AGENDA

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

August 2, 2010
Aldermen Roy, Osborne, Long, Ouellette, Shaw

5:00 PM
Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Roy calls the meeting to order.

2. The Clerk calls the roll.

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

4. The Traffic and Parking Divisions have submitted an agenda which needs 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

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.
(Aldermen Shaw, Osborne and Long voted yea, Aldermen Roy and Ouellette voted nay.)
(Note: Referred back to Committee by the Board of Mayor and Aldermen on 6/22/10. A traffic study of Maple and Beech Streets has been submitted by the Police Department and is attached)
Ladies and Gentlemen, what is your pleasure?

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.
(Note: The Traffic Division has reviewed the request and a response is attached.)
Ladies and Gentlemen, what is your pleasure?

7. Communication from Jim Brown, Manchester resident, regarding traffic problems on neighborhood streets.
(Note: Referred by the Board of Mayor and Aldermen on 6/22/10. A traffic study of Beaver Street has been submitted by the Police Department and is attached)
Ladies and Gentlemen, what is your pleasure?

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.
Ladies and Gentlemen, what is your pleasure?

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.
Ladies and Gentlemen, what is your pleasure?

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.
Ladies and Gentlemen, what is your pleasure?

11. Proposed Parking Plan for High Schools submitted by Brandy Stanley, Parking Manager.
(Note: The attached parking plan, which includes a proposal, traffic regulations and an Ordinance Amendment was sent to the Committee by the Special Committee on Parking (in the vicinity of high schools) for review and approval.)
Ladies and Gentlemen, what is your pleasure?

12. Communication from Jim Hoben, Traffic Division, regarding traffic signals at Valley Street at Massabesic Street and Tarrytown Road.
Ladies and Gentlemen, what is your pleasure?

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.
Ladies and Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any item from the table.

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.
(Note: Tabled 4/5/10 pending a follow-up meeting with Boston Express to address parking needs.)

15. Communication from Jack Burke and Bruce Willey of the Kiwanis Club of Manchester requesting approval to repair, replace and add road signs.
(Note: Items A and B of the attached communication were approved by the Board of Mayor and Aldermen on 4/20/10. Item C indentifying new sign locations was tabled on 4/5/10 pending Committee review of the Wayfinding Policy. A copy of the policy is attached.)

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
(Note: Referred back to the Committee by the Board of Mayor and Aldermen on 6/22/10)

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

CONSULTING ENGINEERS

RECEIVED
JUL 26 2010
CITY CLERK'S OFFICE

July 26, 2010

Mrs. Heather Freeman
City Clerk's Office
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Re: Board of Mayor and Alderman Meeting
Offsite Improvements for Proposed Market Basket
460 Elm Street
Tax Map 930 Lot 4
CLD Reference No. 08-0333

Dear Mrs. Freeman;

On July 15, 2010 a site plan was approved by the Manchester Planning Board at 460 Elm Street to convert the existing building to a Market Basket Supermarket. In order to safely develop the property and to add to the aesthetics of Elm Street, some offsite improvements are proposed. We respectfully request to be added to the agenda of the next meeting of the Board of the Mayor and Alderman, which we understand to be August 3rd. Enclosed are materials for your review and below is a description of the proposed changes.

Description of Proposed Offsite Improvements:

Street & Intersection Configuration:
For vehicular access to the property, a new signal is warranted at the Southerly Site entrance on Elm. This intersection will be coordinated with the Valley Street signal due to its close proximity. This intersection will also require a designated left turn for traffic heading north along Elm Street which will require a lane drop. In order to avoid congestion, the left lane of the Valley Street intersection will also be converted to a left-turn lane. The signal at West Auburn Street also warrants a designated left turn for northbound traffic. Therefore in these areas, there will be one northbound through lane. Due to the conversion of these intersections to containing left-turn lanes, there would be 600 feet of Elm Street that would have two lanes, switching back to one at West Auburn. In order to address this, along with the curb cuts on the east side of Elm, the centerline will be shifted and a left-turn lane will be provided for properties on the east side of Elm. Associated with intersection upgrades are the removal of 4 parking spaces on the west side of Elm, near the site entrance.

Aesthetic upgrades to Elm Street include the installation of a concrete sidewalk with brick border, similar to the sidewalk that was installed on Granite Street. In this sidewalk are tree wells with 14 street trees. Also proposed are four 8-foot wide bump-outs to protect the parallel parking spaces. Please note that there is a bump-out at the intersection of Elm and West Auburn; however it is smaller than the previous bump-out, which was previously removed, and will not restrict southbound traffic travelling on Elm in either lane.

3-1

Staircase Building Canopy/Air Rights:
A staircase building is also proposed at the approximate midpoint of the property which will allow pedestrians to access the site from Elm. A crosswalk is proposed at this location which will connect to Green Street. Conduit will be installed for a future pedestrian signal; however the signal is not proposed to be installed at this time due to the crosswalk not meeting warrants for pedestrian volumes. Once the warehouse district is redeveloped, the volume warrant may arise. Associated with the bump-outs and the crosswalk is restriping of the parallel parking spaces, which will reduce the spaces by approximately three. The proposed staircase also has a canopy which will extend approximately 6 feet horizontally into the right-of-way and 10 to 12 feet vertically, which we understand requires Air Rights from the BMA.

Sidewalk Easement:
The bituminous sidewalk on West Auburn Street will be replaced with a concrete sidewalk without brick trim. This sidewalk is currently located on the subject property and an easement dedication will be made for the sidewalk area on the property. The existing site entrance on West Auburn will be slightly relocated and a designated left-turn lane will be added. A Manchester Transit Authority bus stop is also proposed to be installed on West Auburn, near the intersection with Canal and an easement for the relocated sidewalk will also be provided in this location. In order to accomplish the changes, approximately 21 parking spaces must be removed.

A total of 28 parking spaces will be removed from the existing configuration. The proposal may be revised slightly pending City Department review and once the final design is complete. The changes should be substantially the same as illustrated on the enclosed preliminary plan. Overall the changes should be safe, functional and aesthetically pleasing, which may encourage redevelopment of the surrounding area.

If you have any questions feel free to contact us. We are looking forward to presenting at the BMA meeting and any other committees you determine will be required.

Very truly yours,

Brian A. Pratt, P.E.
Project Engineer

BAP:lab

3-2

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RECEIVED
JUL 27 2010
CITY CLERK'S OFFICE

BARTLETT STREET AND SULLIVAN STREET
MULTI-WAY STOP REVIEW

BACKGROUND

Alderman Russ Ouellette requested the Traffic Division to study the intersection of Bartlett Street and Sullivan Street. There were reports of speed on Bartlett Street that prompted the request. This intersection is located in a residential neighborhood. Bartlett Street runs north and south and is uncontrolled. Sullivan Street runs east and west and is controlled by stop signs. Gossler School and Parkside Middle School are located two blocks east of this intersection. Parking is not restricted on either street and visibility does not appear to be a problem. There are no pavement markings present.

ACCIDENT HISTORY

2006 – 1 accident – improper turn – verbal warning issued

2007 – No accidents

2008 – No accidents

2009 – No accidents

2010 – No accidents

The Manchester Police Department Traffic Unit provided the accident history. The accident history does not meet the minimum threshold criteria prescribed in the warrants.

VOLUME AND SPEED

The volume and speed summary, herein enclosed, indicates that the volume criteria are not met as the total intersection volume is below the minimum threshold level. In addition, it does not exceed the 85th percentile approach speed criteria.

ANALYSIS

The MUTCD warrant analysis provides several layers of criteria for recommending multi-way stop signs. This includes 1) Traffic accidents; 2) Traffic volumes and speeds; 3) Combination of accidents, traffic volumes and speeds. We are responsible for review and recommendation based on the industry established procedures and recognized standards. We, from a professional standpoint, are obligated to recommend against a permanent all-way stop sign installation as it does not meet the minimum threshold criteria prescribed in the warrants.

RECOMMENDATION

- Periodically, increase police enforcement of speed limit

ATTACHMENTS

2009 MUTCD Section 2B.07 Multi-way stop applications
Locus map
Intersection photos
Aerial photo
Speed and volume reports

Date: July 23, 2010

Prepared by: Jim Hoben – Deputy Traffic Director

Reviewed by: Kevin Sheppard – Public Works Director

11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**

05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

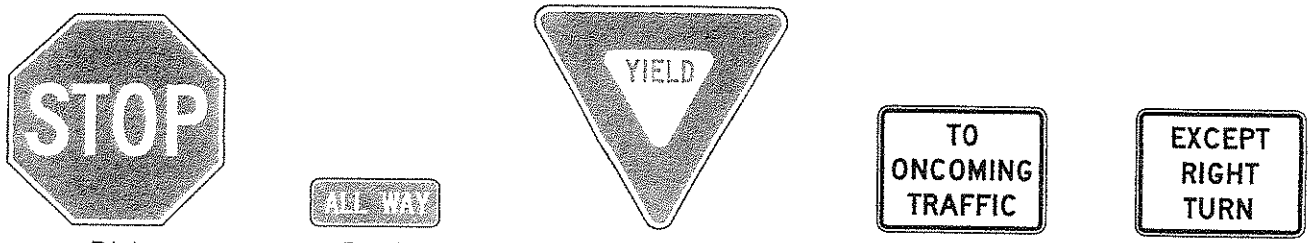
Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



R1-1 R1-3P R1-2 R1-2aP R1-10P

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- *A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- *B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- *C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

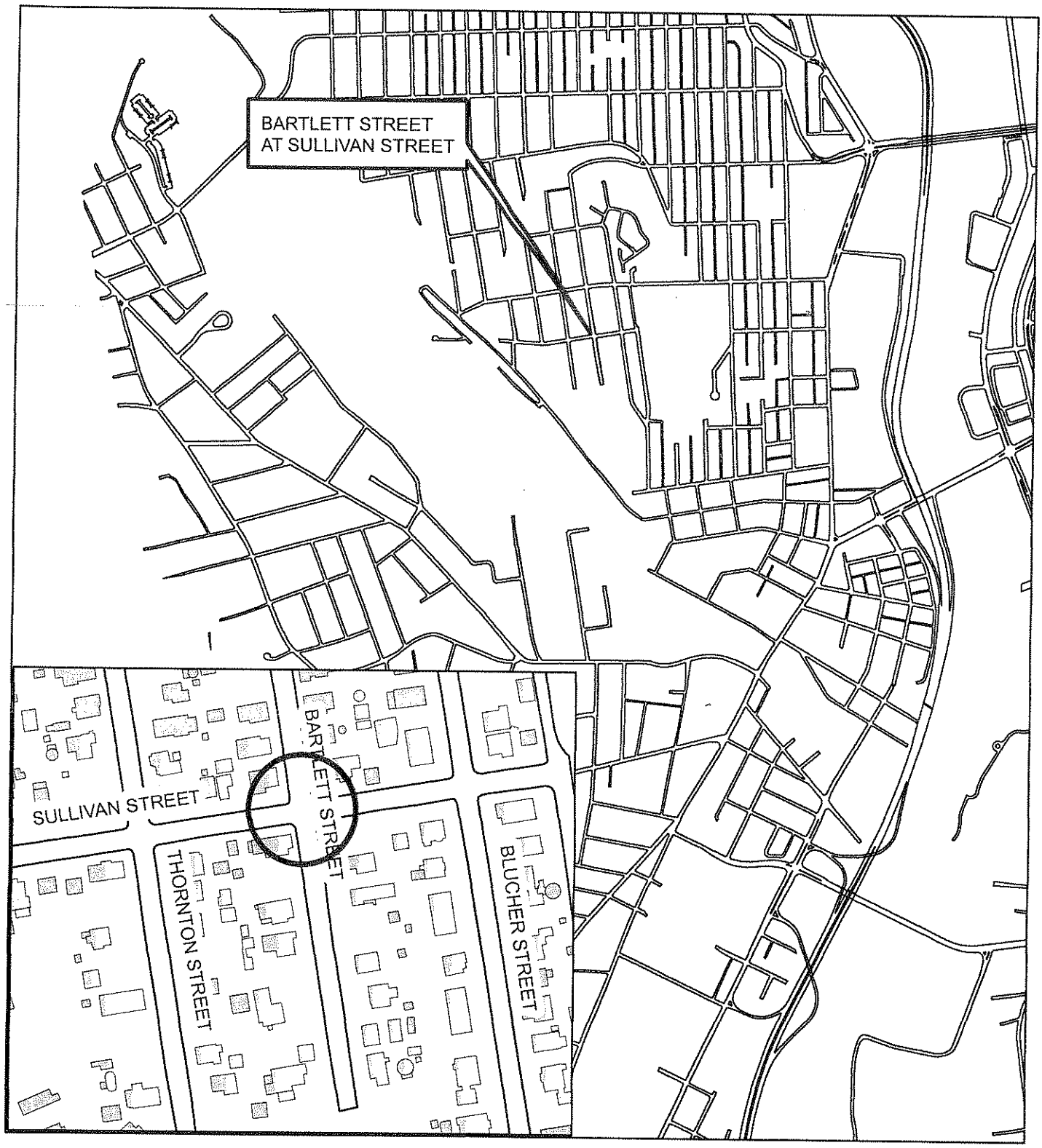
04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- *B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- *C. Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- *D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

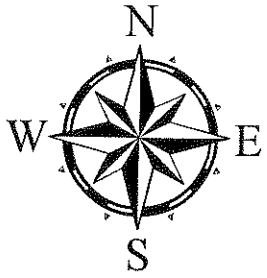
- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



