

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

October 1, 1997

**Immediately Upon Conclusion
of Special BMA**

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

Present: Aldermen Sysyn, Reiniger, Soucy, Domaingue, Robert

Messrs. Tom Lolicata, Jay Taylor, Lt. Tessier, Don Clark, Steve Tierney,
Jim Hoben

Chairman Sysyn addressed item 3 of the agenda:

Communication from the Industrial Agent seeking approval of the renewal of the proposed parking lease option with Wynex Properties (former NYNEX properties) for up to 150 parking spaces in either the Victory, Canal Street, The Wall Street Tower garages, the Hartnett Lot or any other City-owned parking facility agreed to by both parties.

On motion of Alderman Robert, duly seconded by Alderman Domaingue, it was voted to approve the proposed parking lease option with Wynex as submitted by the Industrial Agent.

Chairman Sysyn addressed item 4 of the agenda:

Communication from Richard Duckoff relative to the recent conversion of Bedford Street from a two-way to a one-way going south to north.

On motion of Alderman Soucy, duly seconded by Alderman Domaingue, it was voted to receive and file the communication from Mr. Duckoff.

Chairman Sysyn addressed item 5 of the agenda:

Communication from James Kathales submitting his suggestions relative to better traffic flow on Tarrytown Road and Mammoth Road in anticipation of the future openings of CVS and Osco.

Alderman Domaingue asked has the Police Department received a copy of this as their input would certainly be essential.

Mr. Lolicata stated just by making a one-way on Tarrytown Road with the hospital right there, I would be against it.

Alderman Robert moved to forward a letter of thanks for Mr. Kathales for his suggestion and to receive and file the communication. Alderman Reiniger duly seconded the motion. There being none opposed, the motion carried.

Chairman Sysyn addressed item 6 of the agenda:

Communication from Mr. and Mrs. Loughlin requesting the issuance of stickers for residents in the Sunset Manner area which would allow them to go directly to their homes.

Alderman Domaingue stated Mr. and Mrs. Loughlin make an excellent point in that the neighborhood that they are living in is the one where we had signs erected so that the traffic could be designated to go through and not speed through which was an effort to reduce traffic and speed and violations, however, the people who are impacted are the people that live on Pepperidge Drive and so for them it is an inconvenience for them to go all the way through the neighborhood which is the point of the letter rather than shoot 200 feet to their driveways. It's an excellent point, however, out of fairness and being the Alderman from that area, I have to tell you that everyone else in the neighborhood is also inconvenienced whether they live on Pepperidge Drive or any one of the other streets and my sense is that if you were to give stickers to one street you would expect to hear from the residents who feel inconvenience on all of the others and am going to leave it to the Committee and at the same time this Committee has established a practice that we don't issue special signs or stickers, so I would like some direction from some of the Committee members as to whether you think this would be a good idea.

Alderman Soucy stated I think they do make a good point, it's obviously very few houses that are affected with this entire circle getting to their homes, but my question would be for Lt. Tessier perhaps, is that something that could be enforced.

Lt. Tessier replied a great deal of time was spent trying to set up patterns and there are people who understand that and if permits were issued that would allow people to deviate from that pattern and from a public safety point of view, I don't think it would work.

Alderman Soucy in addressing Alderman Domaingue stated you are going to be revisiting the issue of how that set up is working in the neighborhood anyway and perhaps that issue can be taken up at that time.

Alderman Domaingue stated as a matter of fact that is why item number 10 is on the agenda and I would speak to it at that time.

On motion of Alderman Soucy, duly seconded by Alderman Robert, it was voted to receive and file the communication from Mr. and Mrs. Loughlin and to forward a letter to them indicating that the issue will be taken up when discussing the whole scheme of traffic flow in that neighborhood.

Chairman Sysyn addressed the following new item of business next as Mr. Clark was present to answer questions.

Communication from Don Clark requesting the permitting system be eliminated in the Granite Street Lot and allow self-policing of this leased area by the lessors.

Alderman Reiniger moved to approve the request of Mr. Clark as submitted.

Mr. Clark stated the lot that we are talking about is the one that sits immediately in front of what had been known at The Granite Street Bar & Grille. We either lease or sublease all 56 spaces in this lot and have for about ten years. About a year or so ago, the Traffic Department instituted a permit system where you have a tag that hangs on your rearview mirror if you're parking in City-owned leased lots. The fact that this particular lot had always been used as restaurant parking makes that system difficult for patrons of a new facility. We've signed a lease for that facility and we have the ability to get tags to these people, but if someone is going to drive up to a restaurant, get out of their car, get a tag, come back out, hang it on

their windshield and after they're done go back out to their car bring it back into the restaurant all of the tags are going to go away if they get any patrons. So, what we are asking is that we become self-policing. In the past two years when the restaurant wasn't open there's basically no one in that lot, so I think that indicates that it services the restaurant more than anyone else and it's not really overly convenient to anything but the restaurant.

Alderman Domaingue duly seconded the motion. There being none opposed, the motion carried.

Mr. Lolicata stated I just wanted to ask to this that Mr. Clark is one hundred percent correct. The other 27 spaces here that are supposedly going to be left out this past month are not going to take up the leases. The only thing I am going to say on this is that this has been an on-going problem for a long time even before you came into the picture. You've got a restaurant down there and a situation where there is a public parking lot and Don's correct, we have meters in the front and the rest are all leased and then this problem has arisen. All I am saying is that if we take the other leases that are going to be vacant and have Mr. Clark take them over and police it themselves that would answer a lot of prayers here. But, in the same time I just want you to realize that down the road, I don't want this to be coming up from somebody else in other public parking lots. We're in a unique situation down there, it's located in a situation where they need the parking, these people need the tenants, and I think it would be a great idea if he wants to take over the leases, etc. and as far as snow removal, etc. I can work that out with Mr. Clark and everything else. But, now I think it is a very good idea because this is going to go into the other problem and we're really starting to get squeezed for space down there in the Millyard which I will bring up later and if you go along with this it is fine with the Traffic Department, I think it's a good long-term idea.

Chairman Sysyn addressed item 7 of the agenda:

Communication from Hillsborough County Sheriff Walter Morse requesting that the direction of travel on Barrister Lane directly behind Hillsborough County Superior Court at 300 Chestnut Street be changed.

On motion of Alderman Soucy, duly seconded by Alderman Reiniger, it was voted to receive and file the communication from the Hillsborough County Sheriff as this matter had already been addressed.

Mr. Lolicata stated it was put into place through an emergency act.

Chairman Sysyn addressed item 8 of the agenda:

Communication from Brian Shaughnessy requesting the closure of streets as outlined in the enclosed on Sunday, October 19, 1997 at 1:00 PM in conjunction with a 5-K Road Race.

On motion of Alderman Soucy, duly seconded by Alderman Robert, it was voted to approve the closure of streets as submitted by Mr. Shaughnessy subject to the supervision of the Police Department.

Chairman Sysyn addressed item 9 of the agenda:

Communication from George Vannah, Clerk of Court, U.S. Bankruptcy Court, requesting approval for thirty (30) leased parking spaces in the Pine Street Parking Lot be allocated for use by his office staff.

Mr. Lolicata stated previous to this letter and even afterwards up until recently, there are a lot of things going on down there such as the Bankruptcy Court leaving the Norris Cotton Federal Building. By doing that there is going to be 74 people taken care of for parking and I've spoken to a lot of people in that building including the Internal Revenue. The best thing in the interest of the City, right now, is not to lease whatsoever; that lot if filled every single day, the meters are being filled and taken care of and no matter how you look at it there are 74 more people leaving there. Now, in the interim I have worked something out with the garages to take care of these 74 cars, we do have the room. The Victory, the Hartnett are the closest ones to these people and that will be taken care of when they do more with November 1st being the deadline, I understand. Because of federal money probably not being given to them by the spring which is close to a million dollars, these people might be out of that building, these 74 people for quite a time - six months, eight months, maybe a year or more, plus I hear some of the people might be moving. So, I would suggest right now that we leave the parking lot alone, outside from what I have asked on tonight's agenda. For the visitors of that building in the front row to have 2-hour parking which will be on the agenda tonight, I would say no to the leasing and I hope you consider the 2-hour parking for the people and leave the meters where they are. I've gone through the guards and the feds and everybody and they all seem to like this idea. We will take care of those people and it will be quite a problem and they have all agreed to this so far, from what I understand.

