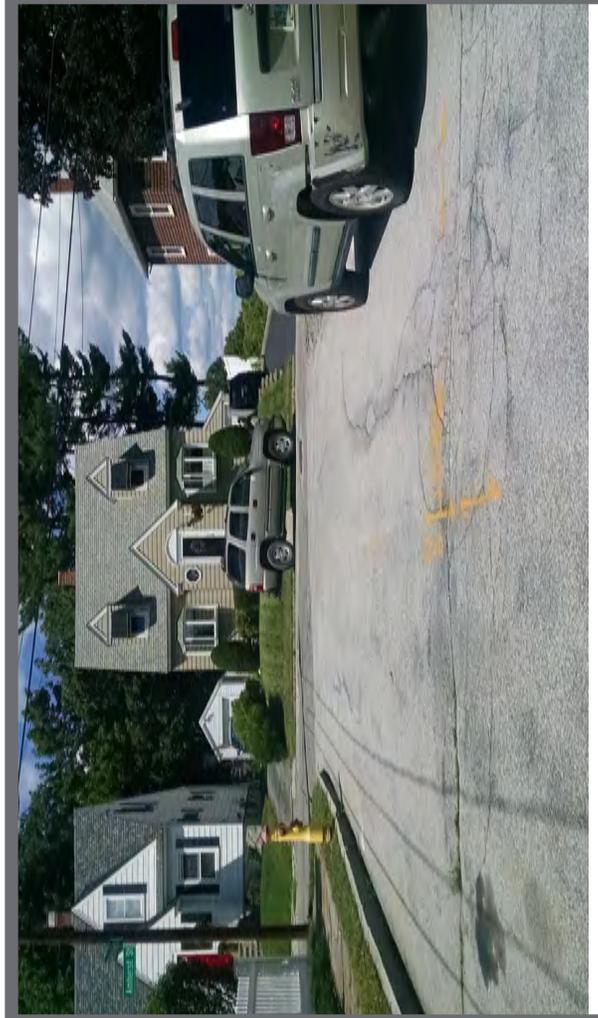
Amherst St & Gertrude St Existing Conditions Photos (July 2016)



Amherst St WB Approach



Amherst St EB Approach



Gertrude St NB Approach

SPEEDsentry Summary Information for Amherst St. E-B at Gertrude.ssd

Speed Limit: 30
Avg Speed: 16.9
50% Speed: 17
10 MPH Pace: 13 to 22

Display Trigger: None
Maximum Speed Detected: 45
85% Speed: 22
Radar Pickup Distance: 925 ft



File size: 16,710 bytes
File Version: SSD_1_1

File Created: 8/9/2016 10:41:39 AM
Data Points: 592,539

^ This File contains settings changes. Please see the Settings History tab for details.

Approximate Vehicle Counts for Amherst St. E-B at Gertrude

Time Start	Time End	8/29/2016	8/30/2016	8/31/2016	9/1/2016
12:00 AM	12:59 AM	*	0	0	1
1:00 AM	1:59 AM	*	0	0	0
2:00 AM	2:59 AM	*	0	0	0
3:00 AM	3:59 AM	*	0	0	0
4:00 AM	4:59 AM	*	0	0	0
5:00 AM	5:59 AM	*	0	0	0
6:00 AM	6:59 AM	*	1	0	0
7:00 AM	7:59 AM	*	1	0	3
8:00 AM	8:59 AM	*	5	2	5
9:00 AM	9:59 AM	*	8	6	6
10:00 AM	10:59 AM	*	9	8	2
11:00 AM	11:59 AM	*	8	5	7
12:00 PM	12:59 PM	4	8	10	8
1:00 PM	1:59 PM	16	12	4	9
2:00 PM	2:59 PM	7	10	4	4
3:00 PM	3:59 PM	7	9	12	8
4:00 PM	4:59 PM	10	4	5	17
5:00 PM	5:59 PM	10	7	7	12
6:00 PM	6:59 PM	13	4	8	7
7:00 PM	7:59 PM	6	6	1	11
8:00 PM	8:59 PM	4	9	8	8
9:00 PM	9:59 PM	4	6	1	2
10:00 PM	10:59 PM	4	1	0	0
11:00 PM	11:59 PM	2	1	3	*
Total		87	109	84	110
%		22.3%	27.9%	21.5%	28.2%

Speed Summary for Amherst St. E-B at Gertrude - Volume by Speed -

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	1	0	0	0	0	0	0	0	0	0	1
1:00 AM	1:59 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2:59 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3:59 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4:59 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	5:59 AM	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	6:59 AM	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	7:59 AM	0	2	2	0	0	0	0	0	0	0	4
8:00 AM	8:59 AM	3	6	3	0	0	0	0	0	0	0	12
9:00 AM	9:59 AM	1	15	4	0	0	0	0	0	0	0	20
10:00 AM	10:59 AM	2	14	3	0	0	0	0	0	0	0	19
11:00 AM	11:59 AM	3	16	1	0	0	0	0	0	0	0	20
12:00 PM	12:59 PM	1	22	7	0	0	0	0	0	0	0	30
1:00 PM	1:59 PM	3	29	8	1	0	0	0	0	0	0	41
2:00 PM	2:59 PM	1	15	9	0	0	0	0	0	0	0	25
3:00 PM	3:59 PM	1	21	14	0	0	0	0	0	0	0	36
4:00 PM	4:59 PM	0	26	9	1	0	0	0	0	0	0	36
5:00 PM	5:59 PM	0	20	15	1	0	0	0	0	0	0	36
6:00 PM	6:59 PM	1	22	9	0	0	0	0	0	0	0	32
7:00 PM	7:59 PM	0	16	7	0	1	0	0	0	0	0	24
8:00 PM	8:59 PM	1	19	9	0	0	0	0	0	0	0	29
9:00 PM	9:59 PM	0	10	3	0	0	0	0	0	0	0	13
10:00 PM	10:59 PM	0	3	0	2	0	0	0	0	0	0	5
11:00 PM	11:59 PM	0	6	0	0	0	0	0	0	0	0	6
Total		18	263	103	5	1	0	0	0	0	0	390
%		4.6%	67.4%	26.4%	1.3%	0.3%	0%	0%	0%	0%	0%	0%

SPEEDsentry Summary Information for Amherst St. W-B at Garman St..ssd

Speed Limit: 30
Avg Speed: 15.2
50% Speed: 15
10 MPH Pace: 9 to 18

Display Trigger: None
Maximum Speed Detected: 46
85% Speed: 20
Radar Pickup Distance: 925 ft