BARTLETT STREET AT SULLIVAN STREET

CITY OF MANCHESTER
DEPARTMENT OF HIGHWAYS

LOCUS MAP



SULLIVAN STREET,
EAST OF BARTLETT STREET
FACING NORTH

SULLIVAN STREET,
EAST OF BARTLETT STREET
FACING SOUTH

SULLIVAN STREET,
WEST OF BARTLETT STREET
FACING SOUTH

SULLIVAN STREET,
WEST OF BARTLETT STREET
FACING NORTH

BARTLETT STREET,
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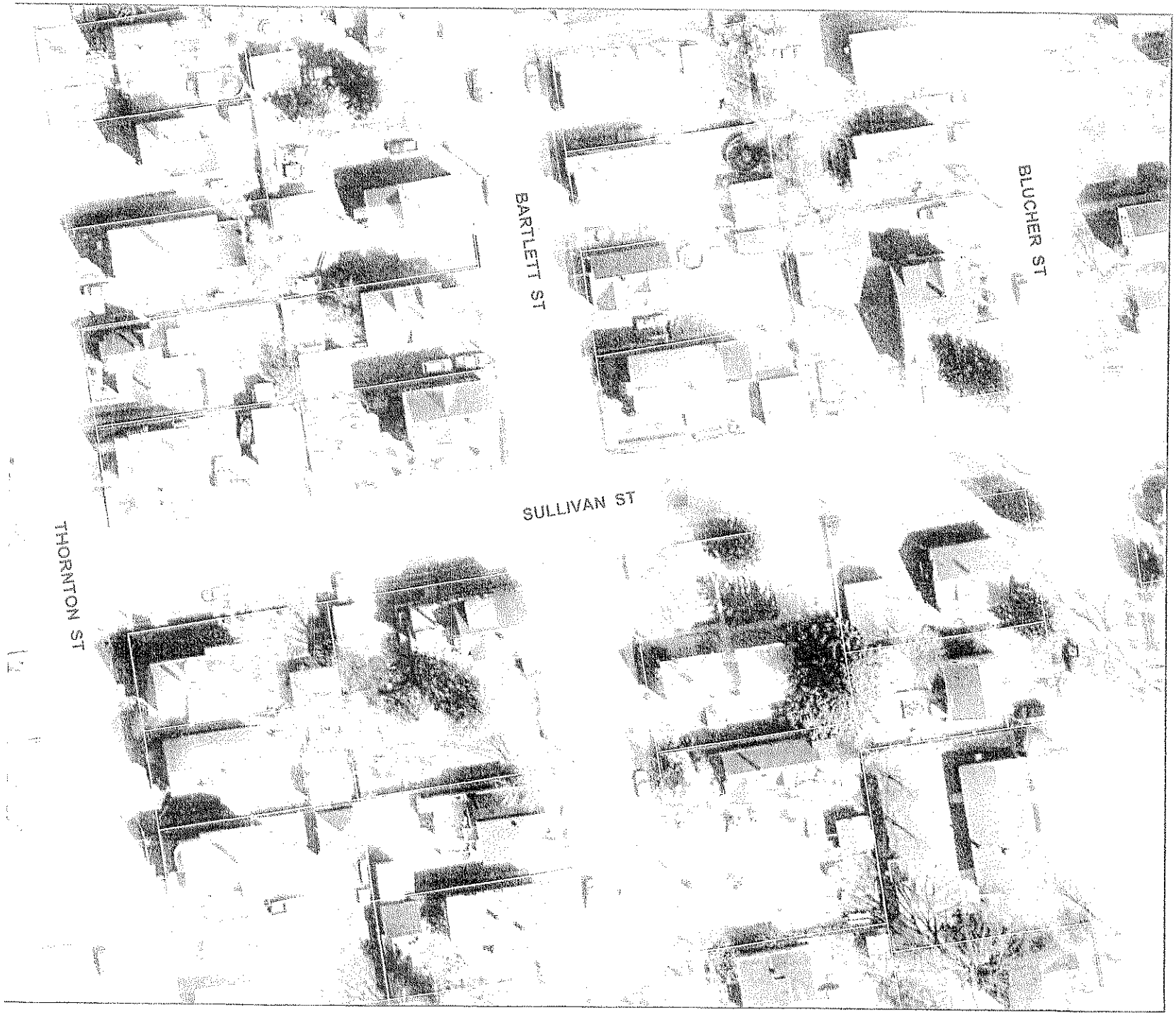

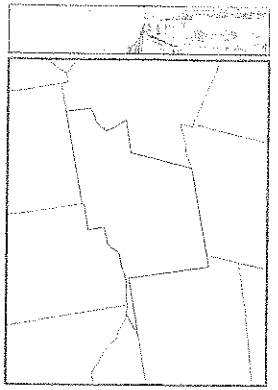

Area Map Showing Extent Of Map At Left

City of Manchester, New Hampshire - CityGIS Map Print

0 20 40 80 Feet

DISCLAIMER

The information appearing on this map is for the convenience of the user and is not an official public record of the City of Manchester, NH (the "City"). This map is not survey-quality. All boundaries, easements, areas, measurements, rights-of-way, etc. appearing on this map should only be considered approximations and as such have no official or legal value. The City makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this information for any particular use. The City assumes no liability whatsoever associated with the use or misuse of this information. The official public records from which this information was compiled are kept in the offices of various City, County, and State governmental agencies and departments, and are available for inspection and copying during normal business hours. By using this map, you agree to these terms and conditions.

SPEEDsentry Summary Information

for Bartlett SB at Sullican 2010.ssd

Speed Limit: 30
Avg Speed: 18.9
50% Speed: 20
10 MPH Pace: 16 to 25

Display Trigger: None
Maximum Speed Detected: 66
85% Speed: 25
Radar Pickup Distance: 925 ft

File size: 37,580 bytes
File Version: SSD_1_1

File Created: 7/2/2010 11:28:20 AM
Data Points: 676,672

* This File contains settings changes. Please see the Settings History tab for details.

Approximate Vehicle Counts for Bartlett SB at Sullican 2010

Time Start	Time End	6/28/2010	6/29/2010	6/30/2010	7/1/2010	7/2/2010
12:00 AM	12:59 AM	*	3	2	3	2
1:00 AM	1:59 AM	*	0	5	0	3
2:00 AM	2:59 AM	*	3	4	2	3
3:00 AM	3:59 AM	*	5	6	2	6
4:00 AM	4:59 AM	*	7	4	7	6
5:00 AM	5:59 AM	*	13	11	15	17
6:00 AM	6:59 AM	*	15	24	19	13
7:00 AM	7:59 AM	*	20	19	17	*
8:00 AM	8:59 AM	11	19	12	13	*
9:00 AM	9:59 AM	13	15	14	24	*
10:00 AM	10:59 AM	23	31	20	23	*
11:00 AM	11:59 AM	26	18	30	29	*
12:00 PM	12:59 PM	19	28	23	28	*
1:00 PM	1:59 PM	26	19	24	35	*
2:00 PM	2:59 PM	26	34	39	27	*
3:00 PM	3:59 PM	22	43	26	32	*
4:00 PM	4:59 PM	37	50	36	35	*
5:00 PM	5:59 PM	12	23	24	22	*
6:00 PM	6:59 PM	23	16	28	23	*
7:00 PM	7:59 PM	20	19	29	28	*
8:00 PM	8:59 PM	12	19	12	18	*
9:00 PM	9:59 PM	8	7	7	17	*
10:00 PM	10:59 PM	6	4	7	4	*
11:00 PM	11:59 PM	3	8	5	4	*
Total		287	419	411	427	50
%		18%	26.3%	25.8%	26.8%	3.1%

Speed Summary for Bartlett SB at Sullican 2010 - Volume by Speed - All

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	2	7	1	0	0	0	0	0	0	0	10
1:00 AM	1:59 AM	2	3	3	0	0	0	0	0	0	0	8
2:00 AM	2:59 AM	3	6	3	0	0	0	0	0	0	0	12
3:00 AM	3:59 AM	2	12	5	0	0	0	0	0	0	0	19
4:00 AM	4:59 AM	2	17	5	0	0	0	0	0	0	0	24
5:00 AM	5:59 AM	4	18	33	1	0	0	0	0	0	0	56
6:00 AM	6:59 AM	3	25	42	1	0	0	0	0	0	0	71
7:00 AM	7:59 AM	9	26	21	0	0	0	0	0	0	0	56
8:00 AM	8:59 AM	6	25	24	0	0	0	0	0	0	0	55
9:00 AM	9:59 AM	8	34	24	0	0	0	0	0	0	0	66
10:00 AM	10:59 AM	13	61	23	0	0	0	0	0	0	0	97
11:00 AM	11:59 AM	9	52	39	2	1	0	0	0	0	0	103
12:00 PM	12:59 PM	10	57	29	2	0	0	0	0	0	0	98
1:00 PM	1:59 PM	10	51	41	2	0	0	0	0	0	0	104
2:00 PM	2:59 PM	18	48	58	2	0	0	0	0	0	0	126
3:00 PM	3:59 PM	14	59	50	0	0	0	0	0	0	0	123
4:00 PM	4:59 PM	17	76	63	2	0	0	0	0	0	0	158
5:00 PM	5:59 PM	10	34	35	2	0	0	0	0	0	0	81
6:00 PM	6:59 PM	15	43	31	1	0	0	0	0	0	0	90
7:00 PM	7:59 PM	13	37	43	2	0	0	1	0	0	0	96
8:00 PM	8:59 PM	4	32	21	4	0	0	0	0	0	0	61
9:00 PM	9:59 PM	5	15	18	1	0	0	0	0	0	0	39
10:00 PM	10:59 PM	1	10	9	1	0	0	0	0	0	0	21
11:00 PM	11:59 PM	1	10	8	1	0	0	0	0	0	0	20
Total		181	758	629	24	1	0	1	0	0	0	1594
%		11.4%	47.6%	39.5%	1.5%	0.1%	0%	0.1%	0%	0%	0%	0%

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Public Safety, Health and Traffic respectfully recommends, after due and careful consideration, 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.

(Aldermen Shaw, Osborne and Long voted yea, Aldermen Roy and Ouellette voted nay.)

Respectfully submitted,

Clerk of Committee

At a special meeting of the Board of Mayor and Aldermen held June 22, 2010, on a motion of Alderman O'Neil, duly seconded by Alderman Lopez, the report of the Committee was referred back to the Committee on Public Safety, Health and Traffic.

City Clerk

RECEIVED
MAY 25 2010
CITY CLERK'S OFFICE

CITY OF MANCHESTER

Board of Aldermen

MEMORANDUM

To: Committee on Public Safety, Health and Traffic
Aldermen Roy, Long, Osborne, Ouellette, Shaw

From: Alderman Osborne
Ward 5

Date: May 25, 2010

Re: Traffic Signs

Please consider signage to help cut down on speeding in the city. I would like to request signs be placed on both Maple Street and Beech Street at four locations starting from Bridge Street to Webster Street along with strict ongoing police enforcement and presence. It is my belief that adding these signs will cut down on speed on these streets and improve safety in the area. The signs are both stern and driver friendly. These signs have worked excellent in my Ward on both Lake Avenue and Spruce Street and are welcomed by the residents.

1. MEET OUR JUDGES EXCEED THE SPEED LIMIT
   NO TOLERANCE
2. SMILE YOU COULD BE ON RADAR
3. SMILE SPEEDING TICKETS AHEAD
4. THANK YOU

Thank you for your consideration.

5-2

One City Hall Plaza • Manchester, New Hampshire 03101 • (603) 624-6455 • FAX: (603) 624-6481
E-mail: CityClerk@manchesternh.gov • Website: www.manchesternh.gov

To: Chief Mara
SA: AC Simmons
Capt. Hopkins
RE: Traffic Survey Request
DATE: June 22, 2010

On 06-07-10 at the Traffic Safety Committee Meeting, the committee requested I conduct a traffic survey of the sections of Maple St and Beech St between Webster St and Bridge St.

The committee had already approved the placement of special signage on those sections of roadway at the proposal of Ald Osborne. The proposal was scheduled for full approval before the BMA on June 22, 2010.

I conducted traffic surveys on both streets between Webster St and Bridge St. The first several days, I conducted surveys in the southern portion of those sections of road and the next week, I conducted surveys in the northern portions of those roads.

The summary of results are as follows:

Beech St @ Harrison St
- Avg. Speed: 30.1
- 85% Speed: 36
- Max Speed: 98

Beech St @ Blodget St
- Avg. Speed: 28.5
- 85 % Speed: 34
- Max Speed: 68

Maple St @ Harrison St
- Avg. Speed: 31.2
- 85% Speed: 36
- Max Speed: 72

Maple St @ North St
- Avg. Speed: 31
- 85% Speed: 36
- Max Speed: 90

Please refer to attached reports for more comprehensive data.

Sincerely,

Lt. Tessier

SPEEDsentry Summary Information

for Beech St @ Harrison 2010.ssd

Speed Limit: 30
Avg Speed: 30.1
50% Speed: 31
10 MPH Pace: 27 to 36

Display Trigger: None
Maximum Speed Detected: 98
85% Speed: 36
Radar Pickup Distance: 925 ft

File size: 642,130 bytes
File Version: SSD_1_1

File Created: 6/14/2010 9:26:43 AM
Data Points: 1,022,615

* *This File contains settings changes. Please see the Settings History tab for details.*

Speed Summary for Beech St @ Harrison 2010 - Volume by Speed - All

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	8	28	128	141	6	0	0	0	0	0	311
1:00 AM	1:59 AM	7	14	65	85	5	1	0	0	0	0	177
2:00 AM	2:59 AM	5	12	56	42	2	1	0	0	0	0	118
3:00 AM	3:59 AM	6	9	29	36	5	0	0	0	0	0	85
4:00 AM	4:59 AM	6	15	54	86	7	1	0	0	0	0	169
5:00 AM	5:59 AM	6	28	111	163	8	0	0	0	0	0	316
6:00 AM	6:59 AM	6	34	208	358	20	1	0	0	0	0	627
7:00 AM	7:59 AM	6	55	333	390	18	0	0	0	0	0	802
8:00 AM	8:59 AM	8	50	331	344	12	1	0	0	0	0	746
9:00 AM	9:59 AM	6	44	293	359	17	1	1	0	0	0	721
10:00 AM	10:59 AM	7	55	376	419	14	3	0	1	0	0	875
11:00 AM	11:59 AM	8	67	411	408	15	1	0	0	0	0	910
12:00 PM	12:59 PM	8	66	416	439	20	1	0	0	0	0	950
1:00 PM	1:59 PM	9	63	367	443	13	0	1	0	0	0	896
2:00 PM	2:59 PM	10	65	418	421	18	2	2	0	0	1	937
3:00 PM	3:59 PM	8	69	431	415	12	0	0	0	0	0	935
4:00 PM	4:59 PM	14	76	470	418	10	0	0	0	0	0	988
5:00 PM	5:59 PM	13	80	434	452	11	0	0	0	0	0	990
6:00 PM	6:59 PM	8	59	366	449	13	0	0	0	0	0	895
7:00 PM	7:59 PM	10	53	341	426	18	1	2	0	0	0	851
8:00 PM	8:59 PM	9	58	341	373	10	1	0	0	0	0	792
9:00 PM	9:59 PM	6	42	299	340	12	1	0	0	0	0	700
10:00 PM	10:59 PM	9	49	232	306	9	0	0	0	0	0	605
11:00 PM	11:59 PM	6	32	193	203	7	0	0	0	0	0	441
Total		189	1123	6703	7516	282	16	6	1	0	1	15837
%		1.2%	7.1%	42.3%	47.5%	1.8%	0.1%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for Beech St @ Harrison 2010

Time Start	Time End	6/8/2010	6/9/2010	6/10/2010	6/11/2010	6/12/2010	6/13/2010	6/14/2010
12:00 AM	12:59 AM	*	43	32	47	71	86	32
1:00 AM	1:59 AM	*	27	20	19	50	42	19
2:00 AM	2:59 AM	*	13	18	19	25	25	18
3:00 AM	3:59 AM	*	12	9	9	17	25	13
4:00 AM	4:59 AM	*	28	33	28	19	34	27
5:00 AM	5:59 AM	*	56	72	56	36	29	67
6:00 AM	6:59 AM	*	121	125	116	91	57	117
7:00 AM	7:59 AM	*	157	156	175	89	64	161
8:00 AM	8:59 AM	*	148	153	149	124	102	70
9:00 AM	9:59 AM	4	136	137	157	156	131	*
10:00 AM	10:59 AM	149	141	147	151	161	126	*
11:00 AM	11:59 AM	139	139	168	146	167	151	*
12:00 PM	12:59 PM	161	161	152	160	166	150	*
1:00 PM	1:59 PM	142	147	144	165	152	146	*
2:00 PM	2:59 PM	164	158	164	152	152	147	*
3:00 PM	3:59 PM	139	159	171	174	147	145	*
4:00 PM	4:59 PM	145	159	223	165	162	134	*
5:00 PM	5:59 PM	154	169	205	156	163	143	*
6:00 PM	6:59 PM	150	144	162	153	138	148	*
7:00 PM	7:59 PM	150	139	139	155	125	143	*
8:00 PM	8:59 PM	124	133	144	142	121	128	*
9:00 PM	9:59 PM	112	120	121	129	120	98	*
10:00 PM	10:59 PM	77	98	97	122	126	85	*
11:00 PM	11:59 PM	58	67	73	83	93	67	*
Total		1868	2675	2865	2828	2671	2406	524
%		11.8%	16.9%	18.1%	17.9%	16.9%	15.2%	3.3%