Alderman Soucy stated they're doing the construction down there as I understand to reseal the ceiling and to correct damage to the parking garage because it's underground, but...

Mr. Lolicata interjected I was under the understanding that there might not be enough money appropriated to finish it, it might be a longer term than expected.

Alderman Soucy asked how are we going to accommodate these people.

Mr. Lolicata replied through the garages - the Victory and Hartnett Lots and they will all pay the leases.

Alderman Reiniger asked what does Mr. Vannah think of that solution, have you spoken to him.

Mr. Lolicata replied personally, no. From the meetings they've had down there he was one of the gentleman who spoke to Mr. Saul, the head of IRS and they people don't want it leased and why should we lease something that is already filled day-after-day and I have to find spots on top of that when they other people leave. If you do that you might as well lease the whole parking lot because eighty or ninety percent of that is filled by the Norris Cotton Federal Building anyway, so it doesn't make any sense to lease them right now.

Alderman Soucy stated I would say seventy-five percent and the other twenty-five percent is Superior Court.

Alderman Reiniger asked where would the Bankruptcy Court judges park, would they have to go out and feed the meters or what.

Mr. Lolicata replied if they don't find the meters, we do have the spaces available for them, they are all very well-aware of this, they all know that the Victory and Hartnett has plenty of room, so those people could be and will be taken care of. This problem may last close to a year and from what I understand perhaps the Bankruptcy Court themselves are suppose to move out of Manchester, somebody gave me that information also which I am not too sure of.

Alderman Soucy asked where would they be moving to the new federal building.

Mr. Lolicata replied Concord, some building somewhere, I think Mr. Saul from the IRS mentioned that to me. But, either way you look at it the spaces are available to lease.

Alderman Domaingue stated in his letter Mr. Vannah alludes to if we were to do this that such lease permits would be charged at a rate of \$30.00 a month, where did he get that figure.

Mr. Lolicata replied for leasing on on-street parking lots and this side of Elm Street is all \$30.00, the garages are \$45.00.

Alderman Reiniger stated I don't know what the requirements are for safety of the Federal judges and we have two Bankruptcy Court judges. I know this has become an issue and I think that court needs to be consulted to make sure that the requirements are being met. I don't know if it is sufficient to have these judges as parking on the street somewhere or in a garage a couple of blocks away, I don't know if anyone has an answer to that.

Alderman Soucy stated part of the reason for creating the underground parking and we were just talking about what the security at the new Rudman building and part of the reason for the underground parking was to ensure adequate security for the judges. After you just impose a ruling on someone as we all know people are crazy in some instances and there's really some security risk and we just wondered if you had addressed any of those...would the judges still have parking underground.

Mr. Lolicata replied that has not been brought to my attention, this has all taken place in the last three weeks to a month.

Alderman Reiniger moved to refer the communication from Mr. Vannah to the Traffic Department recommendation subject to trying to accommodate the judges security and requesting that the Traffic Director report back to Committee. Alderman Soucy duly seconded the motion. There being none opposed, the motion carried.

Chairman Sysyn addressed item 11 of the agenda:

BMA referral of August 5, 1997 relative to traffic regulations as follows:

Section 25. Parking Time Limited in Designated Areas.

Parking 2 Hours (8:00 AM-6:00 PM):

On North Street, north and south side, from Pine Street to Chestnut Street

On Salmon Street, south side, from Bay Street to Chestnut Street

Mr. Lolicata stated this item has been addressed under the Traffic Department agenda.

On motion of Alderman Reiniger, duly seconded by Alderman Soucy, it was voted to receive and file item number 11.

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

Rescind - Parking 1 hour:

**On Wilson Street, west side, from Somerville Street to a point 50 feet south of Harvard Street
Alderman Shea**

Parking 1 hour (7 days):

**On Pearl Street, north side, from Pine Street to Chestnut Street
Alderman Reiniger**

No Parking Anytime:

**On Cilley Road, north side, from Wilson Street to Lincoln Street
On Cilley Road, south side, from a point 365 feet east of Taylor Street to South Cypress Street
Alderman Shea**

**On Bartlett Street, east side, from Putnam Street to a point 50 feet southerly
Alderman Robert**

**On Gabrielle Street, north side, from South Jewett Street to Memorial Drive
Alderman Domaingue**

No Parking Anytime:

**On Grant Street, west side, from Hanover Street to a point 90 feet northerly
Alderman Sysyn**

**On Lenox Ave., both sides, from Rosedale Avenue easterly to the dead end
Alderman Pariseau**

**On Laurel Street, south side, from Pine Street to Union Street
Alderman Reiniger**

Parking 2 hours (8am-6pm):

On West Street, east side, from a point 60 feet south of Douglas Street to a point 20 feet southerly

Alderman Robert

On Laurel Street, north side, from Union Street to Pine Street

Alderman Reiniger

Rescind No Parking Anytime:

On Laurel Street, north side, from Union Street to Pine Street

Alderman Reiniger

Rescind No Parking Loading Zone:

On West Street, east side, from a point 60 feet south of Douglas Street to a point 60 feet southerly

Alderman Robert

Rescind No Parking Anytime (8am-5pm - Mon-Fri unlimited parking):

On Cypress Street, west side, from Lake Avenue to Spruce Street

Alderman Clancy

Stop signs:

On Hemlock Street at Webster Street, sec

On Tory Road at Webster Street, nwc

On Russell Street at Webster Street, sec

On Hawthorne Street at Webster Street, sec

On Linden Street at Webster Street, sec

On Dallaire Street at Webster Street, sec

On Wagner Street at Webster Street, nwc

Alderman Wihby, Alderman Elise

Stop signs:

On Garden Drive at Dunbarton Road, sec, (western terminus)

On Garden Drive at Dunbarton Road, sec (eastern terminus)

Alderman Hirschmann

On Walnut Street at Clarke Street, sec, nwc

(Ordinance reverses stop signs)

Alderman Wihby

**On Cohas Avenue at South Mammoth Road, nec
Alderman Domaingue**

Rescind Stop signs:

**On Clarke Street at Walnut Street, nec, swc
Alderman Wihby**

One Way Street:

**Londonderry Lane - from Pine Street to Chestnut Street, westbound
Police Department - Alderman Reiniger**

**Sterling Avenue - from Calef Road to Elm Street, westbound
Alderman Pariseau**

Parking 2 hours (8am-6pm):

**On North Street, north and south side, from Pine Street to Pine west back
street
Alderman Reiniger**

No Parking Loading Zone:

**On Cedar Street, north side, from a point 20 feet west of Maple Street to a
point 25 feet westerly
Alderman Clancy**

Rescind Parking 2 hours (8am-6pm):

**On Laurel Street, south side, from Pine Street to Union Street
Alderman Reiniger**

Rescind No Parking (unlimited):

**On Bartlett Street, north side, from Amory Street to a point 500 feet westerly
Alderman Robert**

Rescind Parking 1 hour (8am-6pm Mon-Fri):

**On Brown Avenue, east side, from Bosse Avenue to a point 150 feet north
Alderman Pariseau**

Crosswalks:

**Across River Road, south of Clarke Street
Across Clarke Street, east of River Road
Alderman Reiniger**

CILLEY ROAD AND TAYLOR STREET
TRAFFIC SIGNAL PROJECT

Ordinances to take effect when signals are placed into operation

Traffic Signals:

Cilley Road and Taylor Street

Rescind Stop signs:

On Taylor Street at Cilley Road, nwc, sec, swc

No Parking:

On Cilley Road, both sides, from Taylor Street to a point 60 feet west

On Cilley Road, both sides, from Taylor Street to a point 55 feet east

On Taylor Street, both sides, from Cilley Road to a point 60 feet north

On Taylor Street, both sides, from Cilley Road to a point 60 feet south

Crosswalks:

Across Cilley Road, east of Taylor Street

Across South Taylor Street, south of Cilley Road

EMERGENCY ACTS

Flashing School Zone Signals:

On S. Mammoth Road, east side, south of Green Acres School driveway

Alderman Domaingue

On S. Mammoth Road, west side, north of Green Acres School driveway

Alderman Domaingue

Rescind Flashing School Zone Signal:

On S. Mammoth Road at Aurore Ave.

