

COMMITTEE ON INFRASTRUCTURE

APRIL 27, 2022

A meeting of the Committee on Infrastructure was held Wednesday, April 27, 2022, at 7:00 p.m. in the Aldermanic Chamber and via Zoom teleconference.

To access Zoom, please refer to the agenda or the City's website for the meeting link.

Alderman-at-Large Michael B. O'Brien, Sr., Chair, presided.

The roll call was taken with 5 members of the Committee on Infrastructure present:

Members of Infrastructure Committee present: Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Richard A. Dowd, Vice Chair
Alderman Alex Comeau
Alderman Tyler Gouveia
Alderman Ernest A. Jette

Also in Attendance: Alderman Patricia Klee
Alderman Derek Thibeault (via Zoom)
Tim Cummings, Economic Development Director
Jill Stansfield, Parking Manager
Dan Hudson, City Engineer
William McKinney, Building Manager
Mark Saunders, Senior Staff Engineer

ROLL CALL

PUBLIC COMMENT - None

COMMUNICATIONS

From: Tim Cummings, Economic Development Director
Re: Communication on Paint Color for Extended Outdoor Dining

There being no objection, Chairman O'Brien accepted the communication and placed it on file.

Chairman O'Brien

But since this is current, so everybody knows, we'll put the discussion on the colors at the end of the meeting to discuss this particular communication. Okay, so now we'll have a series of presentations. To some of the newer members and everything, we did have in the past - some of you may remember - we had 14 Court Street, other different things. Being the lands like I said the other night at the aldermanic meeting, the former committee of Lands and Buildings now modernly called "Infrastructure". We like to keep tabs and basically finding out what's coming on, particularly with that structures. They do get like everything else if you owned a house and you didn't paint it, after several years you got a quite a cost. So therefore to keep make sure that our structures are doing well and different other things, our roads and whatnot.

So with that in mind, we're gonna discuss tonight two items - parking garages and paving. So I would like to recognize the Parking Manager Jill Stansfield if you would like to come forward and you may sit in one of the seats and allow you to do your presentation. I would like to have Director Cummings, Economic Development Director with Miss Stansfield.

PRESENTATIONS

- Parking Garages

Tim Cummings, Economic Development Director

Yes, thank you Mr. Chair. For the record, Tim Cummings, Director of Economic Development. If we can give Jill Stansfield the city's Parking Manager just a moment to get situated. She has a PowerPoint presentation that she will be sharing the screen in just a second with you all.

Chairman O'Brien

In the interim, I do have another agenda if anybody needs it.

Tim Cummings, Economic Development Director

And so, Mr. Chair, again Tim Cummings, Director of Economic Development. We have this with us Jill Stansfield the city's Parking Manager. With us participating via Zoom is Thomas Dorisetti who is the civil engineering, specifically the structural engineering consultant that was retained to do the parking study.

So we have a PowerPoint presentation that we're going to go over this evening. Just to give some people some context, the reason why we're here this evening is a few years back we started this conversation. I would say two and a half, three years ago about managing of parking, parking operations, parking policies. We came forward with a recommendation that we increase some of the meter fees and we increase some of the different revenue that parking generates because it was below market. During that discussion, it was suggested that we get a parking management study done. We're currently underway with that, but part of that conversation actually Alderman Jette, Alderman O'Brien, Alderman Dowd specifically asked for, and others but I remember them specifically during that Infrastructure and Board of Aldermen meeting, asked for a capital maintenance study on the garages. Particularly wanting to know what type of deferred capital maintenance costs we may have so we're maintaining our assets appropriately.

So we went forth and we executed on that study. We're here tonight to just give you a quick update as to what we discovered during that that discussion, and conversation, and study and ultimately try to plan next steps to maintaining these assets. I'll leave my opening comments with the one thing we don't want to do is be in a position where we're worried about the garages being condemned, or the garages not being available for use because it is significantly more to create and construct new parking structures. It's much more economical and much more efficient and we're being better stewards of our public assets by maintaining this public parking infrastructure.

So I'll give an example the Town of Natick actually in Natick, Massachusetts, neglected their parking garage. Their building official condemned the structure because it was unsafe and it's costing them tens of millions of dollars to rehabilitate that structure because it went too far beyond its life. It's something I think as a public manager for the city of Nashua I want to make sure I'm doing the best I can to help guide this city making good, and informed, and economically efficient type of decision. So I was I was very happy that we executed on this and I think we have a good a good understanding of what we may need to do in the coming years to keep the city's parking assets in good working order. So with that being said Mr. Chair, I'll hand it over to Jill and between Jill and I, we will walk you through some brief comments, a brief PowerPoint, and then hopefully open it up to comments.

Jill Stansfield, Parking Manager

Jill Stansfield, Parking Manager. I just quickly want to go through a couple of slides just to kind of introduce everyone. There's a couple new faces to the department. Just to start off with our staffing, we currently have myself for one Parking Manager. We have two full time parking maintenance employees, one part time maintenance employee, and currently we have four part time parking enforcement specialists. The department objectives, first and foremost, customer relations and building those relationships with our customers.

Parking permit facilitation - we oversee the daytime lease permits as well as the overnight on street parking permits. Our office focuses on daily our meters, our pay station equipment, maintenance, and repair. We're constantly working on our surface parking lots, our two parking garages, walking through those on a daily basis cleaning, trying to beautify, looking out for safety issues, and making sure accessibility, and enforcing the city parking laws. So we oversee the parking enforcement as well.

This next slide is just an overview of our parking zones and our current rates. I just wanted to share that with you folks. We have three zones currently. Our Zone 1 is our Main Street and closest side streets, which are Monday through Saturday 9 am to 7 pm. It's a 90 minute limit for a dollar an hour. Our Zone 2 - slightly off of Main Street, about a block off on Main Street. The map is there so you can kind of see those areas. That's our Zone 2 Monday through Friday is the hours of enforcement for that 9 am to 7 pm. That is a two hour time limit and that rate is \$.75 cents per hour. Our Zone 3, which is the furthest away from Main Street, enforcement hours are Monday through Friday 9 am to 6 pm. There is no time limit to park in these areas and that is \$.50 cents per hour.

Our garage lease parking rates - our leasing hours are Monday through Friday 7 am to 5 pm. So outside of these hours, you can park in the reserve sections of the garages and the surface lots for free. The covered rate for those lease hours \$45 per month, and the rooftop uncovered is \$30 per month, and our surface lot parking rate is \$50 per month. Again same hours 7 am to 5 pm Monday through Friday. Outside of those hours, folks can park in those reserved spaces for free.

Tim Cummings, Economic Development Director

And again, we have a separate parking study going on right now that focuses more on the management, and the policies, and the best practices we should strive to implement. This conversation this evening is going to be again focused on the parking structures and the garages themselves and the capital maintenance necessary.

Chairman O'Brien

Director Cummings, while we're waiting if I may, we have no overnight parking except in a very small permitted area. I think it would be a good time to say with the springtime coming now and everything. We do have a telephone number if somebody was parked that needed one time courtesy of overnight parking that there is a municipal number that they could call. They'll be placed on the list and that would be a good time, I think, at this time for public service to put that out there.

Jill Stansfield, Parking Manager

So the number to call is 603-589-3077 and the message will prompt you to leave the information needed - vehicle information, address and you just leave that information. We do allow up to three days at a time. So if you needed a week let's say, you'd have to call back after three days and we would re-add you to the list. You can also go on our website: nashuanh.gov/parking. Click on overnight parking and that will bring you to our overnight parking page which has all the information in the world about overnight parking, permit information, how to file for an overnight exception, and all that good stuff.

Chairman O'Brien

I know its Cinco de Mayo, and graduations, and other family events.

Tim Cummings, Economic Development Director

It's probably worth noting in addition to the two studies I talked about just a few minutes ago and the current one we're discussing now, we undertook a very extensive overnight parking study last year which I would suggest would be complimentary to the management study that we got going on right now. It could be added

as an addendum but it was a very thorough study about whether the City of Nashua should look to expand “overnight parking” and if it was to do that, how best to do it. That is also up on the website. I would encourage particularly the newer members of this body to look at that document so you can at least be familiar with the past work and effort that’s been done to document and study the issue which I know is a very, very sensitive one for the city.

Chairman O'Brien

Very good, thank you.

Jill Stansfield, Parking Manager

And that can be found on that same section of the parking page under the overnight parking piece.

So this is a study that we - so the city went out and hired Thornton Tomasetti. We actually have Josh with Thornton Tomasetti on the line too for any questions, technical questions towards the end of the presentation if there are any. We'll jump right in.

So in 2021 the City of Nashua retained Thornton Tomasetti to provide a condition assessment of the Elm and High Street parking garages. The goal of this assessment was to establish current conditions of the garages, prioritize the necessary repairs, provide opinion of probable repair cost, and provide the maintenance plan for the next 20 years. As Tim mentioned earlier, this came about as a request from folks on this Board to bring forth a capital improvement program on the garages.

What Thornton Tomasetti did is they went through and basically prioritize the different repairs that we have. Just gonna say high level here. So high priority repairs - these are critical. These are supporting elements of the garage. This is the structure. Moderate priority repairs - this is to prevent water, chloride infiltration, and staying on top of regular preventative maintenance. Then some lower priority repairs - more cosmetic, cleaning the facade, repainting walls, and things like that.

Tim Cummings, Economic Development Director

So basically what you're going to do is you're going to see the study broken out in two different ways. I asked for this to be done just to help kind of organize the conversation and also to get some direction from you all as to what your preferred approach would be. So essentially what you have is, you know, one approach which is you look at the structural work that needs to be completed and you do it in a single phase. We would be doing, you know, basically the high and moderate priority type items. It would be essentially over this plan. Think of it as a ten year plan. We'd be doing years one through eight first and we wouldn't be tackling necessarily years nine and ten but it gives you a rough idea of to what would be included. Jill in the next slides will kind of go through what some of those itemized particular projects would be. But we would be looking at an initial upfront cost over this type of approach of about \$2.3 million. I want to stop right now and just say a lot of these numbers were developed prior to the pandemic. Our current construction costs escalating like the way are, not inflation that we are having right now. These are ballpark figures. This is just the beginning. I would suggest it's gone up quite considerably but it gives us an idea of order of magnitude of what we would be looking at. Ultimately, you know, we would be looking at a \$200,000 to \$300,000 per year cost if we were to take this approach assuming we were to bond the money over a 20 year period.

