AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

May 16, 2006 | **5:30 PM**
Aldermen Osborne, | **Aldermanic Chambers**
O'Neil, Shea, Roy, Long | **City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.

2. The Clerk calls the roll.

3. Communication from Bernard Gamache requesting 15 parking permits in the Middle Street Parking Lot.
   Gentlemen, what is your pleasure?

4. Discussion of vehicle speed on Rhode Island Avenue as requested by Alderman Duval.

5. Chairman Osborne advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

CROSSWALK:
On Sylvester Street, south of Varney Street
Alderman Smith

STOP SIGNS:
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval

On Hobart Street at Hanover Street, NWC
Alderman Pinard

On Theresa Court, southern terminus at South Beech Street, SWC
On Theresa Court, northern terminus at South Beech Street, SWC
Alderman Garrity

On Dartmouth Street at Goffe Street, NEC, SWC (Backups)
On Gove Street at Rockland Avenue, NEC
On Lamprey Street at Rockland Avenue, NEC
On Shirley Hill Road at Rockland Avenue, NEC
Alderman Smith

30-MINUTE PARKING:
On McQuesten Street, north side, from a point 30 feet east of Second Street to a point 36 feet easterly
Alderman Smith

RESCIND – NO PARKING ANYTIME:
On McQuesten Street, north side, from Second Street to a point 65 feet easterly (ORD. 8101)
Alderman Smith

NO PARKING ANYTIME:
On Old Wellington Road, south side, from Eastern Avenue to Karatzas Avenue
Alderman Pinard

On Taylor Street, west side, from Valley to a point 125 feet south
On Taylor Street, west side, from a point 205 feet south of Valley to Hayward St.
Alderman Shea

NO PARKING DURING SCHOOL HOURS (EMERGENCY ACT):
On Roysan Street, both sides, from Lois Street to Jeannine Street
Alderman DeVries

NO PARKING DURING SCHOOL HOURS:
On Joshua Drive, north side, from Hoyt Street to Roysan Street
On Joshua Drive, south side, from Roysan Street to the west property line of 25 Joshua Drive
On Joshua Drive, south side, from east property line of 25 Joshua Drive
Alderman DeVries

NO PARKING – DRIVEWAY:
19-23 Country Club Drive
Alderman Forest

RESCIND NO PARKING ANYTIME:
On Taylor Street, west side, from Valley Street to Hayward Street
Alderman Shea

On South Jewett Street, west side, from Constant Street to Weston Road (ORD. 8570/Duplicate on Record)
Alderman DeVries

RESCIND NO PARKING (7AM-3PM/MON-FRI):
On South Jewett Street, east side, from Weston Road to a point 30 feet south of Seames Drive (ORD. 8603)
Alderman DeVries

RESCIND NO PARKING DURING SCHOOL HOURS:
On Joshua Drive, both sides, from Roysan Street to Hoyt Street (ORD. 9028)
Alderman DeVries

RESCIND 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 (ORD. 7356)
Alderman DeVries

RESCIND PARKING FOR POLICE VEHICLES ONLY:
On Wilson Street, east side, from a point 50 feet north of Harvard Street to a point 50 feet northerly (ORD. 8114)
Alderman Shea

NO RIGHT TURN ON RED:
On Varney Street at South Main Street (westbound)
Alderman Smith

SINGLE YELLOW PAINTED LINE:
On Rhode Island Avenue from Hanover Street to Bridge Street
Alderman Duval

Gentlemen, what is your pleasure?

6. Discussion relative to a request of Paul Blouin, Auto City of Manchester, for sign installation on Depot Street, north side, west of Canal Street.

7. Discussion relative to overtime parking and fine schedule as requested by Chairman Osborne.

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

8. Discussion relating to police details as it relates to construction and/or nightclub details as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Police Department.)

9. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Fire and Police Departments.)

10. Communication from Karl Stone, Fisher Cats Corporate Controller, requesting 12 additional parking spaces to be located behind right field on South Commercial Street extension for press usage.
(Tabled 03/21/2006 pending review by Highway and Traffic Departments.)