Alderman Domaingue

No Parking During School Hours:

On Roysan Street, east side, from Joshua Street to Lois Street

Alderman Domaingue

New Middle School Project:

Stop Signs:

On un-named Middle School Road at Mammoth Road, nec

On un-named Middle School Road at Aurore Ave., nwc, sec

**On un-named one way drop-off of Green Acres School at the un-named
Middle School Road, nec, sec**

Alderman Domaingue

Crosswalks:

Across un-named Middle School Road, east of South Mammoth Road

Across un-named Middle School Road, north of Aurore Ave.

Alderman Domaingue

Stop Signs:

On Ashland Street at Webster Street, sec

Alderman Elise, Alderman Wihby

No Parking Bus Stop (8am-5pm Mon-Fri):

On Auburn Street, south side, from Lincoln Street to a point 260 feet easterly

Alderman Clancy

EMERGENCY ACTS

Rescind No Parking:

On Auburn Street, south side, from Lincoln Street to a point 75 feet easterly

Alderman Clancy

No Parking:

**On Mammoth Road, west side, from a point 790 feet south of Bridge Street to
Tarrytown Road**

Alderman Sysyn

**On Candia Road, north side, from Woodbine Avenue to a point 100 feet
easterly**

Alderman Clancy

**On Precourt Street, west side, from a point 160 feet north of Demers Street to
the dead end of Precourt Park**

Alderman Cashin

On Precourt Street, east side, from the north property line of 175 Precourt Street to the dead end of Precourt Park

Alderman Cashin

One Way Street:

Barrister Lane, From Central Street to Merrimack Street, northbound

Alderman Reiniger

Rescind One Way Street:

Barrister Lane, from Merrimack Street to Central Street, southbound

Alderman Reiniger

No Parking Bus Stop During School Hours:

On South Jewett Street, east side, from a point 30 feet south of Seames Drive to a point 50 feet south of Maurice Street.

No Parking During School Hours (1:30 PM - 3:00 PM Mon-Fri):

On South Jewett Street, west side, from Maurice Street to Seames Drive.

Parking 2 Hours (8:00 AM-6:00 PM - Meters):

Pine Street, Lot front row on the west side of the Lot, from the Main entrance to a point 110 feet northerly

Rescind Parking 10 Hours (8:00 AM-6:-- PM - Meter Nos. 3328-3339):

Pine Street Lot, front row on the west side of the Lot, from the Main entrance to a point 110 feet northerly

Alderman Domaingue stated, Mr. Lolicata, while you were on vacation there was an issue brought to my attention by the Principal of Southside Junior High School relative to bus stop signs

Mr. Lolicata stated that is on the addendum, we took care of that also.

On motion of Alderman Domaingue, duly seconded by Alderman Reiniger, it was voted to approve as amended the Traffic Department agenda.

Chairman Sysyn addressed item 16 next as Mr. Brooks McQuade was present to address this item.

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

Communication from Brooks McQuade requesting to increase the parking spaces used by Downtown businesses in the Middle Street Parking Lot from 17 to 34 spaces.

(Tabled 7/15/97)

Mr. McQuade stated first of all I'd like to thank the Mayor, the Traffic Committee, and members of the Board of Aldermen who have supported the Middle Street Parking Lot, it's been a great success and we've seen a larger number of customers not only into our store McQuade's but into the other 15 participating merchants that are involved with this parking lot. As you know, Manchester is in a great state of expansion right now with the renovations happening to City Hall, with Elm Street in disarray right now it is going to turn into a beautiful main street in Downtown and with what is happening with Intown Manchester and all of the facades going on we see some great things happening in Manchester. The assets is Downtown Manchester; that has been one of the main focal points of many of the people running for office supporting the Downtown and trying to bring it back to what it was...to show the uniqueness, to show how the Downtown is. People like to come Downtown, they like to come down to shop, to eat, and they want to come down to do their business. We have seen a lot of growth in that area and we not only as the merchants involved in this lot, but the other people involved in the Downtown have a goal to make the Downtown vibrant again and you can see that people are anxious to go back Downtown to do their shopping, to go to the fine restaurants and everything else. The Middle Street Lot through you people has become a great success. We have 16 merchants that are involved who think it is a great thing for Downtown and we have other people that are involved and they want to get involved, but due to the limited number of 17 spaces we have not been able to open it up to other merchants. I don't know if any of you have been down there, but the lot is full I'd say 85 percent of the time and there is a two-hour time limit on that lot, we have a person that mans the lot on Monday through Friday from 8:30 to 4:30 and the person that does handle that keeps it under very strict control. It's a turnover parking lot for people who do go to the lot receive a ticket, we have a delicate balance going on Downtown between success and frustration. People want to come Downtown, but they don't want to do it and be frustrated. They want to come down and want to have simple parking, they want to get in and do their business, shop, eat, go back to their car and be able to leave the

Downtown and have a nice experience. You people as Aldermen and Traffic Committee members are a driving force in what's happening in the City especially in the Downtown area to make the Downtown unique and special again. You have the ability to go in a direction that is the direction that you see happening down there now. Things are starting to happen and people are excited about it and people feel a sense that the Downtown is going to be something special again. We have requested to up the spaces from 17 to 34. We have talked with the other merchants and wish some of them were here tonight and we think it is a great thing for the Downtown and think it is great that you have supported it so far and we would love to have you vote in favor of increasing it. We think it's good for Downtown Manchester and the people that are participating in it.

Chairman Sysyn asked how many spaces are in that parking lot.

Mr. Lolicata replied there are about 60 in the whole lot 17 of which are currently leased by McQuade's.

Alderman Reiniger stated I think that Brooks has said it very well, this has been a great tool for the revitalization of the Downtown, so I certainly support this program.

Alderman Robert stated, Mr. McQuade, correct me if I don't understand what's going on, but there is free parking in a lot which is in close proximity to your establishment. What do we do for people who don't have a parking lot like that in similar proximity, would we be starting something...will we have to take the meters out of all of the parking lots, would we be putting ourselves in a bind by expanding upon this. As I remember, I thought this was a temporary measure, essentially for the holidays.

Mr. McQuade stated as far as the length of time only you folks would only know that, we were never given any time slot to indicate that we had it just through the holidays. I just know that when you look at any situation today...be it Downtown, be it your own home life you take every situation as an entirely different matter. To say that every lot or every area of the City is going to want free parking, you have to look at that issue as a separate entity. What we're looking for is in the direct core of the Downtown that we feel is the center and we are trying to grow that area, the block that we are in now is not having any more vacancies. We have a bakery that is going in next door and he has come to us and asked us about the parking. The only thing across the street open is the beautician and we hear that

people are looking at that. What we are seeing now is a lot of growth. We're seeing things happen in that area that has not happened in ten years, so to say that you'll have to look at every situation I'm sure you will, but to look at this situation I think you have to look at it as a small part of what you folks are trying to do as a whole.

Alderman Domaingue stated I get a little confused when I begin to hear people talk of the Downtown in terms of one segment of Elm Street and I'm not a Downtown Alderman and I need to state that up front, but I am the Alderman where the Mall of New Hampshire is, so I have a sense of people and their needs for parking particularly when they want to shop. I guess...we have a real dilemma here and I would hope that this Committee will look beyond trying to make a decision tonight. I don't have a problem with extending this, but only until this Committee meets with...and I would make this suggestion, Madame Chairman, a representative group of those Downtown businesses, all of the Downtown businesses so that we can get a sense of where their needs are as well. Certainly, the points that you've made tonight are very, very true and throughout the very six difficult years that we went through a recession McQuade's has stood by this City and stayed Downtown and we do appreciate that very much. Having said that we also need to...as the Aldermanic Traffic Committee be fair to the other businesses Downtown and they are beyond Bridge Street to the north, so I would recommend, Madame Chairman, that we only extend this as long as the time is necessary to be able to meet with those businesses if that would be okay with the Committee.

