

## COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

**August 2, 2010**

**5:00 PM**

Chairman Roy called the meeting to order.

The Clerk called the roll.

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

Messrs.: K. Rhodes, P. Konesco, B. Pratt, J. Lance, J. Minkarah

Chairman Roy addressed item 3 of the agenda:

3. Presentation by CLD Consulting Engineers on offsite improvements for the proposed Market Basket at 460 Elm Street.

Mr. Ken Rhodes, CLD Consultants, stated thank you for having us. There has obviously been an awful lot of work and excitement about the redevelopment of this site. As I was just pointing out to Mr. Minkarah and Mr. Sheppard, this the bird's eye view of the former Rockwell Automation facility – Elm, Auburn, and the driveway entrance here in this particular area is undergoing redevelopment. We are using the existing building with some appendages removed and some additions made to reoccupy this as Market Basket Supermarket, which has generated an awful lot of excitement. The other thing it also generates is the need to address some of the access/egress issues here which brings us to you this evening. Specifically, as part of the site plan approval, the Planning Board asked that we visit the Board of Mayor and Aldermen Committees and the Board for three issues. One, Market Basket intends, and I will show you the site plan in a minute, right about here to put in a stair tower to access the site for pedestrians along the street. There is a canopy that they want to add as part of that structure. The right-of-way line for Elm Street is at the place of fall and that canopy is going to require some air rights and that is located right here. Secondly, there will be some parking and lane changes for turning lanes and access for proper performance of new signalization at the driveway and alterations, some minor, here to the Valley Street intersection and at the north end of the project at Auburn Street. We want to walk through those with you. Thirdly, and this is cleaning up the historic weakness, the property line for the facility is right here. The sidewalk currently on Auburn Street is on private property so we are pointing out that an easement will be needed and is to be granted to the City to accomplish all of the revised sidewalk structure here that people would walk through. So the Planning Board asked us and whether or not they asked us we wanted to do this anyway. What

I would like to do is show you the whole site plan. This is the existing building with an addition here in the front. There are three points of access, all of which currently exist but are being altered as a portion of this project. Here between the existing facility and where the Firestone facility is there will be a signalization that we will go over in a minute and there is a driveway entrance here off of Auburn Street that is being slid a little closer to the building to accommodate a divided right and left off of Auburn Street and a nice wide entrance through here. Also, we will go over the fact that there is a taxi lane and an MTA bus stop being planned. Presently there is a curb cut at this location and we are sliding that closer to the building to accommodate truck movements and loading. All three of these entrances are being modified as a portion of this. What we have worked on very closely with the City, Market Basket and the owners are to effect reuse of the parking field out in front of this building with access to the facility at several locations along the frontage. With that, we have gone through a good solid analysis and some changes here to Elm/Auburn Street that if you look at the other exhibit we would like to have your concurrence on so that we can move forward with the Board of Mayor and Aldermen's recommendation. Starting at the south end, if you mentally pick up this portion and you folks have a copy of this exhibit, but this match line here is over here. This is the intersection of Valley and Elm Street, Hayward and Elm is up here at this location and the distance between Valley Street and the drive location is about 320 feet or so. To put a signal at this location, we started out looking at the usage of Elm Street. It is four lanes with two parallel parking lanes on either side and to cut out a left turn lane to accommodate the movement at this signal we would have to have a cue pocket that goes back towards Valley Street. As we were doing this analysis, the Traffic Department and Jim Hoben pointed out that it probably wouldn't be a bad idea starting back a little bit further. Right now, northbound on Elm you have two through lanes that are right turn lanes right by Ron's Toy Shop and he suggested that if we dedicated the left turn lane towards St. Mary's, Dunkins and the small flower shop over here we could start effecting a bit more of this lane transition back at this intersection. He asked if we could accommodate that and we suggest that this is a good idea. To start that lane back here it does provide some more pocket room back in here to define the right and actually two southbound lanes and a left turn lane back onto Valley Street that occurs now, and it also starts being able to shorten the shadow distance here and give you a nice comfortable cue to get into this turning lane and into the site. The site drive will have to be widened a little bit to accommodate both the left and the right at this signal. I will come back to the middle in a minute. So you have one northbound lane here through the signal and going up to Auburn Street. Right now at Auburn Street you have a through left and a right hand turn lane up onto Auburn Street to the east. There is actually a through lane right in here. Due to the traffic analysis that Paul Konesco and Brian Pratt, my colleagues who are with me here this evening, did...Paul did a lot of the nuts and bolts traffic work on this and really advised us very well on how some of these pieces can fit together. Brian has done an awful lot of the planning work on this. As we looked at what Auburn Street was doing here, from a traffic perspective,

