

**COMMITTEE ON TRAFFIC/
PUBLIC SAFETY**

December 17, 1996

6:30 PM

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

PRESENT: Alderman Sysyn, Alderman Reiniger, Alderman Domaingue,
Alderman Robert, Alderman Soucy(arrived late)

MESSRS: T. Lolicata, J. Hoben, W. Kearney, S. Tierney, Lt. M. Tessier,
Police Chief Driscoll, R. Davis, R. Girard

Chairman Sysyn addressed item 3 of the agenda:

Ratify and confirm poll conducted November 27, 1996, relative to a request from Gordon Johnston, requesting permission to detour traffic for approximately two hours on either December 1, 2, or 3, 1996 in order to conduct a night time visibility analysis for a traffic crash reconstruction.

On motion of Alderman Domaingue, duly seconded by Alderman Robert, it was voted to ratify and confirm the poll approving the request.

Chairman Sysyn addressed item 4 of the agenda:

Ratify and confirm poll conducted December 6, 1996, relative to a request from the Traffic Director regarding closure of the Hartnett Parking Lot for First Night New Hampshire activities on 12/31/96 from 6:00 AM until midnight and free parking Downtown at all on-street parking meters and municipal parking garages on December 24th and 31st.

On motion of Alderman Reiniger, duly seconded by Alderman Robert, it was voted to ratify and confirm the poll, approving the request.

Chairman Sysyn addressed item 5 of the agenda:

Request from Alderman Pariseau that the Committee address issues relative to fines associated with “jaywalking”.

Chairman Sysyn asked do you want to move this for discussion. She also stated they had a letter from the gentleman that was fined for jaywalking, Mr. Mansback.

Mr. Lolicata stated that Mr. Mansback had faxed the letter and placed a call to Mr. Hoben.

Mr. Hoben stated that Mr. Mansback wanted to attend, but was unable to do so.

Chief Driscoll stated that Alderman Pariseau brought this up at the last Board of Mayor and Aldermen and I agree that the fines are much too high. The problem being is that this gentleman was given a citation under the State Uniform Traffic summons procedure. At that time, it was the only tool we had available. In the agenda package you have a letter from me for the Mayor and the Board, making a suggestion that we adopt under the old 1928 traffic book under, section 16 Pedestrians’ Rights and Duties, the following, the first offense would be \$10.00, the second offense would be \$25.00 and the third offense being they must appear in court. While we don’t support the fine we do support a downtown that is safe and user friendly for both people using automobiles and people walking. I think that its important that we send that message, but we also need to be reasonable. I think with this it will be a tool to help us work in that direction.

Alderman Robert asked Mark, this is your recommendation or your proposed amendment.

Chief Driscoll replied yes it is. Mr. Mansback called me a short time after that and I told him I would be pleased to look at it. I contacted the Chamber of Commerce and discussed it with them and they felt that something reasonable would be in order. I strongly agree with them and this is my recommendation.

On motion of Alderman Reiniger, duly seconded by Alderman Robert, it was voted to accept the recommendation made by Police Chief Driscoll, to change Section 16, Pedestrian's rights and Duties at controlled intersections, and to forward same to the Board for referral to Bills On Second Reading.

Chairman Sysyn addressed item 6 of the agenda:

Discussion with the Director of Planning relative to the traffic calming report.

Mr. MacKenzie stated I deal with several different Committees and Boards that have a lot to do with traffic and it seemed like on most of those Boards, traffic is increasingly a problem and viewed by the community as a problem. I think it is very important as we approach the end of the century that Manchester takes stock of how it treats its streets, the traffic and how we interact with it. This is why I felt it's important that we start talking about this, because we have more and more neighborhoods, businesses are saying that the traffic is growing and it's a significant problem in the City. I think it's important for Manchester to be a livable City, because that is how we are going to be competitive into the next century. We are competing with other communities and other cities across New England and if we're going to keep families here and keep businesses here we have to have a livable community, I believe. We are seeing problems with increase of traffic volumes on most of the streets. In particular, we are seeing problems with speed and speed is a factor of the roadway conditions, but increasingly speed is a factor of some of the cars that we drive. The cars that we drive are much more efficient, much quieter, much more powerful and much more easier to get going fast without even knowing it. Yet, we have to have situations, we have to have neighborhoods and business districts where the automobile is not king. We don't have to be afraid of crossing the street. I think we have that to a degree now. We had discussed, a number of us, and I had kind of put down some thoughts on paper as to how do we approach and how do we bring together a policy, because there are many groups that deal with traffic, yet the City doesn't have a comprehensive approach on how we tie all these things together. The Highway Commission, the Police Commission, the Planning Board, the CIP Committee, the Traffic Committee and the full Board of Mayor and Aldermen all deal with these issues, yet they see only side of the problem and may not see the other side. They make decisions that has impacts on other sides. It is difficult to get a handle on this entire

issue. What it really comes down to is, is it safe for people to cross streets in a business area. Is it appropriate to have pedestrian activity in a business area. In your own neighborhood, if you're on a local residential street, do you feel safe walking on that street. Do you have a sidewalk. Is it appropriate to have a sidewalk. What we had suggested was perhaps a number of different policies that everybody could talk about and perhaps start adopting as an approach to handling the situation. I think the basic philosophy that I have, is on our major arterials, like South Willow Street, we should continue to work to make that smooth traffic flow. We have been working on that and it has been tough sledding in trying to get all the signals interconnected and working, because if you don't have a smooth traffic flow on the arterials that is when you have people pulling out and say okay I'm going to hit three lights here, so I'm going to swing over onto Weston Road up Jewett Street because that's the short cut. I think overall we need to improve the traffic flows on our major arterials. On our local residential streets though, and in pedestrian business areas, like the downtown we have to slow the traffic down. At least bring it down to where the majority of the people or a high percentage of the people are obeying the speed limit. Of course, enforcement plays a major role here and then again, we can't have the police on every corner or every street. There are other factors that you can control speed with and that's the geometry, that is the physical design of the streets and the parking and traffic policies that the Board has. I think that all of these factors play a role and I guess again the basic philosophy is that we improve the efficiency of the main roadways, but we slow the traffic down through a variety of measures on the smaller local residential streets then in the business district. Then I kind of proposed five main policy areas that perhaps we could start working on. We have started working on it and I thank the Chief for bringing together several departments that have issues here. I think we had a good meeting and I think they've met before and talked about how do we approach this from a staff standpoint. I applaud the Chief's effort in trying to get us together. I would be happy to go over some of those five main policies if the Committee would like me to.

