

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

January 5, 1999

6:00 PM

Chairman Clancy called the meeting to order.

The Clerk called the roll.

Present: Aldermen Clancy, Reiniger, Pinard, Cashin (late), Hirschmann

Messrs: B. Brensinger, B. McQuade, T. Lolicata, J. Gardner McKay

Chairman Clancy addressed Item 3 of the agenda:

Presentation by Barry Brensinger, Lavalley/Brensinger PA, with respect to the recently completed Amoskeag Industries Parking Study.

Mr. Brensinger stated it is a pleasure to be here. I am here tonight representing Amoskeag Industries, Inc. I am a member of the Board and with me is the President of the Board, Earl Trider, Carl Norwood, also a member of the Board and Tom Somers from CLD Engineers and I know that you know all of these gentlemen from past work that they have done with the City. We are pleased to present to you tonight a report that was prepared with the assistance of CLD Engineers at the request of Amoskeag Industries regarding parking, particularly in the millyard of the City. I assume, ladies and gentlemen, that all of you have copies of that report. We furnished copies to the Mayor's Office. Let me just give you a brief bit of history. As you know, Amoskeag Industries has been a participant in community activities for many, many years. In the Fall of 1997, the Board of Directors met to consider how we might more aggressively if you will become involved in improvements in the City, how we might use our resources to promote further redevelopment in the City. Out of those initiatives came a sub-committee of the Board for the specific purpose of looking at Manchester's Millyard and what we can do to promote it, to hasten its redevelopment. The first thing that the committee did was engage NH College, or representatives from NH College, to assist us in surveying current property owners in the Millyard. We thought it was important to understand, directly from the owners and users of the buildings, what are the issues they face, what do they believe is necessary to assist in the redevelopment of the Millyard. To no one's great surprise, the number one issue that came out of that survey was parking. It was off the charts compared to every other issue. Unanimously, the property owners expressed that the greatest

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impediment to their further development, to their enhanced utilization of their

buildings, is parking. With that in mind, as I said we engaged CLD to assist us in conducting a study of parking in the Millyard with the expectation that we would do precisely what we are doing this evening and that is come to you gentlemen with our thoughts, our suggestions, our recommendations if you will on what might be done to improve that situation. I think it is important to note that throughout that process we had not only participation by the Millyard property owners, but a number of the City's departments provided great assistance. Certainly the Planning, Economic and Finance offices were all instrumental in our pulling together this report. We also held a workshop in the Millyard where we invited a wide variety of the City's departments. We had representatives there to assist us in brainstorming ideas. What are the possible solutions and again a lot of useful information came out of that. The result was the report dated June, 1998 which I referred to a moment ago. Before I talk about some specific recommendations, I want to put this in some context. How urgent is the problem? If we were designing a new office building today, the minimum parking requirement you would design, the absolute minimum requirement would be somewhere around three and a half cars or parking spaces per thousand square feet of office space. In fact, many users, many types of users, require more than that. Up to five and six spaces per thousand and I mention this only to give you a context, to give you a frame of reference as to how critical the problem has become. There are approximately 3.2 million square feet of space in the Millyard and if you applied that minimum standard, three and a half per thousand, which I don't think any of us realistically believe can be achieved, but just for the sake of discussion, you would require somewhere around 11,000 parking spaces to maximize the utilization of the Millyard for office use or for a specific use. There are currently available, public and private spaces in the Millyard. Approximately 2,400 spaces and again I think it is important to note that I am mentioning this only to give us a frame of reference. That by modern office standards, there is a deficit of around 8,000 parking spaces in the Millyard. Now none of us would suggest that the Millyard be exclusively office use. None of us, as I said, believe that could really be achieved, but it does clearly indicate that there is a shortage of parking and in our minds confirms our belief and the belief we heard from all of the property owners that what is inhibiting the Millyard from further development, from higher and better use, from a growing tax base, is the limited amount of parking. It is a severe restriction. Currently, approximately 1/3 of that Millyard space that I referred to, that three million plus square feet, is unoccupied and of the two million occupied square feet, a substantial portion is warehouse and other uses which require minimum parking. So, again I come back to my numbers and in order for the City to realize the vision of the Millyard is that vibrant, active space with multiple uses, residences, retail, hospitality, office, etc., we have got to deal with this parking issue. If you go to the recommendation portion of our report, you will notice that we group the suggestions in three categories and we did it

