

BOARD OF MAYOR AND ALDERMEN

May 20, 2025 at 7:00 PM

Mayor Ruais called the meeting to order.

Mayor Ruais called on Alderman Morgan to lead the Pledge of Allegiance.

A moment of silence was observed with Mayor Ruais asking that everyone keep in their prayers Myles Cavanaugh and the Cavanaugh family as he recovers from an accident this past weekend. Alderman O'Neil asked to keep Jack Van Nort and his family in their prayers.

The Clerk called the roll.

Present: Aldermen Morgan, Goonan, Long, Fajardo, T. Sapienza, Kantor, O'Neil, Levasseur, Terrio, E. Sapienza, Burkush, Barry, Vincent, Thomas

Mayor Ruais stated I have two acknowledgements that I would like to make this evening. Could I please have Elaine Michaud and Emily Conrad come forward. I was honored over the past year to work with these two incredible individuals from our Public Health Department to bring back, after a five-year hiatus, the Mayor's Senior Luncheon. As host, I was proud to welcome this back. Besides all the fun, the luncheon had another important focus as well, support for the Senior Transportation Project Initiative. The luncheon's generous sponsors chipped in \$30,400 for the event and I am delighted to report that all of this money is going to go to support this initiative which is going to help us identify and meet the needs of our seniors regarding public transportation. The plan includes a marketing campaign to reach the seniors throughout Manchester with the goal of engaging folks most in need of the reliable and affordable transportation that the city offers. It is going to help enhance access to health care services, food and other household needs as well as, most importantly, social connections. The team that made this incredible luncheon possible...for anyone who was there, the seniors had an incredible time. It was a fantastic opportunity for these 300 seniors to get together, hear from the city, have that social connection, and eat an incredible meal. It was all thanks to these two incredible individuals right here. I want to thank you for your efforts on behalf of the city and our seniors. Keep up the phenomenal work.

Mayor Ruais stated could I please have the Manchester Chamber of Commerce come up. We recently for another year had something incredible to brag about – the world's largest Taco Tour came through the City of Manchester. Thirty thousand people showed up from all 50 states to sample tacos from over 100 vendors. Hosting one of the best and largest single food festivals in the world takes first-class planning, preparation and organization and the Greater Manchester Chamber of Commerce is the wizard behind all of the taco magic here in the City of Manchester. The Chamber took on this challenge of bringing the Taco Tour back in 2022 and we are so grateful that you have undertaken this responsibility. President and CEO Heather McGrail leads the Chamber's all-star team of Lauren Gaetz, Holly Horace, Lauren Clark, Lisa Wilcox and the Taco Tour grand wizard himself, Cole Riel. The BMA wants to thank you for the incredible amount of work, time and energy that you put into this exceptional event and putting Manchester on the map yet again for another year. Thank you all so much for what you have done for our city.

PUBLIC COMMENT

Mayor Ruais advised that the purpose of the public comment session is to give residents of Manchester the opportunity to address the Board. All people wishing to speak must sign up with their name, address and topic prior to 7 PM. Once called, they will have up to three minutes to speak and any comments must be directed to the chair and concluded when their time is up. If the Clerk calls their name and they are not present to speak, they will not be given a second opportunity. Any resident wishing to speak will come forward to the nearest microphone, clearly state their name and address when recognized and give their comments.

Jen Drociak, 91 Sagamore Street, stated:

As you know, in July 2019, the previous BMA approved DPW's recommendation to modify Pine Street from Bridge to Webster from two vehicular lanes to one. The decision also included this change to three other one-way streets – Maple, Beech and Chestnut, which were scheduled to occur with their next paving. Those streets have been completed for several years now with Pine Street being the only one that remains unchanged. On May 5, I inquired about the repaving and restriping of Pine Street at the