Chairman Sysyn stated please do.

Mr. MacKenzie asked do you have any questions, up to this point. I think the five key areas we have to work on is one being street standards.

Historically, the City's policy has been bigger is better and wider is better; that we should do everything we can to increase the traffic flow capability, so we have widened the streets, we have put larger radius' on the corner so cars can turn the corners faster and that has been the philosophy generally in this country. It has also found that if you make everything wider, bigger and faster it does speed cars up and it can be more hazardous for pedestrians and it can be more difficult in residential areas when the traffic is faster you have noise, you have safety problems and have other issues. I think again, we have to look at our street standards. We currently for new streets require 36 foot wide streets. If you go back and look at many of the streets in the City that are nice, livable streets, they are much smaller than that. Union Street is a working inner City street, but its only 20 feet wide in most places, yet it does work. People don't speed on Union Street. If you go to some of the new subdivisions though, with 36 foot wide streets, its a major thoroughfare. It is very easy to get going exceeding the speed limit in a relatively short distance. I think the first issue, and this is normally controlled by the Highway Commission, but I think we have to take a very close look at our Highway standards and maybe it is appropriate to have 36 foot wide streets in an industrial area. You would have high truck count going and a lot of traffic going to and from work, so I think you should have different street standards depending on the type of street you're building. If you're building a quiet, residential street it could be 28 feet wide or 30 feet wide. If you're building a major boulevard it could be 50 feet wide for the length of traffic. I don't think that the one size fits all works very well. That is one area I think we have to approach is the street design criteria. The second one is sidewalks. If we are encouraging good through traffic on a major thoroughfare then we have to make sure we are protecting the pedestrians along those and especially pedestrians in areas of school. If we are requiring school children to walk within the busing distance we should make sure that we do everything we can to provide safe walking routes on those thoroughfares. We are working with the CIP Committee now to come up with a kind of rational plan on how to allocate very limited resources. That's probably going to happen in the next month. On the other side of the sidewalk coin is when developers come in to build new subdivisions or to build a new commercial development, I think it is appropriate to tell them which streets we want sidewalks on and which ones we don't. Now in days a lot of people on quiet cul-de-sacs don't want a sidewalk. If you already have a wide street the people use that street to walk in as there is not a lot of traffic. They don't want a sidewalk because it takes away greenspace and

adds additional maintenance responsibilities. So, we will also be working with the Planning Board on adopting appropriate standards with sidewalks that will be consistent with these other policies. The next one, is basically traffic regulations. I'm not sure how to attack this one, this Committee deals with traffic regulations all the time, especially parking issues. Yet, this has a tremendous impact on how well streets work and whether they're safe or not. A good example to me is Kelly Street. Kelly Street is a narrow street and I am sure that there are people who commute from Goffstown in and they have told me, gee take out all the parking off Kelly Street, I want to get through this faster. I think this would be a mistake.

Chairman Sysyn stated so do I.

Mr. MacKenzie stated on Kelly Street people go slow because people park on both sides, people park in front of business and if you take out the traffic, you would kill those businesses. One you don't have parking and two the cars would go faster. So I think that is a very significant traffic policy that this Committee is going to have to wrestle with and come up with some reasonable policies to guide you. I think diagonal parking in many areas work. I know that the Police Department has tried it.

Chief Driscoll stated I was very pleased.

Chairman Sysyn stated that once you put the diagonal parking on Elm Street its going to slow down some of the traffic.

Mr. MacKenzie stated I think that the traffic policy, and I don't have any good guidance on that except we have to look at a way to come up with a policy that reflects these issues, like Kelly Street which is a local, neighborhood business district and we don't want that turned into a major commuter artery.

Chairman Sysyn asked did you discuss no more one way streets as everybody flies on them.

Mr. MacKenzie stated there has been some nice residential areas, upper Maple Street I think is one good example. It was a very beautiful residential neighborhood and it still is, but its difficult with kids to buy on that street.

Alderman Robert stated its not what it once was.

Mr. MacKenzie stated I guess I'm not suggesting right now or I'd be afraid to suggest that we convert that back to two way. The transition would be difficult back to two way traffic. We certainly shouldn't be creating anymore of these one way streets, especially if they're two ways. If you have two lane traffic that is when people get out and pass and get going at very fast speeds quickly. The other major area I think we have to look at is there will be areas in the city now, that are or should have been characterized as local residential streets that for very reasons have become short cuts and high speed short cuts. I think we should perhaps look at what some other cities have done in terms of traffic calming. Reducing those streets widths a little bit, making sure people when they enter it know that it's a residential area and that they need to share that area with pedestrians crossing. It might be appropriate to look at some test areas to try out some different techniques in trying to slow down the cars.

Alderman Robert asked alleys, have you any thoughts or any information on how to slow down the traffic in alley ways. Some of the traffic flows just like it would flow on any other street, but its closer together, there are children playing and people store their garbage cans out there. It is like its an extension of their yards and living space. I don't know if you have anything in your bag of tricks to deal with that.

Mr. MacKenzie stated I don't quickly, except people know which alleys are short cuts. I use a particular alley myself when I'm going to a particular grocery store, but some of those I think you would have to look at and say are people using alleys because they can get through quickly and it's a long straight shot. So, there might be situations where you say rather than making it a long one way straight shot this way, maybe you have it one way in opposite directions just so its not a cut through.

Alderman Robert stated cars and people conflict in that area. I am surprised that there have been many accidents.

Alderman Reiniger stated you know the issue of speed bumps across the floor in alleys have been suggested and I just noticed a speed bump in the alley in Portsmouth last weekend. So they do it, but I don't know how successful its been for them. It seems to have made sense to them I don't

know if it would make sense to us. I'm not sure if it was a plowing problem or a logistical problem.

