

**COMMITTEE ON TRAFFIC/PUBLIC SAFETY**

May 21, 1996

6:30 PM

Chairman Sysyn called the meeting to order.

Present: Ald. Sysyn, Reiniger, Soucy, Domaingue  
Ald. Robert arrived late.

Chairman Sysyn addressed item 3 of the agenda:

3. Ratify and confirm poll conducted May 9, 1996 relative to a request by American Medical Response of NH, Inc., to utilize the impound lot on So. Commercial Street on Saturday, May 11, 1996 from 7:30 AM to 5:30 PM for the purpose of conducting an emergency vehicle operator course.

On motion of Ald. Soucy, duly seconded by Ald. Domaingue, it was voted to ratify and confirm the poll.

Chairman Sysyn addressed item 4 of the agenda:

4. Communication from Chief Favreau, relative to a request of the Mayor's Office that the Police Department investigate the practice of City tow companies towing vehicles from private property at the request of property owners.

Ald. Domaingue moved for discussion. Ald. Soucy duly seconded the motion.

Lt. Tessier addressed the Committee stating that several years ago the federal government deregulated motor vehicle carriers which ended the authority the city had over tow companies; that since that time the price for private property tows has gotten extremely high, far higher than the ones used for city contracts; that in January the federal government made an exception to that law which allows municipalities and states to set regulations for prices for private property tows. Lt. Tessier noted that they had received numerous complaints over time and was requesting the Board review an ordinance presented for consideration to set fees in Manchester.

Chairman Sysyn commented that she was in agreement noting she had received complaints on towing fees to the tune of \$100. and had received complaints on the rudeness of these people when citizens go to pick up their cars.

Ald. Reiniger concurred that this was necessary, and questioned whether the change allowed the city to address credit cards and acceptance of checks rather than just cash by these companies.

Lt. Tessier responded that to his knowledge the ordinance merely addressed the pricing, they would be able to require cash, but he believed they could require a posting of some type so people could made arrangements, he would have to check with the city solicitor.

Ald. Domaingue moved to refer the law to the Police Department and City Solicitor to prepare an ordinance for consideration by the Board. Ald. Soucy duly seconded the motion. There being none opposed the motion carried.

Chairman Sysyn addressed item 5 of the agenda:

5. Communication from Chief Favreau, requesting consideration that ten hour meters along the south side of Manchester Street, between Pine Street and the driveway to the Police Station be installed.

Ald. Robert moved for discussion. Ald. Domaingue duly seconded the motion.

Ald. Robert questioned how this would fit in with the parking plan to be considered.

Mr. Girard commented that the Mayor's proposal did have 10 hour meters around the police department for this purpose but asked the committee not act on the item independently and wait for the downtown parking structure actions.

On motion of Ald. Domaingue, duly seconded by Ald. Robert, it was voted to table this item.

Chairman Sysyn addressed item 6 of the agenda:

6. Communication from Chief Favreau, requesting the installation of stop signs at the following locations:

Belmont & Mead  
Belmont & Orange  
Cartier & Gates  
Conant & Cartier  
Conant & Barr

Kearney & Crestview  
Merrill & Jewett  
Ray & Madeline  
Sagamore & Ash  
Sewall & Ross

Conant & Rimmon  
Conant & Quincy  
Conant & Dyson  
Conant & Hevey

Sewall & So. Beech  
Trenton & Bay  
Wellington & Highview  
West Rosemont & Brown

On motion of Ald. Robert, duly seconded by Ald. Domainque, it was voted to approve the requested stop signs subject to clarification of directional locations and approval of the Traffic Director.

Chairman Sysyn addressed item 7 of the agenda:

7. Communication from Chief Favreau, requesting that a crosswalk be placed in the Kelley's Falls Housing Development from the playground area to the sidewalk along the east side of Kimball Street.

Mr. Lolicata advised he had looked at it and it could be done but the curbing would have to be cut into to meet the handicap accessibility issue. Mr. Tierney advised that Highway could do it but it would be time consuming right now.

