

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

February 1, 2010

5:30 PM

Chairman Roy called the meeting to order.

The Clerk called the roll.

Present: Aldermen Roy, Osborne, Long, Ouellette, Shaw

Messrs: T. Soucy, L. Forlano, P. Alexakos, H. Hawrysz, B. Stanley

Chairman Roy addressed item 3 of the agenda:

3. The Parking Division has submitted an agenda which needs to be addressed:

METERS – 2 HOUR LIMIT:

Concord Street north side, from Vine Street to a point 99 feet easterly
Alderman Long

METERS – 2 HOUR LIMIT:

Concord Street, north side, from a point 114 feet east of Vine Street to a
point 75 feet west of Chestnut Street
Alderman Long

NO PARKING ANYTIME:

Concord Street, north side, from a point 99 feet east of Vine Street to a
point 15 feet easterly
Alderman Long

RESCIND METERS – 2 HOUR LIMIT:

Concord Street north side, from Vine Street to a point 115 feet east of
Chestnut Street
ORD 7659
Alderman Long

RESCIND 2 HOUR PARKING DURING SCHOOL HOURS:

Walnut Street, from Bridge Street to Concord Street
Alderman Jim Roy

RESCIND 2 HOUR PARKING:

Concord Street, from Union Street to Walnut Street
Alderman Jim Roy

NO PARKING ANY TIME:

Walnut Street, west side, from Lowell Street to a point 79 feet south
Walnut Street, west side, from 155 feet south of Lowell Street Concord
Street

Concord Street, north side, from Union Street to a point 54 feet east
Alderman Jim Roy

2 HOUR PARKING ONLY DURING SCHOOL HOURS:

Walnut Street, West side, from 79 feet south of Lowell Street to a point 76
feet south

Concord Street, north side, from a point 153 feet east of Union Street to a
point 55 feet east

Alderman Jim Roy

15 MINUTE PARKING:

Concord Street, north side, from a point 76 feet east of Union Street to a
point 77 feet east

Alderman Jim Roy

NO PARKING HANDICAP ZONE/HANDICAP PARKING ONLY:

Concord Street, north side, from a point 54 feet east of Union Street to a
point 22 feet east

Alderman Jim Roy

City Clerk Matt Normand stated there is an addendum that has been passed out tonight.

Chairman Roy asked have you all had a chance to read the addendum?

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to approve the Parking Division agenda with the addendum.

Chairman Roy addressed item 4 of the agenda:

4. Presentation by Timothy Soucy, Public Health Director, regarding recent H1N1 activities in the community.

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to discuss this item.

Mr. Timothy Soucy, Public Health Director, stated last spring we began updating the Board with some frequency on what was going on with H1N1 activities in the community. We figured that we would give you an update this evening because quite a bit has occurred over the past few months. With me tonight is Dr. Laurie

Forlano our medical director and Phil Alexakos, Chief of Environmental Health and Emergency Response, and they are going to provide you with a quick update.

Dr. Laurie Forlano, Medical Director, stated thanks for having us. I'll start by providing a very brief picture of the epidemiologic data from April to now and Phil will follow with more specifics about the local activities. Just to give you a quick picture on how H1N1 has affected our City and surrounding regions in comparison to the state...the virus emerged in April of 2009. Obviously we have been continually involved in the response efforts. Since then, there have been a little over 466 cases of lab confirmed H1N1 tracked in the state since October. That number is a pretty gross underestimate of the reality of H1N1 mostly because there are very specific and targeted criteria for submitting a specimen and tracking those cases. These are Manchester residents so it doesn't reflect those cases that might present to healthcare organizations in the City but have a residency status in another town. There have been about 82 cases of lab confirmed H1N1 since the beginning of the pandemic, but take that with a grain of salt because it is a big underestimate. The vast majority of those cases were in hospitalized patients and the vast majority of those were in people who already had underlying medical conditions and were already sick for one reason or another. A handful of them were in pregnant women. There have unfortunately been about eight deaths in the City, one of which was in a Manchester resident. Again, all eight of those deaths were from people who had underlying medical conditions. That is a basic picture of the epi data. Just so you are aware, the requirements for testing and case investigations have evolved since April. They are pretty specific now. They are only for people who are hospitalized, anyone who is in a cluster with an outbreak that is by request by the state. It is optional for pregnant women from the provider and we get also get routine surveillance from specific providers from all through the state. We do it every single year, regardless of a pandemic or not. The last big peak of flu activity was back in late October. It has come down significantly since then. That is true across the country, the state and Manchester. That is good news, but it can always surge back up. If you look at a graph of regular flu activity in a regular flu season, it tends to go up and down. Just one last point, it is important to note that almost 100% of the specimens that have been submitted to the state lab are indeed H1N1 influenza. That is the predominant circulating strain of flu right now. Again, that may change. We're not sure. We have had about 80 cases like I said earlier and we've investigated a little over 100 because some cases come to us that we chose to investigate by request of a provider or something like that. With that, I'll hand it over to Phil unless there are any questions.