SPEEDsentry Summary Information

for Beech and Blodget 2010.ssd

Speed Limit: 30
Avg Speed: 28.5
50% Speed: 29
10 MPH Pace: 25 to 34

Display Trigger: None
Maximum Speed Detected: 68
85% Speed: 34
Radar Pickup Distance: 925 ft

File size: 103,385 bytes
File Version: SSD_1_1

File Created: 6/18/2010 3:18:47 PM
Data Points: 343,911

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for Beech and Blodget 2010 - Volume by Speed - All

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	2	8	28	30	1	0	0	0	0	0	69
1:00 AM	1:59 AM	1	2	23	21	2	0	0	0	0	0	49
2:00 AM	2:59 AM	1	0	5	9	1	0	0	0	0	0	16
3:00 AM	3:59 AM	0	2	12	6	1	0	0	0	0	0	21
4:00 AM	4:59 AM	0	2	20	19	2	0	0	0	0	0	43
5:00 AM	5:59 AM	2	8	43	50	2	0	1	0	0	0	106
6:00 AM	6:59 AM	3	11	113	120	3	0	0	0	0	0	250
7:00 AM	7:59 AM	3	37	267	156	5	2	0	0	0	0	470
8:00 AM	8:59 AM	3	34	235	119	5	1	0	0	0	0	397
9:00 AM	9:59 AM	3	28	244	125	4	2	0	0	0	0	406
10:00 AM	10:59 AM	2	30	224	99	3	1	0	0	0	0	359
11:00 AM	11:59 AM	3	36	263	112	3	1	0	0	0	0	418
12:00 PM	12:59 PM	3	36	255	122	5	0	1	0	0	0	422
1:00 PM	1:59 PM	5	35	263	127	5	2	0	0	0	0	437
2:00 PM	2:59 PM	4	46	273	129	2	1	0	0	0	0	455
3:00 PM	3:59 PM	3	37	265	131	3	1	0	0	0	0	440
4:00 PM	4:59 PM	2	39	265	137	4	0	1	0	0	0	448
5:00 PM	5:59 PM	5	51	285	119	5	1	0	0	0	0	466
6:00 PM	6:59 PM	3	35	222	133	4	1	0	0	0	0	398
7:00 PM	7:59 PM	3	32	195	138	5	0	2	0	0	0	375
8:00 PM	8:59 PM	5	22	197	106	4	1	0	0	0	0	335
9:00 PM	9:59 PM	2	24	160	83	3	0	0	0	0	0	272
10:00 PM	10:59 PM	3	17	112	75	2	0	0	0	0	0	209
11:00 PM	11:59 PM	2	5	72	50	2	0	0	0	0	0	131
Total		63	577	4041	2216	76	14	5	0	0	0	6992
%		0.9%	8.3%	57.8%	31.7%	1.1%	0.2%	0.1%	0%	0%	0%	0%

5-8

Approximate Vehicle Counts for Beech and Blodget 2010

Time Start	Time End	6/14/2010	6/15/2010	6/16/2010
12:00 AM	12:59 AM	*	32	37
1:00 AM	1:59 AM	*	20	29
2:00 AM	2:59 AM	*	9	7
3:00 AM	3:59 AM	*	9	12
4:00 AM	4:59 AM	*	16	27
5:00 AM	5:59 AM	*	53	53
6:00 AM	6:59 AM	*	101	149
7:00 AM	7:59 AM	*	231	239
8:00 AM	8:59 AM	*	206	191
9:00 AM	9:59 AM	*	194	212
10:00 AM	10:59 AM	77	183	98
11:00 AM	11:59 AM	196	214	8
12:00 PM	12:59 PM	213	209	*
1:00 PM	1:59 PM	205	232	*
2:00 PM	2:59 PM	230	225	*
3:00 PM	3:59 PM	208	232	*
4:00 PM	4:59 PM	195	253	*
5:00 PM	5:59 PM	225	241	*
6:00 PM	6:59 PM	179	219	*
7:00 PM	7:59 PM	192	183	*
8:00 PM	8:59 PM	160	175	*
9:00 PM	9:59 PM	138	134	*
10:00 PM	10:59 PM	103	106	*
11:00 PM	11:59 PM	61	70	*
Total		2382	3547	1062
%		34.1%	50.7%	15.2%

SPEEDsentry Summary Information

for Maple St @ Harrison 2010.ssd

Speed Limit: 30
Avg Speed: 31.2
50% Speed: 32
10 MPH Pace: 28 to 37

Display Trigger: None
Maximum Speed Detected: 72
85% Speed: 36
Radar Pickup Distance: 925 ft

File size: 162,235 bytes
File Version: SSD_1_1

File Created: 6/14/2010 9:52:07 AM
Data Points: 430,638

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for Maple St @ Harrison 2010 - Volume by Speed - All

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	2	5	31	48	2	1	1	1	0	0	91
1:00 AM	1:59 AM	1	2	18	26	1	0	0	0	0	0	48
2:00 AM	2:59 AM	2	2	14	17	1	0	0	0	0	0	36
3:00 AM	3:59 AM	0	1	14	9	0	0	0	0	0	0	24
4:00 AM	4:59 AM	2	2	17	37	2	0	0	0	0	0	60
5:00 AM	5:59 AM	2	6	14	92	4	0	0	0	0	0	118
6:00 AM	6:59 AM	3	12	52	132	10	0	0	0	0	0	209
7:00 AM	7:59 AM	2	20	112	173	7	0	0	0	0	0	314
8:00 AM	8:59 AM	5	27	115	184	6	0	0	0	0	0	337
9:00 AM	9:59 AM	4	15	108	169	10	0	0	0	0	0	306
10:00 AM	10:59 AM	5	25	146	275	10	1	0	0	0	0	462
11:00 AM	11:59 AM	3	32	156	265	6	1	0	0	0	0	463
12:00 PM	12:59 PM	7	24	173	284	10	1	0	0	0	0	499
1:00 PM	1:59 PM	5	21	175	287	10	1	0	0	0	0	499
2:00 PM	2:59 PM	6	22	190	303	10	1	0	0	0	0	532
3:00 PM	3:59 PM	4	27	180	296	11	0	0	0	0	0	518
4:00 PM	4:59 PM	10	21	198	328	12	0	0	0	0	0	569
5:00 PM	5:59 PM	4	24	181	333	8	2	0	0	0	0	552
6:00 PM	6:59 PM	4	22	145	303	16	1	0	0	0	0	491
7:00 PM	7:59 PM	5	26	137	288	16	0	0	0	0	0	472
8:00 PM	8:59 PM	7	30	161	264	10	0	0	0	0	0	472
9:00 PM	9:59 PM	4	23	137	182	5	1	1	0	0	0	353
10:00 PM	10:59 PM	3	10	81	93	5	0	0	0	0	0	192
11:00 PM	11:59 PM	2	4	47	64	2	0	0	0	0	0	119
Total		92	403	2602	4452	174	10	2	1	0	0	7736
%		1.2%	5.2%	33.6%	57.5%	2.2%	0.1%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for Maple St @ Harrison 2010

Time Start	Time End	6/8/2010	6/9/2010	6/10/2010
12:00 AM	12:59 AM	*	54	37
1:00 AM	1:59 AM	*	22	26
2:00 AM	2:59 AM	*	16	20
3:00 AM	3:59 AM	*	13	11
4:00 AM	4:59 AM	*	29	31
5:00 AM	5:59 AM	*	61	57
6:00 AM	6:59 AM	*	108	101
7:00 AM	7:59 AM	*	149	165
8:00 AM	8:59 AM	*	156	181
9:00 AM	9:59 AM	29	134	143
10:00 AM	10:59 AM	148	147	167
11:00 AM	11:59 AM	144	154	165
12:00 PM	12:59 PM	157	175	167
1:00 PM	1:59 PM	161	163	175
2:00 PM	2:59 PM	168	172	192
3:00 PM	3:59 PM	164	163	191
4:00 PM	4:59 PM	181	169	219
5:00 PM	5:59 PM	174	162	216
6:00 PM	6:59 PM	152	158	181
7:00 PM	7:59 PM	158	131	183
8:00 PM	8:59 PM	159	141	172
9:00 PM	9:59 PM	127	119	107
10:00 PM	10:59 PM	88	104	*
11:00 PM	11:59 PM	51	68	*
Total		2061	2768	2907
%		26.6%	35.8%	37.6%

SPEEDsentry Summary Information

for Maple and North 2010.ssd

Speed Limit: 30
Avg Speed: 31
50% Speed: 31
10 MPH Pace: 27 to 36

Display Trigger: None
Maximum Speed Detected: 90
85% Speed: 36
Radar Pickup Distance: 925 ft

File size: 347,880 bytes
File Version: SSD_1_1

File Created: 6/18/2010 3:15:17 PM
Data Points: 716,632

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for Maple and North 2010 - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	3	6	56	71	3	2	2	0	0	0	143
1:00 AM	1:59 AM	2	4	34	46	4	0	0	0	0	0	90
2:00 AM	2:59 AM	3	5	23	19	3	1	0	0	0	0	54
3:00 AM	3:59 AM	4	5	28	33	1	0	0	0	0	0	71
4:00 AM	4:59 AM	4	5	40	60	2	0	0	0	0	0	111
5:00 AM	5:59 AM	5	7	60	142	9	0	0	0	0	0	223
6:00 AM	6:59 AM	4	18	119	279	13	0	0	0	0	0	433
7:00 AM	7:59 AM	4	17	163	282	9	0	0	0	0	0	475
8:00 AM	8:59 AM	4	29	209	270	7	1	0	0	0	0	520
9:00 AM	9:59 AM	4	17	182	273	6	0	1	0	0	0	483
10:00 AM	10:59 AM	5	30	255	288	10	2	1	0	0	0	591
11:00 AM	11:59 AM	5	24	280	352	13	1	1	0	0	0	676
12:00 PM	12:59 PM	5	26	293	324	11	3	0	0	0	0	662
1:00 PM	1:59 PM	5	30	280	348	9	2	2	0	0	0	676
2:00 PM	2:59 PM	5	29	260	310	9	0	0	0	0	0	613
3:00 PM	3:59 PM	4	21	245	271	8	0	0	0	0	0	549
4:00 PM	4:59 PM	4	20	224	301	9	2	0	0	0	0	560
5:00 PM	5:59 PM	4	25	222	315	11	4	1	1	0	0	583
6:00 PM	6:59 PM	4	31	198	317	11	3	1	0	0	0	565
7:00 PM	7:59 PM	5	23	179	269	13	0	0	0	0	0	489
8:00 PM	8:59 PM	4	25	213	233	6	0	1	0	0	0	482
9:00 PM	9:59 PM	4	18	177	175	8	1	1	0	1	0	385
10:00 PM	10:59 PM	4	13	105	146	6	1	0	0	0	0	275
11:00 PM	11:59 PM	4	8	83	111	6	1	0	0	0	0	213
Total		99	436	3928	5235	187	24	11	1	1	0	9922
%		1%	4.4%	39.6%	52.8%	1.9%	0.2%	0.1%	0%	0%	0%	0%

Approximate Vehicle Counts for Maple and North 2010

Time Start	Time End	6/14/2010	6/15/2010	6/16/2010	6/17/2010	6/18/2010
12:00 AM	12:59 AM	*	32	30	38	43
1:00 AM	1:59 AM	*	20	22	18	30
2:00 AM	2:59 AM	*	13	13	13	15
3:00 AM	3:59 AM	*	10	18	20	23
4:00 AM	4:59 AM	*	28	26	26	31
5:00 AM	5:59 AM	*	53	53	61	56
6:00 AM	6:59 AM	*	109	110	114	100
7:00 AM	7:59 AM	*	110	116	125	124
8:00 AM	8:59 AM	*	128	125	130	137
9:00 AM	9:59 AM	*	109	122	123	129
10:00 AM	10:59 AM	77	118	135	133	128
11:00 AM	11:59 AM	123	137	134	133	149
12:00 PM	12:59 PM	135	130	141	128	128
1:00 PM	1:59 PM	136	130	132	136	142
2:00 PM	2:59 PM	140	138	136	129	70
3:00 PM	3:59 PM	135	122	156	136	*
4:00 PM	4:59 PM	146	133	133	148	*
5:00 PM	5:59 PM	142	144	160	137	*
6:00 PM	6:59 PM	134	147	145	139	*
7:00 PM	7:59 PM	115	129	125	120	*
8:00 PM	8:59 PM	123	127	124	108	*
9:00 PM	9:59 PM	83	106	94	102	*
10:00 PM	10:59 PM	59	68	79	69	*
11:00 PM	11:59 PM	43	63	47	60	*
Total		1591	2304	2376	2346	1305
%		16%	23.2%	23.9%	23.6%	13.2%

The Senate of the State of New Hampshire

107 North Main Street, Room 302, Concord, N.H. 03301-4951

BETSI DeVRIES
District 18

RECEIVED
MAY 04 2010
CITY CLERK'S OFFICE

Office 271-2104

TTY/TDD
1-800-735-2964

April 29, 2010

Matthew Normand
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101

RE: Directional Signage on Brown Avenue

Dear Mr. Normand,

A constituent of mine, who resides on Olmstead Avenue in Manchester, contacted me in hopes of getting a directional sign placed on Brown Avenue before the Manchester-Boston Regional Airport intersection. The sign would indicate to travelers that St. Francis Parish & School is 3 miles away (or approximates distance) and what direction it is in.

He feels there is confusion to people who are looking for the Parish and often gives directions to people who are unsure of the location. He believes this would be a great help.

If you have any questions, please do not hesitate to contact my office at 271.1403.

Thank you for your consideration in this matter,

Betsi DeVries (epm)

Betsi DeVries
Senator

BLD/epm

cc: Alderman Jim Roy, Chair of Committee on Public Safety, Health and Traffic

Normand, Matthew

From: Normand, Matthew
Sent: Tuesday, May 04, 2010 10:26 AM
To: Hoben, James
Cc: Roy, James; Devries,Betsi
Subject: Sign Request
Attachments: S75BW-110050410220.pdf

Jim,

I have attached a sign request from Alderman Devries received today for your review and recommendation to the Committee on Public Safety.

Matt

Matthew Normand
City Clerk
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101
T:(603) 624-6455 F:(603) 624-6481
www.manchesternh.gov/cityclerk

Freeman,Heather

From: Hoben, James
Sent: Friday, June 25, 2010 6:50 AM
To: Freeman,Heather; Sheppard, Kevin
Cc: Roy, James
Subject: RE: Signage on Brown Avenue

It is at the discretion of the Committee to install these type signs.
Place it on the agenda for discussion. The Committee has placed a moratorium on this type signage. This type sign has not been installed in the city before – directions to a church in another town.

Jim

From: Freeman,Heather
Sent: Thursday, June 24, 2010 2:35 PM
To: Hoben, James
Subject: Signage on Brown Avenue

Jim,

On May 4, 2010 the City Clerk forwarded a request for signage from Alderman DeVries to you for review and recommendation. I do not see a recommendation from you in our records. Is that something you can forward to the Committee on Public Safety, Health and Traffic c/o the City Clerk? Attached is a copy of the request and the City Clerk's email.