Ward 3 town hall meeting. Coincidentally, later that evening Manchester Ink Link issued a story that the Committee on Public Safety, Health & Traffic was scheduled to review DPW's proposal on May 6 since paving on Pine Street was finally scheduled for this summer. I attended that meeting and was disappointed that DPW's proposal, which was already approved in 2019, was tabled. This isn't just about bike lanes. In fact, I don't believe this is the best lens to examine the worth of this project. Reducing our inner city super highways to one vehicular lane of traffic is a traffic calming mechanism that has proven to reduce speeds, reduce erratic driving, reduce accidents and improve site lines at intersections, therefore improving public safety and the quality of life for those living in these neighborhoods. I don't own or ride a bike, but if I did I would be fearful of riding one in the city without designated bike lanes. Even though I don't ride a bike, I understand the importance and value of multi-modal transportation and complete streets. I do drive a vehicle and frequently walk in these neighborhoods and downtown. While the concept of bike lanes may not resonate with everyone, the concept of safer streets should. The time is now to act on DPW's recommendation, improve the safety in this area for vehicles, pedestrians and bicyclists and improve the quality of life for people in these neighborhoods. I respectfully request that the Committee on Public Safety, Health & Traffic and this Board honor the previous Board's decision and commitment to modify this section of Pine Street as this project has proven benefits to public health, safety and traffic. Not only is it counter-intuitive and counter-productive to the scope of the committee not to, but waiting could introduce additional delays and costs. Thank you all for what you do for this city and thank you for your time and consideration this evening.

Amber Nicole Cannon, 84 Brook Street, stated:

I live one house down from the Pine and Brook intersection. I am often the neighbor that runs out to bandage people when the accident is bad enough to shake my house. I am also a Department of Public Works Commissioner. I need to tell you that I am regularly bandaging people, bloody people, due to poor road design which is why I am thrilled that Alderman Morgan assures me that the Pine Street resurfacing along with the new striping pattern will take place this summer. Please support this initiative. We have waited long enough. I am concerned that the Public Safety, Health & Traffic Committee based on their May 6 meeting seemed unaware multiple times of the

public's desire for modern infrastructure. For example, the Ward 3 town hall meeting on May 5, the sidewalk visioning session and report from April 18 & 19, the Ward 3 town hall meeting on March 21, 2024, the Plan NH Charrette in July 2023 and the August 2021 Master Plan document available on the city's website. It reflects a disconnect from the will of the people that kind of breaks my heart as does the choice to hold a stakeholders meeting yesterday to discuss Pine Street's resurfacing and striping and not include any residents that I am aware of. It would seem that additional information is necessary so please support the efforts of the Army Transportation Equity Study and the Safe Streets for All initiatives through funds and resources to insure that aldermen know the needs and desires of their constituents who live in these neighborhoods. Please prioritize the opinions of the people who live on these streets and not those who zoom through the neighborhoods. Our city is becoming too dense to remain car dependent. Please build safe infrastructure for everyone which includes people with disabilities like myself and those who can't afford motorized vehicles. Lauren Gaetz, my neighbor, and I have collected 274 digital signatures supporting this resurfacing and new striping pattern for Pine Street. I spoke with my neighbors this weekend who were out and about and collected 50 additional physical signatures which I can submit to you now. Thank you for listening and your time. I really appreciate it.

Bill Stergios, 290 Currier Road, Candia stated:

I live in Candia but I lived in Manchester for most of my life. I guess I am old because I remember when Chestnut Street, Beech Street and Maple Street were all two-way streets. You have to look back in the mid-70's as to what kind of cars we had. We called them big boats – Cadillacs that were twice as big as the ones now, Buicks and the two-way streets just didn't have enough room for these cars so they made them one-way streets. They did follow the speed limits and go 30 or 35 mph. Not like the cars of today where you have these small, high horse power turbo-charged cars that zip around, change lanes and people think they are in the Daytona 500. Not to mention that you read about people driving around drunk and that is the last thing we need. I remember when Will Stewart led the charge to make Maple Street a one-way with a bike lane and I think it has worked out pretty good. The only thing that keeps the speeds down on Pine Street is the condition of the road. It is really bumpy and in terrible shape. You have to think when they tear this road up and repave it, it is going to

be like I-93. You look at the way roads are made. The way roads are made determines the speed limit. You can't put speed limits of 30 mph on I-93 because that road wasn't built for that. It was built for higher speeds. If you make Pine Street two lanes and it is smooth as glass, it is like having I-93 in the middle of Manchester. It will be a road made for 40 or 45 mph which means people will go 60. I think we need to keep the speeds down by the way we make the roads. I think Pine Street with the bike lane...and it is not just for bikes. You have little electric scooters that can use that. I think the roads need to be made to keep the speeds down. Thank you.