Mr. Soucy stated the other important epi data that we do daily is absenteeism in the schools. Our typical absenteeism rate is about 6% or 7%. At the peak that Laurie was talking about it was closer to 14% of the schools kids who were absent, whether that was all due to influenza-like illness or H1N1 is to be determined, but certainly that was the bulk of it, based on the reports that we were getting and

what the school nurses were seeing. That has come back down to the baseline, but as Dr. Forlano said, we may continue to see peaks over the upcoming months as well.

Mr. Phil Alexakos, Chief of Environmental Health and Emergency Response, stated thank you for having us this evening. The Manchester Health Department coordinates a regional effort in terms of responding to public health emergencies and we have been working very closely with our neighboring towns, specifically Auburn, Bedford, Candia, Deerfield, Goffstown, Hooksett, and New Boston in conjunction with the Manchester Health Department which serves as the quarterback for regional public health emergency response. During the months of November, December and January we were able to schedule and carry out 14 PODs or points of dispensing for H1N1 vaccine. We worked collaboratively as a Health Department to engage school health, community health, environmental health, and administrative staff and we have been able to implement a lot of the emergency response plans that were developed back in 2001 around small pox and anthrax. We have been able to take this opportunity and fortunately it hasn't turned out to be as severe as we thought initially, but it has afforded us with an opportunity to test out these plans, not only Manchester based plans, but regional plans. I think we are all better served in our contiguous towns to respond to emergencies of a public health nature. We didn't have the opportunity to have that capacity before. To give you a few quick numbers, we have run 14 clinics and in those months we have vaccinated 4,500 citizens. Within our planning region, there have been a total of about 51,000 doses that have been dispensed and that accounts for both our regional coordinated response with our large medical providers so there is about a 33% uptake rate in terms of the population that is vaccinated. As Laurie alluded to, it is still not too late to get vaccinated. The vaccine is available in ample supply and certainly we encourage folks to get that vaccine from their providers or other places of dispensing.

Chairman Roy stated you mentioned that the absentee rate went up 14% in the schools, but actually that is what we want. If people are sick you want them to stay home.

Mr. Soucy stated people were truly following the message at the time that if you are sick stay home. That was one of our key messages along with hand washing.

Chairman Roy stated it appears that message got across.

Mr. Soucy stated it helped.

On motion of Alderman Osborne, duly seconded by Alderman Ouellette, it was voted to accept this report.

Chairman Roy addressed item 5 of the agenda:

5. Discussion regarding the recent recall of iPark meters.

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to discuss this item.

Chairman Roy asked Brandy, could you and the representative from iPark come up, please? Thanks for coming. It was requested by one of my colleagues that we ask you to come here and explain what the problem was and if you could, explain to us what the fix is and whether we should expect stuff like this in the future.

