

## COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

**November 1, 2010**

**6:30 PM**

Chairman Roy called the meeting to order.

The Clerk called the roll.

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

Messrs.: A. Thomas, J. Hobeke, J. Hoben, B. Stanley

Chairman Roy addressed item 3 of the agenda:

3. Presentation by Timothy Soucy, Public Health Director, on the Healthy Eating Active Living Innovation Fund Project.

Ms. Anna Thomas, Deputy Public Health Director, stated with me is Jamie Hobeke and she is a Senior Public Health Specialist. When we talk about our budget as a department we often cite the amount of grants that we are able to bring into the department and outside resources. I want to call attention to Jamie because she is the core part of that resource development. She is a very talented program planner for the department. One of the initiatives that we wanted to bring to you today is an overview of some of the future directions of the department and how we are trying to get into neighborhoods and work with residents more specifically tailored around their needs. Thank you very much for giving us the time tonight. I am very sensitive to the fact that you are also trying to get through an ambitious agenda. What we want to talk about today is a project that was brought to us and generously funded by the NHH Foundation and the National Convergence Partnership. Essentially there are four elements that frame the scope of the project. Very simply, for us we are trying to build capacity within the neighborhood looking at things like the non-traditional determinants of health so it's looking at neighborhood design and the kinds of things that promote healthy lifestyles like the walk-ability of a neighborhood and accessibility of healthy foods and those kinds of things. We also have a key element of engaging the community so you will hear in a second about how we talked to a lot of the residents about what they want for their neighborhoods and we are planning around those needs appropriately. Last but not least, the whole idea of creating health-promoting neighborhoods is really looking at the social environment and other physical

features of the neighborhood. I want to highlight the fact that everything we now do in the department is focused around four major strategic imperatives. You are going to be hearing a lot more about these in our future work. You should have all received a copy of our needs assessment about six months ago and the entire needs assessment was based on these four strategic imperatives. One is really about healthy people and healthy places, which is this focus of looking at the needs of neighborhoods. We have a group known as the Healthy Manchester Leadership Council that has been meeting for the last 15 years that has really been helping us prioritize needs broadly in the community and targeting the resources appropriately. To their credit, they have also helped to bring some of this work to light and certainly have assisted us with a lot of the planning that has gone on around health improvement. With that, I am going to turn it over to Jamie to talk about this project specifically and then entertain any questions that you might have.

Ms. Jamie Hobeke, Senior Public Health Specialist, stated I just want to give a brief overview of our project. It is known as the Healthy Eating Active Living Innovation Fund Project and it is HEAL for short, so you will hear me throughout this presentation call it HEAL. Our project started by looking at coronary heart disease mortality at the neighborhood level. We basically worked with the State Department of Health & Human Services to geocode heart disease mortality death records at the neighborhood or census tract level. As you can see from this slide, the center city area, and here it is marked census tract 14, has a much higher coronary heart disease mortality rate than some of the surrounding neighborhoods that are sort of in the white color to the point where the red area actually has about 37 deaths per 10,000 population versus the white areas having approximately 9 deaths per 10,000 population. All of this is age adjusted and that means it is not that an older population is living within those census tracts. It actually accounts for that in the calculation process. Looking at this information we wanted to know why we are seeing differences. We often in public health jump to the individual level and look at risk behaviors like smoking and physical inactivity and poor nutrition but really where somebody lives matters. A lot of the environments within these neighborhoods dictate health behavior. What we found under further analysis is that 70% of the variation or difference between these neighborhoods when we are looking at coronary heart disease mortality was associated with neighborhood poverty or deprivation or this concept that the physical environment or social environment within the neighborhood is affecting the health of residents here in Manchester. So for this project our aim, instead of looking at individual level health, was focused on looking at the neighborhood context. For this we focused in on a framework that is used in public health within the research literature for looking at neighborhood walk-ability. It includes four key elements: access to local destinations that are appropriate for basic goods like supermarkets; density of population, both residential and business, within neighborhoods; the

