

COMMITTEE ON INFRASTRUCTURE
held jointly with
PERSONNEL/ADMINISTRATIVE AFFAIRS COMMITTEE

OCTOBER 28, 2020

A joint meeting of the Committee on Infrastructure and Personnel/Administrative Affairs was held Wednesday, October 28, 2020, at 7:00 p.m. via teleconference.

Chairman O'Brien

As Chairman of the Committee on Infrastructure, I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, I am confirming that we are:

Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

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

To join by phone: 1-929-205-6099 Meeting ID: 818 3046 7784 Passcode: 904784

The public may also view the meeting via Channel 16.

We previously gave notice to the public of the necessary information for accessing the meeting, through public postings. Instructions have also been provided on the City of Nashua's website at www.nashuanh.gov and publicly noticed at City Hall and Nashua Public Library.

If anybody has a problem accessing the meeting via phone or Channel 16, please call 603-821-2049 and they will help you connect.

In the event the public is unable to access the meeting via the methods mentioned above, the meeting will be adjourned and rescheduled. Please note that all votes that are taken during this meeting shall be done by roll call vote.

Let's start the meeting by taking a roll call attendance. When each member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-To-Know Law.

Alderman Schmidt called the roll and asked them to state the reason he or she could not attend, confirmed that they could hear the proceedings, and stated who was present with him or her.

The roll call was taken with 9 members of the Committee on Infrastructure as well as the Personnel/Administrative Affairs Committee member present:

Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Ernest Jette
Alderman David C. Tencza
Alderman June M. Caron
Alderman-at-Large Ben Clemons, Vice Chair
Alderman-at-Large Shoshanna Kelly
Alderman Skip Cleaver

Also in Attendance: Tim Cummings, Economic Development Director
 Sarah Marchant, Community Development Director
 Julie Chizmas, Transportation Planner
 Jill Stansfield, Parking Manager
 Alderman-at-Large Lori Wilshire
 Alderman Patricia Klee
 Alderman Richard A. Dowd
 Alderman Linda Harriott-Gathright

ROLL CALL

Chairman O'Brien

Present, I can hear the proceedings and I am alone.

Alderman Lopez

I'm here, I can see and hear everybody and I am alone.

Alderman Schmidt

I am alone in the office and I can hear everyone.

Alderman Jette

I am here, I can hear the proceedings and I am staying safer at home with my wife.

Chairman Tencza

I am present, I can hear everyone and I am alone.

Alderman Caron

I am here, I can hear you and I am alone.

Alderman Clemons

I am here, I can hear everybody and currently I am by myself.

Alderwoman Kelly

I am here, I am alone and I can hear everyone.

Alderman Cleaver

I am here and I am alone and I can hear the proceedings.

Alderman Schmidt

All are in attendance tonight Mr. Chairman.

Chairman O'Brien

Thank you. And also in attendance we have Tim Cummings, Economic Development Director, Jill Stansfield, the City Parking Department and also for Aldermen we have our President, Lori Wilshire; Alderman Klee, is there any other Aldermen? Alderman Dowd is also present and hopefully I got everybody.

Alderman Harriott-Gathright

Harriott-Gathright.

Chairman O'Brien

Oh I'm sorry, there you are, excuse me. We have also my Ward 9 compadre Alderman Harriott-Gathright. Also in attendance in Director Sarah Marchant who is also in attendance. Which leads us now into public comment if we got everybody. Members of the public, this is your opportunity to speak. Is there anybody that is in the queue that wants to bring anything to the Board? (There was none.)

PUBLIC COMMENT - None

PRESENTATION

Just to give you an outline to the Joint Committee, we have now two things approaching our Committee, the Infrastructure Committee meets generally towards the end of the month; as everybody knows next month we will be coming into Thanksgiving. And yes, boys and girls, in December towards the end of the month, Santa Claus will be coming to town, despite the COVID. So therefore, we are going to try to cram in as much as we possibly can to lighten the load so that all members of the Committee would be able to partake with their families and everything.

So with that being said, we have scheduled and working with Director Marchant, she has made herself available to come up and do a presentation.

Without objection, Chairman O'Brien suspended the rules to allow for a presentation by Director Marchant and Transportation Planner Julie Chizmas to give a brief update on the Heritage Rail Trail East Grant Project after the agenda was prepared.

Chairman O'Brien

And with that no objection, I will turn the presentation to Director Marchant.

Sarah Marchant, Director of Community Development

Thank you so much Alderman O'Brien. I am here with Julia Chizmas, the Transportation Planner to talk to you about the East Heritage Rail Trail. This is a project that the grant was actually awarded in 2018 and we have made some substantial progress. It is an LPA State mandated process. So what we are here tonight to do is to present you the preferred alternatives. So we've got through primary design, we've got to look at the different alternative and we have recommended alternative that we'd like to move forward with so we are here just to show that very brief, hopefully, presentation tonight and answer any questions you have about what we'd like to forward with design wise. So with that, I would like to introduce Julie Chizmas and she will share her screen to get the presentation started.

Julie Chizmas, Transportation Planner

Hi there, I just want to get my screen sharing. So thank you so much Director Marchant and all the Aldermen, I really appreciate your time this evening in squeezing us in so we that we can present our proposed action on the Heritage Rail Trail. As Sarah said, I am going to try to be brief. So just to give you a little background, this project started in the 1990's to provide an alternative bicycle and pedestrian route to the congested east and west Hollis Street. We acquired our first grant in 1993; it was a Federal Transportation Enhancement Grant and that was used to purchase land and construct the Heritage Rail Trail West that begins just east of Simon Street and extends about 1.3 miles to Main Street, just by City Hall.

We then got two more Transportation Enhancement Grants, one in 2005 and one in 2009 and that allowed us to purchase the Rail Trail parcels east of Main Street that will become the Heritage Rail Trail East. But we needed some money to design and construct that so in 2017 we applied for a Congestion Mitigation and Air Quality Improvement Grant and we were awarded it. So that brings us to this evening. We have about \$1.4 million dollars in funding, 80% of which is Federal and that does require a 20% match of City funds.

So just to share with you the extent of the project, as I said it begins pretty much where the Heritage Rail Trail West ends at Main Street and extends approximately three-quarters of a mile easterly along East Hollis Street and terminates just about at the intersection of East Hollis and Denton Street. CMA Engineers that are the consultants that were hired to conduct the engineering study and develop the designs for this project and they broke them up into five segments.

The first segment is Main Street to Quincy Street; the second is Quincy Street to Spruce and these are just images of where the trail will be constructed behind the various buildings. Segment three is Spruce Street to Commercial Street. As you can see, it goes in front of Wendy's on Howard Street and then behind Fisher Auto Parts and behind the Fire Station. Segment four is a Commercial Street Bridge which we will be repurposing as part of the trail and then Segment Five is Commercial Street to East Hollis Street, Denton Street again behind Henry Hanger and Ripano Stoneworks.

So we are currently in the engineering study phase of the project and that involved initially a local concerns meeting that we actually held in person last year in October and we heard from the neighborhood about they want to see for the trail design and also some concerns they had. The engineering study also involves a detailed survey of the parcels that were acquired and also analysis of the existing conditions. All that information is taken and turned into an alternatives analysis of things that we can do with this trail and conceptual designs were developed. That brought us to the proposed action meeting where we shared those alternatives with the public through a virtual Zoom meeting on September 22nd of this year and again, we are presenting them to you this evening.

Once we have a proposed action approved, we will finalize the engineering study and submit it and the environmental documents to DOT for their review. Hopefully, they will issue a Notice to Proceed, that allows us to move onto preliminary design which is the next phase and following that we would move into final design and then construction.

So alternatives that were developed through the alternatives analysis process are shown here. We have the no build alternative which we really aren't going to do because we have the land and we want to build a trail. And then there are six other alternatives beyond that. The first is just the development of a basic rail trail; so basic trail elements, needed landscape elements and a basic retrofit of the Commercial Street Bridge. Alternative Two would replace that basic bridge retrofit under alternative of one and enhance the retrofit, give us a few more years out of it. Alternative three would completely replace that Commercial Street Bridge. Alternative four would build a crossing at Main Street where the Rail Trail joins Main Street and directly across to the Heritage Rail Trail West segment which is something we heard in the local concerns meeting. Alternative five would enhance a couple of the crossings that have higher traffic volumes, enhancements for pedestrian safety and bicyclist safety. And then Alternative six would be over and above the basic landscape elements that are required for the Trail.

So we looked at all the alternatives with the consultants and with our Steering Committee and we decided to move forward with Alternative One – the basic Rail Trail, but we do want to take advantage of the enhanced bridge retrofit option to get a few more years out of the bridge and also put in the enhanced crossings for safety benefits. The Bridge replacement and the direct Main Street crossing and the enhanced landscaping I will touch on as we go through to explain why we aren't moving forward with those.

So for the Basic Rail Trail elements, we will be constructing a 10-foot-wide paved trail with 2 foot wide gravel shoulders. The only exception will be a colorized trail between Quincy Street and Mason Street and that's to visually separate the Trail area as it is a little narrower. We will be retaining the concrete sidewalk in front of Wendy's along Howard Street that I showed earlier. We will be building a divider island at the Main Street intersection and will be installing formalized ADA Compliant Crossings at the four crossings that the trail meets with the streets of Spring Street, Quincy Street, Mason Street, and Spruce Street.

As I mentioned, Alternative Four was a direct crossing at Main Street and that would be, I am not sure if you can my cursor, but that would be where the Rail Trail joins Main Street, it would go directly across and join the Heritage Rail Trail West. And that's only about 50 feet from the existing crosswalk and pedestrian signal at the East Hollis and Main Street intersection. So the consultants just didn't feel like that was a really good use of funds and they had concerns about the safety where it is such a short distance between the existing intersections. So the divider island will encourage people to use the existing sidewalk, go to the pedestrian signal that's already there and cross over and then join the Heritage Rail Trail West.

For landscape elements, Alternative One includes lighting that matches existing pole and luminaries that are on the Heritage Rail Trail West. We will be using 60 watt LED lights with occupancy sensors to dim the lighting when there isn't anybody on the trail and there will be full cut off for dark sky friendly. For plantings, we will be clearing the overgrown and invasive vegetation and planting trees that will provide shade where appropriate and also the trees will help us delineate the corridor and help mitigate air quality. Again, this is a Congestion Mitigation & Air Quality Grant so that is important to us.

And then for fencing, there are three different types of fencing that we will be installing. There will be quarter delineation fencing to help prevent encroachment from neighboring properties and also to just you know clearly define where the trail exists and not have anybody going on to abutting properties. There will be privacy fencing behind the fire station to just protect their break area that they currently enjoy. And there will be security fencing to separate the trail from the active rail line around the Henry Hanger Building.

Alternative Two, we are also proposing to add to this, to the proposed action and that, as I mentioned, would be an enhanced bridge retrofit that would give us about a 35 to 40 year design life of the bridge That is on top of, you know, that's over and beyond what the basic retrofit would provide which is about a 25 year design life. The main difference is between the two retrofits is the enhanced retrofit will completely remove the existing steel rails and all existing timber components and install a brand new nail laminate or a stressed laminated timber deck on the existing girders.

Finally Alternative Five is being proposed as part of the proposed action and that will install rectangular rapid flashing beacons at Spring Street and Spruce Street where we have higher traffic volumes. And these are currently installed in the city at Concord Street, Main Street, Bridge – a couple other locations, several other locations actually. So it is something that we are familiar with and we really feel will improve the safety of those crossings.

Alternative Six I am mentioning because we don't currently have the funding for it, but the landscape architects came up with some really great ideas for ways that we can really make the trail shine, should funding become available in the future. So I just want to take a minute and go over those real quick. They have designed a pocket park at the Main Street Gateway, that has accent paving, benches, wayfinding, bike racks, maybe planting beds for community gardens or some other type of garden. And that would really be a welcoming entrance into this section of the rail trail.

They have also proposed an Irish Acres Pocket Park that would build on the history of the neighborhood around the Howard Street area. It would be a nice rest spot along the trail and provide an opportunity for public art and maybe some education about the history of the area.

And finally a third pocket park is proposed around Henry Hanger, which would serve as a gateway to the Heritage Rail Trail at the eastern end and also provide a great amenity for future housing development. In this image they are showing a repurposing of the rail ties that are currently along the alignment that we will need to remove as part of the project to build the paved trails. So that would be a really great way to repurpose the rail ties, and again, show the history of the area.

Finally, enhanced landscaping is proposed. The trail really offer a wealth of opportunities for public art, either on the trail surface, on adjacent buildings, with the fencing within the pocket parks and that will help really create a sense of place and also reflect, again, the local history and the culture of the neighborhood that the trail goes through which is something that we did here at the local concerns meeting. So to kind of wrap it all up, the selected proposed action officially are Alternative One – the Basic Rail Trail; Alternative Two – Enhanced Bridge Retrofit; Alternative Five – Enhanced Crossings. And those sum up to about \$341,000.00 over our current budget. We have already started discussions with our DOT Project Manager about obtaining additional funding for this project, and he was, I would say, positive. So there is a good chance that we can obtain that additional funding. We will be having a follow up conversation with him once the proposed action is approved by the City and the estimate finalized.