Or conversely, we could take the second strategy which is, again, assuming we bond the money, we do all the work over a period of time. Again, I say 20 years but this is a 10 year plan. So for the most part, we would be talking about years one through ten, and then repeating years one through ten a second time with this one capital outlay. It'd be about \$4.5 million and annually of about \$200,000 to \$300,000 worth of cost. Essentially, we'd be repeating the work again a second time and doing some other lower maintenance type items in this second option that wouldn't be included in the first option, again, to give us a complete strategy. Also, it should be noted that we would have some miscellaneous repair work that we would deem operational

that needs to be done no matter what. That should be part of our operational plan. So that would be about you know, approximately \$25,000ish. That would be above and beyond that \$2.3 million that we would suggest would get capitalized or something I want you all to be aware of.

Jill Stansfield, Parking Manager

So just to go through some of the moderate to high priority level items in the Elm Street parking garage structural repairs. We have leaking drains. We'll look at rerouting, replacing drain lines. We'll be looking at stair tower, stair riser and repairs, repairing of cracks and spalls concrete, joint sealant and traffic membrane replacement and repairs, asphalt tripping hazards, expansion joints replacement and repairs, window gaskets and crack chasing, and then we would also be looking at modernizing the elevator.

Tim Cummings, Economic Development Director

So I want to stop right now and just say these would be the repairs that we would prioritize whether it would be in approach one. The one thing I want to make sure everyone knows is this does not include - this is just a structural approach. This is to maintain the structural integrity of the building. This is deferred capital maintenance because the big thing I want you to take away from this is water is our enemy. Right. So water and water intrusion is what causes a lot of this type of damage. So really that's what this report focuses on. Inevitably we will get the conversation, we want to improve the lights. We need to have lighting improvements. The \$2.3 million figure I just talked about does not include any type of lighting upgrades or any type of upgrades. Someone suggests more cameras, better cameras, gate system, anything like that would be above that \$2.3 million figure. This was just deferred capital maintenance to maintain the structure of the building to make it safe and usable for the long term. I just want to make that very clear so if you see a bond authorization request come before you in the coming months for a higher dollar amount, I'm going to say \$500,000 to a \$1 million beyond the 2.3, it's probably to take care of these other items that we've heard the community asked for. Again, I'm not saying we will do that but I just want to make sure that that's very clear so everyone understands.

Jill Stansfield, Parking Manager

Some of the lower priority level, including some of the facade repairs that would also be included in that single phase plan would be painting of the doors, the walls, the stair towers, some restriping within the garage, and then some work to the brick work outside. And then again, some of the other items noted in the report but were not included in the cost as Tim mentioned some lighting improvements, some landscaping. Some of these things that we're already trying to work on in our office already. I do have the lighting vendor that we used probably about seven years ago now that came in and did some improvements to the lights are going to come in and do a trial for us in about two weeks where they're going to drop down a set of lights so we can actually take a look and see how well that will improve the lighting. They're also going to do a section where they change out to LED lights so we can also see how that looks. So we're working on some of these things in our office now.

Some other things that we'll be trying to work on just under our regular budget if money allows - working on some of the bird deterrents that we have and fixing those. At the end of the year if we have any money left over, we may try to add some security cameras. We can never have enough security cameras and then at some point, potentially looking at expanding the parking office that's over there now. And then again, this is from the report - this is the breakdown of the high priority repairs versus moderate and low priority repairs. Again, a lot of what we already covered but the complete list from the report and then we can jump into High Street garage.

Tim Cummings, Economic Development Director

So then again taking that same type of strategy, what we just discussed was only costs associated to the Elm Street garage. This is cost now associated to the High Street garage. Again, first that one to nine year. So

you know a little bit different from Elm Street but essentially the same type of plan. We do that one to nine years all up front over a two year period. We'd be looking at \$1.7 million. Again, that would be that high to moderate prioritization. We wouldn't necessarily be looking at the lower priorities. We'd be front ending the project to the major items and then if we were to take the second strategy if that was the decision, again, this is a 10 year plan but we'd be paying for it over 20 years. Our upfront cost would be about \$3.7 million. Again, it would be the same type of strategy where we would try to get through the first 10 years and then repeat and we would be doing, you know, predominantly the entire work scope – high, moderate, low through the through the 20 year period as outlined. As you can see, we would have an annual cost about 3.7. of about \$185,000 of debt service if we were to do this. With the 1.7, we're probably more like a \$75,000 or \$50,000 to \$75,000 annually if we were to do it through strategy number one.

Again the \$25,000 miscellaneous repairs would be separate and above and beyond. I consider those operational not capital but just good things to do to keep the building in good working order was recommended. And again, I can't emphasize this enough, a lot of these numbers I put out there but I want to caveat that with that, you know, we're in new times. Construction costs are going up, inflation is going up. This is just to give us an order of magnitude so we get a sense of what we could potentially buy but I suspect this would be a little bit higher. They say on year over year compounding between inflation and construction costs, I would add 20% - 15 to 20%. So it gives you a little idea of what we would need to add on to this to make it somewhat a market attractive type number.

Jill Stansfield, Parking Manager

So again, a lot of this is the same as the Elm Street parking garage - the High Street parking garage for structural repairs. Again, moderate to high priority level under the single phase plan would include addressing leaking drains, rerouting, and replacing drain lines, stair towers, stair risers, doors, repairing of cracked and spalled concrete, joint sealant, and traffic membrane replacement and repairs. Again, asphalt tripping hazards, expansion joints, replacement and repairs and then again, same with the other garage elevator modernization. Just to also let everyone know, these elevators in both of these garages are the age of the garages. So they are definitely on the red list for the elevators in the State. They've lived their life and they definitely need to be modernized. The Elm Street parking garage just for folks that may not know was built in 1984 and 85, I believe, and then the High Street parking garage was in '78/'79 I believe. So the elevators are old and definitely need some work.

Tim Cummings, Economic Development Director

And also important from an ADA perspective. So we want to maintain our ADA compliance and whatnot so we have to keep that in the forefront of our mind.

Jill Stansfield, Parking Manager

And then again, some of the facade repairs that are included in the single phase plan lower priority level but again, important - painting of doors, walls, stair towers, restriping, and again work on the brickwork. Same as with the other garage, the items that are not included in cost but that were noted - lighting improvements, landscaping, bird deterrence, additional security cameras. Also to note at the High Street parking garage, we do have a snow melter system on the rooftop. Here at Elm Street, we actually push the snow off the side, we work with the DPW to coordinate that effort. When they're coming down this way, they'll let us know and we work together to facilitate that. But at High Street garage, we have a snow melting system. So we're able to actually melt the snow over there. That is also the age of the garage, I believe. So it's working. We kept it up but it's definitely aged.

Tim Cummings, Economic Development Director

It's beyond its useful life. And again, I cannot disclaim this enough because I know inevitably a member of the public will say you're doing all these improvements to the garage, we care about lighting. That's all well and

good. That's not part of the numbers that we're talking about this evening. We would need to add on to what it is that we're talking about. This is just to maintain the structural integrity of the garages.

Jill Stansfield, Parking Manager

Again, just the similar upcoming and preventative maintenance, again, prioritized high, moderate, and low. The same items that we just went through just a little bit. More in detail and then again, just the costs between each garage. Doing it in a single phase type plan or doing it over the 20 year span.

Tim Cummings, Economic Development Director

Basically, these numbers include the contingencies and the various escalation that would be necessary. I should note also we talked about this "pilot" for the lighting. That's in the High Street garage. We're doing that to try to be responsive to the neighborhood and the community that we heard that, you know, we want to make improvements. So we are trying to actively work on that and I just want to make sure that I noted that that's actually something we're piloting right now in the High Street garage where we're taking the lights and we're dropping them down as Jill said to assess whether that minor type of improvement could actually pay dividends. It might be a very economical way to try to improve the lighting before we take on a more ambitious plan. So I believe that's it in terms of the official presentation. We wanted to keep it to 15-20 minutes. Hopefully we kind of stuck to that. I'm going to ask Jill actually could you pull up the study in itself so people can actually see where it is because this study that we're referencing is on the city website and anyone can have access to it. So I would encourage people to peruse it. Otherwise, Mr. Chair were available if there's a question.

Chairman O'Brien

Okay, I'll open up to our questions.

Alderman Dowd

And just curious. Would you put out an RFP and get bids from general contractors to do this work?

Tim Cummings, Economic Development Director

Would we? Yes.

Chairman O'Brien

Any other questions? I do have one. Today took the grandchildren down to Legoland and parked at one of the garages. Their system was quite unique. I think as I've said earlier, you could put your debit card or credit card into the thing, it opened up. No ticket like when I go to the hospital, you gotta keep the ticket. You always lose it anyways, you know, but this was all done with the credit card. Even in the garage itself, there were lights and it showed. It must be a sensor that the spot was open. So you could look down and you could see it. So I think we're on the cusp of looking at a lot of things here and using smart technology that is out there. If we're investing, in my opinion. I think I added the two numbers up. It's under \$10 million. We're about 7 million plus - north of 7 million but when you get a bond, you have a little bit of flexibility with that.

My point is, I'd be really interested in if you come back with the a list of (inaudible) because here's my point, when the performing arts center gets built, there's one thing I do not want is people to say that the parking in Nashua was terrible. We always known that we've had extra spots in the garages and stuff. Our garages are sort of like the postcard of welcoming that when people come down to the performing arts center that they will see something like that. So I'd be really keenly interested. Shoot the moon and then we could do what we do best, cut back from there.