Chief Driscoll stated that is one thing we discussed at the meeting and didn't come to any conclusion, but Harry Ntapalis was going to do some research on that and some other issues to get back to us at our next meeting.

Chairman Sysyn asked aren't you tagging cars that park in back alleys or back streets.

Chief Driscoll replied yes, that they've done it over the years. It becomes more important when there is snow on the ground.

Mr. MacKenzie stated I think speed bumps, at least from the letters I've received is the most effective way of controlling speeds, but I am a little bit hesitant to broach the issue because there is a lot of issues dealing with it. There is liability issues, there is winter maintenance issues. There are different ways to design speed bumps and some communities and some private developments use them very effectively. When you go into a private development you know you're there and you know you're going to go slow because of the speed bumps. So, they do work but I guess I would like perhaps some more professional traffic engineering assistance in evaluating whether and in what situations we might want to look at it. I am a little careful here as it is a very effective approach, but you also have to make sure you do it right. It's been the Board's and the City's policy in the past not to allow speed bumps in the City.

Chairman Sysyn stated does anyone have any questions.

Alderman Domaingue stated I am wondering how much of a hurdle the Highway Department might have for some of these ideas. The reason why I raise that issue is because when we talk about the speed bumps, nine times out of ten its usually Highway that has a problem with plowing. When I think of streets, like Brent Street, in the newer subdivision in the south end of Ward 8 and that street is literally a speed way in a highly developed residential neighborhood of about 400 to 600 homes and there is no relief for these people because its a through street. So, people automatically coming in from Litchfield find in to be a short cut into the City and they use it. I think its time the City of Manchester, in these residential neighborhoods,

took a stand for those neighborhoods and said we are going to slow the traffic down and here is how we are going to do it. But, if some of the suggestions that you've made stay on a shelf and collect dust because we have departments that don't feel its time to go into the 21st century with some of these newer ideas that would be unfortunate to the families that want to live in the City but find living here too much of a risk.

Mr. MacKenzie stated I know I've spoke with the Highway Department staff and they are very cooperative, but they also recognize that there is no added cost impact on their operation. They have a limited budget, a set amount, and I'm sure they want to make sure that anything that we propose they could handle financially. Second, ease of doing these operations. I mean certainly if we are talking speed bumps that makes it more difficult to plow and I know some cities have perhaps looked at portable speed bumps that you put out during the non winter season and then take them up in the winter time, but there are costs associated with that then. So, I think the Highway Department, itself, the staff has been certainly willing to look at this stuff. They would want to evaluate what the cost is and make sure that if the City did approach some of these, we recognize the work costs and how we would pay for that.

Alderman Domaingue stated but we have to something, because the Police Department does not have an officer for every neighborhood, let alone every street in every neighborhood and for us to continue to say well that's progress, its a message to the families in our community that they're not as important as the speeding traffic and I certainly don't want to send that message. I've watched over the years this City and the unresponsiveness is a problem. We just can't continue to do it. The people will move.

Mr. Kearney stated first of all, the one way streets were established by the Federal Government and the State in cooperation with the City and we would have to get approval, the City Solicitor should be able to do it, if you wanted to abolish these streets. Secondly, if you make these two way streets you're going to put the traffic from these streets that there on and put them onto other residential areas, like Union Street where you say that thereis not much traffic on it, people don't use it that much because they get the other through streets. Before the City has the authority, they've agreed, there are old agreements because I use to have them where the City agreed if there were any changes they would check with the State. It is the same with the

parking on the side of the street that they park on. I think that this should be looked at. Another thing, I think that we should have a record, if you're talking about reducing speed, to check the speed limits on the City streets. Its hard for people to estimate everyone's going 50-60 mph they say, eventually they may not be. None of them are driving within the speed limit, so that should be done. Another thing, if we are having accidents on these streets fine, but if we are not having accidents then the saying if the machinery isn't broke don't fix it. So, I just thought I would offer them comments from over the years its the volume of traffic and a number of accidents. We've got to move the traffic, there is no question about that one way or the other, but we must try to do it in a safe manner. Bumps in the road, I don't know. I know some people, not in this City, but have sued because they put these bumps in the road and they constituted a hazard. Now, the only place I know of in the City that they speed bumps is out here on Mammoth Road near Smyth Road. Its a housing development there and that they did put some bumps in.

Chairman Sysyn stated in their own property, not in the street.

Mr. Kearney stated it was in the street.

Chairman Sysyn stated I thought it was in their own property.

Mr. Kearney asked isn't that a City street.

Mr. MacKenzie stated no its not, its Wellington Terrace.

Mr. Tierney stated Wellington Terrace was a private area.

Chairman Sysyn stated I suppose you could eventually put some bumps, but at this point I don't think we can do anything. Its not legal to put the bumps in right now.

Mr. MacKenzie stated I don't think its illegal. I think there is a question that we want to make sure that we don't expose ourselves to liability. Its a legal issue but there's no statue that says no speed bumps. You just want to make sure you're okay.

Mr. Lolicata stated I would ask permission to be at your next meeting. I don't know when this meeting occurred and came to all these conclusions, but there are a few things that I would like to bring up. Your right, it is called a gray area. All of the northeast is involved and I work with the State and Jim Hoben and all those folks will tell you that they frown on them because of liability as the number one reason. That is stuff that I can throw at you that I know about. These other things as far as moving traffic, like Bill says, your right, the City is big and all saturated. You have to do two things, like Bill says, move traffic and safely. I understand that. The side streets are a big concerns of residential areas, but those main arteries need to keep moving. Even with the parking, it doesn't mean you can't do something for your City and by ordinance. The only thing I would say, along these issues I just heard tonight, be very careful for the liability part. Its nice to go ahead to the next century but you have to do it cautiously. New York City is all one ways and they average over 40 mph in St. Petersburg but when that red light stops in the other direction and that pedestrian light comes on, eight million people cross those crosswalks every day and its done safely. So, it can be done. Its just a matter of where its time to experience something that we've never experienced before.

Lt. Tessier stated Mr. Ntapalis is looking into those very issues to see if there is any problems.

Chairman Sysyn stated so this is going to be an ongoing thing.

Chief Driscoll stated I think we are just scratching the surface in trying to identify what the issues are and what our solutions might be.