right now this is a leading left. The light here turns green a little ahead of time and clears this as best it can but it still turns into a left and a through lane. It turns out that this operates better if you dedicate this left down in this area and essentially you have a lot of that going on right now. People are making this left and going down to Canal and avoiding the whole intersection down at Granite and the Verizon and that area. It also helps the signal performance here if you can dedicate this earlier. On Auburn Street itself, a through to the east with a left, three rights and a nice receiving lane here on the other side will cut out a left turn entrance here by this access/egress point parallel to the front of the building. Market Basket was eager to try this and with a little bit of back and forth what we came up with here at the corner of Canal and Auburn is this is going to be a taxi lane that comes right onto the site. One of the doors of the facility is right over here so the idea is to have a taxi lane here designated and a taxi stand. Initially we widened it enough so it could also be an MTA bus stop. MTA very appropriately pointed out that they would prefer to have the bus stop stay on the street because if they entered the site they would have to go through the site and do some maneuvers to get around. So we have shown the MTA bus stop down here on the site again to service the facility close to the front door. Conversations for a period of time were that this bus stop might be up on Elm Street but you are further away from the doors and folks that might be using the bus would have to come up the stairs and down the stairs and when we added everything up this looked like a better site. So the upshot of this from your Committee, and we hope we can gain the Committee's concurrence with this and move forward to the full Board, is on some of the air rights on Elm Street with the canopy and I want to show you what that will start looking like. Secondly, with this traffic configuration there are currently 21 parking spaces on Auburn Street. All of those would be eliminated either with the bus, taxi stand in here or the turning movements. They are just too close to this intersection for us to comfortably recommend that they stay put. There is parallel parking on both sides of the street. There are four curb lines that we are going to suggest as part of the landscaping. On Elm Street itself, Market Basket is going to be picking up this sidewalk and resurfacing with a concrete sidewalk with brick color accent trim. We will be using a stamped product that is becoming somewhat the next generation of what you folks just did on Manchester Street. It is being suggested that we go to stamped, colored concrete. There are three fire hydrants along this street right now located here, here and here. We are going to add a curb line and do some small landscaping around the depth of the parallel parking here to provide a little protection for those fire hydrants and a little contour to the street. There will be street trees added along here and I can't believe I am saying this but at the corner of Auburn and Elm Street there will be a small curb bump out put in to protect the back end of these parallel parking spaces. The previous one that we wish we had the opportunity to explain came out almost to this area. The idea blends with Market Basket putting in streetscape improvements consistent with what the master plan envisioned, keeping the parallel parking. You have two southbound lanes. You have a turn signal here that provides you with signal northbound lane up to a signal northbound lane at

Auburn Street and we preserve and recommend preserving the area in between as one lane because there are still a number of left turns that are made into the remnants of Summer and Green Street. There are a number of curb cuts along here, particularly when you get down towards Queen City Glass. You have Purely Wood, Queen City Glass and Namco in these locations right now. The last thing... Brian if you can go to the elevation for those of you who have seen this at the Planning Board, this is what the Market Basket façade should look like when it is finished. They are going to be tearing off the façade of the Rockwell building. This is their idea related to what it will look like along Elm Street. The right-of-way line faces that wall and technically you need an air right easement. I have spoken enough. I think you guys have gotten a flavor for it. I will be happy to answer any questions.

Alderman Long asked just for clarity are the air rights under the purview of this Committee? The turning I think would be ours and I don't know if the sidewalk easement would be ours. Is that under our purview Mr. Chairman?

Alderman Roy answered the air rights would not be. I think that the turning and what not obviously would be in the future when they get it all ironed out.

Alderman Long asked and the sidewalks?

Alderman Roy answered I don't believe we take care of sidewalk easements.

Mr. Rhodes stated I would offer that the sidewalk easements probably...since the project is actually giving an easement to the City here, that is probably less of an issue. We wanted to make sure that you knew what all of these were but I don't know if you have to take an action on that. We just wanted to make you aware of everything. Again, I think you can dedicate an easement pretty much along the way. It is releasing the easements that take an actual action of the Board of Mayor and Aldermen. I can stand corrected from any legal person in the back room.

Alderman Long asked are you looking for action from this Committee with regard to the turn signals proposed or does that matter or is it just the Planning Board that does that?

Mr. Rhodes answered that is just the Planning Board. Mostly the parking and lane usage we feel would fall under this Committee.

Alderman Long replied we had already spoken about the signal on Green Street. Currently there is a crosswalk on Grove Street and you are moving it to Green Street or you are adding another one to Green Street because of the pedestrian stairs going in. Are you putting in a conduit for future use? Personally I would like to see a walk signal there. The way you have this street laid out it appears that it is going to be

calming so I am hoping that that is the case and it is calming. Currently there are cars going pretty fast through that strip right there.