Jeff Rogers, 129 Magnolia Road, stated:

Sometimes I drive in the city, sometimes I walk and sometimes I ride a bicycle; all are important to me. The suggestion that Manchester should decide whether it is a bicycle city or not may have been well intentioned but it is misguided and futile. With a population of 115,000, Manchester will have many people who will never ride a bicycle. It will also have many people who love bicycles and ride them often and it will have many people who are gainfully employed but cannot afford a car and so need other transportation. All of those citizens deserve safe streets. Two huge components of those safe streets are visibility and calm speed. However I am getting around, be it driving, walking, running or biking, I want to see others and I want them to see me. That visibility keeps us all safer. I have experienced a life-threatening crash while cycling and I can tell you the aftermath is painful and disruptive as it would be regardless of the mode of transportation involved. We all share the road and we all deserve to get home safely. The recently delayed Pine Street project contained a bike lane and it also contained a lane reduction and parking changes to increase visibility when approaching corners. All of these components are enormously important and designed to calm traffic, allow space for everyone and make our streets safer for all users, especially as they approach corners. These changes were recommended by our Department of Public Works to improve safety. Now imagine that they are delayed or even gutted by this Board, stripping away the measures intended to increase safety. Then imagine that someone, a pedestrian, cyclist or driver, is seriously injured or even killed on this stretch of road due to a crash. Then ask yourselves, should such a tragedy occur, who bears the moral responsibility? When we ignore proven safety improvements, we are not merely delaying a project, we are intentionally accepting a foreseeable risk that

someone in our community will pay a severe price. As those elected to protect our community, I implore you to reconsider your decision and not contribute to a situation where one of our community members pays with their life. Thank you.

Timm Huffman, 508 E. High Street stated:

I am here with my daughter, Leola. We wanted to speak in favor of the proposed bike lane on Pine Street. I am sure the other folks that are going to testify and have already have a lot of really good data and points but I want to share from personal experience using the existing bike lanes or the streets where the bike lanes currently exist. My first observation is as a motorist. My daughter goes to school in the north end and we live near Bridge Street so we travel on Beech, Maple and Pine almost every day at busy times of the day. Since the bike lanes have been installed there, there is a noticeably safer feel as a motorist on those streets. The speeds are calmer. There is also more room for the vehicle to drive. I don't feel like I am going to sideswipe the vehicles parked on one side of the street and I don't feel like I am going to hit the granite curbs on the other. There is more room to avoid the potholes that inevitably pop up every spring and overall it is just a nicer driving experience. If you compare that to Pine Street, which is still two lanes in one direction north of Bridge Street, that is kind of the same negative experience where you have tight traffic next to parked cars and the granite curb on the other side. My final observation is that there really have been no negative traffic impacts as a result of the addition of the bike lane. Second, as a cyclist and bike commuter at various levels throughout the last 15 years, bike lanes do feel safer, they are safer and you have more room away from cars. Even the shared roads that we have are an improvement over no bike lanes. Motorists also seem to be more aware of me when I am in a bike lane and overall having them I think is beneficial. I believe that use will increase as more of them are installed. Finally, as a pedestrian and specifically as a runner, I have run every single street and back street in this city – all 1,600 miles of them and Maple and Beech Streets with the bike lanes are much calmer than they used to be. As a user on foot, they are much preferable. I would like to let my daughter say a few words. Leola Huffman stated my dad and I like to ride bikes all over Manchester. Sometimes we ride our bikes in the bike lane. When I ride my bike in the bike lanes, I feel very safe. I feel safe because I am not on the road with all the cars. If we didn't have bike lanes, a lot of people could get hurt. In closing, I would like to say I

support the new bike lane on Pine Street. Mr. Huffman stated thank you all for your time. We are supportive of the proposed bike lanes and feel like it will be an improvement for all users of that section of street.

