

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

June 7, 2010

5:15 PM

Chairman Roy called the meeting to order.

The Clerk called the roll.

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

Messrs: K. Sheppard, J. Hoben, B. Sanders, B. Stanley

Chairman Roy addressed item 3 of the agenda:

3. The Traffic and Parking Divisions have submitted an agenda which needs to be addressed:

CROSSWALKS:

On Belmont Street, north and south of Grove Street
Alderman Osborne

RESCIND NO PARKING ANYTIME:

On Norris Street, east side, from a point 100 feet north of Somerville Street to a point 90 feet northerly (Ord. 9290)
Alderman Shea

RESCIND NO PARKING 7AM - 3PM/MONDAY-FRIDAY:

On English Village Road, west side, from a point 775 feet south of Dunbarton Road to a point 700 feet west (Ord. 9698)
Alderman Arnold

NO PARKING 7AM - 3PM/MONDAY-FRIDAY:

On English Village Road, west side, from a point 775 feet south of Dunbarton Road to a point 557 feet west
Alderman Arnold

NO PARKING ANYTIME:

On English Village Road, west side, from a point 1332 feet southeast of Dunbarton Road to a point 178 feet east

Alderman Arnold

On Titus Street, north side, from a point 145 feet west of Floyd Avenue to a point 55 feet west

On Ross Avenue, west side, from Sewall Street to a point 90 feet south

Alderman Shaw

On Laxson Avenue south side, from South Willow Street to a point 177 feet east

Alderman DeVries

ACCESSIBLE PARKING SPACE:

On Belmont Street, east side, from a point 220 feet north of Cilley Road to a point 18 feet north

Alderman Shea

RESCIND STOP SIGNS:

On London Street at Pennsylvania Avenue – NEC, SWC (Ord. 0261)

Alderman Roy

STOP SIGNS:

On Pennsylvania Avenue at London Street – SEC, NWC

Alderman Roy

RESCIND 1 HOUR PARKING 8AM-6PM:

On Wilson Street, east side, from Harvard Street to a point 50 feet north (Ord. 8109)

Alderman Shea

1 HOUR PARKING 8AM-6PM:

On Wilson Street, east side, from a point 20 feet north of Harvard Street to a point 42 feet north

Alderman Shea

PARK 30 MINUTES:

On Wilson Street, east side, from a point 62 feet north of Harvard Street to a point 40 feet north

Alderman Shea

RESCIND 1 HOUR PARKING:

On Wilson Street, west side, from Harvard Street to a point 90 feet northerly (Ord. 8072)

Alderman Shea

30 MINUTE PARKING:

On Wilson Street, west side, from Harvard Street to a point 90 feet north
Alderman Shea

RESCIND 1 HOUR PARKING 8AM-6PM:

On Wilson Street, east side, from Prescott Street to a point 60 feet north
(Ord. 8111)
Alderman Shea

30 MINUTE PARKING 8AM-6PM:

On Wilson Street, east side, from Prescott Street to a point 60 feet north
Alderman Shea

NO PARKING LOADING ZONE - EMERGENCY ORDINANCE:

On Wilson Street, west side, from a point 20 feet south of Clay Street to a point
26 feet south
Alderman Shea

NO PARKING ANYTIME - EMERGENCY ORDINANCE:

On Hayward Street, north side, from a point 130 feet west of Porter Street to a
point 48 feet west
Alderman Shea

RESCIND ONE WAY STREET:

Huntress Street, from Prince Street to Summerside Avenue – Northbound
Alderman Greazzo

ONE WAY STREET:

Huntress Street, from Summerside Avenue to Prince Street – Southbound
Alderman Greazzo

METERS - 10 HOURS (EMERGENCY ORDINANCE):

Elm Street east side, from Auburn Street to a point 153 feet south of Green Street
Alderman Long

METERS - 10 HOURS (EMERGENCY ORDINANCE):

Elm Street west side, from Auburn Street to Valley Street
Alderman Long

15 MINUTE PARKING (EMERGENCY ORDINANCE):

Elm Street east side, from 153 feet south of Green Street to a point 36 feet
southerly
Alderman Long

METERS - 10 HOURS (EMERGENCY ORDINANCE):

Elm Street east side, from a point 189 feet south of Green Street to Valley Street
Alderman Long

RESCIND METERS - 10 HOURS:

