

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

September 8, 2010

5:00 PM

Chairman Roy called the meeting to order.

The Clerk called the roll.

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

Messrs: B. Ling, J. Hoben, T. Arnold

Chairman Roy addressed item 3 of the agenda:

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

RESCIND NO PARKING ANYTIME:

On Lincoln Street, east side, from Amherst Street to a point 120 feet north
(Ord. 3233)

Alderman Roy

NO PARKING ANYTIME:

On Beech Street, west side, from a point 100 feet north of Myrtle Street to a point
40 feet north

Alderman Ludwig

On Hanover Street, south side, from a point 308 feet east of Mammoth Road to a
point 27 feet east

Laurel Street, north side, from Hall Street to Wilson Street

Alderman Osborne

NO PARKING ANYTIME – (EMERGENCY ORDINANCE):

On Central Street, south side, from Cass Street to Kenney Street

Alderman Osborne

HANDICAP PARKING ONLY – (EMERGENCY ORDINANCE):

On Dearborn Street, west side, from a point 117 feet south of Summer Street to a
point 25 feet south

Alderman Osborne

ONE WAY STREET – (EMERGENCY ORDINANCE):

Monadnock Lane, from Union Street to Pine Street – Westbound
Alderman Long

STOP SIGNS – 4 WAY:

On North Adams Street at Appleton Street – SEC, NWC
***Review attached
Alderman Craig

RESCIND METERS – 2 HOURS:

Manchester Street, north side, from Elm Street to Chestnut Street
Alderman Long
ORD 9579

METERS – 2 HOURS (EMERGENCY ORDINANCE):

Manchester Street, north side, from Elm Street to a point 567 feet easterly
Alderman Long

RESCIND METERS – 2 HOURS:

Manchester Street, south side, from a point 50 feet east of Elm Street to Chestnut
Street
Alderman Long
ORD 9580

METERS – 2 HOURS (EMERGENCY ORDINANCE):

Manchester Street, south side, from a point 143 feet east of Elm Street to a point
424 feet easterly
Alderman Long

RESCIND NO PARKING:

Manchester Street, south side, from a point 50 feet east of Elm Street to a point 55
feet east of Nutfield Lane
Alderman Long
ORD 3289

NO PARKING (EMERGENCY ORDINANCE):

Manchester Street, south side, from Elm Street to a point 68 feet easterly
Alderman Long

RESCIND NO PARKING LOADING ZONE:

Manchester Street, south side, from a point 20 feet east of Elm Street to a point 30
feet east
Alderman Long
ORD 6484

**NO PARKING LOADING ZONE MONDAY – FRIDAY 8:00 AM – 5:00 PM
(EMERGENCY ORDINANCE):**

Manchester Street, south side, from a point 68 feet east of Elm Street to a point 39 feet easterly
Alderman Long
ORD 6484

IN-STREET SCHOOL PEDESTRIAN CROSSING SIGN PLACEMENT:

Union Street and Merrimack Street - St. Casimir School
Agreement attached
Alderman Long

**RESCIND NO PARKING DURING SCHOOL HOURS – EMERGENCY
ORDINANCE:**

On Briar Ave., south side, from Michigan Ave. to Briar Ave. (Ord. 8516)
Alderman Corriveau

**NO PARKING 7 AM – 3 PM ON SCHOOL DAYS – EMERGENCY
ORDINANCE:**

On Briar Ave., north side, from Beaver Street to Michigan Ave.
On Beaver Street, east side, from Sanford Street to Olive Street
Alderman Roy
On Briar Ave., south side, from a point 168 feet east of Michigan Ave. to Beaver Street
Alderman Corriveau

NO PARKING ANYTIME – EMERGENCY ORDINANCE:

On Briar Ave., south side, from Michigan Ave. to a point 48 feet east
On Briar Ave., south side, from point 114 feet east of Michigan Ave. to a point 54 feet east
Alderman Corriveau

**NO PARKING-PICK-UP AND DROP-OFF ONLY – 7 AM -3 PM –
SCHOOL DAYS- EMERGENCY ORDINANCE:**

On Briar Ave., south side, from a point 48 feet east of Michigan Ave. to a point 66 feet east
Alderman Corriveau

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

Chairman Roy stated I would like to address one of the items separately, if I may. I would like to discuss the four way stop separately, the one at North Adams and Appleton Streets. Alderman Craig is here. We have the study in front of us. Alderman Craig, would you like to address this?