access point for some of the local destinations, so for people living within about a half mile from a park is the indicated measure for something like that; and then we looked at route. So basically we are looking at elements of functionality as well as aesthetics. When functionality is concerned it would be things like these: Are there adequate sidewalks? Are there ADA ramps and crosswalks and lighting to help support safe walking? From an aesthetic standpoint it is really looking at some of those social factors like trash and graffiti or connection to your neighborhood and feeling a part of the community. None of this work would be possible without our partners and I would like to point out that there are many City departments involved in this actively as leaders on this project. The list you can see up on the side is Planning & Community Development, Economic Development, Highway, Parks & Recreation, Police and then we have our local Planning Commission involved. We also have community residents at the table and I think it is important to point out that we are not only looking at them as a way to engage them in surveys and some of the other work that is part of this project, but also engage them as equitable partners at the table and really be a part of our process from start to finish. Finally we have some traditional health partners that are involved with Health Department initiatives on a regular basis, people like the local healthcare entities, health insurers and some of our social service entities that are interested in health and quality of life. Our project basically follows four key components. The first is conducting neighborhood assessment. I am just going to highlight a couple of the elements of the neighborhood assessment work that we have completed to date. First we conducted walk-ability audits within the neighborhoods and looked at elements of functionality as well as aesthetics. This slide is showing you a walk-ability audit that was conducted for functionality. Basically we looked at things like presence of sidewalks and their condition, lighting, ADA ramps and other items that you would find within a neighborhood that would support walk-ability. We based it on a simple scale of green to red where red indicates that improvements need to be made in functionality aspects. We then took this information and overlaid pedestrian accident data on top of the functionality assessment findings to see if there were any correlations between low functionality and high pedestrian accidents. As you can see in the bottom corner, we actually did see somewhat of a connection here which warrants further investigation as a part of our project. New York City actually uses the number of five or more accidents in an area indicating a need for potential action. Last but not least we engaged residents through a survey where we went door-to-door as well as to local community events and asked residents what they thought about their neighborhoods. Basically it was conducted in four different categories. First were the traditional health behaviors: Are you physically active within your neighborhood? How would you rate your self health status? Then we looked at things like perception of safety, both from a traffic perspective as well as from a crime and violence perspective, and then we looked at access to basic services. For instance, we know from this survey that

75% of the residents we surveyed access the corner stores on a regular basis. We also asked residents how they would change their neighborhood, which is really important and a different shift for us. Where we traditionally look at our own internal resources and try to make decisions about recommendations what we are finding is that our biggest benefit has been in the information that we receive from residents telling us how they would improve or change their neighborhoods. The second step is to then take all of this information and identify policy and environmental change recommendations to improve the neighborhoods. From this information we are going to take it back out into the community in the form of community meetings and share it with residents for further refining and identification of our recommendations that may need to be made. From that, we will develop written communication action plans that are specific to the neighborhoods so they will all have their own specific recommendations that we can work from moving forward for future projects. They will all be tailored to their specific needs because we are finding that different neighborhoods have different needs. Last but not least under this funding stream we will be able to implement at least one of the recommendations from the written action plans and it is our goal to use these plans to go for future funding to support continued implementation. With that, I will open it up for questions.

Chairman Roy stated thank you for your presentation.

Alderman Long asked so the first two bullets are in the process of being done or done? I know the first one is done. Are you gathering the second one now? What is the timeline for three and four?

Ms. Hobeke answered the second process of identifying recommendations and taking them into the community is happening now and during the first of the year is when we will start to actually implement the third and fourth step of the process.

Alderman Long responded I haven't heard much about food. Those locations in red are mostly low to moderate income and if I have to feed three children I am getting a box of Little Debbie's for \$1 and spending \$5 for three apples. Is there an initiative with respect to that?

Ms. Hobeke replied yes and thank you for bringing that up. What I highlighted here tonight was only the first year of the project. The second year will look at the food environment and we are targeting corner stores. We want to follow a similar methodology that I showed tonight where we are going to go into the corner stores, audit what they have for offerings and ask residents where they are shopping and make sure there is affordable food within the neighborhoods.