So one other thing that I am showing as a selected proposed action would be an add alternative which – add alternate rather – which is Alternative Three, a bridge replacement. That was proposed at one point but there are concerns that there are – that the existing bridge has some historical elements and that may not be a cost effective option given the history of the bridge. So if it needs to be, we want to be able to have the funding to do it, if the existing bridge isn't found to be sound enough to be retrofitted. I just want to throw that out there, that's why the bridge replacement is listed as an alternative.

So Alternatives 1, 2 and 5 we really feel do provide the best balance and improvements and provide a great trail for all users. It does consider the current and future trail needs and the maintenance requirements, the width of the trail and the bridge that are being proposed will allow for plowing in the winter. This will complement the Heritage Rail Trail West and be in keeping with the look and feel of that trail. It does also align with the Master Plan and it really provides the best design for the dollars spent. Should the stars align and everything go well, we will be following this proposed action meeting with a submittal to DOT of the engineering study following their review, and a Notice to Proceed will conduct the preliminary design and complete that by January, then move into final design, advertise in May of 2021 and start construction in summer or fall. And I kind of preface that with "if everything goes perfect" and I say that because DOT is taking a little longer to review their plans and get back to their communities.

Because of that, well I should mention they have a staffing shortage and a hiring freeze due to the pandemic so there are reasons why they are delaying, good reasons. But that could push out our advertisement date and if it pushes really any farther, we may want to consider advertising in the fall or winter of 2021, 2022 in order to get the best prices because that is the best time to advertise for pricing purposes. So to wrap it all up, I do have a proposed motion that is to approve the proposed action for the Heritage Rail Trail East Project and I would welcome any questions.

Chairman O'Brien

Thank you for the presentation. Are there any questions? In order, we will first take questions from members of the Infrastructure Committee. Is there any questions by any members of the Infrastructure Committee? And I'm on thumbnail so I am not really seeing everybody. So please speak up if you do have a question. Yes, thank you, Alderman Tencza.

Alderman Tencza

Thank you, Julie you had mentioned that there's a bit of a shortfall. About when would we have to secure the funding to make that up or come up with it on our own through the City.

Ms. Chizmas

Sure, so we have funding secured with the appropriate match to get us through the different design phases. So up through advertising we would then need to have the funding for construction once we move forward with that phase. So you know that might be another reason why we want to advertise next winter versus this May, not this May but next May, sorry.

Director Marchant

If I could add on to that please, even the existing grant that we have, we have not fully matched. We have only provided the match thus far for the engineering design portion. So we will be looking at the match as part of the CIP Budget for 2022 going forward. And so we are hoping to have a better understanding from DOT this winter, hopefully by January of the additional funds that they can put forward towards this project. As these funds, again this was approved in 2018 with cost estimates then, we have seen 30% increases in many construction costs since then. So these are costs that we think – they are very likely to pick up. So once we know exactly how much DOT is willing to help us with then we can look at – and again that is an 80/20 match so what the rest of our 20% match would need to be. An 80/20 match so it's a pretty good deal for the City and these grant funds are critical to getting the project done.

Chairman O'Brien

Ok, thank you. Any other members of the Committee have a question? Alderman Lopez.

Alderman Lopez

So first I want to thank Director Marchant and Julie for all the work they have been doing on this. This is one of the first projects that we talked about when I first took office. I mean as a professional pedestrian I am pretty excited about having more walkability in the City. I use the Rail Trail very, very often and it is very important not only for people who are walking to and from work but maybe people who are maybe scooting to and from doctors appointments and picking up their prescriptions, getting their groceries, it contributes a lot towards independence. So I am really excited to see this moving forward.

I am curious as to whether we have or whether we are anticipating plans for how to maintain snow removal or whether or not we are looking at the same kind of Adopt A Block system that we are using on this side of the Rail Trail.

Director Marchant

That's a great question, I'll start with that one. Yes as part of this grant, we are promising to maintain it and that's one of the reasons why it's so critical that this is a 10 foot wide paved trail. We have every intention of being able to maintain this for snow purposes. You know, it's going to be like the sidewalks after the storm, but we should be able to plow this with a truck and be able to maintain this for winter maintenance going forward. As a condition of the grant, we promised to do so.

Alderman Lopez

Just a follow up because based on what you were saying, is the current Rail Trail not 10 feet wide in some of the areas? Is that a problem.

Director Marchant

I don't know off the top of my head, I think it is mostly 10 feet wide. But it does depend on the maintenance of that other Rail Trail, the City has been I think been doing better in the past couple of years.

Alderman Lopez

Yeah I agree, the City has been doing well, I see the snowplow doing that plowing, I was just curious whether that was a challenge that we should be looking at.

Tim Cummings, Director of Economic Development

I can speak to that. So if I may, Mr. Chair?

Chairman O'Brien

Yes absolutely, please.

Director Cummings

So Tim Cummings, Director of Economic Development. So Parking actually maintains the existing Heritage Trail for the most part and it's something that we took on just within the last, I would say, two, maybe three years at the most. Jill I am sure will know the exact day because she took it under her purview under duress and she reminds me of that often.

Alderman Lopez

I still remember with joy.

Director Cummings

We actually just bought a special piece of equipment last winter with the specifications in mind to be able to take care of the Heritage Trail to what I would say is the existing one that goes, I guess it would go west. I can't speak to whether it is 10 feet or not. You can put a pickup truck down the existing one though it is difficult because of the separators that are put up to keep vehicles from traveling on that road regularly. So you actually need to have a special piece of equipment that can fit between the barriers to actually make it efficient for our snow operation removal. And we do have that piece of equipment on hand so long as it stays in theory with what it is to the east, we should be able to do the west without a problem. Did you catch that Jill.

Ms.Chizmas

Thank you, Director Marchant.

Alderman Lopez

I would also point out that the western Rail Trail also has a lot of gardens on the side so probably a good thing we just don't drive a city plow down there. But I appreciate the work and the planning that's gone into both of those. And I know it's very much appreciated by people trying to travel to and from the bus station and all of those places. So I anticipate the same kind of use one we are able to connect places like Marshall Street to Quincy Street and all that kind of stuff.

Chairman O'Brien

OK at this time I'd like to welcome all Aldermen, if anybody else out there does have a question. Alderman Wilshire?

Alderman Wilshire

Thank you. So Julie you talked about this going over by Henry Hanger and ending somewhere around Denton Street. It doesn't go across East Hollis Street, does it?

Ms. Chizmas

It doesn't.

Alderman Wilshire

Good, because I was going to say that's really a tight, busy area, that East Hollis Street corridor there. So if it is going behind Henry Hanger or alongside Henry Hanger, is it going in front of on the East Hollis Street side or behind on the Temple Street side.

Ms. Chizmas

It's going behind.

Alderman Wilshire

Ok and so that fits in with the new development and everything that's going on over there, right. OK I'm just glad it's not going across East Hollis Street, thank you for that Julie.

Chairman O'Brien

Anybody else, questions? Yes, Alderman Jette?

Alderman Jette

So Julie you said something, I didn't quite understand talking about the Bridge over Commercial Street?

Ms. Chizmas

Yes.

Alderman Jette

You said something about the history being some problem there. Can you clarify what you meant by that?

Ms. Chizmas

Sure, so all of these projects have to go before the Cultural & Historical Board up at the State and so they will review it. There is some potential that the, I'm so sorry, I'm not an engineer, but there are elements of the bridge that may be considered a historic resource. And so for that reason we may not want to try to replace it. One reason why initially that was looked at as possibility is there is a 75 plus design lifespan to a replaced bridge. So we did look at that initially but in follow-up conversations with the Historic Board, we have kind of backed away from that a little unless there is a reason that we absolutely have to replace it. But the engineers don't feel as though that's the case right now.

Alderman Jette

Ok so if I could follow-up? So when you say there are elements of the bridge that may have some historical significance, I'm trying to imagine, do you mean there are elements of the bridge that are just old or unique or represent some era? Can you clarify that?

Director Marchant

I can try and help Alderman Jette if you want. For example, on another project in the City, there were timbers that the Historic & Cultural Commission considered historic and important. So they wanted us to save those timbers to try and reuse them and we tried to reuse them in another project; the bridge actually over the canal. But upon, even though we deconstructed the bridge and saved those timbers, the timbers were then found to be loaded with creosote which is not safe for humans and to be over water. So we had to do the replacement, we had to do a new bridge anyways. So they have a very broad set of standards that they can use to define what may be historic or culturally important and as this grant funding goes through them, they have the say in what is historic or culturally significant.

Alderman Jette

OK, thank you.

Chairman O'Brien

Anyone else have a question?

Alderman Lopez

That just brought up one more question for me. I don't even know if they have the answer, but if I may?

Chairman O'Brien

Yes, Alderman Lopez.

Alderman Lopez

I've heard rumors that there was a speakeasy that creepy door underneath that bridge led to. Is that true or is that just like some random shed. I know it's not active, but is that actually a historical thing? Or is there any merit to that.

Director Marchant

I kind of hope not because it probably means we've got to save it.

Alderman Lopez

I always thought it was like a running joke like, I was like, I would not go in that door, but I don't know.

Director Marchant

I understand that – I believe it Mr. LaPierre who owns Rapano Stone Work, has quite a bit of history of the area. He has been active participant so far in this process and we certainly be continuing to speak with him about some of maybe the historic park areas or ways we can celebrate some of that heritage. So I don't know about that for sure, but he might be a resource to dig that rumor down for you.

Alderman Lopez

I would love to see that area's history kind of be brought back to the surface because it benefited the Tree Streets heavily to have those railroad murals put up and more recognition of its historical significance. And I think as we are doing the Rail Trail, we probably could do something similar there.

Chairman O'Brien

Alright, thank you Alderman Lopez. Anybody else? Seeing none, Alderman Lopez, I compliment you for noticing that but I think actual walkway, it's quite prevalent down in the Boston area as well, although many people down there wish it was a Speakeasy, but I think that was probably access for the train crew and pedestrians to get to one level and they built that as part of the bridge work. But I'll go with the Speakeasy myself.

Alderman Lopez

I don't believe everything I'm told but I figured I might as well ask.

Chairman O'Brien

Yeah, but also too it is very historical having worked at the Crown Hill Station that is there and right along the rail bed, you can still see coal that fell off the original trains. And there's some switching devices that are still around there. So it does have a historical - but it segways into my next thing. You say that it's ending at Denton Street and I know it's not related to this project, but maybe Director Cummings can say, we are also looking at the crossover from the bridge coming over from Hudson to bring freight and rail possibly in the future and everything else. So this goes hand and glove with the future development. Can you hear me?

Director Cummings

I can yes.

Chairman O'Brien

You know, maybe this could go with the future development of that particular project.

Director Cummings

I think you are, Mr. Chair, spot on; I think that development of that neighborhood is changing. It's going to become more a mixed use, higher multi-family type of density type neighborhood that is going to need to have amenities like a trail that connects to a future rail station. This is good future planning that would allow for that to occur and would have a great transportation tool that's not just focused on roads and automobiles that will be able to help move people to jobs and to their residence.

Chairman O'Brien

Very good, thank you. Any other further questions? The Chair does have one more to Ms. Chizmas. Are you looking for an unbinding approval of this particular Board to say tallyho with the project?

Ms. Chizmas

Yes, we are looking for your endorsement of the 3 alternatives that are moving forward as the proposed action for this trail.

Chairman O'Brien

OK, the legalities of this, it isn't on the Agenda but I refer the question to the President. Madam President, would a roll call be needed just to approve in theory to continue with this particular project, non-binding of course.

Alderman Wilshire

Yeah it would be non-binding. I mean at this point, you're not looking at us to allocate any resources or anything, just to agree with the concept of those alternatives you've come up with.

Ms.Chizmas

Yes.

Alderman Wilshire

Yes, you can do a roll call on that.

Chairman O'Brien

Very good. Always very happy when we can get the legalities out of the way. OK, on the particular project, will the Clerk of Infrastructure please call the roll? The question before us will be a non-binding question to continue on with the Heritage Rail Trail East Project as presented this evening.

MOTION BY ALDERMAN O'BRIEN ASKED FOR A VOTE FOR A NON-BINDING QUESTION TO CONTINUE ON WITH THE HERITAGE RAIL TRAIL EAST PROJECT

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza, Alderman Caron
Alderman Clemons, Alderwoman Kelly, Alderman Cleaver 9

Nay: 0

MOTION CARRIED

Chairman O'Brien

Thank you very much, Director Marchant and Transportation Planner Chizmas. I apologize if I muddled over your name earlier, you know, I have a propensity for that sometimes. But thank you, we found the presentation to be very informative and it looks great. I am having some strong inklings with the Irish section, I am glad to see that neighborhood to be recognized, so I think that's very good there. So thank you again for coming this evening and giving us the presentation.

Director Marchant

Thank you.

Ms. Chizmas

Thank you.

Chairman O'Brien

Alright, moving alone – Communications?

COMMUNICATIONS

From: Jill Stansfield, Parking Manager

Re: Response to questions on overnight bans with fines

Without objection, Chairman O'Brien accepted the communication and placed it on file

UNFINISHED BUSINESS

O-20-032

Endorsers: Alderman-at-Large Brandon Laws
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Skip Cleaver
Alderman-at-Large Shoshanna Kelly
Alderman Elizabeth Lu

REDUCING THE FINE FOR OVERNIGHT PARKING VIOLATIONS

Alderman Schmidt

Mr. Chairman, I don't know what to recommend on this.