Tim Cummings, Economic Development Director

Understood. Thank you Mr. Chair.

Alderman Gouveia

Thank you, Mr. Chairman. I have to agree with what Alderman O'Brien had to say on the matter. Working on High Street and the establishment I know you've had to deal with them before and I hear a lot about parking garages. Good chunk of just people trying to find parking to get to our location and feel safe while doing it. We've definitely heard a lot of issues from especially our location being also a casino. People walking with larger amounts of money through parking garages at 12:30 - 1 o'clock in the morning when they're getting out. So safety's always been a big thing. I would have to agree looking at probably the A list if we're going to do it and kind of chomping down from there. I think it would be a good line of approach. We'd get a lot of people from out of the area who when they come to one of our venues, this is the first thing they see is where they're going to park. With the School Street lot now gone, it limits a lot of other surface options that we see and a lot of them have to result to that garage. So spending a little bit of money to make it look nicer, I think, in the long run could be worth it for not just where I work but a lot of the other establishments on High Street in that surrounding area.

Chairman O'Brien

I think the technology exists today that an app could be have and one could look at the app and say how many spots are available at high street and dive right in there.

Tim Cummings, Economic Development Director

So you guys are making me very nervous. I get Jill getting excited here. I have to keep her on a short leash.

Alderman Klee

Thank you, Mr. Chairman. I say let Jill go because the truth is, I think with both Alderman Brien and Alderman Gouveia said, it is important for us to know everything that needs to get done as well as the wish list. We hear from the constituents what their fears, what their anxieties are about these of these garages. One of the things that the performing arts center is going to be focusing on this. I can tell you that I am now a member of the Palace Theatre. I have a membership there and I've been going to a lot of the Rex Theatre. I used to run around trying to find parking. When the Citizens Bank parking lot became unavailable, so to speak, it was where do I park. I used to park way over by the fire station and I would walk. I walked in the rain. I walked in the snow. I did all kinds of things like that. I have stumbled across the parking garage that's right there next to the Rex Theater and I love it. It's easy in, easy out, come in one door, you can go out the back door there. I sit there, I punch in my number for my parking app, I pay right there. I don't have to look for the meter. There's no tickets. There's no any of that. It's clean. Stairwells are stairwells always a little anxiety. I don't care how well lit they are. There's always trash there and so on but it's still a good thing. I remarked by what they have there so I would like to see a giant wish list. I would like to say these are things we need to keep the building up. These are things we need to keep the building safe, which would be lighting, which would be cameras, which would be fixing the stairs, and so on.

I have two questions. When you put the opinion or the probable costs, construction cost by garage that was pre-pandemic costs.

Tim Cummings, Economic Development Director

Correct.

Alderman Klee

So we can look at a much higher cost in this. I just don't want the public to see these numbers and then when like you said, you come back with the real bond saying these numbers jumped from that meeting. We hear that all the time. You came in and said this is what you are going to need and you ended up doubling it. So I just want everybody to know these are just kind of numbers thrown out that were good at the time but not necessarily right now.

Tim Cummings, Economic Development Director

Right. They're just a good frame of reference.

Alderman Klee

And the other comment I wanted to make was at the Elm Street garage structural repairs - I don't know if anybody has that there. I just have to ask is that duct tape on the corner of that or is it some kind of sealant? The picture of it - I was thinking oh my god, is that duct tape? Are we now duct tape or is it some kind of sealant.

Jill Stansfield, Parking Manager

No. That is a sealant.

Alderman Klee

Oh good. Thank goodness. I was going to say I hope its Gorilla duct tape.

Jill Stansfield, Parking Manager

That would be really bad.

Alderman Dowd

Yes especially the Elm Street. Both ought to be taken care of structurally because, you know, it's one of these things you pay me now or you pay me a heck of a lot more later. I think the Elm Street garage where the performing art center the things that people are concerned with like parking a parking garage. They want to feel that it's clean. They want to feel it's safe and these are things if I would suggest that all the Aldermen be invited to take a tour of either one of the garages. Believe me, you'll see that some of these changes need to be made and made quickly.

Also, now is the time, you know, we keep hearing about the interest rates going to rise, and rise, and rise. Right now, we're doing bonding at a very reasonable rate. If we're going to get into a 20 year repair for these garages, now's the time to do it. Again if we did a bond just like around \$6 or \$7 million, they don't go out and I explained the other night, they don't go out and buy the bond the next day. They buy the bonds as they need to refresh the money to pay the debt. So you'll be getting a whole presentation on bonding soon. But if we don't do something to fix the Elm Street garage now, it could jeopardize some of the use of the new performing arts center. So I think we need to work on that garage sooner than later. To Alderman Gouveia's point with everything going on, on School Street including the new apartments who are going to maybe using those garages, we'll start hearing complaints if it's not taken care of. I think if you take a walk in there if you walk in the elevator and some of these stairwells and in the areas behind the stairwells, you will see that they are in desperate need of cleaning, painting, and the lighting is another key point. I'm surprised that we haven't had LED lights in there before because that's costing us money. So it should be very bright LED lights and that's what makes people feel safer.

Chairman O'Brien

I would have to say, it seems we seem to be in unison with you moving forward with this. I kind of agree with Alderman Dowd's crystal ball analysis of the economic future here. I would prioritize this because I do not know how long the current looking historically at what the financial world's got to do with bondings. We have come to rely on that much, much more than our CERF account. So therefore, I think, it would be prudent while the going is good, I think we could save the taxpayers money for a worthwhile project if we expedite this a little bit to come in under the bond window. Make sure that's sort of academically some fall on us.

Tim Cummings, Economic Development Director

Understood.

Chairman O'Brien

Anybody else have anything else?

Alderman Jette

Thank you, Mr. Chairman. So I used to be a regular user of the High Street parking garage but since COVID struck us, I've been working more from home and not using the garage as much. When I was using it, I thought it was pretty well maintained. I've heard some complaints about the cleanliness and that's a pretty cheap fix I think. If people are throwing trash around in the garage, you know, picking up after them seems a fairly inexpensive way of making the garage look more presentable. Are you getting enough money in your budget to hire enough people to maintain what we have now? I understand you're coming in, you know, looking at a long term project and you're talking about millions of dollars to make necessary repairs. I remember the last year, your budget was very low. I think you let at least one person go. I don't know how many people you let go. When it comes budget time, we need you to stand up and say what you really need.

Tim Cummings, Economic Development Director

If I may?

Chairman O'Brien

Absolutely.

Tim Cummings, Economic Development Director

If I may, Mr. Chair. Thank you. I hear you. What I also recognize is you have a lot of competing interests and needs here in the city. It's a balancing act. I'll tell you again, this year we will come in under guideline because we recognize that you have a limited pot of money that you need to spread around. So you want to achieve a certain tax rate and to do all that, we have to be very fiscally judicious in how we use our resources. We try the best we can to be as efficient as possible. Yes, of course, we could always use additional resources. I know if Jill was here right now and had free rein, it's probably killing her not to be saying yes. But honestly, I think we would be doing this community a disservice to make such a decision now without actually having the management study done. We have Desmond Consulting retained. They're actually looking at some of the operational structure that you're talking about now. Let's hear what they have to say for some guidance and then we can revisit that very issue.

Chairman O'Brien

I'll recognize Alderman Comeau but first there's somebody on line. Is that Mr. McKinney of the Building Department?

William McKinney, Building Manager

Alderman O'Brien yes. Watching through this, I'm very interested in the discussion. I do want to give some background of this is that, you know, a lot of our concerns from the Department of Building Safety stems back actually to the prior administration with Mayor Lozeau when we identified some concerns with parking garages. Many of these concerns involve cracking and spalling of concrete, structural members that are starting to show signs of wear that need to be addressed. Thankfully through the studies that were brought forward by Tim Cummings and Jill Stansfield, we've actually started to address that and identify our concerns from the Department of Building Safety. As you've heard is that in other communities the departments have been forced to go to a level of condemning parking structures. We don't want to go there. We brought our concerns forward. Those concerns are the degradation of concrete. The concerns with our rebar that is deteriorating due to salt intrusion into the concrete. The leaking of water that if you walk through the garages on any given day during a rainstorm or during melting snow, you'll see the amount of water that's leaking through the (inaudible).

The problem with that is that that water also freezes and we have a freeze thaw effect that starts to fracture concrete and it starts to expose the structural members to more of the salt that's brought in by the vehicles that drive into the garages. So this is this real concern of ours that really needs to be addressed. So I would stress that, you know, any amount that we can put into these buildings now is going to be a huge investment to keeping these buildings viable later. Lighting is not a big concern of mine. Yup it'd be great to have lighting that's safe and all of that. The real issue is the structural integrity is these buildings that we are starting to see (inaudible) on that we have to address. If we don't address it now, we are going to lose these buildings in the next few years. That's my personal opinion. My professional opinion is the Building Official for the city.

Chairman O'Brien

Thank you, Mr. McKinney for sharing your expertise on this. Thank you.

Alderman Comeau

Yes, thank you Mr. Chair. I won't belabor the point because as the Chair has mentioned, it seems like we're all pretty much on the same page on this. My only comment would be the presentation seemed like it was split between two potential options. One of them more of a slow burn over the course of the 10 years and then the other one, if I understood correctly, was a larger amount of work done in a shorter period of time - one to two year. I would think that that would probably be in our best interest to get most of the work done sooner. Like some others have mentioned, I'd like to see if not a formal proposal but an estimate of something that would include the structural issues that we'd like to take care of but also the cosmetics - the lighting, the cameras. Let's see what a potential lump sum might look like and go from there.

Chairman O'Brien

Okay. Other questions members of the Board?

Alderman Dowd

Just real quick. To not do something right now, it's physically irresponsible and we owe it to the taxpayers to make sure we protect these buildings and the safety as Bill McKinney said. By the way, he's the guy that would be condemning them.