Mr. Lolicata stated, Brooks, I got your little memo. I see the expense you've gone through, so it's well-maintained and you're putting a few dollars into it. The City is in a dilemma too, I know where they are coming from and I know where you are coming from. I just have a suggestion I'd like to throw at everybody here. Until the meters go back in Downtown after the improvements project which we're supposed to gain another 60 or 80 spaces Downtown...2-hour parking meters will go on Elm Street. I just got the okay the other day to order them, so I'm hoping that they'll come in before December 1st with Elm Street maybe being done by November. I'm going to state for now a temporary thing giving you the 17 spaces until at least after Christmas (January 1st) whereby to see if these meters will work for you also. It's going to be late in the year before the meters come in, so let's go through the Christmas season like you have done before and on January 1st we'll take a good look at this as far as seeing if the meters can do their job. These new meters, down the road, I can change to one hour automatically and it might work for your merchants in that particular area. Once these automatic meters go in there right now, I think there might be...with some enforcement from Mike and they have some people down there who can see the

meters and with a little bit of emphasis, I think it might work out. But, in the interim if the Committee would give you the 17 spaces and maybe we can do something by January 1st after the Christmas season and give these meters a chance to work for you also. Maybe the turnover if it's done correctly will help your merchants Downtown like they should and the Committee can always take a two-hour meter and change it to one hour if we have to.

Chairman Sysyn stated when Elm Street is done and you have that diagonal parking before the meters even go in asked how many spaces are they going to gain aren't they.

Mr. Lolicata replied in his particular block they're going to pick up another six or eight.

Mr. McQuade stated from what I'm seeing once the angle parking is in, I think we go in that block from eight to 22 spots. Which you have to look at on a grandeur scale because not only are we now receiving more parking spaces in that area, but we have more businesses coming in and that not only supports more people coming into the Downtown area.

Chairman Sysyn stated but we also did because I'm part of the Downtown Manchester Group only because of the business connection, we did a validation sticker program that you can buy the validation stickers because Victorian Jewelers was part of that and they can part some of them in the Center of NH Parking Garage.

Mr. McQuade stated we are also involved with that program and it has not been very successful for us. Our customers do not feel, for whatever reason, comfortable going into the garages. They would rather park in a location that is well lit and open than go in and park in one of the garages. So, for whatever reason the lot on Middle Street has been very successful. Not only to McQuade's, but to the other participating merchants.

Alderman Reiniger stated each area of the Downtown does have different considerations and some of the stores are closer to the garages than McQuade's and one of their problems is they are just kind of in the middle, so this lot is the closest one to them which is why they are focusing on it. So, I think it makes sense.

Chairman Sysyn stated when City Hall is reopened you're going to need a lot of those spaces for City Hall traffic.

Alderman Domaingue stated with City Hall not being there now temporarily for now, I don't see a problem with continuing the extension but what Mr. McQuade is asking for is an increase in the number of spaces.

Chairman Sysyn stated unless you want to follow-up on Tom's suggestion to extend the 17 for now and take up the rest later.

Alderman Domaingue stated I would be remiss if I didn't point out and I'm sure that most of the Committee members are aware of this, but I think it needs to be said...McQuade's and any Downtown business is in direct competition with the convenience of the Mall of New Hampshire patrons and that is free parking and I would hope that while we're trying to move forward with the renovation of Elm Street, City Hall, and offering low-interest loans to businesses to get back the store fronts, to make Downtown good that we would make an extension to these businesses as least for the time when we have the spaces available to be able to give them every opportunity to let their business grow. If we don't do that, we're part of the problem, not part of the solution.

Alderman Reiniger asked are you saying you don't want expand the number.

Chairman Sysyn stated you expand those numbers now, then you need those spaces for City Hall, then what are you going to do because they won't want to give them up either.

Alderman Domaingue stated you're heading into another Christmas season and McQuade's is renovating the front of their store hopefully to attract business, what are we going to say.

Alderman Reiniger stated I take it this request is being driven in large part by the growing customer demand.

Mr. McQuade replied yes.

Alderman Reiniger stated another part of this whole debate is...as I understand it the meters are there only to encourage the turnover for the merchants and then hopefully we are trying to have a pricing structure and so forth that the long-term parkers in the garages...this is not meant to be a revenue generator for the City, at least that would be my view and so as the merchants get together and come up with creative ways of dealing with trying to encourage customers to come in, I applaud that.

Chairman Sysyn stated the street is suppose to be finished by November sometimes, this contractor is pushing for November rather than extending into next year. You'll still pick up 14 more spaces in front of that block besides what you've got.

Mr. McQuade asked, Dad, do you want to say anything at this time.

Mr. McQuade senior stated I just have a general statement to make. I've been Downtown a long time - 50 years - and I'm the oldest guy here and I'm going to be 77 years old and whatever you people decide to do won't have any affect on me, at all, but I think it will have a lot of affect on the future of Downtown and the next generation and I want to thank you people for taking a step forward and allowing us to have that space for the time we have had it. It has stopped the tide from going the wrong way and stopped the tide a little bit. It's been a terrific thing we've gone through Downtown trying to survive, I don't have to tell you that you all know that and I appreciate what you've done to stop that tide. It's the first tangible thing that has been done Downtown like that in 30 years and I'm sure it took a lot of courage on your part to step forward and do it, so whatever you can do...one of the Aldermen spoke about what will happen to the other areas in town that don't have this, maybe that is something we ought to face up to, maybe the other sections of town need this too. I'm telling you it has made a big difference to us, and to have anything happen to that really would put a nail in the casket. So, I wish you'd take this into consideration and whatever you'd do we'd be very grateful, thank you.

Alderman Domaingue stated we're trying to be cooperative, but these people are about to enter their busiest sale season and we have a dilemma with the northend, but we also have to address the request here.

Mr. Tierney stated the contractor has told me that he plans to put finish pavement on Elm Street on the 20th of October, they will be putting base pavement down this coming weekend.

Alderman Soucy stated I have a question about the expense sheet that Brooks passed out with their expenses for leasing the spaces. Where was the \$34.00 that they pay the City, how is that number figured in, what was the basis for that number.

Mr. Lolicata replied that was brought up from the original Committee that charged them \$2.00 a space, it had to be something that they had to pay to make it more or less legal, an incentive.

Clerk Johnson replied originally it was for Christmas parking at \$2.00 a space and it sort of continued. At this point there is no official record of approval and that's what the Committee is trying to grasp with.

Mr. Lolicata stated after the news I just heard yesterday from CLD, I hope that everybody realizes I'll be lucky to get these meters in by December. The company is going to try and guarantee me just for the Downtown improvements those meters by December, so this was something that was suppose to have been completed by next year.

Chairman Sysyn stated hopefully you can keep the employees from parking there in the front of the businesses.

Mr. McQuade stated I will only speak for McQuade's...do not allow our associates to park in metered areas. We feel it's unfair to people coming down to shop and do their business, we don't allow them to go out on breaks and pump the meters. So, I can't speak for the other merchants, but I know that at McQuade's that is not something that is done.

Alderman Domaingue asked, Mr. McQuade, would it be unreasonable for us to ask you would 20 as an increase from 17 to 20 be acceptable, so that you could pick up the 14 and bring yourself up to the 34 that you're looking for.

Mr. McQuade replied what happens when we pick up those additional diagonal spaces on Elm Street, they are used by anyone in the Downtown area. Someone going to CFX Bank can park there, someone going to the court house can park there. Anyone that wants too can park there, the lot that is the Middle Street Lot is monitored for participating merchants, they are coming to this area to shop at certain stores, eat at certain restaurants, and to do business with certain businesses. There's a monitor there and when they park on Elm Street there is no way to monitor that. I'm sure the Police Department does know that people do pump the meters, that people will get out and move their car a spot every two hours. By saying yes we're gaining spaces out on Elm Street, we are, but it is not in a monitored area and it's not being used by people that are patronizing these businesses. They can park there and then walk to the Center of NH, so there is a wider range that is being used when it comes down to those spots on Elm Street.

Alderman Domaingue asked what do we say to the businesses that are north of you who don't have that opportunity who are in competition with those parking spaces.