Chairman Sysyn stated maybe we should let you continue and come back at a later date.

Alderman Domaingue stated I have to agree with Mr. Lolicata as I had no knowledge that this group was meeting and I would certainly like to be informed as to who's there and what's going on and maybe they can get back to the Traffic Committee with a progress report periodically to let us know what direction they're heading in.

Chief Driscoll stated we've had two meetings.

Alderman Domaingue asked whose we.

Chief Driscoll stated Police, Fire, Risk, Planning, Highway.

Chairman Sysyn stated Tom should be there. How about Traffic.

Lt. Tessier stated that was under a mandate from this Committee, I believe.

Alderman Domaingue stated the Traffic Department has been invited.

Chairman Sysyn stated they should be.

Chief Driscoll replied no, not to the first one.

Alderman Domaingue stated I'm a little surprised to here that, your talking about traffic movement on the streets but your not inviting the Traffic Department. Hopefully that will change.

Chief Driscoll stated we will invite them.

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

Chairman Sysyn addressed item 7 of the agenda:

Communication from Commissioner Brodeur, State of NH, Dept. of Corrections, inquiring if three (3) places in front of 126 Lowell Street could be designated "For State Use" as a result of recently installed parking meter.

On motion of Alderman Robert, duly seconded by Alderman Reiniger, it was voted to move for discussion.

Alderman Robert stated Tom, its obvious that in looking at the agenda and some of the actions that we have taken in the past, people are going to come in and look for free parking. I think its probably more important as opposed as to whether we allow it or not, its more important that we go ahead and do something consistently.

Mr. Lolicata stated I agree with that statement. This is the beginning of a few things and I'm wondering why they're all of a sudden inquiring into these spaces. I didn't know there were meters, where is 126.

Chairman Sysyn stated that its the Corrections Department, across from St. Joe's on Lowell.

Mr. Lolicata stated there's your answer. Since these new pipes have gone in people are already planning ahead. They are looking for the permit program and the other thing is going to be the school which we are going to be talking about later on when Jim and I saw Sister Barbara. All of these things are going to pop up now because they are seeing different meter posts and different things happening. We had a comment from Central High cause they're on Hanover Street which has more or less been taken care of as of recently. Just because they're going there some of these already have one and two hour zones. Some of them are unlimited and I understand that, but there is a law there that states one or two hours and some of these people are still freebies and they are still looking for some more free parking. This is something that you people are going to have to make up your minds to do. What is good for one is good for all or something consistent. I agree with you. Its a hard thing, but I mean, somebody else can come in say how come he can have it, but I can't. It is going to be one of these deals coming in, I can see it.

Alderman Robert stated I am willing to adopt some sort of policy that is going to set some certain percentage of the community.

Mr. Lolicata interjected the policy is already there Tom. You've passed meters and it says \$.50 an hour, you pay the meter. There's your policy. I don't care if its the Bishop or its you or its me. If I want to park in that space I'm going to put in \$.50. I mean that's the policy you people are probably going to have to take.

Alderman Robert stated is that your recommendation.

Mr. Lolicata stated my recommendation, by the looks from what I can see and what I've been hearing lately, in the past month or so, I think you people need to go right by the law. You've passed these meters, you want these things now we have to stick by them.

Chairman Sysyn stated I've been getting a lot of calls and a lot of people stopping downtown to see me regarding the meters and even permit parking.

Mr. Lolicata stated wait until they go in. The calls haven't even started yet.

Alderman Domaingue stated if we make an exception for every single group or organization that comes before us, we are not going to have any parking revenue. I'm curious to know, from the Chief of Police, how we are doing with the State, well actually its the County, but its overseen by the State, on the cost as the State is pointing to their cost and the cost of our police officers having to sit in the county courthouse. Have we worked out a deal.

Chief Driscoll stated no we have not worked out a deal. There is legislation that has been written and we have met with the judges as recently as last Friday discussing that issue. There is no solution as this moment.

Alderman Domaingue stated so it seems to be a crossover of different levels of government and costs associated with that. I can't support this.

Mr. Kearney asked are these state vehicles, state owned vehicles.

Chief Driscoll replied I'm sure they are.

Mr. Kearney asked are they classified as emergency vehicles.

Alderman Domaingue stated it doesn't say they are emergency vehicles.

Chief Driscoll interjected they are administrative vehicles.

Alderman Sysyn stated I'm bringing this up because it happened to me. I was at a meeting at the Merrimack Restaurant one morning and there were about five representative cars and my car was in between. I had no sign that I was an aldermen, nothing and I got tagged and those other five cars didn't get tagged. Is there a law that says they don't get tagged, because they're State Representatives.

Chief Driscoll replied I don't think so, unless they are acting in an official capacity up in Concord.

Chairman Sysyn stated I thought maybe there was, as I got tagged and paid the ticket, but they didn't get tagged.

Chief Driscoll replied they should have.

Chairman Sysyn stated because someone can question it if the State Representatives have it why don't the Aldermen get free parking.

Alderman Reiniger stated I agree with Alderman Domaingue. We are going to have say no. My feeling though which might be different is that the extent to which we make an arrangement with anybody it should be in the off street lots. We could maybe make some lease arrangements or something, but not on the street.

Chief Driscoll stated the only situation that this might be important in, and Michael just brought it up to me, is that if they are delivering a state prisoner there. It would be very convenient and probably expedient for them to pull up in front. Those folks are still considerably concerned about the custody.

Alderman Domaingue stated they can still pull up and they will just have to pay for it.

Chairman Sysyn stated they have a driveway there. I walk that way when I'm going to work.

Chief Driscoll stated I think there is a parking lot in back.

Alderman Robert stated Commissioner Brodeur's other suggestion would be if they had state plates, I guess court plates, then they would be exempt from paying parking meters. Is that something that's done.

Alderman Reiniger stated they pay in Concord.

Chairman Sysyn asked if there was a state plate parked there, would you tag them.

Mr. Lolicata stated the only ones that are exempt, by state law, is jurors, to my knowledge. Police vehicles, naturally, emergency vehicles well marked. Outside of that these are the only ones that I know of since I've been here.

Lt. Tessier stated the ones that we haven't been tagging have been police vehicles, state police marked vehicles.