Ald. Robert moved to approve the crosswalk subject to Highway being available to handle the curb cut. Ald. Domainque duly seconded the motion. The motion carried.

8. Communication from Chief Favreau, requesting that those crosswalks on Elm Street which were painted last year, be repainted along with crosswalks at Concord & Elm and Bridge & Elm; and further requests the placement of large orange traffic cones in the middle of the road near various crosswalks along Elm Street.

Ald. Domainque moved for discussion. Ald. Robert duly seconded the motion.

Mr. Lolicata stated he wished to go on record as not wanting anything placed in the road, cones or anything else because of liability.

Lt. Tessier stated for about a year he had been putting together a pedestrian safety program, the one they are modeling after uses the Highway Safety Agency's pedestrian program which makes allotments for cones or other types of things in the intersection. They have a 60 hour grant through Highway Safety for enforcement that they would like to start in June; that they may be able to get a 30 day extension on it for enforcement in the downtown area which would include enforcement of people failing to yield to pedestrians in the crosswalk, and informational handouts to those people who are crossing against the cross lights.

Lt. Tessier noted that the Boys Scouts had volunteered to give out handouts to those people they see walking against the lights as well. He felt it would be unfair to the people of Manchester to go out and enforce without some sort of education and making it apparent that they are making a concerted effort for pedestrian safety in downtown Manchester.

Ald. Sysyn questioned when the cones would go out. Lt. Tessier stated the intention was to ask the downtown business people to adopt an individual cone, and they would bring it out in the morning and bring it back in at night, which had been done in other communities throughout New England.

Ald. Reiniger commented that downtown pedestrian safety was a key aspect of the efforts to revitalize the downtown and felt the police were to be commended for spending so much time and effort in looking at this. Last year one step was taken in painting the crosswalks, this was something that was done coast to coast in many places and had been successful and the paint now looks seedy at the very least they should move to have the crosswalks repainted, maybe they could hold off on the cone issue and refer it to the solicitor to check out.

Ald. Soucy asked if they were referring to the green paint. It was so concurred. Ald. Soucy questioned the reconstruction of Elm Street. Mr. Girard advised that the Elm Street project would not take place until next spring. Ald. Soucy asked how long the paint was suppose to last. Mr. Girard noted they didn't get a full season out of it last time. Ald. Soucy commented that it could be wasted money if they were going to paint it with something that was suppose to last for several years, and then cover it with resurfacing or dig it up for reconstruction. The cones was a temporary thing that could be moved.

Mr. Lolicata stated he agreed, on the green crosswalks he did not have the time or the energy to get them done. It takes almost a half a day to get one done, he had a city to do first. Mr. Lolicata noted from what he understood in Massachusetts now a lot used blue and green paints and a lot of these people are now in court, they are falling on these things, they are slippery, and they are going to court. The painting is a nice idea, it's pretty but you have to think of the other aspects, with the pumas in it, it is not 100 percent guaranteed. He was going by the manual by putting out two lines required, and he did not even know if he could get to it this year.

Discussion ensued where Asst. Chief Driscoll advised that Traffic did the painting and the Police Department provided officers to assist with the traffic.

Ald. Domainque noted they had a few issues, one pedestrian safety which is a critical issue for downtown, and she supported Ald. Reiniger's position on that which was it was one of primary

importance, particularly for the business community who want to attract people downtown, they want to make sure they can cross the street safely. The other issue seems to be liability, and certainly Mr. Lolicata raises a valid point however, whenever someone sights something like that she wished to see the documentation that goes with it and asked if he could provide her with the newspaper articles regarding the Massachusetts cases. Ald. Domaingue noted the other concern was whether or not this city is going to refuse to move forward on economic development progress that they have already committed to on the basis of being afraid of what might happen to us. If the paint is not a good idea perhaps the police department could return with another idea that has less liability and cost, but if we are talking about downtown development and attracting people downtown we have to make it safe for them to be down here.

