

Commander Whitehead called the meeting to order at 09:00 hours

Members Present: Commander Whitehead, Bob Protivansky, Ted Gillen and Tom Donahue

Guest's Present: Charlie Oakman, Dawn Curtis and Nance Ketcham

Members Absent: Chief Brian Kilcullen and Brad LaFaso of Lafaso Electric

NEW BUSINESS

1. Wants to address his concerns of cars driving too fast in the School Zone – Charlie Oakman

Charlie Oakman discussed his concern for safety of the children and asked if we could get something similar to what is at Christ the King school with the flashing beacon lights. He mentioned that they have school zone posted as 15 mph at Christ the King. It was mentioned that there are specific requirements to be able to change the Speed limit. We have also talked about flashing signals. He indicated that the Library Avenue/Grove Street intersection is busy and asked if we've had a speed cart there, recently. Commander Whitehead will look into this.

The entire area around the Rutland Intermediate School / Rutland Middle School has been looked at. This request could be the start of it. There isn't a good sidewalk on Seabury. The oversized road encourages speeding. City received a grant to get a traffic consultant for safe route to school. It's a scoping study of sorts. Go through alternatives, would give another avenue for future sources. Parents stop in mid traffic, kid will hop out in unsafe situation. If we atleast had 25 mph signs in the School Zone, people couldn't say there is anything limiting their speed. It was mentioned that between the hours of 07:00 – 08:00 AM and 02:00 – 03:00 PM, Grove Street is a drag strip.

There was a discussion of how many crossing guards there are and where they are located. Crossing guard at Library Avenue & Pine Street was moved. They eliminated the Crossing guard at Library Avenue. There is a Crossing guard at Chestnut. There are 2 Crossing guards at the Beer King intersection. Outside of the High School, the largest concentration of students is at the RIS/RMS Schools. Charlie Oakman mentioned that they don't have any trouble with the students. He mentioned that it's the vehicle traffic. It was asked if they could get a few more seconds than 17? E & W and N & S (Want 4 signs). Sometimes they paint in the road, School Zone. It was asked how quickly we could see if we can add a few seconds. They will call the electrician right away to ask. There was mention of talk regarding getting a lot of work done on Church and Seabury to start. Then, on Grove Street. We'll get a full site plan of entire area surrounding school, then see what we absolutely need. Atleast, we can put up current Speed limit signs for now.

We have 3 speed carts. We can get one on Kendall. We can put a traffic car there with or without a cop. Charlie mentioned that he brought this request to the Traffic Safety Committee December 18, 2015 and the request was approved to change the School zone speed limit to 25 mph and that 2 speed limit signs would be installed. If we can put the Speed limit at 25 mph, we will. Not sure if the laws or requirements have changed from 10 yrs ago when this request was initially brought to the Traffic Safety Committee. It was mentioned that the Police response has been fantastic.

2. Safety concerns with the intersection of Pierpoint Ave/Columbian Ave/State St – Nance Ketcham

We've talked about this several times. We had the brush cut back. It was mentioned that people come zipping through Columbian Avenue to Pierpoint. It's not a place for a Yield sign. This is another place where having an Officer with lights on there on the way to school would help. Seen a lot of near misses. Vegetation obscures a lot of views. There's a power box on the jail yard. Not sure why they don't move it. Wondering if we can put marking paint down, Yield ahead. Trying to figure out if we can configure this intersection. We talked about having a Traffic Study done. It's a City Street. Signage & configuration, we don't need to check with the State. Nance mentioned maybe we could do a partnership with the State to split costs & have everybody have a little stake in the pot. The only other things she could come up with was putting some sort of island directing traffic one way or the other. Make all directions stop, roundabout. Could be fairly inexpensive. Awkward situation, lanes of turn. Easy immediate lift is to take down screening at the flower shop, asphalt right up to street. She mentioned liking the road sign on road. Ted mentioned that he looked at removing trees, he'll talk to the flower shop, markup City right of way, and even with the landscaping out of City boundaries, think it allows us to clean up if poses safety hazards. Lay some tubes across street that Planning commission has. First step, will be options for 4-way stop. Rules when you'd want to consider a 4 way stop. We started putting together all different options to consider. Pavement marking contractor is coming next week. Maybe Yield markers (triangles) on Columbian Avenue on the pavement. Biggest issue is left turn on State. We've really only had a few accidents. Need to double check on standard for yield markers.

3. Request for a "One Way" sign to be installed at the intersection of Spellman Terrace/North Main (for traffic coming from the North, headed South – Robert Fredette

There's a One-way sign on Spellman on N and a big "Do Not Enter" sign on S. Intersection has Spellman Terrace sign, N. Main Street and One-way sign behind it pointing One-way. Signage cluster. Maybe put another "Do Not Enter" on back of Stop sign. Maybe people are doing it intentionally. We will put up another "Do Not Enter" on the back of the Stop sign.

4. Crosswalk Evaluation Guide

Put together a flow chart. Did a lot of research. Could materialize into many other requests. Didn't just make up these questions. Have back up information supporting these. There's an equation for it. So, we're going to approve the Cessna Crosswalk. The Crosswalk Evaluation Guide that was prepared was handed out to the Committee members. Crosswalk Evaluation Guide was approved.

Any other New Business? No.

OLD BUSINESS

Any old business? No

Updates from DPW Engineer in regards to Old Business Items

1. Overhead signs for Main Street were ordered & received. (those warning signs coming up North bound) We reached out to Brad Lafaso and he's going to be contacting the Highway Dept. to get the signs installed. We were concerned with the size of the sign. Got smaller one. Signs were installed September 16, 2025.
2. "No Parking This Side of Street" sign to be posted in the green belt area at corner of Strongs Avenue & Royce Street. The last time that we had a conversation about No Parking on South side, by the mechanics shop, we did send someone out there. Installed a new sign, "No Parking Here to Corner", which is not what was

asked for. Ted asked if we should tell him to take sign off or? Chief Kilcullen said the sign that's up there now, he doesn't want anyone to think they can park from sign going East before the next sign that says "No Parking This Side." It's a small area there. The clearest message is "No Parking This Side of Street" will be put up, like requested.

Adjourned at 10:31 hours.

Submitted by Nora J. Moore, Records Clerk