Ali Rosenblatt, 795 Elm Street, stated:

I am asking the Board of Mayor and Aldermen to implement the previously agreed upon plan to pave Pine Street with the added bike lane. I live and work on the corner of Merrimack and Elm Street. I use the Pine Street Lot so I am very familiar with driving on Pine Street. Frequently, this two-lane, one-way road tends to get very dangerous with people speeding and trying to jockey around each other. I know a previous speaker referred to it as something akin to the Daytona 500 and he is not wrong. There was also talk earlier about improving the visibility on the road and this change would also do that. As it stands right now, pulling in and out of the Pine Street Lot is quite dangerous. It takes a good amount of time just getting in and out to avoid getting hit by cars that are going way above the speed limit as it currently stands. I am also a biker. I bike round Manchester, both to run errands and for leisure on the streets and the rail trails. When I moved to NH, I did choose Manchester in part because it appeared to be bikable and walkable. I am starting to see that it is not as much as I would like but I am glad to see that it is getting more bike lanes. I would like to see more than have been approved already. I do want to continue to see our city moving in the direction towards bikability and walkability as it is improving the city as the city's population continues to grow and people are going to be relying on these modes of transportation more and more. This is part of moving toward safer streets for all – for bikers, for motorists, and for pedestrians. It is not just about the bike lane. It is about the bike lane's impact as a traffic calming measure as well. With that being said, I do believe that the Board should implement the previously agreed upon plan and institute the bike lane on Pine Street without further delay. Thank you.

Kathleen Carswell, 385 Amherst Street, stated:

I am back again pleading with you, Mayor, could we please have a sit down for at least ½ hour. I have been asking since July and have gotten no response. Like I said before when I came to the last meeting two weeks ago, it took me three and a half years go to get Mayor Craig to sit down and that was chasing her basically. I am just one person

but I have ideas from citizens from around my ward as well as other people in the community. Second, now that the cat is out of the bag, I would like you to look into the aldermen and alderwomen who are not doing their job. They farm out the work that they should be doing that we elect them to do and they are not doing their work. They farm it out for someone else to do the work for them. That is not right. If you can't do the work, please do not sign up for a seat. No one is taking this for granted. There are a lot of people on this Board that are very, very good and I applaud them for that but there are a few bad apples and it has got to stop because you are making this city not likable. Believe me. I have been here, like I said, 63 years out of my 65 and it is getting worse instead of better because we don't have a standing group of people to help us when we voice our opinions. It is like going on deaf ears. I would like please for you to look into that. Thank you.

Alex Hawk, 195 McGregor Street, stated:

I am here tonight to voice my support for increasing DPW funding for completing the safety improvements on Pine Street and to share why you should support this as well. Before I get into my main point, I just want to say that if there is one thing we can probably all agree on it is that Manchester roads need more repaving and more potholes filled. I ask that you please consider increasing DPW's paving funding in this year's budget and maybe the sidewalk and traffic signal funding too. That being said, DPW is doing what they can with limited resources and when we do repave, we should be making the most of that opportunity, especially when we can incorporate cost effective changes that are proven to make our streets safer for everyone. As someone who regularly walks, bikes and yes rides in the bike lanes in this city, I have seen firsthand the benefits that come with more thoughtfully designed streets. I do support a broader effort to create a long-term vision for safer and more accessible streets in Manchester; one that addresses the needs of pedestrians, cyclists, drivers and emergency responders. Any effort like this should focus on developing a bigger picture strategy though and not rehashing settled decisions or delaying shovel ready projects. With limited staffing and strained budgets, especially in departments like DPW, we need to be efficient with both our time and our money. I would like to add as well that when Beech and Maple were restriped with a single travel lane and bike lane, the results were clear. There were fewer crashes, calmer traffic and a safer experience for everyone

including drivers getting in and out of their parked cars. It is really not just about bikes. These are simple low cost changes that deliver real improvements for everybody. In the case of Pine Street, the plan is already in place and the infrastructure improvements are ready to go. This is a chance to make a data backed, Master Plan backed, community supported change efficiently using our taxpayer dollars as part of work that has already been planned. I ask that when this opportunity and others arise that you please support making our streets safer. Thank you.