Chairman O'Brien

Well that's fine and let's keep it open because I think at this particular point, we can see because I think several ideas will be coming forward by various Committee members. Just to rehash so everybody knows; this was originally heard by the Personnel/Administrative Affairs Committee. I think it did come out of that Committee somewhat with a positive recommendation and it went to the Full Board of Aldermen. When it came to the Full Board of Aldermen, additional information was provided basically along the lines that it may have some detrimental effect of some of the revenue that has been generated. It does go kind of counter-intuitive to a pending further study that is near and dear to several of us members on the Infrastructure Committee that you know that we are working on and that is the parking issue that is involved with the City.

As you know, the City has since – pre when the car was invented had no overnight parking and now that we are coming into this era where a lot of our traditional two-family homes have been turned into apartments, the lot and the linear feet that's in front of some of our structures there with the, you know, being apartments, is getting eaten up by parking. The overnight parking itself comes with some types of things to be concerned to members of the Committee and to the Board of Aldermen. That is also looking at trash removal, snow removal, and other different types of concerns.

So, therefore, the Infrastructure Committee was going to throw overnight parking into the mix and to have a parking study. But, however, COVID-19 raised as the plague usually does, the plague raises its ugly head and delayed a proper study. I would like to offer maybe, perhaps that we could go to some form of compromise and that would be to have – split the parking study and have just in the initial overnight parking study. That was presented to us just to remind members of the Infrastructure Committee. It was presented by Director Cummings in the past. We, at the particular time, said no, because at that particular time we felt it would be better for that company, the vendor to come up and come up at one time and look at the whole general project as far as parking in general, including the overnight parking. It was more economical to do it once.

But I don't see if it's going to be an issue and if it's an issue to some of our Aldermen who have or are doing their due diligence with their constituents, I don't see any objections to having the parking – an additional overnight parking study. But to make members of the Committee to be aware that that could be at a little bit more of a premium price over what was originally proposed for the parking study. So with that Segway, I am going to shuffle off to (inaudible) and ask Director Cummings if he would like to come in and add to what I have just said. Director Cummings?

Director Cummings

Yes, thank you Mr. Chair. As Alderman O'Brien reiterated just a few moments ago, if it is the will and desire of this body, we absolutely could pull out the overnight parking task that we had bundled into the bigger study and make it a stand alone project. It was something that we explored back in the summertime, late spring. We asked if there was an interest and an appetite at that time to do it. I want to say we got a quote from our vendor for something in the order of like \$6,000.00 to \$10,000.00 or something to that effect. They were going to do it as a stand-alone item above and beyond the scope of work that we have them under contract for that's on hold. And it's on hold for obvious reasons; so if that's of interest, that's something we absolutely could do. I would recommend going in that direction only because it would give everyone some comfort and confidence about allowing for overnight parking to occur in the City, in some fashion, in a little bit more managed or organized way. My sense is and this is part of what I would like to do is go through a consensus building exercise with each of you to get a real understanding as to where your Wards are on this issue or where the City is as a whole. Because, ultimately I would like to see a solution put in place so we are not revisiting this issue every, what it seems like now, started out once every year to six months to something we are seeing every 3 months now. And it's not productive. So that's why having that mini study done with a report to provide us some guidance and professional expertise third-party would help give everyone some information to make a decision. But ultimately it's a cultural decision that this community needs to make as to whether you want to have overnight parking in your community. There's no right or wrong to it, you know, depending on what you want to do. We can tell you the best practices and we can point out how some communities are doing it and what makes sense. And we can tell you how it is going to affect the community or the City itself from a Governmental Operation Standpoint.

Putting that issue aside just to speak to the Legislation at hand, I just want to make sure it is clear that if it is voted, you know, the impact of the vote if this Legislation passes favorably at least for some time until we can get the account and the services stabilized, we would not be able to actively enforce overnight parking throughout the City. We wouldn't be able to take that on, we would try to do our best to do it as quickly as possible once it stabilizes. But we had just gotten this service and this account stabilized when we took it over from the previous department that was running it. We had just started to get some traction and started to be able to manage it effectively and put some goals in place. And so, you know, I just want to make sure everyone realizes that we would, you know, need to push pause a little bit on our end from an operational standpoint, reassess, maybe make some adjustments. One of those adjustments would definitely be that we wouldn't be doing any active, overnight enforcement. Then once we can recalibrate we can see what type of service delivery we could make. So anyway, I guess the last comment I'll make, and I think this is the Memo Jill Stansfield provided, the \$25.00 fine is not out of norm with what area communities charge. So this is the standard fine that like communities in the area assess to people who receive a ticket. The \$10.00 would be an exception to that. That's all I have, thank you, Mr. Chair.

Chairman O'Brien

The Chairman does recognize Alderman Clemons in the queue, if Alderman Clemons could stand by for a second. The Chair does have one question for Director Cummings and that is part of this parking study. In looking at the – if we did agree to go to tonight to overnight parking, the fact that this is a bigger issue that I think some others are really looking at. In other words, this has many tentacles as part of the problem with this.

Some of this may lead into zoning type of concerns and other type of things that may need to be addressed. And would we get that and get those recommendations, particularly if we had to get into permitted parking and zoning for – you know what I mean, parking zones for different areas of the City. And is that some of the questions that would be answered by this particular vendor if they came in and gave us a really, the one time solution, not a multi-faceted solution, the one-time correct way to do this?

Director Cummings

That's absolutely true, Mr. Chair. I mean right now, we take a one-size fits all approach essentially for the community. This community is very different depending on where you are. So it would make sense to make something a little bit more appropriate for each section or area of the City. So it can provide the right level of service and the right need that one may look for. There are definitely zoning issues that are going to need to be addressed or understood how we want to handle it. So yes, developing a program which is permits usually to handle the overnight parking is usually what communities do when they decide to allow overnight parking to occur. They allow on-street parking to occur in some fashion. Just allowing it unregulated, you know, communities of this size, community of this density, they typically don't allow for that because of the urban problems that may arise.

You know, as was mentioned earlier, snow removal, trash removal, you know, fire safety issues, driveways being blocked. There are various issues that could come up that are very serious, potentially very serious issues that you want to make sure you have a plan in place so you are being responsible. So we are providing the best service possible; absent that it could be a little bit of a free for all, and if that happens, we could be here in a couple years saying, well maybe we should put a permit system in. And that's ok too, that will just be the externality that comes about.

Chairman O'Brien

Thank you, Director Cummings. The Chair recognizes Alderman Clemons.

Alderman Clemons

Thank you, Mr. Chairman, I have a couple of questions, some to I think either Ms. Stansfield or to Mr. Cummings and then a couple to the sponsor of the Legislation and I believe he's on; I think Alderman Laws is on. But I'll start with this first question and that is, do we know how many of the resident overnight parking permits are sold currently, right now for both French Hill and the Tree Street area?

Director Cummings

So Jill Stansfield may have that more at her fingertips. I just want to caution COVID has thrown a little hiccup in our typical programming of that because of COVID related reasons, our process has been delayed a little bit. So this may not be as accurate of a figure. But I'd ask Jill if she has that at her fingertips.

Jill Stansfield, Parking Manager

So I do not have the breakdown between the Tree Streets versus the French Hill area. And as Director Cummings just mentioned, we have had due to COVID a little bit of a hiccup in the process. We are actually helping the City Clerk's Office out with taking over the process. So we are in the middle of a transition phase with that.. But overall, we have somewhere in the neighborhood of about 400 permits that are issued currently between all of the areas.

Alderman Clemons

Can I ask you, is that, from what I remember from the original Legislation, we had a cap of 400. Is that still the case?

Director Cummings

A little higher now.

Alderman Clemons

Do you know what the number is off the top of your head.

Director Cummings

It's just a little higher, I'm going to say somewhere around 500 to 600. 600 at the most.

Alderman Clemons

And do we ever – here's the bottom line, do we ever sell out?

Director Cummings

My understanding in years past, Tree Streets does; French Hill does not.

Alderman Clemons

So is it 600 in each neighborhood, or is it 600 across the City.

Director Cummings

600 in the aggregate, across the – and I wouldn't say across the City.

Alderman Clemons

In those two areas. So what do you mean then by the Tree Streets sells out? How can one area sell out if it's a citywide program?

Director Cummings

So it's only on select streets that you are allowed to park and it's only in select streets that you are allowed to apply for the permit. Based off of the orientation of those streets, you can say, you know with some reason of confidence, that's a Tree Street Permit as opposed to that's a French Hill type permit.

Alderman Clemons

But there's nothing to prevent me though from taking my car and parking it on French Hill overnight if I have one of those permits, correct?

Director Cummings

Just so long as you reside in an appropriate residence.

Alderman Clemons

If I reside in the Tree Streets, I can bring my car up to French Hill, park it overnight, stay at my buddy's house and then in the morning I can drive back to the Tree Streets, right?

Director Cummings

I believe that's accurate, that's correct.

Alderman Clemons

So this is where I get concerned about I think some of the – the problem that we are having here. Because it is my understanding and I don't want – and this is where I wanted to ask the sponsor if he could elaborate a little bit more in detail. We have a program in place where if you live in one of the most densely populated neighborhoods in the City, you can buy a permit to park overnight. One of the things that I heard from the discussion was that people were getting ticketed because they could not, because they were leaving their car overnight. Are these folks that are – I guess my question is – Are these folks that live outside of that area and where are they leaving their cars that they are getting tickets. And the other part of it is, are any of these folks who are getting tickets employees of some of the establishments in the area. So I would direct those few questions if I could to Alderman Laws, if he's willing to answer.

Chairman O'Brien

Yes, thank you Alderman Clemons. Alderman Laws, would you like to – there's a question through the Chair to you from Alderman Clemons. Would you like to answer?

Alderman Laws

I would be grateful to, thank you, Chairman O'Brien. I didn't write these down so they come from memory, but I believe the first question was where are these people ticketed? Why are they not getting ticketed if there's a permit available. As far as I understand it, the permits aren't for every single street downtown which is completely understandable. Some of the streets legitimately are too narrow to have overnight parking. But there are many streets that should have overnight parking that don't. So the program itself I don't believe is comprehensive enough to cover all of those people. That's one thing.

Another thing is because of COVID and because of how much stress there has been on City Hall, some people have applied for permits and they didn't get them. Some people got the permit but they never got the physical copy of it. So there's just a bunch of like small nuances that are affecting people negatively. I will remind you of the presentation that we saw last night, you know, we are talking about the one block of Nashua where the lowest socioeconomic group lives. So this \$25.00 ticket is substantial to them.

Second question Ben, what was it?

Alderman Clemons

The second question was are any of the people who are getting tickets like employees of different places downtown.

Alderman Laws

So that's actually a great question and if I may lead into it by saying that one of the biggest regrets that I have is mentioning that people are discouraged from leaving their car downtown after they've had a few drinks. It might encourage them to drive drunk because that has become part of this conversation and that's not really the biggest issues. The biggest issue as far as I see it, as A) People who live in those neighborhoods, who are getting ticketed and they just have no other options and B) I mean the ticketing program runs from midnight to 6:00 AM, last call in New Hampshire is 1:00 AM. So you can go into work, work all night, walk to your car at 2:00/3:00 in the morning when you're finished cleaning and doing the money and everything else, and you've got a \$25.00 ticket on your car. And that happens quite often to many employees and you have to think of how many people work downtown.

You are on the cusp of being late to work, you're not going to go park in the garage and then walk down, you are going to find a parking spot and then the next thing you know, you've got a \$25.00 ticket. So I mean those are the people who I am including in this, as well. What was the third question if you don't mind?

Alderman Clemons

It wasn't but I think you kind of answered my first two in one and then that was my third. But I wanted to, Mr. Chairman if I could just follow through.

Chairman O'Brien

I'm going to hold you because we do have Alderman Lopez in the queue and if you're in total agreement I will call on Alderman Lopez and then I'll come back to you.

Alderman Clemons

I can be patient, I mean I don't mind.

Chairman O'Brien

OK, Alderman Lopez has graciously yielded, Alderman Clemons?

Alderman Clemons

Thank you. I guess where I'm going on this is I am wondering if it would make sense, well obviously we have come to the conclusion that it would make sense for us to look at the overnight parking program as it exists now and kind of get the streets that were excluded, included in there. And we've done similar things in the past where former Alderman Schoneman and I worked together on several of these where what we would do is if there was a street that was too narrow or for whatever reason couldn't have the actual physical parking, we would include that street on the list of streets where somebody could get a permit but they could park their car on the next street over or something like that in a neighborhood. What that did, was that alleviated some of the issues that we are talking about. And usually those streets would come up on a case by case basis, where somebody would have a complaint and they would bring that forward.

But I think a more comprehensive look at where those streets are within the neighborhoods would be good and maybe we could kind of button that up. The other point I just want to make before I go is, I think we might want to look at also allowing employees some kind of leverage and I don't know how we would do that, to ease that burden because I agree that at 2:00 if you're closing down a restaurant at 2:00 in the morning, you are still probably in there cleaning and getting everything ready for the next day. And so you know, you might not come out until 3:00 and when you do, there's a ticket there. So I think we need to address that. So I think we have a path forward. My last question is this and I'll direct it to Director Cummings, what could we cut this fee to so that we could break even and have people continue to go out and enforce the overnight parking ban as it is right now.

Director Cummings

I would have to do the math to see what you know that number would be. I guess I would caution you though because we shouldn't be designing a program based off of the revenue or breaking even. It's about getting the behavior that you want. It's about getting the policy outcomes in the community that you want. It would almost be to some degree the tail wagging the dog. So I would caution against that strategy, of course Jill Stansfield and I could probably do the math and get a figure for you that would keep it to break even. But I don't know, I wouldn't know it off of the top of my head right now. I guess the question I would say is, what is the number that you felt comfortable assessing someone as a penalty for you know not adhering to the norms that the community has outlined that they want to see.

Alderman Clemons

I understand what you are saying, but the point of the matter is I agree with what Alderman Laws was saying in that, you know, the \$25.00 is a lot to the person that gets the ticket. And when you've been hustling all night to get \$25.00 in tips and then you come outside and it is a \$25.00 ticket, that's an issue.

Director Cummings

Can I speak to that?

Alderman Clemons

No, please let me finish. My point is this. The point that I am trying to make is we need to come up with a comprehensive study to really look at the Tree Streets and the French Hill area and maybe even Crown Hill or maybe some other areas as well. And we need to look at that. But in the meantime, people are getting fined and it's hurting them. I also don't want to see someone lose their job over the fact that we've reduced the ticket to the point where we can't pay them and we don't have them go out on the street to do the job of making sure that people keep their cars off the street. So I am trying to reach some kind of compromise here. And I would like an answer to my questions which is, what would be that ticket figure so that in the meantime, while we are studying this issue, we can also reduce the burden for that time being and then come back to it when we have a study, in the meantime, thank you.

Chairman O'Brien

Alderman Clemons at this point I am going to remind you we have a couple of other people in the queue, other Aldermen that chose to speak. So we will hold off that proverbial question, unless Director Cummings did you want to have a response.

Director Cummings

Well I just wanted to follow up on a comment that was made and this goes to my point of why I think you should really think about this in a more comprehensive way before you take any action is because and I am going to use just the one off the top of my head. If the concern is employees in the downtown area getting ticketed, Portsmouth, New Hampshire has a pretty interesting program where they actually have a "downtown employee parking lot" that only employees can park in. And that allows them to park for free in a certain location and not worry about paying for parking in general and then worrying about tickets. And that's something the community has endeavored to take on because they see this as a responsibility and a need to do. And that's a different type of strategy that was adopted as opposed to the one that's being contemplated tonight. And I am not saying that this is the solution here. But it goes to my point of you really want to kind of think about this, explore other options, to really solve the problems that you are looking to solve.

Relative to the figuring out a rate of a ticket, the rate of a fine for a ticket so we can break even, that's going to be really hard to do because we don't operate under a quota system nor do I want to start a policy where I am saying to Jill Stansfield and her team, you've got to go out and write X amount of tickets, because we have to break even. That is not I think good policy and I wouldn't recommend it. And so that is really going to be tough for us to kind of figure out that, OK \$25.00 is tough but if we bring it down to \$15.00 and I know that if we send someone out at night and they write – and I'm making this up – 40 tickets, they wrote more tickets than they used to, but now I've got them at a dollar amount that will cover the cost of their providing that service. You know, I just don't know if that's really a good solution and I caution you if that's the direction you want to go, again, we can do the math and we can get you what that figure is. I don't know it if off the top of my head.

Chairman O'Brien

Thank you, Director Cummings. The Chair now recognizes Alderman Klee will be in the queue and the Chair recognizes Alderman Lopez.

Alderman Lopez

I will be willing to be called Patricia Lopez if you would like. So I wanted to bring up a couple of alternatives that we have here because we are kind of approaching the sticking point where we really are looking at changing behaviors versus addressing financial issues because those are basically two different issues. So we are also kind of divided between the concept of doing something now for the problems that we see right now, but doing something thoroughly with intention to make sure that we are developing policy. I did have a conversation with Director Cummings earlier today and I think Alderman Tencza might be able to weigh in on this concept later, but this is an issue that definitely falls under Personnel/Administrative Affairs but it also falls under Infrastructure. In the past, it's been handled by Planning & Economic Development Committee. As Director Cummings pointed out this does keep rearing its head because constituents are bringing it up more and more and more. And we have not been able to do the data driven study that we want. If we only look at as where do we put permits and where do we not, what price should we set, we still are doing the same thing. There's other ways to approach the problem as well, such as some of the ideas that I had suggested to Director Cummings was identifying streets with little or no transportation value any longer and using them to augment areas that might not have effective parking.

We could look at redesigning the parking plan so it's region specific instead of saying everybody who gets overnight parking has a pass for overnight parking, we could color coat it. This was an idea that we talked about in a previous Infrastructure Committee where French Hill gets green, the Tree Streets get yellow, you could add employees and they could have blue. You could modify the system so that it's region specific. And then when people get their parking pass, they know that it works in a specific area.

That would let employees have access to parking alternatives without giving them unilateral access to parking all over the neighborhoods and vice versa. So there's a lot of things we can do in the future, but there is three different committees to be working through. There's different priorities and aldermanic agendas at work. So I would propose and what I hope to get support for, is creating a Steering Committee with representatives from each Committee which is focused on Aldermen who have skin in this and are willing to commit to a more regular meeting. They could work with a feasibility study or a traffic study and with the Director of Economic Development to look at a ,more well rounded approach rather than just revenue and parking and that type of thing. Because when we are trying to address behaviors, we need to understand that there's different behaviors that are going on and while some behaviors on Main Street may be things we need to regulate for Main Street purposes, there's going to be different behaviors on the number streets that we also need to regulate. So that's one suggestion that I have for confirming that this work continues and that we do follow through with the feasibility study but we don't just wait for it to happen because there are probably steps we can identify today as Legislators if we sit down and focused on it.

The second thing that I wanted to bring up was reducing the price of the overnight ticket isn't the only way to address the need that is happening in the most dire areas. We could also identify specific streets and say we are limiting the scope of this from being downtown as is defined by Economic Development, which is like all the way to the number streets and focus it more on the areas where people actually would be working late at night or would be traveling or transporting late at night. If we do change the scope of Alderman Laws' original Legislation it will automatically reduce the amount of impact that is has on the ticketing and permitting budget but it will also have the effective change in the behaviors that we are trying to address. So I would caution that we not take this idea and run with it too far, and say just Main Street, because we want a buffer between the residential streets and Main Street. If you allow free parking on Main Street or reduced fine parking, some people who are very close to that area might choose to park on those streets knowing there's less of a fine – unlikely. If you reduce the parking rate too much then people who don't have parking anywhere else may make that decision to leave their cars on Main Street or where it would it impact the business.

So what I would suggest that the Committee discuss as an alternative is what would it look like if instead of all of downtown, we focused on Main Street and maybe the two approximate blocks to it as a pilot study that maybe only is intended to be used until January. We will have a chance to continue the program if we see it's not crippling the Parking Department and we will have a chance to see that we are making a difference specific to people who need it, most immediately to the people who are making very limited income and need a boost to their business. I think it's important to remember that we have some COVID-19 specific crisis that people are facing, so that justifies us making an unusual step and it gives us time to study the issue a little bit more further as well. So I just wanted to put those ideas out on the table; both the idea of creating a Steering Committee that has a representative from each of those committees on it to take on a more in-depth look at this. And then, likewise, looking at the scope of this and trying to figure out exactly what we are trying to do; whether we are trying to help people who are residents or whether we are trying to help people who are looking for parking in the downtown area where there is none.

Chairman O'Brien

Thank you, Alderman Lopez. Alderman Klee?

Alderman Klee

Thank you, Mr. Chair for recognizing me. I love Alderman Lopez's idea about the Steering Committee and while I am not on any of these Committees, I would love to be on it because this does strongly impact my Ward, especially in the French Hill. And I also want to reiterate a couple of things, one that Director Cummings mentioned about cutting the fee and while it sounds good that we are reducing the burden on people who get the ticket, he's absolutely right about the behavior. The fees are put in there to change behavior and I have spoken about this before. I had a tractor trailer in my Ward that was parking and took two parking spaces. And Ms. Stansfield knows that she gets a lot of phone calls from me about people parking, people complaining and so on.

And this particular vehicle was parked overnight, tractor trailer, took two parking spaces. We would issue three tickets then they would come and pay before that fourth ticket got issued. There was nothing we could do; it just continued and continued. And it was cheaper for them to pay the \$25.00 a night then it was to pay for parking of this vehicle somewhere else. That's one of the things I wanted to mention.

I also wanted to mention that you know I had a constituent who had received multiple tickets and she didn't pay them timely and I think it actually got into excess of almost \$300.00 and her vehicle had to be towed, or I shouldn't say "had" to be towed, it was towed. This was a person who worked late a night, she was a nurse who worked in the hospital. My heart broke for her and I think Ms. Stansfield, they were able to get the car out, and so on. But the bottom line was, she lives in a building that has too many apartments, too many cars for that type of building. So they all tried to jam into this one, tiny, little parking lot. And she either would stick out in the road or whatever the situation was and that's kind of, to me, the essence of where our problem lies. Our problems lies in that whether it is the Zoning Board or whoever it is that is approving, they are approving these multi-units that have too many cars that would be allowed to it and then there's no parking. And this is where it really lies. I got a complaint about another person who said, you know, and I've mentioned this before, I have X number of its, but one of these units has 5 bedrooms, that's 5 cars and he doesn't have enough space. And he was very angry that his people were getting tickets. And someone had to have approved that, but they don't look at the parking, they look at you know, for every unit 1.5 cars. Well that's not the reality of what we have today.

So I really think this parking study needs to be done before we start taking action and I loved a lot of the ideas that Alderman Lopez brought forward, but I just fear if we start whittling at things, that we are going to get into just way too much information. And I was also concerned, this was the first time I'd heard it that you can get a permit and park anywhere where there's an overnight permit. I completely disagree with that and the reason for it is much what somebody had brought up. If you get an overnight parking ticket, you can park anywhere and you may be taking a parking space that someone thinks would be allocated to them because they paid the fee to be able to have overnight parking hopefully close to their home.

That's why they did it, that's why they got that spot to become an overnight. So I really think that's where we need to be looking into and I think the study would really be able to do that. So before we go too far, I think we need a study and it's really important. Ward 3, my area, anybody can park there other than it would drive me crazy having cars in front of my house all the time. But they could do it safely on Maywood Drive, that would not be a problem on Royal Oak, probably not a problem. But you start going down into Norton Street or you start going down to Summer Street into French Hill and even some of the side streets, even like Granite Street and so on, you are going to have some issues. So I'd really love to have a study done.

But my question about this study is and I'm sorry that I've taken so much time is would it just be downtown and French Hill or would it be the entire City? Because I'd really like it to be the entire City, street by street. Director Cummings, I mean through you Mr. Chair?

Chairman O'Brien

If you could hold on – yes, thank you. I just want to announce in the queue we do have Alderman Schmidt but Director Cummings did show he wants to answer, I think in response so Director Cummings?

Director Cummings

Thank you I am sorry, you broke up a little bit there Alderman Klee if you asked me a specific question.

Alderman Klee

Just one simple question. Would the overnight study be for the entire City every street, or would it just be downtown, French Hill and that area?

Director Cummings

No, no it would be Citywide, because we really need to have an understanding citywide as to what, I am going to use what the norm of the community is, what the culture of the community is. And more to the point, we need to have enough consensus or public outreach or community input, whatever term you want to use so you all around the horseshoe have the confidence to act. And that's really important because Ward 1 is very different than Ward 4. And I think we need to spend some time understanding what the needs and wants are in Ward 1, not to pick on Ward 1. But it's a good example as to the differences in the community and we need to have a solution for each area of the community, again, a one size fits all approach may not be the best approach anymore. And we are seeing it with this conversation this evening, so it would be citywide.

I just wanted to take a moment and say in somewhat in respect to our land use and development team in the City. They are under a lot of pressure to produce housing units, right. So on one hand we hear we need more housing and that's true and I am very sympathetic to that. I have pointed out to them that we have this public policy disconnect where we are approving multi-family residential houses, without having the off-site parking requirements, which creates a need for on-street parking or off-premises parking. And then to couple it even further, it's done in neighborhoods where you are not allowed to park overnight. And you are really putting a burden on the tenant and it's really unfortunate and to some degree the landlord or the owner of the real estate's response is, well we will figure it out with a "private sector solution". Our neighbor right beside me is going to rent me their parking space or I own the building beside it so I am going to allow for overage parking in my parking lot. There's all these things in theory that are supposed to work out but when push comes to shove, the cars are out on the street. We then end up ticketing them and then you guys get phone calls and complaints. And I think what you are seeing here is just more of an exercise of Nashua as a community kind of growing up into its next phase of what it is. And that's a natural evolution for a City. So developing these public policy strategies and goals is really important. That's why I am a big advocate of having a study. I think Alderman Lopez has a great idea in terms of putting a Steering Committee together, I think that makes a lot of sense. It's whatever is going to give a comfort level for this body to want to act is really what it comes down to.

Chairman O'Brien

Alright, thank you Director Cummings. The Chair has Alderman Schmidt with Alderman Dowd in the queue. Alderman Schmidt.

Alderman Schmidt

I was going to say, Don't forget Alderman Dowd, he's been waving at you for half an hour. Yes, I think before the study is done, I think the Steering Committee or a Sub-Committee is absolutely essential because I think that is a stupendous way to find out the feelings of the Committee without sitting in the middle of another meeting that's got other business. Just that business would be really good to study. Yes, Ward 1 doesn't really have a problem with parking. We've got wide streets, we've got driveways, we've got garages, we are in good over here. But we do go into the City, we do need to park downtown and that is a real issue for a lot of people. Two questions: If we know where people are likely to be staying until 3:00 to finish their work can we start later ticketing in that area, is that possibility. That would certainly take the pressure off Alderman Laws and it would make sense to me because you really don't want to change their behavior, you want to accommodate people who are working down there? Is that a possibility? Yes, ok I'll go on with my next question and the last one.

In Ward 1, when somebody needs to park on the street, they simply make a phone call and it's recorded. If somebody has to stay passed a reasonable time, the parking folks may come by and write a ticket, is there an opportunity for them to call and say, "I'm working an extra hour, could you please pass by my car". And that's all I needed to say.

Director Cummings

So if I may, Mr. Chair.

Chairman O'Brien

Yes, the Chair wants to take a brief liberty before I get in to you. Just to remind Alderman Schmidt, there are State Laws involved particularly when it comes down to an establishment where alcohol is being served, they have to vacate the premises by a certain time. So if they stay over that certain time – so Director Cummings if you want to reiterate.

Director Cummings

So yes absolutely anyone can call in and report their car and you know we put it on what we refer to as the hot sheet so people know that it's being left there and it's on a list and Parking Enforcement recognizes that. That is something that is done and it is done citywide. And then just to answer the question, we already do try to avoid the "bar areas" knowing that you have employees there. They are not leaving right away. I can say it's not like we go out and target those areas. But some of those employees are parking in neighborhoods and we don't know who the car is and where they are going. If they are parked in a neighborhood and it's not on the top of the mind that it could be an employee of the downtown, we are not going to know that. But we don't go out and particularly focus on the restaurants or the bar areas for the very reasons that you're talking about.

Chairman O'Brien

Thank you, Director Cummings. Alderman Schmidt, you're all set? OK. Now I am going to recognize Alderman Dowd in a second, but in the queue we have Alderwoman Kelly. Alderman Dowd.

Alderman Dowd

Yeah I've got a few random thoughts. One is I pretty much agree with what Alderman Lopez said. I think that the study needs to be done because I think there's still a lot of unanswered questions. Of course the first question I have is if the result of any of the actions taken on this Ordinance result in a decrease in revenue, I think part of the solution needs to be where is that revenue being made up from? Another thing is as far as the one parking lot for the people that work in the bars to park in, I think our City is spread out a lot more than Portsmouth and I don't think people want to walk a mile and a half or two to get to a parking lot. So I don't think that would work.

One of the things that I thought of is if the establishments have people that are working at those hours, we can simply give them a parking pass that the employees can put in their car so people know not to tag them and they could be controlled by the establishment, if they want 1, 2, 3, however many people they have working until that time. I think we need to focus this on exactly – find out which areas you want to focus on and solve that problem. I have empathy on the reasons that this came up. I don't think the reduction in fees should be citywide or even the entire downtown. I think it should be where we have problems. And I think there are other solutions that can be worked out.

The other thing is that we are coming into the snow season, might even be Friday. And when you have a snow emergency the fines \$100.00 and no matter whether you've got a permit or not and that's going to start coming into effect, we are going to have a probably snowy winter. So that just negates many of the solutions. So I think that somebody needs to sit down and figure out the best solution to this problem and then bring it back to the Committee. Thank you.

Chairman O'Brien

Thank you, Alderman Dowd. The Chair recognizes Alderwoman Shoshanna Kelly and also in the queue will be Alderman Lori Wilshire. Alderman Kelly?

Alderwoman Kelly

Thank you, I am taking notes, I have quite a few stickies over here. So I think it's been a thoughtful discussion here. I think the reason we are here is because there have been a number of issues brought up specifically tied to downtown, whether you work there or you live there. And especially during COVID as people are experiencing more or under financial strain how might we help? I 100% am in support of a parking study. I don't think it should hold us back from making small incremental changes. We put barriers up and made Main Street almost no parking without the study. So I personally have felt frustrated with the inability to do anything around parking until the study is done. I think the study will give us great information, but we still need to continue to make policy and potential changes, whether they are small when our constituents need it. So that has been something that I have been struggling with and that's just a comment, I don't know. I mean I think there's been a lot of ideas that have come up that are smart here, whether it's an ability to give business owners passes or even residents passes.

Just because we try something, doesn't mean it has to be forever. And I think we have the duty to think about it in the lines of what is going on right now and how are we going to continue to go that way. My brother is a chef, well was a chef in Chicago and they just shut down all of the restaurants and he is unemployed. And so I think we have to consider the fact that this isn't – we are not saying let's change this forever. We are saying right now people are struggling and you know something like a \$25.00 ticket to us or some people who are listening maybe they can afford like Trish's constituent, just keep that paying that \$25.00. But what happens is it snowballs especially in economic difficulties, some people can't even afford that one ticket turns into a second ticket and suddenly their car gets towed and now they can't to work. So it becomes a snowball effect. So I don't want to say this is a huge grand gesture or anything for people who are working downtown but I think we have to think about the impacts right now in our City and what we can do.

So with that being said, I think the idea to have some sort of Committee talking about these things is a great idea. I want to specifically ask and I apologize if this has already been answered, I'm a little stuffy (inaudible) but I wanted to know where we are with the parking study and why is it being held up by COVID? Like maybe I don't understand all the things that are going to happen?

Director Cummings

May I, Mr. Chair?

Chairman O'Brien

Absolutely, thank you.

Director Cummings

So great question. We were about to get underway with a full comprehensive parking study right before COVID hit. And that was – we had issued an RFP, we had selected a vendor, we put them under contract, we even initiated a purchase order. So we are ready to go. And the decision was made at the recommendation of the consultant, you don't want to move forward with the parking study because or at least some very specific elements of this parking study, mainly because your data that you're going to be getting is going to be biased, it won't be accurate and you are not going to be able to make good, sound policy decisions based off of that data. You need to let it stabilize, you need time to observe how people are behaving, seeing if they are back to normal. Then you can go out and count cars, then you can go see what occupancies are, then you can go out and see how long people are staying in parking spaces, seeing what people's driving habits may be, what people's walking habits may be and you'd get better data.

Putting that aside, this summer I asked, because I foresaw this issue and I want to rectify it, I asked the consultant to just scope out the task of conducting an assessment and make some recommendations on an overnight parking program for the City of Nashua. And I brought that scope to I believe Infrastructure or PEDC and we had a conversation on it and the consensus of the group was we really aren't ready to move forward with that, let's just wait until the parking study commences. And when is that going to be? We originally were thinking it was going to be September of this year, I mean we were ready to go. And then again in talking with the consultant, the consultant was like, "We don't want to waste your money, so let's wait". And so now we are talking about next spring to start again maybe, next spring. But again it's going to be dependent on how people are behaving and where we are with COVID, whether we are really going to be able to push forward with doing the full-blown study.

Could we pull out some areas beyond the overnight parking task and maybe some other tasks and do it a little more piecemeal? I do think there's a way to do some of that, that's more of the research, that's more of the best practices that other communities do. But it would be harder because the story we would be telling is much longer and getting consensus is that much more difficult the amount of time you let something linger on out there. So you know, there's pros and cons to the different approaches that we have been looking to take. But that hopefully gives you an answer as to where we are.

Alderwoman Kelly

If I could follow-up?

Chairman O'Brien

Follow-up excuse me Alderman Kelly, Alderman Lopez to save the blood circulation in your hand I will recognize you shortly, thank you.

Alderwoman Kelly

So you started to answer my questions Director Cummings but my follow up question was whether you could break up small pieces of that. I obviously would prefer us to get a whole picture, but now to your point, obviously it's not going to happen in September; is it going to happen in the spring? What pieces could we potentially look at to start to make some changes?

Director Cummings

Yes, I do think but just to be 100% clear on this, the stuff that we would be looking at is going to be the non-controversial stuff. For instance, we could probably pull out the staff assessment and do that with them and get a good understanding as to how many employees we need to have. What roles and responsibilities they have compared to comparable communities, provide you with that data so we have that operational plan in place. But that's really not going to solve the public policy related questions which are, where do we set fees at, should we start charging for parking, do we want overnight parking, how long should turnover be on Main Street, can we go away from pay stations and just use mobile apps. Should we be looking at buying another parking lot in select neighborhoods for more communal parking. Those more controversial, strategic, public policy type of questions, you are not going to be able to address, or I would recommend that you don't look to address those without having good data behind you and good community input.

Alderwoman Kelly

Thank you.

Chairman O'Brien

At this time, the Chair would like to remind members of the public we strongly encourage public input but according to the traditions of the Board and the different type of Committees, (audio cuts out) so any comment that is written that is on the thing would be considered interjecting, in my opinion. So if you can please refrain and at the end the Chair would like to recognize you and then you can speak publicly at that particular time. So I respect you for doing that. The Chair recognizes Alderman Lopez.

Alderman Lopez

Yeah so I anticipated some of the complexities that were being brought up by Director Cummings and while I think what most of our constituents are seeing and expressing concern about is literally how it affects them immediately when they are getting tickets, when their street doesn't have access to on-street parking, when their street does have access to on-street parking and somebody is misusing that. There are also going to be other complexities with regards to do we need to use credit cards or apps or whatever. So that's why I have been concerned about the scope of this study and the likely snowballing of it into other issues. I have said repeatedly that we can blow an issue up so that it's so large that we can't do anything about but that's just giving an excuse not to actually represent our constituents.

So to that point, I'd like to point out to the constituents I did check the meeting that we had and while the consensus was that we shouldn't move forward with the parking study, I believe a direct quote from what I said at the time was, "I'll take what I can get". So there isn't unanimous belief that we should do nothing on this. I think the scope of it becomes intimidating the more we get into it which is why I think we should take steps that we can definitely take. So starting that Steering Committee in order to take leadership of that I think is a step that nobody has objected to yet and could be specifically helpful in what Director Cummings described as the non-controversial because there is research and data that has been done on this before in order to justify the Tree Street Pilot, the confirmation and finalization of the pilot program, the expansion into the French Hill area. So there's data there and there were steps that we had proposed and I think some of them were taken but we never really capitalized on.

I know at one point the City Clerk's Office was working with DPW and Fire to identify all of the possible streets that we could allow on-street parking on and then all of the ones that they would recommend against. I believe they are keeping track of – at least until last year – all of the requests that people would make for on-street parking. So that's still data that could be useful. It's pre-COVID so it's not going to be impacted by the lockdown or that kind of stuff. I would argue that while the commercial parking has definitely been somewhat depressed with regards to how things have functioned because of COVID, we could probably still look at residential because people didn't exactly forgo going to their homes; they stayed in their homes. So where people were on-street and needing more parking, I can name a couple constituent property owners who have clearly indicated that they need more parking available.

So there is data and there is steps that may not be formal enough for a comprehensive and full study but is definitely adequate to make preparations so when we do do that larger study when COVID has blown over and the world is all perfect again, at least we are ready to go. At least we have made tangible progress. That group could also be very influential in taking steps that are not necessarily controversial in terms of impacting traffic or parking or that kind of stuff, but maybe make it a little bit easier to use the existing program that we have, such as exploring that whole regional aspect, identifying different street areas, what would the logistics of that be and that kind of stuff.

So I really want to emphasize that we could move forward with that as a step, period. And we could reduce the scope of impact of this particular Legislation so that is achievable with things we already do. We already give away free parking for the Holidays for example so for the duration of that project, adding and we are not going to ticket you if you stay too late might be a feasible idea that doesn't have anywhere the financial impact of what was initially proposed. Because those are streets that are all right downtown on Main Street. We already have a general idea of what that will do to our general revenue, so I mean unless I am mistaken, I don't think there's a huge amount of loss likely to be done there and not that much behavior that needs to be changed either.

Chairman O'Brien

Thank you, Alderman Lopez. Alderman Clemons?

Alderman Clemons

Yes, Mr. Chair, through you to President Wilshire; President Wilshire do you think that you could set such a Committee up? I don't know if that needs to have Legislation or if that's something that the President can decide to do?

Alderman Wilshire

I think in the past we've done it through Legislation, but I'll look into it tomorrow. I was already thinking of doing that.

Alderman Clemons

Yeah thank you very much, because I agree that it's a good idea. I think we can get some short-term solutions out of that and move forward and I would be willing to serve on the Committee as well.

Alderman Wilshire

I'll look into it, thank you.

Chairman O'Brien

Thank you, Alderman Clemons. Any other questions by any other Aldermen? Alderman Wilshire?

Alderman Caron

Alderman O'Brien.

Alderman Wilshire

Jill how wide a problem is this right now. I mean are we hearing from the folks in the maybe Railroad Square Area where it's really tight and small and we might need to look at what we can do there. Is this a really a downtown-wide issue? Are you hearing from other residents downtown or bars that are having issues?