Elm Street both sides, from Auburn Street to Valley Street
8am-10pm, Monday-Saturday
Alderman Long
(ORD 8254)

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

RESCIND PARKING FOR MOTORCYCLES ONLY - MAY 1 - NOVEMBER 1:

On Mammoth Road, east side, from a point 1435 feet south of Bridge Street to a point 183 feet south
Alderman Roy
(ORD 9317)

NO PARKING ANYTIME:

On Silver Street, north side, from a point 62 feet west of Unions Street to a point 65 feet west
Alderman Long

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

Chairman Roy addressed item 4 of the agenda:

4. Communication from Mayor Gatsas submitting street closures for the World's Championship Chili Cook-off.

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

Chairman Roy stated we are talking about the Chili Cook Off closures on Merrimack, Central, Elm and Pleasant Streets.

Alderman Osborne stated I was thinking of the bump out.

Chairman Roy stated we'll get to that later.

Alderman Long stated I would just assume that these street closures will go through the normal process with respect to the Traffic Division and the Police and notification of the businesses that they will be closed Friday, Saturday and Sunday, the first, second and third of October.

Alderman Ouellette asked Kevin, is this going to affect, in any way, the fire station and getting their apparatus out or the Police?

Mr. Kevin Sheppard, Public Works Director, replied both the Police and Fire Departments are part of...Jay Minkarah has set up a committee on the Chili Fest and I believe he has spoken to Police and Fire and Highway and other departments regarding these street closures and other items.

Alderman Ouellette asked are we going to have a safety issue, Mr. Chairman? I'll defer to you, being the retired firefighter. Will these apparatus be able to leave the station if there is an emergency?

Chairman Roy replied they will be able to leave the station, but they will have to take a different route than they may normally take to the West Side of the City instead of using Merrimack Street right to Elm Street. We do it from time to time for road races or parades. We always have to divert. We will still be able to respond.

Alderman Ouellette stated another further question that I would have that I don't think anyone here could answer, would be after hours for the Chili Cook Off, they should be able to get the apparatus in and out if they need to.

Chairman Roy stated I don't see that Jay is here, but when I was at one of the meetings there was a discussion amongst everyone about after hours and security and such. I'm sure it is being looked at in that committee.

Alderman Ouellette asked are you a member of the committee?

Chairman Roy replied I'm not, but Chief Burkush is and Aldermen Long and Lopez are.

Alderman Ouellette asked would it be appropriate to ask the City Clerk to send a letter to the committee about our concerns about emergency vehicles? This is not for a road race, this is the whole weekend. Obviously I don't want to oppose this, but if we would ask the City Clerk to send a letter.

Chairman Roy stated we will ask for a letter for an explanation on how everything will operate while the streets are closed.

City Clerk Matt Normand stated we can do that.

Alderman Ouellette stated I am going to approve this with the caveat that at any time, this Committee can readdress this issue until we hear from the committee or the Chiefs of Police or Fire. Obviously, I think the Police and Fire Chiefs are going to address the safety concerns. That will be first on their minds. I think just a little bit of reassurance from that committee would be appropriate.

Chairman Roy stated I think we will get that from that explanation.

Alderman Osborne asked do we have an okay from Police and Fire on this to begin with or not?

Chairman Roy asked has this been discussed, the closures on these streets? To this point, they both agree with it, but it is a work in progress.

On motion of Alderman Osborne, duly seconded by Alderman Ouellette, it was voted to approve this item, with a letter to be send to the Chili Cook Off Committee for further explanation.

Chairman Roy addressed item 5 of the agenda:

5. Communication from Alderman DeVries regarding speed and traffic issues on Hazelton Avenue.

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

Alderman DeVries stated I certainly appreciate the opportunity to be before the Committee. Just to base everyone on the location, Hazelton Avenue is a stretch of Brown Avenue, just because everyone knows where that is in the south end of Manchester, but we are talking about the stretch of road that goes between the existing entrance into the Airport and the new Airport access bridge, which is basically Hazelton Avenue. Brown Avenue circumvents in behind out toward the Highlander. Hazelton Avenue is an area that has severe traffic issues today as demonstrated by a recent baseline traffic study that was done by Lieutenant Tessier and her fabulous crew over at the Traffic Division. It is also an opportunity for us to think to the future. Because of the new Airport access bridge under construction, due to close possibly two years from now, there will be the opportunity for us to look at this area for a pilot program and that is the opportunity that I wish this Committee to initiate. I say a pilot program because I