Bryce Kaw-uh, 639 N. Bay Street, stated:

I came here tonight like many others to address the situation on Pine Street. I support the Pine Street repaving project that unfortunately was recently tabled by Ward 1 Alderman Chris Morgan, Ward 6 Alderman Crissy Kantor and Ward 11 Alderman Norm Vincent. The traffic calming measures proposed by DPW have made a real positive difference in the places where they have already been implemented on Maple, Beech and Chestnut Streets. The residents of Pine Street have been waiting a long time to finally get these improvements too and I hope we can move forward with them as soon as possible. While I don't live on Pine Street myself, I do drive there every now and then on my way home from downtown and as a driver I can say that I strongly prefer driving along the updated portions of Chestnut, Beech and Maple. Those streets feel way more comfortable to drive on. They are less stressful, less hectic and less crowded. I would love to see the same thing done to Pine Street as proposed by DPW. This would have an added benefit of aligning with the mayor's recently announced age friendly planning initiative in collaboration with the AARP. The AARP actually has a list of the eight domains of livability and transportation is number two on that list. Let me read what they say and I will quote "Driving shouldn't be the only way to get around. Pedestrians need sidewalks and safe crossable streets. Dedicated bicycle lanes benefit non-drivers and drivers alike. Public transit options can range from the large scale – trains, buses, and light rail to the small – taxis, shuttles or ride share services." If you have an issue with that, take it up with the AARP or with Mayor Ruais. Back to Pine Street, I know that Ward 1 Alderman Chris Morgan expressed an interest a couple of weeks ago that we should not do this piecemeal and we need a plan and he is right. For now though, allowing the Pine Street repaving to move forward would be a good step in the right direction. Let's not make the perfect the enemy of the good. I am sure

the city can explore making a comprehensive plan with all the relevant stakeholders in the coming months and years. I know a lot of us here in the audience would be really happy to see that happen. The same applies to many of those who signed the petition but couldn't make it tonight. We all want to make our streets safer. We all want to make our community healthier. I ask you to vote in favor of the Pine Street repaving project when it comes before you next. Thank you.

Amy Kizak, 808 Maple Street, stated:

I live at the corner of Maple and North and in the past my yard is one where accidents occur. When the 2018 traffic calming study on Maple Street happened, it was a really great thing to happen. I spent a lot of time sitting out on my front porch watching how it changed the traffic flow and how it changed the character of the neighborhood. It made the street safer. It was safer to cross the street. You no longer had two cars racing up the road. You could actually see all of the cars that were coming up the road. It makes it safer to mow my grass because there was no longer a car right against the curb. It made less accidents and it has reduced the speed that all of the cars are driving. As a resident, I drive Chestnut and Pine every day to commute to work. I commute on my bike and I commute in my car. It is very nice to be able to commute with the bike lanes. It is scary to drive and ride on Pine Street. I encourage you to support the traffic calming measures along Pine Street. It makes a big improvement in the city, in the neighborhood and for the residents. Thank you for your time and attention.

David Todisco, 390 Orange Street, stated:

I work on Pine Street. I usually drive to work but sometimes I enjoy biking and for me luckily that is a choice but it isn't for everyone. That is why I really want to support the approved plan for us to add that bike lane in with the resurfacing of Pine Street, not just for myself when I bike but for everybody who needs to bike in Manchester and also for everybody who drives because like a lot of people have said already tonight, driving on Pine Street isn't really fun for anyone and it is not safe. Safety, of course, is the most important thing for everybody here so I hope that we can make sure this goes through and I hope this will be the first step of many as part of a comprehensive plan. Let's get this paved. Thank you.

Elyza Agosta, 390 Orange Street, stated:

I work downtown. Me and my partner share a car and someone usually takes the car so many times I am biking, walking or taking the bus to get downtown. Again, because I work downtown it is usually twice a day that I am going on this same road. In all of those different modes of transportation, it is dangerous and it is scary. Just last week, I was walking to work crossing Pine Street and in the crosswalk a car stopped for me but the car next to them did not see me and zoomed right past. That kind of stuff happens all the time. While I support the repaving of Pine Street with the reduction of a lane and the addition of a bike lane, I also support Alderman Morgan's idea of having a more comprehensive plan. I think that is really important because as I said, me and my partner own one car which is actually very common in Manchester. A lot of my friends do as well. For example, my friend Evan who owns a bakery downtown asked me to read this because right now he can't attend because he is baking for tomorrow. He says "As a small business owner in downtown Manchester, biking is my primary way of commuting. It is the most convenient option given how close I live to downtown and the most affordable because me and my wife and own one car. While existing bike lanes and paths help me get to work, there are still many gaps in bikable areas in the city. Without clear separation from traffic it is easy for interactions between cars and bikes to become stressful or unpredictable for everyone involved." Doing a comprehensive plan would help Evan and his family proper in Manchester but again I urge you to do what you can right now to make Pine Street safer. Thank you.

