



TOWN COUNCIL – AGENDA REQUEST FORM

THIS FORM WILL BECOME PART OF THE BACKGROUND INFORMATION USED BY THE COUNCIL AND PUBLIC

Please submit Agenda Request Form, **including back up information, 8 days prior** to the requested meeting date. **Public Hearing requests must be submitted 20 days prior to requested meeting date to meet publication deadlines** (exceptions may be authorized by the Town Manager, Chairman/Vice Chair).

MEETING INFORMATION

Date Submitted: March 19, 2019
Submitted by: Town Council Chairman Finlay
Rothhaus and Vice Chair Tom Koenig
Department:
Speakers:

Date of Meeting: March 28, 2019
Time Required: 10 minutes
Background Info. Supplied: Yes: No:

CATEGORY OF BUSINESS (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

| | | | |
|------------------------|--------------------------|---|-------------------------------------|
| Appointment: | <input type="checkbox"/> | Recognition/Resignation/ Retirement: | <input type="checkbox"/> |
| Public Hearing: | <input type="checkbox"/> | Old Business: | <input type="checkbox"/> |
| New Business: | <input type="checkbox"/> | Consent Agenda: | <input checked="" type="checkbox"/> |
| Nonpublic: | <input type="checkbox"/> | Other: | <input type="checkbox"/> |

TITLE OF ITEM

Consideration of Changes to Chapter 183, Vehicles and Traffic, of the Merrimack Town Code [Final Reading]

DESCRIPTION OF ITEM

The Town Council to consider the acceptance of recommended changes to Chapter 183 (Vehicles and Traffic) of the Merrimack Town Code, to change yield sign to stop sign on Daniel Webster Drive, pursuant to Charter Article V.

REFERENCE (IF KNOWN)

| | | | |
|------------------|---|------------------|--|
| RSA: | | Warrant Article: | |
| Charter Article: | V | Town Meeting: | |
| Other: | | N/A | |

EQUIPMENT REQUIRED (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

| | | | |
|------------------|--------------------------|---------------------|--------------------------|
| Projector: | <input type="checkbox"/> | Grant Requirements: | <input type="checkbox"/> |
| Easel: | <input type="checkbox"/> | Joint Meeting: | <input type="checkbox"/> |
| Special Seating: | <input type="checkbox"/> | Other: | <input type="checkbox"/> |
| Laptop: | <input type="checkbox"/> | None: | <input type="checkbox"/> |

CONTACT INFORMATION

| | | | |
|--------------|------------------------|---------------|----------------------------------|
| Name: | Finlay Rothhaus | Address | |
| Phone Number | 494-0893 | Email Address | frothhaus@merrimacknh.gov |

APPROVAL



TOWN OF MERRIMACK INTER-DEPARTMENT COMMUNICATION

DATE: February 1, 2019
AT (OFFICE): Department of Public Works

FROM: Dawn B. Tuomala, PE, LLS, CWS
Deputy Director/Town Engineer

SUBJECT: Stop Sign at Daniel Webster Drive and Daniel Webster Highway

A work order was placed from Connie Ouellette who is a resident on Island Drive requesting something be done to improve the cross traffic at the Daniel Webster Drive and Daniel Webster Highway intersection. Ms. Ouellette stated that she and her neighbors have concerns it is very difficult to get access the road at times.

The north bound traffic on Daniel Webster Highway will be stopped to turn left into the condo entrance and the people behind will have to move to the right to pass the stopped vehicle. If there is someone merging from Daniel Webster Drive they don't stop and there isn't enough room at that point for 3 vehicles.

In addition to the complaint, the police have noted that when there is an accident on the FEET people are using DW Highway as a by-pass. They are also taking DW Drive and coming right up through trying to beat the traffic on DW Highway. Placing the stop sign in the appropriate location will then require people that are on DW Drive to make the stop prior to continuing onto the highway.

We have brought this before the Highway Safety Committee Meeting on January 24, 2019 for their input (see attached minutes). The Committee unanimously voted to change the Yield Sign to a Stop Sign to improve safety at that intersection.