Mr. Lolicata stated and jurors have stickers on.

Lt. Tessier stated the first day of jury duty I end up working with the jurors over there because they don't have their stickers yet.

Mr. Lolicata stated I think jurors and handicap by state law and the others are our own ordinance for emergency vehicles.

Lt. Tessier stated we have been tagging and are continuing to tag state probation and parole. So we have been doing that right along.

Chairman Sysyn asked does the Committee want to receive and file.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to receive and file item 7.

Chairman Sysyn addressed item 8 of the agenda:

Communication from Patrick Gosselin, CHIPs Race Co-Director, requesting "No Parking" signs be placed on Notre Dame Avenue, behind Optima - CMC on Saturday, May 3, 1997 in conjunction with the 14th Annual CHIPs Challenge 5K and 1 Mile Family Fun Run.

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

Chairman Sysyn addressed item 9 of the agenda:

Communication from Marie Martin inquiring if employees of Central High School who have been issued faculty tags for use in one of the smaller parking lots at Central could use these tags instead of having to feed the parking meters.

Chairman Sysyn stated before I take a vote on this, Lt. Tessier went over to speak with someone over at Central High School.

Lt. Tessier stated I spoke to several people over there as I wanted to get an idea of what they had for staff. They have 153 people that work at Central from teachers down to cafeteria people. Obviously, they do not have that type of parking over there. The position that the principal is taking at this point is, they should come early enough that they should be able to find parking. He is not in any support of any types of changes nor am I at this point.

On motion of Alderman Domaingue, duly seconded by Alderman Soucy, it was voted to receive and file item 9.

Chairman Sysyn addressed item 10 of the agenda:

Communication from Pamela Patenaude, NH Small Business Development Center, requesting the City consider the donation of six (6) Downtown parking passed to the Manchester Office of the NH SBDC.

Chairman Sysyn asked do you want to receive and file this also. This is an office in the building where I work and they are looking for spaces in the garage donated to them, I believe, but if you start that you are opening another can of worms again.

On motion of Alderman Domaingue, duly seconded by Alderman Soucy, it was voted to receive and file item 10.

Chairman Sysyn addressed item 11 of the agenda:

Chairman Sysyn advises that the Traffic Department has submitted an agenda which needs to be addressed as follows:

PARKING ONE HOUR (8AM-6PM):

ON ELM STREET, WEST SIDE, FROM DEPOT STREET TO A POINT
70 FEET NORTHERLY
ALDERMAN REINIGER

ON DEPOT STREET, NORTH SIDE, FROM ELM STREET TO
HAMPSHIRE LANE
ALDERMAN REINIGER

RESCIND NO PARKING (6AM-NOON MON-FRI):

ON PINE STREET, EAST SIDE, FROM PEARL STREET TO A POINT
100 FEET NORTHERLY
ALDERMAN REINIGER

NO PARKING ANYTIME:

ON MAMMOTH ROAD, EAST SIDE, FROM SOMERVILLE STREET
TO A POINT 275 FEET SOUTH OF CANDIA ROAD
MAMMOTH ROAD PROJECT

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

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

YIELD SIGNS (EMERGENCY ACT):

ON MASSABESIC STREET, AT VALLEY STREET, NWC, SEC
ALDERMAN CLANCY

Alderman Soucy stated the yield signs, the emergency act, it that because we don't have the street lights activated yet.

Mr. Lolicata stated that is part of it. From what I understand today the lights just went on flash and will be there for two or three days.

Alderman Soucy stated there weren't just about six or seven minutes ago.

Mr. Lolicata stated somebody told us they went of flash today.

Mr. Hoben stated he had heard they were having problems getting Public Service down there.

Mr. Tierney stated Public Service won't go because the Building Departments electrical inspector hasn't approved them yet.

Mr. Lolicata stated what we did originally was we put up the emergency stop signs per Frank Thomas because of the conditions up there without the lights, people were going everywhere until we got the payment down. I put in for yield signs which are going to be in that right hand turn. As you are coming up Massabesic Street for right turn. The stops will come out as soon as they go on flash and then lights will be taking over and a yield is being placed where it belongs. That's the basis behind this whole thing.

On motion of Alderman Soucy, duly seconded by Alderman Domaingue, it was voted to approve the Traffic Department Agenda.

Chairman Sysyn addressed item 12 of the agenda, noting that the Traffic Director had submitted an addendum to this item.

PARKING ONE HOUR 8AM-6PM:

ON BLODGET STREET, SOUTH SIDE, FROM ELM EASTBACK STREET TO CHESNUT STREET
ALDERMAN REINIGER

NO PARKING DURING SCHOOL HOURS:

ON LOIS STREET, BOTH SIDES, FROM WESTON ROAD TO A POINT 100 FEET NORTHERLY

RESCIND PARKING 1 HOUR 8AM-6PM:

ON MYRTLE STREET, SOUTH SIDE, FROM CHURCH STREET TO A POINT 80 FEET WEST OF CHESTNUT STREET

RESCIND PARKING 2 HOURS 8AM-6PM:

ON ORANGE STREET, NORTH SIDE, FROM CHESTNUT STREET TO A POINT 190 FEET EAST OF ELM STREET

METERS:

PARKING 10 HOURS 8AM-6PM(TWO HOUR MINIMUM AT .50 HOUR, QUARTERS ONLY:

ON DOW STREET, SOUTH SIDE, FROM CANAL STREET TO NORTH HAMPSHIRE LANE - 17 METERS

ON HOLLIS STREET, SOUTH SIDE, FROM A POINT 95 FEET EAST OF CANAL STREET TO NORTH HAMPSHIRE LANE - 15 METERS

ON KIDDER STREET, NORTH SIDE, FROM ELM STREET TO A POINT 100 FEET EAST OF CANAL STREET - 16 METERS

PEARL LOT - EAST, NORTH AND WEST SIDES, INCLUDING BOTH INSIDE ISLANDS - 301 METERS

PARKING TWO HOURS 8AM-6PM(.50 PER HOUR, QUARTERS ONLY):

