



City of Keene  
*New Hampshire*

**MUNICIPAL SERVICES,  
FACILITIES AND INFRASTRUCTURE  
COMMITTEE  
AGENDA  
Council Chambers B  
August 28, 2019  
6:00 PM**

Janis O. Manwaring  
Randy L. Filiault  
Stephen L. Hooper  
Gary P. Lamoureux  
Robert B. Sutherland

- 
1. Petition - Request for Lower Speed Limits and Traffic Calming Devices - Skyline Drive and Morgan Lane
  2. Informational Report - 4-Way Stop Conditions for Arlington Avenue and Dort Street - Public Works Department
  3. Discussion – Request to Prohibit the Use of Engine Brakes

**MORE TIME ITEMS:**

- A. Ashuelot Court Homeowners – Request to Partner in the Installation of Water and Sewer Lines on Ashuelot Court, a Designated Private Road

Non Public Session  
Adjournment



City of Keene, N.H.  
*Transmittal Form*

July 31, 2019

**TO:** Mayor and Keene City Council

**FROM:** Residents of Skyline Drive and Morgan Lane

**THROUGH:** Patricia A. Little

**ITEM:** 1.

**SUBJECT:** Petition - Request for Lower Speed Limits and Traffic Calming Devices - Skyline Drive and Morgan Lane

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**COUNCIL ACTION:**

In City Council August 1, 2019.

Referred to the Municipal Services, Facilities and Infrastructure Committee.

**RECOMMENDATION:**

**ATTACHMENTS:**

Description

Communication

Petition

**BACKGROUND:**

A cover letter (along with a petition containing 28 signatures from residents of the Skyline Drive and Morgan Lane neighborhood) is requesting a speed limit reduction to 25 miles per hour along with traffic calming devices to improve public safety.

July 19, 2019

Philip M. Jones  
Councilor Ward Five  
City of Keene  
[pjones@ci.keene.nh.us](mailto:pjones@ci.keene.nh.us)

Thomas F. Powers  
Councilor Ward Five  
City of Keene  
[tpowers@ci.keene.nh.us](mailto:tpowers@ci.keene.nh.us)

Dear Councilors Jones and Powers,

Attached to this letter you will find signed petitions from the residents of the Skyline Drive and Morgan Lane neighborhoods requesting intervention from the City of Keene. Our neighborhood consists of twenty-seven (27) homes that culminates with a dead-end road at the furthest end of Morgan Lane with a combined length of roughly 0.5 miles.

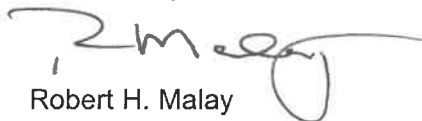
Many of these homes have young children that engage in outdoor activities throughout the year and can often be seen playing in their yards, bike riding, scootering, and walking. On most evenings, as well as weekends, you will also see many adult residents walking our neighborhood as well, as it is a relatively safe place to enjoy the outdoors.

Unfortunately, there have been several motorists that travel our streets in what we feel are excessive speeds as there is no signage notifying motorists of the speed limit or that there are children playing. As you can imagine, it only takes a split second for something tragic to occur that we believe can be preventable, thus leaving us with a sense of urgency for intervention.

Therefore, we are requesting the City of Keene to amend and post the speed limit for both Skyline Drive and Morgan Lane to no greater than 25 miles per hour and/or employ speed calming devices (such as seasonal speed humps) in order to continue the safe outdoor environment that many people of all ages currently enjoy. If there is anything that I, or my neighbors, can do to help facilitate and expedite this process, please do not hesitate to let me know. My contact information is included below.

On behalf of the residents in our neighborhood, I thank you in advance for your attention to this matter, and for your service as our representatives in our Ward.

Respectfully,



Robert H. Malay  
5 Morgan Lane  
Keene, NH 03431  
[robbmalay@gmail.com](mailto:robbmalay@gmail.com)  
(603)757-6610

In City Council August 1, 2019.  
Referred to the Municipal Services,  
Facilities and Infrastructure Committee.