11. Parking Study Recommendations
(Tabled 04/18/2006)

12. If there is no further business, a motion is in order

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GAMACHE
ENTERPRISES
Commercial Real Estate

April 3, 2006

Manchester City Clerk
Traffic Committee
Attention Alderman Ed Osborne
One City Hall Plaza
Manchester NH 03101

Dear Alderman Osborne:

I am the owner of 20 Market Street which is also known as the Parish House located behind City Hall. As you know, I have rented some space out in the building as individual commercial space. In doing so, I am in need of fifteen (15) parking spaces in the Franklin Street parking lot.

I understand that, at this time, there is a moratorium on issuing parking permits. To date, I have lost three (3) potential tenants to surrounding towns because of the moratorium. Therefore, I am formerly requesting from the traffic committee fifteen (15) parking spaces.

I would like to thank you in advance for anticipated cooperation in regard to this matter and anxiously await your decision.

Sincerely,

Bernard M. Gamache
Member

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APR - 6 2006
CITY CLERK'S OFFICE

16 Lowell Street Manchester, New Hampshire 03101
603.623.4966 fax 603.623.5282 www.gamacheenterprises.com

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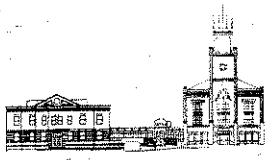
CITY OF MANCHESTER
Board of Aldermen



Memo To: Committee on Public Safety and Traffic

From: Alderman Duval

Date: April 17, 2006

Re: Speed of vehicles
Rhode Island Avenue

I am requesting a discussion regarding speed of vehicles on Rhode Island Avenue be placed on the Committee's next agenda.

One City Hall Plaza, Manchester, NH 03101 Phone (603) 624-6455 Fax (603) 624-6481
www.ManchesterNH.gov

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Auto City of Manchester, Inc.
90 South Commercial Street · Manchester, NH 03101-2605
(603) 668-4088 · (603) 668-4094 Facsimile
e-mail: info@auto-city.com · http://www.auto-city.com

FACSIMILE TRANSMITTAL

To:	From:	
Jim Hobin Traffic / Highway Dept. Fax: 603-624-6583	Paul Blouin Tel: 603-668-4088, Ext. 12 Fax: 603-668-4094	Date: May 3, 2006 Pages 2 *(Including Coversheet)* Re: South Bedford Street Closed Sign

Remarks:

Jim:

To follow, please find the Road Closed sign for South Bedford Street. We have a copy of this in PDF format too should you need it. If you do, please give Rob Bellen a call at the above number, ext. 10 and he can email it to you should you have the capability to receive.

Thanks,

Paul Blouin

The following information herein this transmittal may be considered personal and confidential if you feel you have received this transmittal in error or are not the intended recipient, please return to the above address and Auto City of Manchester, Inc. shall reimburse your postage. The information herein may not be duplicated in whole or part without expressed consent of the sender.

