

COMMITTEE ON PUBLIC SAFETY, HEALTH & TRAFFIC

May 6, 2025 at 6:00 PM

Chairman Vincent called the meeting to order.

The Clerk called the roll.

Present: A. Vincent, Morgan, Kantor, Barry, Goonan

Messrs.: C. Dobbins, P. Marr, Alderman O'Neil

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

RESCIND NO PARKING LOADING ZONE

On Hayward Street, south side, from a point 60 feet east of Riley Avenue to a point 22 feet east (ORD 10422)

Alderman Terrio

**NO PARKING- ACTIVE LOADING AND UNLOADING ONLY 7:00-8:30 am
AND 2:00-3:00 pm**

On Reservoir Avenue, north side, from a point 1,325 feet east of Belmont Street to Circular Drive

Alderman Goonan

NO PARKING ANYTIME

On Pine Street, east side, from Brook Street to a point 135 feet south

Alderman Long

STOP SIGN

On Rockland Avenue at College Avenue, southeast corner

Alderman Barry

(Note: Review from TF Moran for St. Anslem Proposed Athletic Complex Project is attached.)

*On motion of **Alderman Barry**, duly seconded by **Alderman Goonan**, it was voted to approve the traffic agenda.*

2. Communication from Caleb Dobbins, Highway Chief Engineer, requesting approval of the following parking ordinance changes to provide for a lane reduction and addition of a bike lane on Pine Street from Bridge Street to Webster Street:

NO PARKING ANYTIME

On Pine Street, east side, from W Salmon St East Back to a point 50 feet south

On Pine Street, east side, from Sagamore Street to a point 170 feet south

On Pine Street, east side, from Pennacook Street to a point 170 feet south

On Pine Street, east side, from Blodget Street to a point 170 feet south

On Pine Street, east side, from Harrison Street to a point 170 feet south

On Pine Street, east side, from Prospect Street to a point 170 feet south

On Pine Street, east side, from Myrtle Street to a point 170 feet south

On Pine Street, east side, from Orange Street to a point 90 feet south

On Pine Street, east side, from Bridge Street to a point 220 feet north

Alderman Long

2 HOUR PARKING

On Pine Street, east side, from a point 220 feet north of Bridge Street to Pearl Street

On Pine Street, east side, from Brook Street to a point 45 feet north

Alderman Long

RESCIND 2 HOUR PARKING 8AM-6PM

On Pine Street, east side, from Harrison Street to a point 175 feet north (ORD 6517)

Alderman Long

RESCIND 2 HOUR PARKING

On Pine Street, east side, from Bridge Street to Pearl Street (ORD 7297)

On Pine Street, east side, from Brook Street to a point 65 feet north (ORD 8352)

Alderman Long

RESCIND NO PARKING ANYTIME

On Pine Street, east side, from Brook St to a point 50 feet south (ORD 7296)

Alderman Long

Alderman Morgan stated what I would like to see happen here is to put together some kind of working group with some city stakeholders such as DPW of course, MEDO and Planning so we can finally make a decision for the whole city on moving forward with bike lanes and in a position to really support it if the city wants it. What I would like to do is table this and have a presentation. Correct me if I am wrong, but I believe 2016 was the last time a bike lane study was done.

Caleb Dobbins, Highway Chief Engineer, stated 2019 was when the BMA approved that as streets got repaved – Beech, Chestnut, Pine and Maple, there would be an inclusion of bike lanes. That is from Bridge to Webster Street.

Alderman Morgan stated so it seems like we are just piece mealing this instead of having a full plan. If we want to do this, we should support it and really put planning into it.

Alderman Barry asked Caleb how have the bike lanes been working out. Has anyone gotten killed or hurt; anyone using the bike lanes right now?

Mr. Dobbins answered I know that the biking community, not to speak for them but they certainly appreciate the dedicated bike lanes versus the shared roads that are out there. The city has a combination. You can think of it almost as a three-tiered scenario where you have the rail trails that are completely separated altogether and safe for everyone to be using. Then you have dedicated bike lanes which this would be where the bike has the right-of-way on that section and then there is a shared road where the motorist and bicyclist are supposed to exist together with more of an awareness that a bicycle is going to be used there. I do know that some studies have been looked at for the bike lanes on Elm Street. I believe we got some information from Regional Planning. There is a considerable amount of use of the bike lanes along Elm Street from Lake up to Willow and Queen City. Southern NH has done some studies in terms of counts and things like that.

Alderman Barry stated with respect to Alderman Morgan, I know this is being done piece meal but that is probably the best way to do it because if you do it all at once it could be more confusing. I think what we did was, and it was only Beech and Maple that we used...it gave us an idea of how things would work out. Initially I was cautious about it but I think they are working out well. I think they are beneficial for people using bikes to get to and from work. Some people don't drive and don't like to drive and would rather use their bike. I think this gives them the opportunity to go downtown.