Patricia Cuthbert  
City Clerk

# Petition to Amend Speed Limits and/or Other Speed Reducing Measures for Skyline Drive and Morgan Lane

Petition summary and background

We reside in the Skyline Drive and Morgan Lane neighborhoods of Keene, New Hampshire. The designated speed limit is 30 miles per hour (mph), although no speed limit signs are posted on either Morgan Lane or Skyline Drive. The southern end of Skyline Drive is a short road with a distance of less than 0.3 miles (excluding the private drive). Skyline Drive turns immediately onto Morgan Lane, a 0.1 mile dead-end road. There are only 18 houses on this section of Skyline Drive and 9 on Morgan Lane, for a total of 27 houses. Many of these homes have children that play on their front lawns and driveways, as well as bike riding, walking and scootering on the subject roads. Children within the neighborhood take the bus to Keene Public Schools must gather at the intersection of Skyline Drive and Stonehouse Lane and frequently walk on the roads to and from the bus stop. The neighborhood is also a popular walking route by the general public, as the Keene Family YMCA and C&S are nearby. The last several years there have been countless issues of cars driving at excessive speeds on our roadways and even an accident on Skyline Drive where a car drove off the side of the road. Given the short amount of roadway covering our section of Skyline Drive and Morgan Lane and the above mentioned safety concerns, we feel that the City of Keene needs to take measures to ensure the safety of all individuals residing on and traveling through Skyline Drive and Morgan Lane.

Action petitioned for

We, the undersigned, are concerned citizens who urge the City of Keene to act now to amend the speed limits for Skyline Drive and Morgan Lane to 25 mph and/or employ speed reducing measures, such as seasonal speed bumps and signs alerting drivers to the presence of children, to reduce vehicle speeds on these streets. See City of Keene Ordinance Sec. 94-372.

28 signatures

Printed Name	Signature	Address	Date
Sally Malay	<i>S Malay</i>	5 Morgan Ln Keene NH 03431	6.19.19
Lisa Kasprzak	<i>Lisa Kasprzak</i>	6 Morgan Ln. Keene NH 03431	6.19.19
Robert Malay	<i>R Malay</i>	5 Morgan Ln. Keene NH	6/19/19
Brian Scott	<i>Brian M. Scott</i>	9 Morgan Ln Keene NH 03431	6/21/19
Lisa Scott	<i>Lisa Scott</i>	9 Morgan Ln Keene NH 03431	6/21/19
Tiana Scott	<i>Tiana Scott</i>	9 Morgan Ln Keene NH 03431	6/21/19

DANA M



City of Keene, N.H.  
*Transmittal Form*

August 13, 2019

**TO:** Municipal Services, Facilities and Infrastructure Committee

**FROM:** Kurt D. Blomquist, PE, Public Works Director/Emergency Management Director

**THROUGH:** Elizabeth A. Dragon, City Manager

**ITEM:** 2.

**SUBJECT:** Informational Report - 4-Way Stop Conditions for Arlington Avenue and Dort Street - Public Works Department

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**RECOMMENDATION:**

Accept as informational.

**ATTACHMENTS:**

Description

Iselin Request Letter

City Engineer Review

Response Letter

**BACKGROUND:**

A letter was received from Tobias and Brenna Iselin, 46 Arlington Avenue, requesting that the intersection of Arlington Avenue and Dort Street be turned into a four-way stop condition. Today Dort Street stops for traffic traveling on Arlington Avenue. The concern expressed in the letter were for vehicles traveling on Arlington Street, pedestrians in the road and that vehicles do not stop when turning from Arlington Avenue onto Dort Street. The letter was forwarded to the Public Works Department for review and determination on whether it is appropriate to change the intersection of Arlington Avenue and Dort Street from a 2-way to a 4-way stop condition. This memorandum is to let the Municipal Services, Facilities, and Infrastructure Committee know that this request was reviewed.

The State of New Hampshire and the City of Keene have adopted the use of the Manual of Uniform Traffic Control Devices (MUTCD) for the review and placement of signs and for controls at intersections. When a neighborhood concern is received, it is forwarded to the Public Works Department for review. The review of the area of concern is accomplished and includes a physical review, obtaining accident data from the Keene Police Department, and the deployment of traffic-collecting equipment that measures both speed and the number of vehicles.