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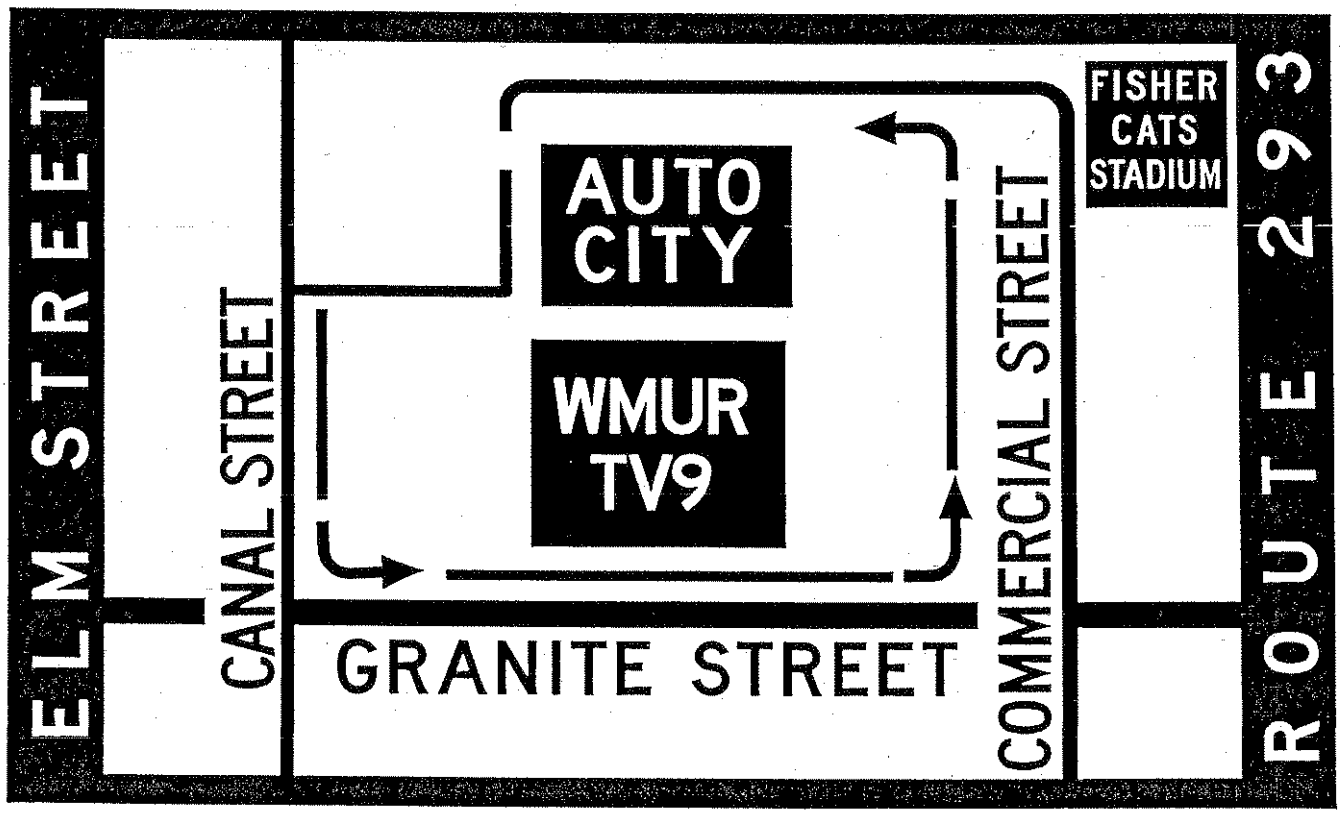
NO OUTLET



USE SOUTH COMMERCIAL ST ENTRANCE

8 + 9 - Tabled - Fire to report back at future mtg.

Alderman O'Neil asked are any of these time sensitive that if we don't get approved for the budget process we are going to have to wait an entire year.

Mr. Clougherty answered some of them may be that is why we are here before you tonight asking to try and move it.

Chairman Osborne called for a vote. There being none opposed, the motion carried.

Alderman O'Neil stated I have two quick things. Under new business at the last full Board meeting I brought up a couple of issues related to the storm and all of this addresses public safety so maybe it could be reported back to us. Was the emergency center opened and if it was what type of services and coordination was it providing and secondly I think there was a significant issue with street closures where the utilities were making decisions without consulting the Police Department and in some cases they let police officers go from the detail and streets remained closed for a significant amount of hours after that. Those are two things related to the storm that I think would be appropriate for this Committee to address. The second thing I brought up…I have a personal concern that the police officers are making a decision do I work a construction detail for four hours with little or no headaches or do I work a bar deal in some of these clubs where we have problems where I am going to be possibly making an arrest. I guess what is happening based on the rate of pay being the same for either detail is the police officers are taking the construction details and we may not be filling all of the club details that we really need to and we may have to come up with a rate for the clubs and nightclubs that is separate from the other detail.

Chairman Osborne asked is that your recommendation.

Alderman O'Neil answered sometime I would like to see us have a discussion about those things. I don't think I need to make a motion. Can we get them on the next agenda?

Deputy Clerk Normand stated I will take care of it.

There being no further business, on motion of Alderman Shea, duly seconded by Alderman O'Neil it was voted to adjourn.

A True Record. Attest.

Clerk of Committee

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"BASEBALL WITH A BITE!"

NEW HAMPSHIRE FISHER CATS
Double-A Affiliate of the Toronto Blue Jays®
One Line Drive
Manchester, NH 03101
Tel: (603) 641-2005
Fax: (603) 641-2055
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March 16, 2006

Mr. Leo Bernier
City Of Manchester
Office of the City Clerk
One City Hall Plaza
Manchester NH 03101

Dear Leo:

Per a conversation I had with Ed Osborne about a week ago he instructed me to put in writing a couple of requests we have for the upcoming season. It is my understanding these requests will be forwarded to the members of the committee who will consider these requests.