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deliberately because as we all know, parking solutions like most other building

way that would allow for the City to move forward immediately with some relatively low cost partial solutions as it pursues the planning, development and exploration of other more expensive solutions. So the Group 1 recommendations are things like reconfiguring existing lots, restriping parking that exists on Commercial and Bedford Streets and it is our understanding that, in fact, some of these activities are already underway. That the City has taken the initiative to go ahead with them and we certainly support that and encourage it to continue. The Group 2 recommendations fall into the category of in fill structured parking, comparatively low cost, keep it simple, build decks where they make sense and they can be integrated into the current infrastructure between buildings. Trying to spread that parking out among the various buildings in the Millyard so it is relatively evenly distributed. Then Group 3 generally falls into the category of larger, more elaborate if you will or expensive parking structures. I am not going to take the time to go through specifics because you all have copies of the report and I am sure you have taken the occasion to read it. However, I would like to conclude my comments and then all of us are available to answer any questions that you may have. With a few specific recommendations, what we would urge the Committee and the Board to do is to, in fact, pursue the development of Group 1, 2 and 3 projects or at least some of them concurrently and immediately. We have talked about the Group 1 stuff. That is, generally speaking, the easy stuff. The restriping, low cost and as I said I think some of that is underway. It seems to us that a broader solution to parking in the Millyard and integrating it into other issues, parking issues that we know the City faces...we have been participating in some of the civic center discussions and we know that parking is part of that even though it may be on a parallel and separate track. It seems to us that it may make sense to explore the possibility of developing a substantial parking structure somewhere on the south end of the Millyard that would support the civic center, the Center of NH, Millyard, Singer Park, all of the growing activities in that portion of the City and simultaneously to look at some of the Group 2 suggestions in terms of how single decks or smaller structures might be integrated into the central and northern portions of the Millyard where there is less land available for the development of structured parking. That would give us the introduction of a reasonable amount of additional parking. It would spread it out in the Millyard and it would compliment other activities that are currently either underway or about to be underway within the City. We would also suggest that as part of the Group 1 activities, that attention be given to exploring the possibility of a shuttle that would help transport people and distribute them, if you will, among existing parking resources so we can get better utilization of what is there. Those, although still somewhat general, are more specific recommendations. As I said, I would be glad to answer any questions that you have. I do want to add a footnote to all of this, however, and having lived and worked in the City and having my own office in the Millyard for about a year now, I, I think along with a lot of other

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folks have sensed that there is a parking problem, there is an issue there, but you always kind

of want to believe well it is not quite at the critical point yet, maybe we still have a little bit of time. You know, we need to explore these things. As recently as yesterday, I received a telephone call and I receive many of them because the Millyard property owners know that our committee has been working on this report, from a substantial property owner in the Millyard and one of the folks who had the vision, I think, to invest in the Millyard long before most of the rest of us did, who said I know you are going to the meeting tomorrow night. Please stress the urgency of this issue. According to this person and I believe what I am told and representations that tenants of his have made and I have spoken directly with some of the tenants, the issues of parking in the Millyard have really peaked in just the past two to three months. There has been a dramatic change with activity in the Fratello building, Waumbec, the University Center, the Incubator, the Jefferson Mill is doing better and better everyday. All of these activities are taking place and we have, in a very short time, reached the saturation point to the point where this property owner represented to me he already knows he is losing a major tenant who is moving to Bedford specifically because of the parking issue and he is having conversations with another significant tenant in his building who has expressed a serious concern that if the parking isn't resolved he will have to move elsewhere. So I think that because of the prosperity in the economy and because of all of the activity in the City, we have quickly gone where it is a problem but we have time to kind of watch it and see what happens to a point of urgency where I think we are actually going to step backwards if we don't begin to promptly deal with the issue. Those are my comments gentlemen.

Chairman Clancy asked does anybody have any questions.

Alderman Reiniger asked do you have a breakdown of the costs of these recommendations and do you envision tax increment financing as the major funding source.

Mr. Brensinger answered the committee, as I said, received significant help from the City's Finance office and we talked about different possibilities for financing such parking and tax increment financing seems to rise to the surface, Alderman, as one of the key components of that. One of the primary potential sources of funding. There should be bound in your report in Table 3, and I noticed in one of my own copies this evening that it was not, that it was somehow in the copying it didn't get included. That is a critical table because it breaks down the recommendation by group as I just noted and it also offers at least some conceptual numbers in terms of budgeting.