Chairman Roy addressed item 4 of the agenda:

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

**RESCIND HANDICAP PARKING:**

On A Street, south side, from B Street to a point 30 feet easterly  
(Ord. 8063)  
Alderman Greazzo

**HANDICAP PARKING:**

On Coolidge Avenue, west side, from a point 165 feet north of Bremer  
Street to a point 48 feet north  
Alderman Ouellette

**CROSSWALK:**

On Candia Road, east of Proctor Road  
Alderman Corriveau

**CROSSWALK (EMERGENCY ORDINANCE):**

On Belmont Street, north of Reservoir Avenue  
Alderman Ludwig

**NO PARKING ANYTIME:**

On Maple Street, east side, from Prospect Street to a point 50 feet south  
Alderman Ludwig

On Ashland Street, west side, from Amherst Street to a point 175 feet  
north

Alderman Roy

On Proctor Road, both sides, from Candia Road to a point 200 feet south  
Alderman Corriveau

**NO PARKING ANYTIME (EMERGENCY ORDINANCE):**

On Bartlett Street, west side, from Wayne Street to a point 50 feet north

On West Street, west side, from a point 86 feet south of Conant Street to a  
point 44 feet south

Alderman Ouellette

On Union Street, west side, from a point 135 feet south of Concord Street  
to a point 85 feet south

Alderman Long

On Union Street, west side, from a point 135 feet south of Concord Street  
to a point 85 feet south

Alderman Long

**RESCIND NO PARKING ANYTIME:**

On Sarto Street, east side, from Candia Road to a point 100 feet south  
(Ord. 6068)  
Alderman Corriveau

**RESCIND NO PARKING ANYTIME (EMERGENCY ORDINANCE):**

On West Street, west side, from a point 95 feet south of Conant Street to a point 45 feet south  
(Ord. 7946)  
Alderman Ouellette

**RESCIND NO PARKING LOADING ZONE (EMERGENCY ORDINANCE):**

On Conant Street, south side, from West Street to a point 50 feet westerly  
(Ord. 8126)  
On West Street, west side, from a point 20 feet south of Conant Street to a point 25 feet south  
(Ord. 6291)  
Alderman Ouellette

**NO PARKING LOADING ZONE (EMERGENCY ORDINANCE):**

On West Street, west side, from a point 130 feet south of Conant Street to a point 39 feet south  
Alderman Ouellette

**RESCIND 30 MINUTE PARKING 8:00 AM – 6:00 PM (EMERGENCY ORDINANCE):**

On Conant Street, south side, from a point 50 feet west of West Street to a point 20 feet westerly  
(Ord. 8174)  
Alderman Ouellette

**RESCIND 2 HOUR PARKING 8:00 AM – 6:00 PM (EMERGENCY ORDINANCE):**

On West Street, west side, from a point 45 feet south of Conant Street to a point 40 feet southerly  
(Ord. 7889)  
On West Street, west side, from Conant Street to a point 65 feet north of Douglas Street (Ord. 8132)  
Alderman Ouellette

**1 HOUR PARKING 11:00 AM – 10:00 PM (EMERGENCY ORDINANCE):**

On Conant Street, south side, from a point 20 feet west of West Street to a point 40 feet west

On West Street, west side, from a point 20 feet south of Conant Street to a point 66 feet south

Alderman Ouellette

**2 HOUR PARKING 8:00 AM – 6:00 PM - THURSDAY – 9:00PM (EMERGENCY ORDINANCE):**

On West Street, west side, from a point 169 feet south of Conant Street to a point 35 feet south

Alderman Ouellette

**RESCIND ONE WAY STREET (EMERGENCY ORDINANCE):**

On Huntress Street, from Summerside Avenue to Prince Street Southbound (Ord. 9926)

Alderman Greazzo

**ONE WAY STREET (EMERGENCY ORDINANCE):**

On Huntress Street, from Prince Street to Summerside Avenue Northbound

Alderman Greazzo

**NO PARKING ANYTIME (EMERGENCY ORDINANCE):**

Union Street, west side from a point 135 feet south of Concord Street to a point 85 feet south

Alderman Long

**NO PARKING LOADING ZONE 8:00 AM – 8:00 PM:**

W. Merrimack Street, north side, from a point 20 feet west of Elm Street to a point 20 feet east of Hampshire Lane

Alderman Long

**RESCIND NO PARKING LOADING ZONE MONDAY – FRIDAY 8:00 AM – 5:00 PM:**

W. Merrimack Street, north side, from a point 20 feet west of Elm Street to a point 30 feet west

ORD 6556

Alderman Long

**RESCIND NO PARKING ANYTIME:**

W. Merrimack Street, north side, from a point 50 feet west of Elm Street to Hampshire Lane

ORD 6314

Alderman Long

**NO PARKING ANYTIME:**

Amherst Street, south side, from a point 244 feet east of Nutfield Lane to a point 117 feet easterly  
Alderman Long