Our first request is to add twelve (12) additional parking spaces to be located behind right field on South Commercial St. extension. These spaces would be utilized only on home game days. Curb to curb is approximately 28 feet 7 inches where these parking spaces would be located on either side of the street. The press would be using these spaces.

Our second request is to bag nineteen (19) meters on South Commercial Street from in front of where Starfish Grill is located, south to the entrance of the ballpark. We would this like to occur for the following game dates from the times of 9:00 am to 2:00 pm: April 19, May 4, May 18, July 5, August 9, and August 23. These are educational days at the ballpark and buses from the various schools, groups and organizations would park in these spaces.

Thank you in advance for giving these requests consideration. I will be available to answer any questions and give any presentations that will aid in the consideration of these requests. My direct dial is 606-4107.

Sincerely,

Karl E. Stone
Corporate Controller

RECEIVED
MAR 1[illegible] 2006
CITY CLERK'S OFFICE

City of Manchester
Department of Finance

One City Hall Plaza
Manchester, New Hampshire 03101
Phone: (603) 624-6460
Fax: (603) 624-6549

February 13, 2006

Alderman Osborne, Chairman
Public Safety and Traffic Committee
One City Hall Plaza
Manchester, NH 03101

Re: Parking Study Recommendations

Alderman Osborne and Committee Memebrs:

I have taken the liberty of extracting the 39 recommendations from the parking study and creating a stand-alone document. Enclosed is a copy of this document. I have also included Tables 21 & 22 from the study which are referenced as part of the recommendations.

On December 19, 2005, the parking consultants briefly presented their findings to the full board. The action of the BMA was to send the study to the Public Safety & Traffic Committee and to six city departments; Police, Highway, Traffic, Solicitor, MEDO and Fire. Staff met as a group today for the first time and has agreement on the following initial recommendations to the Committee:

1. Assign the transition responsibility to one department. (Recommendation #1)
2. Authorize the hiring of a Parking Manager. (Recommendation #2)
3. Bring back LMG for one follow-up session with staff and either the Committee or the full board (Recommendation # 3) (LMG has offered to cover staff costs if the city reimburses out-of-pocket costs)
4. Establish the parking system as a self-supporting enterprise. (Recommendation #5)
5. Adopt the Table 21 recommendations relative to parking enforcement (Recommendation # 8)
6. Increase the auto registration fee for parking to a maximum of $3. (Recommendation # 15)
7. Authorize staff to issue an RFP for pay and display meters. (Recommendations 18-20)
8. Request Highway Engineering to initiate the planning and design for a one-way on Mechanic Street. (Recommendation 39)

Staff discussed several other components of the study and concluded that the majority of the recommendations should be considered and resolved only after the parking manager has been hired. At this time, staff is looking forward to meeting with the Committee and getting direction on how the members would like to proceed.

Respectfully submitted,

Randy M Sherman
Deputy Finance Officer

Cc: Public Safety & Traffic Committee
Mayor Guinta
David Albin
Paul Borek
Kevin A Clougherty
Jim Hoben
Glenn Leidemer
Bruce Thomas
Richard Valenti

ORGANIZATION AND ADMINISTRATION

Recommendation Number	Recommendation	Action	Status
No. 1	The BMA should assign responsibility for managing the transition of reorganization to one department.		
No. 2	The BMA should authorize the hiring of a Parking Manager.		
No. 3	The BMA should authorize the the City to retain a qualified parking consultant to develop the Implementation Plan.		
No. 4	The BMA should adopt the parking organization described above in this report subject to refinements in the Implementation Phase.		
No. 5	The BMA should adopt a policy that the reorganized parking system will achieve a self-supporting level of financial stability.		
No. 6	The BMA should recognize and adopt the following policy guidelines as part of the PMP:		
	1. Strategy in future lease negotiations or renewals should come from the Implementation Phase.		
	2. Efforts should be made to ensure that every commitment made by the City moves it one-step closer to achievement of its long-term goals.		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 6 (cont.)	3. Tactical matters should fall to the parking department head. Issues specifically negotiated in the leases such as rates, operation, availability and reservation for future use should be managed within the context of the system.		
	4. Ownership should be the goal, not leasehold. If a public private partnership is considered important to support the development of a specific project or to attract a specific tenant, the City should consider options such as condominium ownership of the spaces and support of the underlying construction debt.		
	5. Great care should be exercised to keep from committing large blocks of spaces to a single property or business owner. This can cause great difficulty in future efforts to obtain financing.		
	6. Lease terms should be limited to short periods with opportunities for renewal at market rate terms.		
	7. Separate rate structures should be developed for intergovernmental relationships.		
No. 7	The BMA should immediately look to assess the need for the parking spaces leased from Wall Street. This effort should be coordinated through the new Parking Manager or the consultant during the implementation phase, if the Manager is not brought on board within 180 days.		
No. 8	Adopt Action Items in Table 21. (See Table 21 attached)		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 9	Integrate parking planning reviews in the planning and zoning review and approval process in the CBD and AMX districts. The City (Parking Office) should update and revise, as necessary, the current City ordinances related to parking requirements, as well as develop new policy guidelines and requirements and parking study guidelines as part of the Implementation Phase.		