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File Version: SSD_1_1

File Created: 8/9/2016 10:51:22 AM
Data Points: 738,647

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for Amherst St. W-B at Garman St. - Volume by Speed

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1:59 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2:59 AM	0	0	3	0	0	0	0	0	0	0	3
3:00 AM	3:59 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4:59 AM	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	5:59 AM	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	6:59 AM	2	6	0	0	0	0	0	0	0	0	8
7:00 AM	7:59 AM	0	10	1	0	0	0	0	0	0	0	11
8:00 AM	8:59 AM	1	12	1	0	0	0	0	0	0	0	14
9:00 AM	9:59 AM	3	7	0	0	0	0	0	0	0	0	10
10:00 AM	10:59 AM	0	9	2	0	0	0	0	0	0	0	11
11:00 AM	11:59 AM	1	9	2	0	0	0	0	0	0	0	12
12:00 PM	12:59 PM	4	14	5	0	0	0	0	0	0	0	23
1:00 PM	1:59 PM	1	13	3	0	0	0	0	0	0	0	17
2:00 PM	2:59 PM	1	9	3	0	0	0	0	0	0	0	13
3:00 PM	3:59 PM	0	21	8	0	0	0	0	0	0	0	29
4:00 PM	4:59 PM	1	25	18	0	0	0	0	0	0	0	44
5:00 PM	5:59 PM	2	19	9	0	0	0	0	0	0	0	30
6:00 PM	6:59 PM	8	12	1	0	1	0	0	0	0	0	22
7:00 PM	7:59 PM	0	9	1	0	0	0	0	0	0	0	10
8:00 PM	8:59 PM	2	7	0	0	0	0	0	0	0	0	9
9:00 PM	9:59 PM	1	4	0	0	1	0	0	0	0	0	6
10:00 PM	10:59 PM	0	2	1	0	0	0	0	0	0	0	3
11:00 PM	11:59 PM	0	1	0	0	0	0	0	0	0	0	1
Total		27	191	58	0	2	0	0	0	0	0	278
%		9.7%	68.7%	20.9%	0%	0.7%	0%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for Amherst St. W-B at Garman St.

Time Start	Time End	7/29/2016	7/30/2016	7/31/2016	8/1/2016	8/2/2016
12:00 AM	12:59 AM	*	0	0	0	0
1:00 AM	1:59 AM	*	0	0	0	0
2:00 AM	2:59 AM	*	1	0	1	1
3:00 AM	3:59 AM	*	0	0	0	0
4:00 AM	4:59 AM	*	0	0	1	0
5:00 AM	5:59 AM	*	0	0	0	1
6:00 AM	6:59 AM	*	0	0	3	5
7:00 AM	7:59 AM	*	3	0	2	6
8:00 AM	8:59 AM	*	4	2	6	2
9:00 AM	9:59 AM	*	5	1	2	2
10:00 AM	10:59 AM	*	4	2	3	2
11:00 AM	11:59 AM	*	2	3	3	4
12:00 PM	12:59 PM	3	4	6	6	4
1:00 PM	1:59 PM	5	2	0	3	7
2:00 PM	2:59 PM	5	2	1	3	2
3:00 PM	3:59 PM	6	8	1	7	7
4:00 PM	4:59 PM	14	1	2	16	11
5:00 PM	5:59 PM	5	2	2	11	10
6:00 PM	6:59 PM	8	3	4	4	3
7:00 PM	7:59 PM	3	2	1	2	2
8:00 PM	8:59 PM	1	2	1	5	*
9:00 PM	9:59 PM	2	1	1	2	*
10:00 PM	10:59 PM	0	1	0	2	*
11:00 PM	11:59 PM	0	0	1	0	*
Total		52	47	28	82	69
%		18.7%	16.9%	10.1%	29.5%	24.8%



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

September 8, 2016

Aldermen Thomas Katsiantonis – Chair
Public Safety, Health and Traffic Committee
City of Manchester – Board of Mayor and Aldermen
c/o Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101

**Re: Proposed Traffic Signal
Candia Road/ Nectaria Way**

Dear Aldermen Katsiantonis,

On behalf of our client, Granitis, LLC, we are requesting that the Public Safety, Health and Traffic Committee and the Board of Mayor and Aldermen consider approval of Granitis' request to install a Traffic signal at the intersection of Candia Road and Nectaria Way, a new private road at 855 Candia Road (see attached aerial photo) during the Board's next meeting on September 19th.

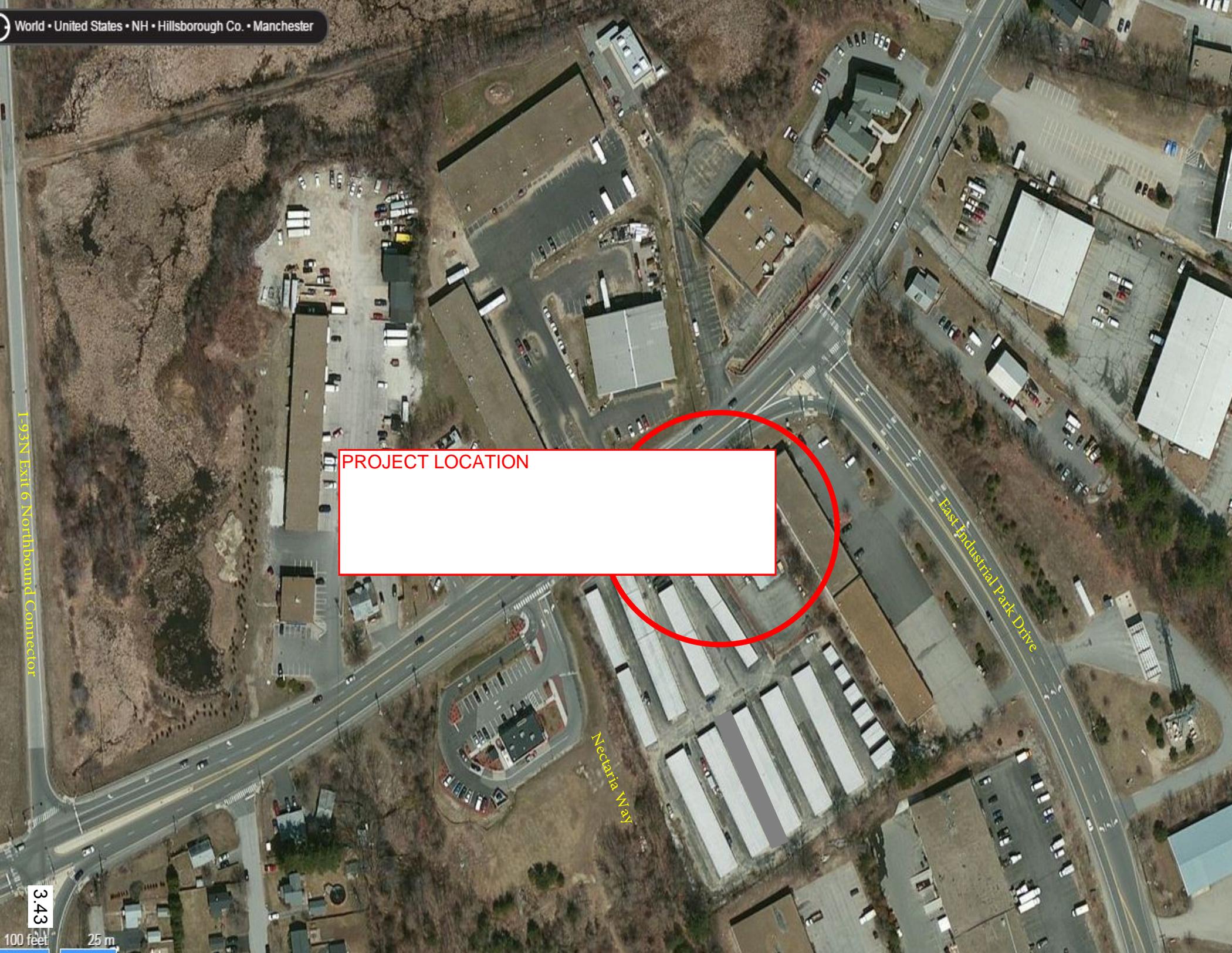
This signal was required by the Planning Board as a condition of approval of the apartment development being constructed behind the Dunkin Donuts at 855 Candia Road. This signal and related improvements have been conceptually reviewed and approved by the City Highway Department and NHDOT, and approval of final design plans is expected shortly. This signal and all related improvements are entirely funded by the developer.