Mr. Rhodes responded right now and again I apologize for not pointing this out right away but another element...as part of the longer term plan for this area was to put a crossing here in this location. There are no formal crosswalks except down on Valley Street right now but we have shown here and on the master plan there was actually...we have installed pedestrian signals through here actually and put another signal out to stop traffic when there is pedestrian call enough to cross this area. What everybody is hoping and very much looking forward to...and by the way, I can flat out tell you informally that the owners of these buildings over here are extremely excited about having Market Basket across the street. Right now what Paul has brought up is you have a signal at Valley and you have a signal here and a signal down on Auburn. To add another signal for pedestrians only, we should be looking and anticipating about 100 pedestrians crossing an hour...actually 133. Until this area over here gets the kind of activity to have that number of people, you would actually be putting in a signal that isn't warranted. What our recommendation is to the Planning Board and what we think would be consistent good practice is to put in all of the subterranean stuff that needs to be done to make that happen and when that goes to that next step it is a very easy thing to put the next pieces in place. From a professional point of view it is tough for us to start recommending something that isn't warranted.

Alderman Long asked and the proposed road changes on Elm Street, the turns and all of that, would that be conducive to when we add the lights? Would it still fit?

Mr. Rhodes answered you wouldn't have to change a thing.

Alderman Osborne stated I have a few questions. The sidewalk I noticed is 12 feet. Is that what it is now? Is it ten or twelve feet now?

Mr. Brian Pratt, CLD, replied the sidewalk now is fourteen feet.

Alderman Osborne stated so you are taking two feet off?

Mr. Pratt answered yes. We are proposing a two foot strip that will have like daylilies and other small plantings.

Alderman Osborne asked how about the tower? Is that completely on public property or is there some part of that on City property?

Mr. Rhodes answered nothing of the stair tower right here represented on the plan...the right-of-way line is right at the base of the tower. The tower is completely on private property.

Alderman Ouellette stated thank you for the presentation. It was great and knowing Paul I am sure his figures and facts are correct. He knows his stuff. He has been doing this a long time and I have known Paul for a long time so I trust the facts and figures. What is problematic for me on the surface is the bus stop. The bus stop being located right at the base of the hill there right now when there is no snow on the ground I don't think it would be much of a problem but in the winter time I think as a letter carrier knowing how bad these sidewalks can get I would think that anybody using the bus, especially the handicapped and the elderly, are going to have quite a challenge walking up that hill to get to the front of the store. I don't know if the MTA thought about that at all. Sometimes they have to go into shopping plazas and parking lots. I mean they are professional bus drivers and they are trained to do that. I don't blame them and I understand why they would not want a bus to go into that parking lot but in terms of the safety of people walking up into that area I think it poses a problem.

Mr. Rhodes responded we have been going back and forth with MTA and I went back to this. If you go down Auburn Street obviously there is a grade coming off of Elm Street. Right here is the old rail site. We actually went through this property and that is essentially where the curb set is right now. The hill itself, just down right through this area in here, the bus stop when you come around the corner is actually on relatively level ground. Your point is that they will have to walk up and around the corner and we made some grades here and across this portion of the site that softens that impact and brings it up to grade. I was just about to ask whether or not the 5% ADA...

Mr. Pratt interjected it should be 5% from the bus stop despite the ADA ramp, which will be closer to 8% for just the ramp area. It should be a 5% coming up around the corner and once you get up to the front of the building it is all flat.

Mr. Rhodes stated we tried to use the length and the distance between this corner all the way around to the bus stop to make that grade and meter it out a little better. This is actually going to be dropped down a little bit from all the way up here at the top of the hill. Right through in here you get about a six foot grade.

Alderman Ouellette stated behind the bus stop there is a little gray area. Is that a proposed walking path or whatever?

Mr. Pratt answered that is a sidewalk.

Alderman Ouellette asked that is a sidewalk behind?

Mr. Pratt replied yes and that is part of the sidewalk that will be an easement to the City because that will provide connectivity from Canal Street up along the frontage.

Alderman Ouellette asked who will be responsible for maintaining that sidewalk?

Mr. Rhodes answered it will be part of the public sidewalk on Auburn Street.

Alderman Ouellette stated so we have to make sure that we do a really nice job on that sidewalk. I mean the equipment now is a lot better than it was even four years ago. With ice storms and what not it is going to be a problem. I am sure that the Highway Department will get some sand and salt down there and make it as safe as possible.