Mr. McQuade replied as I said to Alderman Robert you have to deal with that issue as that issue arises, you can't say that you should go and give the Pearl Street Lot to Nault's Cycling. I don't know those issues, you folks would know that better than I would and you have to take a look and monitor them as they come up. I am just here for what we are trying to do in our area.

Alderman Soucy stated I don't have a problem in the short term going with the 34 spaces, that's not a concern for me. What I do still have a problem with and I am hung up on is the rate structure and two dollars a space a month...I realize that the voucher system just isn't successful and this is an alternative to that, but I think the voucher program is costing the other businesses that are participating in it more than two dollars a space a month and I just don't in fairness to the other businesses that are participating in other programs to increase parking that we can continue to do it at this rate. I could do it for the short term, but I really think we need to look at what it actually costs us to maintain those spaces and it is my understanding that you are providing for the attendant and for some of the services in advertising, but the City is still maintaining those spaces. If the lot needs paving or if the lot needs plowing it's still the City that is providing the services for it, right.

Mr. Lolicata replied we still maintain it for snow removal, naturally. It is still considered a public lot.

Alderman Soucy stated I'd go along with it until January, but I think that beyond that we need to really look at the rate structure in an effort to provide equity within the Downtown for other participating programs.

Alderman Reiniger stated part of the review in January should include the rate issue.

Clerk Johnson suggested that as part of the report in January perhaps numbers relative to the parking usage of people going to the Plaza to conduct City business using the current validation program could be included.

Mr. Hoben suggested perhaps McQuade's could go back with the merchants in the area in which he is located and perhaps submit something to the Committee after the street is completed and make a proposal to the Committee at that time as far as what they wish to do with the Middle Street Parking Lot.

Alderman Domaingue stated, Mr. McQuade, recognizing that you are doubling your spaces and you're not doubling your charge being charged, would this group of merchants be receptive to an increase.

Mr. McQuade replied we monitor each car that goes into the lot as you can tell by the ticket, it's checked off and at the end of every week we take a tally of how many cars or how many people go into that business. Some of the people pay as little as \$10.00 a month. They might get three or four customers in their store a week through that lot for that certain business, but to them that is better than what they had before. I cannot say yes they would be interested in it or they would like to have an increase. I could go back have a meeting, write a letter to them, talk to them on the phone and find out what their feeling is. Of course, with anything you hate to see an increase; that just puts a negative point in somebody's mind, but we would be willing to do that.

Alderman Domaingue stated I hope so, this is quite a bargain.

Mr. McQuade stated we appreciate everything you folks have done. As my father said it's a step forward that you as a Committee have taken, just a positive for the Downtown.

Alderman Soucy stated I think the two dollar number was just an arbitrary number, it wasn't based on actual costs of maintaining the lot so you may want to communicate that we will be calculating the actual cost of maintaining those spaces and then we can look at an actual cost for you and that way it's a little more balanced.

Alderman Reiniger moved that 17 meters be removed from the Middle Street Parking Lot to increase parking spaces leased to McQuade's from 17 to 34 spaces through January 1, 1998; and further that same be reviewed for rate structure and space availability at such time. Alderman Soucy duly seconded the motion. There being none opposed, the motion carried.

Chairman Sysyn addressed an item of new business as follows:

Communication from Lt. Tessier requesting approval to implement a surface-mounted base signage program for pedestrian safety on Elm Street, to be conducted as part of the reconstruction of Elm Street.

Clerk Johnson stated I have a note to add to that because it is also tied with reconstruction. I had a discussion with Intown Manchester today and the signage that is on the polls themselves directing people to the parking garages are up a little high and they'd like to lower them and unless the Committee has objections would be done as part of the reconstruction of Elm Street as well.

Alderman Soucy noted that some of the sidewalks are treacherous and asked if more boards couldn't be put out.

Mr. Tierney stated he would speak with the contractors regarding this issue.

On motion of Alderman Reiniger, duly seconded by Alderman Domaingue, it was voted to approve the request from Lt. Tessier.

DISCUSSION ITEMS

Installation of GUIDE signs for the new Lahey Hitchcock Clinic Traffic Department

Alderman Soucy asked where are they being placed and how many are there.

Mr. Lolicata replied I received a letter noting there are about four signs involved coming off of Wellington Road

On motion of Alderman Soucy, duly seconded by Alderman Domaingue, it was voted to approve the installation of four guide signs for the new Lahey Hitchcock Clinic.

2-Hour Parking Meters in the front row of Pine Street Parking Lot

Mr. Lolicata stated the recommendation came through because of the people going in there on short-terms of fifteen minutes, half-an-hour, one hour, etc. After having spoken with all of the Federal cops downstairs, the IRS and everybody else they figured if I take the first row to the right giving up maybe 12 at the most and change those to two-hour parking meters it would suffice. It is something they have been complaining about since day one and it is something that people should be utilizing to get in there.

On motion of Alderman Soucy, duly seconded by Alderman Reiniger, it was voted to approve the recommendation of the Traffic Department relative to the Pine Street Parking Lot.

Implementation of the Mammoth Road and Lake Avenue/Mammoth Road and Hanover Street synchronization study

Mr. Lolicata stated Mr. Hoben could explain this item in more detail noting that it had been handled by Moni Sharma's employees at Southern NH Planning Commission.

Mr. Hoben stated it is similar to the plan which had been approved for Granite Street, a coordination plan which is left over from when we completed Mammoth Road and Lake Avenue and redid the signals noting they were now connected. So, this plan is from two thirty in the afternoon until six thirty for peek hours on Monday through Fridays, basically when the hospital gets out it backs up when the shift changes at three. It should clear out the northbound distance between both intersections. So, you might see a change in traffic there and it should offer some relief.

Alderman Soucy asked are you going to look into the new intersection, as well, the other intersection near Tarrytown Road because won't the rest of the traffic be going out that way. If the concern is the timing of the hospital and clearing that traffic out.

Mr. Hoben stated we haven't looked at that one...Mammoth and Lake was always the problem...eastbound used to backup to Tarrytown Road.

On motion of Alderman Domaingue, duly seconded by Alderman Soucy, it was voted to approve implementing of the synchronization study.

Loading Zones in Back Streets Alderman Reiniger

Mr. Lolicata stated speaking with Alderman Reiniger relative to his area in the Downtown, the new system once completed with the angle parking, going from four lanes down to three...there were a few loading zones right in Downtown. With the new schematic there are not too many loading zones except for one at the north end and one at the other end which are parallel and not angled. In talking with Alderman Reiniger were possibly thinking of using the back streets once again for load zones only which was how it had been done years ago. In all honesty, it comes up to a truck loading and unloading which is still a 30-minute standard and no other cars there noting that these outlets have to have some place to load and unload and it will not be available to them anytime safely on Elm Street anymore.

Alderman Domaingue asked, Madame Chairman, could we hear from the Police Department on this one because they know a lot about the alleys.

Lt. Tessier stated as a direct result of the construction that's been going on we have been a little bit more flexible about allowing people to use the alleys. It's been my experience as a result of that the complaints have magnified when one vehicle is at one end of the alley and another vehicle is trying to get down to the other end of the alley to make a delivery, it's been very difficult. It's certainly an issue that I am willing to work with, but I think we need to get some feedback from Fire on this because there may be some issues that they may have as far as the issues go. I do agree with Tom wholeheartedly that once the construction's done on Elm Street delivery is going to be very difficult and I know that other communities do nighttime delivery systems which might be something that some businesses may be able to look at.

Alderman Soucy asked can we also look at the overall scheme of the one ways because aren't most of the back streets one way and kind of talk to the businesses. If that is going to be their only loading, I think there is an overall traffic issue like in areas such as Hanover Street where the buildings are right on the edge and you can't see people pulling out.

Mr. Lolicata stated they gave us one way now on both side of Elm Street, one goes north and one goes south, I believe.

Alderman Soucy asked is that going to be the most convenient for the businesses that are accustomed to having their loading zones either on the side streets or...can you just look into it.

Lt. Tessier replied sure. I think maybe we need to contact some of the merchants themselves through the Downtown Associations to try to see what alternatives would be open or what their availability would be to go to flex hours for deliveries, as well.

Alderman Soucy stated because certainly the area behind City Hall has definitely been discussed as a potential problem for those businesses that are next door to have loading and unloading when the new City Hall is completed.