Heather Freeman
Vital & Legislative Records Supervisor
Office of the City Clerk
T: (603) 624-6455 F: (603) 624-6481

Jim Brown
325 Beaver Street
Manchester, NH 03104
June 10, 2010

RECEIVED
JUN 10 2010
CITY CLERK'S OFFICE

Board of Mayor and Aldermen
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Re: Traffic problems on neighborhood streets

Quite a few years ago, Jerome Duval was working to curtail the traffic problems on the side streets in my neighborhood in Ward 4. The streets that I'm referring to are Pennsylvania Ave., Delaware Street, Rhode Island Ave. and Beaver Street. My primary concern is with Beaver Street which is where I reside.

When Jerome left his alderman position I spoke to Jim Roy who was hoping to be elected. He stated that he would continue the work that Jerome had started concerning the traffic problems. That was three years ago and nothing has been done.

This is a neighborhood that has a lot of children and traffic is very heavy in the early morning and after school. Parents picking up their children don't seem to be too concerned with keeping their speed down. The same goes for the school busses.

I have spoken to many departments about this problem and nobody seems to be concerned with the safety of the children and toddlers in this neighborhood. Do we have to wait until there is a fatal accident before somebody will do something?

I have suggested putting in speed bumps to try to slow down these drivers that insist on using Beaver Street as a short-cut because there are no lights or stop signs. It's clear sailing all the way from Hanover Street to Bridge Street Extension and let me tell you, these cars really pick up speed.

I've been told that putting in speed bumps interferes with the plowing. Isn't a little inconvenience better than having an injured, or worse yet, dead child?

There are speed bumps in Ward 8 that have been there for over 20 years. They are working just fine and the plowing continues.

I have been told by Mayor Gatsas that he is aware of this problem as is Jim Roy, Ward 4 alderman, and that it is being worked on. When? Where? By whom? There is no evidence that anything is being done. I seem to be the only one who is trying to do something and I'm hitting stone walls. Nobody is willing to do anything about these serious traffic problems.

I would like to see this added to your agenda for the next Board of Mayor and Aldermen meeting. Maybe if you put your heads together you may be able to come up with a solution to alleviate or eliminate these problems before we have a serious accident on our hands that can't be fixed. A couple of speed bumps would be a small price to pay to possibly save a couple of kids.

Respectfully submitted,

Jim Brown

In Board of Mayor and Aldermen
Date: 6/22/10
On motion of Ald. O'Neil
Seconded by Ald. Lopez
Voted to refer to the Committee
on Public Safety, Health and Traffic.

City Clerk

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JUL 28 2010
CITY CLERK'S OFFICE

SPEEDsentry Summary Information

for beaver st EB 2010.ssd

Speed Limit: 30
Avg Speed: 17.7
50% Speed: 17
10 MPH Pace: 8 to 17

Display Trigger: None
Maximum Speed Detected: 51
85% Speed: 28
Radar Pickup Distance: 925 ft

File size: 10,830 bytes
File Version: SSD_1_1

File Created: 6/2/2010 1:40:59 PM
Data Points: 617,791

Speed Summary for beaver st EB 2010 - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	2	3	2	0	0	0	0	0	0	0	7
1:00 AM	1:59 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2:59 AM	0	2	0	0	0	0	0	0	0	0	2
3:00 AM	3:59 AM	3	2	0	0	0	0	0	0	0	0	5
4:00 AM	4:59 AM	2	4	0	0	0	0	0	0	0	0	6
5:00 AM	5:59 AM	2	4	1	0	0	0	0	0	0	0	7
6:00 AM	6:59 AM	2	4	4	1	0	0	0	0	0	0	11
7:00 AM	7:59 AM	2	10	6	0	0	0	0	0	0	0	18
8:00 AM	8:59 AM	1	8	16	4	0	0	0	0	0	0	29
9:00 AM	9:59 AM	2	5	3	1	0	0	0	0	0	0	11
10:00 AM	10:59 AM	2	1	3	0	0	0	0	0	0	0	6
11:00 AM	11:59 AM	3	2	5	2	0	0	0	0	0	0	12
12:00 PM	12:59 PM	3	4	6	4	0	0	0	0	0	0	17
1:00 PM	1:59 PM	3	9	10	1	0	0	0	0	0	0	23
2:00 PM	2:59 PM	5	21	18	3	0	0	0	0	0	0	47
3:00 PM	3:59 PM	25	24	65	7	5	0	0	0	0	0	126
4:00 PM	4:59 PM	8	5	23	5	0	0	0	0	0	0	41
5:00 PM	5:59 PM	13	9	24	5	0	0	0	0	0	0	51
6:00 PM	6:59 PM	3	8	17	3	0	0	0	0	0	0	31
7:00 PM	7:59 PM	9	6	16	3	0	0	0	0	0	0	34
8:00 PM	8:59 PM	9	1	3	1	0	0	0	0	0	0	14
9:00 PM	9:59 PM	5	6	2	1	0	0	0	0	0	0	14
10:00 PM	10:59 PM	5	1	1	1	1	0	0	0	0	0	9
11:00 PM	11:59 PM	5	1	2	3	0	0	0	0	0	0	11
Total		114	140	227	45	6	0	0	0	0	0	532
%		21.4%	26.3%	42.7%	8.5%	1.1%	0%	0%	0%	0%	0%	0%

Approximate Vehicle Counts for beaver st EB 2010

Time Start	Time End	5/25/2010	5/26/2010	5/27/2010	5/28/2010	5/29/2010
12:00 AM	12:59 AM	*	2	3	2	0
1:00 AM	1:59 AM	*	0	0	0	*
2:00 AM	2:59 AM	*	0	2	0	*
3:00 AM	3:59 AM	*	0	1	4	*
4:00 AM	4:59 AM	*	1	4	1	*
5:00 AM	5:59 AM	*	2	0	5	*
6:00 AM	6:59 AM	*	3	3	5	*
7:00 AM	7:59 AM	*	4	2	12	*
8:00 AM	8:59 AM	*	18	3	8	*
9:00 AM	9:59 AM	*	4	0	7	*
10:00 AM	10:59 AM	*	3	1	2	*
11:00 AM	11:59 AM	2	5	3	2	*
12:00 PM	12:59 PM	2	8	3	4	*
1:00 PM	1:59 PM	3	10	6	4	*
2:00 PM	2:59 PM	16	10	8	13	*
3:00 PM	3:59 PM	103	7	11	5	*
4:00 PM	4:59 PM	8	6	21	6	*
5:00 PM	5:59 PM	24	3	17	7	*
6:00 PM	6:59 PM	13	0	9	9	*
7:00 PM	7:59 PM	17	0	8	9	*
8:00 PM	8:59 PM	6	1	4	3	*
9:00 PM	9:59 PM	2	2	8	2	*
10:00 PM	10:59 PM	0	1	5	3	*
11:00 PM	11:59 PM	4	3	1	3	*
Total		200	93	123	116	0
%		37.6%	17.5%	23.1%	21.8%	0%

RECEIVED
JUL 28 2010
CITY CLERK'S OFFICE

SPEEDsentry Summary Information

for Beaver St 2010.ssd

Speed Limit: 30
Avg Speed: 24.3
50% Speed: 25
10 MPH Pace: 21 to 30

Display Trigger: None
Maximum Speed Detected: 63
85% Speed: 30
Radar Pickup Distance: 925 ft

File size: 10,761 bytes
File Version: SSD_1_0

File Created: 5/11/2010 1:48:00 PM
Data Points: 427,360

* This File contains settings changes. Please see the Settings History tab for details.

Speed Summary for Beaver St 2010 - Volume by Speed - All Days

Time Start	Time End	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	Total Vehicles
12:00 AM	12:59 AM	0	1	2	0	0	0	0	0	0	0	3
1:00 AM	1:59 AM	0	3	2	0	0	0	0	0	0	0	5
2:00 AM	2:59 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3:59 AM	0	0	2	0	0	0	0	0	0	0	2
4:00 AM	4:59 AM	1	1	7	2	0	0	0	0	0	0	11
5:00 AM	5:59 AM	0	5	22	3	0	0	0	0	0	0	30
6:00 AM	6:59 AM	2	3	29	4	0	0	0	0	0	0	38
7:00 AM	7:59 AM	3	6	39	8	1	0	0	0	0	0	57
8:00 AM	8:59 AM	0	8	49	5	2	0	0	0	0	0	64
9:00 AM	9:59 AM	0	10	25	5	0	1	0	0	0	0	41
10:00 AM	10:59 AM	0	9	19	2	0	0	0	0	0	0	30
11:00 AM	11:59 AM	1	7	19	3	0	0	0	0	0	0	30
12:00 PM	12:59 PM	3	13	26	3	0	1	0	0	0	0	46
1:00 PM	1:59 PM	2	12	17	1	0	0	0	0	0	0	32
2:00 PM	2:59 PM	1	24	66	6	3	0	1	0	0	0	101
3:00 PM	3:59 PM	1	20	37	4	0	0	0	0	0	0	62
4:00 PM	4:59 PM	4	15	40	4	0	0	0	0	0	0	63
5:00 PM	5:59 PM	3	9	39	4	0	0	0	0	0	0	55
6:00 PM	6:59 PM	1	11	20	7	0	0	0	0	0	0	39
7:00 PM	7:59 PM	3	6	39	2	0	0	0	0	0	0	50
8:00 PM	8:59 PM	2	2	19	3	0	0	0	0	0	0	26
9:00 PM	9:59 PM	0	4	16	3	0	0	0	0	0	0	23
10:00 PM	10:59 PM	0	2	1	0	0	0	0	0	0	0	3
11:00 PM	11:59 PM	0	0	5	0	0	0	0	0	0	0	5
Total		27	171	540	69	6	2	1	0	0	0	816
%		3.3%	21%	66.2%	8.5%	0.7%	0.2%	0.1%	0%	0%	0%	0%

Approximate Vehicle Counts for Beaver St 2010

Time Start	Time End	5/5/2010	5/6/2010	5/7/2010
12:00 AM	12:59 AM	*	1	2
1:00 AM	1:59 AM	*	2	3
2:00 AM	2:59 AM	*	0	0
3:00 AM	3:59 AM	*	2	0
4:00 AM	4:59 AM	*	5	6
5:00 AM	5:59 AM	*	16	14
6:00 AM	6:59 AM	*	20	18
7:00 AM	7:59 AM	*	27	30
8:00 AM	8:59 AM	*	33	31
9:00 AM	9:59 AM	*	22	19
10:00 AM	10:59 AM	7	16	7
11:00 AM	11:59 AM	9	13	8
12:00 PM	12:59 PM	13	19	14
1:00 PM	1:59 PM	10	12	10
2:00 PM	2:59 PM	30	37	34
3:00 PM	3:59 PM	12	16	34
4:00 PM	4:59 PM	22	15	26
5:00 PM	5:59 PM	14	20	21
6:00 PM	6:59 PM	9	13	17
7:00 PM	7:59 PM	11	23	16
8:00 PM	8:59 PM	10	6	10
9:00 PM	9:59 PM	10	7	6
10:00 PM	10:59 PM	3	0	0
11:00 PM	11:59 PM	3	2	*
Total		163	327	326
%		20%	40.1%	40%

CITY OF MANCHESTER
PARKING DIVISION

RECEIVED
JUL 26 2010
CITY CLERK'S OFFICE

Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

July 26, 2010

Chairman Jim Roy
Committee on Public Safety & Traffic
1 City Hall Plaza
Manchester, NH 03101

Re: Request for Hanover St, Elm St and Hartnett Lot

Dear Chairman Roy:

I have received the following requests for the Committee's review. The Parking Division has no issues with any of the requests and respectfully requests approvals.

Hanover Street, Thursday, September 16th

The Palace Theater has applied for a permit at the City Clerk's Office to hold a wine tasting event on Hanover Street. They request that the parking spaces on Hanover between Elm and Chestnut be granted free of charge. It is anticipated that granting this request will result in the loss of $188 in parking revenues.

Elm Street, Saturday, September 4th

Ron's Toy Shop has applied for a permit at the City Clerk's Office to hold their 2nd annual Cruisin' Downtown event. The request that the parking spaces on Elm Street be granted free of charge. It is anticipated that granting this request will result in the loss of $500 in parking revenues.

Hartnett Lot, Saturday, September 25th

Denise VanZanten, Library Director, has requested the use of the Hartnett Parking Lot to hold a Big Truck Day. There will be no loss in parking revenues, as the parking lot is free and available on that day.

Items 8, 9, 10

Please let me know if you have any questions.

Sincerely,

Brandy Stanley

Brandy Stanley
Parking Manager
City of Manchester

CC: William Sanders

Items 8, 9, 10

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JUL 12 2010
CITY CLERK'S OFFICE

High School Parking Plan
Committee Presentation
July 19, 2010

Introduction

The Parking Division has worked with neighbors and the ward Aldermen surrounding all 3 high schools for the past 3 years. We have surveyed students, held public input sessions for neighbors, involved the MTA and interviewed the Principals for all 3 of the city's high schools. We have also surveyed many other high schools for their parking practices in both New Hampshire and Massachusetts.

During this process, we discovered that every school, both in Manchester and in other cities, has its own problems and its own special circumstances with regards to student parking. In general, here are the problematic issues specific to Manchester's schools:

- Manchester's schools provide services to other communities, some fairly remote. Some of those other communities provide student transportation and some do not.
- MTA has verified that Manchester's transportation system for students is already at or near full capacity.
- Manchester's transportation system incurs an operating loss of approximately $1,250 per day, paid by the school system.
- There is a substantial amount of parking inventory that goes unused by both students and residents due to parking restrictions.
- On-site parking management is sometimes inefficient due to the use of faculty reserved spaces that are available only to specific person and stay empty if that person is sick, on vacation, away for the day, etc.

Of the 3 high schools in the city, Central High School has the most acute parking problems. After discussions with all stakeholders and the ward Aldermen, it is not the recommendation of the Parking Division to make changes to the parking areas surrounding Memorial or West High Schools.

Memorial High School could possibly be a candidate for a residential parking program, however the demand for such a plan has not been sufficient from the area residents to implement at this time. As a result, it is not the recommendation of the Parking Division to implement any new parking plans in the area.

West High School has seen a substantial drop in enrollment since this process started, with only a few specific addresses within the survey area that had issues. These addresses have been looked at individually with the ward Alderman. As a result, it is not the recommendation of the Parking Division to implement any new parking plans in the area.

Central High School remains as the primary area of concern, and the Parking Division is recommending a plan for the surrounding streets. The details of this plan are being presented to the Committee tonight for review.

Overview

- CHS has the highest school bus ridership of all Manchester high schools
- Manchester school buses are at capacity – no significant vacancy to encourage more students to ride
- CHS has the highest carpool rate of all Manchester high schools
- CHS has the highest population of students from area communities, some of which do not provide student transportation
- Students who participate in after or before school activities, have jobs, play sports etc. must drive to school or have parents transport to/from school

The city's historical reaction to some of the problems associated with student parking has been to make No Parking or time limited zones, taking inventory out of use and pushing students farther and farther from the school. This hurts both students and residents. The SRO for Central has been fantastic and many of the problems prompting the elimination of parking spaces are being addressed appropriately.

Short of building a garage for students, we must live with street parking, so the goal is to make the best use of the available space.