Mr. Rhodes stated we just had a conversation to make sure that is safe. I can't over represent but it is going to be in the best interest of Market Basket to keep safe access through here so I suspect they will be paying some attention to that as well. In working this back and forth with MTA in locating this bus stop, to put the sidewalk in through here and use the grade to come up to the site we have tried to mitigate that somewhat so you are not coming up that steep of a grade. Thank you for observing that. Again that was part of the balancing act between having it there or going up on Elm Street and MTA saying if we do it here we are going to have to go all the way through the site to get around. They prefer not to do that. They were more comfortable with this.

Alderman Ouellette replied I understand that they prefer not to do that and I am glad that they have taken that into consideration. The taxi stop is a great idea. I don't know who came up with that but they do use taxis a lot so it is a great idea.

Alderman Shaw stated I am very impressed with your site plan here and I am anxious to see it complete. I was just wondering how the parking for the Verizon is going to...how are you going to prevent people from parking in that lot or are they or is that something that needs to be dealt with later on down the road? How is that going to work?

Mr. Pratt stated this came up in the Planning Board meeting. Market Basket is going to install customer only parking signs and they are going to pay attention to it. If they notice that their lot is really full, they might hire somebody to act as a security guard during events. They will tow vehicles if they notice that people are parking on their site illegally.

Mr. Rhodes stated I will also offer that this is a practical matter. Most events at the Verizon are starting during the early evening hours and this parking lot will not be empty at that particular time. It is not like the store is going to be closed and the parking lot is going to be clear. I do think that this is up to Market Basket to management. They have to stay alert to this sort of thing. It is their operation and they are going to have to be attentive to it. At the same time, the purpose and intent of this parking field is not to provide free parking for Verizon events.

Alderman Osborne asked what are the store hours going to be?

Mr. Jim Lance, Market Basket answered 7 AM until 9 PM every day except for Sunday when they will close at 7 PM.

Mr. Rhodes stated by the way gentlemen, Jim Lance, who has also been working with us as a representative from Market Basket, is here if you have some questions.

Alderman Osborne asked so you will be open 7 AM until 9 PM?

Mr. Lance answered yes, and then Sunday it will be 7 AM until 7 PM.

Chairman Roy asked Mr. Rhodes, what action did you want us to take here tonight? It is not very clear to me. I know you wanted to do the presentation but I am not sure there is any action we have to take at this time. Is it time sensitive? Does it have to go forward immediately?

Mr. Rhodes answered yes it does. I think the official action to take is that the Traffic Committee recommends the street and lane usage that we defined and the parking spaces to be removed from the street. I think that is within your purview. I didn't hear any particular objections. You don't have to take any action on the canopy or the easements. If you can recommend the traffic plan we have outlined here we will continue to fill in the blanks and get the Highway Department to implement the changes.

Alderman Long moved to approve the traffic plan as outlined by CLD. Alderman Osborne duly seconded the motion.

Alderman Osborne asked regarding the canopy, is that on private property correct?

Mr. Rhodes answered the canopy itself extends over the right-of-way in the air. Nothing touches the ground. You just can't block the air way.

Chairman Roy stated you will have to bring a separate action to the Board of Mayor and Aldermen for that correct?

Mr. Rhodes responded correct.

City Clerk Matt Normand stated that will be coming at the Board of Mayor and Aldermen tomorrow night. We can also have the Committee advise the Board that the recommendation from the representatives of CLD includes air rights for their review and approval as a mechanism to get all of this to the Board of Mayor and Aldermen tomorrow night.

Chairman Roy asked is that okay with you, Alderman Long?

Alderman Long answered yes. Do we want to add the easement, which is a no brainer but do we want to add that?

City Clerk Normand stated the entire communication from CLD on Page 3-1 and 3-2 can be part of the report so that we can get everything to the Board tomorrow.

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

Chairman Roy addressed item 4 of the agenda:

4. The Traffic and Parking Divisions have submitted an agenda to be addressed:

**RESCIND NO PARKING LOADING ZONE:**

On Cedar Street, north side, from a point 230 feet east of Beech Street to a point 20 feet east

(Ord. 8551)

Alderman Osborne

**RESCIND NO PARKING ANYTIME:**

On South Elm Street, west side, from a point 120 feet north of Wyoming Ave. to West Oakwood Ave. (Ord. 8360)

Alderman Shaw

On Priscilla Circle, west side, from a point 215 feet north of Hazelton Court to a point 55 feet north

(Ord. 9904)

Alderman DeVries

On Hanover Street, south side, from Woodland Ave. to Page Street (Ord. 8354)

On Cedar Street, north side, from Wilson Street to a point 95 feet westerly (Ord. 9178)

On Spruce Street, south side, from a point 105 feet east of Cypress Street to a point 75 feet east (Ord. 9001)

Alderman Osborne

**RESCIND 1 HOUR PARKING:**

On Beech Street, west side, from a point 40 feet north of Shasta Street to a point 125 feet northerly (Ord. 2648)

