

**Traffic Safety Advisory Committee**  
**October 27, 2008**  
**Minutes**

Present: Bill Ruoff – Chairman  
Chief Fred Douglas  
Richard Tortorelli  
Bill Parker  
Gil Archambault  
Mike Putnam, Board of Selectmen Representative

Absent: Dave Wheeler

Kathryn Parenti, Recording Secretary

*1. Roll Call vote required by the BOS.*

B. Parker stated he would be inviting Dana MacAllister, the new residential building inspector, to the next TSC meeting; he would be taking over Kevin Lynch's position.

M. Putnam noted at the last Board of Selectmen's meeting, it was noted there were two (2) alternates to the Committee; the alternates noted were G. Archambault and Bob Levesque. The Committee felt that the members and alternates should be confirmed.

*4. Approval of minutes from June 16, 2008, August 25, 2008 and September 29, 2008.*

B. Ruoff asked if there was a motion to approve all three (3) sets of minutes.

G. Archambault moved to approve all sets of minutes as presented.

F. Douglas seconded the motion.

All were in favor; R. Tortorelli abstained.

**NEW BUSINESS:**

*2. Discussion: Placement of stop sign at corner of Maple Street and North River Road. (Continued from September 29, 2008)*

B. Parker began the discussion by handing out the site plan for Falcon Ridge, noting the two (2) areas on the plan showing there will be stop signs and stop bars installed.

B. Ruoff asked how this item came up for discussion.

F. Douglas replied he had noticed that the intersection had been reconfigured to a ninety degree intersection and no stop sign had been installed.

B. Ruoff noted the site developer was going to install a stop sign and stop bar and paint a center line part way and were going to complete them before they left the site for the year. He thought these items should be completed within the next two (2) weeks. He asked if the committee wanted him to accelerate the process.

M. Putnam asked if the intersection was paved.

B. Ruoff stated if it was not, it would be paved before the company leaves.

M. Putnam replied it was a safety issue, since the intersection is a ninety degree intersection.

B. Ruoff stated he would speak to the site work company, through his inspector, tomorrow to get the work done as soon as possible.

3. *Discussion: Reduction of speed limit in the urban compact area of Milford; possible ordinance drafting. (Continued from September 29, 2008)*

B. Ruoff asked where the committee was on this issue.

M. Putnam replied it had begun with the request for a reduction in the speed limit on Wellesley Drive. The Committee had talked about the idea of reducing the speed limit for all of the urban compact area. The Committee felt there should be a sub-committee to discuss where the urban compact area would be, the cost of signage, what would be needed for any ordinances.

B. Parker asked if the sub-committee would make their recommendations directly to the Board of Selectmen.

M. Putnam thought the recommendations should come back to the TSC and they would then send the recommendations to the BOS.

B. Ruoff noted he and F. Douglas had attended a University of New Hampshire "T-Square" class regarding traffic control and the Manual for Traffic Control Devices. He thought he remembered the traffic expert, Bill Lambert of NH DOT and various attorneys stating that creating a speed limit of 25 mph outside of a school zone can be problematic. He noted the lower speed limit was reserved for school areas per the Manual, which is a federal standard. B. Lambert had noted some towns near the coast were making neighborhoods that were similar to Wellesley Drive be 25 mph which created more problems than were alleviated.

F. Douglas read from RSA 265:63 Alteration of Limits: "*Whenever local authorities in their respective jurisdictions determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which: a)Decreases the limit at intersections; b)Increases the limit within an urban district but not to more than 60 miles per hour; c)Decreases the limit outside an urban district but not to less than 25 miles per hour; or d)Decreases the limit within any business or urban residence district but not to less than 25 miles per hour.*" He noted the town/selectmen can adopt an ordinance to reduce the speed limit to 25 mph.

B. Parker asked if a traffic study was required.

F. Douglas quoted from RSA 265:63: "*...engineering or traffic investigation...*".

B. Ruoff replied the reduction would be based on state statutes. He asked if there were any volunteers for the committee.

B. Parker stated he would volunteer for the sub-committee. He felt drafting this ordinance would save time for the Committee, as they get many requests for reductions in speed limit.