The Proposal

Goal #1: Return as many unused parking spaces to inventory as possible
Goal #2: Reserve some space for residents only while school is in session
Goal #3: Open up additional parking spaces for students, hopefully shrinking the area impacted by student parking

The Google map was prepared showing green and purple areas. All of these areas are currently either time restricted or no parking is allowed. The purple areas will be unlimited parking and the green areas will be reserved only for residents. All streets and areas NOT shown with either of the above would remain the same as they are now. For example, the 1 or 2 hour spaces on Maple would remain as they are necessary for customer parking for businesses. Some streets have No Parking on one side because they are too narrow for parking on both sides.

Example for discussion is Ash Street between Bridge & Lowell: this block is currently 2 hour parking during school hours, and there are approximately 30-40 spaces on that block

- Students can't park there
- Residents can't park there for longer than 2 hours

Solution: Allow parking in these spaces

- Establish about 6 spaces (3 on each side of block at opposite ends of the street) reserved for residents displaying a permit
- The rest of the street becomes open, unlimited parking allowing students to park for school

Church Services

The red areas on the map are 3 hour parking from 8am-noon, and are adjacent to churches. Some of these areas are signed for No Parking Anytime and some are signed for 3 hour parking 24 hours per day, 7 days per week.

Should church parking be needed outside the hours of 8am-noon, we recommend that the churches request of either the Highway Department or Parking Division portable No Parking signs, as these occasions are rare.

Residential Parking Permits – how does this work?

- Permit would allow vehicle to park in the green spaces marked on the map during school hours
- Permit holders can park LEGALLY anywhere; they are not required to park exclusively in the designated residential spaces
- Designated residential spaces will only be enforced during school hours; signs will reflect this. All other times, unlimited parking will be allowed in these spaces (evenings, weekends, summers, school vacation, etc.)
- Permits are issued free of charge
- Permits are valid for one year
- Permits are not automatically renewed – proof of residency must be provided every year
- Permits are issued through the Ordinance Violations Bureau at City Hall
- Permits are assigned to a PLATE and are only valid on that vehicle
- Proof of residency in the parking zone is required to obtain a permit
    - Registration
    - Driver's License bearing residence address
    - All parking tickets must be paid in order to get a permit
    - Lost permits are only reissued with an MPD case number

Cost of Implementation

This project will require the following:

- Removal of 37 stakes
- Removal of 87 signs
- Addition of 8 stakes
- Addition of 64 signs
- Fabrication of above signs
- Labor to remove and install signs and stakes
- Cost of permits

As of the Committee Agenda deadline, theses costs are not available, but will be complete for distribution at the meeting. It is important to note that a source of funding for this project has not been identified, and was not included in either the Highway Department budget or the Parking Division budget.

Ordinance Changes

The traffic ordinances for the streets as well as the establishment of the new residential parking zone in section 70 of the city's code of ordinances are attached to this plan.

RESCIND 15 MINUTE PARKING:
Maple St, east side, from Merrimack St to Monadnock Ln
8am-11pm
Alderman Roy
ORD 8131

Remove 2 combo signs, add 1 NPHTC left arrow and 1 NPHTC right arrow
Existing stakes

RESCIND 2 HOUR PARKING:
Maple St, east side, from Monadnock Ln to Londonderry Ln
8am-8pm Mon-Sat
Alderman Roy
ORD 8094

Currently not signed as ordinance states – no restrictions posted between Monadnock to Manchester (this is what we want) and 30 minute restriction posted between Manchester and Londonderry lane

Remove 2 combo signs between Manchester and Londonderry Lane
Add 1 NPHTC left arrow and 1 NPHTC right arrow
Existing stakes

RESCIND 1 HOUR PARKING:
Maple St, east side, from Amherst St to a point 65 ft southerly
8am-6pm
Alderman Roy
ORD 7205

Remove 1 combo sign, add 1 NP Driveway, existing stake

RESCIND 1 HOUR PARKING:
Maple St, east side, from a point 60 ft north of Concord St to a point 20 ft northerly
8am-6pm
Alderman Roy
ORD 7206

Ordinance not posted – no signage changes needed

RESCIND NO PARKING:
Maple St, east side, from Concord St to a point 35 ft south
Alderman Roy
ORD 3338

Currently posted 1 hr pkg – incorrect
Remove 2 combo signs

Add 1 NPHTC left arrow
Add NP Driveway right arrow
Existing stakes

RESCIND NO PARKING:
Maple St, east side, from Lowell St to East High St
Alderman Roy
ORD 3341

NO PARKING:
Maple St, east side, from Lowell St to Nashua St
Alderman Roy

NO PARKING HERE TO CORNER:
Maple St, east side, from Nashua St to a point 50 ft north
Alderman Roy

Remove 2 NP This Side between E. High and Nashua
Add NPHTC left arrow
Add NPHTC right arrow
Existing stakes
Stripe new pkg spaces between E. High and Nashua

RESCIND 1 HOUR PARKING:
Maple St, east side, from Bridge St to a point 120 ft south
8am-6pm
Alderman Roy
ORD 6487

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Maple St, east side, from Bridge St to a point 120 ft south
Alderman Roy

Remove 1 combo sign
Add 1 combo (NPHTC left arrow, Residential Permit Pkg During School Hrs right arrow)
Existing stake
Add 1 NP Driveway right arrow, Residential Permit Pkg during Sch Hrs left arrow)
New stake

RESCIND NO PARKING:
Maple St, east side, from Bridge St to Harrison St
Alderman Roy
ORD 3342

NO PARKING:
Maple St, east side, from Bridge St to Arlington St
Alderman Roy

Remove 5 NP this side, including stakes
Consider adding NPHTC signs throughout
Stripe new parking spaces between Arlington and Harrison

RESCIND NO PARKING:
Orange St, south side, from Ash St to Maple St
Alderman Roy
ORD 8931

NO PARKING:
Orange St, south side, from a point 87 ft east of Ash St to Maple St
Alderman Roy

Remove1 NP This Side, including stake
Add NPHTC right arrow
Add NPHTC left arrow
New stakes

RESCIND 2 HOUR PARKING:
Ash St, east side, from Lowell St to Bridge St
8am-2pm Mon-Fri
Alderman Roy
ORD 9237

RESCIND 2 HOUR PARKING:
Ash St, west side, from a point 90 ft north of Lowell St to Bridge St
8am-2pm Mon-Fri
Alderman Roy
ORD 9238

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Ash St, west side, from Bridge St to a point 100 ft south
Alderman Roy

Remove 5 Two hr pkg signs including stakes
Add combo NPHTC right arrow, residential permit parking during sch hrs left arrow
Add residential permit parking during sch hrs right arrow
Add NPHTC left arrow
Existing stakes

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Ash St, east side, from Lowell St to a point 150 ft north
Alderman Roy

Remove 5 Two hr pkg signs including stakes
Add 1 combo Residential permit parking during sch hrs left arrow and NPHTC right arrow
Add residential permit parking during sch hrs right arrow
Add NPHTC left arrow
Existing stakes

RESCIND NO PARKING TOW ZONE:
Ash St, east side, from Concord St to Amherst St
Alderman Roy
ORD 8640

RESCIND PERMIT PARKING: RESIDENT PARKING ONLY:
Ash St, east side, from a point 50 ft south of Concord St to a point 50 ft north of Amherst St
Alderman Roy
ORD8648

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Ash St, east side, from a point 50 ft south of Concord St to a point 50 ft north of Amherst St
Alderman Roy

Replace 2 combo signs with correct residential parking wording (already correct, but needs to be consistent with others)
Existing stakes

RESCIND NO PARKING BUS STOP:
Ash St, west side, from Concord St to Amherst St
Alderman Roy
ORD 2572

NO PARKING DURING SCHOOL HOURS:
Ash St, west side, from Concord St to Amherst St
Alderman Roy

No signage changes necessary – existing ordinance not posted correctly, changing ordinance to reflect what is posted now.

RESCIND 2 HOUR PARKING:
Beech St, west side, from Bridge St to a point 130 ft northerly
Alderman Roy
ORD 2632

Remove 1 2 hr pkg, including stake
Remove 1 combo sign
Add NPHTC left arrow
Existing stake

RESCIND 2 HOUR PARKING:
Beech Street, east side, from Amherst St to Hanover St
Monday-Friday, 8am-6pm
Alderman Roy
ORD 8825

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Beech St, east side, from Amherst St to a point 100 ft south
Alderman Roy

Remove 1 combo sign
Add combo NPHTC left arrow, residential pkg only during sch hours right arrow
Existing stake
Add combo residential pkg only during sch hours left arrow, 2 hr pkg M-F 8am-6pm right arrow
New stake

2 HOUR PARKING:
Beech Street, east side, from a point 100 ft south of Amherst St to Hanover St
Monday-Friday, 8am-6pm
Alderman Roy

RESCIND NO PARKING:
Union St, east side, from Amherst St to Bridge St
Alderman Roy
ORD 6217

Housekeeping only – already signed for unlimited parking

RESCIND NO PARKING:
Union St, east side, from Orange St to a point 100 ft south
Alderman Roy
ORD 6223

Remove 2 NP signs and stakes
Add NPHTC left arrow
New stake

RESCIND NO PARKING:
Union St, east side, from Orange St to Orange St Northback
Alderman Roy
ORD 6222

Remove 2 NPAT signs and stakes
Add NPTHC right arrow
New stake

RESCIND 2 HOUR PARKING:
Union St, west side, from Lowell St to Concord St
8am-6pm
Alderman Roy
ORD 7463

Remove 4 combo signs including 1 stake on north end
Add 1 NPHTC right arrow
New stake
Add 2 NPHTC left arrow
Add 1 NPHTC right arrow
Existing stakes

RESCIND 3 HOUR PARKING:
Union St, west side, from a point 45 ft south of Concord St to a point 90 ft south
Mon-Fri
Alderman Roy
ORD 8893

RESCIND NO PARKING:
Union St, west side, from Concord St to a point 70 ft south
Alderman Roy
ORD 9076

RESCIND NO PARKING:
Union St, west side, from a point 130 ft south of Concord St to Amherst St
Alderman Roy
ORD 9077

RESCIND NO PARKING:
Union St, west side, from a point 135 ft south of Concord St to Amherst St
Alderman Roy
ORD 8886

3 HOUR PARKING:
Union St, west side, from a point 45 ft south of Concord St to a point 90 ft south
8am-Noon, Mon-Fri
Alderman Roy

Remove 2 combo and one single sign
Remove 2 NPAT signs and stakes
Add 1 combo NPLZ right arrow, 3 Hr Pkg 8am-noon M-F left arrow

Add 1 – 3 Hr Pkg 8am-Noon M-F double arrow
Add 1 – 3 Hr Pkg 8am-Noon M-F right arrow
Existing stakes

RESCIND 3 HOUR PARKING:
Union St, west side, from Amherst St to Hanover St
8am-5pm, Mon-Fri
Alderman Roy
ORD 8839

3 HOUR PARKING:
Union St, west side, from Amherst St to Hanover St
8am-Noon, Mon-Fri
Alderman Roy

Remove 2 combo, 1 single sign
Add combo NPHTC right arrow, 3 Hr Pkg 8am-Noon Mon-Fri left arrow
Add 3 Hr Pkg 8am-Noon M-F double arrow
Add combo NPHTC left arrow, 3 Hr Pkg 8am-Noon Mon-Fri right arrow
Existing stakes

RESCIND 30 MINUTE PARKING:
Bridge St, south side, from Nashua St to Malvern St
Alderman Roy
ORD 2709

Remove 1 sign including stake
Remove 1 sign, leave stake w/ bus stop sign

RESCIND NO PARKING DURING SCHOOL HOURS:
East High St, south side, from Nashua St to Malvern St
Alderman Roy
ORD 8573

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
East High St, south side, from South St to Malvern St
Alderman Roy

Remove 3 single signs, including stakes between Nashua & South
Remove 2 combos between Nashua & South
Add NPHTC right arrow between Nashua & South
Add NP Driveway right arrow between Nashua & South
Existing stakes

Remove 2 single signs between South & Malvern
Add 2 residential parking only during school hours between South & Malvern
Existing stakes

RESCIND NO PARKING:
Lowell St, north side, from Walnut St to Union St Eastback
8am-12pm, Monday through Saturday
Alderman Roy
ORD 9003

3 HOUR PARKING:
Lowell St, north side, from Walnut St to Union St Eastback
8am-Noon, Mon-Fri
Alderman Roy

Remove 2 combo signs
Add combo NPHTC left arrow, 3 Hr Pkg 8am-Noon Mon-Fri right arrow
Add combo NPHTC right arrow, 3 Hr Pkg 8am-Noon Mon-Fri left arrow
Existing stakes

RESCIND NO PARKING DURING SCHOOL HOURS:
Lowell St, north side, from a point 95 ft east of Maple St to Malvern St
Alderman Roy
ORD 9309

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Lowell St, north side, from a point 95 ft east of Maple St to Malvern St
Alderman Roy

Remove 5 single signs
Add 5 single residential permit parking only during school hours
Existing stakes
Remove 2 combo signs
Add combo NPHTC right arrow, residential permit pkg only during sch hrs left arrow
Add combo NP Loading Zone left arrow, residential permit pkg only during sch hrs right arrow
Existing stakes

RESCIND 2 HOUR PARKING DURING SCHOOL HOURS:
Walnut St, west side, from Bridge St to Lowell St
Alderman Roy
ORD 9900

RESCIND NO PARKING:
Walnut St, west side, from Lowell St to a point 100 ft north
Mon-Sat, 8am-12pm
Alderman Roy
ORD 9004

3 HOUR PARKING:
Walnut St, west side, from Lowell St to a point 100 ft north
8am-Noon, Mon-Fri
Alderman Roy

Remove 2 combo signs
Add combo NPHTC left arrow, 3 hr pkg 8am-noon Mon-Fri right arrow
Add combo 3 hr pkg 8am-noon Mon-Fri left arrow, residential permit pkg only during sch hrs right arrow
Existing stakes

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Walnut St, west side, from a point 100 ft north of Lowell to a point 80 ft north
Alderman Roy

Remove 1 single sign including stake
Add single Residential permit pkg only during sch hrs left arrow
New stake

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Walnut St, west side, from Bridge St to a point 158 ft south
Alderman Roy

Remove single sign including stake
Remove 2 combos by fire hydrant
Remove 1 single, 1 combo
Add combo NPHTC right arrow, residential permit pkg only during sch hrs left arrow
Add single residential permit pkg only during sch hrs right arrow
Existing stakes

RESCIND NO PARKING LOADING ZONE:
Walnut St, east side, from a point 30 ft south of Lowell St to a point 25 ft southerly
Alderman Roy
ORD 7496

Remove 1 combo
Remove 1 single including stake
Add single NPHTC left arrow
Existing stake

RESCIND NO PARKING:
Concord St, north side, from Beech St to a point 60 ft westerly
Alderman Roy
ORD 2882

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Concord St, north side, from Beech St to a point 60 ft westerly
Alderman Roy

Remove 1 single including stake
Remove 4 single signs
Add 2 NPHTC right arrow, residential permit pkg only during sch hrs left arrow
Add 2 NPHTC left arrow, residential permit pkg only during sch hrs right arrow
Existing stakes

RESCIND NO PARKING:
Concord St, south side, from a point 160 ft east of Maple St to a point 115 ft east
Alderman Roy
ORD 2890

RESIDENTIAL PERMIT PARKING ONLY DURING SCHOOL HOURS:
Concord St, south side, from a point 160 ft east of Maple St to a point 115 ft east
Alderman Roy

Remove 2 single signs
Add single residential permit pkg only during sch hrs right arrow
Add single residential permit pkg only during sch hrs left arrow
Existing stakes

ASHLAND STREET BETWEEN AMHERST AND CONCORD

Remove 1 single including stake, west side between Amherst and Concord
Remove 1 single, west side between Amherst and Concord, leave Drive Slow Children sign on stake
This block is signed NPAT but there is no supporting ordinance

City of Manchester
New Hampshire

In the year Two Thousand and Ten

AN ORDINANCE

"Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester by adding a new Residential Parking Permit Zone #8 in Section 70.55(D) (8) Residential Parking Permit Zone #8 (Central High School area) and (G) (5) special restrictions for zone eight."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

I. Amend the Code of Ordinances by deleting language as stricken (-----) and inserting new as **bolded (bold)**. Sections of the following chapters that remain unchanged appear in regular type.