The other thing is, we have to be careful while talking about the structural integrity of these buildings. If people get the feeling that they're not safe, they're not gonna park there. So we need to ensure that the word is that there are things that need to be fixed but we're going to fix them.

Chairman O'Brien

I would like to thank my Vice-Chair Alderman Dowd for saying that. Ladies and gentlemen of the board, it's our

watch. We our lands and buildings, infrastructure. We're custodians to pass these buildings in good shape in the future on to future generations. So point well taken. Thank you. Any other questions by members of the board?

Tim Cummings, Economic Development Director

Yes, thank you. Some last parting comments. Jill and I are trying to be good stewards of these assets. I think one of the things I would be remiss not to point out is this doesn't necessarily need to be entirely shouldered on the taxpayer. There is a revenue source that we could look into by charging some money for usage of the garage. That would help defray some of that capital cost. I would be remiss not to suggest that we look at that, and analyze that, and that may be a plausible way to move forward. So if that's not uncommon in other communities, but I appreciate having the opportunity to be here tonight to start this conversation. I want to just suggest that this is the beginning and not the end.

Chairman O'Brien

Your point well taken. Maybe we could follows the same line with the State of New Hampshire. They let their parking garage go down to - every time I park on it, I'm waiting to fall through but that's another story.

Alderman Klee

Thank you. To add to what the Chair has mentioned. The store's parking lot should be condemned to the point where they're putting netting there because pieces are falling down. I park on the very top because I feel if it's gonna go down, my car is gonna go down. I'd rather that than have pieces fall off.

Chairman O'Brien

Well you could drive off it if you have an SUV.

Alderman Klee

If it goes down far enough, I could just drive off of it. Yeah that is one scary, scary garage. I do not ever want to see us get to that point. But to a point that you were making before, one of the first pages you talked about with the parking zone rates and I know we tried Alderman Laws tried to have these rates and so on increase. I think we seriously need to look at this. When I look at what we're paying here compared to what I'm seeing Manchester and even Concord doing, we are so far below. I know we're going to have an outcry from the public but we truly - it's either pay through it the taxpayers or paid it as a usage fee and that's what the revenue is from is from the usage fee. I don't think it'll scare people from downtown.

But having said that, and I know you would know this off the top of your head, but it would be helpful if we knew how much below market rate for both leasing and meters were doing. I think that is really important. I know we are. I pay so much more when I go to Manchester and now Manchester the Valley Street parking garage that I go to all the time is Monday through Friday. It goes to like eight o'clock at night. I usually get there about 6:30 – 7:00 so I don't have to pay that sort of amount of money but and Saturdays and Sundays free. Maybe we do something like that but I'd like to get a really good plan so we could get an increase in revenue and it's not a burden on the taxpayers. It's a usage fee thing. So thank you.

Tim Cummings, Economic Development Director

Yes, Mr. Chair if I may.

Chairman O'Brien

Go ahead. Yeah.

Tim Cummings, Economic Development Director

We are actively working on that. We will have more information and data through the Desmond study that will help. Hopefully give you the data and then ultimately the confidence you need.

Alderman Klee

Thank you.

Chairman O'Brien

Yeah with Mr. Hill of Desmond, it's actively being pursued. Right now to bring it any time forward, there's a lot of options. It's really a very raw discussion at this particular point in time. Okay.

Seeing we do have other guests available but I will entertain any other questions regarding the parking garages. Okay, seeing none. Miss Stansfield thank you so much. A very good presentation. I think it made a lot of us aware of what's going on there with our garages. I know you probably did but can you - Mr. Cummings knows, can you make sure our Administrative Assistant aldermanic assistant gets the copy of your presentation to put it with the minutes.

Alderman Klee

It was with the agenda.

Chairman O'Brien

Yeah you probably already sent it through.

Jill Stansfield, Parking Manager

It was included in the agenda.

Alderman O'Brien

Okay just to make sure that it's on record and that would be good. Mr. Cummings you're not going far?

Tim Cummings, Economic Development Director

I'm can stay here if you'd like or – I'm here.

Chairman O'Brien

I would stay there. The chairs are much more comfortable.

Alderman Klee

I would like to thank Miss Stansfield before she leaves. I have her on speed dial. She's one of so many people I have on speed dial. Before coming here, I was working with her on an issue that I'm having and her people went out right away, stood there for 30 minutes taking pictures, and doing everything. So thank you so much for everything you do and I appreciate with the low staff and you do get complaints that we have to leave messages. I tell people because they're out trying to facilitate the parking and so on. So thank you so much for what you're doing.

Jill Stansfield, Parking Manager

Thank you. I appreciate that.

Chairman O'Brien

Thank you, again. Okay, I'll close that portion on parking garages and like to welcome the City Engineer Dan Hudson who's going to give us a presentation on paving. Those that were at I think it was the budget meeting the other night. We did see it but this is good for the public that did miss it. The city went through a period of years that really didn't touch the streets. I'm not going to have an opinion like say something like the spending cap had anything to do with it. I won't say that but now we seem to be aggressively fixing our streets because if we take care of that, we do end up saving the taxpayers some money. It sounds like a lot of money but having good infrastructure roads is keenly important. So therefore, perfect segway for you, Mr. Hudson.

- Paving

Dan Hudson, City Engineer

Thank you, Mr. Chair. Again, Dan Hudson, City Engineer. With me tonight is Mark Saunders. He's a Senior Staff Engineer. Mark runs our paving program. So I'm going to attempt to share this presentation. Again, apologies for those that may have seen this or heard this at the public hearing and at the Budget Review Committee meeting. We've even selected the same seats as that meeting. So it's kind of deja vu for us. It's a topic that we're very happy to speak about. So again, we're here to speak about the multi-year paving project and ultimately a bond request.

Okay, so this evening I'd like to briefly go through the paving history, review the network management methodology, preservation treatments, paving operation, future pavement conditions, and budget needs, and finally conclusions. We're happy to answer questions along the way or at the end. We're gonna go pretty quick because many of you seen this already, but we're happy to answer any questions you may have.

So paving history. As Alderman O'Brien was referencing, prior to 2017, the city was paving about six to eight miles annually. Then we embarked on a \$75,000,000 ten-year paving plan. That first half of that plan was funded under R-17-092. The first five years, we've already resurfaced 113 miles. Average PCI, which is a pavement condition index, it's a zero to 100 score with 100 being the best zero being the worst. That has increased 11 points since the beginning of the program. So excellent progress there. We're back seeking to fund the second half of that program under are R-22-020. And with that, I'm going to turn it over to Engineer Saunders who will present the details of the program.

Mark Saunders, Senior Staff Engineer

Thank you. Nashua maintains around just over 300 miles of public accepted roadways. These 300 miles are broken up into about 1,500 segments and each one of these segments gets a PCI score. As Dan mentioned, the score goes from zero to 100. 100 being the best, zero being on the low end. This score is directly related to a treatment band. As the score gets lower, the treatments get more expensive and extensive. It starts off in the higher range, which is Danforth on the top left that is a do nothing condition. In the bottom right is French Street, which is in base rehabilitation.

The street selection process is very dynamic and requires coordination between multiple parties. The first step in the street selection process is that PCI depth data to develop a preliminary street list. Once that street list is developed, it needs to be cleared by all utilities. The Engineering Department we work closely with both Liberty, Pennichuck, and in-house to clear these utilities. We send them look ahead lists so that paving is the last operation on the road. Once all these items are completed, the final list is put together and sent out to bid.

Chairman O'Brien

Mr. Saunders before you move on, we understand it but a lot of us do hear from constituents that, oh they were

just digging up the street and then a week later, they came and dug up the street again. We know the answer but this is your opportunity to explain to the public the different utilities - what's actually underneath our roads that needs to be coordinated.

Mark Saunders, Senior Staff Engineer

So in house within our department, we have sewer and our storm water facilities. We have an extensive CCT program that we go through. We camera all the pipes and we either line them if we find any issues where it needs a dig, we'll defer that street until we can come in and correct that issue and either do a point repair or for replacement. As for the private utilities which are Pennichuck and Liberty, we coordinate with their capital programs so that they're running long stretches of pipe. We're usually a year or two behind them, so we let them have the chance to get out.

In addition with the capital program, we also have them out there. They do a leak survey. Pennichuck during the nighttime hours when there's not a lot of traffic, they listen to their pipes to listen for any leaks. Liberty if you see their trucks driving around, they have cones on the front and they're actually smelling for natural gas leaks. They walk the streets. They run the streets with the list and throughout the winter. Once we start the process, they're constantly checking these streets. Unfortunately, leaks do happen after we pave and they need to be corrected but we do everything in our power to vet the utility network before we go in and pave the road.

Chairman O'Brien

And that's the next thing if I may ask Mr. Saunders. Murphy shows up at Murphy's Law - things can go wrong and the times but is there not a five year moratorium in hope that once we paved the street that this would not be dug up again for at least five years?

Mark Saunders, Senior Staff Engineer

Yes, that is correct. We do have an ordinance for a moratorium which if we have to cut into it or through either hardship or an emergency purpose, there is a more extensive repair versus our standard trench restoration. We do a part of this program. We do send out postcards to all the abutters to the roadways to let them know that we are coming in and that's their opportunity to give us a call to let us know that if they have any type of sewer work, or they want to switch from oil to gas to get that work up ahead so that they're not coming into the street unless it's either a hardship or an emergency situation.

Chairman O'Brien

Very good thank you.

Mark Saunders, Senior Staff Engineer

So along with the paving program, we are looking to maintain the roads and keep the good roads good. So with this, we have regularly used crack sealing throughout the city. This treatment is currently being used. We just put out a contract for this application but crack sealant is the application of an asphalt rubber compound to seal cracks to prevent moisture from entering the cracks and leading to further degradation.

