

**Town of Auburn
Highway Safety Committee
December 20, 2017
Safety Complex Community Room
7:00 p.m.**

- () Call to Order**
- () Old Business**
- () New Business**
 - () Hooksett Road Bus Stop – Lori Collins**
- () Police Report**
- () Road Agent Report**
- () Review October 18th Meeting Minutes**
- () Adjourn**

Note: "Any person with a disability who wishes to attend this public meeting and needs to be provided reasonable accommodations in order to participate, please contact the Board of Selectmen's Secretary at (603) 483-5052 x100, so that arrangements can be made."

Bill Herman

From: Lori Collins <lcollins@sau15.net>
Sent: Wednesday, December 13, 2017 6:09 AM
To: roadagent@townofauburnnh.com
Cc: Bill Herman
Subject: Fwd: Hooksett Road Bus Stop
Attachments: State regulations.pdf

Mike and Bill,
I need some advice concerning this issue. Can we talk today at some point?
Thank you,
Lori

----- Forwarded message -----

From: Justin Lemon <justinlemon@merchantsfleet.com>
Date: Tue, Dec 12, 2017 at 2:56 PM
Subject: RE: Hooksett Road Bus Stop
To: Lori Collins <lcollins@sau15.net>, rickeaton49@gmail.com <rickeaton49@gmail.com>
CC: Karen Lessard <klessard@sau15.net>, Patti Ordeshook <pordeshook@ridesta.com>

Hello,

I am sending the state regulations again regarding my children's bus stop. I will highlight the most important parts to save those with busy schedules some time...

"Saf-C 1301.01 Purpose. The purpose of these rules is to reduce the danger of death or injury to pupils while they are being transported to and from school and school related activities. These rules provide consistency in the areas of school bus design and operation by school districts and school bus contractors"

"School districts shall assure that pupils shall not be subject to unsafe conditions while walking the required distance to a school bus stop and that the school bus stop is established in a safe location."

"Pupil shall wait in a safe place, clear of traffic and at least 10 feet away from where the bus stops."

My children are UNABLE TO WALK to, or from the bus stop without being on THE MAIN ROAD where travelers routinely exceed the speed limits, including UP AND OVER the hill my house is located on.

It is UNSAFE to ask a 7 and 11 year old to walk from forest lake to my house, on Hooksett Rd which does not have any walk ways, during winter conditions. It is ALSO UNSAFE to have them walk UP A HILL with no walk way, while speeding travelers on Hooksett Rd are coming DOWN HILL with limited ability to react TO MY KIDS WALKING IN THE ROAD DUE TO THERE BEING NO SPACE.

If I continue to be ignored, I will contact each of you directly to personally discuss this matter.

Thanks,

Justin Lemon

From: Justin Lemon

Sent: Friday, September 15, 2017 4:36 PM

To: Lori Collins <lcollins@sau15.net>; Tasha Lemon <TashaLLemon@gmail.com>; m.dep3358@yahoo.com; rickeaton49@gmail.com

Cc: Karen Lessard <klessard@sau15.net>; Patti Ordeshook <pordeshook@ridesta.com>

Subject: RE: Hooksett Road Bus Stop

Hello,

So let me get this right, the line of sight for the bus stop is a concern but, kids walking up and down a main road, including in the area of where the line of sight is a concern, is acceptable? How can it be that logical thinking adults cannot see which is more dangerous? My siblings and I went to Auburn from 1992 until 2000 and that bus stop was used without issue with the line of sight having never changed.

Why are lines of sight a more pressing issue than the potential danger posed to the children walking to and from the bus stop? This issue was looked at 2 years ago, I would like them to review the safety of kids walking to and from the current and alternate bus stops and then tell me that is less dangerous than a questionable line of sight at the top. Did they consider there are no walkways on Hooksett Rd, or what it is like walking up or down after snow has fallen? What bus stop are the kids waiting at when the plow trucks create 3ft high walls of snow? This also has the effect of shrinking the available road space for vehicles, adding immeasurably to the danger of both Lake forest stop and the current stop at the bottom of the hill when walking.

The line of sight issue is only in effect at the top of the hill concerning oncoming traffic from going south from the north. A bus parked near the driveway of the house is clearly visible from the bottom of the hill from bottom

of the south end. What concern is there for child safety from traffic going in the opposite direction when they are not crossing the street? Under the worst case scenario, where a vehicle does not see the bus in a timely manner, they blow through the stop sign on the bus, potentially hitting it but, as no children are crossing, no child is in any more danger than what happens when this event occurs any other time. Are we interested in protecting the stop sign, or children?