Glenn RJ Ouellette, 112 Auburn Street, stated:

I want to thank Alderman Barry for getting those lights on. It only took five months to get a whole block of lights on a block that was completely dark. I found another one and it is downtown across from Veteran's Park – the section where they are putting a high rise of eight stories right now. Not one light is on. I have to walk through that at midnight every night coming back from work. It is completely dark. The reason I don't use the park is there is a curfew in the park. It is well lit as it should be but those streetlights should be on. We don't live in the woods. We live in a city and we need to keep people safe. Please turn those on, not just for my safety but for the safety of other people who walk the streets. The other thing is Pine Street. I am not against a bike lane. I think they serve a useful purpose. What I don't like is when you put the bike

lane on the northern end of Pine Street and the other one-way streets you forgot to put signs or warn people that they can't ride their cars in the bike lanes. Many of them do. That is how they maneuver around now that there is only one lane. Part B to that is when it comes to the next intersection, you have a car lane, a bike lane and then you have another lane. That means if I want to go to the right, I have to cross that bike lane. That is not a safe situation. You need to move that bike lane at the very end so there is less chance of having an accident. Number three is you are now approaching the downtown area between Bridge Street and Chestnut Street. That is the densest area of the city. When we have events downtown, you use those streets, Pine and Chestnut, because you block Elm Street. That is a lot of traffic. If a firetruck or police car wants to get through, it is very difficult. I am in favor of a bike lane but I think we need to find ways to keep everybody safe and still keep the flow of traffic. If people are speeding, we need to have more of an effort to stop the speeders. Thank you.

Kevin Criscione, 386 Rimmon Street, stated:

I have spent a lot of time over the last few years walking and dog walking and biking on Rimmon Street on the west side. I also support the aforementioned Pine Street repaving project. I just want to emphasize how optimistic I am about the future of the downtown and Manchester in general coming back from the years of the pandemic. I am quite optimistic. It was great to feel that energy at the recent pedestrian public meeting for downtown. It was a Charrette put on and I had my table and heard from business leaders and property owners as well as community members and leaders. We shared this enthusiasm about the downtown area and the strides that have been made over the past few years. As we discussed there, part of that could be approved for sure by a better atmosphere for pedestrians, cyclists and drivers too in terms of traffic safety and addressing some of these key pain points I would say throughout the City of Manchester. I have had my share of close calls and I really do appreciate when there is adequate pedestrian signage and when the city intervenes as they are doing in a number of different projects to make the city more amenable to pedestrians, cyclists, etc. I actually spoken about this during public comment four times over the past two years and I am grateful to see a lot of other people who share in many ways what I have to say tonight who also support a vision of a safer Manchester. I think it has a lot to do with the culture of the city, the economy, the health of downtown and how good it feels

to be around the city. I support the Pine Street repaving and other efforts to study the issues, go forward and follow the data to create a safer city with regards to traffic.

Thank you.

Kay Emery, 908 Sagamore Street, stated:

I am here with my household, Jess Harkness and Connor Bost but for time's sake I am going to speak for all three of us. My household is here in support of the Pine Street repaving with a one lane street and an added bike lane. All three of us walk, run and drive Pine Street on a daily basis. We do also use our bikes a lot to get downtown and run errands, especially when there are big events going on and we don't want to add to the traffic downtown. Just recently, I was at the Taco Tour coming back from having a great time down there and was on Pine Street on my way back to my house when two cars passed me at the same time in both lanes and nearly clipped me. They didn't give me any extra space. Repaving this road as a one lane with an added bike lane is an easy way to protect people from the close calls like the one that I had recently. Again, I just ask that we move this repaving forward a planned. Thank you.