Alderman Shaw

**NO PARKING ANYTIME:**

On Cedar Street, north side, from Wilson Street to a point 70 feet west

On Hanover Street, south side, from Rand Street to a point 45 feet east

Alderman Osborne

**NO PARKING ANYTIME – EMERGENCY ORDINANCE:**

On Calef Road, east side, from Titus Ave to a point 100 feet south

On Calef Road, east side, from Titus Ave to a point 100 feet north

Alderman Shaw

On Bodwell Road, east side, from a point 345 feet south of West Shore Ave. to

Corning Road

Alderman DeVries

**CROSSWALKS – EMERGENCY ORDINANCE:**

On Kelley Street, east and west of Kimball Street

Alderman Ouellette

**PAINTED PARKING STALLS:**

Hanover Street, south side, from Woodland Ave. to Rand Street

Alderman Osborne

**NO LEFT TURN:**

On Massabesic Street at Valley Street – Southbound

Alderman Osborne

**1 HOUR PARKING 8AM-6PM -THURSDAY TO 9PM/ EXCEPT SUNDAYS AND HOLIDAYS- EMERGENCY ORDINANCE:**

On Joliette Street, east side, from a point 208 feet north of Kelley Street to a point 262 feet north

On Joliette Street, east side, from a point 494 feet north of Kelley Street to a point 24 feet north

Alderman Ouellette

**HANDICAP PARKING ONLY– EMERGENCY ORDINANCE:**

On Joliette Street, east side, from a point 470 feet north of Kelley Street to a point 24 feet north

Alderman Ouellette

**HANDICAP PARKING ONLY:**

On Bowman Street, west side, from a point 72 feet north of A Street to a point 25 feet north

Alderman Greazzo

**AUDIBLE PEDESTRIAN SIGNALS:**

Elm Street and W. Salmon Street

Elm Street and Webster Street

River Road and West Webster Street

Alderman Long

**STOP SIGNS:**

On Jefferson Street at Gas Street – NEC

On Jefferson Street at Hamilton Street – SWC

Alderman Long

**STOP SIGNS – 4 – WAY:**

On Bartlett Street at Sullivan Street – NWC, SEC

\*\*\* *Traffic Division Review attached on pages 4-1 through 4-15*

Alderman Ouellette

**RESCIND NO PARKING:**

Amherst Street, north side, from Vine Street to Chestnut Street

Alderman Long

ORD 2548

**METERS – 2 HOURS:**

Amherst Street, north side, from a point 100 feet east of Vine Street to Chestnut Street

Alderman Long

**RESCIND 15 MINUTE PARKING 8:00 AM – 8:00 PM:**

Mechanic Street, north side, from a point 145 feet west of Elm Street to Plaza Drive

Alderman Long

ORD 9059

**15 MINUTE PARKING MONDAY – FRIDAY 8:00 AM – 8:00 PM:**

Mechanic Street, north side, from a point 145 feet west of Elm Street to Plaza Drive

Alderman Long

**RESCIND METERS – 2 HOURS:**

West Central Street, north side, from Canal Street to a point 180 feet east

Alderman Long

ORD 6302

**RESCIND METERS – 2 HOURS:**

West Central Street, south side, from Canal Street to a point 180 feet east  
Alderman Long  
ORD 6303

**METERS – 10 HOURS:**

West Central Street, north side, from Canal Street to a point 180 feet east  
Alderman Long

**METERS – 2 HOURS:**

West Central Street, south side, from Canal Street to a point 50 feet east  
Alderman Long

**METERS – 10 HOURS:**

West Central Street, south side, from a point 50 feet east of Canal Street to a point  
130 feet easterly  
Alderman Long

Alderman Ouellette moved to approve the traffic agenda.

Chairman Roy stated I will just mention that I am going to vote against the 4-way stop because it doesn't meet the Uniform Traffic Code. I just want that noted.

Alderman Ouellette responded I respect that. The 4-way stop I want to note is two blocks away from a school. The traffic study was done during summer vacation. With all due respect to the traffic study, I got calls from constituents and they have concerns so I am addressing their concerns with a 4-way stop sign.

Alderman Osborne asked how far is that from the school?

Alderman Ouellette answered two blocks.

Alderman Osborne stated I never had a problem with 4-way stop signs around schools or elderly housing or parks or things of that sort. I never had a problem with that type of thing.

Alderman Long duly seconded the motion. Chairman Roy called for a vote. The motion carried with Chairman Roy being duly recorded as opposed to the 4-way stop sign on Bartlett Street at Sullivan Street.

Chairman Roy addressed item 5 of the agenda:

5. Report of the Committee recommending that the request from Alderman Osborne for signage to be placed on Maple and Beech Streets be approved.