Alderman Craig stated I would, thank you. This intersection is located in a residential neighborhood, very quiet, with homes that date back about 100 years. The homes are situated very close to the road and the neighborhood has turned over the last few years so there are many children within a two block span. I understand that the report that is enclosed doesn't meet the minimum threshold criteria; however, as a Ward Alderman, I can tell you without doubt there is significant speeding within this two block area and I just wanted to go over what I have observed. Cars that are on Webster Street that wish to go north will typically take North Adams Street as a cut through because there is usually a ton of traffic on Webster Street at the lights on Elm Street and Union Street. What they get by going on North Adams Street is the ability to zoom two blocks because there is not a stop sign currently. On the other roads there are stop signs or there are places where there is congestion. On North Adams Street they have a straight through and they can get right to the north end. In addition, there are two four way stop signs just one block up, Chestnut Street and Clark Street and North Adams Street and Clark Street. Sometimes drivers at the North Adams Street and Appleton Street intersection will actually pause because they think that there is already a stop sign and what this causes is confusion at this intersection because they pause and then they go and the driver going the other direction isn't quite sure what they are going to be doing. We did try putting up drive slow children signs and they really haven't helped. Lastly, one of the benefits of living in that area, the lower north end, is that it is very walkable. They can walk to the fruit stand, Webster School and Livingston Park. With the traffic issues as they are in that two block span I truly believe that the speeding is putting lives at risk, especially those of children who aren't aware of what's going on all the time. For these reasons I'm respectfully requesting that you will approve the four way stop sign at North Adams and Appleton Streets.

Chairman Roy stated after looking at the report, you guys all know my spiel anyways, it doesn't meet any of the criteria for the uniform traffic code and the average speed there is 20 miles per hour, not to mention that the volume is very low. After having driven around there a couple of times, the Alderman is right that every other intersection on North Adams Street, all the way from Lexington Street to Webster Street has a stop sign and that is why the speeds are low. You really don't have an opportunity to speed up. Appleton Street, if you start at Union Street, Ray Street has nothing, but then there is a stop sign at North Adams Street, the intersection we are talking about and at Chestnut Street and Elm Street where it stops. I won't support this, but what is your pleasure?

Alderman Ouellette moved to approve the four way stop sign at Appleton Street. The motion was duly seconded by Alderman Long.

Chairman Roy called for a vote on the motion. The motion passed with Alderman Roy voting in opposition.

Chairman Roy addressed item 4 of the agenda:

4. Communication from Mitch Sawaya, Strange Brew Tavern President, requesting a one hour extension on the currently approved street closure time of 10:00 pm of West Franklin Back Street and extend the program to additional nights of the week.

(Note: The Committee approved a pilot program in April 2009 with the Committee to revisit the program in October of 2009.)

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

Alderman Long stated I spoke with Mitch this afternoon. I received a couple of complaints, but it wasn't due to the patio. It was motorcycle noise and a couple of yahoos at the end of the night. I explained to the constituents that when you live across from a bar that is going to happen. The two that complained did not have an issue with the patio. It has been brought to my attention that if it escalates into a problem with the residents in the neighborhood we can always retract it.

On motion of Alderman Long, duly seconded by Alderman Ouellette, it was voted to approve the one hour extension, Monday through Thursday.

Chairman Roy addressed item 5 of the agenda:

5. Communication from Nicole Vailas, Manchester Monarchs, requesting permission to paint the Monarch's logo on the pavement at 555 Elm Street in front of the Verizon Wireless Arena as well as other locations.

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

Alderman Osborne asked where are the other places that they plan on putting this besides in front of the Verizon?

Chairman Roy asked is there anybody here from the Verizon? That was my question as well, Alderman Osborne. I think the other members may have had that question as well.

Alderman Ouellette asked do we know when they wanted to get these painted by?

Chairman Roy replied I think they gave us a date. October 1st is when they wanted to put the signs up.

Alderman Ouellette stated we need more information, Mr. Chairman. Either we need to have another meeting after we get the information or a phone poll, but I'm not real thrilled about the phone poll idea. We may have to have another short meeting.