Steven Townsend, 1018 Merrill Street, stated:

I am here to voice my support for DPW's approved plan to repave Pine Street with the addition of a bike lane as well as Alderman Morgan's comprehensive plan for more safe streets and a safer city. I bike down Pine Street almost once a week to get to Elm Street, the Library or anywhere else I need to be and nearly every single time I go on Pine Street I am nearly run off the road on this two-lane traffic highway. Each time I am nearly run off the road, I inevitably come across the car at the next traffic light and kind of look at them perplexed like hey what is going on right now because it is obvious to me since I was nearly killed that biking in the city is nearly just as fast as driving in the city but these drivers don't see it. They just see these bikers being the problem when in reality these two lanes that they have are not assisting them in any form or fashion. It is just making it more dangerous for people who actually reside on the street. With that being said, considering that traffic in Manchester has been documented going down year after year and the elevated risk associated with the two-lane road on a residential street, now is the time to fix the plan and implement DPW's approved plan. My time in the Army has taught me one thing. You can do something right or you can do it again. I

implore you to please do this right the first time so we don't have to do it again after the first resident of Manchester is killed after Pine Street is paved without a bike lane on it. Thank you for your time.

Lauren Getts, 604 Pine Street, stated:

I live in a four-family that my husband and I own. I have called Pine Street home for the past six years and tonight I want to speak to you not just as a resident but as someone who is deeply invested in the future and livability of this neighborhood. When I purchased 604 Pine Street, I was drawn to the walkability and the proximity to downtown. My husband and I have dedicated every minute of our free time to renovating and restoring this 1870's Victorian home, which is a piece of Manchester's history. I have worked very hard to be a good neighbor and property owner, providing safe and stable housing and trying to contribute to the sense of community. As a landlord, I take my responsibility very seriously. My tenants are just short-term renters. They have lived in my apartments for well over a decade before I even purchased the home and they consider it home. The safety of my tenants, just like my own, depends on the conditions outside of our front doors but over the years that sense of community has been overshadowed by increasing concerns about dangerous traffic conditions. The intersection of Pine and Brook where my home sits on the northwest corner, has become a hot spot for serious crashes. I call 911 weekly for collisions just feet from my living room window. I have held the hands of victims, administered first-aid along with my neighbor Amber Nicole who spoke earlier, provided surveillance footage to MPD and flagged down emergency vehicles. Drivers regularly ignore the stop sign at Brook Street and many others and the visibility is terrible. The telephone pole on the corner has been hit so frequently it has been replaced and the new one now leans toward my home. I no longer feel safe working in or enjoying my own yard and I avoid walking my dog on my own section of sidewalk. The risk of a car ending up in my front yard again, for the third time, causing property damage is real and it is constant. I worry every day for the neighborhood kids who are truly having an authentic childhood in this area who start buzzing around outside on the first 60-degree day until dusk through the summer months. They are off their screens and engaging in collaborative play and it is not safe out there for them traffic wise. On top of the traffic dangers, I have experienced a variety of safety related issues but those aren't unique to Pine Street and those are

challenges that many mid-size cities face but when combined with the traffic dangers and lack of action, they begin to shape the reality of my daily life and the future I am trying to build. These are the kinds of things that weight heavily on you when you ask yourself whether it is realistic to start a family here. It is frustrating to see the plan for Pine Street continue to be deferred when we were told it would be repaved. Twice already this week I have witnessed nearly two separate head-on collisions due to vehicles barreling down the two-lane in the opposite direction. I know this could be mitigated when reduced to one-lane and implementing traffic calming measures. I am here to ask for action and I want to know what steps I and my neighbors here with me today can take to improve the safety and what role we can play to create meaningful change. Thank you all for your time today.

Dave Cannan, 84 Brook Street, stated:

I wish people knew how to drive on a two-lane one-way road. I really wish they did. It is not that complicated. If we went the speed limit and gave the cyclists the required 3' of passing distance, stopped at stop signs and checked to make sure no vehicles were coming and if when a car was stopped at a crosswalk you stopped as well because they probably stopped for some reason and if we didn't left-turn from a right-turn lane because it is a two-lane one-way road a lot of the challenges that we are talking about today wouldn't be an issue. Unfortunately, I think we all know that we can't have that. We can't have an entire population that knows how to drive on a two-lane one-way road so we have to do something about it. We don't need a two-lane one-way road. It is a little wishy washy to figure out what the actual throughput capacity of that road is but you could probably put 1,500 cars an hour down that road. Even on marathon days when Elm Street is shut down, there is no backlog on Pine Street. There is a light at Bridge and a light at Webster. No one has ever gone through two cycles of a light there and if it goes down to one lane I don't think it will happen either. It doesn't happen at Maple Street or Bridge or Webster right now either. I live right near Pine and Brook Street as well. Site lines on that specific intersection are terrible. There are other areas where the site lines are really bad as well. Making it a single-lane is going to help a lot with knowing that there is a car coming and only one car coming and there is not another one coming alongside. I work in the millyard and commute an entire mile. I am really lucky that I have a nice commute and I do multi-modal commutes because I also