don't think we as a City have thought how we are going to plan for traffic in the long term. We have recently completed a Master Plan, as Alderman Roy is well familiar. That has gone through the Planning Department, but we haven't engaged in traffic for the future in my opinion. There is an opportunity for us to look at possibly disconnecting this area of Route 3 from through trucking, which would be a huge benefit for this area, but it cannot be done without some study and some background into how this area needs to conduct its business. It is a residential neighborhood that now is carrying the trucking of a business district. We could look to the future for this becoming like other communities where they have parkways where you don't have a lot of egress, streets coming in and off, so it becomes more of a through way. I'm not going to say what this area should be. What I do know is that I have tremendous traffic issues in this area today and I have, coming in from Litchfield, a trucking industry that is sending dump truck after dump truck down this stretch of road, much to the detriment of the quality of life for the residents and the safety of the residents who have to commute and travel this section of Brown Avenue or Hazelton Avenue today. It is a very unsafe situation for them. We have focused, as so many of you have, on your troubled streets and a lot of enforcement. Speaking with one of the residents who is here today, he tells me that those efforts, though they have worked while the Police are present and they slow things down and the locals now know that there is added enforcement and are wary of being ticketed, but they are getting a lot of pressure, headlights, flickering rear lights from the trucks industry that is barreling down their rear ends. Somehow we need to engage something bigger than what one Alderman can do. We have sent letters to the company in Litchfield, which is Continental Trucking, from the Chief of Police asking them to assist us with notifying their drivers to slow down. There are several things that I would like to engage here. One might be added...engaging this Committee to assist me with current enforcement activities, maybe adding their clout and the clout of the full Board to notify the troubles in the trucking industry coming out of Litchfield. Also, I would like to engage the services, potentially, of Southern New Hampshire Planning to assist our Traffic Division with planning for the future by looking at the opportunity that exists when the Airport access bridge closes. Can we at that point in time look at downgrading the use of that stretch of road? What other studies do we need? Southern New Hampshire Planning has the expertise in traffic engineering that we don't have here in the City. That is why I am before you today. I know you all have your trouble spots, but I think there is a unique opportunity for us to treat what is a major road in the City of Manchester, but look at it for a traffic calming pilot initiative that we have not yet utilized anywhere in our City other than becoming one way streets as we did on Maple Street. I'm not sure I really thought that I was highly successful. We need to do something and we need to figure out what works so we can deploy it in other areas.

Chairman Roy stated Maple Street was made a one way back in the 70s. I won't say what year, but I was in high school. I don't think it was to stop the speeders at that time or to slow traffic down; it was to move traffic through the City because it was getting pretty heavy. You mentioned a plan, which we don't have in place yet, and you are talking about Southern New Hampshire Planning Commission. Have you talked to the State at all? That is Route 3A, correct?

Alderman DeVries replied it is under the local jurisdiction though. We have total ability to do what we wish in this area.

Chairman Roy stated but we have to look at the ramifications of how it is going to affect their road in Litchfield.

Alderman DeVries stated for the degradation and certainly there will be a discussion of the degradation of the investment that they had put into the Airport access bridge so when you are looking at the cloverleaf, there will be concern. I think that is something else that Southern New Hampshire services can help us plan.

Chairman Roy asked are you asking this Committee to send a letter to Southern New Hampshire Planning Commission?

Alderman DeVries replied I would like to engage this Committee on a longer relationship so we have some baseline traffic. I'd like to continue to get a true baseline to compare it with some of the traffic reporting that was already done for the prior construction projects. If you remember, the Brown Avenue project from 293 up to the Airport was widened. There were a lot of traffic studies that were done at that point in time. I would like to get a true picture of what the last decade of traffic has been and then maybe report back and engage with myself and with others as to what we can look to the future for what we should be doing and whether it is...we need to rethink. One of my constituents has done considerable studies on traffic calming. It was incredibly interesting that in his very first read through traffic calming manuals online, he came back and said that everything we have done in this area has been to the detriment of slowing traffic down and it matched perfectly what I had read, but I hadn't thought about it. He said that all of the neighborhoods that have been built in this area since the 1970s are built on side streets. Their backyards go up into the Hazleton Avenue area. It doesn't really make it feel cozy. We've taken a lot of properties through there, leaving wide open stretches so it doesn't feel like you are in a residential neighborhood. Though it is 30 miles per hour, it looks like it should be 40 or 45. There are none of the usual characteristics of a residential neighborhood, yet there is the expectation that cars go slow enough. There are no sidewalks and a lot of pedestrian traffic. We need to think about this area and decide what it is, what it

should be, what we have done wrong and what we can correct. I'm hoping that we have not only engaged to help them immediately, but we look to...like I said, for me the timing is that Airport access bridge completion because that is the opportunity that I see to maybe get some of that through traffic off of this section of road and that would be the opportunity that I think would work, but I don't think that should be the decision of one Alderman. That should be the decision of this Committee.