**METERS – 2 HOURS:**

Amherst Street, south side, from a point 361 feet east of Nutfield Lane to a point 45 feet easterly  
Alderman Long

**RESCIND METERS – 2 HOURS:**

Amherst Street, south side, from a point 310 feet east of Nutfield Lane to a point 100 feet easterly  
ORD 7608  
Alderman Long

**STOP SIGN:**

On Kennedy Street at Brown Ave. – SWC  
Alderman Shaw

Chairman Roy asked on the issue of handicapped parking on Coolidge Avenue, Jim could I ask you to come up here for that? As you know, we have a moratorium on handicapped parking. It is my understanding that we were supposed to be putting a handicapped loading zone in there.

Mr. Jim Hoben, Traffic Director, stated the moratorium was on residential areas.

Chairman Roy asked so is the moratorium on handicapped parking in residential areas and not businesses, and this is a business?

Mr. Hoben responded correct.

Chairman Roy stated I just want to make sure that it is okay with the Alderman from that ward. So it will be handicapped parking for business?

Mr. Hoben replied yes.

Alderman Osborne moved to approve the traffic agenda as submitted with the addendum. Alderman Long duly seconded the motion.

Alderman Greazzo stated I have a question about rescinding the handicapped parking on A Street. My name is attached to it but I didn't submit it. Can you explain that to me?

Mr. Hoben stated this one came from Kevin Sheppard to me. It was my understanding that it was the Alderman of the Ward who wanted it removed.

Alderman Greazzo responded no I didn't make that request. If you can give me a...

Chairman Roy interjected would you like us to take that off and look at it at the next meeting so we can get some background on it?

Alderman Greazzo replied yes. That will give me a chance to speak with Mr. Sheppard and look at the site.

Alderman Osborne moved to amend the motion and accept the traffic agenda excluding rescinding handicapped parking on A Street and including the addendum for a stop sign on Kennedy Street at Brown Avenue. Alderman Long duly seconded the motion. Chairman Roy called for a vote. There being none opposed the motion carried.

On motion of Alderman Osborne, duly seconded by Alderman Long, it was voted to table the traffic agenda item rescinding handicapped parking on A Street, south side, from B Street to a point 30 feet easterly.

Chairman Roy addressed item 5 of the agenda:

5. Communication from Brandy Stanley, Parking Manager, submitting a request on behalf of Intown Manchester for free on-street parking from Auburn Street north, and all side streets north of Lake Avenue during the Moonlight Holiday Stroll event on Thursday, December 9, 2010, from 5:00 p.m. until 9:00 p.m.

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

Chairman Roy addressed item 6 of the agenda:

6. Communication from Mayor Gatsas submitting a request on behalf of the Seacoast Career School to lease 300 parking spaces in the Millyard.

Chairman Roy called Brandy Stanley forward to discuss this item.

Alderman Osborne asked are all of the parking permit rates the same?

Ms. Brandy Stanley, Parking Manager, responded in the Millyard everyone pays market rate except for the University of New Hampshire. They have an ordinance rate per semester.

Alderman Osborne asked what is that now?

Ms. Stanley responded that is \$25 per semester.

Alderman Osborne replied no, I am talking about the regular rate.

Ms. Stanley responded the regular rate is \$45 a month.

Chairman Roy stated so the regular rate is \$45 a month and because we are dealing with educational institutions we are giving them a break and we are going to give the Seacoast School a \$30 a month rate. Is that correct?

Ms. Stanley responded that is what I believe the Mayor and the Seacoast Career School agreed to.

Chairman Roy stated you and I have talked about this before. I would like to see all of the educational institutions paying the same rate. I don't think it is fair to anybody if they are different all across the board, and I think that is what it is now. Some are paying more and some are paying less. How do we go about changing it so we can have across the board everybody pays the same? Did you say that UNH has an ordinance?