§ 70.55 RESIDENTIAL PERMIT PARKING.

(D) *Residential Parking Permit Zones.* The following areas are hereby designated as the Residential Parking Permit Zones:

(8) **Residential Parking Permit Zone #8 (Central High School Area).**

#8 Area bounded by;

Walnut Street between Pearl Street and Amherst Street
Beech Street between Pearl Street and Hanover Street
Ash Street between Pearl Street and Lowell Street
Ash Street between Concord Street and Amherst Street
Maple Street between Pearl Street and Amherst Street
Jane Street
South Street
Malvern Street between Bridge Street and Concord Street
Nashua Street between Lowell Street and Bridge Street
Dutton Street
Concord Street between Union Street and Dutton Street
Lowell Street between Union Street and Ashland Street
East High Street between Maple Street and Ashland Street
Bridge Street between Union Street and Nashua Street
Amherst Street between Union Street and Ashland Street
Hanover Street between Union Street and Lincoln Street
Pearl Street between Union Street and Maple Street
Union Street between Pearl Street and Hanover Street
Lincoln Street between Hanover Street and Concord Street
Ashland Street between East High Street and Hanover Street
Derry Street
Chester Street
Haines Court

City of Manchester
New Hampshire

In the year Two Thousand and Ten

AN ORDINANCE

"Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester by adding a new Residential Parking Permit Zone #8 in Section 70.55(D) (8) Residential Parking Permit Zone #8 (Central High School area) and (G) (5) special restrictions for zone eight."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

(G) *Use of residential parking permits.*

(1) A residential parking permit shall not authorize the holder thereof to stand or park a motor vehicle in such places or during such times as stopping, standing, or parking of motor vehicles is prohibited or set aside for specified types of vehicles, nor exempt the holder from the observance of any traffic regulations other than a parking time limitation within a residential permit parking zone. A residential parking permit shall not authorize the holder to park in any time zone of one hour or less.

(2) A parking permit shall be valid only in the residential parking permit area for which it is issued.

(3) No person shall furnish any false information to the city in connection with the obtaining of any permit authorized hereunder. Any permit issued upon such false information or attached to a different vehicle shall be null and void.

(4) A residential parking permit shall be used only for on-street parking, and is not authorized for use in city parking lots.

(5) **The following special restrictions are enacted for ZONE EIGHT (Central High School area)**

a. All time limits in the Zone must be observed as posted, with or with a residential parking permit.

b. A residential parking permit allows vehicle to park in designated residential parking places during school hours

11-16

City of Manchester
New Hampshire

In the year Two Thousand and *Ten*

AN ORDINANCE

"Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester by adding a new Residential Parking Permit Zone #8 in Section 70.55(D) (8) Residential Parking Permit Zone #8 (Central High School area) and (G) (5) special restrictions for zone eight."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

c. **A vehicle which has been issued a residential parking permit can ~~legally park anywhere~~ park in any legal parking space; it is not required to park exclusively in designated residential spaces, however it must adhere to item "a." of this section.**

d. **A Residential parking permit is required only during school hours**

Kevin A. Sheppard, P.E.
Public Works Director

Timothy J. Clougherty
Deputy Public Works Director

Commission
William F. Houghton Jr.
Robert R. Rivard
Joan S. Flurey
Henry R. Bourgeois
Raymond Hebert

RECEIVED
JUL 26 2010
CITY CLERK'S OFFICE

CITY OF MANCHESTER
Highway Department

July 26, 2010

Chairman Jim Roy
Committee on Public Safety, Health and Traffic
City Hall
One City Hall Plaza
Manchester, New Hampshire 03101

Re: Traffic Signals at Valley Street at Massabesic Street and Tarrytown Road

Dear Chairman Roy,

I wish to address the concerns that are outlined in Mr. Morse's letter that was submitted on June 25, 2010. His foremost concern is speed and the failure of motorists to come to a full stop when taking a right turn on red. These infractions can be corrected through enforcement by Police. He also cites the erection of private signage on the existing "No Turn On Red During School Hours - 7AM – 3PM - During School Hours". On July 6, 2010, we removed the private signs and installed on the top, a plaque –"Notice" and a retroreflective strip on the post to enhance the conspicuity of the sign. These additions are compliant with the 2009 MUTCD.

Mr. Morse has requested that the timed regulation restriction on Valley Street be removed. I do not feel this would be practical since it would backup vehicles along Valley Street and impact a filling station's business as well as stall vehicles entering and exiting Woodman Street.

I believe common sense should prevail and that the residents in question should be exiting right onto Massabesic Street at all times.

I will be available to answer any questions that you may have.

Very Truly Yours,

James P. Hoben
Deputy Traffic Director

cc: Kevin Sheppard, P.E. – Public Works Director

227 Maple Street • Manchester, New Hampshire 03103 • (603) 624-6444 • FAX: (603) 624-6487
E-mail: hiway@manchesternh.gov • Website: www.manchesternh.gov

Joe Morse, 683 Massabesic St, Manchester, NH 03103
Phone: 603-627-2469; Mobile 603-661-8149; joemorse@earthlink.net

June 25, 2010

Honorable Ted Gatsas
Mayor, City of Manchester
One City Hall Plaza
Manchester NH 03101

Dear Mayor Gatsas and Members of the Traffic Committee:

I wrote a similar letter to Mayor Guinta in 2006 but received no response. Therefore, I'm writing to call your and the members of the Public Safety and Traffic Committee's attention to a dangerous situation at the intersection of Valley and Massabesic Streets, and Tarrytown Road. Eastbound traffic from Valley Street is allowed to proceed on a red arrow, even when southbound traffic on Tarrytown Road has a green arrow to turn left onto Massabesic Street, going towards Mammoth Road. This, of course, creates frequent convergences often resulting in near collisions between motorists from Tarrytown Road, who clearly have the right of way, and motorists entering Massabesic Street from Valley Street many of whom even fail to come to a full stop before proceeding, without expectation of, or regard for, incoming traffic from Tarrytown Road.

Another issue concerns the blind driveways at 667 and 683 Massabesic Street which a Blind Driveway sign attempts to address with no discernible results. Traffic continues to join Massabesic Street from Valley moving well in excess of the speed limit, creating a truly dangerous situation.

To complicate matters further a private citizen has recently posted a sign reading **"Go! School's Out"** which could be interpreted that there is no need to stop at all on the red arrow.

I believe the solution to both of these concerns is simple. Motorists on Valley Street need to be required to make a full stop and not be allowed to make a right turn on red when motorists from Tarrytown Road are entering Massabesic Street on a green light. Also, this will allow residents exiting the blind driveways to do so while traffic from Tarrytown Road is entering Massabesic Street. Tarrytown Road traffic is at least visible from the driveways, and the driveways are not blind to the Tarrytown Road motorists, the full stop will prevent motorists from Valley Street from encroaching on the right of way of Tarrytown motorists.

Therefore, I am asking that the following be done:

Remove the sign that reads 'No Turn on Red, 7AM to 3PM During School Hours" and replace it with a sign that reads **"No Turn on Red Anytime."**

Remove the sign erected by the private citizen which reads "Go! School's Out"

I believe that it is only a matter of time before a severe and possibly fatal accident occurs. If the City leaves in place contradictory instructions to motorists reinforced by citizen installed signs, and leaves driveways used by eight households and guests unprotected, the City exposes itself to legal action by contributing to this unsafe situation.

Yours sincerely,

Joe Morse

Copies to the Public Safety/Traffic Committee: Ed Osborne - Chair, Patrick Long, James Roy, Russ Ouellette, and Barbara Shaw

CITY OF MANCHESTER
Economic Development Office

RECEIVED
JUL 26 2010
CITY CLERK'S OFFICE

July 26, 2010

Jim Roy, Chairman
Committee on Public Safety, Health & Traffic
Board of Mayor & Aldermen
One City Hall Plaza
Manchester, NH 03101

RE: Chili Cookoff Parking Ordinance

Dear Alderman Roy and Members of the Committee:

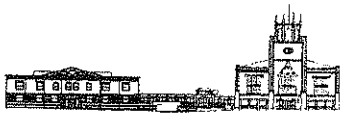
Attached is a request from Parking Manager Brandy Stanley for approval of a temporary ordinance in support of the parking plan proposed for the World's Champion Chili Cookoff in October. This proposal has been thoroughly vetted with the Chili Cookoff Logistics Committee. The plan would allow us to accommodate parking for both the Chili Cookoff and the Circus which will be having performances throughout that same weekend and to cover all associated costs. If you have any questions or need additional information, please feel free to contact Brandy Stanley or me at your convenience. Thank you for your consideration.

Sincerely,

Jay Minkarah, Director
Manchester Economic Development Office

cc: Theodore L. Gatsas, Mayor
Brandy Stanley, Parking Manager

CITY OF MANCHESTER
PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

July 21, 2010

Alderman Jim Roy, Chairman
Committee on Public Safety, Health and Traffic
1 City Hall Plaza
Manchester, NH 03101

Re: Temporary Ordinance for the 2010 Chili Cookoff – October 1st through 3rd, 2010

Dear Chairman Roy:

The Parking Division, in conjunction with the Chili Cookoff Logistics Committee, has developed a plan to manage parking over the course of the three day event. The Committee anticipates a total combined influx of Chili Cookoff and Circus attendees of approximately 50,000 people between October 1st and 3rd. With construction anticipated to begin on the new Market Basket prior to the event, the use of remote parking lots throughout the Millyard will be required.

Attached please find a temporary ordinance that, if passed, would be in effect during the event on October 1st through 3rd, 2010. The ordinance authorizes the Parking Division to charge a $5.00 daily parking fee for all off-street spaces managed by the parking division on those dates. On-Street parking is not included in this ordinance, and will be free of charge through the weekend.

In addition to charging in city-owned parking lots, the Parking Division would also enter into agreements with private property owners to operate their parking lots for a 50% split of revenues. Both Cookoff admission tickets and parking permits will be sold online in advance of the event.

There are additional approvals on the full board's agenda for the upcoming meeting on August 3rd, 2010 from the Chili Cookoff Steering Committee. It is our hope that the Traffic Committee will forward this ordinance to the full board for consideration in conjunction with the other items needing approval.

It is anticipated that the revenues generated would pay for all of the Parking Division's expenses, all police details away from Veteran's Park and the entire cost of a shuttle

service to get attendees of both the Chili Cookoff and the Circus to and from parking areas in the Millyard.

Please do not hesitate to contact me should you have any questions or require any additional information.

Sincerely,

Brandy Stanley

Brandy Stanley
Parking Manager
City of Manchester

CC: William Sanders
Jay Minkarah

City of Manchester
New Hampshire

In the year Two Thousand and *Ten*

An Ordinance

"Amending Section 70.57 Motor Vehicles and Traffic of the Code of Ordinances of the City of Manchester by adding section (G) Special Event Parking to allow the parking Division to charge $5.00 per vehicle per day for parking in public and private parking lots controlled by the Parking Division on October 1st, 2nd and 3rd, 2010."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

I. Amend the Code of Ordinances by inserting new language as bolded (**bold**). All other section of the above reference ordinance will remain unchanged.

§ 70.57 PARKING RATES

(G) Special Event Parking

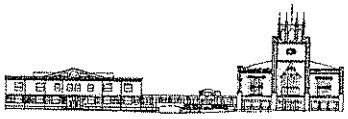
Authorizes the Parking Manager to charge five dollars ($5.00) per vehicle per day for parking on October 1st, 2nd and 3rd, 2010, in public and private parking lots controlled by the Parking Division, City of Manchester.

II. These ordinances shall take effect upon passage.

tabled 4/5/10

CITY OF MANCHESTER
PARKING DIVISION

RECEIVED
MAR 29 2010
CITY CLERK'S OFFICE



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

March 28, 2010

Alderman Jim Roy
Chairman, Committee on Public Safety & Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Canal Street Parking Lot – Request to Allow Public Parking

Dear Chairman Roy:

The Canal Street Parking lot opened for business in November 2009 in conjunction with the transit station on the corner of Canal and Granite. We were directed by this committee and the Board of Mayor and Aldermen to restrict daytime parking to users of the transit station.

At the time, it was the belief of the Parking Division, the Economic Development Office and Boston Express that the parking lot would in short order fill up with commuter parking. As is apparent from the statistics below, this has not been the case.

Month	Permits Purchased	Non-Event Weekday Meter Revenue
November	0	$39.75
December	0	$59.50
January	2	$28.50
February	1	$10.50
March	2	$47.00

We would like to request that the Committee allow us to open the parking lot to the general public. We will review the occupancy levels daily and will reinstate the restriction immediately should the parking lot begin to fill up with parkers not related to the transit center.

Please do not hesitate to contact me should you have any questions.

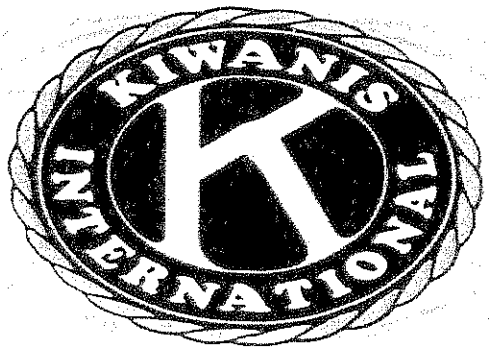
Sincerely,

Brandy Stanley

Brandy Stanley
Parking Manager

CC: William Sanders

4/5/10 Tabled Letter C
(Add Locations)



RECEIVED
MAR 2 0 2010
CITY CLERK'S OFFICE

KIWANIS CLUB OF MANCHESTER, NH

March 29, 2010

Committee on Public Safety, Health and Traffic
Board of Mayor and Aldermen
City of Manchester
One City Hall Plaza
Manchester, NH 03101

Dear Aldermen:

The Kiwanis Club of Manchester respectfully requests approval to repair, replace, and add road signs per the attached list. We would supply 30" dia. road signs and 8"x24" location signs as shown in the brochure also attached. We would reimburse the Traffic Department @$16.72 per location to cover the cost of posts and fasteners where needed. If you wish, we would also supply additional signs for stock at the Traffic Dept. in the event replacements become necessary.

As most of the referenced locations currently host signs for similar civic interests we hope you will rule favorably in this matter. Thank You.

Jack Burke 668-1026

Bruce Willey 625-5501

P.O. Box 987, Manchester, NH 03105-0987 * www.kiwanismanchesternh.org

Kiwanis Club of Manchester Road Signs- March 29, 2010.