Asst. Chief Driscoll commented he had been a resident of the city for many years, he spent a lot of time on Elm Street, what goes on on Elm street is an awful shame, you talk about liability the liability of us not doing something to protect the people using the downtown community is greater than putting cones in the street. In Concord people yield, the reason they do is because the community cares about pedestrians, they take steps to do things about them, this program works around the country he was familiar with seacoast towns that use it that have a lot of people in their downtown area that encourage tourism, it works there, it can work here. For us not to take some real positive steps in this direction is an awful shame, he encourage them to do something positive for the people in the downtown area.

Ald. Robert suggested the committee get some input from the people the risk manager works with on this issue. He did not mind doing this but he also felt Ald. Soucy raises a good point, they are going to be ripping up the street and maybe they can coordinate the project subject to all of the liability concerns.

Discussion ensued where Asst. Chief Driscoll encouraged that the cone issue be implemented as it was a no cost item to the city, noting the pedestrian issue was a serious issue downtown and the federal government was willing to help at the state level. Mr. Kearney noted Elm Street was US3 and the state and federal government had spent a lot of money improving it and perhaps if a request was put in they would kick some money in for striping. Discussion returned to the cone issue.

Mr. Lolicata again noted that he did not have the manpower to get the work done.

On motion of Ald. Reiniger, duly seconded by Ald. Domaingue it was voted to approve use of the cones, and refer the question of liability to the City Solicitor and Risk Manager for report back at the next meeting.

Chairman Sysyn addressed item 9 of the agenda:

9. Communication from John Brier requesting the City review the parking ticket policy of doubling or tripling fines after 5-7 days, and consider giving people thirty (30) days to pay their fines.

Ald. Robert moved for discussion. Ald. Domainque duly seconded the motion.

Discussion ensued where various members concurred that this was not a bill but a fine for a violation of a city ordinance; that it was a deterrent sending a message to people who are violating the parking privilege, and did not wish to write laws regarding violation penalties for the convenience of people.

On motion of Ald. Domainque, duly seconded by Ald. Robert, it was voted to receive and file the communication.

Chairman Sysyn addressed item 10 of the agenda:

10. Communication from Carl M. Doucet, NH Soap Box Derby, requesting closure of Putnam Street from Dubuque to Bartlett Streets on Saturday, June 1, 1996 from 7:00 AM to 6:00 PM for the purpose of holding a spring rally race.

On motion of Ald. Robert, duly seconded by Ald. Domainque, it was voted to approve the request subject to supervision of police with usual precautions and notifications to area residents.

Chairman Sysyn addressed item 11 of the agenda:

11. Communication from Ms. Deodonne Dustin relative to Police Officers handling of patrons on April 12, 1996 while attempting to empty out and close down the Little Vegas Cafe.

Chairman Sysyn advised that there had been a meeting regarding this cafe. Ald. Reiniger advised that Mr. Davis was working with the businesses to address the problem. Asst. Chief Driscoll advised that he believed the incident was handled professionally. Ald. Soucy felt a letter be sent to the communicant. Ald. Domainque concurred feeling that the person should be provided information.

On motion of Ald. Soucy, duly seconded by Ald. Domainque, it was voted to have the Police Department send a communication in response.

Chairman Sysyn addressed item 12 of the agenda:

12. Communication from George J. Khouri, Finard & Company, relative to an easement at 1155 Elm Street and requesting \$94,598.28 for expenses attributed to the parking garage, including maintenance and repair of the structure.

Mr. Girard advised the Mayor had received the communication and that the solicitor had reviewed this request and rendered an opinion that it had to be paid. Mr. Girard noted that in speaking with Mr. Khouri he was surprised that the city (highway - traffic - mayor) had no knowledge that the work was being done and apparently there had been a miscommunication between Boston and Manchester. Mr. Girard noted that in speaking with Mr. Khouri he had advised him that the city did not have a way to pay for this at this point in time in the current budget, and suggested it be referred to the Finance Committee to review further avenues of funding.