Chairman Roy stated another approach that we could take, and I'm just offering this up for discussion, is that we could approve the one in front of the Verizon if we want to and then they would have to come forward with the other location before we approved those.

Alderman Ouellette stated I would rather have somebody from the Monarchs, preferably Nicole, in here because I also have questions about signs, the next item as well. I've had complaints that the signs went up that we approved last year, but they were also up in other areas that we didn't approve. I would like to have her here to answer those questions.

Chairman Roy stated our next meeting would probably be on the 4th of October.

Alderman Ouellette stated that is going to be too late, that's the dilemma. If they want to get these things on the pavement by the first of October...

Alderman Osborne stated I guess the thing would be to approve the one in front of the Verizon at least. I know the Aldermen had more questions on that particular one.

Alderman Ouellette stated I have no question about the one they want to put in front of the Verizon.

Alderman Osborne stated this is a time sensitive thing here. At least we should do that one, but not the others because we don't know where they are going. It could be in front of City Hall or anywhere.

Alderman Long stated the painting of the logos would take place on October 1st and there appears to be an event. I would like to know the details of the event and if they have street closures. If we authorize 555 Elm Street to have an event, they understand that police detail must be coordinated, correct?

Chairman Roy stated the City Clerk might have some additional information for us.

City Clerk Matt Normand stated I know they are looking to do this in conjunction with their opening night on the 16th. It is to raise awareness of opening night.

Alderman Ouellette stated my suggestion would be to table this and meet again on the 27th for a special meeting of the Traffic Committee. I know it is another meeting, but that would be my suggestion. I don't know what the pleasure of the Committee is. Could we notify them also?

City Clerk Normand replied they were notified of this meeting tonight and that this item would be on the agenda. I have an email, but I'm not sure why they aren't here, but they were notified.

Chairman Roy stated if you can explain to them that they need to be here on the 27th and if you can set up a meeting for that date. If they are not here, then it probably won't happen.

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

Chairman Roy addressed item 6 of the agenda:

6. Communication from Nicole Vailas, Manchester Monarchs, requesting permission to place yard signs at area businesses, major roads and rotaries throughout the city from October 1, 2010 through October 17, 2010.

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

Chairman Roy addressed item 7 of the agenda:

7. Communication from Bo Ling, President & CEO of Migma Systems, Inc., requesting permission to install a pedestrian detector system at the Foundry Street and McGregor Street intersection.

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

Chairman Roy asked Dr. Ling, could you come up and explain this to us and give us a short version of it?

Mr. Bo Ling, President & CEO of Migma Systems, stated we have a project supported by the Federal Highway Administration. We have a system in North Andover, Massachusetts. The system was installed last August and it has been used by students for the past year. The Federal Highway Administration wants to know if the performance is truly good or not because so far there is really no reliable pedestrian detector on the market at all. For this project, we are planning a system in California, which is in San Francisco; the City of Portland, Maine; the Boston area of Cambridge, Somerville and South Hadley; and also in Tucson, Arizona. I would like to make a request to install a system in Manchester, New Hampshire as well, so in that case we have five states that are participating in the large scale test. The test will last about 18 months and the key component is that we are going to use something called APS push button. APS push button is really for the visually impaired because they cannot see the push button clearly. The push button right now is generally locked in every second, even though there is no one nearby. A lot of neighbors nearby complain because the tone is too loud. At night and in the summer you can hear it from far away. We have a solution for that and the system we install can help visually impaired people when they walk to the intersection because they don't need to push the button anymore because they have trouble seeing or finding the locator anyway. If the system being installed can detect them then it will push the button automatically so blind people would not need to push the button anymore and it will be really helpful for them. Do you have questions?

Alderman Ouellette stated since this is in my ward, I was on vacation last week so I didn't get my agenda until last night. I'm wondering why no one notified me or gave me a head's up that this was something that we wanted to do. Jim, are you the one taking the lead on this for City staff?

Mr. James Hoben, Deputy Traffic Director, replied we had several discussions with Kevin and Bo Ling and we may have forgotten to inform you.

Alderman Ouellette stated the City Clerk received this and this letter is dated August 10th so there was ample time to at least fill me in on what was going on with this so if constituents called me with questions I would be prepared to answer them. I'm disappointed that this is the first that I am hearing of this pilot program. I'm not against it, but there is information that I would like ahead of time before I sit down at the meeting and I wish it would get to me in a timely manner.