The Committee has requested that the Traffic Division of the Police Department conduct a study of vehicle traffic and speed on these streets and report to the Board of Mayor and Aldermen for the special meeting on June 22, 2010.

Alderman Osborne moved to approve the request. Alderman Shaw duly seconded the motion.

Alderman Shaw stated I think this is the perfect opportunity to install something different that we can do a study on each year for the next couple of years just to see what effect this actually has and maybe in the future could be used in other places if it works really well.

Chairman Roy asked so you want to follow-up yearly to check it out?

Alderman Shaw answered yes.

Chairman Roy stated that is a good idea.

Alderman Osborne stated every six months would even be better.

Chairman Roy stated I will note that I was opposed to this before. I am not going to draw it out. I am still going to be opposed to it. I don't think that those signs will work and the average speed is about 31 on those two streets.

Alderman Osborne stated I didn't want to get into all of what I put down this evening seeing that it is going to pass anyway but the average speed in my book is no 31 mph. You have over 5,000 cars that go over the speed limit there. I don't want to get into all of this and I don't want to have Lt. Tessier come up here to go through this either. Everybody has different figures. I was going to call her up here but that is only going to kill a lot of time. I have everything written down here and from what I have 55% of them go over the speed limit. I also spent a little time following cars myself going up Maple Street from Bridge Street to Webster Street and if I found 1% of them going under 30 mph I didn't find any. I don't know where these people are getting their figures but I can assure you that these signs or something is warranted there. I think with the proper coverage from the Police Department along with these, we have a good chance of doing a good job there. I really do. Nobody is paying attention to 30 mph or slow. What does

slow mean? It is 50 mph to one person and 20 mph to another. I could go on and on and on here. I have a whole list of things I could say.

Chairman Roy responded we could but we don't have to. We can move along.

Alderman Osborne replied listen, I have to listen to some Aldermen sometimes for a half hour at a time so when I only have to spend two or three minutes and can get a lot of things out in two or three minutes, I should be allowed to speak at least five minutes I guess. Anyway, if it passes that is fine.

Alderman Long stated we haven't taken a vote.

Chairman Roy stated you are right. We could go back and forth all night about the study but we don't have to do that.

Chairman Roy called for a vote on the motion. The motion carried, with Alderman Roy and Alderman Ouellette being duly recorded in opposition.

Chairman Roy addressed item 6 of the agenda:

6. Communication from Alderman DeVries requesting on behalf of an Olmstead Avenue resident that a directional sign placed on Brown Avenue before the Manchester-Boston Regional Airport intersection, to indicate to travelers that St. Francis Parish & School is three miles away.

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

Alderman Long stated I certainly have to agree with your e-mail stating that we are putting up signage for a church that is in another town. I also understand Alderman DeVries' issue with people driving in her constituent's neighborhoods looking for this place because they don't know where it is. I was kind of hoping she would be here so I could find out whether or not...I don't have a problem putting the sign up; however. I don't think we should pay for it. I think either the church or whomever...I don't feel the City should pay to install a place of interest for an out-of-town entity. I wish she was here to see whether or not she spoke with the church to see if they could somehow pay for the sign and the labor to install it. I wouldn't have a problem if that were the case.

Alderman Osborne moved to table the item. Alderman Long duly seconded the motion. Chairman Roy called for a vote. There being none opposed, the motion carried.

Chairman Roy stated we will table it and ask Alderman DeVries if she could give us some more information please City Clerk.

Chairman Roy addressed item 7 of the agenda:

7. Communication from Jim Brown, Manchester resident, regarding traffic problems on neighborhood streets.

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

Alderman Long stated in reading this it appears to me that this doesn't warrant...

Chairman Roy interjected I agree with you. A study has been done before and none of the criteria was met – traffic volume, traffic speed and all of that stuff. Even though we all have somebody speed past our house every once in awhile we can't be...

Alderman Long interjected does that MUTD reference speed bumps too? Does that reference speed bumps or just signage?

Chairman Roy stated Mr. Hoben may know that. I don't think speed bumps are in that.

Alderman Osborne asked what ward is this in?

Chairman Roy answered Ward 4.

Alderman Osborne asked and what are your feelings?

Chairman Roy replied I think we should receive and file.

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

Chairman Roy addressed item 8 of the agenda:

8. Communication from Brandy Stanley, Parking Manager, submitting a request from the Palace Theater for free parking on Hanover Street between Elm Street and Chestnut Street on Thursday, September 16, 2010.

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

Chairman Roy addressed item 9 of the agenda:

9. Communication from Brandy Stanley, Parking Manager, submitting a request from Ron's Toy Shop for free parking on Elm Street on Saturday, September 4, 2010.