Ms. Stanley responded yes UNH's per semester rate is ordinances.

Chairman Roy asked so would we have to change the ordinance?

Ms. Stanley responded an ordinance change would be in order if you wanted to do that. There are about four universities in the downtown area that purchase parking and they are all a little different but all of them are at market rate. Actually there are three. There is UNH, the NH Institute of Art and the Massachusetts College of Pharmacy that purchase parking from the City right now.

Chairman Roy stated so we can take care of this one tonight with this motion and then we are going to direct staff to correct all of the others so that they are all the same across the board.

Ms. Stanley stated if that is the will of the Committee, then yes, we would have to prepare an ordinance.

Alderman Shaw stated it says here that there will be a built-in escalator of 5% in year two and 5% in year three. How is that going to work?

Chairman Roy replied if they are all the same then they will all be treated the same.

Alderman Shaw asked will they all be brought to \$30 per month with these escalators?

Chairman Roy responded yes, that is what I would look for, so it is apples to apples.

Alderman Shaw stated I think we should bring it down to one flat rate and leave it but that isn't what this says.

Chairman Roy responded correct. It says \$30 and then it has the escalator in there.

Alderman Shaw asked so what happens after year three?

Chairman Roy responded it would have to be renegotiated.

Alderman Long asked Brandy is there an effort right now to equalize these rates for secondary education facilities?

Ms. Stanley answered I believe the effort is being made right now.

Alderman Long asked I am not going to hold you to your numbers but what effect would this have on your budget if we were to say to give the same rate with the escalators to whatever institutions are buying permits now? Would that be a major change in your revenue?

Ms. Stanley replied the addition of Seacoast obviously will net \$54,000 this year and about \$110,000 in the next two years. With the others, Massachusetts College of Pharmacy has 105 permits and they are currently paying \$50 a month so we would lose \$20 a month times 105. The NH Institute of Art has about 40 permits and we would lose roughly the same amount of money on that. With regards to UNH it is very difficult to say because obviously their rate would be going up fairly substantially. I would expect maybe that they would consider making a change in how they issue permits so I am not really sure what the revenue impact would be from UNH.

Alderman Long asked in your opinion would UNH go along with a proposal like Seacoast Career School is going to have? I believe they are contracted, right?

Ms. Stanley answered there is an agreement between the City and UNH that was done many years ago. The agreement does not specify the rate and allows the City to increase the rate annually. It does not apply a cap. Whether UNH would agree to it or be in favor of it I can't say.

Alderman Long asked is that what we are looking for? Do we want to have her talk to these institutions to see if we can get this equalized? I believe it should be equalized through the secondary education facilities and not charge one more than the other because of marketing or what have you. Is that what we are looking for, to get a report as to who would agree to this?

Chairman Roy answered I think what we need to do is first agree with this request from Seacoast Career School and then go forward with the other entities and essentially renegotiate with them to get them all equal.

Alderman Osborne stated I see the Mayor brought this in. Does anyone know how he feels about the rest of the schools?

Mayor Gatsas replied I think that the purpose of the letter was to see if we could get everybody at the same level on all spaces whether some go up or some go down but I would think that there would be some sort of equality where everyone is at the same level.

Alderman Osborne asked so you are all for that?

Mayor Gatsas answered yes.

Alderman Long moved to approve the request on behalf of Seacoast Career School to lease 300 parking spaces as outlined. Alderman Shaw duly seconded the motion. Chairman Roy called for a vote. There being none opposed, the motion carried.

Alderman Long moved to direct staff to prepare an ordinance change to make all parking rates for secondary education facilities in the downtown area the same, which is \$30 a month with a 5% escalator after year 1 and another 5% escalator after year two. Alderman Osborne duly seconded the motion. Chairman Roy called for a vote. There being none opposed, the motion carried.

## **NEW BUSINESS**

Chairman Roy stated I believe we have one item of new business. I got a phone call this afternoon.

Request for free parking for the Daughters of Elizabeth in the Hartnett Lot from November 1 through November 15 and again from December 1 through December 15.

Chairman Roy stated these women bake and sell pies at St. Joseph's Cathedral and usually park in the church parking lot but due to repair of their steeple, they are making this request.

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

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

A True Record. Attest.

Clerk of Committee