The next treatment we have listed is a fog seal. This is a full width topical rejuvenator that softens the asphalt binder to bind the aggregates to slow oxidation, limit raveling, and seal minor cracks. We piloted this last year and we're looking to do about five miles of it this year. This is the next step in that in preservation.

Next on the list, we have micro surfacing. This is a proven treatment used by other neighboring communities such as Manchester. This micro surfacing is a mixture of polymodified asphalt emulsion and aggregates installed in two thin lifts on a properly prepared surface to provide skid resistance, restrict moisture intrusion,

protect the underlying structure from oxidation, unraveling, and to restore roadway. We are looking to do about a mile of this as a pilot to make sure that it's the right treatment for the community and that we get the expected life out of it as well.

Chairman O'Brien

Okay. We do have a question from Alderman Jette.

Alderman Jette

Thank you, Mr. Chairman. So these four photos, I assume they're examples of those four things.

Mark Saunders, Senior Staff Engineer

Yes, correct.

Alderman Jette

Can you identify which is which?

Mark Saunders, Senior Staff Engineer

Top left that is that is the crack ceiling. To the right of that is the fog ceiling. To the bottom left under the crack ceiling that is the micro surfacing and then the last one that I kind of glanced over because we haven't had an active contract or a pilot program is the bonding wearing course. That's the bottom right. That treatment is as close to a hot mix asphalt overlay and that's a gap created aggregate with the emulsion that provides structural integrity and also restores the surface appearance and structure.

Alderman Jette

Can I follow up? The micro surfacing kind of reminds me of when we used to oil the streets. It was a tanker truck full of oil and we'd go down the street and then they put sand on top of it. That's not this isn't?

Mark Saunders, Senior Staff Engineer

It's similar to that. It is a slurry. You do use that emulsion and then you have an aggregate as it becomes the wearing course. So it's a little more - it's not sand per se. It's an actual you know blended aggregate.

Unidentified Male Speaker

It's a sealant like people seal their driveways. It's intended to rejuvenate the surface, seal the surface. It does a better job of sealing the entire surface versus crack sealing which just addresses the cracks. It's a preservation treatment. It's not intended to be a full wearing course. Like a bonded wearing course is very thin overlay. A very rigid but thin overlay not to the point that you have issues with major elevation changes but that's more of an overlay wearing course type of a product.

Alderman Jette

Thank you.

Alderman Klee

Thank you and I may be jumping the gun because I do remember the next slide talks about the selection but one of the comments when you were talking about the beginning of the different types of road work or repair

that you do and the last one being that that base rehabbing, sometimes there's an Alderman I'm sure some of the ones that have been here before. We get that call - why are they doing that street. It's not as bad as my street. So when you get to the next if you could kind of address that in your choosing, I would appreciate that. Thank you.

Mark Saunders, Senior Staff Engineer

Alright so when we go to the roads, we try to do a complete street approach. So in addition to resurfacing the roadway, we look to kind of leave the street finalized once the project is done. Items being addressed when possible are sidewalk access to comply with the American with Disabilities Act, roadway drainage, traffic detection, sign replacement, pavement markings, and casting replacement. So at this time, we're gonna turn the presentation over to Engineer Hudson.

Dan Hudson, City Engineer

Yeah I will just speak to the question that we had about the reclaim. Roads degrade and so they're in those different treatment categories. The key is to try to catch the road and give it its proper treatment before it falls into the next most expensive category. When a road gets into the shape that it needs to be actually ground up and repaved completely, which is what we do with the reclaim operation, it's already in a very deteriorated state. So there are cases where people are on a road and we don't get there for a while because that road is not going to slide into a worst state because it's already in the worst state. Of course that is confusing for people because they wonder why we're doing a row that maybe is obviously much better, has some cracking but there are roads much worse. That's intentional and it's a cost conscious measure for the long term for the city. Preserving what you have, catching it before it gets worse in the long term interest is in the long term financial interest in the city. But we do we do each year do some of the base rehab because we need to fix those roads too. We just, you know, it takes us a while to get to some of those. So we're completed to date on this program. As I said at the outset, we've resurfaced over 113 miles on 520 streets, crack sealed over 102 miles on 400 streets, and we've increased the average PCI 11 points. Here's just the graph of that. Nice upward trend.

This year in the '22 paving program, we're going to resurface 14 miles of roadway, 65 streets. We do have about three miles of carryover roadways that we couldn't complete last year due to utility issues, or weather, and those types of things. So we carry that over and we'll complete that this year as well. We anticipate crack sealing about 60 miles and then as Mark said, we'll do the fog sealing and micro surfacing later in the year. The map shows all the roads that we've done to date basically under the program.

Looking ahead, we're requesting that bonding of the second five years and we have some projections here. It shows continual increase of the PCI and on the right as a chart of the backlog. Backlog is basically, you know, what funding would be needed to bring roads up to a good state. Obviously as we spend money, those needs decrease but it is important to note it was referenced earlier to paint on the house. Things continually degrade. Pavement is not immune to degradation so that happens over time, happens through oxidation. Pavement gets more brittle as it ages and you get those cracks and things like that. So that's why we try to do those rejuvenation treatments. But in addition, it's out there getting pounded by traffic every day, especially the arterial roadways. They see heavier truck and traffic and that equates to more loading and that constant loading, unloading as tires go across the pavement and wears the pavement over time. So pavement does degrade, get better performance in the neighborhood roads where you have less traffic. Roads in those areas, you may pave a road and it may be good for 20 years. Paving an arterial may be 10 to 12 years. So it all depends.

So our recommendation based upon what we've done to date and our current analysis is that we recommend the city complete this 10 year payment program, bond the \$7.5 million dollars a year for the next five years –a total of \$37.5 million dollars that we continue to expand our routine and preventative maintenance. We made a lot of roads better. So it's very important that we expand those treatments, keep those roads in good condition, and that we continue this pavement management approach. It's a full cycle we do. Each year we go out and

we assess 1/3 of the network and update the pavement condition index scores. So every three years, we'll we will visit every road. So we continually monitor that, track that over time to see how things change, how our system performs, and then set the plan for what treatments we need and where and then execute those treatments. So that's our current plan. With that, I'd be happy to answer any additional questions.

Chairman O'Brien

Thank you. I will open it up to questions.

Alderman Dowd

Yeah just - I don't think a lot of people understand that you use a different thickness of course of tar, if you will, on side streets versus like a hammer street which has 300 trucks an hour, you know, and heavy, heavy trucks. So you use a much thicker course of tar.

Dan Hudson, City Engineer

Sure Mr. Chair I'd have Mr. Saunders address that.

Chairman O'Brien

Yes, absolutely.

Mark Saunders, Senior Staff Engineer

So on Amherst Street, we'll do a deep mill versus a side street. We'll do a shallow mill. The shallow mill being around two inches and the deeper mill being three and a half but on the arterial streets, we're not going three inches. They were built with more as well. So we're getting a deeper mill to get some of the flaws out so when we replace it, we come in with a three quarter inch binder and then we topped out with the top coat to add that. That's structural stability back to the arterials. Then on the on the residential roads, we mill out typically mill out two inches and we put back two inches. That's what we found to be successful in the first five years as we're going through and surveying these streets. They've been holding up to time thus far.

Alderman Dowd

When the streets become public roads and from developments and you go in and start looking at the base, how often do you find that the base isn't what it should be? Do you actually inspect these developments when they go in to make sure they're building the roads correctly if they ever intend being a public road?

Dan Hudson, City Engineer

Yes we do. Nobody likes surprises. So we do inspect the subdivision roads. Ones that we know are planned to be accepted as public roads. We will inspect those and so we're usually not surprised by what we found there but we have roads that have been around a long time and overlaid forever. Sometimes you never know what you are going to find sometimes. We have roads we've cut and we found 10 inches of pavement and we've had roads that are older, maybe built before we're all that detailed inspection was being done in there - you know two inches, three inches. So we find a lot of different things out there.

Chairman O'Brien

It seems funny but to a street crew, it's an archeological dig. Keep in mind Main Street had trolleys going up and down it, cobblestones, and they think did we have a problem on Pine Hill Road that they resurfaced over a swamp. It's unique that's out there.

Alderman Jette

Thank you, Mr. Chairman. So, you know, there's been a lot of publicity in the news lately about climate change and getting away from fossil fuels. So I know the main ingredient that's used in the repaving project is petroleum based products. I've read that some places use a combination of recycled rubber tires, glass, different products that are recycled and part of that mix that's used for the roadway. I've heard that the rubber gives some flexibility. That's better for frost heaves and that type of thing. Are you familiar with that technology? Is that anything that we've looked at and could take advantage of?

Dan Hudson, City Engineer

Yes we are familiar with that. That's something that, you know, it's becoming a bigger area of focus clearly. There's recycling methods and use of different materials. We will likely pilot some projects like that just to get a comfort level with it before we go put it out on Amherst Street that type of thing. But we are familiar with that. Currently our mix design allows for recycled asphalt in the mix as part of the design. So it may not be material from the same job but these roads were milling and materials not wasted typically. They take it back. They'll pulverize, grind it up, and then use it in a new mix design. They do get some credit by the asphalt that's in that mix that they ground up but then they have to add some virgin liquid asphalt as well. We're always trying to find that balance of recycling as much as we can but ending up with a good product in the end because we do want it to last. We want to recycle. We want to be environmentally conscious, but we do want these roads to last. So yeah, we're willing to try different things. Pilot them as those things come about.

Alderman Klee

Thank you, Mr. Chairman. In keeping with what Alderman Jette had mentioned, I had asked this question a number of years ago and one of the things that - I don't believe that I asked necessarily Public Works, but I asked her up in Concord. One of the things that they had kind of come back and told me was that we have issues here in in New England area that the north area that some of those materials don't work with our freezing and thawing. They work really well down in Florida and in the south but is that that technology changed a little bit so that we could do something like that here in New England without having our roads degrade faster?