Mr. Hans Hawrysz, CEO of ePark Systems, Inc., stated thank you for having me. First, what was the problem? To start with, the units use something called a Texas Instruments Microprocessor. Texas Instruments is the largest provider of these microprocessors. After we started issuing the units, we decided to upgrade the processor in the units. Within the same family, we went from a MSP430 series to a MSP430-1 series which gives a little more horsepower or more flash memory in the processor. When we put in the new processor, we found the glitch on the 33rd balance. The way our unit works is you have a balance that opens and closes. We found out that the 33rd balance of the unit froze, which was a bug. The reason why we found this out was because it turns out that it is as simple as having a switch that was suppose to be set at 18 and we had it at 36, which is what the old processor was. We found this bug. We tested up to 25. We usually fully test it for all possible configurations and figure that we are putting in the same microprocessor up to 25 and discover that at 33 it froze. Obviously that was not a good situation so we basically decided on a recall strategy. Our recall strategy, and today in the press we read a lot about it, but we had three principles. Number one, we wanted to make it as simple as possible for the consumer so they didn't have to go and bring something back to the post office. We sent everybody a new unit. They got them through the mail and we enclosed a postage paid envelope for them to replace their unit. That was principle number one. Principle number two was that we wanted to make sure that no person would feel that they lost money as a result of this. Every unit that we sent out had a balance on it that was equal to the last of the two loads. We figured that would cover everybody. That was principle number two. Principle number three was to make sure that the City of Manchester didn't lose any money on this transaction. As a result of this, with Brandy's help we are figuring out exactly what the difference is between what we gave people, what was used on the meter and we will repay that to the City of Manchester. We tried to make it as easy as possible for the consumer, make sure that they in no way feel that they lost any money on this, and we guarantee that the City of Manchester will not lose any money on this either. We want to make it as good as we can make it for all of our constituents. The third and most important question is how we make sure this doesn't happen again. We have basically instituted what we call a

full regression analysis of any changes as opposed to making the assumption that just because it was the same before it will be the same again. We are not doing that. Secondly, we are also bringing under our staff a QA engineer who is going to spend all of their time checking out the quality assurance for any changes that we make and making sure that as units comes off the assembly line that they are fully tested at all points in time.

Chairman Roy stated just so I have it straight, you found the problem, you recalled it, and you made the City and the end user whole.

Mr. Hawrysz stated that is our intention, yes.

Chairman Roy stated you have a process in place that looks like it will take care of any problem like this happening in the future.

Mr. Hawrysz that's correct.

Alderman Long stated I have one of these iParks and the process was very easy. They mailed me the new one, I put the old on in the envelope and I dropped it off at the garage. I had \$19 or \$21 left and I was credited so when I started up the new one I had \$35. The process was painless and it works well. It is nice to not have to go to the kiosk and get a ticket. You save in the long run because if I am there for three minutes I pay \$.09 rather than a quarter. I would recommend the iPark to anyone who uses parking kiosks a lot.

Alderman O'Neil stated thanks for bringing this up. I brought this to your attention and the attention of the City staff when I read it in the paper. I was a little disappointed that was how we found out about it. I read about the failure in Portsmouth before I read the paper about the failure in Manchester. How many clients in New Hampshire do you have?

Mr. Hawrysz replied about 120.

Alderman O'Neil asked in how many different locations?

Mr. Hawrysz replied right now we have Portsmouth and Manchester.

Alderman O'Neil stated according to the paper, the unit failed in only two New Hampshire communities. How many other cities did the process fail in New England?

Mr. Hawrysz replied none. The only two cities that have this particular unit right now are Portsmouth and Manchester.

Alderman O'Neil asked no other cities in New England have this unit?

Mr. Hawrysz replied that's correct.

Alderman O'Neil asked any idea why that is?

Mr. Hawrysz replied we haven't sold them yet.

Alderman O'Neil asked so we were out on the front on this? We were ahead of Portsmouth I believe.

Mr. Hawrysz replied yes.

Alderman O'Neil stated my point is, I won't drag this on, that if you sell us something it has to work. If it doesn't work we have to go to another vendor. I hope this is the last time that you are before us. I hope your product works. It has to work or we are going to move onto another vendor, get out of the contract and move on, plain and simple.

Mr. Hawrysz stated I hope it works too.

Chairman Roy addressed item 6 of the agenda:

6. Communication from Brandy Stanley, Parking Manager, regarding Ordinance Amendment amending Section 70.78 PENALTY.

Alderman Osborne stated I'll move on the typo.

Chairman Roy asked the typo?

Alderman Osborne replied the mistake.

Chairman Roy asked the mistake?

Alderman Osborne replied yes. It was \$100, but it should be \$75. Is that right? Excuse me, it is vice versa.