Alderman Shaw asked Alderman DeVries, do you know if there is going to be an on ramp onto Brown Avenue at that point?

Alderman DeVries replied it will look much like a cloverleaf, so yes, it will be on and off ramps to get up to the Airport access bridge road.

Alderman Ouellette stated I understand what the Alderman is asking. I believe she is asking for a starting point and for this Committee to be on board with moving forward. I believe she is asking for quite an extensive traffic study. A lot of residents may not be familiar with this area and the day to day traffic because it is in a remote part of the City, the southern most tip of the City actually. On my first reading of this, I certainly, as a resident of the West Side, never thought that there was a problem there, but then again, I don't live there and I'm not familiar with how it was before the major construction. I'm certainly not familiar with how it is now. I would like to see that study that the patrol division did. I would be interested in seeing that because I think it would help us move forward. I would think that Alderman DeVries makes some very good points and I think that diverting trucks away from that area will be more reasonable to do, especially if there is going to be access to the highway right there. To make a long story short, Mr. Chairman, I would support the Alderman's request that we proceed because I do see this area getting more congested. She is right that it could be a major issue.

Alderman Osborne moved to ask the Southern New Hampshire Planning Commission for further study of this area. Alderman Shaw duly seconded the motion.

Alderman Shaw stated having been a resident of that area and I think I know exactly what Alderman DeVries is speaking about. There are already issues there. There have been for quite some time, but in order to look to the future, there has to be some sort of plan in place to try to divert it. There is only one way to get from Litchfield to Manchester and it is up 3A. Now we are going to have another opportunity. Why not do some sort of a study that is going to create a better traffic flow for that area? I think this is very important. Can you include President Road?

Alderman DeVries replied it is the south end.

Alderman Long asked when was the baseline study conducted? Do you have a date on that one?

Alderman DeVries replied we have just recently conducted a baseline with the new technology that you know we have updated in the last year. Though we have done some studies in the past, it wasn't with the digital equipment so it doesn't standardize well, but I guess what I was noting was for construction purposes there have been plenty of traffic reports that have been filed for the Airport access improvements and 293 improvements. I think there are a lot of other studies for traffic counts and such that can be linked into this to really give us not just that one report that was conducted by the Police Department, but really look over the last five to seven years and say that that is where we started. There have also been some studies for the Airport access bridge conducted. The State would have done some work. I think Southern New Hampshire Planning is the right place to pull that together for us and give us a true baseline. The conversation that I hope you engage in is not just for the benefit of this one area. I really think we need to look at traffic calming for our main arteries for lack of a better term. It is all over the City that Alderman are receiving complaints of speed and the traffic issues that our residents feel. I really don't know. I know how to go about neighborhood traffic calming, but I really don't know how I want to go about calming the traffic on a major road in Manchester. I think we need to spend some time considering that. That is the study that I'm hoping that this Committee will engage in. I'm not saying that I know the conclusion. I don't know where you want to go, but I think we have to, as a City, figure out a few opportunities and maybe look at how other cities have evolved over time.

Alderman Long stated just to follow up on that, the consensus is that it would go the Southern New Hampshire Planning Commission.

Chairman Roy interjected for review and a...

Alderman Long interjected what would they be reviewing? Hazelton Avenue only?

Chairman Roy replied I believe it would be Hazelton Avenue. I believe they gave us input already on how to improve our traffic calming in the City. They have given information on that already.

Alderman Long stated I wonder if this would be part of the program of the CTAP that they are going to be talking about. I don't know if it is close enough to 93.

That is what this Committee would get back from Southern New Hampshire Planning Commission?

Chairman Roy replied they would review it and give us a recommendation on that area.

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

Chairman Roy addressed item 6 of the agenda:

6. Communication from Alderman Osborne requesting the Committee consider signage on Maple and Beech Streets to help cut down on speeding in the City.