Alderman Osborne stated Jim, you probably know more about this than we do right now I'm sure.

Mr. Hoben stated basically he is doing a test for the Federal Highway Administration. He has a grant and is doing it in five states including Tucson, Arizona; Portland, Maine; and Boston, Cambridge, and South Hadley, Massachusetts.

Alderman Osborne asked is this run by a sensor? Is that what you are saying? There is no more button?

Mr. Hoben replied it is a camera detector.

Alderman Osborne asked what advantage does this system have over pushing the button? I know this area is good because they don't cross the street there anyway. They are pretty good about that intersection. I know because I go there quite a bit myself, with the button, and I don't see too many people putting their foot out on McGregor Street too often. I think it works the way it is now. What help would this give us on Elm Street for instance? I say take every one of those things out of there because nobody uses them, no one pays attention to them and all they do is sit there running off electricity. That is all they do. What advantage does this have or would this have any advantage over what we have now?

Mr. Hoben replied the Federal Highway Administration is trying to address the visually impaired with the use of these new technologies so that they get detected as they walk up or come up in a wheelchair. They won't have to reach and search to find the push button. This is new technology the Federal Highway Administration has granted a company like Bo Ling's so they can test this new equipment and keep the technology going.

Alderman Osborne stated this would be okay for the good guys who pay attention and do it, but 80% of the people out there probably don't pay attention to that either way. That's all I'm trying to find out if it is going to work better for us here.

Mr. Hoben stated it is going to improve the operation for the visually impaired.

Alderman Osborne stated like I say, it is good for those types of people, but I'm talking about what we see here on Elm Street. Would it make them stop and wait or not? I don't think it would, but whatever.

Mr. Ling stated I think that based on the study, most people push the button and just wait until there is no car coming and then go across. With this system, even though they don't push a button, they are detected. Down the road, the real application for this...right now, when you push a button and you see the cars are

not coming, you just cross. With the system installed, in the future, if you push the button and it doesn't see anyone in the crosswalk it will cut the time short so in that case, it will improve the traffic flow. That will be a very good advantage and also for the slow walking people like senior citizens or wheelchair people who need more time to cross, the system can extend the walking time for them.

Alderman Osborne stated I understand that this is going to be a pilot program.

Mr. Ling stated right now it is a product and our product is the best in the country. The Federal Highway Administration wants to know if the performance is that good because many people have said that we have only tried it in a few places so we needed to try different states. If it is good, the Federal Highway Administration is going to officially endorse it.

Alderman Osborne asked it is nice over there at CMC, I have nothing against the west side or anything, but I think this would be nice to put at one intersection on Elm Street and to watch what happens to people as compared to the other intersections. Pay attention to this particular type of thing rather than what is out there now...I think that is a good idea too.

Mr. Ling stated that is part of our plan for this system. We are going to have two study groups of blind people and they are going to evaluate the system before and after for the commission. For the system right now, if we install in Manchester, the first six months no one is going to see any difference at all. Then we are going to review the performance with Jim and Kevin and if the performance is good, at the end of six months, we will go to the commission and compare its performance.

Alderman Osborne stated I think a good intersection would be Bridge and Elm Streets. That is a nice wide area.

Alderman Long asked the obstacle sensor...this is not an actual picture of a person, just a motion detector. Correct? This camera is not an actual picture identifying a person?

Mr. Ling replied it is different from a traditional camera. Those are mono cameras and we have a stereo so it has two lenses. The two lenses can extract the depth because it is 3D. The human body has a 3D feature and a car does not; it is flat. That is how we detect a human body.

Alderman Long stated when I approach this intersection, you can't say that that is Patrick Long.

Mr. Ling stated it doesn't recognize anybody.

Alderman Long asked does this work with the timing of the lights?

Mr. Ling replied it has an LED. When it is dark, the area will be on so you can see about 80 feet away in total darkness. When it is daytime, the LED is off, just like a regular camera. In the total darkness you will still be able to see.

Alderman Long stated so even when it is dark out it will capture this 3D image. With respect to the traffic light, does it synchronize with the traffic light? If there are four people in three minutes or ten people in three minutes that are walking across, will it continue to cross people and the light will be red for traffic or does it somehow synchronize that traffic needs to go because it has been a couple of minutes?