On motion of Alderman Long, duly seconded by Alderman Shaw, it was voted to discuss this item.

Ms. Brandy Stanley, Parking Manager, stated unfortunately, I made a mistake when I brought this to the Traffic Committee the last time. The original intent of the Ordinance was for the original fine to be \$75 and the fine after the late fee kicked in would be \$100. I made a typo in the document that this Committee and the full Board

passed and basically it said that the original fine was \$75 and that the increased penalty was also \$75. Again, that was a typo. The original fine should be \$75 and the increased penalty should be \$100.

On motion of Alderman Osborne, duly seconded by Alderman Shaw, it was voted accept the communication from Brandy Stanley.

Chairman Roy addressed item 7 of the agenda:

7. Communication from Brandy Stanley, Parking Manager, regarding free parking for Boards and Commissions.

On motion of Alderman Osborne, duly seconded by Alderman Ouellette, it was voted to discuss this item.

Ms. Stanley stated after the last Traffic Committee, it was pretty clear that the wishes of the Board were not to take a look at providing validated parking for board and commissions in the Victory Parking Garage, but rather on the streets and in the Middle Street Parking Lot. In the intervening time, we met with City Clerk Normand about ways we can make the process easier for some of these board and commission members. We came up with something that is very simple for the people who get this privilege. Rather than a placard that can easily be duplicated by somebody walking down the street, I think everyone would feel a lot more comfortable if we had some sort of parking credential that was issued and manufactured specifically for this purpose. We are proposing to use a permit, much like we use for all of our monthly parking lots and the downtown on-street permits, which all look the same. They are issued once a year. They have a number and they have a description of what the permit is for. These are not easily duplicated and we also know that they are issued. We have a way of determining if someone has made one up or is using it that shouldn't be. If the Board approves this plan, we will order the permits immediately. They take about three to four weeks to come in. As soon as we get them, we would bring them over to the City Clerk's office so anyone who was eligible for one of these permits could go to the City Clerk's office and get it. I've also attached to the letter a list of the board and commissions that we have as well as the number of seats on each board and commission. It comes out to about 233 seats. That is not the number of permits that would be issued. A lot of the sitting members are Aldermen and there are people who serve on multiple boards and commission. That is just the number of seats. In addition, the City Hall information desk workers also get placards. There are occasional vendors that the City uses who use placards and there are some remote department heads who also use them. We would want to replace all the placards with these particular permits. The next attachment is a permit agreement, which is tailored based on what we have in place right now for all the people who get permits through our office specifically for this office. It basically says where the permit is valid and

that they are transferrable from vehicle to vehicle. It gives them instructions of where to hang them so we can make sure that we can see them and they don't get tickets. It is the property of the City of Manchester. If you lose it, our standard replacement charge is \$20. We would ask them to fill out their permit number, name, information, phone number, fax number, some vehicle information and basically sign that they acknowledge that the permit can only be used while the permit holder is conducting business on behalf of the City of Manchester. That is pretty much about it. They are going to have to go the City Clerk's Office, pick up a permit, sign a form and display it on their car whenever they park at a metered space or in a lot in the City of Manchester.

Alderman Long asked do you know how many you are going to buy and what the cost is going to be?

Ms. Stanley replied the cost is fairly minimal. I believe we order about 7,000 permits a year and I think it costs about \$1,500 so I would imagine that it wouldn't cost more than \$150 or \$200 for a mid-year run of permits. We would order about 200. We know we wouldn't issue 233 because not everyone would want one. However, there are people who may change seats or lose their permit in the middle of the year.

Alderman Long asked these are going to be numbered one to 200?

Ms. Stanley replied yes.

Alderman Long asked are we going to recirculate these as someone's term is up? They will return it and you'll give it to whomever is next?

Ms. Stanley replied yes, if we are able to get it back when someone loses their seat. Sometimes they lose their permit or move out of state and we can reissue them based on the permit number.

Alderman Long asked so there really won't be an expiration date on it? The example you gave us says Pine Street Parking Lot parking permit. Is it just going to say parking permit with no expiration date or number on it?

Ms. Stanley replied yes, we would take the expiration date off and we could just put City of Manchester parking permit, but our parking officers would know what it is and where it is valid.