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

Chairman Roy addressed item 10 of the agenda:

10. Communication from Brandy Stanley, Parking Manager, submitting a request from the Library Director for free parking in the Hartnett Lot on Saturday, September 25, 2010.

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

Chairman Roy addressed item 11 of the agenda:

11. Proposed Parking Plan for High Schools submitted by Brandy Stanley, Parking Manager.

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

Alderman Long stated first I would like to say that I was a little taken aback that this affects Ward 3 and I wasn't aware of it until I got the report. I know I spoke with Ms. Stanley on Friday. She had called and I was out-of-state and she asked what I had thought of the plan. I told her I hadn't seen it yet. When I got home and looked at it, I saw that it affected Ward 3 parking. I don't have a problem with the parking in Ward 3. There is only one aspect that I discussed with you, Mr. Chairman, with respect to a parking lot owned by Devine Millimet that has no parking. If we were to make it parking their view coming out of that parking lot is going to be tough to see left or right. I haven't had the opportunity to talk with Ms. Stanley. She is out of town and from what I understand will be here tomorrow night to answer questions. The only issues I had were I need to know what the zone is for residential parking. I want to make sure that it is not limited to Ward 4 residents parking in Ward 3. Once I know what the zone is and also on that other issue...I was able on Friday to speak with the other owners and they didn't have a problem. There is a loading zone that is staying there. Like I said my only other issue was whether Fire or Police looked at...you know we are

parking on both sides of Union Street is what I looked at and I don't know if there is enough room to maneuver vehicles through there.

Chairman Roy responded the zone that we are talking about is the blue outline on the map that we have that was handed out. That is the area that we have been looking at for the past three or four years. We gathered information from the students and faculty at Central, from the business owners in the area and from the residents. We had a public meeting at the Central High library. We gave them the original plan we were thinking about and the residents and many of the business people gave us input. We took that all into consideration. I believe on this map that we have in front of us that the resident permit parking that is taking place right now in some portions of that area around the school but hasn't been ordinances are the green areas. If you look on the top sheet, that is Concord and Ash Street. There is an elbow there and right on Ash Street you will see that it is a green area. On the west side of Ash Street there is no parking during school hours at all. That is where the buses drop the kids off and pick them up so they need plenty of room in there. What they have on the other side, that green section, is resident parking only. The residents typically aren't there in the morning or in the afternoon at pick-up time. There are just a few cars there so it facilitates the bus movements in and out very well. There are some others up on Ash Street as well. There are three spots on each side of Ash Street at opposite ends. If you look at the section between Lowell and Bridge, there are three parking spaces on each end that allows for some resident parking. They will have to have a permit and be checked every year to make sure that they still live in the area because this is an area that is somewhat transient.

Alderman Long asked so what you are saying is inside the blue is if you reside in there you qualify to get a permit?

Chairman Roy answered correct. With the permit you can park in any legal parking space at any time. You don't have to park in the resident only parking area.

Alderman Long asked but you have to park within the blue?

Chairman Roy answered yes, and I believe she has some type of program where she is going to have a different color than your area so that there is no resident parking coming down to your area from here.

Alderman Shaw moved to approve the proposed parking plan as submitted. Alderman Ouellette duly seconded the motion. Chairman Roy called for a vote. The motion carried, with Alderman Osborne being duly recorded in opposition to the resident permit parking section.

Alderman Osborne stated the rest of it as far as the sign changes and the hours and everything is fine. As far as permanent resident permit parking, I am opposed. The reason being that it is going to open a Pandora's Box as far as I am concerned in other wards. Everybody is going to want resident parking permits sooner or later. If we start now with this street like we did up on Elm Street, which I was opposed to then...I am staying with what I think right along. I think that this is going to start something up in other wards because you are going to have phone calls. Everybody wants to park in front of their house and so do I. We have to start somewhere and put a moratorium on it sometime like everything else. There is going to come a time when we won't be able to park in front of our own home. I think this is the reason I am against it. I am not against it because I am against the residents in that area but you have to understand that when they did rent there or buy a home there or whatever it is, they knew what the circumstances were at that time. If you are renting apartments, they knew what the circumstances were then too. To try to change all of that at this time is not good. The rest of it is fine. Change it to two hours and pull two hours no parking...I have no problem with whatever the Alderman wants in that ward but as far as residential permit parking I am against it.

Alderman Ouellette stated are the parking permits time sensitive? In other words the permit is only good at certain times and not 24 hours a day?

Chairman Roy responded during school hours.

Alderman Ouellette asked so it is not on weekends or holidays?

Chairman Roy answered correct. That is a good point and I did not say that but yes.