Mr. Ling replied right, good question. There will be a detection signal sent to the traffic controller. The traffic controller will do the rest. It has two programs that you can control the way you want. We don't do anything to the controller.

Alderman Long asked if there is someone constantly there, will there be a time when the light will go green?

Mr. Ling replied not for this test. In the future, yes. I talked to the boss at Mass Highway and the boss said that if you let them go, it will go on forever. At some point you have to cut it off.

Alderman Long asked so these will have a cut off?

Mr. Ling replied it will, otherwise it would be non-stop.

Mr. Hoben stated it will use the same timing that is there now.

Alderman Long stated you mentioned something about the noise, the beep when the walk sign is on. This doesn't have it you said?

Mr. Ling replied because of the Americans with Disabilities Act, right now visually impaired people can sue the state if you don't put the APS push button there because they say that they have a right to walk. The only way for them to know where the push button is is by the locator. By definition, the person has to be able to hear it within 12 feet. It is very difficult because the volume could be too loud and people living nearby complain because in the residential areas they hear it constantly, every second, even if there are no blind people nearby. However, if there is one blind person you have to install it. In South Hadley, the midblock is used by one blind person every day. Typically, if you don't do it, they

can sue you. MUTCD has made the recommendation that down the road, very soon, you must have APS push buttons at the intersections.

Alderman Long stated I look forward to products like this. There is a visually impaired person in my ward who I walk with and he listens for the cars. There are some walk signs that we have that we have to change to add a noise detector on it because when he gets to the crosswalk, he listens for cars idling and if they are idling he will start walking, but he doesn't know if the walk has shut off. There have been a few times where he has been bumped. I look forward to this. From what I understand, this is all expense paid. Manchester will be installing this and the labor will be reimbursed.

Mr. Ling stated yes, it is. We would plan to pay for your electrician and I believe that Jim has a contractor.

Mr. Hoben stated we were planning to get a contractor to do it.

Mr. Ling stated we are going to provide all the equipment and cables. We can't do the installation because we don't have licenses.

Chairman Roy stated while we are on that question, I saw the on site installation and you are going to pay for the contractor in this case and the ongoing maintenance, but what I don't see here is if at the end of 18 months, let's say that it didn't perform as well as expected and we want to take the equipment out. It doesn't say who is going to pay for that and apparently the City of Manchester would have to pay for that.

Mr. Ling stated the deal is that if you like it you can keep it and if you don't you take it down and keep it. It will be yours, your property.

Chairman Roy stated but we would have to take it down at our expense and I was wondering if we had to take it down, if you would reimburse us for taking it down.

Mr. Ling stated yes, sure.

Chairman Roy stated so if we could have that changed before it gets to the full Board.

Mr. Hoben stated I'll have him revise his proposal to include that.

Alderman Osborne asked why was this particular location chosen? Is it because of the handicapped coming in and out of the hospital?

Mr. Hoben replied after the discussions with Kevin...and that intersection has the highest number of pedestrians in the City.

Alderman Osborne asked who knows? Kevin knows?

Mr. Hoben replied no, we had several discussions with Kevin and my experience is that that intersection has the highest volume of pedestrian activity in the City.

Alderman Osborne asked highest volume of traffic? That is because of the hospital like I said.

Mr. Hoben stated we can't keep pedestrian push buttons operating there for over a year. They wear out.

Alderman Osborne stated yes, because of the hospital. That's what I thought, I just wanted to check.

Alderman DeVries stated if the Committee has no other questions, I do have a couple. I notice that the original pilot was done in Andover, Massachusetts at Phillips Exeter. You have experience with winter weather. What happens with the cameras and what happens in a snow storm?

Mr. Ling replied it is not a problem. Our camera can work from negative 30 degrees Celsius to plus 70 degrees Celsius, something like 170 degrees Fahrenheit. The snow or rain is not a problem. It is not a problem at all. The camera size is very interesting. The students use it every day, day and night, and the head of the school is housed nearby. He walks through that intersection every day and if something is not working he will call the safety people and the safety people will call the electrician and the electrician will call us. We will know right away. They are very happy with the system.