Dan Hudson, City Engineer

Yeah, I don't know as I have all the answers on that. Someone needs to investigate more but we did go through a phase over a few years where companies were adjusting to using the recycled product. Communities were having trouble because we were seeing some premature cracking as people learn what the limits were and how much product that to use versus how much additional liquid asphalt to use. So all these things kind of go through, you know, an evolution process to figure out what works where. I know that there are in New England there are, you know, crumb rubber, basically shim coats being used on the lower volume road. I do know that's something that is used and other treatments as well. But yeah, it's funny I've been in different areas of the country and it's completely different mix sometimes. You go to the desert and they're using 12 inches of asphalt or concrete even. We're willing to try different things like we said before but we want to make sure what we do is good. So we talked to other communities about what they're doing and then try to pilot things that we think may have application here.

Alderman Klee

Just one quick follow up. I truly appreciate that because I know that we had one year when we had some not so great contractors that kind of did a little bit of a bait and switch on some of us. I don't want to have to because we do hear it from the constituents. They just paid me why are they back doing it again? So I appreciate you doing all that extra due diligence. So thank you.

Alderman Comeau

Thank you, Mr. Chair. I know probably like many of my colleagues since the spring started in the current year's programs begun, I've been getting some phone calls and e-mails from people asking the same questions. Why are these roads being done and not these roads? I think most of us have a fairly good grasp on why that is but is there a resource maybe online that the public can be directed to, to view the PCI, to see the grades of various roads, and understand maybe where their road falls grade wise as compared to similar roads in their neighborhood so they might better understand why they're being passed over?

Dan Hudson, City Engineer

Yeah, we haven't published a document but we're happy to if anybody calls and they want to know what their PCI is, we can look it up for them and tell them. That's fine. What we find is we have lots of roads in similar categories. People would look at that list and then say well I'm a 72 and this roads over there is a 72. Why are we being done? Well it could be for a whole variety of reasons as Engineer Saunders was explaining. We have to do this in lockstep with utility improvements. We have our own issues. We have sewers that need to get evaluated, fixed. Main Street right now as a 39 is that right?

Mark Saunders, Senior Staff Engineer

I thinks it's a little lower than that.

Dan Hudson, City Engineer

It's a little lower than that. There's been a lot of utility work and of course, we're getting a lot of questions why aren't we doing Main Street. We do plan to do Main Street in the near future but we had a sinkhole out there last week. We're actually tonight, I think, there're out there doing the final repair on that. Clearly we want avoid situations where we spend those dollars and then have to go back and make those repairs. We can't always avoid those but there's all kinds of factors that go into how we select the roads. It is primarily PCI based to get us into the right range of treatment but then as I said, there's a whole bunch of other factors that go into it as well.

Alderman Comeau

Thank you.

Chairman O'Brien

That was a sink hole and not a Fire Department cistern?

Dan Hudson, City Engineer

No it turns out it wasn't. So yeah Liberty was out there installing gas and they were jack hammering out some of the old concrete roadway which is under the center section of roadway and the hammer just fell into a hole. Basically under the road was a void and there was a collapsed sewer pipe between Park and the Main Street sewer main is what it ended up being. So we mobilized our sewer contractor SUR West and they've tackled that problem. It's very challenging as you can imagine. They've been working around water, gas, the old concrete roadway. We crossed an old stone box culvert which runs down along the east side of the road. So you talked about archaeology. It certainly is that type of exercise. So right now we're going through an intensive investigation of Main Street because we do know that we need to pave Main Street in the near future and we want to make sure that we have our head around exactly what's there and do as much as we can to get it prepped to do so.

Chairman O'Brien

How shamefully say I'm interested in cobblestones but. The other thing I would like to mention too that a lot of

people don't realize that every time you bury a pipe under the ground, you put traffic on top of it, there's a spring, and the winter, the thawing, and the freezing, and these things actually move. Liberty has different classifications of leaks. Say nothing leaks underneath there. It does leak. There's a lot going on. They do their best but there's a lot going on and sometimes the paving is affected by what another utility has to say, how they rate that particular leak on whether they could do it.

Dan Hudson, City Engineer

Yeah, thank you Mr. Chair. They all have their own capital programs. I know there's a lot of old cast iron gas mains and they're under PUC regulation to replace all those within about five years or so. So they're actively working on that problem. There are different grades of leaks. That's a PUC regulation thing as well. Grade 1 is an emergency. They go out and fix it right away. They don't ask us a question. They tell us after the fact then we issue them the appropriate permits after the fact because they had them urgently respond. Grade 2 they have to fix within six months or within the same calendar year. So it's a less severe leak and they also have to continue to monitor and make sure it doesn't get worse. So all those factors come into play and those come up often at our Board of Public Works meetings where we have to grant those moratorium waivers on occasion unfortunately, reluctantly because nobody wants to cut new pavement but we do have to do that on occasion.

Chairman O'Brien

Very good. Other questions? Well, thank you very much. Very good presentation. Like I said to Director Cummings, I think you did already put it in with the Administrative Assistant but if we can just have a copy of your presentation to go on file. The Chair would love you to stay for the next part. I don't want to make you blue or anything but you're welcome to stay.

Dan Hudson, City Engineer

I wouldn't miss it for the world.

Chairman O'Brien

Mr. Saunders, you're welcome to stay too if you so wish. Thank you very much for the presentation.

Without objection, we received a communication this evening from Director Cummings on the paint color for extended outdoor dining. The original intention was for light red brick color and it's rated in the Panteone Smart 18-1350 TCX burnt brick or equivalent. I am already above my paygrade of choosing colors but anyways, we do have some options.

From: Tim Cummings, Economic Development Director
Re: Communication on Paint Color for Extended Outdoor Dining

Alderman Dowd

As much as I'd like to make a motion to have Director Cummings pick the color, I won't do that to him.

Tim Cummings, Economic Development Director

I appreciate that.

Alderman Dowd

However, I think the easiest and safest thing to do is to give Director Cummings, and Mr. Hudson, and whoever else would at BPW the authority to pick a comparable color that they can actually buy unlike the one

that was selected. We get too specific and he has a template with very similar colors. I don't know that we need to go through 18 colors try to narrow it down. As long as it's close to what Director Shea gave us, I think we're good to go.

MOTION BY ALDERMAN DOWD TO RECOMMEND THAT A BURNT RED BRICK COLOR BE CHOSEN FOR THE REPAINTING OF THE BARRIERS BY DIRECTOR CUMMINGS IN COORDINATION WITH DPW

Chairman O'Brien

Alderman Dowd I appreciate that because looking at light red brick color, I wonder what old sun would do to it in time? So I imagine something we need to look at is durability, safety is the number one priority. So therefore what Director Hudson and Director Cummings - did you have something to say Alderman Comeau on that? So I will entertain that motion that between...

Alderman Dowd

Yeah Director Cummings working with Engineer Hudson and BPW to come up with a comparable color.

Chairman O' Brien

I would like to have Director Cummings and Engineer Hudson weigh in on this because I don't want to give them too big of a slice of pie there that they're comfortable. Okay because it does come under our perusal as a Board if they're comfortable with that particular charge. Please speak frankly to advise us.

Tim Cummings, Economic Development Director

I'm happy to. What I didn't want to do was actually take the liberty that's being suggested right now without actually just giving a public discussion on it. I am more than happy with this charge, or this direction, and a public conversation. Happy to make the best assessment possible. I will absolutely take input from everyone - members of this Committee, members of the Board of Public Works, Department of Public Works, the general public. I know great American Downtown as former Executive Director had a strong interest in this subject. Then ultimately time is of the essence because we need to start painting. So we would make a very quick decision and get going on it, ideally tomorrow. If the motion prevails, I'll make a couple phone calls in the morning, make sure I'm going in the right direction, and then otherwise try to move forward.

Chairman O'Brien

Right and that doesn't mean - it isn't used the phrase the other night "that the sun will come up", but you know they're gonna get chipped. They're going to get worn and other things. They may need to be repainted next year. So we may be having futuristic discussion on this. Engineer Hudson do you have a comment on it?

Dan Hudson City Engineer

Yeah just I would remove my name from it and just reference DPW because I don't know as is myself, maybe Director Fauteux has the ultimate decision but yeah, I would support that motion because I think we'll do the best we can to pick a comparable color and move forward.

Alderman Dowd

I was pretty sure that you would delegate it to Andy or somebody else to do it when you couldn't find the original color.

Chairman O'Brien

Engineer Hudson I would certainly entertain to withdraw your name if you're serious about that.

Dan Hudson, City Engineer

Yeah I am answers because I think...

Alderman Dowd

Let's make it DPW.

Chairman O'Brien

Yeah we can put the BPW on that so can the Clerk make that particular change? The reason is, I know you have a keen eye working with traffic on the safety. So that's why I'd like to, you know, why you were mentioned?

Dan Hudson, City Engineer

Yeah, I appreciate that and this Committee and the Board at full did incorporate the recommendations about reflectivity and those sorts of things. So we're comfortable that the paint and the additional reflectivity will provide for that safety that's requested.

Alderman O'Brien

Further comment?

Tim Cummings, Economic Development Director

I just have one issue. Mr. Chair, if I may. In all seriousness, I did want to ask a specific question and I really am just taking the temperature of the Committee. Would it be okay or would it be acceptable if I took one or two of the barriers not on Main Street on one of the side streets and painted it a blue color? Since this conversation, I've had repeatedly had people come up and say I don't understand why they went with red. How come the Committee didn't go with blue? I really can't answer that question other than the night of the meeting there was a discussion. The consensus was a red color and that is what it is. It was suggested that maybe we could take one or two of the barriers off to the side, paint them blue just to kind of see what it would look like. I said I would be happy to have a public conversation about that. I would not recommend it because I understand that this has been discussed. But it wasn't for me to unilaterally make that decision but happy to do that if it wouldn't upset the body.

Alderman Dowd

(inaudible) has no issue with you doing that.

Chairman O'Brien

Right. I think what I would like to do is discharge the motion first and then we'll have that discussion on that. Everybody in agreement?