PARKING AND ENFORCEMENT

Recommendation Number	Recommendation	Action	Status
No. 10	The BMA should relegate recommendations on enforcement needs, including staffing and equipment, to the Implementation Phase.		
No. 11	A target vacancy rate of 80 percent is recommended by LMG and should be approved by The BMA as part of the PMP.		
No. 12	The BMA should authorize a feasibility analysis of contracting with a private operator for short-term operation and management of the on-street parking during the Implementation Phase.		
No. 13	Based on the previous discussions, the BMA should adopt the following strategies as part of the PMP:		
	1. Offer to negotiate a reduction of parking requirements for development projects that incorporate parking structures rather than parking lots;		
	2. Offer density bonuses to projects that incorporate parking structures rather than parking lots;		
	3. Endorse mixed-use facilities where feasible to reduce the cost of parking and increase the revenue stream used to pay for the structure. Commercial lease rates are greater on a per foot basis than what can be generated from a parking space;		

PARKING AND ENFORCEMENT (continued)

Recommendation Number	Recommendation	Action	Status
No. 13 (cont.)	4. During the Implementation Phase, authorize the potential to use TIF funding for financing the cost to construct parking structures (if shown to be needed).		
	5. Entertain sale-leaseback agreements to identify the specific parameters and benefits to the City.		

RATES AND TECHNOLOGY

Recommendation Number	Recommendation	Action	Status
No. 14	The BMA should authorize the adoption of the rates shown in Table 22 as a maximum. It should be at the direction of the Parking Office to implement at its discretion (without additional authorization by the BMA) based on achieving goals in the PMP. The rate tables should be updated every year and should identify the anticipated rates for the next three to five years, by year. **The first "Rate" column is existing rate; the second "Rate" column is maximum rate over 3 to 5 year period.**		
No. 15	An increase in the vehicle registration fees should be approved by the BMA as a source of additional revenue to support the parking system reorganization. The need will be documented and if warranted, the amount of the increase will be proposed as part of the Implementation Phase.		
No. 16	The BMA should direct the City to standardize the enforcement times for on-street paid parking. On-street paid parking in retail, commercial, dining and entertainment areas should be in effect and enforced from 8am to 10pm Monday through Saturday and 11am to 4pm on Sundays. Off-street paid parking should follow the same hours of operations and enforcement. An overlay district should be developed for the Arena area to ensure that paid parking is provided. New meter technology will provide ability to charge event parking differently from regular parking.		
No. 17	The BMA should approve the adoption of a "forgiveness" ticket policy that reduces but does not dismiss a ticket issued in the downtown area. The specifics will be identified in the financial and operations plan as part of the reorganization presented in the Implementation Phase.		

RATES AND TECHNOLOGY (continued)

Recommendation Number	Recommendation	Action	Status
No. 18	The BMA should approve the replacement of off-street meters in surface lots with pay by space or pay and display machines. The effectiveness of the technology would be evaluated before the program is moved to on-street locations (see recommendation for Elm Street demonstration project).		
No. 19	The BMA should authorize a detailed study in the Implementation Phase to evaluate, cost, develop a finance plan, acquire, and install all new technology system-wide.		
No. 20	The BMA should direct the Parking Department to immediately begin investigating the applicable technology to replace the mechanical meters. This recommendation should be completed as a priority in the Implementation Phase.		