On motion of Ald. Robert, duly seconded by Ald. Soucy, it was voted to refer the communication to the Committee on Finance for funding consideration.

13. Chairman Sysyn advised that the Traffic Department had submitted an agenda which needs to be addressed as follows:

**STOP SIGNS:**

ON WEST ROSEMONT AVENUE AT BROWN AVENUE, NEC, SWC  
ALDERMAN PARISEAU

ON WALNUT HILL AVENUE AT KEARNEY STREET, SEC  
ON IMELDA STREET AT HIGHCREST ROAD, SWC  
ON KEARNEY CIRCLE AT HIGHCREST ROAD, NEC  
ALDERMAN WIHBY

ON CARTIER STREET AT CONANT STREET, NWC  
ON BARR STREET AT CONANT STREET, SEC  
ON RIMMON STREET AT CONANT STREET, NWC  
ON QUINCY STREET AT CONANT STREET, SEC  
ON DYSON STREET AT CONANT STREET, SEC  
ON HEVEY STREET AT CONANT STREET, NWC  
ON GATES STREET AT CARTIER STREET, SWC  
ON RAY STREET AT MADELINE ROAD, NWC, SEC  
ON MEAD STREET AT BELMONT STREET, SWC  
ON ORANGE STREET AT BELMONT STREET, SWC  
ON KEARNEY CIRCLE AT CRESTVIEW CIRCLE, NWC  
ON MERRILL STREET AT JEWETT STREET, NEC  
ON SEWALL STREET AT SOUTH BEECH STREET, NEC

ON SEWALL STREET AT ROSS AVENUE, SWC  
ON NORTH BAY STREET AT TRENTON STREET, NWC  
ON HIGHVIEW TERRACE AT WELLINGTON ROAD, NWC  
POLICE DEPARTMENT

**NO PARKING ANYTIME:**

ON MAPLE STREET, EAST SIDE, FROM MERRIMACK SOUTH BACK STREET TO  
MERRIMACK STREET  
ALDERMAN SYSYN

ON SILVER STREET, SOUTH SIDE, FROM A POINT 110 FEET EAST OF  
LINCOLN STREET TO A POINT 80 FEET EASTERLY  
ALDERMAN SHEA

**RESCIND PARKING 1 HOUR (8AM-6PM):**

ON CONCORD STREET, SOUTH SIDE, FROM MAPLE STREET, TO A POINT 30  
FEET EASTERLY (UNLIMITED PARKING)  
ALDERMAN SYSYN

**NO PARKING LOADING ZONE:**

ON MAPLE STREET, EAST SIDE, FROM CONCORD STREET TO A POINT 30  
FEET NORTHERLY  
ALDERMAN SYSYN

**RESCIND NO PARKING ANYTIME (8AM-5PM):**

ON BENTON STREET, BOTH SIDES, FROM TARRYTOWN ROAD TO JONES STREET  
UNLIMITED PARKING  
ALDERMAN CLANCY

**RESCIND NO PARKING ANYTIME (8AM-5PM MONDAY THROUGH FRIDAY):**

ON NELSON STREET, BOTH SIDES, FROM JONES STREET TO TARRYTOWN ROAD  
ALDERMAN CLANCY

ON JONES STREET, BOTH SIDES, FROM NELSON STREET TO BENTON STREET  
UNLIMITED PARKING  
ALDERMAN CLANCY

**RESCIND NO PARKING ANYTIME:**

ON CILLEY ROAD, NORTH SIDE, FROM JEWETT STREET TO CYPRESS STREET  
UNLIMITED PARKING  
ALDERMAN SHEA

**NO PARKING HANDICAP:**

ON RESERVOIR AVENUE, NORTH SIDE, FROM THE EAST DRIVEWAY OF  
HILLSIDE SCHOOL TO A POINT 40 FEET WEST  
ALDERMAN ELISE

**PARKING 2 HOURS (8AM-6PM):**

ON CONCORD STREET, SOUTH SIDE, FROM MAPLE STREET TO COREY PLACE  
ALDERMAN SYSYN

**NO TRUCKS ALLOWED:**

ON MISSION AVENUE, FROM BRIDGE STREET TO FARMER STREET  
ALDERMAN SOUCY

ON FARMER STREET, FROM CANDIA ROAD TO MISSION AVENUE  
ALDERMAN SOUCY

On motion of Ald. Domainque, duly seconded by Ald. Reiniger, it was voted to approve all regulations presented in the Traffic Departments agenda.