The request is being made under section 183-32 to remove the yield sign on Daniel Webster Drive and under section 183-31 to add a stop sign on Daniel Webster Drive at the Daniel Webster Intersection.

Should you have any questions please let me know,

Dawn

CC: Kyle Fox; Director
File

Attachments: 3

Daniel Webster Drive
Northern intersection with Daniel Webster Highway



Legend

Daniel Webster Drive

Northern intersection with Daniel Webster Highway



Legend

Google Earth

© 2008 Google
All rights reserved.

**NEED TO ADD A STOP SIGN TO THE SCHEDULE:
ON DANIEL WEBSTER DRIVE AT THE INTERSECTION
WITH DANIEL WEBSTER HIGHWAY**

*Town of Merrimack, NH
Friday, February 1, 2019*

Chapter 183. Vehicles and Traffic

Article V. Schedules

§ 183-31. Schedule IV: Stop Intersections.

As provided in § 183-10, the following described intersections are hereby designated as stop intersections, and stop signs shall be installed as follows:⁽¹⁾

| Street | Intersection | Qualifier | Action Date |
|-----------------|---------------------------|---------------------------|------------------------------------|
| Abby Road | Peaslee Road | | Added by BOS 1-4-1988 |
| Al Paul Lane | Manchester Street | | Added by Town Council 5-12-2011 |
| Allen Drive | Hilton Drive | | Added by BOS 2-16-1995 |
| Angelo Lane | Daniel Webster Highway | | Added by BOS 6-15-2000 |
| Arbor Street | Camp Sargent Road | | |
| Ash Lane | Baboosic Lake Road | | Added by BOS 1-2-1997 |
| Atherton Road | John Lane | | Added by Town Council 5-12-2011 |
| Balsam Lane | Turkey Hill Road | | Added by BOS 1-2-1997 |
| Bambi Trail | Baboosic Lake Road | | |
| Bancroft Street | Newton Street | Northeast intersection | |
| Bancroft Street | Newton Street | Southwest intersection | |
| Bancroft Street | Turkey Hill Road | | |
| Barbie Court | Pearson Road | | Added by Town Council 12-7-2017 |
| Bates Road | Peaslee Road | | |
| Bates Road | Seaverns Bridge Road | | |
| Beacon Drive | Turkey Hill Road | East intersection | |
| Beacon Drive | Turkey Hill Road | West intersection | |
| Bean Road | Baboosic Lake Road | | |

| Street | Intersection | Qualifier | Action Date |
|------------------|---------------------------|------------------------------|---------------------------------|
| Wire Road | Bedford Road | North and south intersection | Added by BOS 11-2-1989 |
| Wire Road | Daniel Webster Highway | | Added by BOS 6-15-2000 |
| Wood Street | Sunnydale Drive | | Added by BOS 6-15-2000 |
| Woodbine Lane | Bean Road | East intersection | Added by BOS 1-2-1997 |
| Woodbine Lane | Bean Road | West intersection | Added by BOS 1-2-1997 |
| Woodbury Street | Daniel Webster Highway | | |
| Woodhaven Circle | Pearson Road | North intersection | Added by BOS 1-2-1997 |
| Woodhaven Circle | Pearson Road | South intersection | Added by BOS 1-2-1997 |
| Woodland Drive | Babcock Lake Road | | |
| Woodland Drive | Hartwood Drive | Both directions | Added by Town Council 5-12-2011 |
| Woodridge Road | Bedford Road | | Added by Town Council 5-12-2011 |
| Worster Avenue | Babcock Lake Road | | Amended by BOS 6-15-2000 |
| Wright Avenue | Boston and Maine Railroad | East and west intersection | |
| Wright Avenue | Daniel Webster Highway | | |

[1] *Editor's Note: Stop signs shall be installed on streets listed in the first column, unless noted elsewhere.*

§ 183-32. Schedule V: Yield Intersections.