PERMITS

Recommendation Number	Recommendation	Action	Status
No. 21	The BMA should direct the appropriate City department(s) to stop issuing new permits and sunset the current practice of issuing permits over a maximum 90-day period (the shorter timeframe, the better). A new written policy should be adopted and implemented during this timeframe.		
No. 22	At such time as feasible, and in concert with the previous recommendation, the issuance of parking permits should be managed through real-time reports by the Parking Office. Purchasers of permits who are not active users of the system will be expunged and relegated to the lowest priority on the waiting list.		
No. 23	The BMA should direct the appropriate City department(s) to sunset the current residential permit parking practice and implement a policy statement on issuance of residential permits including the list provided below. The Policy should be subject to change based on parking conditions over time.		
No. 24	The BMA should authorize the City to revise the residential permit parking ordinance so that the requirement for the applicant to hold a "valid State of New Hampshire" license is revised to "valid driver's license".		
No. 25	The BMA should authorize the creation of one residential parking zone covering the AMX and CBD zoning districts.		

PERMITS (continued)

Recommendation Number	Recommendation	Action	Status
No. 26	The BMA should require the City to enact a moratorium on issuance of new permits in high demand lots and garages. When in the best interest of all parties, parkers should be directed to private lots where capacity exists. The City should facilitate this negotiation between developers and parking facility owners.		
No. 27	The BMA should direct the City (Parking Office) to post "no permit parking allowed" in specific on-street parking locations at the north end of Commercial Street to preserve on-street parking capacity for commercial and retail businesses that depend on on-street parking for their customers. The signs may also require restrictions during certain times, for instance from 9am to 5pm, when the on-street supply is fully usurped by permit parkers.		
No. 28	The BMA should direct the City to initiate the planning, design, and implementation of the Arms Street Lot controlled permit parking plan as discussed in this report.		

VALET PARKING

Recommendation Number	Recommendation	Action	Status
No. 29	The BMA should direct the Parking Office to establish and enact a policy for creation of individual valet parking zones for specific businesses. The City should also support, encourage, and facilitate the creation of a larger zone based valet parking service managed by the private sector.		

PARKING EXPANSION

Recommendation Number	Recommendation	Action	Status
No. 30	The BMA should direct the City to obtain an appraisal for the garage (already in-progress) and negotiate a sale of the CNH garage to the owners of the hotel and convention center.	The sale of the CNH parking garage was completed in January	Complete
No. 31	The BMA should approve the issuance of an RFQ to enter into one or more development projects with private sector proposers for the development into one or more development projects with private sector proposers for the development of mixed-use projects and public parking in the Arena and ballpark subareas		
No. 32	The BMA should direct the City to enter into negotiations to sell the Granite Street Lot to the owner(s) of the adjacent Millyard Building.		
No. 33	The BMA should direct the City to enter into negotiations to sell the Seal Tanning Lot to the owner(s) of the adjacent Millyard Building owner.		
No. 34	The BMA should direct the City to develop a financing and development plan for the planning, design and construction of a three-bay, five level parking structure on the Bedford lot as soon as reasonably possible.		
No. 35	The City in conjunction with the Parking Department should investigate the options and costs related to constructing remote parking along Commercial Street and serving that parking with a shuttle.		

PARKING EXPANSION (continued)

Recommendation Number	Recommendation	Action	Status
No. 36	All development proposals should provide sufficient parking to meet the parking needs of the project plus replace any loss in parking that may impact the availability of the parking supply to other users in the service area of the parking lot. This finding should be determined through a shared parking study/analysis conducted by the developer per the direction of the City.		
No. 37	The BMA should direct the City to prepare and adopt shared parking study approach for use by the developer in such cases as part of the Implementation Phase.		
No. 38	The BMA should adopt a policy regarding the evaluation of new development proposals as an opportunity to implement the PMP. This opportunity could be varied, from jointly developing and expanding the public parking component, to condominiumization, sale/leaseback, management plans, or other collaborations that benefits the City and the developer, development and/or the economy.		
No. 39	The BMA should direct the City to initiate the planning, design, and implementation of at least two cross-street linear parking lots.		