The traffic collecting equipment was deployed the weeks of May 6, 2019 and June 5, 2019. The Department also requested five (5) years, 2013 – 2018, of accident data from the Keene Police Department.

The MUTCD recommends that Yield or Stop signs not be used for speed control. The MUTCD has a

number of criteria for determining whether a 4-way stop condition is warranted for a particular location. These criteria include; vehicle accident history, volume of vehicles on the streets, vehicle speeds and other items such as the need to control left turns. In reviewing the information on Arlington Avenue and Dort Street, there were no reported accidents during the five-year period examined, 2013-2018. The maximum 8-hour volume was 738 vehicles or highest average volume of 92 vehicles/hour well below the required 300 vehicle/hour criteria for a 4-way stop condition. The 85th % speed, the speed at which 85% of the vehicles are traveling at or below, was 24 MPH for eastbound vehicles and 19.8 MPH for west bound vehicles on Arlington Avenue, which is below the City posted speed limit of 30 MPH. Based on the information gathered the intersection of Arlington Avenue and Dort Street does not meet the warrants for a 4-way stop condition.

This information was transmitted to Iselins. If the Iselins have any questions about the review they were encouraged to contact the Department. If ultimately they do not agree with the Departments determination, they can appeal to the City Manager. If they do not agree with the City Manager determination, they can appeal to the City Council.

Tobias & Brenna Iselin  
46 Arlington Avenue  
Keene, NH 03431

April 24, 2019

Keene City Council  
c/o Mayor Kendall W. Lane  
3 Washington St.  
Keene, NH 03431  
(603) 357-9805

Dear Honorable Mayor and City Council,

I am writing to share my strong support for the installation of a stop sign at the intersection of Arlington Avenue and Dort Street in Keene. There is already a stop sign on Dort Street at the intersection of Arlington Avenue (see enclosed photo), therefore the approval of this request would turn this into a 4-way stop.

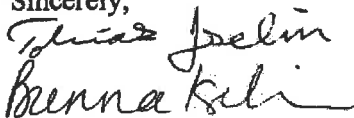
We have lived on Arlington Avenue for 9 years and have witnessed many close calls as cars drive quickly around the corner without stopping or even pausing. Cars traveling on Arlington Avenue do not always appear to be aware of the intersection with Dort Street, and installing a stop sign would bring much needed attention for motorists to slow down, stop, and make sure that the way is clear before proceeding.

While the need to avoid car accidents is important, the lack of a stop sign is putting pedestrians in danger. We live in a residential neighborhood, and without a sidewalk, it is quite common for adults and children to be walking, cycling, or riding skateboards/scooters on the edge of the road. Our children (5 years old and 3 year old twins) have nearly been hit multiple times because cars do not stop before turning from Arlington Avenue onto Dort Street. We have also witnessed other pedestrians having close calls with fast moving vehicles.

I implore the Keene City Council to act on this matter and approve this request before an accident happens. Without action, it is our belief that the likelihood of someone getting hurt or even killed is quite high. Please do not wait for there to be an accident. Please be proactive and approve this request and keep our neighborhood and children safe.

If cost is an issue, we would be more than happy to donate the funds to the City of Keene to pay for this expense.

Sincerely,



Tobias & Brenna Iselin  
(603) 903-0957









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CITY CLERK




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APR 26 2019

OFFICE OF  
CITY CLERK

City of Keene  
New Hampshire

DATE: August 9, 2019  
TO: Kürt Blomquist, Public Works Director  
FROM: Donald R. Lussier, P.E., City Engineer   
SUBJECT: Request for 4-way Stop at Arlington Ave & Dort St.

**Recommendation:**

That the request for a 4-way Stop at the intersection of Arlington Avenue and Dort Street be denied.

**Background:**

The City received a letter, dated April 24, 2019, from a resident on Arlington Avenue requesting that the intersection of Arlington Avenue and Dort Street be changed to a 4-way Stop control. The Engineering Division performed an engineering study to determine if this intersection satisfies the guidelines for the application of a multi-way stop control in accordance with Section 2B.07 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 edition (MUTCD).