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

Alderman Long stated since it is Alderman Osborne's proposal he can lead us off.

Alderman Osborne stated I guess you all have it in front of you this evening. It is nothing new from the signs that I have on Lake Avenue and Spruce Streets I was approached about speeding on these two streets, Beech and Maple Streets, and the signage I have now on Lake Avenue and Spruce Street are made mainly for a stretch of road like Lake Avenue and Spruce Street. These signs are not made for every street in the City. They have an effect to them. I know; I have studied them long enough. I have stood there long enough watching cars going up Spruce Street and down Lake Avenue. At one time, automobiles used to come down Lake Avenue from around Kenney Street and go down that street. You would never see brakes lights at all. You would never see brake lights. After the signs went up, if you stood there even today, you would see brake lights from the automobiles coming down Lake Avenue. I think it is a warning. It doesn't stop it 100%. If it stops it 50% then that is 50% better than what it was doing before. They are the types of signs with reverse psychology, I guess. They have a meanness to them and they also have a smile or a good feeling to them and everybody I have spoken to over the years since they have been up there, whether it is my neighbors or even a stranger, knows those signs now. As long as there is enforcement behind them on Maple and Beech Streets and they follow up with the enforcement for at least two or three months and at intervals thereon, it keeps everybody intact, it keeps everybody guessing and it keeps everybody happy. I think this is the best thing for these two routes, running from Bridge Street to Webster Street on Maple Street and vice versa coming down Beech Street from Webster Street to Bridge Street. I

guess this is the story of it and if anybody has any questions on it I'd be happy to answer it.

Alderman Shaw stated I think this is a great idea because to me, it is an educational tool. I have an issue with speeding in the City, period. I think people drive too fast today at all different levels of ages, not just one group. Every neighborhood has its complaints about speeding. Every street that you go on, you can sit at a stop sign or a red light and you can watch people fly through intersections. Educating people to slow down...I remember 55 saves lives. I think that education is the key to getting people to slow down. One of the tools is what Alderman Osborne is talking about. I think it is a good plan; I think it has a possibility of cutting things in half. What more could you ask for, at least slowing down half of the people? Somehow the City needs to have an education program and I wish I had the answer. I don't have time to think of a project to get the people of the City to slow down. I think this is the beginning.

Alderman Ouellette stated I think the City has a great education program and that is called tickets. If the tickets aren't written then nothing is going to slow the traffic down. I understand that there are issues. The police can't be setting speed traps all the time, but I think we all, all 14 of us, would probably like to see a little more of that being done, maybe even from the community policing units. I think that if we enforce the laws that we already have, these signs wouldn't be necessary. It is not my ward. I probably would have a different opinion on this if this was my ward about whether or not I would like the signs, but I would like to defer to the ward Aldermen and hear from them about what they would like to see. I know that those comprehensive traffic studies, the baseline traffic studies, to at least get the information...I think that should be done before the signs go up. I find those studies to be very useful because I have had a lot of complaints about Kelley, Bremer and Amory Streets as well, but when you do the traffic study, the computer doesn't lie. I found that there was speeding, but it really wasn't as bad as people thought. I think that most of the cars that were speeding were doing between 30 and 35. You find that most of the speeding happens in the middle of those streets as opposed to the ends obviously because it takes more time to get the traffic going. They also can determine, in terms of the direction of the traffic flow, the speed. I think that is a great tool for us to use to begin with. I would defer to the ward Aldermen. They know their wards best. If I wanted them in my ward, I would expect my colleagues to support that. I would like to defer to the ward Aldermen.

Chairman Roy stated thank you, Alderman Ouellette. Seeing as I am one of the Aldermen who will be affected to some extent, I agree with you that I have had complaints before and when the Traffic Department actually got there and ran a study with their radar, there really wasn't excessive speeding; there was an

occasional speeder, but nothing that significant. After having received this from Alderman Osborne, I did talk to Mr. Hoben down at Traffic. According to him, there have been studies done on these signs and these signs, according to the studies, do not work. The only thing that does work is enforcement. Like you said, we have a learning program and it is called tickets. Because of that research and my past experience...I know we do get some complaints and they are not always completely founded. I do agree that everyone is going too fast in the City and we all have areas where we would like people to slow down. I certainly don't want these signs in my ward.