**TABLED ITEMS**

On motion of Ald. Soucy, duly seconded by Ald. Reiniger, it was voted to remove the following item from the table for discussion.

14. Request of Mayor Wieczorek regarding a parking proposal affecting the Downtown and Millyard areas with a proposed new rate structure and devised parking system.  
(Note: communication from Tina Parsons, Revenue Administrator enclosed - Tabled 4/16/96.)

Mr. Richard Davis, In-Town Manager, addressed the committee stating he met with the committee on April 16 and had asked for 30 days to review the Mayor's proposal on behalf of In-Town Manchester and the downtown merchants. Since then he had met with Mr. Jay Taylor of the city's economic development office, representatives of the Mayor's office and the Finance Department, and met individually with several millyard building owners, met collectively and individually with as many of the Elm Street and downtown retailers as possible and we have contracted with Cambridge Systematics on the approval of his board. Cambridge Systematics is a company headquartered in Cambridge, Massachusetts, it does these kinds of parking and traffic management studies throughout the country, and Bill Swartz is here from Cambridge Systematics basically to take them through is response to our questions to him regarding our downtown parking system. Mr. Davis noted they wanted to begin the process of dealing with our downtown parking as a system and are particularly interested in understanding the impacts if any of the Mayor's proposal on the retail merchants and on the way that we do business downtown.

Mr. Swartz addressed the committee noting a handout was being distributed to members. Mr. Swartz stated he prepared a memorandum to Mr. Davis regarding the pending modifications to the parking system in Manchester and also prepared a two page that covers some issues for discussion as well as some information about what is contained in a parking study. Mr. Swartz stated the purpose of his invitation to come and look was to try and render a preliminary opinion on the proposal to modify the parking/pricing structure in Manchester, and in addition he

was asked to take a look at whether the revenues that were being suggested to be collected as a result of that proposal could be assumed to be part of next year's budget as well as to respond to the proposal to institute a resident permit parking program. Mr. Swartz provided general findings, and comments stating his first comment is for a city that has not ever completed a comprehensive parking study, they have a very impressive parking system. It has evolved over time through this committee and efforts of people in the city so there are parts of it that may seem a little confusing to some folks but there is an ample supply of parking structures, they are in the right locations, the signage is fairly good and it gives somebody coming in from the outside of being a pretty nice system, it has a lot of very positive aspects to it. Mr. Swartz noted that he was to look at the proposal of increasing short term rates to 50 cents per hour, and then a monthly fee structure for lots and garages, of \$35 and \$50 respectively.

Mr. Swartz stated that his comments were that they did not have enough information at this point to give them opinion relative to the revenue implications of what these changes would be but that the proposal to increase meter rates to 50 cents may not be a bad idea from the standpoint of comparable pricing in other cities but it appears to him that they want to try and accomplish a goal of treating the entire parking system, the entire downtown parking supply as a system, so that you have a sensible pricing structure for off street facilities and on street facilities, you want to accomplish the goals of a parking system which is to essentially have long term parkers off street and short term parkers being able to park wherever they need to park conveniently get in an out, it is especially important for visitors to downtown and for shoppers. Mr. Swartz stated that he essentially recommended in his last paragraph is that he would urge the Traffic Committee to consider collecting more information relative to the different demand patterns that exist, and develop a parking system management plan, and that was what he had put together was a list of what is in a management plan in the second handout. What he listed under parking system issues was the kinds of questions they would like to have answers to. How many parking spaces do you need to serve different types of parkers. How many long term spaces do you need and where. How many short term spaces and where. What's the appropriate number of different time limits, now there are quite a few, and how should the parking be priced to enhance revenues, and are there specific areas downtown where you need to provide more parking because you don't have enough supply in a particular location. Mr. Swartz stated he had a list of items that go into a parking structure including one of the most important aspects which is to look at the overall system management, the fine, enforcement and maintenance systems the setting of rates, the establishment of different time zones and so forth.