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Alderman Reiniger asked in terms of the CIP process, are you working with Mr. MacKenzie or the Mayor's Office to perhaps make some of this part of the CIP budget for this coming year or where does that stand.

Mr. Brensinger answered this is our first step in the process, Alderman.

Alderman Reiniger stated maybe Bob MacKenzie can answer this question, what would be the procedure here. Would this Committee have to make recommendations?

Mr. MacKenzie replied I think it would be useful to get a reaction from the Committee in terms of how to approach this. I think that certainly we looked at tax increment financing as a way to finance either parking and/or a portion of the Riverwalk catching some of the increased assessments from the improvements in the district, but I think at this point the CIP process for the next fiscal year has already started, departments are responding and I think it would be useful perhaps for this Committee or other members of the Board to make some comments on the proposal. Once they have had a chance to look at it so that it can be incorporated into the CIP Program.

Chairman Clancy asked, Barry, you say some of the outfits are moving out of the Millyard mainly because of the parking situation. It is too bad we are having a hard time trying to fill the Millyard up with good tenants down there and then we find out there is no enough parking.

Mr. Brensinger replied you are precisely correct, Alderman.

Chairman Clancy stated for a number of years the Millyard has been really dull, nothing going on and all of the sudden we do get some good tenants down there and now we have no place for the people to park. If I have anything to do with it, I am all in favor of trying to help the Millyard owners out, especially around where you have your business and Fratellos and the Jefferson Mill.

Mr. Brensinger replied our committee remains very interested in this issue and if we can be helpful in any way in terms of a more detailed presentation or presentations to other committees or the Board of whatever you would recommend, we stand ready to be of assistance.

Chairman Clancy stated the main thing is going to be the monies.

Mr. Brensinger replied it always is.

Chairman Clancy stated it is too bad we can't tie this in somehow with the civic center.

Mr. Brensinger responded as we just said money is always the issue. I believe it is also fair to say that while we may have visions of a Millyard, maybe not quite like Quincy Market but that kind of vibrancy, we are not going to get there unless we bite the bullet and make this kind of investment.

Alderman Hirschmann asked, Barry, if we are going to make a recommendation say to the Committee Improvement Program for say the Year 2000 or 2001 or 2002, do you want to tell us Group 2 which deck would you...I mean are these listed in priority. I guess that is what I am asking.

Mr. Brensinger answered within the individual groups, no they are not in any specific priority, Alderman. Candidly, I think our committee would be happy to work on that issue. We were a little reluctant to be quite that specific because we know that we are dealing with property owners and issues like that.

Alderman Hirschmann stated someone has to come to the conclusion, if we are going to go down this path, what is the priority in Group 2 to build a deck and in what part of the Millyard, which property. I don't know if that would be Mr. MacKenzie and you or a compilation of other people but there has to be some priorities. We can't just say we are going to build eight decks. I think we want to try to determine what we are going to do and strive to do one and try to move ahead.

Mr. Brensinger stated I can comment on that and maybe Tom Somers has a comment, as well. I think that among our thoughts are that some substantial garage toward the south end of the Millyard to compliment, as I said, Singer Park and the civic center and I think a specific site needs to be found for that.

Chairman Clancy asked are you talking somewhere in the area of Seal Tanning.

Mr. Brensinger answered or even farther south, across on the south side of Granite Street. Then with regard to the in fill lots, the one that, although I just noted they are not in specific order of priority, Bedford Street seems to be pretty high on our list. It is property that the City controls. It is a reasonable site and parcel in terms of the development of structured parking and it is central to the Millyard so it seems to be an appropriate place to look at.

Deputy Clerk Johnson stated, Mr. Chairman, my suggestion I guess to the Committee is if the Committee, in concept, is supportive of trying to do something with this report further, my suggestion would be to refer it to the Planning Department for review with the CIP process and the Mayor's budget to see what may or may not be able to be done because I know that Highway and other people

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are involved in the discussions with them on those issues. I think the Committee,

conceptually, needs to say yes we are interested in doing something and seeing what can be done budgetarily within the budget constraints.

On motion of Alderman Reiniger, duly seconded by Alderman Pinard, it was voted to accept the Parking Study conceptually and refer it to the Planning Department for review during the CIP budgeting process and to the Mayor's Office for possible budget consideration.

Alderman Reiniger stated I would like to thank Amoskeag Industries for their generosity in funding this.