Chairman Roy addressed item 12 of the agenda:

12. Communication from Jim Hoben, Traffic Division, regarding traffic signals at Valley Street at Massabesic Street and Tarrytown Road.

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

Alderman Osborne stated I think this falls in Alderman Shea's ward. We had a little problem with that two or three years ago because of the intersection where cars wouldn't move along Valley Street onto Massabesic Street and there is a sign posted there now I think that within school hours you cannot take a right hand turn. When there is no school then you can go ahead and do this. What happened

is cars were stacking along Valley Street and it blocked traffic for a business for their customers going in and coming out. I think what is there now...I explained it to this fellow because he actually called me. I explained this is what happened there. I said this is all we can do right now to be fair with everybody.

Alderman Osborne moved to receive and file the communication. Alderman Shaw duly seconded the motion. Chairman Roy called for a vote. There being none opposed, the motion carried.

Chairman Roy addressed item 13 of the agenda:

13. Communication from Jay Minkarah, Economic Development Director, submitting a request for the Parking Manger, for approval of a temporary Ordinance in support of the parking plan proposed for the World's Champion Chili Cook-off in October.

Alderman Long moved to approve the request. Alderman Shaw duly seconded the motion.

Alderman Ouellette stated I had a discussion with Brandy Stanley regarding the cost of manning the parking lots because it is not going to be shared by the businesses of the lots we will be using; however, the profits will be. In other words, the City is going to incur 100% of the cost of manning the parking lots but the City is going to give up 50% of the revenue. I am told that the businesses don't want to be in the parking business and that is fine and I understand that. However, we are incurring the cost of manning the parking lots and giving away 50% of the profits. I would say that after we pay the expenses to man the parking lots then the profits should be divvied up 50/50. It is not really going to be worth it for us to be doing this in the long run. I don't know what the projections are on how much money they are looking at but that is my concern about this. I am probably still going to approve it but that was my one concern that I had about this. I will bring it up tomorrow night as well.

Chairman Roy stated I will ask Jay to address that but Alderman Long had a question.

Alderman Long stated from my understanding, the business owners don't need their parking lots. We don't have to use their parking lots. We are asking them from what I believe and Jay can verify this but we are asking them to use their parking lots and they are saying okay. We are going to split it 50/50. I understand that it is all our cost to not only man them but clean them up once they are done but the bottom line is the businesses are doing the City a favor to accommodate parking for the Chili Cook-Off.

Alderman Ouellette responded explained that way it makes more sense to me. I appreciate your clarification. When I brought it up to Brandy she didn't explain it that way. She just said that is the way it is. I appreciate the Alderman's explanation and now I feel better about it.

Mr. Jay Minkarah, Economic Development Director, stated the Alderman's comments were exactly correct.

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

### **TABLED ITEMS**

14. 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.

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

Chairman Roy stated I talked to Brandy. She got a response from Boston Express and they have no problems with us using that.

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

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

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

Alderman Long stated just to remind you, we approved A and B, which was the one they already had. They wanted to add five new locations. Those five new locations have Lions and Rotary signs there already. What I have been doing since we last tabled this on April 5th is trying to cut a deal with Rotary, Lions and Kiwanis to get a display so we could put it on, and that is not working. One of the organizations can't afford to do anything. I had two that agreed to it so I was hopeful but it didn't come to fruition because one of the organizations just can't afford it. Now when we look at the Wayfinding Policy, there is no reference to civic organizations. It is places of interest like City Hall or what have you. So within the Wayfinding Policy program there wasn't an area for civic

organizations. I feel it is...all three organizations do a fantastic job within the City of Manchester. They donate a lot of money and volunteer time. My hope is that the Committee will agree that Kiwanis could place their signs at the five locations. Those five locations already have Rotary and Lions signs but no Kiwanis signs. I will leave that to the discretion of this Committee.

Alderman Osborne moved to approve the request. Alderman Shaw duly seconded the motion. Chairman Roy called for a vote. The motion carried, with Aldermen Roy and Ouellette being duly recorded in opposition.

16. **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

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

Alderman Greazzo stated we are just changing the direction of the one way. There was recently an issue raised with access and that has been dealt with so we are going to move it forward.

Alderman Long moved to approve this item.

Chairman Roy stated this came through in our previous agenda and we pulled it off because Alderman Greazzo had asked us to pull it off. I don't know that there was any objection from the Traffic Department on it.

Alderman Ouellette asked just so I am clear, we are just reversing the direction?

Alderman Greazzo answered correct.

Alderman Ouellette duly seconded the motion to approve this item. Chairman Roy called for a vote. There being none opposed, the motion carried.

Chairman Roy stated there is one item under new business that was handed out. It is from Brandy Stanley about the Manchester Police Department using parking spaces on Elm Street for the CIGNA Road Race.

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

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