A. Currently in place:

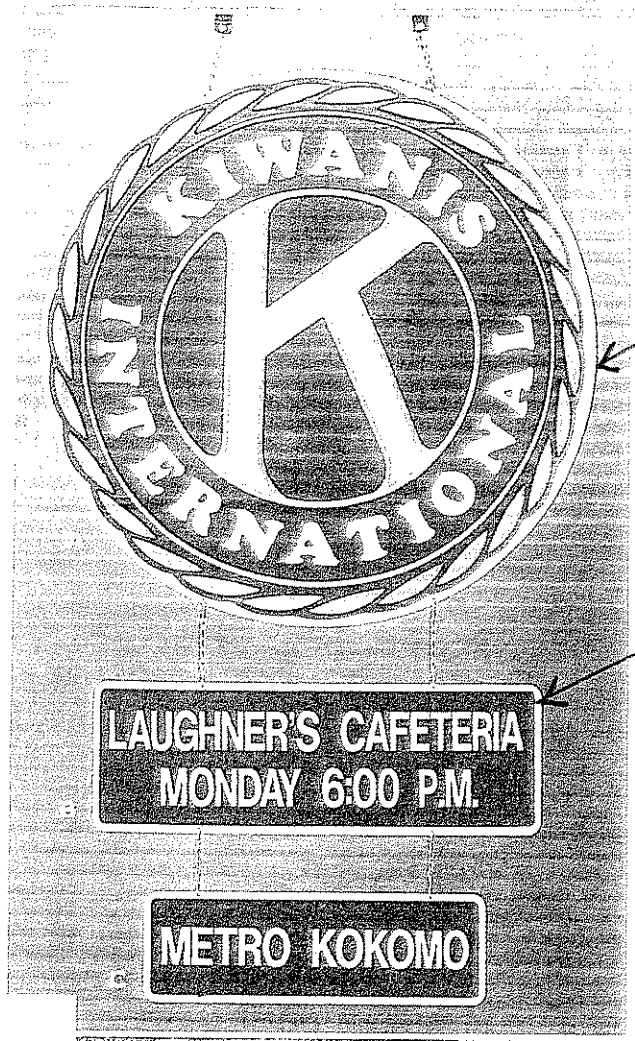
1. D.W. Highway southbound just north of Campbell St.
2. South Willow Street northbound in front of Liberty Trucks.

B. Need replacement:

1. Bridge Street westbound approaching Mammoth Road.
2. Second Street northbound approaching Queen City Ave.

C. Add locations:

1. Brown Ave. northbound between the airport and 293.
2. Hanover Street westbound, west of 93.
3. Front Street, southbound approaching 293 on-ramp.
4. Elm Street southbound, just south of Salmon Street.
5. Boynton Street eastbound between city line and So. Main Street.



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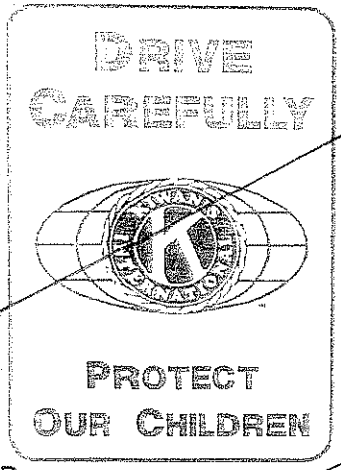

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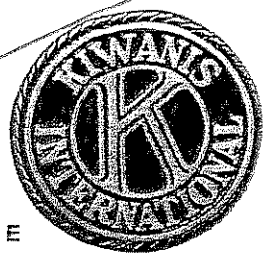

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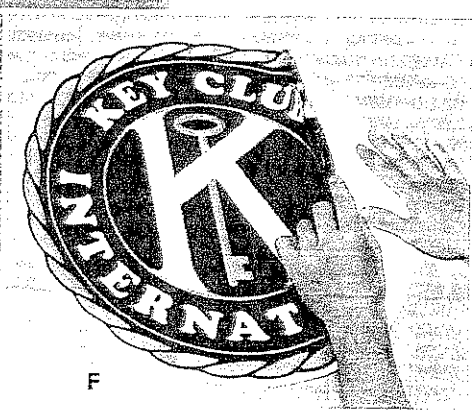


F

A. Kiwanis Road Sign

Heavy-gauge aluminum; reflective Scotchlite.® Single-faced signs are designed to mount on posts. Double-faced reflectorized road signs are designed for hanging from a bracket. (Bolts, posts, chains, and hooks not included.)

15232 30" sign, single-faced - 7.6 lbs $70.00
15233 30" sign, double-faced* $80.00
15230 18" sign, single-faced - 2.75 lbs $30.00
Double-faced signs may require additional drilling, depending on your mounting method.

B. Meeting Place And Time Plate

Scotchlite® reflective film on heavy-gauge aluminum. To be attached to the road sign post indicating the meeting place. (Bolts, posts, hooks, and chains not included.) Allows for two lines of lettering, maximum of 21 characters and spaces per line. Please MAIL, FAX or ORDER ON-LINE with exact wording. Shipped directly from manufacturer within 8-10 weeks of order receipt.

15234 8" x 24", single-faced - 2 lbs $42.00
15235 8" x 24", double-faced* $46.00
Double-faced signs may require additional drilling, depending on your mounting method.

C. City Or Town Plate

Scotchlite® reflective film on heavy-gauge aluminum. To be attached to the road sign post indicating the city or town where the club is located. (Bolts, posts, hooks, and chains not included.) Allows one line of lettering only, maximum 16 characters and spaces. Please MAIL, FAX or ORDER ON-LINE with exact wording. Shipped directly from manufacturer within 8-10 weeks of order receipt.

15236 6" x 18", single-faced - 1.5 lbs $32.00
15237 6" x 18", double-faced* $36.00
Double-faced signs may require additional drilling, depending on your mounting method.

D. Drive Carefully Safety Sign

Make your community a safer place to live. Heavy-gauge aluminum with reflective film and 2-color safety message printed on one side, 14" x 20".

15224 - 1.63 lbs $20.00

E. Cast Bronze Emblem

Emblem is threaded on back for secure mounting. Mounting screw included.

12860 5" diameter - 13.5 oz $18.00

F. Road Sign Decal

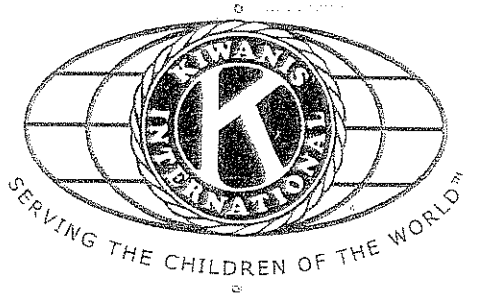
Renew your Kiwanis road signs. These self-adhesive decals are made of durable weather-resistant vinyl material in Kiwanis colors. Designed for application over existing signs.

12685 30" diameter Kiwanis decal - 6.2 oz $19.00
12690 18" diameter Kiwanis decal - 2.5 oz $11.00
21365 18" diameter Key Club decal - 2.5 oz $10.95

G. "Serving The Children Of The World" Banner

Display this big 8' wide x 2' high banner at your fund-raising and service events! Reinforced, weather-resistant vinyl has ten grommets for hanging. Silkscreened.

10321 - 1.75 lbs $32.00



G

To the Board of Mayor and Aldermen of the City of Manchester:

The Public Safety, Health and Traffic respectfully advises, after due and careful consideration, that it has approved the following:

- Additional Street Parking for Verizon Wireless Arena staff from October 10 to 20 to accommodate the upcoming circus event; and
- A Wayfinding Sign Package submitted by Planning for a pilot program;

(Unanimous vote.)

At a meeting of the Board of Mayor and Aldermen held 10/2/2007 on a motion of Ald. Osborne duly seconded by Ald. Long the report of the Committee was accepted and its recommendations (adopted) ~~(denied)~~

City Clerk

Respectfully submitted,

Clerk of Committee

IN BOARD OF MAYOR AND ALDERMEN.
OCTOBER 2, 2007.
ACCEPTED. RECEIVED. ADOPTED.

A TRUE RECORD. ATTEST.

CITY CLERK

CITY OF MANCHESTER

Planning and Community Development

Robert S. MacKenzie, AICP
Director

Planning
Community Improvement Program
Growth Management

Staff to:
Planning Board
Heritage Commision
Millyard Design Review Committee

August 30, 2007

Committee on Public Safety and Traffic
City Hall
One City Hall Plaza
Manchester, NH 03101

re: Wayfinding Sign Package

Honorable Committee Members:

Last year we reviewed with you the concept of a Wayfinding sign package for the City. You requested some additional information and a final design for the sign package. We have completed the design of the program and have attached the following items:

1) The design of the standard sign;
2) A current photograph of the Salmon and Elm Street intersection along with a Photoshop rendition of how the intersection would look with new signage;
3) A detailed map of the North Downtown showing the location of all proposed signs and the destinations listed for each sign; and
4) A general policy for the Wayfinding System (the Committee reviewed and concurred with this policy last year).

Comprehensive and consistent signage throughout the City will make it easier for visitor's and newcomers to find key points within the City, reduce the current clutter of signs and will provide a positive image of Manchester.

If you concur with the attached items, the staff is prepared to go out to bid for the Pilot Area in conjunction with the Highway Department and Traffic Division. It is expected that the Pilot Area will include much of the North Downtown signage as shown on the map, depending upon the prices from the bid process.

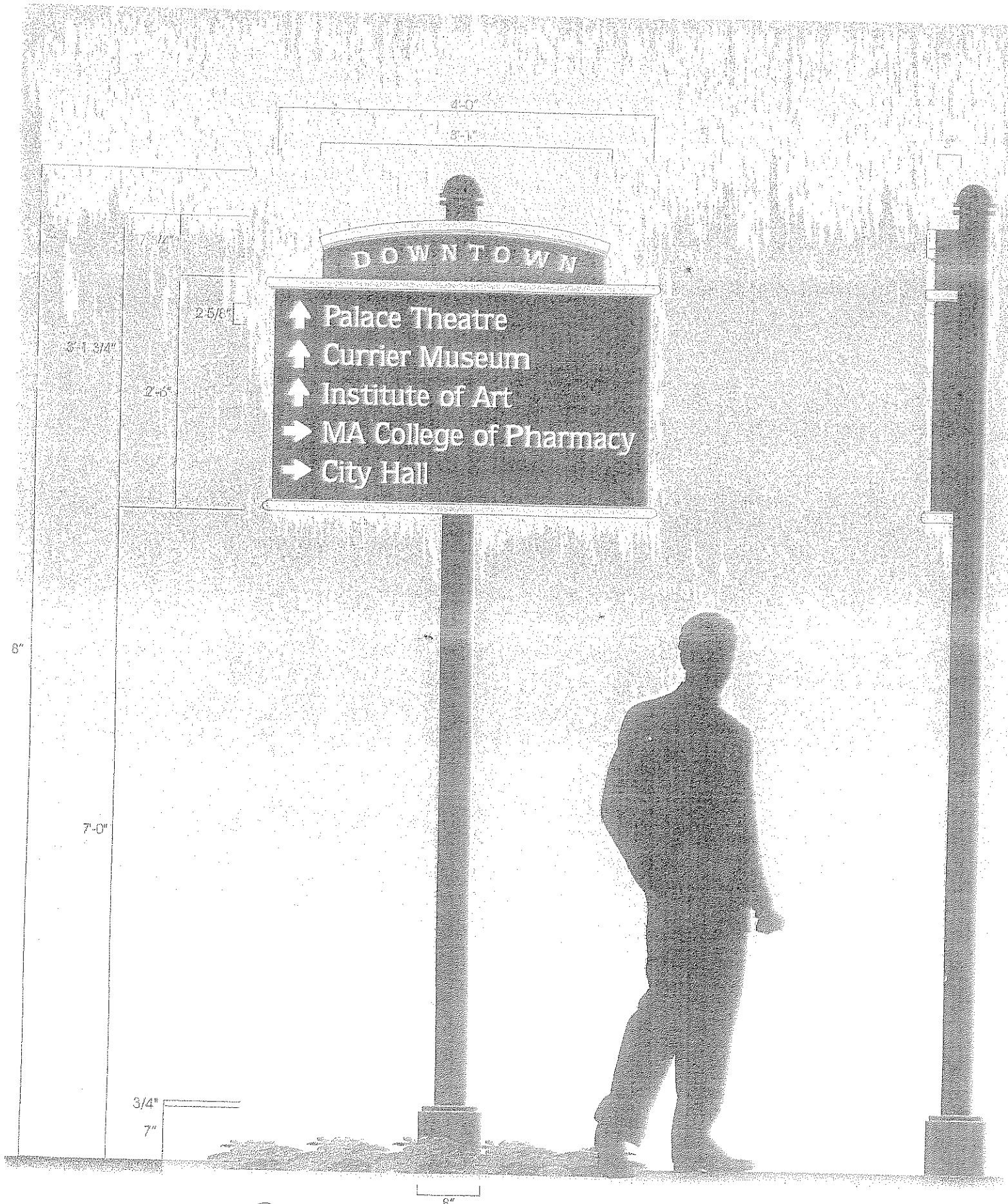
Our staff will be available to review this matter with you at your next meeting.