Chairman Clancy addressed Item 4 of the agenda:

Communication from Brooks McQuade seeking approval to extend the lease agreement between the City and McQuade's along with 18 other participating merchants for the 34 parking spots in the Middle Street Lot.

Chairman Clancy stated my contention is that we really haven't got our feet wet down at the new City Hall yet and of course we haven't got all the bugs out of it yet as far as the parking. I would like to extend the McQuades and the other 18 people who participated in this for another month until we can get a handle on what is going on at City Hall. How does that sound?

Mr. McQuade replied as you know, Mr. Chairman, people come downtown and specifically if they are coming to City Hall, they need to go to City Hall. That is a choice that they need to make to do whatever business they need to do. If someone is coming downtown to shop in one of the shops or visit one of the restaurants or do some other business, they have a choice to either go there or not go there. When you go to City Hall, you have to go to City Hall but when you are driving downtown to visit McQuades, if there is not a parking spot out front, there is a choice for you to just keep going and that is what I am afraid of.

Chairman Clancy stated I did receive a complaint as late as this afternoon. I was told that there are people parking in the parking area before the parking lot attendant gets there who either work in the telephone company building or some lawyers themselves.

Mr. McQuade replied we have had some problems in the past, yes, with people who don't adhere to the two hour parking. As with anything, it is not fool proof. We have an attendant that is there at 7:45 a.m. and he stays until about 3:30 p.m. At that point, we don't have much control over what goes on. Some people are there parked at 5:30 a.m. We do find out who the car is registered to and we try to

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find out where they are working and we go to see that person or that person's boss

and ask them not to park there anymore. As with that parking lot, we don't have the enforcement, we don't have the right to tow a car out of there that is parked too long or that doesn't belong in that spot or is abusing it. It is kind of on an honorable type system and so far I would say 99% of the time it is honored for two hour parking. It has been a great help for the 17 participants that are involved for that. It has been a God send for everybody and as you heard from Mr. Brensinger, parking is a major problem, not only in the Millyard, but in downtown specifically. Where we have had a lot of redevelopment and a lot of activity in the downtown, I would hate to see this lot go in the wrong direction and be taken away to hurt those participants.

Chairman Clancy responded we can hold off one more month and then we will probably put a feeler out to see and get some more input from people in the area and we will make a decision. How does that sound?

Mr. McQuade replied that sounds fine and with those people that are abusing it, we would love to have the Traffic people get involved to eliminate some of that. I don't know if something can be done through Mr. Lolicata or through the Police Department. We would love to enforce that two hour rule.

Chairman Clancy asked, Tom, do you have anything to say about this parking lot.

Mr. Lolicata answered, Chairman, I just recently learned what you just got through saying about what is going on with McQuades and everything. I just heard about this today. I was talking to Brooks and he brought it up. It can be enforced. All I can tell you is you are going to have to put something back in there for enforcement or come to the conclusion in another month or so if you are going to let this go for another month but eventually something is going to be done eight hours with you through enforcement or what you have or something with us meter wise otherwise.

Chairman Clancy stated, Brooks, keep in mind that you have control of that lot and if somebody is parking there you can have them towed.

Mr. McQuade replied I don't think, legally, that we have the right to do that.

Chairman Clancy responded I just got the word from Asst. Solicitor Arnold here.

Asst. Solicitor Arnold stated I would have to review that question but that was my understanding. I will review that.

Mr. Lolicata asked are there signs. If there are, you are covered.

Mr. McQuade replied we are not in the business of towing vehicles and I don't want to go under the assumption that someone, it could be one of the attorneys of Landmark Title at McQuades shopping and be there for an extended period of time and we make the call that they are parking there illegally lets tow them and then we lose that person to the shopping of the downtown area.

Alderman Hirschmann asked there are 18 merchants participating.

Mr. McQuade answered I believe there are 17 now, yes.

Alderman Hirschmann stated you drive into that lot and it says McQuades. Shouldn't it say who the 18 people are? You and I had a brief discussion. The lot attendant just about accosted me. He didn't know that I was going to pay my mortgage at Western Union. He saw me walking over to City Hall and he just about tackled me and I was pretty perturbed at the guy. It should say who the 18 merchants are.

Mr. McQuade replied the only thing, Alderman, with that is we had a turnover of the people who are participating in that lot and the cost of the signage was expensive. I did like to hear that he was aggressive in the parking lot. I am sorry that he did, somewhat, accost you but it was at least nice to see that he was out of his car and talking to the person to find out where they were headed.