ON ELM STREET, EAST SIDE, FROM BRIDGE STREET TO HARRISON STREET - 38 METERS

ON ELM STREET, WEST SIDE, FROM LANGDON STREET TO KIDDER STREET - 41 METERS

ON PEARL STREET, SOUTH SIDE, FROM ELM STREET TO NORTH CHURCH STREET - 4 METERS

ON ORANGE STREET, NORTH SIDE, FROM CHESTNUT STREET TO NORTH CHURCH STREET - 12 METERS

ON MYRTLE STREET, SOUTH SIDE, FROM NORTH CHURCH STREET TO CHESTNUT STREET - 12 METERS

ON FIR STREET, NORTH SIDE, FROM ELM STREET TO HAMPSHIRE LANE - 4 METERS

RESCIND METERS:

Elm Street, from Bridge to Pearl Street, East Side	9	2 Hours
Pearl Street, from Elm St. to Pearl Parking Lot, So. Side	4	30 Minutes
Elm Street, from Pearl to Orange Sts., East Side	10	2 Hours
Elm Street, from Orange to Myrtle Sts., East Side	9	2 Hours

Elm Street, from Myrtle to Prospect Sts., East Side	4	2 Hours
Elm Street, from Prospect to Harrison Sts., East Side	6	2 Hours
Elm Street, from Langdon to Dow Sts., West Side	18	2 Hours
Elm Street, from Dow to Fir Sts., West Side	7	2 Hours
Fir Street, from Elm St. to Hampshire Lane, No. Side	4	30 Minutes
Elm Street, from Fir to Hollis Sts., West Side	8	2 Hours
Elm Street, from Hollis to Kidder Sts., West Side	8	2 Hours
Elm Street, from Bridge to Wall Sts., West Side	2	2 Hours
Chestnut Street, from Bridge to Lowell Sts., West Side	9	2 Hours
Chestnut Street, from High to Lowell Sts., East Side	2	2 Hours
Chestnut Street, from Lowell to Concord Sts., West Side	6	2 Hours
Chestnut Street, from Concord to Amherst Sts., East	9	2 Hours
Chestnut Street, from Amherst to Hanover Sts., West	6	2 Hours
Chestnut Street, from Amherst to Hanover Sts., East	11	2 Hours
Bridge Street, from Elm to Chestnut Sts., North Side	12	2 Hours
Kosciuszko Street, from Lowell to Bridge Sts., East	10	2 Hours
High Street, from Chestnut to Pine Sts., South Side	10	10 Hours
Lowell Street, from Elm to Kosciuszko Sts., North	9	2 Hours
Lowell Street, from Kosciuszko to Chestnut Sts., North	8	2 Hours
Lowell Street, from Elm to Chestnut Sts., South Side	19	2 Hours
Lowell Street, from Chestnut to Pine Sts., North Side	6	2 Hours
Lowell Street, from Chestnut to Pine Sts., South Side	10	2 Hours
Concord Street, from Chestnut to Elm Sts., North Side	8	2 Hours
Concord Street, from Chestnut to Vine Sts., South Side	10	8 Hours
Concord Street, from Chestnut to Pine Sts., North Side	8	2 Hours
Concord Street, from Chestnut to Pine Sts., South Side	8	8 Hours
Amherst Street, from Elm to Chestnut Sts., South Side	10	2 Hours
Amherst Street, from Chestnut to Pine Sts., North Side	8	8 Hours
Amherst Street, from Chestnut to Pine Sts., South Side	3	2 Hours
Amherst Street, from Pine to Union Sts., South Side	15	2 Hours
Hanover Street, from Elm to Chestnut Sts., North Side	14	2 Hours
Pine Street, from Hanover to Amherst Sts., West Side	6	2 Hours

Pine Street, from Amherst to Concord Sts., West Side	4	1 Hour
Pine Street, from Concord to Lowell Sts., West Side	10	2 Hours
Chestnut Street, from Hanover to Manchester Sts., West	5	2 Hours
Chestnut Street, from Manchester to Merrimack Sts., West	7	2 Hours
Chestnut Street, from Merrimack to Central Sts., West	11	2 Hours
Chestnut Street, from Central St. to Lake Ave., West	5	3 Hours
Chestnut Street, from Central St. to Lake Ave., East	7	3 Hours
Chestnut Street, from Lake Ave. to Spruce St., West	3	1 Hour
Chestnut Street, from Lake Ave. to Spruce St., East	6	1 Hour
Pine Street, from Central to Merrimack Sts., West Side	12	10 Hours
Hanover Street, from Elm to Chestnut Sts., South Side	11	2 Hours
Hanover Street, from Chestnut to Pine Sts., South Side	8	2 Hours
Hanover Street, from Pine to Union Sts., South Side	10	2 Hours
Manchester Street, from Elm to Chestnut Sts., North	19	2 Hours
Manchester Street, from Elm to Chestnut Sts., South	12	2 Hours
Merrimack Street, from Elm to Chestnut Sts., North	14	1 Hour
Merrimack Street, from Elm to Chestnut Sts., South	21	2 Hours
Central Street, from Elm to Chestnut Sts., North Side	39	2 Hours
Central Street, from Elm to Chestnut Sts., South Side	14	2 Hours
Central Street, from Chestnut to Pine Sts., North Side	7	10 Hours
Central Street, from Chestnut to Pine Sts., South Side	5	10 Hours
Lake Avenue, from Elm to Chestnut Sts., North Side	14	2 Hours
Spring Street, from Elm to Canal Sts., North Side	7	30 Minutes
Spring Street, from Elm to Canal Sts., North Side	6	2 Hours
Mechanic Street, from Elm to Canal Sts., South Side	21	2 Hours
Stark Street, from Elm to Canal Sts., North Side	27	2 Hours
Stark Street, from Elm to Canal Sts., South Side	37	2 Hours
Market Street, from Elm to Canal Sts., North Side	18	2 Hours