Alderman Klee

Thank you and feel free to tell me that this is for the next conversation. But if I remember correctly from the meeting, the reason why they went with the brick red was so that it would kind of melt into the existing buildings. So when you choose to decide what you want to do, I would like to hear from Director Cummings as

to what he feels say we can't have the brick red what would meld into it whether it be a blue, a green, or another red. So I just want to put that out there and that's for the next conversation. I'm fine with that.

Chairman O'Brien

Thank you. I would like to put out there that my wife has a tendency to green. Did you hear that honey? I mentioned you.

Alderman Klee

I'm a blue girl.

Alderman Jette

I would just like to point out that we had the Task Force, which was more than just this Committee, passed a motion that it'd be the color that Commissioner Shea specified. We started out with red brick and then he specified it to the color that we ended up with which it turns out, it's not available. But it said, you know, that color or equivalent. So when you start going to green, or blue, yellow, or any other color, you know, I'm not an expert on colors but I don't see where blue is anywhere near the red brick that we voted on. So I would be against our painting samples and revisiting this whole issue. Gosh, you know, we spent how much time on this thing. It's red brick or equivalent. I trust that you can come up with an equivalent that's going to be an equivalent. Something close to that color.

Chairman O'Brien

Alderman Jette I would like to remind you that the Task Force's main charge was whether we were going to have outdoor dining and some of the (inaudible) issues and there were many but some of the (inaudible) issues, they were germane but not the main issue of whether to have outdoor seasonal dining or not. One of those (inaudible) issues was the color that we brought up. But now that the Task Force Committee has convened has ruled and no longer is in existence. I don't see where this outdoor dining is under the perusal by City Charter of the Committee of infrastructure, I think we're quite capable as a committee of making this type of decision. Again, I respect the Aldermen the point but this is why a lot of us are kind of cringing. My wife has one particular idea, I might have another, and Alderman Comeau here in the example. It's like wearing a shirt. What color am I gonna wear today? Did you wear the wrong one? Only when you don't match it with the proper tie. But the thing is, you could really get hung up on the color and timing it seems and to be up in essence because what is today's date - April 27th. Outdoor dining could concede when is the target date that we're hoping sometime in May. So time is nine and in the future I'm not saying that we could have more time to get into the, you know, another color change, we're only talking to paint job. Maybe we could look at it at that particular time.

Alderman Dowd

Yeah the motion before us is to let Director Cummings working with BPW pick a comparable color. The side note after we vote on that is can we paint a couple and put them on a side street just to see what they look like but not change in the middle of the dining season change the color of the barriers.

Chairman O'Brien

Right. Well I thought you were asking separate to have a different color. I don't care how many colors there are.

Alderman Dowd

No, no just do two on a side street just to see what...

Chairman O'Brien

Oh, that's why he didn't allow it. Now I completely understand. My mistake.

Alderman Dowd

...pick a comparable color for all the barriers.

Chairman O'Brien

Thank you Alderman Dowd for the clarity. Now I get it.

Alderman Comeau

Thank you, Mr. Chair. I would agree with Alderman Jette on the point of the color that we selected. If I walk through Home Depot and I look at that wall of swatches, there might be 20 that they would call red brick and I would never be able to tell the difference. So if this one particular Pantone number that we erroneously specified is unavailable, I'd have to think that there's something that to my untrained eye I would never be able to tell the difference but it is available. So with respect to the motion that's before us if we're just vague and we say select an available red brick color, I think that we're okay. To your point of a small sample, if I'm not mistaken was it on Factory where there was one location that might get just the two barriers? That might be an okay location to pilot a different color and it's not going to interfere with the rest of the aesthetic on Main Street because it's so far removed. I think that that would probably be something that would be fine.

Tim Cummings, Economic Development Director

That's exactly right. I was gonna suggest either the Factory Street location or the Railroad Square location, which is up over by Maffee's. That might be to your point not interfering with I think what the goal was is to have a solid color along Main Street.

Alderman Comeau

So with respect to the motion, I just want to make sure that I've captured this correctly. What I've got here is a motion to recommend that a light red brick color be chosen for the repainting of the barriers by Director Cummings in coordination with DPW.

Chairman O'Brien

Clarification – that seems to fit your concerns? Okay.

Alderman Comeau

I just wanted to make sure I had it written down correctly.

Tim Cummings, Economic Development Director

I just want to clarify one word. Did you say "light" or did you say burnt?

Alderman Comeau

I had what was written here says "light red brick color".

Tim Cummings, Economic Development Director

The prior authorization was burnt brick or equivalent.

Alderman Comeau

Alright, so I will strike out “light” and replace it with “burnt” and say “burnt red brick color”. Alderman Dowd is that?

Alderman Dowd

Yes, that’s fine.

Chairman O’Brien

Being a fireman, I like burnt.

Alderman Comeau

You’re not supposed to like burnt.

Alderman Jette

I thought smoked paprika was?

Alderman Klee

That's called being an arsonist.

MOTION BY ALDERMAN DOWD TO RECOMMEND THAT A BURNT RED BRICK COLOR BE CHOSEN FOR THE REPAINTING OF THE BARRIERS BY DIRECTOR CUMMINGS IN COORDINATION WITH DPW MOTION CARRIED

Tim Cummings, Economic Development Director

So if I may? So my intention will be to take one, two barriers at the most on a side street - Factory, which hasn't been approved yet for the record, but if it does, that would be one of the streets I would look at or Railroad Square by Maffee's to paint a dark blue color just for visual purposes so people could see what a dark blue could look like so it could help inform a decision later on if one wanted to revisit this issue sometime in the future, next year, years after whatever the case may be. If there is no objection to that or no real strong angst, I will do that and I just didn't want to move in that direction and not have a discussion with you all to make sure that that you've no one found that offensive.

Chairman O'Brien

If I may say as Chairman of this Committee, I'm hoping at some future time that we can liquidate to cover barriers that we have. I do admit with some of the testimony we received from the public and driving along the roads, I've seen some smaller versions that might have been adequate. But at the time when we did this, we had to take into account the number one was public safety. People are in a very undefended position when they're sitting out there dining even on the sidewalk. We see the tragedies on the news occasionally but people inside the 7/11 getting hit by a car.

So the thing is, you know, safety was the paramount thing. I'm not saying we couldn't do a better job in the future and Director Cummings maybe we could have that conversation when the life expectancy of these things, which is probably a million years from now, but we could do better and maybe start looking at a possible change to something more appropriate. So we get to go on that. All right. Anything else?

Alderman Jette

Yes, Mr. Chairman. So Director Cummings said if there was no objection. I would like to object. I think we chose a uniform color for a reason and I'm against our spending any money, you know, sampling other colors and putting other colors in different locations. I think we're just opening up a can of worms there and I'm surprised that you would be interested in - if you're frustrated enough about this whole discussion, that you would encourage the possibility that we might, you know, change color and undergo the expense of repainting them. Let's just stick with the color we have, see how it works out. If there's a lot of objection to it, maybe we could revisit it but to put out different samples now to just encourage further discussion on this issue, I am against that. I don't think it's a good idea.

Chairman O'Brien

Well Alderman Jette there's only two ways you could do this. Your objection can be noted or you can make a motion on whether Direct Cummings has the charge.

Alderman Jette

Well, I think right now he doesn't have a charge. He said if there's no objection, I objected.

Chairman O'Brien

So therefore, we're looking for a motion. Okay. Alderman Dowd do you want to try this one?

Alderman Dowd

I'll make a motion that we allow Director Cummings with DPW to paint two of them blue just to get an idea of what they would look like for the future.

MOTION BY ALDERMAN DOWD TO ALLOW DIRECTOR CUMMINGS IN COORDINATING WITH DPW TO SELECT 1 – 2 BARRIERS IN A REMOTE LOCATION TO PAINT A NAVY BLUE COLOR

ON THE QUESTION

Alderman Comeau

Yes thank you, Mr. Chair. Alderman Jette raised a point that I hadn't really considered and that is the can of worms. I hadn't thought about it but the way he phrased it kind of made me think that if we do offer options, it's going to encourage people to, you know, have thought one way or the other and then we could be back here next winter having the same discussion all over again. So maybe it's possible that we should just stick with what was chosen and write that up.

Alderman Klee

Thank you, Mr. Chairman. I think one of the comments that Director Cummings made towards the beginning was that he was getting a lot of pushback from some of the owners of the buildings and so on that are saying you've made this decision. While I agree the Task Force worked very hard to make the decision and I've been making a joke about the time it took. We did not go around and ask all the businesses what they may or may not want. One of the things I remember when the discussion came up about blue it was like, or black, or any of that type of nature was would it fit in with the buildings. That's why you all came up with - the Task Force came up with the burnt red and the brick style on and I think that was a really good choice on your part because you were trying to make it meld in as much as possible.

I, too, have heard from a few of the owners of even the buildings that are downtown and said that they would much to my chagrin, they wanted the grassy green kind of look so it would give a feeling of that there was greenery there and so on. My comment was we're not going to paint blades of grass. It's going to be a single color and that's what it's going to be. I agree. The color should be uniform all through Main Street. I don't see the harm, although I do take note to what Alderman Jette said, if we start putting out that there are choices there, then we're going to get a lot of well I want green, I want blue, I want this. I don't see the harm in doing that because if I'm not mistaken, Director Cummings and please correct me if I'm wrong, every year we're going to have to paint these. I agree we don't want to have an hour discussion as to what color to paint them every year but it wouldn't hurt for us to see that. It may be that these people are going to come back forward and say I think the blue fits much better than this red. The red is too bright.

I know for me personally, I'm one of these people who don't really like reds, yellows, or oranges. They make me feel tense and angry. Blues, greens, and so on make me feel more relaxed. So maybe that might be the situation. So I don't see the harm in it. I do take to what Alderman Jette said as being very accurate. The minute we put out another color, you're gonna get all these people going I want blue. I want purple. I want green. Let's do purple for Nashua South. Let's do green for Bishop Guertin. Let's do blue for, you know, Nashua North.