Table 21 – Enforcement Observations and Actions

Item	Observation	Impact or Comments	Action	Benefit
1	Police Officers are diverted from the Police Department's core mission - Public Safety.	Police Officers should focus on Public Safety not parking control.	Provide an adequate number of PCOs.	Increased focus on provision of Public Safety by current Officers.
2	Parking control is a secondary task for Police Officers. City gains ability to modify parking behavior consistent with Parking Office objectives.	Parking control is not consistent and therefore, by design, will not consistently be aligned with management objectives of the Parking Office.	Assign PCOs to the Parking Office.	City gains ability to modify parking behavior consistent with Parking Office objectives.
3	Police Officers do not have adequate technology.	Increased costs for processing, tracking tickets more difficult, no clear reporting systems, and no data output to assist in management practices.	Implement adequate technology including software, hardware, policies, objectives, plus items 1 and 2.	Reduced administrative costs, immediate feedback on parking behavior, increased fines revenue, more "City Ambassadors" on the street and available to community.
4	Four PCOs not adequate to cover Citywide-parking system. Need additional PCOs.	Inconsistent management, abuse of the system, loss of available parking for intended users. Overtime must be paid for parking control for Verizon Wireless Arena and Fisher Cat events. They need more people, not more vehicles. They need to be assigned to territories and driven to their territory in the morning. Their territories should be rotated.	Hire an adequate number of PCOs given the geographic boundaries, parking inventory, and job description. Provide on-going training through industry certification programs. Review and add enforcement vehicles as needed.	Increased efficiencies in the system citywide. Increased moral by PCOs. Ability of City to manage PCOs and assigned routes. Can adequately benchmark PCO activity and make changes when necessary. Increased revenue and increased accessibility of the parking system by intended users.
5	One person responsible for booting of scofflaws. Lack of adequate technology to identify booters, react timely enough to actually boot them, and then track through the payment process. Hit and miss approach to identifying and booting scofflaws.	A backlog of approximately 900 vehicles. Scofflaws will increase since the "threat to boot" will be largely ignored. This can have a huge impact on the number of available short-term parking spaces available, especially downtown. Costs are higher than required because of inefficiencies. The impact of this cost is much higher than for ordinary fines processing since there is ultimately, minimal revenue collected from scofflaws.	Outsource activity through existing towing contracts the City already has. Upload and maintain dynamic scofflaw database list in PCO ticket writing equipment which will allow immediate identification of scofflaws - so booting can be enacted. Enact a revised towing ordinance.	Increase compliance with management practices. Elimination of chronic abuser's can effectively increase the number of spaces available to intended users - especially in the CBD Elm Street corridor. Increased fines revenue.

Table 21 – Enforcement Observations and Actions (continued)

Item	Observation	Impact or Comments	Action	Benefit
6	Backlog of violations.	Statute of limitations exceeded, court cases dismissed and valuable internal personnel resources lost that could be directed in more effective activities. Consider requesting changes to state law that attaches unpaid fines to State vehicle registration and/or license renewals.	See item 1, 2 and 3. The fines ordinance should be revised so those summonses are issued. A summons does not expire.	Increased efficiencies within City government increased parking management compliance, abuse of parking system reduced. Revenue increased and costs reduced.
7	No current access to parking violations data, parking use, or problems with on-street parking.	Lack of ability to react to changes in behavior, direct parkers to available parking, enforce parking or resolve issues in real-time.	See item 3.	See items 2, 3, 4, 5 and 6.
8	Current technology including computer equipment, software, ticket writing, and communications are inadequate and/or obsolete.	Lost labor hours, increased costs, lack of control over achieving objectives, increased frustration by staff. Lack of ability to upgrade current equipment.	See item 3.	See items 2, 3, 4, 5 and 6.

Table 22 – Parking Fees and Fines

Type	Hourly	Existing Rate	Maximum Rate
Premium	Average on-street meter cost	$0.50	$0.75
Premium	Average attended cost per ½ hour	$0.25	$0.60
Premium	Average off-street hourly	$0.50	$0.75
Flex-Park	Average on- and off-street hourly	Not applicable	$0.45
Flex-Park	Average per use (one entry/one exit)	Not applicable	$3.50
Daily	Average daily maximum	$7.00	$7.00
Type	**Permits**	**Monthly**	**Monthly**
Unrestricted	Average off-street cost for 24/7 access	$70.00 to $72.50	$100.00
Restricted A	Average off-street costs for 24/7 entry before 5pm	Not applicable	$66.00
Restricted B	Residential off-street permit 6 pm to 8 am	Not applicable	$30.00
Restricted C	Residential on-street permit 6 pm to 8 am	Not applicable	$35.00
	Fines	**Per Ticket**	**Per Ticket**
	Overtime Parking	$10.00	$10.00
	2 hour discount for early pay	Not applicable	$5.00