Alderman Ludwig stated thank you for allowing me the opportunity to speak. First of all, I would like to thank Alderman Osborne for bringing this forward. I do receive the majority of complaints for speeding on these two streets and they are about 97% percent in my ward from Bridge Street to Webster Street. It is an issue. I think everyone who spoke here this evening, including Alderman DeVries, made some excellent points. I'm not opposed to asking this Committee to do a study. If that is done through the Southern New Hampshire Planning Commission that is fine with me. I think that the problems with Beech and Maple Streets are that they are one way when we are trying to move traffic through the City very quickly so that is what the motorists are doing, they are moving very quickly. That is what we are trying to do. To accomplish one end we have another end. I have never been a big sign person. In my former position I tried to put up fewer signs rather than more throughout City parks because we could put up a million signs. Maybe that is the biggest reason why people don't read them any longer, because we have so many signs up. Alderman Shaw makes an excellent point though in terms of how we re-teach people to start looking at the signs. I worked for many years trying to slow people down between Hanover Street and Bridge Street when you are basically driving right through a golf course. We would hit people, we would hit golf cars or anything that would cross Mammoth Road. It was very difficult until we tried "Entering Derryfield Country Club" signs to give people a sense of arrival so they know they are coming onto a golf course when you come up the hill from Hanover Street or take a left or a right to get onto Mammoth Road from Bridge Street. We did anything and everything we could. People told us that these signs that are put out into the middle of the road to draw people's attention were illegal, you couldn't put them out and they wouldn't work. I was told all of that, but the fact of the matter is that we went out and got them. Are they helping? I think so. Enforcement is a big part of that too. There is no question that Alderman Ouellette is right on the money. I drive up to Concord two or three times a week and I go through a section of Concord, Rollinsford Park, that goes over to Clinton Street, the back way to the Department of Labor and no one goes over 30. I'm not there at midnight; I'm there around school time or in the morning, but it is like a wagon train. No one goes over 30. I'm basically an out-of-towner, but the first thing that I was made aware of was

that when you drive there you do not exceed the speed limit. Somehow they got the word around. I have noticed lately that the Police Department has the speed indicator sign up and I think that helps. I think people look at that when that thing flashes at them and reminds someone that they are going 30. That has been out there. This is by no means, in my opinion, a knock on the Police Department. I think that it is very difficult to get out there, but I do think that issuing some tickets to people is going to get the word around. One of the issues that I have with this, and I know Alderman Osborne only has good intentions when he says let's do it from Bridge Street going northerly to Webster Street, is that people are going to then be under the impression that from South Willow Street I can go 60 miles per hour until I hit Bridge Street and then I'd better slow down from Bridge Street to Webster Street because this is where you get the ticket. I'm not sure that is going to happen, but maybe that is what we are going to create here. I know that from Bridge Street going north to Webster Street and from Webster Street going south to Bridge Street there is very little in between. I think there is a traffic light on Blodgett Street and another one on Maple Street, but there are some areas there to basically put the pedal to the metal and go quickly. In one case, you are just getting off the highway so you are still used to going fast. The fact of the matter is that I thought long and hard about it when Alderman Osborne asked me and I thought about if I did want the signs or didn't want them. I think that they are something different and they may bring some attention. I was also told that some of the slow signs that are littered on both sides of the streets that in my opinion have absolutely no impact could come down. If it is a trade off with some strategic removal of some of the slow signs that don't seem to be working and strategic placement of some of these signs...I know there are people out there who aren't going to think this is funny or cute, but I think his approach is a little bit of a different one and I think it does go to educating some people out there. They are definitely a different color and people might say that they don't want that in their ward because it doesn't look nice or it's unattractive. Beech and Maple Streets aren't residential streets in your ward, really. It's not like putting them on Skyview Road. They are on major arteries in the City. If it works and it helps, along with some law enforcement, ticket issuing and continuation of the speed indicator signs and maybe, even if the Southern New Hampshire Planning Commission can take a look at what we can do totally for Beech and Maple Streets, I would go along with it. My opinion is that the signs don't work and that if someone comes back and says that there is a different way to do this better, I believe we could take signs down, but for now I'm supporting it. I thank you for the opportunity to speak.

Chairman Roy stated thank you, Alderman. That is an interesting comment on Concord. Another town that I go through and I certainly don't speed is Goffstown and we have known since I was young that they give out tickets.