As provided in § 183-11, the following described intersections are hereby designated as yield intersections, and yield signs shall be installed as follows:⁽¹⁾

| Street | Intersecting Street | Qualifier | Action Date |
|----------------------|------------------------|--------------------|---------------------------------|
| Craftsman Lane | Boston Post Road | | |
| Daniel Webster Drive | Daniel Webster Highway | North intersection | TO BE ELIMINATED |
| Erik Street | Erik Street Circle | North entrance | Added by Town Council 5-12-2011 |
| Erik Street | Erik Street Circle | South entrance | Added by Town Council 5-12-2011 |
| Railroad Avenue | Daniel Webster Highway | North intersection | |

- 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.

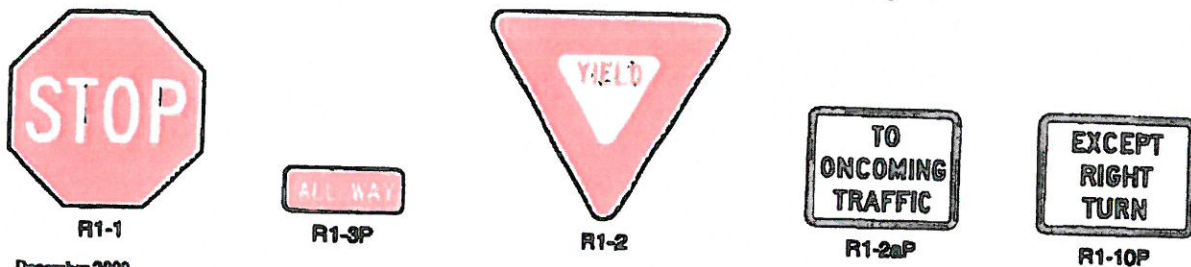
Option:

- 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.*



**HIGHWAY SAFETY
COMMITTEE MEETING
MINUTES**

JANUARY 24, 2019

1:00 PM

**POLICE DEPARTMENT – BRAD CROSS
ROOM**

- Attendees:** Chief Denise Roy, Deputy Chief Levesque, Dawn Tuomala, Bob L'Heureux, Fran L'Heureux, Tim Thompson, Paul Konieczka, Finlay Rothhaus, Bill Godfrey, Glen Wallace and Kyle Fox.
- Excused Absence:** Chief Michael Carrier
- Guests:** Jay Minkarah, Director of NRPC, C.R. Willeke, Municipal Highways Engineer P.E, Walter Johnson, Dough Pain, David Proulx, Susan Proulx, Pat Wolfendale, Peter Graham and Kathy Poirier.

Moderator: Deputy Chief Levesque

Recording Secretary: Claire Rioux

- Request to replace the yield sign at Daniel Webster Drive and Daniel Webster Highway with a stop sign./ Dawn Tuomala, Deputy DPW Director

Dawn Tuomala:

I received a request from Ms. Ouellette who lives on Island Drive, regarding her concerns for Daniel Webster Drive. Most concerning is when you are coming out of Daniel Webster Drive, from the north end and merging onto Daniel Webster Highway there are people stopped on Daniel Webster going north to make that left turn and people are passing and the people behind them are trying to merge. There also is a driveway across the street that causes problems in this area. The other issue is when there is an accident on the Everett Turnpike people come down to Daniel Webster and use Daniel Webster Drive as a cut through to get ahead of the traffic that is at a standstill. In light of her concerns what we are proposing is to take out the yield sign and to move the stop sign back at an appropriate distance, maybe 50 feet. We will place a stop bar and make people on Daniel Webster Drive come to a full stop; this also will help with the three vehicles in a row. I know we have to go to Town Council in order to change this but we would like to have the Highway Safety behind us to do that.

Motion:

A motion made by Bob L'Heureux and seconded by Fran L'Heureux to present to the Town Council the proposal to remove the yield sign on Daniel Webster Drive and to install a new stop

sign according to the warranted specifications. The sign shall be placed at an appropriate location for the highway traffic to pass safely. A stop bar will also be placed on Daniel Webster Drive to reinforce the stop sign. Motion carried unanimously.