Alderman Reiniger stated in addition to the points made by Mr. Lolicata about the Elm Street changes and the loading zones, I've had complaints from business owners who are getting pretty large tickets when they are trying to just stop in the back and bring out a platter of sandwiches to deliver and in the meantime an officer comes by and hits them with a huge ticket and it's obvious that it's part of a business operation and makes no sense to me to be giving these people large tickets by the Police, it runs counter to everything we are trying to do. Now, it may be that that is the strict wording of the law and maybe that has to be changed or there has to be some more flexibility from the Police in slapping tickets against business owners who are trying to do deliveries in the alleys which is part of the reason why I am bringing this forward.

Lt. Tessier stated we have through the whole construction process worked with a lot of the businesses on Elm Street or tried to. The problem is when you are lenient with one, you're getting complaints from another who might be two doors down wanting the same thing at the same time. It's not an easy...there is no easy resolution and I'm not sure where it is going to go until we clean up Elm Street and get it running properly for pedestrians and businesses and deliveries. It certainly is an issue that needs to be addressed, there's not question about it. If someone is having a particular problem please have them call me and I certainly will work with them.

On motion of Alderman Soucy, duly seconded by Alderman Reiniger, it was voted to refer the matter relative to loading zones in back streets to the Traffic Director who will work with Police, Fire, and the area businesses.

Make Arms Lot Extension Lease Parking Only - 48 spaces Traffic Department

Mr. Lolicata stated the Arms Lot extension now has 2-hour parking in there which we left and are not being utilized whatsoever and as part of the second phase of the Millyard we were thinking about putting leasing in there only, which should be done. Lately, the Traffic Department has been receiving many calls on leases. We are now getting very tight down there in the Millyard. As a matter of fact, I am going to ask another favor tonight from the Committee or ask that you at least consider it. The ordinance now stands for leasing down there on-street at 10 or 8-hour meters only. I'm asking for all meters down there to include the 2-hours. We are now over max. The leases are coming in and the two-hour meters are not being utilized down there. There is room for expansion down there for leasing, the people need it, and we're at a point right now where we have to go into this. I

am right now holding off UNH, they have already sold their two hundred leases and they are asking for more and I can take care of the situation by putting them at the 2-hour meters and the reason I'm bringing this up is because these meters aren't being utilized.

Alderman Soucy asked why wouldn't we put 10-hour meters there, why would we want to lease those.

Mr. Lolicata replied the 10-hour meters go back to the original ordinance down in the Millyard. All we have in the City now is two hours and ten hours and the ten hour meter is for a person going down there who does not lease and say does go to the school for four or five hours or goes to a restaurant and they pay at the meter. We also made the ordinance that all leasing colleges, etc. will park at these 10-hour meters only leaving the 2- hours open for people who want to go in and do business.

Alderman Soucy asked why wouldn't we do leasing in the Pine Street Lot.

Mr. Lolicata replied because the Pine Street Lot is leased day-after-day and they utilize the 10-hours.

Alderman Soucy asked if you had the 10-hours wouldn't they be filled day-after-day with these people that have the convenience of just leasing a space.

Mr. Lolicata replied no. What I'm saying is that down in the Millyard we're getting squeezed, we're getting more people and the way to take care of that through leasing is utilizing spaces that are not being utilized; that's the bottom line.

Alderman Soucy stated but are they not being utilized because they can't feed the meter long-term is my question. Are they not parking there because they're saying gees my class is 2 1/2 hours so I'm not going to get out in time so I'm going to get a ticket, so I'm not going to park there and if they had a 10-hour meter they would just feed it the \$2.50 a day like everybody else does.

Mr. Lolicata stated that is part of the problem, but I am also talking about businesses coming in there wanting to lease also, but the ordinance states there has to be a 10-hour meter now and everyone is being taken care of by leasing. by doing the two hours they can park all day there and lease it. We're looking for space right now. I'm asking for a change to the ordinance for all meters - two and ten-hour meters in the Millyard only, so that we can accommodate the

overexpansion of UNH and the leasing of the companies coming down there. It's starting to be a real problem down there.

Clerk Johnson asked, Tom, the permits on the meters is that part of the green book or is it part of my black book.

Mr. Lolicata replied this is part of the new one.

Clerk Johnson asked is it ordinated by regulation or is it ordinated by ordinance, that's the difference.

Mr. Lolicata replied it's ordinated by ordinance.

Clerk Johnson stated if you change the two-hour meters to ten-hour meters, you don't have to change the ordinance because you now have all ten-hour meters down there, right, and then you can use all of your ten-hour meters.

Mr. Lolicata stated but I don't have ten-hour meters.

Clerk Johnson stated then that's the problem. You'll have to change the ordinance if you want to address it or give them more meters.

Alderman Domaingue stated they're opening a can of worms. Alderman Soucy makes an excellent point in that you seem to have two different standards for two different parking lots that have the same needs, the Pine Street and down in the Millyard.

Mr. Lolicata stated I'm talking about on-street parking first of all, not a parking lot.

Alderman Domaingue stated you're not talking about Millyard parking lot area, but on-street parking.

Mr. Lolicata replied I'm talking about on-street parking meters.

Alderman Soucy stated this says make Arms Lot.

Mr. Lolicata replied the first one is for the Arms Extension Lot. I'm asking for that to be at leased parking only for 48 spaces.

Alderman Soucy stated what I'm saying is you're taking one class of people that are in the Millyard who part all day and you say you have the convenience of writing out a check once-a-month and always having a space and you're taking another class of people who park all day who work in the same place all day and they're having to feed a meter and carry a roll of quarters with them to work.

Mr. Lolicata stated the only reason I'm doing it, Alderman, is that was part of the plan in the Millyard for expansion, this was part of the phasing to do that and I'm going to try and implement that plan for you people tonight because the space is needed in the Millyard. We have people coming in constantly now and we're getting...if you want to do that...the Pine Street Lot...

Alderman Soucy stated what I think is not fair is that you're not just proposing and maybe because that wasn't part of the plan this Committee should entertain just placing 10-hour meters in that area so that those people are treated the same way as other people in the Downtown area are being treated. You would have to order additional meters.

Mr. Lolicata stated, Alderman, I am just presenting something to you that we are going through for the leasing program in the Millyard section only, that is your prerogative, I'm just trying to bring a suggestion to you.

Alderman Soucy stated I understand that, I'm just saying that I don't think it's fair.

Mr. Lolicata stated UNH is waiting for an answer and other people and we'll have to stop it right now and I told them that after tonight's meeting I would have an answer for them to accommodate them. I have a company down there who has a split shift who could utilize the 48 spaces under that bridge and take care of that problem and it's part of a second phase of that program anyway.

Alderman Reiniger stated I agree with Tom. The parking problems are very vexing. The Downtown/Elm Street has different problems and Commercial Street and Bedford Street, so I think Tom's request is reasonable. We have heavy pressure to have more spaces available for leasing in the Millyard. There are companies that are coming in with maybe 30 spaces and they won't come in unless they can find 30 spaces, so this 48 is a significant pickup.

Mr. Lolicata stated I guess you might say that the last four to six months has been a big boom.

Alderman Reiniger stated this is the area under the bridge, correct.

Mr. Lolicata replied that is correct and we allow two hours for those people down there which is two hours on their side anyway and they've never utilized it; that is something the City could be making money on and something they could utilize for that split shift.

Alderman Soucy asked why couldn't he transfer the existing 10-hour meters over there. Tom, do you currently have spaces that are leased that have 10-hour meters at them.

Mr. Lolicata replied no. All ten-hours right now, leases, by ordinance are now filled and that is why I would like to utilize the 2-hour to try and make accommodations.

Alderman Soucy asked do you have an actual meter at any of those spaces that you currently lease, does anyone who leases a space...

Mr. Lolicata replied yes.

Alderman Soucy asked would it be possible to transfer the 10-hour meters to where the 2-hour meters are to accommodate all day parking. The purpose of having leased parking is to have all day parking.

Mr. Lolicata replied I haven't got the resources right now to replace all of those 2-hour meters to 10-hours.

Alderman Soucy stated I'm not asking you to purchase new ones. I'm asking you if there are some available to switch.