Alderman Ouellette stated just a clarification, Alderman, I wasn't suggesting that Southern New Hampshire Planning do a traffic study. I was suggesting the Police Department and the Traffic Division do it. They have the equipment that can do that. I don't want to say that I am opposed to this right now, but I would really like to see a traffic study done as to what the numbers really are.

Chairman Roy asked the volume and traffic?

Alderman Ouellette replied the volume, times, speeds and all that.

Alderman Osborne stated I guess I could talk all evening about it, but I was approached also, I won't say by who, but I was approached by someone saying that there should be signs all the way from Webster Street down to South Willow Street. I said that that wasn't the idea of these signs. These signs won't work in that area. You have too many lights running from Bridge Street down to South Willow Street. There are too many lights to speed that fast that far. There is too much with Central High School, St. Augustine's and all those areas in there that are too tight. The reason why I chose this area for this particular person is because where we are talking, from Bridge Street up to Webster Street, it is clear and clean. If they try to beat that light at Blodgett Street and Maple Street they can see a ways from where they are going once they get past Bridge Street up to Webster Street they can almost see Webster Street. When they get the timing of that light at Blodgett Street they know when they are going to beat it, how fast they have to go and everything else. They have it all figured out. What I am trying to say is that these signs are what you call reverse psychology. It is something where you are telling them to smile and they have never seen that before. I have taken out more signs in my ward than what I put in. No one is going to tell me that I'm a sign man or I'm sign crazy or what I am. If you look at my ward, it is going to be cleaner because I took out even more signs than the ones we are talking about. I took the one off of Tarrytown Road coming out because I want these in sequence; the same way it is going to read on Maple and Beech Street it will read on Spruce Street and Lake Avenue; the same way and same sequence. At the bottom of the first sign where it says meet our judges, exceed the speed limit, it will say zero tolerance underneath that sign. When they see that and they go to the next one that says smile and the next one smile and then thank you that is the way it is going to be in all four locations. It is not the idea. A lot of the slow signs today mean nothing to people. What does slow mean? To some people it may be 50 miles per hour and to the next person it is 20. It is reverse psychology. Everyone that I have talked to, with the exception of a few people, I don't know why, politically, don't seem to like them. I am going to tell you that they work more than what is going on today. If someone can find something better than what I am talking about, bring it forth. Don't talk about it and tell me about enforcement because enforcement has been out there since Abraham Lincoln. We have

enforcement on Maple Street now to no avail. I still have people approach me to tell me there is a lot of speed there and they like the sign. Everybody seems to be against it a little bit, but I think you'll find the long run no one is going to top it.

Alderman Ouellette stated in no way do I feel that the Alderman from Ward 5 is sign crazy or any of those. I don't think anyone is saying that. All I'm saying, Mr. Chairman, is that I would like to see the data before I make a decision on this. That is all I'm saying. I know Alderman Long hasn't had a chance to speak and I would like to hear what he has to say. Then I would like to make a tabling motion so that next month we could have the information and the data to make a proper decision on what the extent of the problem is. I have had the same concerns on certain streets and I did the traffic study with the neighbors and I showed them the traffic study and they understand. With proper enforcement, in time, the problem was taken care of. I'm not saying I'm against it; I'm not saying I'm for it right now, but I just want to see the data.

Alderman Long stated I'm going to support this. I agree with Alderman Ludwig that they will stand out when they first go up. The bottom line is speeding. I don't want to see a study. If there are five cars speeding in front of one of my constituent's homes, then there is a problem. If that constituent has children that is a problem. If that constituent has an elderly person or someone in a wheelchair that is a problem whether it is two cars out of 500 or 20 cars out of 500 there is an issue. To have a constituent call me and say of the speeding that it is not that they were out there this morning and said oh my goodness there is a car that sped, I'm going to call my Alderman. I think that they are going out there, I give them the benefit of the doubt, that they are going out there on a daily basis and they are constantly seeing one, two or three cars speeding. We have the issue of speeding in all of our wards to some extent on some major arteries. We have speeding on Elm Street from Bridge Street north. Once you get past Auburn Street there is speeding Elm Street south. Everyone mentioned enforcement. That is the bottom line. We need to come up with some kind of enforcement plan. That is the only thing that is going to make you drive to Goffstown. When I was 17 years old, it was the same way through Goffstown. Don't speed through there because you will get a ticket. We need to get that in Manchester. Manchester is not a 35, 40 or 50 mile per hour zone. It is a 30 mile per hour zone and we need to get that out there that we are going to crack down on it.