Director Cummings

No, I mean we really aren't hearing a lot of complaints other than I would say the usual suspects who constantly complain. I mean no there isn't this wide, there's just not a widespread outcry.

Alderman Wilshire

Ok so we could focus on where these concerns are. You know, the few people, I mean I don't see a huge outrage here. I don't see like 10 different bars or half of Main Street saying this is a huge problem but I think we do need to focus on where the problem is. And there's really no reason we can't do that and concurrently do the study even if we carve out the overnight fees. I don't know. I would like to set up a Steering Committee and have them take a look at it. I'm not really in favor of this Legislation, I'm more in favor in trying to work and resolve the issues at hand right now and continue with what Alderman Lopez and Alderman Kelly have suggested in trying to resolve this now for where we are having these issues. So thank you.

Chairman O'Brien

Thank you, Alderman Wilshire. Alderman Lopez?

Alderman Lopez

I would be incredibly negligent if I didn't point out that last year I had an entire petition dropped on my desk on the back of a parking ticket from 11 Street and this year we had a petition from another street which had 17, 18 signatures and we tabled both of those. So we do hear from constituents when there's a problem so it would be good if we declare our intent to act to do that.

Chairman O'Brien

Thank you, Alderman Lopez. Alderwoman Kelly?

Alderwoman Caron

Alderman O'Brien?

Alderwoman Kelly

I believe Alderman Caron wants to speak.

Chairman O'Brien

Oh I'm sorry, I didn't recognize you. Alderman Kelly could you please hold off. Alderman Caron, please. Excuse me for forgetting about you.

Alderman Caron

No that's ok. I have a question through you to Director Cummings concerning this just doing the overnight parking study. How soon could you get that started if the PEDC and Infrastructure to approve that and how long do you think that would take?

Director Cummings

Jill, do you have the scope by any chance at your fingertips because I am going to be doing this from memory. I mean, I am going to say if they are available for work and they can put this in the queue, when I say "they" that's the consultant, you know, we should be able to get them under contract in short order, probably in November. I don't think it's going to require Finance Committee approval even, we should be able to just move forward with that. How long is it going to take, I'd probably say just after the 1st of the year, probably a January type timeframe. It really comes down to how much community input you really want to have, so there's confidence to act. What I had scoped out is one Ward meeting. So that would be a 9 week process right there, before we would actually move forward so we could have very specific conversations about each individual Ward. Obviously, we could, you know, refine that scope if that's of interest, but that was sort of what I was thinking we would do to help give some feedback and some direction. I would be remiss not to point out that as equally as we hear from people who say they want on-street, overnight parking, we also hear from a strong contingence of folks who say, I don't ever want on-street parking on my street, please don't do it. In fact, my neighbor has been doing it for X amount of days, why haven't you been out here to ticket them. We get those calls too. So it's really important that folks have, when I say "folks" you all, have this information so you can make a decision as to what you'd like to see happen.

Alderman Caron

A follow up, please?

Chairman O'Brien

Follow-up, yes.

Alderman Caron

Thank you. I agree, I like the idea of a Steering Committee and I think it's great that Alderman Wilshire can look into that. I think that would help the group that's looking at this overnight parking. This didn't happen and I agree with Director Cummings, I have a lot of residents that don't want on-street parking, but we also have the inner City that would like some of that in Ward 7. But the thing is that as Alderman Dowd said, winter is coming and if you lower this parking fee, people don't care, they'll park. If Alderman Klee has someone parking a tractor trailer and doesn't care about paying \$25.00 some people won't care about paying \$10.00. So we have to be very cautious on this and we have to look at this and I agree with Director Cummings because I've had to do this. You don't try to set up so much money you are going to collect in order to pay staff, if you give up having overnight parking tickets, throughout the City, we are not just talking about the downtown area, we are talking about them being all over the City. This can impact how people act about leaving their cars on the street because they know there is no one there to hand out tickets. So I have a real concern about this. I think we need to take a deep breath and look at that. But I agree that the Committee or whoever is in charge should be looking at doing just the overnight parking study and to have that Steering Committee work with them to get that done and as quickly as we can. Thank you.

Chairman O'Brien

Thank you, Alderman Caron and thank you for being patient.

Alderman Caron

That's ok.

Chairman O'Brien

Alderman Kelly?

Alderwoman Kelly

Thank you. I don't want to repeat anything I've said so, one of the comments I wanted to make that I thought was interesting, Alderman Lopez brought up pilots and I think if we put this Committee together, piloting has been, we piloted a program for overnight parking in the Tree Streets. So it might be an opportunity to try something where we know we are not locked in for a long length of time, but it might even give us some data for this parking study. So I think that might be an opportunity to try; even if it's we are going to try giving three bars five passes. I don't know what it is, I'm not a parking specialist, I don't want to be a parking specialist. But I think that might be an opportunity there.

And then the only other thing was I appreciated your response Director Cummings about why it hasn't started yet and hadn't even thought about like we are not leaving our houses as much. But I do think and correct me if I'm wrong, that overnight parking probably has not changed drastically. As Alderman Lopez pointed out, people are coming home still.

Director Cummings

Yes, I completely agree with that, I'm sorry yes, you're absolutely right. That's why it's one of the ones I think you could move forward with if there was a desire.

Alderwoman Kelly

I would very much be in favor of moving forward with any piece of this parking, especially the overnight as that has come up quite a bit and I think it's interesting. I think people don't always know to reach out to your office or Jill but personally my number 1 calls are for parking related things, whether it's (inaudible) or you know general constituents.

Chairman O'Brien

Thank you, Alderwoman Kelly. Alderman Lopez?

Alderman Lopez

For the purposes of moving forward, I can kind of want to propose an amendment and I think Alderman O'Brien is used to my shenanigans here. Rather than proposing specific language, I would like Legal to modify if the Committee is interested in pursuing it. But I would like to propose that we amend the Legislation to be specific to the Holiday Parking Program. So the streets that are identified for the duration of time that we already approve annually for free parking during the Christmas Season, we could try the reduction of parking on that, we would have an idea of how much of a detriment it actually has on the parking revenue at least in a small scale. And then additionally, it would give us a way to address the current situation that we are in with Holidays coming with budgets being stressed, with COVID-19 issues taking place. It's sort of a step forward that I don't think has very many drawbacks in terms of how much it would hurt the City or the parking plan as it is.

Chairman O'Brien

Yes, thank you Alderman. Director Cummings, did you want to respond?

Director Cummings

Yeah I just wanted to caution the idea of using the holiday legislation and I actually want to defer to Jill Stansfield, because I just want to make sure you are getting what you want and I am pretty sure that is only what is considered "zone three". That Legislation is Zone Three, Jill am I correct in that? So Zone Three, I just want to make sure folks know what Zone Three is, because if you went in the direction that you are talking about, you may not be capturing the area that you are looking for. You know, for instance up by Railroad Square, is that Zone Three?

Ms. Stansfield

Railroad Square is Zone Two; Zone Three on Canal Street though.

Director Cummings

So you might be able to pick up some there, but you wouldn't get Railroad Square. So anyway I point that out to you as a cautionary tale that you may want to think about that.

Alderman Lopez

And just to respond, I appreciate that but my sense of this Committee is if we don't scale this down then they are not going to do anything. So I wanted to start with something that was actually actionable. If anybody feels like they want to expand it into Zone Three, I feel like Alderman Klee that's her constituency, she could advocate for them. But I wanted to start it somewhere, because my priorities here are number one – reducing the penalties for people who might be parking in a mixed residential and commercial zone. And those side streets that are in Zone 3, there are people that are living there all the time. They are the ones who get nailed, it would at least give us a starting point. And additionally, one of the things that Director Cummings and I talked about was, there are other ways to modify behavior than just fining people and doing the marketing strategy and even incentivizing, hey if you park on this street over here, it's free plus if there's a problem then it's a smaller ticket. That starts to direct behavior right away. So A) it reminds people that they are going to have to pay \$15.00 if they stay parking too late, whereas before there was no conversation of that and they just get the \$25.00 and B) it couches it, it's like decision management where you are offering two choices; either take your car away or get fined versus the imagined choice, I just put my car there and I can do whatever I want.

So in terms of behaviorism I was looking at it from that perspective and then the streets I think we already kind of know and can account for the impact of them. I guess the only concern that I would have is that we would want to accompany that with messaging to make sure that Director Stansfield, Jill doesn't have any confusion among her staff as to what the charge is going to be on what street and then there's no confusion on that end.

Chairman O'Brien

Thank you, Alderman. Was that a question or are you all set Alderman Lopez?

Alderman Lopez

No I was just commenting on the logistics of it, I mean like any change we have to implement with a plan but if we move forward with the Holiday Parking thing we can include this reduction and an announcement of that and it would improve awareness of which streets are Holiday Parking. It might even get businesses in the habit of directing people towards specific streets and overall start the process that I think Economic Development and Parking Department could use where there's community messaging instead of individual initiatives.

Chairman O'Brien

Ok, thank you, Alderman Lopez. Alderman Clemons did you want to speak?

Alderman Clemons

Well I just had clarifying question. Did Alderman Lopez make a motion to amend?

Alderman Lopez

I made a motion to amend.

Chairman O'Brien

Ok now let me see, go over the procedure. I introduced this without any recommendation so there's no pending motion. So I'll call later, I think people still want to discuss the issue at hand and then I will call that pending recommendation and go for the amendment at that point.

Alderman Lopez

I could combine those at a later point too and make a motion for the amendment if that's the direction people want to go in.

Chairman O'Brien

Ok Alderman Lopez.

Alderman Lopez

That way we don't have 20 motions.

Chairman O'Brien

Yeah kind of makes it all mental.. Ok. Any further questions by members. OK the Chair at this time who has sitting here patiently waiting (audio cuts out). Ms. Stansfield do you have anything you want to add to the discussion.

Ms. Stansfield

Only that I concur with Director Cummings, I just caution against making any moves without really taking into consideration everything. I guess my biggest concern and I deal with this on a daily basis, we actually receive quite a bit of complaints in permit neighborhoods specifically where, and I'll give you an example. Ash Street is a really good example where we have a lot of permit holders and a lot of them will come home in the evening and there's lots of out-of-state plates, there's vehicles without permits, so taking away from those who are trying to abide by the program. So I just caution, I am just very cautious of that because I feel for these residents who are taking the appropriate steps, the right steps to have a permit and park on the street and we do have quite a few areas where we do have these issues. And it is something we have to stay on top of and there are folks that are OK with paying \$25.00 and continue to pay \$25.00. So that's the only thing I wanted to add but yeah I concur with just about everything Director Cummings said. So thank you.

Chairman O'Brien

Thank you. The Chairman would now like to basically speak if I may. A lot of the members know that I left the City of Boston to move up here to seek employment. It was one of the best things I ever did. But I kind of noticed that over the years of coming up here, Nashua has kind of lagged behind some of the trends that existed in Boston, perhaps maybe 30 or 40 years. And parking is one of those particular issues. The reason I would like to speak at this time is to say that I think we need a very slow, methodical approach to this. You've heard me say this before, but if we go about this piecemeal and then do a parking study; once we give - right now there is no overnight parking except in designated areas. And I think you can appreciate if we did the parking study, I would imagine if any great changes we will hear from those designated areas. And if we increase the size to more of those areas, we will hear from them as well too. If the recommendations of the parking study comes up.

My mother grew up in South Boston and hell hath no fury of a woman who used to shovel the parking spot out in front of our house. And to have somebody come in and take the parking spot away. My mother took lawn furniture various type of other inanimate objects, even I think making straws flying on the pole to designate the parking area. And whoa be anybody that come and took that particular parking space. This is what we are basically looking at dealing with. Kids, Nashua has grown up. So we see every single winter, those that watch the news outlet out of the Boston stations, you see the Mayor beseeching the public on their snow removal and the parking issues and everything else. So I extremely use caution with this, whatever is the decision of these Committees and everything as we go forward, it is going to have long-term ramifications.

There's another thing that is occurring and it hasn't occurred in Nashua yet, but keep in mind these 2 ½ story wood-framed buildings that are apartments now, what happens when they become condos and that's is happening in the City of Boston. They are going to demand parking spaces and so therefore this is what part of the study should need to come to address and it would be one of the questions that I think I would ask that particular group to address it and everything.

That being said, I would like to thank Ms. Stansfield for coming up with the particulars of her schedule to let us know what others in the community are doing; Director Cummings for your input and everything and what we have right now is a particular motion. There is no standing motion on O-20-032. So therefore the Chair would call, do I have a motion on O-20-032 reducing the fine for overnight parking violations? Alderman Lopez?

Alderman Lopez

Yeah I would like to make a motion that the existing Legislation be modified to apply to the Holiday Parking Program and that be voted upon by this body in order to be recommended for final passage. Actually Alderman O'Brien, I think we probably have to do 2 motions there's kind of no way around it.

Chairman O'Brien

Right the pending motion would take first priority. The pending motion to introduce it before the motion can become amended. Director Cummings?

Director Cummings

I think it may help matters because actually first I want to check to see if we actually passed Legislation for Holiday Parking for this year. I am not aware that we have so that's first

Alderman Lopez

Alderman O'Brien did a couple months ago.