F. Douglas noted he gets many calls from residents to lower the speed limit to 25 mph. He noted the 5 mph reduction doesn't make a huge difference but it would help. The prima facie speed limit on a road labeled as 35 mph with heavy traffic in both directions depends on the weather. The only absolute speed limits are on the interstates. He noted the speed limit was reduced to 30 mph on Nashua Street; everyone cheats but the lowering of the speed lowers the overall speed of vehicles on the road in general. He noted the sub-committee needs to define the compact area of town as their first job. He stated his department could run numbers for traffic accidents in the urban compact area. He thought this would save time for the committee which must discuss the request, submit their recommendations to the BOS, a sign must be erected; there is a lot of time and labor involved with each request. He noted in Mont Vernon there are signs stating that all the roads in Mont Vernon are 25 mph unless otherwise

posted. He noted this does fit into the criteria of the law, it would work for the taxpayers and has worked well in other communities.

R. Tortorelli asked how the committee could study what area would need this.

F. Douglas noted the committee should define the urban compact area first.

B. Parker felt the area could be from within the bypass to North River Road, taking into consideration all the residential areas in other areas of town as well.

F. Douglas said the sub-committee could first identify the area and then ask the police department for accident data in the major corridors along with citizen complaints on speeding vehicles. They should also identify roads not marked by speed limit signs and categorize all business, residential and rural areas. The Committee would then compile the results and submit them to the BOS. The reduction, if it is not posted, is minimal; from 30 to 25 mph and not 55 to 30 mph. He noted on Elm Street there were several speed limits on both sides of the road a few years ago. In RSA 265:60 the speed limits for each area of a town are listed. In a business district, driveways are normally three hundred (300) feet from each other; where driveways are less than three hundred (300) feet from each other is considered residential. On Elm Street, the speed limit from Hayward's Trading Post to the west was 35 mph; it was 30 mph going the other direction. The speed limit was changed to conform to state statutes to the rural residence speed limit of 35 mph. Once the sub-committee identifies the area and does their synopsis, the Committee will then submit its recommendations to the BOS.

M. Putnam thought the cost of the signs should be included in the recommendation as well.

F. Douglas stated they don't need to identify everything but make sure the recommendation conforms to the Manual of Uniform Traffic Control Devices.

B. Parker stated he did not mind starting the research.

M. Putnam thought the committee should look at all areas of town to be consistent and make sure all the areas are accurately marked.

R. Tortorelli asked if there were any time requirements as this would take some time.

B. Parker stated this is their own initiative.

M. Putnam replied this has not come from the Selectmen.

F. Douglas noted by state statute, Title XXI-Motor Vehicles: "*b) 30 miles per hour in any business or urban residence district...*"; they could incorporate a 25 mph speed limit as a result of speed limits not being posted in Milford.

B. Parker felt they could keep it open ended.

F. Douglas stated they could raise the speed limit but the purpose is to make the speed limit consistent.

R. Tortorelli stated he would be willing to help B. Parker.

F. Douglas stated he would help as well.

M. Putnam clarified membership of the sub-committee would be B. Parker, R. Tortorelli and F. Douglas.

G. Archambault noted the RSA's mentioned above should be included in the minutes.

#### **OTHER BUSINESS:**

5. *Unevenly painted lines near the Nashua and School Street intersection.*

G. Archambault asked why the lineage on School Street near the intersection of Nashua and School Street was not evenly painted; there is an uneven amount of road on either side of the painted line.

B. Ruoff stated he would look into that.

B. Parker stated he had heard someone else wonder about that as well.

6. *Guardrail reflector on Savage Road facing the wrong way.*

G. Archambault noted the guard rail reflectors are facing the wrong way. In addition, the street sign on Phelan Road was on the ground.

F. Douglas stated Phelan Road was not a town maintained road but was a Division 5 maintained highway.

B. Ruoff stated he would look into that issue as well.

G. Archambault

B. Ruoff asked if there was a motion to adjourn.

B. Parker made the motion to adjourn the meeting.

M. Putnam seconded.

All were in favor.