Mr. Lolicata replied that is quite a few, I don't know, I'd have to take a look. I am just saying that this is for the Millyard area only, I don't want to thinking the whole City because the rules down there are a little bit different through ordinances, it is a different area.

Alderman Reiniger moved to the Traffic Department recommendation to make Arms Lot Extension Leased Parking Only (48 spaces). Alderman Domaingue duly seconded the motion. The motion carried with Alderman Soucy duly recorded in opposition.

Alderman Reiniger moved to approve leasing of 2-hour on street meters.

Alderman Domaingue stated I need more information before I can support that, Tom; that and the fact that there is a real issue here with the Pine Street situation. Can you come back to the Committee next month or at the next meeting and let us know if there is any feasible that can be done with leasing the spaces.

Mr. Lolicata replied I can't think of anything else right now. I'm at the point where I just cannot lease anymore down in the Millyard and I have to go by ordinance and that is why I need permission to do 2-hours so we can lease.

Alderman Domaingue stated I am talking about Alderman Soucy's concerns about the Pine Street Lot.

Mr. Lolicata asked to change it or lease it.

Alderman Domaingue replied whether or not we can.

Mr. Lolicata stated you can lease if you want it's your prerogative; that is a decision you have to make.

Alderman Domaingue asked can you bring us more information on the pros and cons of doing that at the next meeting.

Mr. Lolicata replied I can probably give you a couple more, sure.

Chairman Sysyn asked in the meantime are you holding up leased parking in the Millyard.

Mr. Lolicata replied yes. I am not going to lease any more, I have to stop by ordinance. I'm a little bit over right now.

Chairman Sysyn asked can you move some of the 10-hour meters to where they want to lease them.

Mr. Lolicata replied I don't have that many 10-hour meters left and if I do, do you want me to change them all or just some of them. There's about another one hundred or so to do on the westside of Commercial Street and I'm trying to figure why should I be doing that, all I need is an ordinance for the Millyard to do this for leasing, it's spaces that are just not utilized.

Chairman Sysyn asked, Jay, isn't parking the biggest hang-up in the Millyard.

Mr. Taylor replied we're getting to the point where we don't have any place to go. As a matter of fact, I wouldn't be surprised if the Board didn't hold a discussion in the near future about more parking down there.

Alderman Reiniger asked, Jay, do you support this proposal.

Mr. Taylor replied I would hate to do anything that's going to kill the momentum that is starting to build down there. As a matter of fact, I was a little disappointed at the Bedford Street situation, I thought that was an opportunity to pick up another 65 or so spaces which I think we missed and I think that could have been worked out.

Alderman Reiniger asked are there still negotiations going on.

Mr. Taylor replied no.

Chairman Sysyn called for a vote on the motion. Alderman Robert duly seconded the motion. The motion carried with Alderman Soucy duly recorded in opposition.

Alderman Domaingue asked, Madame Chairman, may I respond to what Mr. Taylor just said. I hope if you're going to bring forward a proposal for parking garages that it includes being privately-owned and operated and maintained because judging from the reaction that we received on the auto registration fee from the public they're going to lynch anybody that goes around proposing another parking garage that they have to pay to maintain.

Chairman Sysyn addressed item 10 of the agenda next:

Alderman Domaingue to present neighborhood traffic update.

Alderman Domaingue stated you had an item on the agenda earlier this evening relative to one neighborhood in one ward and the people who live in that neighborhood have formed their own group or committee of residents and would like to come forward next month and talk to you about, very briefly, the traffic numbers that were pulled for them, experiences that they've had, and the recommendations that they hope the City will at least be receptive to. This booklet and I won't go through it, just so you'll get an idea contains the history of

everything that occurred in that neighborhood including a letter from 1973 when the Post Office was being proposed on Goffs Falls Road and certain under-standings were made then about keeping traffic out of one particular neighborhood, but I am going to let them bring, if you would be so kind as to allow them to a very brief presentation to you next month, but I would like you to know that there are neighborhoods like that and you all know it all over the City, but in the southend where a lot of development and a lot of housing has occurred in Ward 6 and in Ward 8, a tremendous amount of traffic that no one anticipated those roads would handle is coming to pass. Last Tuesday, I got a phone call about the third accident on South Mammoth Road in front of the new Green Acres School entrance; that entrance was built because of an additional school going on that property that will double the traffic coming into and out of that school site. There are almost, I think there are 700 plus children there, so you can imagine the traffic daily during the school year, three accidents in three weeks is not a very good record and those people are letting me know in no uncertain terms they want a traffic light and I am going to be making that proposal to the Joint School Building Committee. In the southend because of So. Willow Street and all of the development that this Board has over the years approved, we have streets that should be neighborhoods and have turned into highways and I don't know of any other ward in the City that has six going on seven schools in it, but mine does. A lot of children traversing thru streets and traffic in and around them and it's a very serious situation in those neighborhoods. So, I'm back here tonight, very briefly, just to let you know that this Traffic Committee is the Committee to make the recommendations because the Police Department can only do what we ask them to do and literally they don't have the manpower because I can't hog it all in the southend, you guys want the rest of it. But, they don't have the men and I don't think that we would want them spending their time monitoring traffic, they have a lot of other very serious issues to deal with. But, let me give you an idea of just how insensitive the driving public has become in this neighborhood that we're talking about. There's construction of Goffs Falls Road and in order to get to Goffs Falls Road through this neighborhood you have to pass down one of the streets and that street was closed to traffic with a sign - Road Closed - it's pretty clear to me. The only thing that stopped a number of automobiles going through was not the road closed sign, it was the six foot deep by four foot wide trench at the end of the street where they were trying to put drainage pipe. People don't want to stop at stop signs or any other signs and that in a ward where you have almost seven schools now is a very serious issue for all the people. I am asking this Committee to do a very strong look not only at lowering the speed limit which I did ask earlier this year to 25 mph City-wide, but to being very strong on carrying forth the recommendations that were made by Mr. MacKenzie in his Traffic Calming Report because I don't want any of us to have to do it after the fact. I don't have an explanation for any family in this City, any ward, any side of

the river when that child gets run down and we didn't take appropriate action that we could have taken and there isn't any time left, we are out of-time. So, please, Donna, you've got Rosecliff and Megan's Meadow and all of that development all of those cars go down Bodwell Road to get to the highway and there are no measures to protect the residents or the children who don't have sidewalks, but we're working on them, seven schools that's a lot of buses, that's a lot of automobiles, that's a lot of pedestrians/students walking. We have to be strong and forceful and aggressive and act immediately, we're out-of-time. Thank you.

Alderman Soucy asked do you have representatives from Goffs Falls Road that are part of this neighborhood organization.

Alderman Domaingue replied I did not make up this organization, it's made up by the residents, but I believe that they were called. I don't know if they are actively participating.

Alderman Soucy asked would you mind if we added in the letter that we're sending to the Loughlin's a note about the meeting so that they can present that issue as part of...

Alderman Domaingue stated Mr. Loughlin has been to two of the meetings.

Alderman Soucy stated so that he could be made aware of it, since you brought the issue to the Traffic Committee that we will be taking up the neighborhood issue he might want to raise that issue at this forum.

Alderman Reiniger asked, Alderman Domaingue, do find that you have sufficient crosswalks at all of the schools.

Alderman Domaingue replied absolutely not.

Alderman Reiniger asked why is that.

Alderman Domaingue replied because you have a Traffic Department that is really treading water trying to keep up with the demands of a City that is growing to the bolstering economy and he has done a magnificent job in enhancing some of the crosswalks, but I don't have enough. The southeast end of Manchester is not any one department's fault, I guess is the best way to put it. It's been an area that has just seen a tremendous amount of growth and we are not keeping up with the safety measures that are necessary particularly when you look at seven schools being in one area.

Alderman Reiniger stated the reason I ask is to see if there is a City policy for crosswalks at schools or in school areas and if not maybe we should have a policy or maybe we should revise the existing policy, I don't know.