Alderman Long asked is there a reason it is \$20 to replace it?

Ms. Stanley replied we put that in for the sake of consistency. Anyone who loses a permit that is issued by the Parking Division, including an access card for the Victory Garage, is charged \$20. It keeps the accounting a little simpler.

Alderman Long asked these cost about \$1 a piece for the City?

Ms. Stanley replied yes.

Alderman Osborne asked how do you police these? Who is going to police them if they are going from one car to another?

Ms. Stanley replied the permits are transferrable. They are issued to a person and not necessarily a particular vehicle. If it is being displayed in a car and a parking officer sees the permit, the assumption is that they are issued properly, which I don't see any reason why they wouldn't be, and then that car would not be issued a ticket.

Alderman Osborne stated anyone who wanted to borrow one of these could go and borrow it from any car. Is that true?

Ms. Stanley replied I suppose it is, yes.

Alderman Osborne asked how many did you say it was with all the commissions and boards, minus the Aldermen and the School Board?

Ms. Stanley replied there are 233 seats on these commissions. I did not include the seats that are currently occupied by Aldermen. We know that it is less than 233, but that is the number of seats.

Alderman Ouellette asked are you saying that it is your recommendation that all of the 233 people on these boards be eligible to receive one of these parking permits?

Ms. Stanley replied I'm not. That is absolutely not a decision for a City staff to make.

Alderman Ouellette stated let me rephrase the question. If we approve this tonight, are we going to be approving the full 223 people who are on these commissions and boards?

Ms. Stanley replied if you approve the plan that is before you, I believe so, yes.

Alderman Ouellette stated I think there has to be more dialogue or study in terms of who actually needs the permits. Some boards may not need them. I'm looking at Parks, Recreation and Cemetery. They don't meet here. They meet at the Country Club. I believe the Water Works Commission meets at the Water Works. I believe the Transit Authority meets at the Transit Authority. I understand the Planning Board and boards that regularly meet here and do business with the departments that are located here should get this privilege, but I don't see blanketing 223 people at this time. I

would like to see more discussion about who would be receiving these and not all 223 people.

Alderman DeVries stated thank you, Mr. Chairman, for allowing me to join in on the conversation since I am not on the Committee. I certainly agree with the line of reasoning that Alderman Ouellette just entered into. To allow that many individuals free access to parking, anytime and not just at City Hall while on business is problematic. Knowing that the Committee is going to further vet this, I am going to wait that vetting and weigh in then.

Alderman O'Neil stated I had made notes to myself about exactly what Alderman Ouellette brought up. I think this was really about the Planning and Zoning Boards. Brandy, you mentioned in the permit agreement that it is transferrable from vehicle to vehicle, but you are asking for information on the vehicles down below. Why is that?

Ms. Stanley replied typically we ask for those for all of our permits, not because the permits are transferrable, but because people primarily drive one vehicle. It helps if there is some type of issue like if a vehicle is illegally parked or on fire or something like that so we can identify what vehicle it is by the license plate number if we have it on file. It is not necessary.

Alderman O'Neil stated I guess my problem is that I generally use the same vehicle to come here and occasionally I use my wife's car. There have been times that I have a rental vehicle with out of state plates from work when I am coming down here. I don't mind transferrable, but starting to put plate numbers down doesn't coincide with it being transferrable. I think that is something that should go away. Many of us have multiple vehicles in the family and that is just the way that it is.

Chairman Roy asked has any consideration been given to asking the individuals to submit their receipts to you to be reimbursed?

Ms. Stanley replied that is not a conversation that I have had with anyone.

Chairman Roy stated I would like that looked into as well instead of having these permits out there. If they just submitted their receipts and were reimbursed I think it might work out as well. There may be some reason that it can't, but I think that should be looked into as well.

Alderman Arnold stated I have a quick observation. Brandy, I think you said that the intension would be, or the policy would be, that upon the expiration of a committee member's term the permit would be returned. I noticed that is not in the permit agreement and maybe it could be tightened up by adding that. I know it says it shall be returned upon request of the City, but maybe to clarify to the individual that it is their responsibility to return it as well.

Alderman Osborne moved to table this item for further information. The motion was duly seconded by Alderman Ouellette.