Market Street, from Franklin to Canal Sts., South Side	19	2 Hours
Middle Street, from Franklin to Canal Sts., North Side	17	2 Hours
Middle Street, from Franklin to Canal Sts., North Side	3	30 Minutes
Middle Street, from Franklin to Canal Sts., South Side	28	2 Hours
West Merrimack St., from Elm to Franklin Sts., North	3	2 Hours
West Merrimack St., from Elm to Franklin Sts., South	8	2 Hours
West Merrimack St., from Franklin to Canal Sts., North	26	2 Hours
West Merrimack St., from Franklin to Canal Sts., South	22	2 Hours
Pleasant Street, from Elm to Franklin Sts., North Side	5	2 Hours
Pleasant Street, from Franklin to Canal Sts., North Side	9	2 Hours
Pleasant Street, from Franklin to Canal Sts., North Side	7	1 Hour
Pleasant Street, from Franklin to Canal Sts., South Side	13	2 Hours
Franklin Street, from Market to Middle Sts., West Side	8	2 Hours
Franklin Street, from Market to Middle Sts., East Side	6	2 Hours
Franklin Street, from Middle to Merrimack Sts., West	5	
		8 Hours with 4 Hour Minimum
Franklin Street, from Merrimack to Pleasant Sts., West	4	30 Minutes
Commercial Street, from Dow to Arms Sts., West Side	17	2 Hours
Commercial Street, from Arms to Spring Sts., West Side	9	2 Hours
Commercial Street, from Spring to Lower Stark, West	20	10 Hours
Commercial Street, from Lower Stark to Waumbec, West	10	2 Hours
Commercial Street, from Waumbec to Lower Stark, East	12	
		8 Hours with 4 Hour Minimum
Commercial Street, from Lower Stark to Spring, East	17	10 Hours
Commercial Street, from Spring to Dow Sts., East Side	18	
		8 Hours with 4 Hour Minimum
Bedford Street, from Pleasant to Spring Sts., East Side	61	
		8 Hours with 4 Hour Minimum
Bedford Street, from Spring to Kidder Sts., East Side	32	10 Hours
Bedford Street, from Spring to Kidder Sts., West Side	9	10 Hours
Bedford Street, from Commercial to Bedford Sts., South	10	
		8 Hours with 4 Hour Minimum

Arms Street, from Lower Stark to Commercial, East	21	2 Hours
Lower Stark, from Arms to Mungall Sts., North Side	4	10 Hours
Phillippe Cote Street	12	2 Hours
Lower Granite Lot	12	2 Hours
Arms Lot Extension	49	2 Hours
Pearl Lot	286	10 Hours
Pearl Lot	16	1 Hour
Pearl Lot	15	2 Hours
Hartnett Lot	206	10 Hours
Pine Lot	162	10 Hours
Middle Lot	50	2 Hours
Fleet Bank Garage	34	10 Hours
Fleet Bank Garage	32	2 Hours

Mr. Lolicata stated first of all, what we've done and this goes back to the meters. Carol, the City Solicitor and I rescinded every meter in the City and had to do that by law first of all. Now, I'm going to go in sections. I have only one section that I've completed here as Carol figured that would be the best way so we can get something going in January at a section at a time. This is the reason why you see all these meters on these pages. This is just for rescinding purposes only. I've wrote up the ordinances pertaining to the rescinds of one hours and putting the meters in for one section only in number 12. We have about five or six sections in the City. I am going to go as far as I can as far as my spares are concern. If I have 152 hours I can take care of those. They will be well marked every meter that goes in for \$.50 an hour. The public is going to be paying someplace \$.50 an hour and paying a quarter in another section until such time I can get to those with the heads and the new ones also. They shall be well marked on the meter, on the face and on the pole what they are and what they represent. On the addendum part, everything there pertains to the meters except for a regular ordinance for Aldermen for yield signs. That's basically it, except for the discussion item that will be coming up

Chairman Sysyn asked does anybody want to make a motion on this or do they want to discuss it.

Mr. Girard stated all of the meters are rescinded and only one section is set to \$.50 a meter. Rescinded meters that haven't had any ordinances replacing them you would have to delay them number one. The other issue is there was money placed in the Traffic Department budget, I think a total of over \$20,000, for contract manpower to help Mr. Lolicata get the meter heads in place, the new meters in place as expeditiously as possible and I'm wondering whether or not Tom's using that and how long it's going to take him to phase in this approach.

Mr. Lolicata stated first of all, we can only buy so many meters a year. The two hours meters I can only put in so many at a time. If I have 50 men help me or even 100 I still can't put out what I don't have replacement parts for. This is why I have to go a section at a time. At that time, I called all three companies and they don't have people who will do that.

Mr. Girard stated your budget contained enough money to buy enough meters to do the whole City and not to phase it in over a period of years.

Mr. Lolicata stated no, what I had is enough. I haven't even finished the ten hours, Rich. I've got 2,000 meters and its going to take us a few years at that same amount just to catch up and do the whole City. I don't have enough new meters for the whole City. Ten hours, yes because of the minimum parking. Two hours I have over 1,000 meters.

Mr. Girard stated having worked with the Mayor and the Traffic Department with the submission of his budget and of his plan, it was my recollection that Mr. Lolicata was given enough money to buy enough new meters.

Alderman Domaingue stated a point of order Madam Chairman if I may. This discussion could take place outside of this Committee if there are inquiries that need to be made by the Mayor's Office, I believe Mr. Lolicata is usually available by telephone and that if the Mayor's Office feels it's important enough to make it an agenda item for discussion then they should call and make it an agenda item for discussion, but that's not what we are supposed to be voting on right now.

Chairman Sysyn stated I agree. Does anyone want to make a motion to accept it.

Alderman Robert stated mark me as opposed. My feeling is that because of the discussion in part of clarity, I am going to oppose it until it's clear.

Chairman Sysyn asked Tom, when is this going to start. After the beginning of the year.

Mr. Lolicata stated right after this, we can start right after January. Probably the middle of January on just this section.

On motion of Alderman Domaingue, duly seconded by Alderman Soucy, it was voted to approve the traffic agenda with addendum and rescinding said meters effective upon installation of new meter heads and approval of new regulations for areas described. Alderman Robert was duly recorded as opposed.

Chairman Sysyn addressed the discussion item found on the addendum of the traffic agenda.

Annual traffic program.