Director Cummings

So that's the first item I want to check. But it may be more specific or accurate for you just to amend it to be Zone Three which is what I think is what you are trying to do and that's the same area that's covered in the "Holiday Legislation".

Alderman Lopez

That's true but there's also a scope of time that's already defined.

Director Cummings

So I would include that into this amendment, whatever that may be.

Chairman O'Brien

OK and now we are getting back into the language of the amendment but we don't have a pending motion to be amended. So will a member of the Committee please give me a motion?

MOTION BY ALDERMAN LOPEZ TO RECOMMEND FINAL PASSAGE BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

Discussion on the motion? OK. I will leap forward on this one. I don't think this is ready for primetime. I will not come up with a rash decision, the pending motion as it exists right now for final passage will make it into law that we are going to go with reducing the fines to overnight parking. I think we have heard that this can come to a financial loss for the City of Nashua. The City of Nashua is not in the business to heavily fine the public. But I think as Director Cummings did say, to try to get better type of reconstructed behavior out of some of the things. But, however, by the pending recommendation of final passage, will push this Ordinance through, it could destroy the people that are doing the parking program and practically eliminate it. It could also be a back door vehicle and no pun intended, to allowing overnight parking for an area. It doesn't address the several points that have been brought up this evening. So therefore the best way to discuss the whole complete discussion of what was brought up at this meeting, which I think several different points, Steering Committees, the study and other different things would not be needed if this recommendation of final passage goes through.

Alderman Lopez

Mr. Chair, a point of personal privilege, I would like to clarify.

Chairman O'Brien

Excuse me, the Chair is speaking.

Alderman Lopez

Right but personal privilege is when you visit intention and I have the right to clarify that immediately.

Chairman O'Brien

No you don't.

Alderman Lopez

You should know that as Chair, you are visiting my intentions after we had a long discussion about what I was doing, so I would to clarify that I was not proposing that for final passage for purposes to vote on that so that we could introduce discussion and then amend it.

Chairman O'Brien

Alderman Lopez, the Chair interprets that I asked that you could not amend, that we need a previous motion. And the previous motion that you did make for final passage.

Alderman Lopez

In order to be amended.

Chairman O'Brien

Excuse me Alderman Lopez, as per our tradition after the pending motion of final passage has been made, then comes discussion on the motion. That is level that we are at right now. And what I am doing is discussing the motion until I was interrupted.

Alderman Lopez

Well I would like you to clarify that you are aware that that is not my intent behind the motion.

Chairman O'Brien

Well you made the motion, would you like to withdraw the motion.

Alderman Lopez

No I just don't want you to accuse me of thing that were not my intent.

Chairman O'Brien

I am not accusing – Alderman Lopez can we discuss this later after the meeting, I would be more than happy to discuss this with you after.

Alderman Lopez

I think my position is clear.

Chairman O'Brien

I think mine will be to you too, as well. Thank you Alderman. Look, right now we have a pending motion of final passage and I am discussing the motion, so to continue on, I lost my train of thought for a second. But the thing is, again, I would really like to be in a nutshell , methodical on this.

So I am not going to support the pending motion of final passage. I would like to see it tabled. I would recommend and I would support tabling because at that particular time, I think we could introduce the good ideas that were brought up by Alderman Lopez and others to have the Steering Committee, to have the study done. And I think that will get us into a better direction than we are heading in right now in my personal opinion. So therefore the pending motion I cannot support for final passage. Thank you. Any other further discussion on the motion? Alderman Lopez.

Alderman Lopez

I would like to amend the proposed Legislation to specifically reference Zone Three as previously suggested by Director Cummings and refer to the time period of the Holiday Parking Program.

MOTION BY ALDERMAN LOPEZ TO AMEND O-20-032 TO REFERENCE ZONE THREE AND REFER TO THE TIME PERIOD OF THE HOLIDAY PARKING PROGRAM BY ROLL CALL

ON THE QUESTION

Chairman O'Brien

Ok there's a pending motion to amend. Any discussion on the amended motion?

Alderman Clemons

Thank you. I am not sure I understand entirely the motion before us so I just want to ask a clarifying question. So would this, is the intention to amend this so that in Zone Three, so in everything that is considered Zone Three, if you will, if you were to park there overnight that the cost would be, that the fee would be \$10.00 the fine would be \$10.00 as opposed to \$25.00 if you were in Zone Two?

Alderman Lopez

Yes.

Alderman Clemons

Ok. I don't know where I am going to vote on that but I appreciate at least understanding, thank you.

Chairman O'Brien

Further discussion on the motion as amended? Alderman Jette?

Alderman Jette

So for clarification, could someone identify what Zone Three, I am looking at the Ordinances and it looks to me that Zone Three relates to parking lots. I see Zone Three as Maple Street Parking Lot, School Street Parking Lot, Library Parking Lot, Elm Street Parking Garage, High Street Parking Garage. If that's the extent of Zone Three, the Ordinances already say that parking in those parking lots, people can park in those parking lots overnight for free. So I am questioning what we are accomplishing here. People can already park in those parking lots and the parking garages for free overnight.

Alderman Lopez

Can I answer that with a question to Director Cummings?

Chairman O'Brien

Yes.

Alderman Lopez

Director Cummings, you said Zone Three was the Holiday Parking, but the Holiday Parking also includes East Pearl and the side streets, is that in addition to Zone Three?

Director Cummings

I believe it covers metered spaces like on Elm Street off the top of my head, Elm Street meters would be "Zone Three" as well. I think Pearl Street might be, and a couple of other side streets. I would have to look it up and that was my point earlier when I said, I just want to make sure the Zone is the accurate Zone that you really want to get the data for. Jill, do you know off the top of your head?

Ms. Stansfield

Yes I can list all of the areas right now if you'd like.

Director Cummings

I think that would help for clarification sake, and also could you just also and I want to make sure this accurate, can you confirm that people are allowed to park in the parking lots overnight?

Ms. Stansfield

Yes, that's correct.

Director Cummings

OK.

Ms. Stansfield

That's for parking overnight and on the weekends as well.

Alderman Lopez

Oh that's handy. Can you put that back up.

Unidentified Speaker

Sorry Mr. Chair, I can share the parking map if you don't mind.

Alderman Lopez

It was working a second ago. So I'm not sure Zone Three is fully encompassing the Holiday Parking, there might be some specific areas that are not identified in it. Mr. Chair, do we have another Infrastructure Committee Meeting before our next Aldermen meeting.

Chairman O'Brien

The answer would be no.

Alderman Lopez

Alright, my concern with just tabling this is by the time we have another Committee Meeting and an Alderman Meeting, we are going to be half-way through the period I am proposing for Holiday Parking. So I guess I just want to amend my amendment back to its original form and say this is relative to the Holiday Parking Ordinance that is generally granted.

Chairman O'Brien

Well if I may and Director Cummings, please feel free to help me out, the Holiday Parking, that was already, did come up correct to the Board? I am getting confused, generally what happens is what I am looking at, it goes before the Board of Aldermen and we do grant that that exists as part of our gift to the constituents during the Holiday Period. Have we done that yet?

Alderman Lopez

I recall us doing it.

Chairman O'Brien

Excuse me, Alderman Lopez. Director Cummings, please?

Director Cummings

I'm not aware that we've done it yet this year. I'm not saying that you didn't do it, you could have done it and I am just not aware of it. But I haven't seen that Legislation move forward yet.

Chairman O'Brien

Ms. Stansfield, do you have any recollection on that?

Ms. Stansfield

I do not believe it has come up this year, yet.

Chairman O'Brien

Because where it hasn't come up and if that is the case that it hasn't come up, Director Cummings, would it be that would be more fertile ground for Alderman Lopez's amendment.

Director Cummings

If you wanted to handle it that way, you could handle it that way as well. I guess I am just looking to find out, should we ask to get this Legislation filed, because it hasn't been filed yet and you typically want to get it approved in an expeditious manner. So we can work to get that for your next meeting which I think would be November 10th, that's the next Board of Aldermen Meeting for a First Reading. And I guess we can look to have it written in whatever way you like.

Chairman O'Brien

Right, well I think with this goes through, I think we could probably put it through and then go through the first reading with the recommendation for a second or third reading to follow, where it's been a perineal type of thing. Alderman Wilshire, as President of the Board, would you like to make a discussion on that.

Alderman Wilshire

Yeah that's typically what we do. I don't believe we send it to Committee, do we? I don't think we do, I thought we just passed it at the Board.

Chairman O'Brien

It's usually a rout thing that we do that it comes. I don't know what Committee it actually comes out, but I think you're right, we just do it every single year as a little bit of Christmas bonus to the constituency.

Alderman Wilshire

I think it gets a first and second reading when it goes to the full Board. So we could do that even at our next meeting. I don't know what the timeframe is.

Director Cummings

I want just to make sure I get the Legislation teed up if that is what folks want so it can get filed for the 10th.

Chairman O'Brien

Well Director Cummings, if you want to do that, then I would be happy to sponsor that and we will get it through. Alderman Lopez?

Alderman Lopez

So given the possibility that I may hallucinated that entire Legislation, I distinctly recall you proposing it and us being favor, but I could of just made that up. In that case, I have a question about procedure. These are two joint committees that are meeting. So if we just table this and then if it turns out and we did pass it and I'm not crazy in the unlikeliest of all occasions, could we bring it up at another Committee? Because technically this a joint convention of two Committees. So if there's no Infrastructure Committee, there may be another meeting and that would give us time to figure out for sure that it was passed or it wasn't. Because I'd hate to shut this down now and then find out we were wrong and we did pass it like when it was lockdown and we all just forgot.

Chairman O'Brien

Well Alderman Lopez, I think you are losing the focus of what we are actually trying to do here. Again, O-20-032 came up through the Personnel and Administrative Affairs Committee. It did go with a positive recommendation and came to the Board. But several questions were brought up and basically the financial loss that was attached to this particular Legislation. So therefore I made the offering that it could come to the Joint Committee and it was designated by the President of the Board to have Joint Committee of the Personnel and Administrative Affairs and the Infrastructure Committee to re-refer it to those Committees to come up with a better recommendation. Again, as this Bill is written as what I said in my non-support of O-20-032, it has negative financial impact on the City and that's why it was referred back to the Committee.

Alderman Lopez

I'm pretty sure that I recommended that it go to Infrastructure in the actual meeting and that you accepted that which I appreciate. My point wasn't to dispute that though, my point was if we table it does it get tabled in one Committee or both because if we do need a back up plan for at least re-addressing this then we still have another Personnel/Administrative Affairs Committee Meeting.

Chairman O'Brien

Well I would like to see, myself, if this gets tabled as what happens with all bills that are tabled, they remain on the table until at some point they are the majority of the committee and we'll bring it off the table. And if this does get tabled, I would like to see that, I don't think we need Legislation for the Steering Committee. I think the President of the Board is going to perhaps work right on that and to get that Committee going.

But at the same time, I would like to have a joint recommendation by the two Committees, the Personnel/Administrative Affairs Committee and Infrastructure Committee to make a recommendation to Director Cummings to conduct the overnight study and to get that going. And I think that would be my goal, I think that would be heading in a positive direction, to give Director Cummings his marching orders on that particular subject.

Alderman Lopez

I mean I don't disagree with that specifically if that's your goal. But if the goal is to actually provide relief in my amendment, I guess my suggestion would be to see if my amendment passes, and if my amendment doesn't pass, then we can table it. But if my amendment does pass, then either A) we shouldn't table it beyond the point where it's effective or B) it was a complete exercise in the first place because we already have the Ordinance and we have to go amend the Holiday Ordinance when it gets presented. But right now it's on two tables. So we have to have both Committees reconvene, which I mean is that really going to happen before it's like after Thanksgiving?

Chairman O'Brien

Well if you are familiar with the Masons Rule of Order, you have not withdrawn your motion so your motion needs either to be withdrawn or voted on, which my intention is I think we are going to vote on it. But we are at the discussion point. You are putting the cart before the horse again.

Alderman Lopez

So there's a problem, like I can withdraw the motion if the Holiday Parking hasn't moved forward. Which I mean I guess at this point I should admit that everybody – oh there's Jan waving her hand, I think she knows something.

Alderman Schmidt

It has not come before us yet.

Alderman Lopez

Ok I withdraw my motion because this is just a waste of everybody's time.

Alderman Schmidt

So if we decide that we can have the Ordinance for Holiday Parking amended to suit this, so that this bill we can just table, yes?

Alderman Lopez

Yeah I think that makes more sense.

ALDERMAN LOPEZ WITHDREW HIS MOTION TO AMEND

Chairman O'Brien

Very good, ok thank you Alderman Lopez for withdrawing your motion. The pending question is now O-20-032 which has the recommendation of final passage, am I correct, by Alderman Lopez, correct?

Alderman Lopez

In so far as I just wanted to bring it up for discussion so we can vote on it.

Alderman Schmidt

I think he'd like to table it.