Chairman Roy asked could you get back to us by the next meeting?

Ms. Stanley replied I am a little confused about Alderman Ouellette's request. Is the Committee looking to me for a recommendation about what boards should receive the privilege?

Alderman Ouellette replied I don't think it necessarily needs to come from the department, but there should be a recommendation, probably from a department head, as to...maybe the City Clerk could help to give recommendations as to which boards and commissions should benefit from the privilege. I don't think I'm asking...

Chairman Roy interjected if we do the research and find out who actually meets here then if this Committee chose to go this route, could move forward with a suggestion of which committees would get it and which wouldn't.

Alderman Ouellette stated like Alderman O'Neil stated it is a no brainer for Planning and Zoning Boards. They spend an awful lot of time here, but I certainly don't want to miss anybody.

Chairman Roy stated and we don't want to include someone who never comes downtown. I understand. Does that help you?

Ms. Stanley replied yes, thank you.

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

Chairman Roy addressed item 8 of the agenda:

8. Communication from Ronald Golub, CEA Bromfield LLC, regarding street closures in the Gold Street area.

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

TABLED ITEMS

9. **NO THROUGH TRAFFIC:** – (Emergency personnel exempt – access achieved through the use of pre-emption system controlled gates)

On Sewall Street at Ross Avenue

On Gold Street, from Ross Avenue to Bradley Street

[Proposed traffic regulations related to Wal-Mart project]

RESCIND STOP SIGN:

On Sewall Street at Ross Avenue – SWC (Ord. 2620)

[Proposed traffic regulations related to Wal-Mart project]

(Note: Tabled 1/11/10)

This item remained on the table.

10. Amended and Restated Petition to close streets by gates submitted by Wal-Mart Real Estate Business Trust attorneys Devine Millimet & Branch, Professional Association.

(Note: Communication from Attorney Daniel Callahan withdrawing the Petition to close streets by gates related to the Wal-Mart project on Gold Street has been attached. Additional attached documentation includes; a recommendation from Michael Landry, Planning Board Chairman; Communication from Pamela Goucher, Deputy Director of Planning & Zoning outlining the conditions of the Planning Board's approval of the site plan; and Communication from Susan Duprey identifying benefits to the City of Manchester related to the Wal-Mart project.)

(Note: Tabled 1/11/10)

Alderman Shaw moved to remove this item from the table.

The motion was not accepted by the Chairman.

This item remained on the table.

11. Communication from Montgomery Street area residents, requesting two stop signs and a “No Truck Route” sign be placed on Montgomery Street.

(Note: Tabled 1/11/10)

This item remained on the table.

12. Communication from W. Jean and Lucielle D. Laflamme objecting to the neighbor's proposal to the removal of stop signs on Dexter Street.
(Note: Tabled 1/11/10)

This item remained on the table.

13. Communication from Brandy Stanley, Parking Manager, submitting revisions to 70.06 and 70.36 for Overtime Parking.
(Note: Tabled 1/11/10)

This item remained on the table.

14. Communication from Kevin Sheppard, Public Works Director, requesting approval of the attached Mutual Aid Agreement and authorizing the Mayor to execute said agreement for the City.
(Note: Tabled 1/11/10; Communication attached from Kathryn A. Myers, NHPWMA Board Member, explaining roles and responsibilities of members of the Board of Directors.)

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

Chairman Roy stated the Public Works Director contacted me and would like to remove this item, which is about Mutual Aid Agreement to other communities. I remember when this came before us before I had brought up a question about the LGC and what their involvement is. I see that we got a letter back from the Public Works Mutual Aid Program explaining all of that and I am satisfied with all that. I don't know if anyone else had any questions.

On motion of Alderman Long, duly seconded by Alderman Ouellette, it was voted to approve the Mutual Aid Agreement and authorize the Mayor to execute said agreement for the City.

15. Communication from Rene Fortin of Gold Street, requesting alternate solutions to commercial expansion in the Gold Street neighborhood.
(Note: Referred by the Board of Mayor and Aldermen on 08/18/09. Tabled 8/31/09 waiting for Planning Board meeting.)

This item remained on the table.

There being no further business, on motion of Alderman Long, duly seconded by Alderman Ouellette, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee