AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

August 1, 2006 **Immediately following Cmte. on Human Resources**
Aldermen Osborne, **at approximately 6:15 PM**
O'Neil, Shea, Roy, Long **Aldermanic Chambers, City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.

2. The Clerk calls the roll.

3. Discussion relative to building codes/ordinances plus infrastructure relating to health and safety issues as requested by Chairman Osborne.

4. Discussion relative to street and sidewalk widths as they relate to making streets one way with diagonal parking as requested by Alderman Roy.

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

DIRECTIONAL SIGNS (EMERGENCY ACT)
West Jr. Deb Softball Field, right arrow, on McGregor Street at Bremer Street, NWC
West Jr. Deb Softball Field, left arrow, on McGregor Street, SEC
West Jr. Deb Softball Field, left arrow, on Kelly Street at Upland Street, NEC
Alderman Forest

BACK UP STOP SIGN (EMERGENCY ACT)
Belmont Street at Spruce Street, NEC
Alderman Osborne

STOP SIGNS (EMERGENCY ACT)
On Riverfront Drive at the east terminus of Riverfront Drive, SWC
Alderman Forest

RESCIND STOP SIGN
On Leach Street at Second Street, SWC (ORD. 2498)
(Leach Street a Private Street)
Alderman Smith

YIELD SIGN
On Bridge Street at Mammoth Road, northeast island
Alderman Gatsas

RESCIND YIELD SIGNS
On Bridge Street at Mammoth Road, NEC (ORD. 2474)
Alderman Gatsas

On So. Maple Street at So. Willow Street, SEC, SWC (ORD.6740)
Alderman Garrity

NO PARKING ANYTIME (EMERGENCY ACT)
On Massabesic Street, north side, from Belmont Street to a point 175 feet east
On Massabesic Street, south side, from Summer Street to a point 85 feet west
Alderman Osborne

NO PARKING ANYTIME
On Pearl Street, south side, from a point 40 feet east of Chestnut Street to Pine Street
Alderman Long

On Cypress Street, west side, from Massabesic Street to a point 35 feet south
On Massabesic Street, south side, from Cypress Street to a point 215 feet east
On Massabesic Street, south side, from Cypress Street to a point 120 feet west
On Oakland Avenue, south side, from Woodbine Avenue to a point 65 feet easterly
On Oakland Avenue, south side, from Woodbine Avenue to a point 80 feet westerly
On Spruce Street, north side, from a point 64 feet east of Massabesic Street to Belmont Street
Alderman Osborne

On Karatzas Avenue, both sides, from Lagrange Avenue southerly to the dead end
Alderman Pinard

On Dubuque Street, west side, from Amory Street to a point 50 feet north
Alderman Thibault

RESIND NO PARKING ANYTIME
On Pearl Street, south side, from Chestnut Street to Pine Street (ORD.9100)
Alderman Long

RESCIND NO PARKING LOADING ZONE
On Amherst Street, south side, from a point 41- feet east of Nutfield Lane to Chestnut Street (ORD. 6916)
Alderman Long

NO PARKING – LOADING ZONE (8AM-8PM/MONDAY-FRIDAY)
On Amherst Street, south side, from a point 41- feet east of Nutfield Lane to Chestnut Street
Alderman Long

RESCIND 15-MINUTE PARKING
On Massabesic Street, south side, from a point 140 feet west of Cypress Street to a point 40 feet west (ORD. 3370)
Alderman Osborne

RESCIND 30-MINUTE PARKING (8AM-6PM)
On Spruce Street, north side, from Massabesic Street to Belmont Street (ORD. 8200)
Alderman Osborne

RESCIND PARKING ONE HOUR
On Cypress Street, west side, from Massabesic Street to Garland Avenue (ORD. 2901)
On Massabesic Street, south side, from 180 feet west of Cypress Street to the west property line of 305 Cypress Street (ORD. 3371)
On Massabesic Street, south side, from Cypress Street westerly to a point 140 feet west of Cypress Street (ORD. 3369)
Alderman Osborne

30-MINUTE PARKING
On Massabesic Street, south side, from a point 120 feet west of Cypress Street to a point 100 feet west
Alderman Osborne

30-MINUTE PARKING (8AM-6PM)
On Spruce Street, north side, from Massabesic Street to a point 64 feet east
Alderman Osborne

PARKING ONE HOUR (8AM-6PM)

On Cypress Street, west side, from a point 35 feet south of Massabesic Street to Garland Avenue

On Massabesic Street, south side, from a point 305 feet west of Cypress Street to a point 317 feet westerly

Alderman Osborne

Gentlemen, what is your pleasure?

TABLED ITEMS

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

6. 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.)

7. 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.)

8. Parking Study Recommendations
(Tabled 04/18/2006 – previously forwarded under separate cover.)

9. **STOP SIGNS:**
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006

10. Discussion relative to Saturday parking fees.
(Tabled 06/20/2006)

11. If there is no further business, a motion is in order to adjourn.

6+7 3/21/06 - Tabled - Fire to report back at future mtg. 5/16/06 - Remained tabled.

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.

put on next agenda

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

Finance Handout
6/20/06
Public Safety + Traffic

ORGANIZATION AND ADMINISTRATION

Recommendation Number	Recommendation	Action	Status
No. 1	The BMA should assign responsibility for managing the transition of reorganization to one department.	Transition plan adopted by the BMA on June 12, 2006. Parking is place under the direction of the Econmoic Development Director	Complete
No. 2	The BMA should authorize the hiring of a Parking Manager.	Job classification approved by the BMA. Position has been advertised.	Awaiting applications
No. 3	The BMA should authorize the the City to retain a qualified parking consultant to develop the Implementation Plan.	May use LMG on pay station RFP review and Parking Manager interviews.	Pending
No. 4	The BMA should adopt the parking organization described above in this report subject to refinements in the Implementation Phase.	Reorganization and establishment of a Parking enterprise completed as part of the FY 07 budget amending ordinances 70.44-70.46	Complete
No. 5	The BMA should adopt a policy that the reorganized parking system will achieve a self-supporting level of financial stability.	Reorganization and establishment of a Parking enterprise completed as part of the FY 07 budget.	Complete
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.		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 8	Adopt Action Items in Table 21. (See Table 21 attached)	Items 1-4 on Table 21 were addressed as part of the FY 07 budget. Eight PCO's were budgeted and included as a component of the Parking Enterprise fund	Partially complete. Balance of Table 21 referred to Parking Manager
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.	Rate increase included as part of the FY 07 budget	Resolution adoption pending
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).	FY 07 budget includes $1M for pay and display machines	RFP has been issued. Responses are due back to the City on July 7, 2006
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.	FY 07 budget includes $1M for pay and display machines	RFP has been issued. Responses are due back to the City on July 7, 2006

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.	City has received proposal on lot. P&S has been drafted	Pending final approval by the BMA
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.	City has received proposal on lot. P&S has been drafted	Pending final approval by the BMA
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.		

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