I have included the state regulations concerning safe bus stops and have highlighted the portion of which this matter applies. Lake forest does not meet state regulations as a safe walk for children, and neither is the current stop at 212 Hooksett Rd. When snow and plowing are added, these stops become a death trap for our children.

I find it absurd that when given an issue concerning child safety, the SAU and bus company “do not have any other suggestions”. That is irresponsible, and shows a disconnect with the values those working in positions to determine child safety need to have above all else. What exactly are you doing if you cannot fathom alternatives to dangerous situations for children?

We need to find an appropriate solution to this problem. No suggested alternatives is not an acceptable course of action.

From: Lori Collins [<mailto:lcollins@sau15.net>]

Sent: Friday, September 15, 2017 2:14 PM

To: Tasha Lemon <TashaLLemon@gmail.com>; Justin Lemon <justinlemon@MerchantsFleet.com>

Cc: Karen Lessard <klessard@sau15.net>; Patti Ordeshook <pordeshook@ridesta.com>

Subject: Hooksett Road Bus Stop

Hello Justin and Patti,

I have been in contact with the bus company and the SAU to get a resolution to your bus stop issue on Hooksett Rd. Both the bus company and the SAU referred to the Town Highway Committee minutes that can be found here: http://www.auburnnh.us/sites/auburnnh/files/minutes/minutes-file/november_18_2015_unapproved_highway_safety_committee_meeting_minutes.pdf

As the minutes reflect, the decision was made because the top of the hill does not provide sufficient site lines in either direction to allow for a bus stop. The SAU and the bus company do not have any other suggestions for a stop for you that would be safe for everyone concerned.

Please call me if you have any further questions,

Take care,

Lori

Dr. Lori Collins

Principal

Auburn Village School

11 Eaton Hill Rd.

Auburn, NH 03032

603-483-2769 x1002

--

Dr. Lori Collins

Auburn Village School Principal

Saf-C 1301.01 Purpose. The purpose of these rules is to reduce the danger of death or injury to pupils while they are being transported to and from school and school related activities. These rules provide consistency in the areas of school bus design and operation by school districts and school bus contractors

Saf-C 1305.02 Pre-Service Instruction.

(9) Instruction regarding the type of vehicle the school bus driver shall be driving including:

e. Picking up and discharging pupils;

Saf-C 1306.02 Discharging and Loading Pupils

(a) The driver of each school bus used for the transportation of pupils shall:

(1) Bring the bus to a complete stop in order to receive or discharge pupils;

(c) Each school bus driver shall not:

(7) Use any navigation system device while the bus is in motion that does not meet the requirements of Saf-C 1313.16.

Section 265:57

265:57 Driving of School Buses. –

I. The driver of a school bus shall decrease speed when approaching a school bus stop and activate the amber warning lights a minimum of 100 feet prior to the stop.

II. (a) The driver shall stop the bus as far to the right of the highway as possible, yet remain on the traveled portion of the roadway. If facilities and stopping areas are available, the school bus shall be stopped completely off the highway.

(b) The bus shall be stopped in a position at least 10 feet from the students or in a position which allows students to cross at least 10 feet in front of the bus.

III. As the driver approaches a school bus stop, the driver shall check oncoming traffic, traffic to the rear of the school bus, and traffic to both sides of the school bus to ascertain whether traffic is stopping. When the school bus has come to a complete stop and it is safe to take on or discharge students, the driver shall open the service door and thereby activate the red flashing lights.

189:8 Limitations and Additions. – Pupils entitled to transportation in accordance with RSA 189:6 may be required to walk a distance not to exceed one mile to a school bus stop established by the local school board. Pupils residing in areas which are inaccessible by a local school district's established mode of transportation may be required to walk a distance not to exceed 1-

1/2 miles to a school bus stop, provided that the vehicle, route and schedule have been approved by the commissioner of education. **School districts shall assure that pupils shall not be subject to unsafe conditions while walking the required distance to a school bus stop and that the school bus stop is established in a safe location.**

HANDBOOK FOR THE NEW HAMPSHIRE SCHOOL BUS DRIVER

LOADING AND UNLOADING PROCEDURES

The most potentially dangerous situation a school bus driver faces each day is stopping a school bus on a public way to load or unload students. The average driver makes approximately 20 to 25 stops per route; therefore, **the loading and unloading procedure is crucial to the safety of the students** being either loaded or unloaded, to the students on the bus and to the motoring public.

A school bus only stops at "designated stops" established by the local school board to load or unload students. Students should be instructed that there is only one designated bus stop for them to board or leave the bus and any change in the procedure must follow school district policy.

1. Students should arrive at the bus stop at least 5 minutes prior to the scheduled arrival of the bus.
2. Students should stand at least 10 feet from the point where the bus will stop.

LOADING

1. The driver shall decrease speed when approaching the stop and activate the amber warning lights a minimum of 100 feet prior to the stop.
2. The driver shall stop the bus as far to the right of the highway as possible; yet remain on the traveled portion of the roadway. The bus should be stopped in a position at least 10 feet from students and/or which allows students to cross approximately 10 feet in front of the bus.
3. As the driver approaches a school bus stop, **he/she must check oncoming traffic, traffic to the rear of the bus, and to both sides of the bus to ascertain whether traffic is stopping.**

When the bus has come to a complete stop and the driver feels it is safe to load students, the driver will open the service door thereby activating the red flashing lights. At this point the driver will signal to the students that they may load.

PUPIL RULES

The following is a list of rules that your school district or company may consider using when developing their own set of rules for the bus. Keep the rules short and to the point, as the student will not remember a long list.

1. Pupil shall follow directions of the driver the first time given.
2. Pupil shall arrive at the bus stop at least five (5) minutes before the bus is scheduled to arrive.
3. **Pupil shall wait in a safe place, clear of traffic and at least 10 feet away from where the bus stops.**

PUPIL INSTRUCTION

One of the most important aspects of a school bus driver's job is to teach and maintain good student conduct on the school bus. Behavior on a school bus should parallel the same expectations of classroom behavior and should emphasize the student's role in ensuring the safety of all passengers. Teaching students to ride in a safe and respectful manner is a process which begins on the first day of school and continues every day throughout the school year. Student instruction in safe riding habits and pedestrian practices should include the following:

1. Safe walking practices to and from the bus stop. Procedures to deal with strangers while walking to the bus stop and at the bus stop.
2. Wearing of light-colored or reflective clothing if going to and from the bus stop in darkness.
3. **How and where to wait safely for the bus.**

Unapproved Highway Safety Committee Meeting Minutes –11-18-2015

In attendance were Mr. Mike Dipietro, chairman, Lt. Ray Pelton, Auburn Police representative, Mr. Mike Dross, road agent, Mr. Dan Carpenter, Mrs. Eva Komaradais, Mr. Gary Guzouskas, Department of Education – School Transportation Consultant, Ms. Patti Osdershook, STA Terminal Manager, Ms. Lori Collins, AVS Principal . Mrs. Helen Hiltz was taking minutes.

Old Business:

Bus Stop – Hooksett Road

Mr. Guzouskas gave the Highway Safety Committee a summary of how investigations are typically done when there is a request to review bus stops. The school board has the final determination of the location of school bus stops. Ms. Osdershook noted that the bus stop on the hill by Depot Road on Hooksett Road has always been a concern and has been reviewed several times. Ms. Guzoukas and Ms. Ostershook took a bus out to the location in question to see firsthand what the issues are. They both stated that visibility was an issue. The lay of the land changed very quickly and the line of sight was very short. The state law allows for a bus stop to be within one mile of a child's residence. The current bus stops are at Forest Hill and Dollard St. These locations allowed for a pull off (for parents and the bus), a place for students to stand, and a place for parents to meet. After much conversation, it was determined that the bus stop that was originally flagged as an area of concern by the Highway Safety Committee is no longer a bus stop. If there are children that require a bus stop between Forest Hills and Dollard Street in the future, all parties will review the concerns brought forward before making a determination.

Hills Road Extension:

Road agent, Mike Dross stated that the "no thru trucking" signs are up on Hills Road. Sothern NH Planning has also set up a traffic counter.

Police Report:

Lt. Ray Pelton reported that there were 8 accidents last month. The accidents were spread throughout town and not localized in any particular area. There were three DWI arrests.

Lt. Pelton noted that the antennae on the radar trailer is broken. It is being set out for repair. The cost could be anywhere from \$100.00 to \$900.00.

The police department is hoping to have some grants ready for signatures for next month's meeting. Lt. Pelton stated that the process has been slowed by a changing format required for the application process.

Road Agent Report:

Mr. Mike Dross reported that the Highway Department is ready for winter. A salt contract has been signed with Eastern Mineral at \$52.00/ton.

There is enough money left in the budget to shim and overlay a portion of Bunker hill Road.

Dearborn Road work will continue next year. The plan is to go to the Candia line.

Mr. Dross stated that some anticipated hazard mitigation funds may be utilized to work on Old Candia Road, right after Tower Hill Road.

The "no parking" signs have been up on Eaton Hill Road Ext., opposite the AVS school.

Mr. Dross anticipates that some trees will need to be taken down on Pingree Hill Road. They present a future hazard.

Mr. Dross stated that there may be a shortage of plow drivers this year.

The state has not yet given approval to move the salt shed so the move will have to wait till next year.

It has been determined that the end of Raymond is contaminated. Clean up will need to take place.

Mr. Dross has proposed upgrading the rest of Lovers Lane next year to the selectmen.

Mr. Dan Carpenter noted that he has been observing a landscape company parking in the road on Coleman Road. This could become a hazard and should be addressed.

Mr. Mike Dross made a motion to accept the October 21st meeting minutes. Mr. Dan Carpenter 2nd the motion. All in favor.

Mr. Mike Dross made a motion to adjourn the meeting. Mr. Dan Carpenter 2nd the motion.

**Town of Auburn
Highway Safety Committee
October 18, 2017**

Committee Members Present: Mike DiPietro, Chairman; Sergeant Kevin Cashman, Road Agent Mike Dross, Selectman Rick Eaton and Dan Carpenter.

Also Present: Town Administrator William Herman

Mr. DiPietro called the meeting to order at 7:05 PM.

Road Agent Report:

Mr. Dross reported the reconstruction work on Rockwood Terrace is well underway. All blasted was completed and drainage work would start on October 19th. He indicated they were clear to the 500-foot mark. There was approximately \$270,000 left in the Road Reconstruction account, and he would work to make it go as far as possible.

He indicated he would be having some additional tree work done with a large ash tree on Prescott Lane to be removed, and five or six dead trees in Sun Valley. He was utilizing a new vendor, McGinnis Tree Service of Nashua, and several of these trees require the use of a crane to remove. Mr. Carpenter mentioned a maple tree of Lovers Lane that was a concern and should be looked at.

Mr. Dross noted beavers were back at Eddows Field and blocking the drainage of the access way. He would be securing a trapper to catch and remove the beavers.

He indicated he had various street signs to replace. He has received the signs, and needs to get them installed.

Mr. Dross noted he had received a complaint from a Candia resident whose property is at the Auburn / Candia town line. The individual indicated water runoff has been draining onto his property via his driveway since Auburn had performed work on Chester Turnpike. He indicated he had Stantec Consulting review the property and will be addressing the situation in a letter to the Board of Selectmen.

Mr. DiPietro noted Griffin Mill Bridge has been closed. Mr. Dross indicated the Town is looking to install a temporary driveway off Route 121 until such time as the bridge can be replaced in 2021.

Police Report:

Sergeant Cashman reported statistics on the 51 different grant-funded patrols the Auburn Police Department had conducted during the past year. The patrols resulted in a total of 504 vehicle stops with 425 warnings issued, 107 summons issued and eight arrests. A breakdown of the statistics is attached to these minutes.

He reported in the past month there has been incidents of drag racing taking place on By-Pass 28 that has become a concern. He also noted that in 2016 there had been no accidents on the Raymond Road, while in 2017 there have been four, including several rollovers.

Sergeant Cashman reported there had been 200 motor vehicle stops during the past month. There were nine motor vehicle accidents and eight arrests during the same time period, of which two were OUI arrests and one was a felony. There were 19 citations issued by the department.

He also noted the department was looking at the potential of securing a portable radar sign that might be able to be used around town instead of the radar trailer. The sign would indicate a vehicles speed but, unlike the trailer unit, would record all of the data that the larger unit is able to. No decision has been made, but were there adequate funds remaining in the operating budget at year's end, it is possible this type of unit might be acquired.

Meeting Minutes:

Mike Dross moved to approve the minutes of the September 20, 2017 meeting. Seconded by Mike DiPietro. A vote was taken, all were in favor, the motion carried unanimously.

Next Meeting:

The next meeting of the Highway Safety Committee will be held on Wednesday, November 15th at 7:00 PM.

Adjourn:

Mike Dross moved to adjourn; Rick Eaton seconded the motion. All were in favor, the meeting was adjourned at 7:30 PM.

Distracted Driving 318-17A-017

Patrols Conducted	Car Stops	Warnings Issued	Summons Issued	Arrests
13	94	79	46	1

STEP Enforcement Patrols 315-17A-067

Patrols Conducted	Car Stops	Warnings Issued	Summons Issued	Arrests
24	254	214	40	2

DWI 3088-17A-023

Patrols Conducted	Car Stops	Warnings Issued	Summons Issued	Arrests
14	156	132	21	5