MOTION BY ALDERMAN LOPEZ TO TABLE O-20-032 BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

| | | |
|------|--|---|
| Yea: | Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Jette, Alderman Tencza, Alderman Caron Alderman Clemons, Alderwoman Kelly, Alderman Cleaver | 9 |
|------|--|---|

| | | |
|------|--|---|
| Nay: | | 0 |
|------|--|---|

MOTION CARRIED

NEW BUSINESS – RESOLUTIONS – None

NEW BUSINESS – ORDINANCES – None

TABLED IN COMMITTEE

O-20-004

Endorsers: Alderman Thomas Lopez
Alderman Patricia Klee
Alderwoman-at-Large Shoshanna Kelly
Alderman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON EIGHTH STREET

- Tabled at 2/26/20 meeting

O-20-006

Endorsers: Alderman Thomas Lopez
Alderman Patricia Klee
Alderwoman-at-Large Shoshanna Kelly
Alderwoman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON A PORTION OF PRESCOTT STREET

- Tabled at 2/26/20 meeting

GENERAL DISCUSSION

Alderman Lopez

Just a reminder, there is a member of the public who wants to talk, it's in the chat.

Chairman O'Brien

That is part of the – yes we will get to that when it comes around to public comment, thank you Alderman Lopez.

Alderman Caron

Alderman O'Brien?

Chairman O'Brien

Yes, Alderman Caron.

Alderman Caron

Yes, thank you. So I heard you speak about instructing Director Cummings to pull that section out concerning overnight parking to get started on that. Did you really need a vote because I thought Director Cummings said he could just do it.

Chairman O'Brien

That's very good and I'll hold off and your point of order is very well. I think we can have a non-binding, without, how should I phrase it, being no objection; if there's no objection from the Joint Committee what we can do is get Director Cummings to start looking and to get back to us on getting into the overnight parking. So is there any objection on that? Seeing none, then Director Cummings you will be charged to start looking into getting into the overnight parking issue.

Alderman Caron

Thank you.

Chairman O'Brien

Alright again back and thank you Alderman Caron for reminding me of that. General Discussion, I think we have Alderman Wilshire?

Alderman Wilshire

I appreciate what everyone, everyone's input. I appreciate Jill being here tonight, telling us hands on what is going on. I appreciate everything Alderman Lopez said, I appreciate everything because I think we need time to work with this, I am willing to work on that Steering Committee and get some resolution to the – well I think the Steering Committee is important first because I think it'll help everyone. Second, I think the study is important and I also think, like I said earlier, helping the people within this small area that seems to be the one that needs some attention and I think we will get to that too. So I am excited about the Steering Committee and thanks for that suggestion, it was a really good idea. I think that was Alderman Kelly.

Alderman Lopez

Hey.

Alderman Wilshire

Oh it was Alderman Lopez.

(Overlapping conversation)

Chairman O'Brien

Yes, Alderman Kelly, ok.

Alderwoman Kelly

I did have my hand raised Alderman O'Brien but...

Alderman Lopez

You have your screen off too.

Alderwoman Kelly

... but it's already been taken care of.

Chairman O'Brien

Alderwoman Kelly did you want to speak?

Alderwoman Kelly

Can you guys hear me?

Chairman O'Brien

Yes.

Alderwoman Kelly

OK I was saying that I had my hand up but both points that I was going to bring up were already addressed, so I am all set.

Chairman O'Brien

Ok, alright thank you. Your screen is dark, just your name is showing so I didn't see it and I didn't see anything in the question come up, but thank you. Oh there you are now, thank you Alderwoman Kelly. Anybody else, General Discussion? Alderman Clemons?

Alderman Clemons

Yeah I just want to apologize I know I got heated a little earlier. I do appreciate everything that Director Cummings does as well as Jill. You guys do a great job every day and keep up the good work, thank you.

Chairman O'Brien

OK, anybody else for general discussion? Alderman Laws.

Alderman Laws

I just want to echo what Alderman Clemons said and everyone else. I truly appreciate that this conversation is taking place while there's a lot of disagreement to be had here, everyone that I am looking at right now is doing a great job trying to hash this out. And I hope we can find some kind of resolution that we can all agree on sometime in the near future. So thank you all, very much.

Chairman O'Brien

Thank you. Alderman Klee?

Alderman Klee

Thank you, Mr. Chair. I want to echo everything that everybody has said here about Director Cummings and Miss Stansfield. They have been great to work with through all of this. But I would also like to kind of point out and I think this was also mentioned before, while this got tabled and no decision was made, lots of decisions were made – to talk about a Steering Committee, to talk about modifying the Holiday thing. A lot of really good conversation happened and heated or not heated, it was really, really good and I appreciated being able to sit here and listen and participate. So I think everybody did a phenomenal job. Thank you.

Chairman O'Brien

Thank you. Anybody else, General Discussion? The Chair would like to say echo someone along the lines from some of the other Aldermen. In my time as Chairman of Infrastructure, this was probably one of the more tougher meetings that I have chaired. There was a lot of great points that were brought up and everything else. The subject matter at hand, like I say, is very, very important. We are stepping – Nashua grew up, we are stepping into the future. So I thank everybody for participating and my apologies if I offended some but I think what we did here was open up the dialogue box to get us going into the right direction and hopefully with this pending study we will come to a solution that is worthy of the City. So thank you all for your cooperation tonight.

At this time, Public Comment, I think we have one person in the queue. I'll recognize you're identified as "Nate". Could you please, for the record, state your name and can you spell your last name and can you give us your address please?

PUBLIC COMMENT

Nathan Theriault Nathan Theriault T-H-E-R-I-A-U (audio cuts out)

Chairman O'Brien

Mr. Theriault, if you can hear me, you seem to have gone mute.

Mr. Theriault Can you hear me?

Chairman O'Brien

Now we can, yes sir.

Mr. Theriault Did you get my address? You got my name?

Chairman O'Brien

Could you repeat it please?

Mr. Theriault 28A Lowell Street. Good?

Chairman O'Brien

Very good, thank you. Mr. Theriault, continue.

Mr. Theriault Ok so I spoke at one of the last meetings. I think this is kind of taken a little bit too much of a focus on people drinking downtown and it's not – as a constituent – it's not about the elite that have the money to go out drinking and have too much and leave their car downtown. It's about the people in the neighborhoods that have no parking. OK? And I mean it's kind of silly in these same neighborhoods, we are passing out lunches to children at the schools but then we are taxing their parents \$25.00. And let's face it, the fine is \$25.00 but it goes up to \$35.00 in 7 days. That is some crazy inflation.

Most people don't have that \$25.00 in 7 days so it becomes \$35.00 and that's why it such a huge money maker. And Mr. Cummings says that they don't target any one area, but if you are a fisherman, where are you going to go? You are going to go where the fish are.

Now I have lived in Nashua all of my life. For 10 years I lived here at Lowell Street and before this I lived in your neighborhood over on Stonehaven for 3 years, right around the corner, I never had an issue. I could park on the street all night, all week and matter of fact, there was someone that had their car on the street the whole time I lived there. Never an issue. But all my life it's been an issue outside of let's say the nicer neighborhoods. So I live in French Hill and yes I have a parking pass. There's only 3 houses on my street, the rest are multi-families, like multi-multi-families with no parking. When I walk my dog in the morning, I count \$200.00 / \$300.00 every time they are ticketed and that's just on one street. So I can see why it brings in \$200,000.00 a year. But in a perfect world, if people had parking, we wouldn't be getting that revenue. So the idea that we are ticketing because we need the money, doesn't really seem fair to somebody who pays \$1,500.00 in any apartment downtown with no parking.

Do we want people to not park on the street? No, we want people to park on the street because if they didn't, we would lose a lot of money. And the idea that it's for the bars and restaurants downtown, that's just a small sliver of the problem. The only reason why parking enforcement is moving out into the other neighborhoods downtown is because we've shut down Main Street to parking. It's just a fact. It's a no brainer. Again, if you are going fishing, you are going to go to the pond where you know where the fish are. So where are those fish? That's every little neighborhood in French Hill, the Tree Streets and all these inner city places that we have all this special interest non-profits, everyone putting all their resources together and giving money and feeling good about it. But then we are ticketing those same people for overnight parking, between 12:00 midnight and 6:00 a.m. it's illegal to park on the street.

OK you talk about snow removal? What about the rest of the day? What happens when it starts snowing at 6:00 a.m. and the plows are going 'til midnight? Those cars are there the whole time, there's no law against that. It's just the short period between 12:00 a.m. and 6:00 a.m. where it's not allowed. So is it a safety thing? I don't think it's a safety thing. I think it's a good excuse and it's a way to brush it off, but the fact is your constituents and I am unfortunately the only one here. This is a big City and I am the only constituent speaking to a bunch of people sitting in their house and I rent an apartment. You know? So it's very frustrating to sit, the last meeting I stayed on this meeting until midnight. And I'm here again. Most of the people that are affected don't even speak English so they wouldn't even be at this meeting and have an opportunity to speak. I think it's great that you guys are talking about it but this parking study has been going on since 2016. Do a Google Search, this has been going on, when I first moved here 10 years ago, there was no overnight parking. There was no permit. But it was also policed by the Police Department, we didn't hire a team of 7 new people to patrol the streets for parking and buy a bunch of new cars and spend all this money to make that money.

And maybe I sound a little angry, but I am not angry, I am just frustrated. And I appreciate people like Tom and Brandon and people speaking about it. But the majority of the people aren't the guy with the Mack Truck that can afford the \$50.00 / \$25.00 tickets every night. The majority are the people and Mr. Cummings can probably go see, the majority of the tickets are \$35.00 they are not \$25.00, people aren't paying them. People are paying them for the majority when they go to register their car. So you have them the throat. Once you go to register your car and you're told you have 20 unpaid, overnight parking tickets, that's when those tickets are getting paid the majority of time, because it's people's livelihood. It's second shift workers filling your Amazon trucks so you can get your toilet paper tomorrow so you don't have to go get COVID at the grocery store. It's those people that are affected. It's not the people, you know, at Exit 6. It's not the people in the Heights, it's not the people in the nicer neighborhoods that have parking for 3 cars and a garage, it's just not.

The majority is, inner City and no maybe they are not being targeted, but come on, let's face it. We are being targeted, it just makes sense. You are going to drive around all night in neighborhoods and not get a ticket or are you going to go where you know you can get 10 tickets on one street? And that's what is happening and unfortunately most of the people that have the time to be an Alderman and that are speaking on this aren't affected. I'm affected, I see my neighborhood affected and it's just, it's really sad. People have to decide whether they are going to pay their ticket or pay their light bill. It's 12 midnight to 6:00 AM the rest of the day; every major City, Portsmouth, Boston like you said, Boston you put a chair out, that's your spot. You can park on one side of the street one night and one side of the street; every major City has on-street parking, whether it be permitted, free, whatever the case may be. But this study has been going on since 2016. So there's got to be some information that's been collected and taxpayer money that's been spent that we are not looking at anymore or paying attention to. We're just going to keep on doing overnight parking study. It sounds really nice but when do we move on? We have Pine Street, we have Lowell Street, we have a couple streets in French Hill. I think it would be easier for the Parking Study to determine which streets are too small and unable to have overnight parking and spend the money on 20 signs. Buy 20 street signs, have the people on the street pitch in and buy it. I think they'd rather spend \$25.00, \$35.00 on a street sign that says "No Parking" then \$35.00 a night.

And I hope I got everything out, I'll probably spend the night thinking about the things I didn't say but I appreciate you guys looking into this. But it's very frustrating to just keep on seeing it dragged out and being talked about amongst people that aren't truly affected by it. Thank you for time.

Chairman O'Brien

Thank you, Mr. Theriault. Moving on, there's no – oh Remarks by Aldermen? Alderman Lopez?

REMARKS BY THE ALDERMEN

Alderman Lopez

So I just want to say I appreciate not only the comments that Nate made but the passion that he brought to it. I agree it's really unfortunate that there aren't more members of the public and I think that's what Director Cummings is alluding to when he says we need to actually have engagement. I hope people who are excited about being on the Steering Committee intend to take on that role and assist with connecting and communicating because that's something we really need to be doing. Especially downtown Aldermen, I know I'm not the only one, there's Alderman Klee and Alderman Lu, there's a lot of people who are struggling and need representation on this particular issue. And it is very frustrating for them not seeing us really move in a way that helps them. We've done a lot for specific areas and specific people, but there's a lot more to do. I will admit that I am not personally affected by this because I am never going to get a parking ticket, I don't drive.

But I am affected by listening to the residents who are struggling with this or suffering with it. I can tell you seriously, I have worked with a lot of people where this has been the straw that broke the camel's back and sent them into a spiral that took months, if not years, to come out of. So not just a small issue; it is a major that we should be looking at. And I am glad that everybody has put the time in tonight to making tangible steps. If it's frustrating that we didn't get our original idea out and approved by the Board, yeah, I mean sometimes politics are a pain and there's a lot of compromise. But I think we took very good steps in terms of agreeing to create a group of people that are motivated and focused on this and Director Cummings moving forward with the study. So I have been looking for any kind of ray of sunshine for years now and I feel like I am finally seeing some. So I appreciate that from everybody.

Chairman O'Brien

Any other Remarks by Aldermen? (There was none.)

POSSIBLE NON-PUBLIC SESSION – None

ADJOURNMENT

MOTION BY ALDERMAN SCHMIDT TO ADJOURN BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt,
Alderman Jette, Alderman Tencza, Alderman Caron,
Alderman Clemons, Alderwoman Kelly, Alderman Cleaver 9

Nay: 0

MOTION CARRIED

The meeting was declared closed at 9:47 p.m.

Alderman Jan Schmidt
Committee Clerk