Chairman Roy asked Lieutenant Tessier, if this were to go forward to the Board for the 22nd would you be able to compile that information that you have received off of those trailers by that time for the full Board?

Alderman Ouellette stated I'm not going to vote for it until I see what the study says, but I am going to oppose it in Committee. That doesn't mean that I won't support it when it comes to the full Board once I see the numbers.

Chairman Roy stated I'm trying to get that study so everyone can be happy.

Alderman Ouellette stated I'll be happy with that.

Alderman Shaw moved to approve this item. The motion was duly seconded by Alderman Osborne.

Chairman Roy called for a vote on the motion. The motion carried, with Aldermen Roy and Ouellette voting in opposition.

Chairman Roy addressed item 7 of the agenda:

7. Communication from Gloria Pilotte, Member of the Committee for Celebration of La Fete St. Jean, requesting permission to paint the Fleur-de-Lis on Elm Street in front of City Hall and in front of the Franco-American Centre, for French Heritage Month, June 24th to July 14th.

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

Alderman Long asked is there a history of painting in front of City Hall? Do we have a history? Has there been painting in front of City Hall?

Alderman Shaw replied the letter said that it has been there before.

Chairman Roy stated we have had paintings on Elm Street, but I don't know if it has been at City Hall.

Mr. Jim Hoben, Parking Division, stated the only ones I recall are the shamrocks. I think they did shamrocks a few years back.

Alderman Long stated so there has been a history in front of City Hall.

Mr. Hoben stated as a matter of history, we did the fleur de lis maybe ten years ago.

Alderman Long asked same spot?

Mr. Hoben replied I think it was at Elm Street and Bridge Street. I think there was one by St. Augustine's on Beech Street. We also found a Canadian maple leaf stencil, but I don't know where that one went.

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

Chairman Roy addressed item 8 of the agenda:

8. Communication from Bill Sanders, Finance Officer, submitting a proposed contract between E & R Cleaners and the City providing for the lease of a parking lot on Lake Avenue for a period of five years.
(Note: A copy of the parking lot layout plan and required ordinance amendments are also included within the attached documentation.)

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

Alderman Long asked are we on a time constraint? Does this E & R issue have...

Chairman Roy interjected how time sensitive is this E & R issue, Mr. Sanders?

Mr. Bill Sanders, Finance Officer, replied I would put it in a some what sensitive category, yes.

Chairman Roy asked well I guess the question is, can it wait until next month?

Ms. Brandy Stanley, Parking Manager, asked is the Committee planning on meeting next month?

Chairman Roy replied I plan on meeting next month.

Alderman Long stated I could probably take 15 or 20 minutes alone.

Mr. Sanders stated it could probably wait until next month.

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

Chairman Roy stated we'll try to have a special meeting between now and the 22nd. Can the other issue wait until then as well?

Alderman Shaw replied I would prefer not to.

Chairman Roy stated we'll have it between now and the Aldermanic meeting so if it goes through it will go to the Aldermanic meeting anyways.

City Clerk Normand stated we can schedule with the Committee some times that work between now and the Board meetings so we can deal with the E & R Cleaners issue as well as Alderman Shaw's issue.

Chairman Roy asked is that okay with you?

Alderman Shaw replied yes.

Alderman Long asked and they will go to the 22nd meeting, Mr. Chairman, right?

Chairman Roy replied correct, the same Aldermanic meeting.

TABLED ITEMS

9. STOP SIGN:
On Greenwood Street at President Road –NWC
Alderman Shaw
(Note: Tabled 5/3/10; A Multi-Way Stop Review is attached.)

This item remained on the table.

10. Communication from Mayor Gatsas requesting the Committee review the “bump out” at the intersection of Elm Street and Auburn Street.
(Note: Tabled 5/3/10; Plans for the intersection have been submitted by the Highway Department.)

This item remained on the table.

11. Communication from Brandy Stanley, Parking Manager, requesting that public parking be allowed at the Canal Street parking lot since it is not being utilized for commuter parking to the extent anticipated.
(Note: Tabled 4/5/10)

This item remained on the table.

12. Communication from Jack Burke and Bruce Willey of the Kiwanis Club of Manchester requesting approval to repair, replace and add road signs.

(Note: Letters A and B of the communication were approved by the BMA on April 20, 2010. Letter C Add Locations, was tabled on 4/5/10, The Wayfinding Policy is attached.)

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