Thank you for your consideration of this matter.

Sincerely,
TFMoran, Inc.

A handwritten signature in black ink, appearing to read 'R Duval', written over a white background.

Robert Duval
Chief Engineer



PROJECT LOCATION

I-93N Exit 6 Northbound Connector

East Industrial Park Drive

Nectaria Way

3.43

100 feet 25 m



City of Manchester Parking Division

Denise Boutlier
Parking Manager
dboutlier@manchesternh.gov

June 20, 2016

Chairman Thomas Katsiantonas
Committee on Public Safety, Health and Traffic
1 City Hall Plaza
Manchester, NH 03101

RE: Request to use Arms Lot
Sunday, 11/13/16
Stache Dash
Chill Cares

Dear Chairman Katsiantonas:

I have received the following request for the Committee's review.

Kim Cronin of Chill Cares is requesting the use of the Arms Lot for Stache Dash to benefit the fight against prostate cancer. The event is scheduled for Sunday, Nov. 13, 2016 from 8am-Noon.

The Parking Division and abutters have no issues.

If you have any questions, please don't hesitate to ask.

Sincerely,

Denise Boutlier
Parking Manager

cc: Bill Sanders, Finance Director

25 Vine Street, Manchester, New Hampshire 03101
Telephone: 603-624-6580 Fax: 603-665-6623
Web: www.manchesternh.gov



May 6, 2016

Denise Boutilier
Parking Manager
Manchester Parking Division
25 Vine Street
Manchester, NH 03101

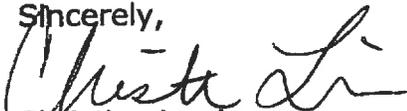
Dear Denise,

I'm requesting the approval to use Arms Park in Manchester on Sunday, November 13, 2016 for the 4th Annual Stache Dash 5k from 9:00 a.m. till approximately 12:00 p.m.

We request to place our start and ending line on Arms Street. The start/finish line will be located at the entrance of the park just off of Commercial Street, parallel to the entrance of Milly's Tavern. This is the only portion of the park we would like to use. This event will not prevent traffic from accessing Arms Park.

We thank you in advance for your consideration and appreciate your support. Please feel free to contact me if you need additional information. My cell number is 603-860-6275 or email christe@totalimagept.com

Sincerely,


Christine Lewis

RECEIVED

MAY 11 2016

BY: 

83 Hanover Street
Manchester, NH 03103
603-860-6275
www.totalimagept.com



City Clerk's Office

AUG 22 2016

RECEIVED

August 17, 2016

Thomas Katsiantonis, Chairman
Committee on Public Safety, Health and Traffic
1 City Hall Plaza
Manchester, NH 03101

Dear Chairman Katsiantonis:

I am the owner of the Hanover Street Chophouse Restaurant on the corner of Hanover Street and Pine Street. I am writing to you today to ask you to consider changing the parking meters on Hanover Street between Union Street and Chestnut Street from 2 hour parking meters to 10 hour parking meters.

Safety has been and continues to be our company's first priority. Due to the continuous neighborhood degradation, I am concerned for my guests and my staff. There have been activities and incidents in the neighborhood and on our property where we have been forced to call the Police to intervene. This happens on a weekly, if not nightly basis.

We offer valet parking for our guests. On extremely busy days and nights when we run out of parking spaces for our guests, they are forced to park on the street. Their stay with us can be longer than two hours and/or they look for a longer metered space which can be blocks away which can put them at risk.

Presently, my staff tries to park within close proximity of the restaurant but they too run into the problem of finding metered parking that is longer than 2 hours and can also be several blocks away. This concerns me because they are leaving later in the evening and walking to areas that are known to have issues.

To summarize, I would like to be able to provide 10 hour metered parking spaces that are on the same street as the restaurant, in close proximity, where my staff can feel safe when they come to work and my guests can also feel safe and comfortable when they go out for an enjoyable meal without the worry of their personal safety or their automobile.

149 Hanover Street
Manchester, NH 03101
603.644.2467 (CHOP)

www.hanoverstreetchophouse.com



I thank you in advance for considering my request.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve & Clutter".

Steven E. Clutter
Owner-Hanover Street Chophouse

SEC/aek

cc: Mayor Theodore L. Gatsas
Matthew Normand
Heather Freeman
Denise Boutilier



CITY OF MANCHESTER

HOUSING STUDY COMMISSION

March 21, 2016

Subject: Final Report and Recommendations of Housing Study Commission

Dear Mayor Gatsas and Board of Alderman,

As commissioned by the Board of Mayor and Alderman, the Housing Study Commission (the "Commission") has completed its mission and is pleased to provide its Final Report and Recommendations.

Background:

The Commission was established by the Board of Mayor and Alderman on October 21, 2014 in response to a report prepared the Granite State Organizing Project ("GSOP"). GSOP's report reviewed the housing conditions for some City residents and concluded that changes should be made to ordinances and enforcement of those ordinances to improve what GSOP characterizes as substandard housing.

The Committee convened bi-weekly meetings over the course of the past year to analyze and review the issue of rental housing units in the City of Manchester and reasonable measures that can be taken to improve housing condition where landlords have neglected their responsibility of maintaining minimum housing standards. The meetings were attended by City officials from the Police Department, Fire Department; Solicitor's Office, Department of Planning and Community Development, Information Systems, and the Health Department, as well as by the Commission members. In addition, members of the public attended meetings to observe and offer comments. Member of the public who attended at least one Commission meetings include: Carol Backus, Sarah Jane Knoy, Kristen Cahill and Fred Robinson from the Granite State Organizing Project, Maggie Fogarty from the American Friends Service Committee, Kevin Kintner from New Horizons for NH, Debbie Valente, NH Property Owners Association, Mohamad Mobeen and Donald Jsirdindaris, property owners, Tom Irwin, Conservation Law Foundation, Tyler Gloor from the Way Home and members of the public: Dick Duckhoff, Rick Castillo and those who wished to remain anonymous. In addition, several tenants have emailed individual commission members about housing concerns.

After a year of careful deliberations, the Committee has made the following findings.

Findings:

- 1.) RSA Chapter 48-A establishes minimum housing standards and provides authority for cities and towns to establish their own housing code. While many municipalities have adopted their own housing codes, Manchester is one of the few municipalities in the State that require every rental unit undergo mandatory inspections every three years and obtain a Certificate of Compliance. The Department of Planning and Community Development is responsible for the enforcement of the Housing Code, performing inspections and issuing Certificates of Compliance
- 2.) The City's Certificate of Compliance program is largely effective in ensuring that rental units within the City comply with **minimum** housing standards.
- 3.) The most significant challenge in bringing a very small number of non-responsive landlords into compliance is the lack of meaningful penalties. Where landlords repeatedly fail to appear for scheduled inspections, the City does not have sufficient statutory or regulatory resources to compel compliance. The most egregious landlords repeatedly fail to appear at court hearings and the Circuit Court will not issue bench warrants for a violation that is not an arrestable offense to begin with.
- 4.) The risk of lead exposure still remains in almost any residential unit constructed prior to 1978. The issue of lead poisoning is complex. Testing and remediation are expensive and beyond the scope of the City's expertise and resources. Federal laws exist to require renovation work in pre-1978 buildings to use best management practices to minimize the potential of lead poisoning from disturbing lead based paint. Currently, the City does not have the authority to enforce the federal law, but could be doing more to raise awareness.
- 5.) The Department of Planning and Community Development is charged with administering the Certificate of Compliance program for over 30,000 residential units and does not have appropriate software to manage the large volume of files. More functional and suitable software would improve accuracy, scheduling and efficiency.
- 6.) Tenants do not always know how to reach their landlords when they have an issue. Improved landlord accountability would necessarily improve tenants' housing conditions when an issue arises. RSA 540:1-b requires that landlords register with each municipality and provide an in-state agent who can accept service. However, the fine for a landlord's failure to register is only \$100.00 and as of April 2015, only 1,889 of a potential 3,000 plus owners had registered. In addition, registration with the City alone does not automatically result in the tenants having the necessary landlord contact information.

Based on our year of studying the issue of housing and the challenges in enforcement, we offer the following recommendations that we believe would help achieve fuller compliance, if implemented.

Recommendations:

1. Increase Fines for Housing Code Violations

Currently, the penalty for violation the City's Housing Code are defined by §38.06, of the Manchester Code of Ordinances, which provides for fines of \$50, \$100 and \$200 for the first, second and third offenses, respectively. The Committee recommends creating a new code section dedicated to housing and code violations and increasing the respective fines to \$100, \$200 and \$400, which will require the Board of Mayor and Alderman to change the City Ordinance.

2. Require Landlord Contact Information Posted On-Site

The Commission recommends the following section be incorporated into the City's Housing Code, which will provide tenants with clear contact information when they have a problem with their rental unit.

REQUIRED FACILITIES

150.091

A. Posting of owner's emergency information and Planning and Community Development Department information. All dwellings which are let or in which one or more units are let to another for occupancy shall have posted in a regularly accessible common area written notification containing the following:

1) The name, address and telephone number of the owner or his/her agent. If the owner or his/her agent does not reside in New Hampshire and within 25 miles of the subject structure, the owner must post, in addition to his/her agent's name, the name, address and telephone number of a person to contact in the case of an emergency who resides in New Hampshire and within 25 miles of the structure.

2) A statement noting that disputes regarding building code and/or housing standards should first be addressed by the property owner(s) and tenant(s) before contacting the Department of Planning and Community Development.

3) The website address of the code enforcement division at the Department of Planning and Community Development.

B. Transfer of Ownership. Upon transfer of ownership, the new owner shall comply with the posting or filing of emergency and Department of Building and Planning information within 24 hours of transfer.

C. Unattended emergency numbers. Whenever emergency numbers are left unattended for a period of 24 hours or longer, another name and emergency number shall be provided in accordance with this section.

D. Violations. The Department of Planning and Community Development may issue warnings or citations for violation of this section as provided for in Section 150.42 of the Manchester Code of Ordinances.

3. Purchase More Functional and Suitable Software and Hardware

The Commission asked a number of quantitative questions regarding enforcement and administration of the Housing Code. Oftentimes, the response was that the computer software in place does not provide that type of reporting capability. The ability to produce reports that provide both detail and summary metrics is essential to be able to measure the effectiveness of Manchester's Housing Code administration and enforcement. The Commission recommends that the Department of Planning and Community Development invest in more functional and suitable software and hardware to improve its ability to produce reports that will provide the ability to measure certain benchmarks, including total units, number of non-compliant units, inspection back log and number of complaints, among other things. Hardware, such as computer tablets, would allow for computer generated inspection reports that could be immediately transmitted electronically, thereby improving efficiency and reducing paperwork.

New software could potentially provide an opportunity to integrate data from other City departments which would provide an additional perspective to allow for quicker identification of problems.

Having new software and the ability to track, manage and filter more data would allow the flexibility to implement incentives for landlords with above average compliance records. Such incentives may include a 5 year inspection cycle, as opposed to the three year cycle that currently applies to all units.

New software would also allow the City to make the public record of Housing Code administration readily available on the City's website.

4. Get Non-Responsive Landlords To Appear at Court

The Commission found that the inability to get non-responsive landlords to court was a substantial factor why some landlords choose to fail to show up for inspections or correct deficiencies. The Commission spent more time on this issue than any other and also entertained more guest speakers. The issue is complex and the Commission understands that legislative changes can be slow and laden with compromise. After studying the issue and hearing from the Police Department, City Solicitor, and Planning and Community Development, the Commission believes improvements can be made within the current statutory framework. The Commission recommends the following in order to maximize the effectiveness of the Circuit Court.

- That Housing Code Violations be issued using the Court approved citation form conforming to RSA 31:39-d. The City Solicitor needs to work with the Court and make clear that a defendant's failure to respond to the citation must result in an administrative finding of guilty, upon which the Court may issue an arrest warrant. Currently, the defendant's failure to appear has no consequence.
- Use community policing, very selectively due to priorities and resources, to visit the worst non-responsive landlords.

5. Make It Illegal to Rent a Unit Without A Certificate of Compliance

The Commission recommends that NH RSA 540-A be amended to prohibit landlords from collecting rent from tenants without a Certificate of Compliance, if the municipality where the rented premises are located has such a program. Language of the proposed statute should be clear that a violation can only be found in instances of documentable neglect by a landlord (i.e. multiple missed or failed inspections) as opposed to simple expiration of the Certificate.

6. Use Injunctive Relief to Achieve Compliance

The City has used the extraordinary measure of injunctive relief for zoning ordinance violations. The Commission recommends that the City file a petition for injunctive relief against the most egregious landlord as a test case. The petition should be clear that there shall be no displacement of tenants, that ownership of the property shall not change during the pendency of the case, and that tenants shall not be required to pay rent until the landlord achieves compliance. It is the penalty of not receiving rent that the Commission believes to be the most significant factor that will motivate landlords. It is hoped that the test case will be successful and other similar landlords will take notice.

7. Raise Awareness of Lead Based Paint Risks and Federal Laws

The Commission recommends that the Department of Planning and Community Development undertake the effort of improving awareness of, and compliance with, the Federal Renovation, Repair and Painting Rule which applies when six square feet or more of interior painted surface, or twenty square feet or more of exterior painted surface, are disturbed in a residence, school or child care facility constructed before 1978. This rule requires that the work be done by Lead-Safe certified contractors who are trained by EPA-approved training providers and follow lead-safe work practices. The Commission also recommends that the City consider amending provisions of the Housing Code to better address the problem of lead paint in the context of the Code's sections pertaining to Minimum Standards, Maintenance of Premises, and Certificates of Compliance, and to consider such regulatory amendments and other strategies to prevent lead exposures and associated cases of childhood lead poisoning.

8. Raise Awareness of Tenants Rights

While GSOP has advocated for an Office of Tenant Services, there does not seem to be a natural fit within any of the existing City departments. The Department of Planning and Community Development has offered to dedicate a portion of its lobby space, as well as its website, to providing information geared at educating tenants about how to protect their families from lead based paint risks, who to call for housing complaints and who to call for legal advice. The Commission recommends that the Department of Planning and Community Development establish and maintain areas, in both its lobby and website, where tenants can obtain information to protect their families and their rights, as well as improve their housing conditions.

9. Improve Communication Regarding Housing Issues

The Committee on Public Safety, Health and Traffic is encouraged to reach out to the Department of Planning and Community Development to better understand Housing Code Administration and request any additional information or reporting that the Committee could use for its purposes. Informing the Board of Mayor and Aldermen of significant issues may offer additional avenues to resolve housing issues.

All Commissioners wish to thank the Board of Mayor and Alderman for the opportunity to serve and make a difference for the residents of the City of Manchester. It is our sincere hope that these recommendations be favorably received and implemented so that the quality of life for some residents may be improved.

Sincerely,

Michael Tessier, Chairman

Commission Members: Tim Wood, Chris Schleyer, Kristen Garcia (replaced by Mary Sliney), Jane Skantze and Alderman Pat Long.

Ex Officio: Peter Chesia and David Albin



CITY OF MANCHESTER

PLANNING AND COMMUNITY DEVELOPMENT

Planning and Land Use Management
Building Regulations
Community Improvement Program
Zoning Board of Adjustment

Leon L. LaFreniere, AICP
Director

Pamela H. Goucher, AICP
Deputy Director - Planning & Zoning

Michael J. Landry, PE, Esq.
Deputy Director - Building Regulations

Date: September 9, 2016

To: Committee on Public Safety, Health and Traffic

From: Leon L. LaFreniere, AICP
Director, Planning & Community Development

Subject: Final Report of the Housing Study Commission



The Planning & Community Development Department was pleased to have the opportunity to work with the Housing Study Commission over the past year to investigate issues related to the condition of the residential rental stock of the City of Manchester. We feel that several of the recommendations offered by the Housing Study Commission could provide valuable support for our efforts to improve the quality of the City's housing stock if implemented. To that end, I offer the following information regarding each of the recommendations as submitted:

Recommendation # 1. Increase Fines for Housing Code Violations

Citations involving fines (Tickets), are used as a tool of last resort in enforcement cases. It has been suggested that in some instances irresponsible landlords have determined that paying fines is a less expensive alternative to making building repairs. The Housing Study Commission recommends that the schedule of fines be increased to make this practice less attractive and to further incentivize compliance. We will work with the Solicitor's Office to draft ordinance changes to increase these fines should the BMA feel it appropriate.

Recommendation #2. Require Landlord Contact Information Posted On-Site

We agree with this recommendation and will propose an ordinance change for BMA consideration.

Recommendation #3. Purchase More Functional and Suitable Software and Hardware

We agree whole heartedly with this recommendation, and wish to express our appreciation to the Mayor and Board of Alderman who included funding in the FY17 budget for this purpose. A City staff steering committee has been meeting regularly and communicating with vendors. The due diligence portion of this process is nearing completion and contract negotiation is underway. It is anticipated that the entire implementation process will take 12 to 18 months based on input from the vendor and the Information Systems Department.

Recommendation #4. Get Non-Responsive Landlords To Appear at Court

We are working with the City Solicitor's Office and the Court to utilize the citation process detailed in RSA 31:39-d. The first citations utilizing this process have been served on two landlords, who have repeatedly failed to appear at scheduled court hearings. Both landlords appeared as scheduled for their initial hearing. One landlord has since sold two multifamily buildings comprising 16 total units. The other landlord appeared in Court on August 11, 2016 and is scheduled to appear again on October 11, 2016 to report to the Court on progress of remediating the outstanding 72 housing code violations on his six unit building. PCD will continue to use citations per RSA 31:39-d to bring offending landlords into court and into compliance when required.

Recommendation #5. Make It Illegal to Rent a Unit Without a Certificate of Compliance

Implementation of this recommendation would require a change in state law. We support this recommendation, and would request the support of the BMA to submit a Bill to the Legislature for the next session.

Recommendation #6. Use Injunctive Relief to Achieve Compliance

This is a process that has been utilized in the past in the most egregious of cases. As previously noted, we have recently issued initial citations utilizing the RSA 31:39-d process and intend to follow with an injunctive relief process in those cases where compliance is not achieved through District Court action.

Recommendation #7. Raise Awareness of Lead Based Paint Risks and Federal Laws

We agree with this recommendation as well and have undertaken several steps to implement, the most significant of which may be administration of a Lead Hazard Reduction Demonstration Grant from the U.S. Department of Housing and Urban Development in the amount of \$2,905,091. The total project budget for this program is \$3,642,369 with matching funds included. This project includes funding for direct lead hazard mitigation as well as for training and public education. In addition to these efforts, we have posted information on our departmental website and in our lobby; circulated pamphlets to tenants and property owners; and plan to add language to our permit applications calling attention to EPA requirements on this subject.

Recommendation #8. Raise Awareness of Tenants Rights

We have taken steps to implement this recommendation as well. We have placed information in our department lobby and on our website. We have also taken steps to circulate information as appropriate in the field to tenants.

Recommendation #9. Improve Communication Regarding Housing Issues

We agree that communication is a significant benefit to addressing the issues related to housing conditions in the City. The Planning & Community Development Department is happy to provide any additional information that the Committee may find helpful.

In Board of Mayor and Aldermen
Date: 10/06/15
On motion of Ald. Levasseur
Seconded by Ald. Katsiantonis
Voted to refer to the Committee on
Public Safety, Health and Traffic.

Matthew Normand
City Clerk

ANTI- GRAFFITI ORDINANCE

SALEM OREGON

Cadet Program

D.A.R.E. Program

Gang Unit

Graffiti

Why Should I Report Graffiti?

Anti Graffiti Ordinance

Anti Graffiti Resources

How To Remove Graffiti

FAQs About Graffiti

Graffiti Busters Program

Top Ten Most Wanted

Volunteer Program

Anti Graffiti Ordinance

[City of Salem Home](#) | [Departments](#) | [Police](#) | [Programs](#) | [Graffiti](#) | [Anti Graffiti Ordinance](#)

SALEM REVISED CODE

95.600 DEFINITIONS.

As used in SRC 95.600 to 95.660

(a) "Graffiti" means any inscription, word, figure, design, painting, writing, drawing or carving that is marked, etched, scratched, drawn, painted, or otherwise applied to property without the prior authorization of the owner of the property regardless of the graffiti content, or nature of the material used in the commission of the act, or the material of the property.

(b) "Graffiti Nuisance Property" means property to which graffiti has been applied, if the graffiti is visible from any public right of way, from any other public or private property or from any premises open to the public, and if the graffiti has not been abated within the time provided in SRC 95.650.

(c) "Owner" has the meaning set forth in SRC 98.140(d) and, in addition, includes the state and political subdivisions of the state, school districts and special districts.

(d) "Permit" has the meaning set forth in SRC 98.140(e).

(e) "Property" means any real or personal property and that which is affixed, incident or appurtenant to real property, including but not limited to any premise, house, building, fence, structure or any separate part thereof, whether permanent or not.

(f) "Structure" has the meaning set forth in SRC 98.140(h). (Ord No. 37-94; Ord No. 96-95)

95.610 PROHIBITED GRAFFITI.

(a) It shall be unlawful for any person to apply graffiti.

✓ (b) It shall be unlawful for any person to solicit or command another person to apply graffiti.

(c) It shall be unlawful for any person to aid or abet or agree to aid or abet another person to plan to apply or apply graffiti. (Ord No. 37-94; Ord No. 96-95)

95.620 PENALTY.

Violation of SRC 95.610 is an infraction. In addition to any other penalty provided by law, a person adjudged responsible for violation of SRC 95.610 or any other offense within the jurisdiction of the court may be ordered by the court to perform community service including graffiti removal at any locations within the jurisdiction of the court and to pay restitution. (Ord No. 37-94; Ord No. 96-95)

95.630 GRAFFITI REMOVAL.

(a) Graffiti removal means:

(1) Removal or attempted removal of graffiti from or painting or repair of public or private property with the written consent, on a form approved by the Salem City Attorney, of the owner of such property or of a person authorized by the owner of such property to give written consent, or

(2) Abatement under SRC 95.660.

(b) Graffiti removal shall be supervised by the Chief of Police or his or her designee. (Ord No. 37-94; Ord No. 96-95)

95.635 REWARD.

The Chief of Police may offer a reward of One Hundred Dollars (\$100.00) or such other sum as the council may direct for information leading to the arrest and conviction of an adult or a finding that a juvenile is within the jurisdiction of the court for violating SRC 95.610. (Ord No. 37-94)

95.640. GRAFFITI NUISANCE PROPERTY.

✓ (a) It is hereby found and declared that graffiti creates a visual blight and property damage. When graffiti is allowed to remain on property and not is promptly removed, it invites additional graffiti and criminal activity and constitutes a nuisance.

✓ (b) Any property within the city which becomes graffiti nuisance property is in violation of this chapter and subject to its remedies.

(c) Any owner of property who permits said property to be a graffiti nuisance property shall be in violation of this chapter and subject to its remedies. (Ord No. 97-95)

95.645. NOTICE PROCEDURE.

(a) When the Chief of Police believes in good faith that property within the city is a potential public nuisance property, the Chief of Police shall notify the owner and the owner's registered agent under SRC 98.180, if known, in writing that the property is potential graffiti nuisance property. The notice shall contain the following information:

- (1) The street address or description sufficient for identification of the property.
 - (2) That the Chief of Police has found the property to be potential graffiti nuisance property with a concise description of the conditions leading to his/her findings.
 - (3) A direction to abate the graffiti, or show good cause to the Chief of Police why the owner cannot abate the graffiti, within five city business days from the date of mailing the notice.
 - (4) That if the graffiti is not abated and good cause for failure to abate is not shown, the council may order abatement, with appropriate conditions. The council may also employ any other remedy deemed by it to be appropriate to abate the nuisance, including but not limited to authorizing a civil complaint in a court of competent jurisdiction.
 - (5) That the rental dwelling license, if any, of the property is subject to suspension or revocation.
 - (6) That permitting graffiti nuisance property is an infraction.
 - (7) That the above remedies are in addition to those otherwise provided by law.
- (b) Service of the notice is completed upon mailing the notice first class, postage prepaid, addressed to:

- (1) The owner's registered agent under SRC 98.180, if any,
or
- (2) The owner at the address of the property believed to be a potential graffiti nuisance property, and to such other address as shown on the tax rolls of the county in which the property is located or such other place which is believed to give the owner actual notice of the determination by the Chief of Police.
- (c) A copy of the notice shall be served on occupants of the property, if different from the owner. Service shall be completed upon mailing the notice first class, postage prepaid, addressed to "occupant" of each unit of the property believed to be a potential graffiti nuisance property.
- (d) The failure of any person or owner to receive actual notice of the determination by the Chief of Police shall not invalidate or otherwise affect the proceedings under this chapter. (Ord No. 96-95; Ord No. 51-96)

95.650. ABATEMENT PROCEDURES.

- (a) Within five city business days of the mailing of the notice the owner shall abate the graffiti or show good cause why the owner cannot abate the graffiti within that time.
- (b) Upon good cause shown, the Chief of Police may grant an extension of up to ten additional city business days.
- (c) If the owner does not comply with subsection (a) or (b) of this section, the Chief of Police may refer the matter to the council for hearing as a part of its regular agenda at the next succeeding meeting. The City Recorder shall give notice of the hearing to the owner and occupants, if different from the owner. At the time set for hearing the owner and occupants may appear and be heard by the council. The council shall determine whether the property is graffiti nuisance property and whether the owner has complied with subsection (a) and (b) of this section. The city has the burden of showing by a preponderance of the evidence that the property is graffiti nuisance property. The owner has the burden of showing by a preponderance of the evidence that there is good cause for failure to abate the nuisance within five city business days of the mailing of the notice. (Ord No. 96-95; Ord No. 51-96)

95.655. REMEDIES BY COUNCIL.

- (a) In the event the council determines that property is graffiti nuisance property, the council may order that the nuisance be abated. The order may include conditions under which abatement is to occur. The council may also employ any other remedy deemed by it to be appropriate to abate the nuisance, including but not limited to authorizing a civil complaint in a court of competent jurisdiction.
- (b) The remedies in this section are in addition to those otherwise provided by law. (Ord No. 96-95; Ord No. 51-96)

95.660. ABATEMENT BY CITY.

If the owner fails to abate the nuisance as ordered by the council, the city may cause the nuisance to be abated as provided in SRC 45.094 to 45.096, except that the Chief of Police shall be responsible for causing abatement instead of the health officer. (Ord No. 96-95)

95.990. VIOLATIONS.

- (a) Violation of SRC 95.010, 95.190, 95.200, 95.210, 95.220, 95.300, 95.340, 95.440, 95.510, 95.520, or 95.530, 95.610 or 95.640 is an infraction.
- (b) Violation of SRC 95.580 is a misdemeanor punishable by a fine of not more than \$250, imprisonment for a period not to exceed 30 days, or by both such fine and imprisonment.
- (c) Violation of any other provision of this chapter is a misdemeanor. (Ord No. 193-79; Ord No. 96-95; Ord No. 23-97)

31.999. SUSPENSION OR REVOCATION OF LICENSE.

- (a) In addition to any other ground for suspension or revocation of a license required by SRC 31.993, the following shall be grounds for suspension or revocation of such license as provided in SRC 30.120 and 30.130.
 - (1) Refusal of the licensee, or of any agent or employee of the licensee, to permit any inspection of the premises mentioned in SRC 31.993 by any inspector charged with the enforcement of the provisions of Titles IV and V of this Code.
 - (2) Refusal of the licensee, or of any agent or employee of the licensee, to provide reasonable cooperation and assistance to any inspector charged with the enforcement of Titles IV and V of this Code when requested to do so by such inspector in connection with the inspection of the premises mentioned in SRC 31.993.
 - (3) Permitting a rental dwelling to be a public nuisance property as defined in SRC 98.140.

(b) "Reasonable cooperation and assistance," as used in this section, may include, but is not limited to:

- (1) Providing means of ingress and egress to the premises and any part thereof not then in the lawful possession of a tenant at a reasonable time;
- (2) Arranging introductions and appointments with tenants or other persons in charge of the premises or any part thereof;
- (3) Informing tenants or other persons in charge of the premises that the inspector acts with the consent of the licensee. (Ord No. 123-72; Ord No. 61-78; Ord No. 24-93; Ord No. 96-95; Ord No.2-96)

SOURCE: City of Salem

THE CITY OF SALEM

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To: Public Safety Committee

Date: May 8, 2016

From: The Lake Shore Rd Community

Subject: Quality of Life/safety Improvement

We are writing this letter, and asking for your continued support while we address the **urgent** safety concerns that are present in our neighborhood. We are working very closely with the MPD to stop the excessive drug use and speeding on Lake Shore Rd and surrounding areas. I'm sure by now you are all aware of the excessive marijuana smoking that takes place while people are driving around the neighborhood, and it is "out of control" The statistics are 1 in every 5 vehicles in our neighborhood will be using marijuana or other drugs, as we find numerous beer cans/bottles, needles, and other drug paraphernalia in our neighborhood, and we smell strong scents of marijuana when the cars pass through. The other **urgent** issue is SPEED, most of the vehicles that drive down Lake Shore Rd from the intersection of Candia Rd and Lake Shore or Proctor Rd and Lake Shore Rd, are operating at high rates of speed, it is very common to see vehicles go by at 50, 60 and yes even 70 mph, it is also common to have cars pass each other on the $\frac{3}{4}$ mile from the intersection of Candia Rd and Lake Shore Rd to the MWW. The MPD says they will **try** to keep a heavier presence over here, however the reality of it is, they are super busy with issues that are taking precedence in the inner city, and to have an officer positioned out here at all times is not reality, we understand their side of the story. Our neighborhood is so heavily used for recreation by neighbors, our children, families from the inner city and individuals from out of state. Each year we have 4 to 6 MAJOR accidents on just Lake Shore Rd alone. At the corner of Minot St and Lake Shore Rd, The Ricci family was witness to 2 vehicle accidents, one having the operator collide through his fence into his yard, and the other colliding with the power pole on the corner of his front/side yard, both due to excessive speed. We have witnessed 3 major accidents, 2 involved the vehicle completing **sheering** the power pole off and the other shot over the MWW stone Wall, speed and drugs being the factors this time. Something needs to be done before someone is seriously injured or god forbid killed by vehicle with a driver operating under the influence or speeding. These concerns only get worse year after year. The city repainted the cross walk for the recreation trail, changed the cross walk signs to the new bright signs, added a No parking sign, and added a speed limit sign, and all of this is great however if you research the statistics, greater than 80 percent of drivers fail to follow or even acknowledge signage that pertains to driving laws. This unfortunately is very evident because there is no change in vehicle speeds. I recently had a conversation with Dave Miller at the MWW and he said there are Numerous close calls with vehicles colliding at both of their Plant entrances due to vehicles speeding and not yielding at all to their vehicles, he also states many issues with drug use in general, and he is very surprised that something has not been done up until now. Mr. Miller said we have their full support with any actions that the neighborhood would propose, and they would love to see a change that involved slowing vehicle speeds down, and curb the drug use. As always we have the continued support of our Alderman Nick Pappas, Mayor Gatsas, and all other Manchester City Officials that are involved with keeping our neighborhoods SAFE.