Alderman Hirschmann asked is he doing that to everybody. Brooks I want you to have all the business you can get. The angled parking in front of your store is a big step towards that. If there are meters back in this lot someday, the people are still going to shop in your store. That lot needs to be utilized by City Hall, by McQuades, by those 18 merchants without any hassle. That is why I said that. Those 18 names should be posted. I really was, I was going to walk over and see you was what I was going to do. I was really mad that day. That was a personal thing though. The general public needs to pull in this lot. It is a City lot.

Mr. McQuade replied I can find out how much having the sign done would be.

Alderman Cashin arrived at the meeting.

Alderman Reiniger stated for the record, I support this program. I think it has been a great benefit to the downtown merchants. I do not want to see it terminated. I think that for the benefit of Alderman Cashin, the debate here is whether to extend it for just one more month or to extend it for a year. I think some people want to see how it works out with the City Hall arrangement. I don't know how you (Alderman Cashin) feel about it.

Chairman Clancy stated in other words, I said myself that we haven't got our feet wet down at the new City Hall yet as things have gone along so we can give them permission to use the 18 or 34 spaces down there for another month before we make a decision.

Alderman Cashin stated if we didn't have the businesses downtown you couldn't have renovated the City Hall and you wouldn't have the problem, would you. You know these people, their livelihood is downtown Manchester. The McQuades store has been there ever since I can remember. What have they asked for? They have asked for nothing. They are asking now for a few parking spaces and they want a guarantee that at least they can plan on it for another year. I don't see how anyone could even question that, Mr. Chairman. In fact, I am glad I walked in here now. I was late and I thought I was going to miss the meeting altogether but I am glad I am here now because I didn't think there would be any question about this.

Chairman Clancy stated okay. We just asked for your opinion and you stated it. Thank you.

Alderman Pinard stated I think I will go along with Alderman Cashin. I think, you know, we are trying to attract business to our City and we are trying to do a lot of things to keep what we have downtown and I think by denying McQuades this thing for one more year...I can't see the difference between one month or one year. That is my feeling.

Chairman Clancy stated everyone is entitled to their opinion, but like I say I just want to make sure that we get all of the bugs out of the new complex at City Hall and the Annex before we make any fast decisions. Their 34 parking spaces are going to still be there so what is the difference of waiting one more month. How does that sound, Brooks?

Mr. McQuade replied my opinion is that I would like to see it for a year, if not more. I would like to see a long term extension.

Chairman Clancy stated if we don't get any more feedback, as far as I am concerned at the next meeting you probably will get your 34 spaces and it will be for, as far as I know, extended for another year. Fair enough?

Mr. McQuade replied I would just hate to see a program that has been such a benefit to people of downtown taken away 30 days from now, Mr. Chairman.

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Chairman Clancy responded I don't see any problems, but I would like to have another month for feedback.

Alderman Cashin moved to extend the lease agreement for another year.

Chairman Clancy stated before you came here though, we said that we were going to put it on hold for a month.

Alderman Cashin asked was there a vote taken.

Chairman Clancy answered yes.

Alderman Cashin asked you took the vote already.

Chairman Clancy answered no we didn't take a vote, it was done verbally.

Alderman Cashin moved that the lease agreement be extended for another year. Alderman Pinard duly seconded the motion.

Alderman Hirschmann asked would you consider an amendment, Alderman Cashin. People going to register their car in City Hall could be considered one of the 18 or 19 establishments. I went in to register my car and I am telling you the line was wrapped around the building and everyone going into the Tax Collector's people, they are people going to shop in City Hall and maybe they would want to use that lot too as one of the 18 or 19 participating establishments.

Alderman Cashin answered I am not in a position to answer that question. I don't know how it is going to effect them.

Alderman Hirschmann asked well why don't we wait a month.

Mr. McQuade answered well the only thing, Alderman, on an issue like that the lot is used by 17 participating merchants. The amount of money paid by those merchants is determined by the amount of people frequenting their establishment.

Alderman Hirschmann stated we are trying to make City Hall a business-friendly environment. Those are premium spaces whether they are metered or not metered. I think that people are going to pay their tax bill or are going to McQuades or they are going to the Coffee Hut, wherever they are going, I would extend it but I think that they need to use it. If they come in with a voucher that they were at City Hall or McQuades, it is okay with me.