Alderman DeVries stated I have a couple of other questions if I can, Mr. Chairman. There won't be any kind of a manual override? You will disable the existing push buttons at the intersection, correct?

Mr. Ling replied not entirely because if someone still wants to push, the push button is still there.

Alderman DeVries asked if the system were to malfunction, are you coming out to assess a repair at your expense? Obviously it is a high use area. We can't sit and wait for a technician to travel to fix something so we could incur some costs if we have to repair it. Are you reimbursing us for the cost of that repair of your system? How is this going to work?

Mr. Ling replied we do prepare to provide lifetime support. If the camera is not working we will give you a new camera. We do not anticipate labor down the road. The most expensive part is the underground wiring. Once we fix that, it turns the camera for 15 minutes and it really isn't a big deal.

Alderman DeVries stated where you have to interface with the existing traffic controller, which I think would have been updated with the CMC addition with the parking garage and everything that was done there, if there is any damage done there to the traffic controller because that is the expensive computer, is that something that the liability is yours at the time of hook up if you damage our traffic controller?

Mr. Ling replied we really don't touch the traffic controller. I would expect an electrician to do the wiring.

Alderman DeVries asked but the City would not be responsible for any damage that occurs?

Mr. Ling replied the City will not be responsible. If anything is damaged during the installation, yes, we will pay for that. We don't do the installation or the wiring. The electrician will do everything.

Alderman DeVries stated I'm expecting that someone is taking notes so if there is a contract executed we have some of this in place. My final question is that I noticed that there is a local DOT monitoring that goes on. That sounds like it might be at the state level as well as possibly at the local level.

Mr. Ling stated I contacted the State and a person named Sharma, at the State DOT was talking to people at the State level and they told me to contact the local cities like Manchester. Yes, any performance reviews will be forwarded to him as well. He will know and New Hampshire DOT will know.

Alderman DeVries asked in reference to that though, there is no expectation that there are reports to be completed and forwarded on to you as part of that monitoring, correct?

Mr. Ling replied the way it works right now, we have external hard drive and it will be plugged into a computer and every three months I will exchange the hard drive and Jim will swap with the older one and we will analyze the data and a third party will look at it as well. The final report will be shared with Jim, you guys and New Hampshire DOT.

Alderman Ouellette asked has anybody notified the hospital that this was going to be going in?

Mr. Hoben replied no, we did not.

Alderman Ouellette stated I don't feel so bad; I wasn't the only one who wasn't notified. I would suggest communicating with the hospital and at least giving them a heads up that this will be a pilot program so they can share with their employees how to use the system or whatever.

Chairman Roy stated it would be good if you could notify them before the full Board meeting so they could have a response for us if they wanted to.

Mr. Hoben stated sure. I can send the whole proposal over to them and have them respond.

On motion of Alderman Ouellette, duly seconded by Alderman Shaw, it was voted to approve this item with the condition that Migma will pay for removal of equipment and all liability. Catholic Medical Center will also be notified of the program.

Chairman Roy addressed item 8 of the agenda:

8. Communication from Samantha DePrima, Intown Manchester, requesting free parking at the Victory Garage on Elm Street and adjoining side streets off of Elm Street (Orange Street to Lake Avenue) during their annual Taste of Downtown Manchester Event to be held between the hours of 5:00 pm and 8:00 pm on September 15, 2010.

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

Chairman Roy asked is Samantha here? This is a point that I wanted to bring up that this is time sensitive and I'll get together with the City Clerk to send a letter to her because there is that issue and one other issue that I wanted to discuss with her. Because of the time sensitivity here, we are going to have to have a phone poll of the full Board. It is next Wednesday. Could you do a phone poll for the full Board, please? I will get together with you about a letter.

Alderman Long asked are we voting to approve this? We are doing a phone poll for the full Board?

Chairman Roy replied we are not going to have another meeting before this. It is next Wednesday and that is one of the items that I want to discuss. They have to get this stuff in quicker because I don't think many of us like phone polls.

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

Chairman Roy addressed item 9 of the agenda:

9. Communication from James Hoben, Deputy Traffic Director, requesting a moratorium be placed on handicap parking regulations in residential areas and further to grandfather in any existing regulations.

Chairman Roy asked Jim, has this been run by legal? Have we talked to the Solicitor about it to see if there are any legal ramifications about doing this?