Sincerely,

Robert S. MacKenzie, AICP
Director of Planning and Community Development

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 Fax: (603) 624-6529
E-mail: planning@ManchesterNH.gov
www.ManchesterNH.gov

15-5

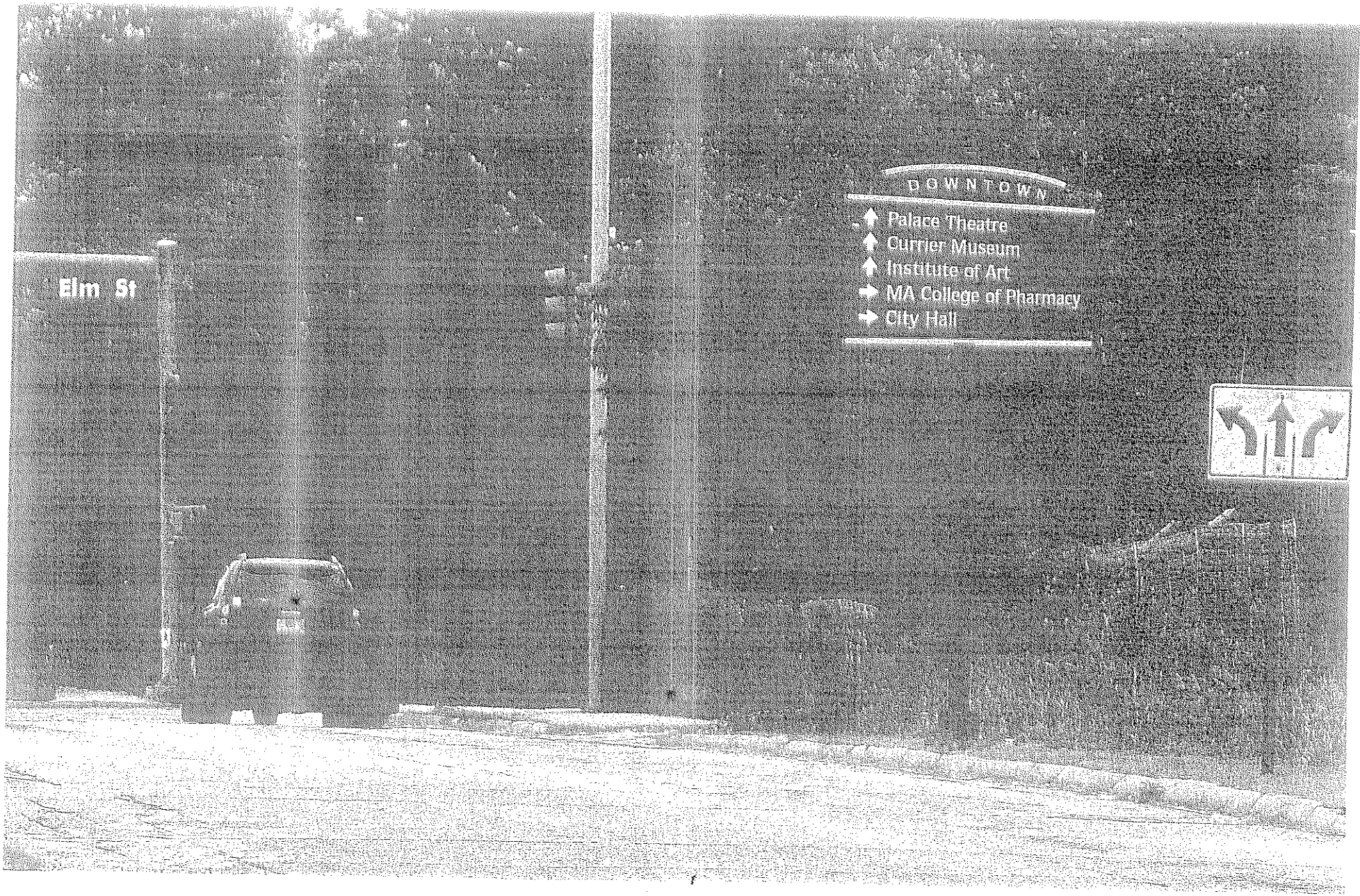


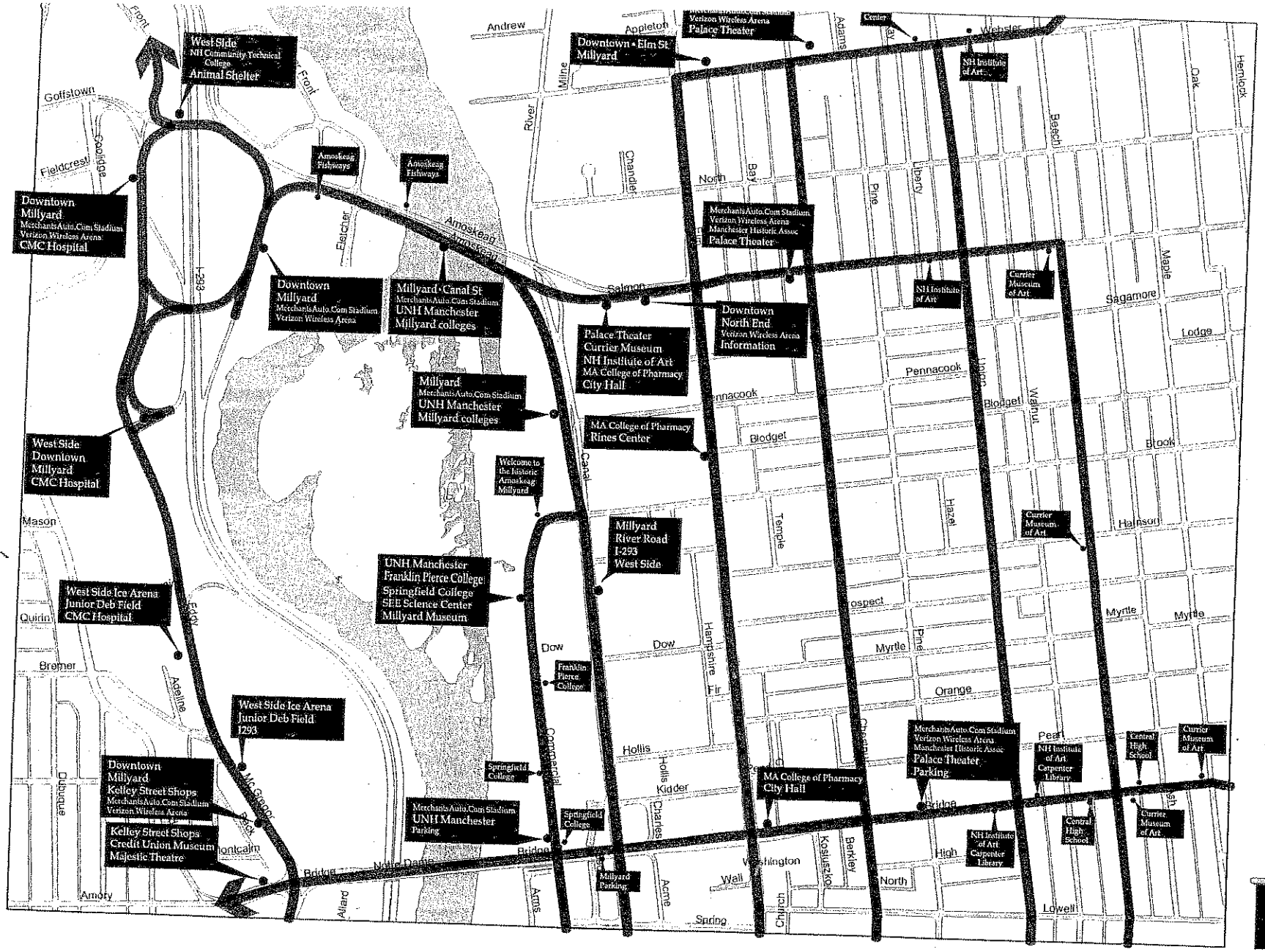
A LAYOUT - FRONT
SCALE: 3/4" = 1'-0"

B LAYOUT - SIDE
SCALE: 3/4" = 1'-0"

15-6

ONLY
CHRISTIAN SCIENCE CHURCH
SOUTHERN UNIVERSITY
VET CENTER
TEXAS
1 STOP


Elm St
DOWNTOWN
Palace Theatre
Currier Museum
Institute of Art
MA College of Pharmacy
City Hall



Signage Layout
Downtown North

Planning & Community Development
September 2007

MANCHESTER
Wayfinding

Wayfinding System

City of Manchester, New Hampshire
May, 2006

As Manchester grows towards becoming a world class small City with new businesses and institutions, there is a risk that a proliferation of signs will destroy part of that appeal, as well as creating a distraction for road users. Therefore, the purpose of the Manchester Citywide Wayfinding signage program is to help visitors from outside of the local area to find facilities easily and safely.

Guiding Principals

- The system is intended for visitors and new residents.
- The system is not meant for advertising.
- First impression and perception play an active role in determining the best route.
- The best route may not be the shortest or quickest.
- Terminology must be kept short and easily understood by a visitor
- Departure routes must be equally as important as arrival routes.

Goals

- Create a consistent wayfinding and identify system across a range of sign and publication mediums.
- Create a wayfinding program that focuses on directing visitors to major parking garages and destinations.
- Improve wayfinding and visitor information on events in the city.
- Establish wayfinding links to pedestrian paths in the city.
- Reduce the amount of visual clutter and proliferation of signs that can be distracting and make it difficult to find locations.
- Provide a positive image of the City.
- Establish ongoing administration and maintenance of the system.

Process

The wayfinding system will be administered by the Traffic Department with consultation of the Planning & Community Development Department and the Public Safety and Traffic Committee, as may be required. The Department shall be responsible for the location and maintenance of the sign systems and for the determination of what destinations will be identified in the wayfinding signage. Selection of destinations will be based upon the Criteria identified below. The Department shall annually review destinations to determine if certain locations will be deleted or added based upon the same Criteria.

The Department shall be responsible for determining the maximum number of destinations located on a particular sign or at a particular intersection. Excessive destinations can become confusing and

counteract the goal of the system. The Department shall also be responsible for determining the most appropriate pathway or pathways for each destination. Directional signs not consistent with the Wayfinding System will be removed by the Department.

Sign Types

Citywide Destination Wayfinding Signage

- The focus of this system is encouraging visitors to park their cars – then find their destinations
- District gateway signs for entrance to the city and major business areas and cultural districts and neighborhoods.
- Direct directional signs that include information leading to parking garages and lots.
- Destination directional signs that direct visitors to cultural attractions, major government buildings, shopping districts and neighborhoods.
- Trailblazer directional signs.
- Arrival signs marking the entrance to parking facilities and major cultural institutions.
- Consistent, simple, city map for handout in parking facilities, kiosks and attractions.

Pedestrian Signage

- Pedestrian wayfinding map and signs.
- Pedestrian/bicycle trail signs.

Neighborhood Signage

- We must allow each neighborhood to show their own unique characteristics while creating a coherent streetscape for the whole city. Components include:
- Standards and initiative for unique neighborhood gateways. (future)
- Standards for neighborhood banners (future)
- Street sign program with neighborhood identity

Eligibility Criteria for Types of Destinations

The following criteria limit the number of destinations which can be in the Wayfinding System. The Traffic Departments annual review will follow these criteria. The System is not intended for commercial advertising or the location of businesses.

Allowable Destinations

- Airport: A commercial or public general aviation airport approved by the Federal Aviation Administration

- Arena: A stadium, sports complexes, auditorium or civic center. The hour requirements no not apply to this category.

- Courthouse and Municipal building: A building housing the primary offices or for the convening of official legal activities for the city, county, state or federal government.

- College or university: An educational institutions that grants higher degrees and is fully accredited by the *New Hampshire Postsecondary Education Commission*

- Commercial concentration: A commercial district or commercial corridor containing more than 20 individual stores.

- Convention Center, Theaters, Arts Centers and Performing Arts centers: A facility for the performing arts, exhibits, conventions or concerts.

- District: A relatively large urban area with defined boundaries that share a common physical, ethnic, cultural or political character.

- Golf Course: A golf course open to the public that is at least 18 holes (non-par 3) and follows United States Golf Association regulations. The golf course must have an on-site Clubhouse.

- Hospital: An institution providing primary health services and medical or surgical care to person suffering from illness, disease, injury, etc. Must be open for emergency care 24 hours a day.

- Library: A building where books, manuscripts, historical documents, and other information are stored for public access.

- Museum, gallery: A Facility in which works of artistic, historical, or scientific value are cared for and exhibited to the public.

- Parking facilities: A structure or lot which provides a minimal of 50 spaces for parking.

- Railroad/Bus Stations: A passenger terminal utilized for discharging and picking up passengers and ticketing.

- Recreation Area, Forest or Wildlife Refuge: An area designated under federal, state or local jurisdiction made available to the public.

- Snow Ski Area: A facility with those recreational amenities normally present at snow ski facility (mechanical lifts, down hill skiing, tubing, snowboarding, etc). This is considered a seasonal attraction. Months of operational do not apply to this category.

- Visitor Information Center: A facility where the primary purpose of its operation is to provide information and tourist supportive services.

Signs will not normally be provided for the following:

1. Residential property
2. Individual commercial business
3. Social and sports clubs
4. Hotels/Bed and Breakfasts
5. Religious Institutions

Visitation Requirements

For an attraction to be eligible for inclusion in the signing system, it must have a minimum annual visitation of 1,500. Pedestrian signs may have a lower criteria threshold.

General Eligibility Requirements

The following general criteria must be met by all attractions in order to be eligible for inclusion in the Wayfinding Signing System.

General: The attraction shall be open to all persons regardless of race, color, religion, ancestry, national origin, sex, age or handicap: comply with all federal, State and local regulations and statutes for public accommodations concerning health, sanitation and safety.

Admission Charge: If a general admission is charged, it shall be collected upon the entry and other charges shall be clearly displayed, at the place of entry as to be readily visible.

Minimum Annual Attendance: The establishment must be used by and attract a particularly large number of visitors who are unfamiliar with the area. The annual attendance requirement is 1,500. More than 50% of the total annual attendance must be from actual tourist traffic.

Road System: The location of the attraction shall not require motorists to perform any illegal movements or U-turns and the roads shall be capable of handling the anticipated traffic column and types of traffic. Motorists shall be able to readily return to the street or highway and proceed in the original directional of travel after visiting the attraction. This may result in the attraction being required to install signing to guide the motorist to their original directional of travel.

Hours of Operation: Attractions other than arenas, schools, colleges/universities, performing arts centers shall maintain regular hours and schedules and be open to the public for a minimum of 104 days a year. Attractions shall maintain regular hours and schedules and be open to the public without any prior booking at least two days each week, six hours per day, and a minimum of eight months of the year.

Destination Publicity: The establishment must show evidence of promotion to the tourist market, e.g. a publicity leaflet or advertising.

Other Signs: The Attraction shall have no illegal advertising sign along any of the roadways. In addition, no other type of previously approved destination signing will remain, within the right-of-way including previously approved signs. Attractions with sign violations of City, State and or Federal laws or regulations will not be authorized to participate in the Signing System.

On-premise Sign: The attraction shall have an on-premise sign that is readily visible.

Seasonality: Signs for seasonal attractions such as farmers markets or summer concert series may be displayed when warranted. A minimum of 3 consecutive months with an attraction each week must exist. Such signing shall state the days of operation for the seasonal attractions and the signs will only be erected during the time period of the seasonal attraction.

Sign Design: Wayfinding signs will be fabricated by the Traffic Department. The designs of the signs will be at the discretion of the Traffic Department following the principles of the MUTCD and

the Standard Highway Signs book. Generic or international symbol for the category of the attraction may be considered for the incorporation on the signs. In certain instances, it may be appropriate to include a standard logo of a destination such as the Manchester Airport.

Sign Installation: Signs will be installed by the Traffic Department. The installation location of the signs will be at the discretion of the Traffic Department following the principles of the IMUTCD.

Sign Maintenance: Signs will be installed and maintained by the Traffic Department.

Sign Placement: Signs for eligible attractions may be authorized to provide direction for motorists from the nearest major state highway(s) to the attraction. Signs will be placed on the most direct route to the attraction to best serve the motoring public.

Signage Location

Selection of Destinations and Zones to be shown at each decision point or intersection shall be the decision of the Traffic Department. Generally speaking signs for vehicular traffic must be limited to five or at most six locations while pedestrian signs can have up twice that amount. Factors to be considered in selection include:

1. Density of destinations in a particular Zone.
2. Best pathway to a particular Zone or Destination.
3. Relative size of and distance to various destinations.

To demonstrate how these factors work, we can look at two different intersections. The off-ramp from I293 to Granite Street will be a major gateway into the City. This location has a very high density of destinations within close proximity. Since it is not possible to place all of the destinations at this sign location, the signage will focus on Zones and generic categories. The six items shown might therefore include: Westside, Downtown, Millyard, Colleges, Arena and Baseball Stadium. Of these, the first three are Zones, the fourth (Colleges) is a generic category and only two are specific destinations. These two make it to the list because they are very large attractions and they are very close to the gateway.

The intersection of Mammoth Road and Bridge Street is another major gateway into the City from I-93. By comparison, however, it has a lower density of destinations in the immediate zone. Therefore, more specific destinations (at a greater distance away) can be included. Therefore, the six at this location might be: Downtown, McIntyre Ski Area, Veterans Hospital, Derryfield Park, the Currier and the Elliot Hospital.