LEGAL NOTICE
Town of Merrimack
Public Hearing



Residents of Merrimack are hereby advised that the Town Council will hold a public hearing to consider the recommended changes to Chapter 183, Vehicles and Traffic, of the Merrimack Town Code, pursuant to Charter Article V. Copies of the proposed changes are available at the Town Manager's office, Town Clerk's office, the Merrimack Public Library and also on the Town's website. All interested parties are invited to attend. The public hearing will be held on **Thursday, March 14, 2019, at 7:00 PM** in the Matthew Thornton Room located at 8 Baboosic Lake Road in Merrimack.

For Town of Merrimack Use:

Posted: March 4, 2019

To Be Published: February 27, 2019 (*Union Leader*)

To Be Published: March 8, 2019 (*Merrimack Journal*)

1
2 Vice Chairman Koenig questioned the cost of munitions. Deputy Chief Levesque stated part of the bid
3 includes different munitions as well as a training pack. He noted, if providing the manufacturer with
4 an after-action report, they will replace the munition. They want to gather the data to ensure these are
5 being used the proper way. Asked if the donation covers the cost of the two units plus the training
6 packs, he indicated it does. Asked if all officers would be trained, he stated with Supervisors carrying
7 the device, they will start with them and continue training from there.

8
9 **MOTION made by Councilor Boyd and seconded by Councilor Healey to approve the**
10 **acceptance and expenditure of an anonymous donation of two 40 MM Sage Less Lethal**
11 **Projectile Launchers valued at Four Thousand Ninety-One Dollars and Four Cents (\$4,091.04),**
12 **pursuant to RSA 31:95-e and Charter Article 8-15, that the Town Manager or her proxy be**
13 **authorized to sign any paperwork necessary to effect the transaction and furthermore that either**
14 **the Town or Police Department submit a letter of gratitude to the anonymous donor for the**
15 **gracious contribution. MOTION CARRIED 5-0-0**

16
17 **2. Consideration of Changes to Merrimack Town Code Chapter 183, Vehicles and Traffic [First**
18 **Reading]**

19 Submitted by Deputy Public Works Director/Town Engineer Dawn Tuomala

20 The Town Council to consider the acceptance of recommended changes to Chapter 183, Vehicles
21 and Traffic, of the Merrimack Town Code, to change the yield sign to a stop sign on Daniel
22 Webster Drive, pursuant to Charter Article V.

23
24 Dawn Tuomala, Deputy Director/Town Engineer, Public Works Department (PWD), stated Mrs.
25 Ouellette came into the office regarding this issue, and they have visited the site; D.W. Drive where it
26 intersects with D.W. Highway. Many issues were brought up. In addition, she has heard from others
27 who have had issues in that area; one of which came from the Police Chief who has noted, when
28 accidents occur on the F.E. Everette Turnpike, motorists come down onto D.W. Highway. Quite often
29 they will take D.W. Drive as a bypass. There was a multi-faceted reason for bringing this forward.

30
31 There are things the PWD can do to assist in this area, but this change requires the approval of the
32 Council. One of the easiest things that could be done is to change the yield sign at D.W. Drive to a
33 stop sign. That will stop people from entering D.W. Drive. She pointed out on a map an area where
34 residents of the condominiums are coming in making right/lefts, people on D.W. Highway stopping
35 and starting, etc. It is likely, at some point in the future, reconfiguration will be considered, which will
36 require time and money.

37
38 The desire is for increased safety. One of the first steps would be changing the yield sign to a stop
39 sign. The intent would be to pull it back. The current yield sign is almost to D.W. Highway. If there
40 is a motorist on D.W. Highway wanting to take a left into the condos, someone behind them then
41 comes around the side, and now you have three motorists in the same area. With the stop sign, what is
42 hoped is to be able to pull motorists back to stop that one particular movement. Also being looked at is
43 re-striping the area, but that is not something that is done this time of year.