We are proposing the installation of 8 speed humps, not bumps starting at the southwesterly end of Lake Shore Rd,

1. One Before the Recreation trail cross walk
2. One before Kalisz Ave, as it is a blind street intersection
3. One before the Wilson Hill Pistol Club, they often draw crowds that park in their lot and both sides of the street.
4. One before Garlact Ave
5. One in the middle of the MWW two entrances, just passed 1630 Lake Shore.
6. One after the blind corner/hill, between 1568 Lake Shore and 1480 Lake Shore.
7. One between 1460 Lake Shore and 1400 Lake Shore.
8. Lastly one right before Callaghan St as there are many kids that play in this area as well.

It's concerning when we learned at a high school graduation that our neighborhood is known to young adults as "Stoner Alley or Blunt Road".

A recent March 11th passing of a 22 year old Manchester gentleman Mark, has brought an increase in traffic along with drug related paraphernalia litter. A makeshift memorial was set up on Lake Shore Road where the lake is visible from the street. This area baring many references to drug use along with a refrigerator full of beer, roughly a dozen candles containing the remains of blunts in each one.

As we continue to work with local official's we urge you to help us keep our children and the innocent public safe and allow us to retain the quality of life we have here.

Name	Address
Loretta Quella	1686 Lakeshore
Lee Ann Perreault	30 GARLACT AVE
Joselyn Martin	136 garvin ave
John	1662 Lake Shore Rd
Kim Cossan	1662 Lake Shore Rd
Jane Willett	11 Hart Ave
Grant Young	1340 Lake Shore Rd
Pauline Druell	1345 Lake Shore Rd
John Smith	1345 Lake Shore Rd.
Simone Sordil	1480 Lake Shore Rd.
Jeanette	136 Garvin Ave
Joe Wagner	1630 Lakeshore Rd
J.D. (DOR D'AVANA)	1480 LAKE SHORE RD
Amy D'AVANA	1480 LAKE SHORE RD.
Jaren Balhak	1460 Lake Shore Rd.
Shirley	1568 Lakeshore Rd
Burby Taylor	1568 Lakeshore Rd
Jessica Wagner	11630 Lake Shore Rd.
Manchester United Works	"in full support"
Wainange Vetter	654 Proctor Rd
Marion Cook	654 Proctor Rd
Dianne Sheward	47 Hart Ave
Ruth Field	206 Brickett Rd.
Jane Willett	11 Hartt Ave Manx.
John	47 Hartt Ave
Les Paulist	155 Hartt ave
M. Martin	136 Garvin Ave
Lorraine Martin	136 Garvin Avenue
Samuel James	639 Proctor Rd
Paul Johnson	639 Proctor Rd.

Name	Address
Joe Ricci	1992 Lake Shore Rd.
Scott Decker	190 Minot St.
Walter Holt	1900 Lake Shore Rd.
Bill R...	1852 Lake Shore Rd -
Car Johnson	1800 " " "
CHARRENE RICCI	1992 LAKESHORE RD
Kay ...	150 MINOT
Carri ...	150 minot Street
Angel Smith	150 Minot St.
Chloe ...	78 minot st.
Dese M ...	18 KALISZ Lane
...	18 KALISZ LANE
Elaine Spennard	18 Kalisz Lane
Greg Pariseau	1776 Lake Shore Rd
Deborah Scott	1910 Lake Shore Rd
Clinton M ...	1910 Lake Shore Rd
Brittany Proctor	1910 Lake Shore Road
Kelsey Matting	2076 LAKE SHORE ROAD
Robert Gushida	2078 Lake Shore Road
...	55 Kalisz Lane
...	55 Kalisz Lane
...	30 Kalisz lane
Ben D Fauer	1900 Lake Shore Rd

Sunday, June 5, 2016

Committee on Public Safety, Health and Traffic

Subject: Item 5 Lake Shore Road Petitions on Speed Bumps
June 6th Meeting

Chairman Katsiantonis and Committee Members,

It is with regret I could not be at the meeting in person today due to a scheduling conflict. The issues that have come forward on Lake Shore Road are nothing new but they are a real concern for residents in the neighborhood. I have received multiple complaints that have ranged from drug use, trash dumping, drag racing and excessive speeding. Working with DPW and MPD we have been able to limit the drug use and safety around the Rockingham trail which runs across Lake Shore Road. DPW has recently added "Yield" markers on the road and more "No Parking" signs around the Rockingham Trail to assist with pedestrian safety concerns.

The city departments have been proactive throughout this process and I understand the concerns of adding speed bumps to the road. Early on I shared similar concerns and still do however those concerns are heavily outweighed by the concerns of safety for the neighborhood. When you have neighbors come together as they have here you can't ignore their concerns. I have spent a fair amount of time on the road speaking with these taxpayers and watching traffic on the street. I can assure the committee there is a serious speed issue here as the road is secluded and for the most part has no major curves to slow drivers down. Also lot of these houses sit very close to the road and there are many young children in the neighborhood which raised my concern even more.

I understand eight speed bumps may be an excessive amount however I am hopeful there could be a compromise number of speed bumps added. I do believe the neighborhood needs something to help protect these residents and their children from those recklessly speeding. I hope this committee will take deep consideration to these issues for our concerned residents. Whether it be adding some speed bumps, temporary speed bumps that can be lifted for the winter months or another creative option that will help the situation for our Manchester homeowners.

Again I applaud everything DPW and MPD has done for this neighborhood up to this point and will continue to do moving forward. I humbly ask that this be discussed in committee and as a result a plan to help and support these residents be brought to the full board.

Sincerely,



Alderman Pappas
211 Hermit Road
Manchester, NH 03109