Mr. Lolicata stated the discussion was because of a CIP agenda made up so you would be aware of it because of the budget constraints. We felt we would bring this to the Traffic Committee tonight. There would be a program and what we are asking for in CIP. The top priority that you see in there goes by the number of accidents which is West Brook and Elm Street. We are lucky if we have enough money for each intersection. As usual, every year you're going to see us come up with these programs. We need an awful lot for upkeeping our controllers. Jim needs a lot of controllers and spare parts, etc.. Each one of them is marked accordingly. If you just want to study it, it looks like you have about five minutes and I think it's the best you can do for now.

Mr. Hoben stated this is just being presented. I know there were some questions from Alderman Reiniger and Alderman Domaingue that how do we go about developing our priorities and I know that Elm and West Brook has been on the back burner for many years.

Alderman Reiniger stated going back to the meters, I am a little concerned over the lack of clarity on that issue.

Chairman Sysyn stated so you are opposed, so I have to break the tie. I'm voting in favor of.

Chairman Sysyn called for a vote. Alderman Sysyn, Alderman Domaingue and Alderman Soucy were recorded in favor of and Alderman Reiniger and Alderman Robert were duly recorded as opposed. The motion carried.

NEW BUSINESS

Chairman Sysyn stated that Rich Davis is here from Intown Manchester to take up one little item over validated parking. We had a meeting the other night of Intown Manchester discussing validated parking tickets for the Center of New Hampshire Garage. The validated parking tickets would be for the merchants on this end of Elm Street who could buy them and then they would turn them in. David Baldwicker runs the Victory Garage and the Canal Street Garage and the Center of New Hampshire Garage is run by someone else. If we went in and the merchant gave us a validated parking sticker then the Victory Garage would accept them, but we need to give them word. I don't know who would give them word. Could I just go down or can Tom tell them.

Mr. Lolicata stated Dave is in Detroit right now.

Chairman Sysyn replied I know he is, but he said his wife was there and she talked to him. The fellow that runs the garage at the Center of New Hampshire, Mr. Daniels, he will do it if we give him an official word.

Mr. Lolicata stated I would imagine the Committee would have to give the okay.

Chairman Sysyn stated can I have a motion on this that we allow validated parking in the Center of New Hampshire Garage.

On motion of Alderman Reiniger, duly seconded by Alderman Soucy, it was voted to approve the validation parking program for the Center of New Hampshire Parking Garage. The City Clerk's Office was to notify Mr. Richard Daniels of such action.

Mr. Girard stated with all due respect Madam Chair, I think the Board of Mayor and Aldermen has to approve what the Committee has recommended.

Chairman Sysyn stated the only reason I take exception to this is, is that I was told the last time, the day that we passed that parking for the employees in the parking garages was when that could go into effect. Because I was advised that this was a separate Committee even though it also went through the Board of Mayor and Aldermen the day we passed it through here, that it would have passed.

Mr. Girard stated under the ordinance, its my understanding that all actions of this Committee, from stop signs to parking, have to be approved by the Board of Mayor and Aldermen.

Alderman Soucy stated we can bring it in as a Committee Report under new business.

Chairman Sysyn stated we could do it under new business tonight, because this is very important Rich for Christmas shopping.

Mr. Davis stated I shouldn't take any more of your time, but the parking validation program is actually going into effect. We would time our publicity campaign Tom to match your program of the meter replacement downtown, so you and I should talk and find out when the big change is going to take place hopefully after the holidays. The program is in effect and people can go ahead and buy the stamps and begin implementing them now. One of the big things is these stamps need to be visible and the parking opportunity in garage needs to be visible also. We are trying to go with a logo very much like this one to advertise the program. At a later date, Madam Chairman we'll report further on how this program is implemented. One idea that you may want to consider before next time, is something like this could be handed out by the meter maids when the cars are tagged and it says a positive message, "next time you can park for free" and it tells you how to do that. The message we are trying to give to the merchants and property owners is yes, it is possible to park for free with the validation program. That's a positive message we are trying to get out with this validation.

Chairman Sysyn stated we have one more item of new business. We received a late letter from Mr. Harold Levine and because it's so late we are going to put it on the next agenda.

TABLED ITEMS

Communication from Alderman Reiniger submitting proposed revisions to existing City ordinances.
(Tabled 2/26/96)

This item remained on the table.

Communication from former Chief Favreau, requesting consideration that 10-hour meters along the south side of Manchester Street, between Pine Street and the driveway to the Police station be installed.
(Tabled 5/21/96)

This item remained on the table.

Discussion with Highway and Police Departments regarding the development and/or recommendations for methods of slowing down traffic on certain neighborhood streets.
(Tabled 8/26/96)

This item remained on the table.

Communication from Alderman Pariseau requesting the Committee rescind its previous recommendation relative to the installation of "Right Turn Only" signs at the intersection of Westwood and Donahue Drives; and further requesting that the "Right Turn Only" signs be installed at the intersection of Sherwood and Westwood Drives.
(Tabled 10/21/96)

This item remained on the table.

Communication from Sister Barbara McLean, Principal, St. Joseph

Regional Junior High School expressing concern over various issues pertaining to school bus service, the sidewalk in front of Pulaski Park, Special Services and parking meters.

(Tabled 10/21/96 pending further report from Traffic.)

This item remained on the table.

Communication from Rick Gelinas regarding neighborhood parking problems in the residential area surrounding the Federal building.

(Tabled 11/19/96)

This item remained on the table.

Communication from Marie Wingate submitting a petition on behalf of area residents requesting a 3-way traffic signal at the intersection of Bridge and Belmont Streets.

(Tabled 11/19/96)

Chairman Sysyn stated the woman that was supposed to come last time for Bridge and Belmont Street, came to see me today and she couldn't come. She was looking for a traffic light and took a lot of information down on how many accidents and I'm going to turn that over to you.

Mr. Lolicata stated I have the accident reports from the Police Department. They kind of don't meet the requirements but we are going into it further with the schematics and how the accidents occurred and we have one idea on how it happened.

Chairman Sysyn stated I told her that I would turn it over to you as she came down to see me.

This item remained on the table.

There being no further business to come before the Committee on Traffic/Public Safety, on motion of Alderman Soucy, duly seconded by Alderman Reiniger, it was voted to adjourn.

A True Record. Attest

12/17/96 Traffic
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Clerk of Committee

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