1 There is a delineator post that had a reflector on it, which is now missing. Different types of reflectors
2 are being looked at (perhaps larger) so that as motorists are coming down D.W. Highway and wanting
3 to make the left, that would be more visible.
4

5 What is needed from the Council is a decision on changing the yield sign to a stop sign, which requires
6 a change to the Code.
7

8 The department went before the Highway Safety Committee. They recommended changing the sign.
9

10 Councilor Albert commented he has looked at that intersection many times over the years, and it goes
11 against all logic for motorists to make left-hand turns at those angles. He questioned why the section
12 from the entrance of the condominiums to the northern most part is needed. He suggested closing that
13 off and widening the intersection across from King Kone as the main entrance. If it is a safety issue,
14 Jersey barriers could be placed on each end to close that section off. The intersection across from King
15 Kone could be used as the main access to and from that neighborhood.
16

17 Deputy Director Tuomala stated the roadway was originally part of the D.W. Highway, which was
18 straightened out. The very first thing she said to Mrs. Ouellette was just that; shut that section off. It
19 would take time and design. There will be the need for turn lanes, etc. The condo. entrance probably
20 should not have been put right across the street. That can be put on the to-do list, but it will; take some
21 doing.
22

23 Councilor Albert agreed it needs to be addressed, and suggested the process of a future reconfiguration
24 and the cost needs to be started.
25

26 Councilor Boyd commented he wished this discussion was had a year ago when that part of the road
27 was dug up for the culvert work. There could have been a more substantive conversation about
28 widening that part of the road. He has no concerns relative to a stop sign. He questioned if there is
29 anything that would prohibit putting a right-hand turn only on Concord Road (condos.). If motorists
30 wish to go north, they can drive back around and get back up to Merrimack 360 and use the
31 signalization system to make a safe left-hand turn. He agrees with the need for the area to be
32 reconfigured, and questioned if a short-term fix could be the right-hand only turn.
33

34 Deputy Director Tuomala stated she would have to investigate that. That road is a private road.
35 Councilor Boyd remarked at some point it comes to a right-of-way. Deputy Director Tuomala
36 indicated she would investigate the possibility.
37

38 Vice Chairman Koenig commented coming out of the condos. is not a problem he heard brought up.
39 Councilor Boyd responded Deputy Director Tuomala mentioned that intersection/driveway probably
40 should not have been put in. He was looking to address the problem of the residents of Island Drive
41 trying to make that southbound turn into their homes.
42

43 Councilor Healey questioned if placing the stop sign in that location would solve the problem. The
44 residents spoke of a yield going to a stop sign may not be the right solution. There was mention of a
45 yellow line all the way up, and at the condos. Deputy Director Tuomala remarked that is one issue.
46 Asked if the issue would be resolved with the placement of the stop sign, she responded not
47 completely. It would take care of the portion of the resolution that needs to be approved by the
48 Council. She will take it further. She has requested accident reports, etc. With that information in
49 hand, she can consider what else can be done in the area.

1
2 Councilor Harrington agreed with the suggestion of Councilor Albert. It will create inconveniences,
3 but when weighing inconveniences and safety, she lands on the side of increased safety.
4

5 Councilor Albert questioned if the breakdown lane/fog line (white line) would be removed. Deputy
6 Director Tuomala stated it may be extended more. It will be pulled up further. It will not block the
7 entire intersection. Councilor Albert remarked public input indicated this would not address the right
8 area.
9

10 Margaret O'Neill, 60 Island Drive
11

12 Stated the real area of concern is right at the condominiums. If traveling north on D.W. Drive, before
13 you get to the condominiums, there could be a stop sign. That would address the motorists racing up
14 D.W. Drive to cut into traffic. It also prevents motorists from coming out of the condominiums and
15 rushing across the road. They ignore their stop sign because there are overhanging trees. Motorists
16 coming from Island Drive, turning right, and going left so that they can go south, are cut off.
17

18 Northbound, the intersection has never really been an issue for merging. Coming south it was a
19 distinct help to have the left-turn lane at the edge of Eastridge. There is nothing on the grassy median
20 saying this is a two-way street. The real problem is down at the condominiums. Before we get to the
21 condominiums there must be at least two stop signs; one so that the traffic from the condominiums
22 stops and one so that motorists from Island Drive stop or D.W. Drive stops.
23

24 Asked if she has discussed this with the Highway Safety Committee, she indicated she has not. She
25 was made aware of the discussion that would occur tonight, and wished to provide comment.
26