Chairman O'Brien

Thank could happen.

Alderman Klee

Yes, exactly and they could say let's do this and that. So yes, you are going to get those things and that is the chance that you take but where we have to paint them every year, I don't see the harm in just putting up a couple of samples and see how they fit in within the facades but I'm not on this committee and it's just my comments.

Alderman Jette

A couple of questions to Director Cummings. Is it true that the pushback - you're getting a lot of pushback about the color and the pushback is coming from the merchants?

Tim Cummings, Economic Development Director

Some merchants yes, but definitely from downtown businesses, stakeholders, restaurants, merchants, and property owners have raised it.

Alderman Jette

Could I ask another questions?

Chairman O'Brien

Follow up.

Alderman Jette

Is it true that we're going to have to repaint these every year?

Tim Cummings, Economic Development Director

I would think we would have would have to repaint these. I don't know if we'll have to repaint them completely

but touches, absolutely. We will have to look at repainting them to a degree every single year.

Alderman Jette

Okay. So I would like to make a motion to amend the motion and whatever colors other than the standard color that we ended up picking. If somebody wants a different color, that they do it at their expense not the city's expense.

MOTION BY ALDERMAN JETTE TO AMEND TO SAY ANYONE WHO WANTS A DIFFERENT COLORED BARRIER CAN REPAINT AT THEIR OWN EXPENSE

Chairman O'Brien

Okay. The motion is somebody wants to paint it their own particular color, it will be at the expense of the...

Alderman Dowd

There's another motion on the floor.

Chairman O'Brien

It's to amend it. It's a motion to amend. Did I say it correctly? Do you have it?

Alderman Comeau

I'm getting there but I have it.

Chairman O'Brien

Do you want to speak to your motion?

Alderman Jette

No, I think I've said enough about it.

Chairman O'Brien

I would like to just speak. I just want to say that Alderman Jette you have convinced me, you know, in some of the things that you brought up. I'm more concerned - let's get through this year. We went through a heck of a rigmarole with this and I think we went through a lot of difficulties but yet we got what we thought we were doing the best for the - it seemed to be the majority of people who did enjoy the outdoor dining. Yes, some people weren't satisfied not particularly happy. I think the fact that we have a seasonal outdoor dining, folks let's be grateful at least we went that far. We got it. Don't worry about the color. We could fix that in December when we're all having our eggnog and a little bit more jovial type of way.

So I am not going to support this motion and I would not support the amendment or the additional motion. In other words, I'm more in favor - just let's get through this year and steam forward.

Alderman Gouveia

Thank you, Mr. Chairman. I agree. I think we just have to go, and get it done, get these barriers painted. I think the last thing we're looking for now is to have barriers all up and down Main Street looking like a bag of Skittles where it's just a bunch of colors all next to each other. I think one uniform collar will look good. So I'll be following the same thing.

Alderman Comeau

Thank you, Mr. Chair. Just to echo what Alderman Gouveia just said. I worry that the amendment might lend to the belief that a business on Main Street could say well I want my barriers to be yellow and I'm willing to pony up the money. I feel like that might just be another can of worms that we don't want to get into. So I would say no to the amendment and no to the original motion as well.

Chairman O'Brien

Further discussion? Seeing none, I'll call the vote on the amendment.

MOTION FAILED

Chairman O'Brien

On the main motion. All those in favor?

MOTION FAILED

Chairman O'Brien

Director Cummings, please feel free to blame us.

Tim Cummings, Economic Development Director

Just to clarify. The reason why I suggested without objection is because I was going to say with objection. I was just going to proceed as is and I understood that to be the case. Clearly with objection, I wouldn't want to deviate from what was previously discussed. During my comments, I actually specifically said I would not recommend this because I'm here to be a facilitator of the process. I'm only kind of lamenting on this point because I think it gets forgotten sometimes that city staff here are trying to help you all get to decisions. To some degree, I'm Switzerland. I'll make a recommendation. I'll tell you a best practice but at the end of the day, you need to make this decision and just because I bring a conversation before you doesn't mean that I have a certain opinion on something. So anyway, I just wanted to make sure that that was clear for the record.

Chairman O'Brien

Point well taken. Thank you.

Alderman Dowd

Given the fact that DPW has several of these barriers in the new construction site on the new DPW building, they want to paint a couple blue and keep them at the landfill see what they look like, I have no problem with that but that's their decision.

Alderman Comeau

To Alderman Dowd's point, we're using fewer this year than we did last year so there should be plenty of leftovers in storage at the landfill. So feel free to do the (inaudible) Skittles out there and we can all tour it later to see what every different color looks like if that's something that would please you.

Chairman O'Brien

I would just like to say on the matter of color, we have a wonderful organization of Miss Marylou Blaisdell's organization of the downtown community and the businesses. We're very fortunate to welcome the new Great American Downtown, a new Director of Carolyn Walley. I think this is an excellent charge for them. If there seems to be debate on the issue as we go forward, I think that's something that they can do. I would like the Clerk, and my Vice-Chair, and Director Cummings to remind my forgetful self that maybe we should call them at a particular point and I could speak to them and ask them if they want to get involved with this. I think you could Mr. Cummings too and say we would like a report. It doesn't have to be heavy but see what after they get painted, after they've been up for a while, I'd be interested to see what the flavor of the community is with it and I think that was satisfy it. Is that good with everybody? So ordered. Beautiful. Back to the agenda.

UNFINISHED BUSINESS - None

NEW BUSINESS – RESOLUTIONS - None

NEW BUSINESS – ORDINANCES – None

TABLED IN COMMITTEE – None

GENERAL DISCUSSION - None

PUBLIC COMMENT

Laurie Ortolano

Hi, yes. Can you hear me?

Chairman O'Brien

Yes, we can.

Laurie Ortolano

Laurie Ortolano, 41 Berkley Street. A couple of things. You know the whole color issue on the barriers. It was your decision, not the downtown merchants. They didn't get a weigh in. I don't get a weigh in vote. Personally, I hate your color. I don't get to have an opinion. I thought Michael Buckley was spot on with a sage green for a lot of reasons and the dark blue was rejected because of the specific heat capacity of that paint. There was concerned expressed that it would be very, very hot in the sun. It would give off a lot of radiative heat and I agree with that. Dark colors aren't good. Can't stand your red. I don't get a vote and either do the merchants downtown. You made a decision and I think we stick with it. As far as having to paint them every year, I'm frankly shocked to hear that and learn it. I really think maybe a little touch up but I wouldn't anticipate that they need to be painted.

Regarding the paving project, I didn't hear anyone talk about the patching of roads. If you go out on Broad Street and you put the road that's freshly paved like Broad Street, you're going to need five or six cut ins between Coliseum Ave. and the Broad Street Elementary School. Those cuttings are not matched according to the law and the requirements for patching. I think we have to pay attention to that. They're not crack sealing around the cuts when they put them in. I think different vendors are doing different jobs. As far as the compacted materials they're putting down and the ceiling on that and I think we should have some enforcement of that because it makes a big difference on the wear and tear of the road.

As far as the parking garage goes, I like your parking study. You know improving the garages is a must. Garages are a high wear buildings because of salt erosion in our New England environment. They fall apart readily and rapidly. A lot of rust issues in parking garages. But I would like to see the numbers developed much more. It's unacceptable to me that the costs are based on pre-pandemic numbers. I don't see any reason why we can't have accurate costs with the breakout of lighting and other structural information in there. I don't want to guess, throw around an extra million goes on because of, you know, material costs. These numbers need to be well developed and they need to be well done. I would want to see that kind of development in those cost quotes before the public's money to them. Thank you very much.

Chairman O'Brien

Thank you. Anybody else for public comment? Seeing no one.

REMARKS BY THE ALDERMEN

Alderman Jette

Just briefly. I just want the public to know that there is a 5 years, right? Its five years right the moratorium on after we pave a road, there's a five year moratorium. You can't cut into it without the permission of the Board of Public Works. This is under the jurisdiction of the Board of Public Works not the Aldermen. So it's the Board of Public Works that decides whether or not permission will be granted to cut into the road during the moratorium and it's the Board of Public Works that the judges whether or not the patch - they specify the requirements of the patch. They've got regulations about that and they enforce those regulations. Or if they don't, it's the Board of Public Works that's doing it not the Board

of Aldermen. So I just want to clarify that for the public. If they've got a complaint about that process, it's the Board of Public Works that they should be talking to.

Chairman O'Brien

Thank you.

Alderman Thibeault

Thank you, Mr. Chairman. I just want to say a couple things about this whole color thing. I want to thank you guys for not allowing us to get back to the Board of Aldermen because I don't want to deal with it anymore. If I was someone that was watching this and I wasn't part of the Board, I would have dropped off an hour ago. I think, you know, bringing up this thing again, we had to speak an hour about basically coming to a decision to make the color basically the same thing we already decided but a little different is why I think people don't want to watch us or deal with city government. We got other things that we should be worrying about. It should have been a two minute discussion but I just wanted to throw that out there. We've got to be better about what we do. So thank you.

Chairman O'Brien

Thank you. Seeing nobody else online. Any other Aldermen with comment? Seeing none. Alderman Jette again.

Alderman Jette

I just want to thank Alderman Thibeault for his critique of our meeting. I appreciate it very much.

Chairman O'Brien

Well, I mean I don't understand where he's saying people don't watch us. Aren't we like the peacock channel? Full color. I remember when TV used to be in black and white but we won't go there. When you wanted to watch the Bruins game, you had a turn to top dial and as little – never mind. Okay. You guys are spoiled today.

Okay seeing before we get completely silly, I'm going to turn to Alderman Dowd. Do you have a motion?

ADJOURNMENT

**MOTION BY ALDERMAN DOWD TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 9:03 p.m.

Alderman Alex Comeau
Committee Clerk