Alderman Domaingue stated we did do a sidewalk program, a prioritization program which is also essential, but I would have no objection to that. But, I would further point out that until we begin to take traffic calming measures such as those suggested by Mr. MacKenzie, until we begin to take action on those you're not really going to be addressing the problem, you're bandaiding it. A crosswalk is only as good as the driver's vision and the pedestrian's care. You really have to slow that traffic down and I'm told by residents on So. Jewett Street and So. Porter Street that they're being used and those are the two streets on either side of that education complex we know as Jewett St School/Southside Junior High and Memorial High School...those two streets are being used as alternatives to South Willow Street because the traffic can't get through on South Willow, so they're using South Jewett and South Porter and they're using it at times when students may be on those roads, it's a matter of time. You really don't want to be sitting here after a parent has lost a child because we didn't take definitive action, you really don't; that whole area, the streets in between there, no sidewalks on those streets. You've got three schools concentrated in that one area. We need to address them, at least slow that traffic down. These guys here have been very supportive and they have heard me rant and rave about traffic, but they literally can't sit on every corner in anybody's ward, please do something.

Alderman Soucy asked can I ask a question of Lt. Tessier. We were having a problem for a while getting people to monitor the crosswalks and crossing guards, is that still a problem and would that have helped the situation if we either increased the number of if we expanded the crosswalk area and tried to get additional people, are we having trouble finding enough people.

Lt. Tessier replied what we do as a practice is that they will call my office and also call the school and generally speaking someone from school will cross the children. I generally try to have some backups in different areas of the City, but now all of my backups are out each day.

Alderman Soucy asked is the problem that they are not paid sufficiently because I have heard two issues. One, is they are not paid that much and the other problem is they have to be there first thing in the morning, but they also have to be there in the afternoon, so it's really an all day affair if you're going to commit yourself to do doing this. If perhaps not increasing pay could you look at splitting the shifts and having morning and afternoons and I don't know if you are doing that already,

but I think that is definitely a possibility. I think that would go a long way towards helping because I know I go through an area (Weston School) at Page and Hanover Streets and it makes an enormous amount of difference, it's a busy intersection, granted it's a light, but people aren't gunning for the yellow light when they see someone standing on the corner waiting to cross children across the way and it really does make a difference and it alerts people to the issue of a school being nearby, so anything we can do.

Alderman Domaingue stated Weston Road had done research during the last year because Weston Road is the entry road going to Memorial/Southside and Jewett. Accidents at that intersection as a result of cars, just the confusion of those businesses exiting and entering onto Weston Road where So. Willow Street meets it, what did you tell me, 31 accidents this year.

Lt. Tessier stated there were 31 accidents at Weston and So. Willow with 26 of them taking a left into Dunkin Donuts parking lot.

Alderman Domaingue stated drivers are frustrated. You plug in the children standing on either side and were it not for sidewalks in that area you probably would have seen a more serious pedestrian accident by now. We have some roads that also lead to the school that have no sidewalks.

Mr. Lolicata stated I guess your point is well taken. I have been listening to this for years and years and it's getting to the point of real seriousness. I guess the bottom line is yes, you're right it's going to take money. Infrastructure and seriously money and you're right as far as safety and for the last five years I have never seen anything like it. People are getting frustrated, the places are saturated and they're really moving. It's coming to the point now that to get these services it's going to cost you money and I guess that's what we'll all have to face up to sooner or later as far as help, overtime, extra help, crossing guards, you name it, and I guess you can do an awful lot of wonderful things, but it takes money.

Alderman Domaingue stated I understand that, we've always balked at targeting our money because there are so many other needs in the City, but one parent said to me this week and he was very correct. You know, Mrs. Domaingue, if we lose a child out here they are going to find the money and they're going to put the traffic light up in about three or four weeks, so what's it going to be are we going to have to lose a child first and then put up a light or are we going to take a pro active stand on this and we're going to go get that light before we lose that child and I couldn't argue with that. I don't even want to think about it, we have to take action.

Mr. Lolicata stated I agree with you.

Alderman Domaingue stated I would like to have Mr. MacKenzie come back and tell us whether or not we can do some of these traffic calming things now. I don't want to wait another six months, can we ask him to come back next month.

Alderman Domaingue stated the Police and Traffic Departments are currently monitoring intersections for a specific number of accidents and then recommending lights in those areas where we find an elevated number, are we continuing to do that as some sort of an on-going process. I remember at one time there was discussion that if you looked at a particular intersection and you had the traffic statistics of so many accidents...is that something that is on-going and you do on a periodic basis or is it when some really horrible event triggers it.

Lt. Tessier stated what generally happens is we become aware of it when someone tells us about an escalated area at which time we will look at the entire area.

Alderman Soucy asked is there a way of on a quarterly basis via software of asking for every intersection with 25 or more accidents or whatever threshold number you use, is that something we could look at if we don't already have it.

Lt. Tessier stated I think the new software system will have the capability of plugging in different parameters so it will automatically tell us what we are looking for.

Alderman Domiangue stated that is why I want to bring Mr. MacKenzie in. Weston and Jewett is a key area obviously needing a traffic light, but what is that going to do to slow the speed on that straight away known as So. Jewett Street as the other straight away known as So. Porter Street. A traffic signal is good for the movement of traffic from place-to-place, but in terms of slowing that traffic down you don't have the manpower to do the radar we need something else, we really do on those straight aways and I'm not asking for all throughout the City, I'm saying in key areas where children are which is your school areas. So, to Alderman Reiniger's question of do we have the necessary crosswalks, I personally would like to see every crosswalk around every school widened and enhanced as they did with some of them so that there is no mistaking that there is a pedestrian crossing out there. Two little white lines don't even, they're no match for a fast moving truck or an automobile; that is a very simple thing we ought to be able to do with a minimal expense around school areas and I mean you do the wide striping in between the two lines so that you can visually see that crosswalk from a greater distance.

Alderman Soucy asked what if coupled with that if just in the school areas whoever the school crossing guard is has one of those pedestrian friendly cones like we're doing in the Downtown area that makes an enormous amount of difference in the middle of the street, the cones can't be that expensive.

Mr. Lolicata stated as long as it would help.

Lt. Tessier stated I think it's an excellent idea. We issue a vest and a stop sign to our crossing guards and we could give them the cone.

Alderman Soucy stated if you don't have the money to purchase them right away, come back because I think that in the short-term would be a relatively inexpensive way to get started.

NEW BUSINESS

Traffic flow for hayrides at Farmers' Market

Clerk Johnson stated Intown Manchester has approached us; that they would like to have hayrides at the Farmers' Market starting tomorrow night noting that they had spoken with the Police Department outlining a route which was acceptable to them and having the need to change the traffic flow a little bit.

Alderman Soucy asked Lt. Tessier to address this request.

Lt. Tessier stated a couple of weeks ago Rich Davis from Intown Manchester and Cathy Cook came into my office with the idea of having buggy rides around the Farmers' Market. We went down to look at it on several occasions and we've tried to set it up in such a way where we would be covering a two block area and feel it is very unobtrusive to the traffic flow as most of the time the hayride will be in a lane of traffic because there are parts of Chestnut Street that are wide enough to support it and we can also cone off a section and there are parts of Pine Street where we will have to cone off a section to allow the vehicle to go through. The problem came in when we were talking about Lowell Street in order to make it safe we wanted to block off Lowell Street to traffic so they could use it to make a wider turn onto Chestnut. I'm planning on tomorrow after if this Committee approves it having my Sergeant there with one of my investigators as well as a parking control officer to make sure that things are done safely and we're going to evaluate it then. They were very excited about it and I think we can work with them on that project.

On motion of Alderman Reiniger, duly seconded by Alderman Soucy, it was voted to approve the request for hayrides at the Farmers' Market as submitted by Intown Manchester; subject to the supervision of the Police Department.

TABLED ITEMS

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

This item remained on the table.

Discussion with the Director of Planning relative to the traffic calming report.
(Tabled 12/17/96)

This item remained on the table.

Communication from the Chairman of the State Liquor Commission suggesting that the Bureau of Enforcement could instruct liquor license applicants for an on-sale license within the City of Manchester to proceed to the Office of the City Clerk to receive instructions on obtaining health and fire permits required under administrative rule, LIQ. 702.03.
(Tabled 7/15/97 pending further report from the City Clerk's Office and the Police Department.)

This item remained on the table.

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

A True Record. Attest.

Clerk of Committee