Mr. Tom Arnold, Deputy City Solicitor, replied not that I am aware of, Alderman.

Chairman Roy asked if we put this in could we add on to this that it will stand until we get a report back from legal? We may need to develop an in depth policy on this. I don't know how it is going to shake out.

Alderman Long stated for those who have this in their ward, I'm wondering if it has been working or if other people with handicapped parking have been parking in spots where the intent was for a handicapped resident.

Alderman Ouellette stated I'll make a long story short, but when that goes in, the resident is very clear that anyone with a handicap placard can park there. We don't set individual parking spaces for people. If they want a handicapped parking spot...some people in their wards have them and everyone knows that it is for any handicapped vehicle.

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to approve this item and have the City Solicitor review the item and report to the Board on September 21, 2010.

Chairman Roy addressed item 10 of the agenda:

10. Communication from Brandy Stanley, Parking Manager, requesting a change in parking districts for Lake Avenue.

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

TABLED ITEM

11. Communication from Alderman DeVries requesting on behalf of an Olmstead Avenue resident that a directional sign be 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. Tabled 8/2/10; Alderman DeVries to present additional information.)

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

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

Alderman DeVries stated members of the Committee, this item has come about...let me first preface the portion of Brown Avenue, it is actually Hazelton Avenue that we are on...If you continue on Brown Avenue, Route 3A, past the entrance into the Manchester Airport, you know that as you go down the hill you are now on Hazelton Avenue. You are no longer on Brown Avenue. It is kind of an open field right now, but there is already a way-finding sign in place that has attempted to help people understand the addresses in the area, which is very confusing to go from Brown Avenue to Hazelton Avenue then back to Brown Avenue. There is a portion commonly known as Old Brown Avenue so there is a way-finding sign in place. My request is that we look at the existing sign location and the existing sign and add one more way finding to let people know that St. Francis Church, which was taken down in the sound proofing of the Airport and relocated a couple of miles down the road into Litchfield. It does still exist, but no longer is at the location where they may be looking. It has been several years, as you know, but people still come and circle through the surrounding neighborhoods trying to figure out why their memories of St. Francis...they can't find the church. They get frustrated and they finally stop and ask someone where the church went. I'm just attempting to give one other way-finding signage. I don't think it has to be very long. I think Mr. Hoben is familiar with the sign post that is up there and can add St. Francis Church three miles ahead. It can be something very small. It doesn't have to be large. It would be right at the location for the people looking for the church.

Alderman Osborne asked you said Brown Avenue goes onto Hazelton Avenue? Is that what you said?

Alderman DeVries replied it does and then it becomes Brown Avenue again.

Alderman Osborne asked and that one post there, what is on it?

Alderman DeVries replied it gives the actual street addresses for Hazelton Avenue and it tells people that for the street addresses for Brown Avenue they have to continue straight.

Alderman Osborne asked so it tells them Hazelton Avenue is still there. All you want to do is add the name of the church there?

Alderman DeVries replied that's correct.

Alderman Osborne asked they wouldn't find it just the way it is? They are not finding it on Hazelton Avenue? They know where it is on Hazelton Avenue, right?

Alderman DeVries replied they wouldn't find it because it was torn down and relocated. That is the problem. With the Airport sounding proofing and runway protection they removed the church from the runway protection zone and relocated it two miles down the road.

Alderman Shaw asked is there any other place in the City where we have signs that designate churches or anything to that effect?

Chairman Roy replied I can help you with that. With our way-finding sign package, signs will not normally be provided for the following and number five is religious institutions so I would have to say no, we don't have them in the City. That is my angst here. We don't have them for religious institutions in the City and now we are going to have one for a religious institution that is outside of the City property.

Alderman Ouellette stated I kind of disagree with that statement. I don't think that it is for the religious institution. It is basically for the people who are trying to find the church. It is not for the church itself. I think it is to help the neighborhood for this particular problem. I don't think it is the same exact thing.

Chairman Roy stated fair enough.

Alderman Ouellette moved to approve this item. The motion was duly seconded by Alderman Long.

Alderman Osborne stated I think there is a compromise in everything that we do with signs in some manner. This goes to show you.

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

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

A True Record. Attest.

Clerk of Committee