Chairman Clancy stated for another month, I can't see another month...you know like I said if we have any feedback we will be more than happy to give you another month. Right now I don't want to rush into it, truthfully.

Mr. McQuade replied I don't have a vote here, Mr. Chairman, as you know. I am just here to let you know how I feel personally and how the other people involved in this feel. Of course, we would love to see it for a year, if not more. That vote it not up to me. It is up to you and the rest of the Committee.

Deputy Clerk Johnson asked for clarification on the basis of the motion.

Alderman Cashin answered I want to continue exactly what we are doing right now because I think it is in the best interest of the downtown community.

Mr. McQuade stated I believe we rent the spots per month at \$2 a spot.

Chairman Clancy replied that is \$68 per month.

Mr. McQuade responded yes, that is what I believe it is.

Chairman Clancy called for a vote on the motion to extend the lease agreement between the City and McQuade's along with 18 other participating merchants for the 34 parking spots in the Middle Street Lot. There being none opposed, the motion carried.

Chairman Clancy addressed Item 5 of the agenda:

Communication from David Jenkins, Moore Center, requesting the placement of agency signage on poles located at the corners of South Beech Street/Titus Avenue and Calef Road/Titus Avenue.

Alderman Reiniger stated I noticed items 5 and 6 are similar in that they are establishments asking to have signs put up on roads. I am wondering what the policy is and how it applies.

Mr. Lolicata responded the last time this Committee got together, I thought we made up our minds that we were going to stop all of these signs. Now, ever since the last one came through, we have here a building that once belonged to the City that from what I understand is a non-profit but does not belong to the City anymore. The old school. This other gentleman, Mr. McKay, has been trying for the last two years I think considering himself to be some type of a school even though it is massage. All I am saying is that if this type of a person or any other person gets away with this, it opens the door for anybody in the City to have a sign. I would probably ask this Committee to once and for all say no more signs unless, due to grandfathering, going back for all of our colleges in the City, American Red Cross, etc. We had a listing going way back and outside of

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replacing those signs or new locations for them I would probably say no to a lot of

these peoples. If these schools come in and start asking like St. Hedwig and St. Joe's, we are running out of space. I can't put a sign up for every school in the City here. That is something you are going to have to think about.

Chairman Clancy stated so from now on we are going to deny all the signs.

Mr. Lolicata replied I would start denying unless there is some real decent exposure to some type of school for the City or a college or something along those lines.

Alderman Pinard moved to deny the signage requests in Items 5 and 6. Alderman Hirschmann duly seconded the motion.

Chairman Clancy addressed Item 6 of the agenda:

Communication from Joel Gardner McKay, North Eastern Institute of Whole Health, Inc., requesting the placement of four (4) street signs within City limits as enclosed herein.

Alderman Reiniger stated I know there are representatives here for item six and I think before we deny that, we should hear from them.

Mr. Gardner McKay stated I am Assistant Director at the North Eastern Institute of Whole Health School of Massage and Therapy on 22 Bridge Street here in Manchester. I would like to thank the Committee for listening to our proposal. I have passed out four items for you to look at. The purple book on the bottom is our current catalog and you will find my picture and brief biography in there as well as the other directors, teachers, courses and what the Institute stands for. The smaller handout, the booklet, is part of a 2,400 piece mailing that goes out three times a year. It is for continuing education for massage therapists who need to get additional CEU's. We usually have about four classes, two to four classes each weekend for them and we draw between five and ten people, massage therapists, who are continuing their education. The spreadsheet that you will find here is the addresses by City and State of the current students in the Institute. They are sorted by zip code. You will see the first 20 or so are from Massachusetts. The rest are from New Hampshire and then towards the end we have a couple from Vermont, one from Connecticut, one from New York and one from Maryland. Now I don't want you to think that the person from Maryland is actually commuting. This is probably an address of somebody who was at that address when they first enrolled, but their address has been changed to a more local address. Many of the students come and live in Manchester when they take the course. The course takes about 13 months but what we are interested in is signage. Because we have so

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many people coming from out of town, we feel that it would be good for the City
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the Institute to have clearly marked directions to the Institute. I asked the receptionist at the Institute before I came here today how many times she has to give instructions to the Institute a day. She said about five times. The instructions that she gives are coming in on Bridge Street and I know personally if I were coming down from Concord I would probably go across the Amoskeag Bridge, but she does not give out those instructions because it is too confusing to do over the phone. The single sheet I passed out, I just wanted to highlight some of the things that the Institute is licensed by the Postsecondary Education Commission and it has been awarded the designation of approved provider for Category A Continuing Education Programming by the National Certification Board of Therapeutic Massage and Body Work. The staff is currently working with the Immigration and Naturalization Service to accept alien students and the Institute regularly participates in public service events. The students are required, as part of their work, to do this and in the past year the Institute has been, its presence has been felt at the Clarence DeMarr marathon, Keene State College, Concord Hospital, Conrad Conference Center, Health Source 5-K Race.