As part of our engineering study, Engineering Division staff collected traffic volume and speed data at this intersection between May 6<sup>TH</sup> and May 13<sup>TH</sup>, 2019. During this time, we recorded 6552 vehicles on Arlington Avenue in the west-bound direction (average daily volume of 936 vehicles per day). A total of 521 vehicles were recorded during the 7 day deployment in the east-bound direction. The large disparity between west and east-bound volumes caused us to question the validity of the east-bound dataset. Therefore, a second round of data collection was conducted between June 5<sup>TH</sup> and June 12<sup>TH</sup>. During this second week of measurement, we counted a total of 2647 vehicles and 788 vehicles in the west and east-bound directions, respectively. These numbers confirmed the observations of the first week, and indicate that there is a neighborhood pattern of entering via Arlington Ave, but exiting via either Pinehurst or Royal avenues. The remainder of this analysis was performed using the combined data from both collection events.

The MUTCD provides the following criteria for the consideration of a multi-way stop control:

- 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.*

The following table summarizes the collected data in comparison to the MUTCD criteria:

Criteria	Analysis	Warrant Satisfied
A. Interim measure for Signalization	This intersection is not being considered for a signal.	No
B. 5 or more crashes in 12 months	Zero reported crashes at this intersection between 1/1/13 and 12/31/18	No
C.		
1. Major street volume of 300 vehicles/hr. for any 8-hour period	Max. 8-hour volume was 738 vehicles (92 veh./hr.).	No
2. Minor street combined volume of 200 users/hr. for same 8-hour period	Dort St. volumes were not measured but are assumed to be lower than Arlington St.	No
D. 85% speed of Major st.>40: volume criteria reduced to 70% of stated.	85% speed was 24.0 mph in the eastbound direction and 19.8 mph in the westbound direction.	No
E. Criteria B, C1 and C2 ≥ 80% of stated values	Criteria B = 0%; C1 = 31%; C2 = 60%	No

As noted above, none of the warrants for a 4-way stop are satisfied at this intersection. The MUTCD also provides optional criteria that may be considered as part of the Engineering study:

- 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.*

None of these optional criteria apply at this intersection.



# City of Keene

New Hampshire

August 20th, 2019

Tobias & Brenna Iselin  
46 Arlington Avenue  
Keene, NH 03431

CORRECTED LETTER

RE: 4-Way Stop Condition for Arlington Avenue and Dort Street

Dear Tobias and Brenna Iselin,

Your letter requesting consideration for a 4-way stop condition for intersection Arlington Avenue and Dort Street was forward to the Department. I want to thank you for your letter.

The State of New Hampshire and the City of Keene uses the Manual of Uniform Traffic Control Devices (MUTCD) for the review of controls for intersections. As part of the review process, the Department deploys traffic-collecting devices that measures both speed and the number of vehicles. These devices were deployed to the Arlington Street and Dort Street Intersection area the week of May 6, 2019 and June 5, 2019. The Department also requested five years, 2013 – 2018, of vehicle accident data from the Police Department.

The MUTCD has a number of criteria that are used to determine whether a 4-way stop condition is warranted for a particular location. These criteria include; vehicle accident history, volume of vehicles on the streets, vehicle speeds and other items like the need to control left turns. In reviewing the information, there were no reported accidents during the five-year period examined. The highest average volume of vehicles was 92 vehicles/hour well below the required 300 vehicle/hour criteria. The 85<sup>th</sup> % speed, the speed at which 85% of the vehicles are traveling, was 24 MPH for eastbound vehicles and 19.8 MPH for west bound vehicles on Arlington Avenue, which is below the City posted speed limit of 30 MPH. Therefore, at this time the intersection of Arlington Avenue and Dort Street does not warrant a 4-way stop condition.

If you have any questions concerning this letter, please feel free to contact me or the City Engineer, Donald Lussier at 352-6550. Thank you for your interest, time and patients.

Sincerely,

Kürt D. Blomquist, PE  
Public Works Director/Emergency Management Director

CC: Patty Little, City Clerk  
Steven Russo, Police Chief  
Donald Lussier, City Engineer

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City of Keene, Public Works Department • 350 Marlboro Street • Keene, NH • 03431  
[www.ci.keene.nh.us](http://www.ci.keene.nh.us)