Mr. Dobbins stated I will say that at DPW when we look at inclusion of a bike lane or a recommendation of that, we are looking that it not be at the detriment of the traveling public in terms of the motorists. That is specifically why a lot of folks wanted those bike lanes on the tree streets – Maple, Beech, Chestnut & Pine to extend south of Bridge Street but because of the antiquated signal systems that we have out there and the volume of traffic at that time, until improvements can be made along those stretches, the motoring public needed both lanes in order to handle the traffic volume. Again, specifically on this one for Pine, that street has less traffic than Beech and Maple and Beech and Maple have been working sufficiently over the last four or five years to handle the traffic. I just drove it on my way here and the difference between Pine and these other ones is on Pine everyone is kind of jockeying for position whereas in the other sections traffic seems to be still flowing smoothly but in a more orderly manner.

Alderman Goonan asked from a safety perspective, as far as accidents go, has that single lane made a difference. It seems like it is certainly easier to park or safer to park.

Mr. Dobbins responded as long as people are paying attention to the bicycles. With the bike lane you are required to basically have a buffer zone as well so that somebody is not simply just opening their door and creaming somebody riding down the road on a bicycle. Right now with the two lanes, anybody who is parking on Pine Street and trying to get out of their vehicle, especially where that parking is and you are exiting your vehicle directly into traffic, it is a dangerous situation. You are correct that when a bike lane is instituted there will be a buffer area between the bike lane and the parked car so when someone gets out of their vehicle on Pine Street they are not going to be in conflict with either the bicyclist or the vehicle driving on Pine Street. That is similar to what is happening now on Beech, Maple and Chestnut.

Alderman Kantor asked how many bicyclists did you see on the way here.

Mr. Dobbins answered it was raining out so I didn't see a whole lot.

Alderman Kantor stated I drive all the time and I never see bicycles. I hear from so many people that they don't see the bicycles. It is so dangerous at those intersections – at the beginning of Maple Street and end of Maple Street. Constituents aren't that happy with them. There are a lot of people who aren't for the bike lanes. To me, the flow of traffic is really important and we should make sure people are safe too. I think we should be taking care of the sidewalks.

Mr. Dobbins stated I don't believe bicycles are able to be used on a sidewalk. Relative to the study that was done when Maple was switched over, the number of accidents that occurred after the implementation of the bike lane was actually reduced.

Alderman Kantor stated maybe that is the case but I do know on Hanover Street we have accidents all the time getting onto 93. What I find unbelievable is the police do not make a record of all the accidents unless they are over a certain amount of money. So not everything is recorded and the data is not factual. That is the problem. I think that we need more concerned citizens to come to this committee to talk about things. I don't see any bicycles.

Alderman Vincent asked this was approved in 2019 correct.

Mr. Dobbins answered correct.

Alderman Vincent asked what is the cost on this project.

Mr. Dobbins replied this is being repaved anyway as part of the normal resurfacing and that is why it is critical to get an answer sooner rather than later as to whether or not this is going to be done and the BMA is in favor of this. In reality, the additional cost for it is going to be negligible because we need to stripe out there anyway. It is just a matter of how we stripe it and where we put the lines.

Alderman Vincent stated I get people opening their doors into traffic. If you drive anywhere in Ward 11 like Hevey, Rimmon or Dubuque, I don't think anybody ever opens their door without risk but we can't afford bike lanes there. Is there a motion on this?

Alderman Barry stated my understanding is, and I have spoken with Kristen, that the speeds have gone down.

Mr. Dobbins replied sorry to interrupt but you don't have the cars jockeying for position in the single lane so you are reduced to following whoever happens to be in front of you.

Alderman Barry stated for a little background, when I was growing up, Maple and Beech were two way streets. They then went to one-ways and a lot of people were against that. Then when it became two lanes one-way, people were complaining about the speeding. When we put the bicycle lanes from Bridge to Webster on Beech and Maple, people in Ward 2 were really happy because the number of cars speeding up and down Maple and Beech went down quite a bit.

Alderman Morgan stated obviously Alderman Kantor to your point there are many people who don't want bike lanes right.

Alderman Kantor responded yes. They think it is a joke.

Alderman Morgan stated to Alderman Barry's point, I think there are quite a few that do want them. My point is let vet this out and let the people in the city decide if they want to become a bike community.

Alderman Morgan moved to table this and bring in key stakeholders like DPW, MEDO and Planning and work together to see if Manchester wants to be a bike community. If

we do and it is overwhelming, then we move forward and fully support it. I think that we on this committee have different views so I would like to see the people make a decision via a survey or discussion. That is all I am saying. I think there are people out there who use bikes and wants this very much.

Alderman Kantor stated I think it is really important to have a full plan during the winter because we are not Florida. You can't see the lines on the road and there is concern about the snowplows and everything.

Chairman Vincent asked is there a second to the motion.

Alderman Kantor asked what is the motion again.

Alderman Morgan answered the motion is to table this with the understanding that we are going to put a working group together of key city stakeholders such as DPW, MEDO and Planning to go out and do a survey and talk to people in the community about bike lanes and a plan. If we can do that over the next few months and then come back with a report that says either the city wants this or doesn't want it.