Chairman Clancy stated, Mr. McKay, people call up and ask for directions for City Hall and we give them every day, hundreds of times. We don't have any signage throughout the City ourselves. If you send a letter out or something like that, include directions on how to get there. Right now, we are going to receive and file your letter because we are running late and we have a meeting starting at 7 p.m. I appreciate your time.

Mr. McKay asked why does the Currier Gallery have a sign. Why can't they give out directions?

Chairman Clancy answered that was before this Committee's time. I can't speak for previous policies. I can only speak for this Board. Right now, we need some more time to go over other items on the agenda.

Chairman Clancy called for a vote on the motion to deny the signage requests in Items 5 and 6. There being none opposed, the motion carried.

Chairman Clancy addressed Item 7 of the agenda:

Communication from William Stergis seeking revision of the City ordinance relative to prohibiting scavengers going through garbage.

On motion of Alderman Cashin, duly seconded by Alderman Hirschmann, it was voted to receive and file this item.

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

EMERGENCY ACT:

Temporary traffic signals (Amoskeag Bridge Project) - Elm Street and West Brook Street

On motion of Alderman Reiniger, duly seconded by Alderman Hirschmann, it was voted to accept the Traffic agenda.

On motion of Alderman Pinard, duly seconded by Alderman Reiniger, it was voted to remove this item from the table.

TABLED ITEM

9. Communication from Francoise Elise Spradling relative to the pilfering of recyclable aluminum cans which occurs at all hours of the night.

On motion of Alderman Hirschman, duly seconded by Alderman Pinard, it was voted to receive and file this item.

Deputy Clerk Johnson noted that there have been some businesses in the area where the Aldermanic spaces were set-up and it has been requested to reinstitute the meters there and have the Aldermen use decals and park in any vicinity.

Chairman Clancy asked who requested that.

Deputy Clerk Johnson answered I know that the Insurance Exchange is one of them. The other request was to remove the Mayor's parking space that was by the Plaza, the one that he is not using anymore, to reinstitute that as a metered space. It was a metered space and we took it out when we had the Mayor's Office at the Plaza. He is now at City Hall.

Alderman Reiniger stated with respect to the Aldermanic spaces, I have had complaints from the YMCA about a lot of the spots being taken up for the Aldermen. Where exactly are the spots?

Clerk Bernier stated we have three spots that are assigned on Stark Street for the Aldermen. We have a number of businesses that have called the Mayor's Office and have spoken to me saying that those spaces aren't being used so why don't we just return to meters. That is why we are here and it is up to the Committee to make that decision.

Alderman Reiniger stated I just think it makes sense. It is not good PR for the Aldermen to tie up spaces during the day when the meetings are mostly at night. Why can't we just use the decals during the day?

Alderman Cashin stated we always had a decal. You drive and put the decal on the car and that would be the end of it. You wouldn't get a ticket or anything. I don't see why we don't do that. That way we don't tie up any spaces. The only problem with that is you may drive downtown and may not be able to find a space and have to drive around a little bit, but so what. We are asking everybody else to give up a little bit so why can't we give up some?

On motion of Alderman Cashin, duly seconded by Alderman Pinard, it was voted to approve giving up the three Aldermanic parking spaces at City Hall and for the Aldermen to use their parking decals to park anywhere in the City when they are on City business.

On motion of Alderman Reiniger, duly seconded by Alderman Pinard, it was voted to reinstitute the Mayor's parking space near the Plaza to a metered space.

Mr. Lolicata stated I have some new business. We would like to install a lagging left turn signal for northbound Elm Street and Valley Street. We are getting complaints to get into St. Mary's Bank and it can be done. We have talked to the State. It is just a matter of adjusting.

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

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

A True Record. Attest.

Clerk of Committee