27 She suggested were the grassy area removed and a left turn lane put in, it would be good for King
28 Kone and people coming south and into Island Drive.
29

30 Deputy Director Tuomala remarked one of the first things she did when she came on board was to
31 come before the Council to request the stop sign on Island Drive. There is a stop sign on Island Drive.
32

33 Vice Chairman Koenig responded what is being requested is a stop sign on D.W. Drive at Pondview
34 Drive so that you can't go straight through on D.W. Drive without stopping.
35

36 Deputy Director Tuomala stated that discussion took place when the stop sign was put on Island Drive,
37 and nobody wanted to have any other stop signs.
38

39 Vice Chairman Koenig stated his opposition commenting he feels the yield sign tells people to yield,
40 and if they are not willing to do that, they will not pay any attention to the stop sign either. He
41 suggested a stop sign placed at Pondview Drive would stop the cut-through traffic and the concern
42 with D.W. Drive. He is uncertain it is a total solution. Any changes regarding cutting off that piece of
43 road would require a turn lane on D.W. Highway so that motorists could get onto Pondview/Island
44 Drive. That is not something that could be done quickly, and he would not recommend shutting of that
45 road in advance of that.

46 Councilor Boyd commented it reminds him of Luke Road further north at Lobster Boat. When you go
47 beyond Lobster Boat, go over the hill past the parking lot, there is a stop sign. You must stop there
48 because you have the lights at the Lobster Boat and the second set of lights at Baboosic Lake Road.
49 You could have the same concept there.

1
2 Councilor Harrington expressed the opinion a stop sign is adhered to more than a yield sign. Coming
3 out of a driveway has different implications than when you are on a road. She views it differently.
4

5 Councilor Albert questioned if anything would be lost if making the yield sign a stop sign. He does
6 not see it as gaining or losing anything.
7

8 Councilor Harrington noted the issue has gone before the Highway Safety Committee. She was not
9 hearing the stop sign is a major issue to them.
10

11 Councilor Albert commented he would go with the recommendation of the Highway Safety
12 Committee. He strongly recommended the whole intersection be reconfigured at some point in the
13 future. By taking that piece of land and closing off that section of road we create more space to make
14 turn lanes.
15

16 Deputy Director Tuomala stated what would end up happening would be to move the green island back
17 to where the road is, and use that area for the additional lane. There are certain distances that must be
18 achieved and other turning areas.
19

20 Vice Chairman Koenig remarked what would be lost by putting a stop sign up is the opportunity to
21 merge in with traffic in a smooth flow. Trying to merge into traffic from a dead stop does not work
22 well. The concern about motorists turning left and cars going around is an issue he has not witnessed.
23

24 Councilor Healey spoke of witnessing motorists who don't respect the yield sign. That occurs
25 throughout the Town. If people are driving over 30 mph on the D.W., they are speeding. It will only
26 worsen with the new construction. Deputy Director Tuomala commented when the F.E. Everett
27 Turnpike is redone, it will be more difficult.
28

29 **MOTION made by Councilor Harrington and seconded by Councilor Albert to move the**
30 **recommended changes to Chapter 183, Vehicles and Traffic, to Public Hearing. MOTION**
31 **CARRIED 4-1-0**

32 *Councilor Koenig voted in opposition*
33

34 Councilor Albert suggested Ms. O'Neill speak with the Highway Safety Committee regarding her
35 concern.
36

37 **3. 2019 Deliberative Session**

38 Submitted by Town Council Chair Finlay Rothhaus and Vice Chair Tom Koenig

39 Town Council to discuss the details and motions of the upcoming 2019 Deliberative Session being
40 held on Wednesday, March 13, 2019.
41

42 The Council discussed who speak to and motion/second passage of the articles. Councilor Harrington
43 spoke of the need for a discussion/presentation around Capital Reserve Funds (CRFs).

44 Town Manager Cabanel remarked the Chairman typically provides a presentation on the operating
45 budget. She is of the opinion that would be the time to focus on that. It could be reiterated for the
46 articles around CRFs. Councilor Harrington suggested the Chairman address both Articles 3 and 4.
47

48 Lynn Christensen, Town Moderator
49