Alderman Kantor stated I think we should have some concerned citizens on the committee.

Alderman Morgan replied we can do that too.

Mr. Dobbins stated I just want to point out the fact that we are scheduled to pave Pine Street at some point in the upcoming months. Again, the window of opportunity to do this restriping would be subsequent to the actual paving and prior to the striping. Depending on how long this...I am certainly not disagreeing with you aldermen but depending on how long this ends up taking, the question is do we delay paving on Pine Street for another year while this group makes a decision or is there a way to expedite the decision for Pine Street.

Alderman Morgan stated you can pave without this decision.

Mr. Dobbins responded we can pave it but it is the striping part. If we striped the two lanes and then the decision was to add the bike lane, then there will be additional costs involved with that.

Alderman Morgan replied understood. I know that striping isn't going to be something that is a tremendous cost.

Mr. Dobbins stated I would have to check with the Traffic Engineer to make sure that the lane widths and everything would match up by simply taking a lane away.

Alderman Kantor stated as for people concerned with speeding and so forth, we can create a revenue stream and ticket more people to control the speeding. When there are consequences, people do slow down.

Chairman Vincent *duly seconded the motion to table. Chairman Vincent called for a vote. There being none opposed, the motion carried.*

3. Communication from Peter Marr, Police Chief, requesting one-time funding in the amount of \$55,000 to remove thirty-two (32) vehicles from the Dunbarton Road transfer facility.

Chairman Vincent asked Chief can you explain this please.

Peter Marr, Police Chief, stated over the last three to four years we have acquired 32 campers that have been towed from city streets that are parked right now at the Transfer Station. We need to get rid of them. It looks like a trailer park up there. This has never really come up before. This happened with the influx of homeless that we have been dealing with over the last several years. These are abandoned vehicles and require a fee to get rid of them. Sometimes with cars when they are abandoned the car companies will take those because they can scrap them and make money on them. These vehicles or campers are not like that. They incur a huge cost and take up a huge amount of space inside the tow yards. Most tow yards are pretty small – ½ acre to ¾ acre. We are stuck with 32 of these things right now that we need to get rid of. There is no budget with DPW or Police to get rid of these. That is why I am coming forward and asking for \$55,000 to take care of this issue. It would be \$49,000 total but as you know with any operation there are always more costs incurred. That is why we are asking for a flat rate of \$55,000. That will give us \$6,000 to take care of any sort of unforeseen costs that come up during the disposal of these campers. I know that in the letter I submitted it said that any funds not used would be returned to the general fund but I would actually like to change that and keep that money to create a fund for the future. My proposal would be to take some of the money from parking that we do with the winter parking ban and tuck away \$5,000 to \$10,000 per year for this fund so that we have a fund to deal with this in the future so I don't have to come back and ask for this large sum of money.

Alderman Barry stated you said there are 32 campers. I assume you have run the VIN's and found out who they belonged to.

Chief Marr answered yes.

Alderman Barry asked has anyone reached out to the owners.

Chief Marr answered yes. These are the ones that have been completely abandoned. There are several more where we were able to track the owners down and force them to take them. These are the ones that were completely abandoned and never registered by the people who brought them here. There is no way to track those people down.

Alderman Barry stated I heard that some of those campers were brought here from Concord and given to people who were dealing with homelessness to use.

Chief Marr responded I am not aware of that.

Alderman Barry stated that is one of the things I heard. Where are we going to take them?

Chief Marr replied if we can get this funding, we have identified a company that will come in – Junk Removal Near Me. They come in and break them down on-site and completely demolish them. They take care of the garbage and I imagine they take the frame and sell it for scrap or something. This fee is drastically less than anybody else that we contacted by a lot.

Alderman Barry stated I am certainly in favor of it.

*On motion of **Alderman Barry**, duly seconded by **Alderman Goonan**, it was voted to approve the request.*

4. Communication from Alderman O'Neil on behalf of North Manchester Hooksett Little League requesting the installation of two way-finding signs:
- One sign on Webster Street, eastbound, at Beech Street indicating North Manchester Hooksett Little League with a left turn arrow
 - One sign on Hooksett Road, southbound, approaching Webster and Beech Street indicating North Manchester Hooksett Little League with a right turn arrow

Alderman Morgan stated I would like to approve this but ask that the sign just have NMH with the little league logo versus putting North Manchester Hooksett on the sign.

Alderman O'Neil replied I think the important words are Little League with the arrows. That is fine.

***Alderman Barry** moved to approve. **Alderman Morgan** duly seconded the motion.*

Alderman O'Neil stated I have spoken numerous times with Kristen. She suggested that you allow her to work with them on the size and color, etc. I know Alderman Morgan has some suggestions. Just for informational purposes, the league is hosting the district and state tournament this year and if you have ever been up there, it is not the easiest place to find if you are from out of town.

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

*There being no further business, on motion of **Alderman Morgan**, duly seconded by **Alderman Barry**, it was voted to adjourn.*

A True Record. Attest.



Clerk of Committee