Chairman Sysyn stated she wished to hold a special meeting on June 3 this issue with input from all parties, including the downtown people and finance. Mr. Davis concurred that this would be appropriate. Mr. Sherman concurred that they wished to get together with Mr. Davis and put together a comprehensive plan.

On motion of Ald. Reiniger, duly seconded by Ald. Domainque, it was voted to table this item to a special meeting to be held June 3.

15. Ordinance submitted by Chief Kane, Fire Department  
(Tabled 3/25/96):

"An Ordinance establishing an Office of Emergency Management for the City of Manchester."

This item remained on the table.

On motion of Ald. Soucy, duly seconded by Ald. Domainque, it was voted to remove the following item from the table for discussion.

16. Communication from Richard Girard, Mayor Assistant, forwarding materials from Mrs. Cecile Gravel of Corey Square Hair Design, requesting a permanent solution to the parking situation on Maple/Concord Streets.  
(Tabled 3/25/96)

Mrs. Gravel distributed pictures to the committee members for their viewing.

Chairman Sysyn commented that when this first came about they had done everything Mrs. Gravel asked for, and they had not consulted with anyone but Mrs. Gravel; that they had put all theses 1 and 2 hour zones and took away the loading zone for the man at the corner, etc. Chairman Sysyn noted that this was her fault it was her ward; that after it was done the man at the corner called and complained; that she had spoken with Mr. Lolicata and requested he go over and discuss with all the businesses in that complex. Chairman Sysyn stated they were going to do 2 hour parking where Mrs. Gravel wanted it, they would be doing 1 hour parking where she wanted it, all they were doing different was giving the corner store a loading zone and one parking space on Concord. Chairman Sysyn noted that he was being tagged even on Saturdays.

Mrs. Gravel stated her concern with the loading zone was it was up front there and since it was a one way street he obstructs the exposer of her store and the pictures prove that. Chairman Sysyn noted that with a loading zone the truck could not be left there all day long. Chairman Sysyn gave examples of how people get tagged with the loading zones.

Chairman Sysyn requested Lt. Tessier to meet and discuss the situation further with Mrs. Gravel.

On motion of Ald. Domainque, duly seconded by Ald. Soucy, it was voted to table this item.

#### **NEW BUSINESS**

A communication was presented requesting closer of streets for St. Anthony's School Student Appreciation day.

On motion of Ald. Domainque, duly seconded by Ald. Reiniger, it was voted to approve the request.

#### **TABLED ITEMS**

On motion of Ald. Reiniger, duly seconded by Ald. Domainque, it was voted to remove the following item from the table.

17. Communication from Ald. Reiniger submitting proposed City penalties and revisions to existing City Ordinances.  
(Tabled 2/26/96)

Ald. Reiniger advised he had met with the police and solicitor's departments and the solicitor had suggested they take the proposed city penalties only and refer that on to the Board of Mayor and Aldermen for referral to Bills on Second Reading.

On motion of Ald. Reiniger, duly seconded by Ald. Domainque, it was voted to recommend referral of the penalties to the Committee on Bills on Second Reading.

18. Communication from the Amherst Street Business Owners, submitting a proposed parking arrangement on Amherst and Vine Streets.  
(Tabled 2/26/96)

This item remained on the table.

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There being no further business to come before the committee, on motion of Ald. Reiniger, duly seconded by Ald. Soucy, it was voted to adjourn.

A True Record. Attest.

  
Clerk of Committee