share one vehicle in our household. I am biking or skateboarding or walking to work and Pine Street is not a place I ever want to be on. Even when I am driving, I avoid Pine Street. I think we all understand that two-lane one-way makes no sense so we have a good idea of what needs to be done. There is plenty of time to integrate it perfectly later with additional striping or bump-outs. We know what we have to do right now.

Robert Vida, 95 Hackett Hill Road, stated:

I would like to ask that when the Pine Street repaving project comes out you vote in favor of it. I believe the Pine Street project and projects like it are incredibly important to the growth of Manchester and the health and well-being of all its citizens. I know from experience living in Ward 12 the safety concerns that pedestrians and cyclists face in the city and the incredible benefits that sidewalks, bike lanes and other multi-modal structure provides. I regularly walk and bike in downtown and to downtown. I know there are many more times that I would biked into downtown if Front Street and other roads along the way were safer for those who want or need to travel outside of a car. I think the Pine Street project is a great investment for Manchester because it improves the road for everyone for pennies on the dollar by making simple adjustments to the road during a repaving project. It would make the city more walkable and safe for everyone, which will attract more people to the city we love. In conclusion, I am strongly in favor of the Pine Street project and would ask you all to vote for it. Thank you for your time.

Spencer Sherman, 521 Pine Street, stated:

I am in favor of the Pine Street project. I honestly didn't even know about this project until today. I learned about it today and I am very excited to hear that it may be happening. I agree that Chestnut and some other streets nearby that have already done this with one traffic lane and one bike lane seem to be safer and honestly as a driver seem to be easier to drive on. I have never experienced significant traffic on them so I don't think two driving lanes is necessary. I think living on Pine Street it is kind of crazy that there are two driving lanes. It is too many and makes it hard to navigate the road. As other people have already said, the road is less friendly to

pedestrians and bicyclists but I think also it is less friendly to drivers. Two lanes in my mind doesn't help anyone. Thank you.

*On motion of **Alderman Terrio**, duly seconded by **Alderman Barry**, it was voted to take all commends under advisement and further to receive and file any written documentation presented.*

CONSENT AGENDA

Information to be Received and Filed

2. April OYS Report.

REFERRALS TO COMMITTEES

COMMITTEE ON FINANCE

3. Resolutions:

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of Twenty Thousand Dollars (\$20,000) for the FY2025 CIP 211425 School Based Dental Program - Medicaid.”

“Amending the FY2023 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixty-Six Thousand Six Hundred Sixty-Seven Dollars (\$166,667) for the FY2023 CIP 411923 MPAL Juvenile Court Diversion Coordinator.”

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixteen Thousand Seven Hundred Fifty-Three Dollars (\$116,753) for the FY2025 CIP 611325 231 Merrimack Street Affordable Housing Program.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighteen Thousand Nine Hundred Two Dollars (\$18,902) for the FY2025 CIP C300040125 FY22 Hazmat Additional Funds.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Three Thousand Four Hundred Ninety-Three Dollars and Sixty-Two Cents (\$23,493.62) for the FY2025 CIP C300040225 FY24 Hazard Mitigation Grant.”

“Amending the FY2023 and FY2025 Community Improvement Program, authorizing, appropriating and transferring funds in the amount of Two Hundred Thousand Dollars (\$200,000) for the FY2025 CIP C300040325 Opioid Abatement - CRU 2nd Shift.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighty-Four Thousand Forty-Five Dollars (\$84,045) for the FY2025 CIP C330040125 BJA FY24 Project Safe Neighborhoods (PSN).”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Four Thousand Eight Hundred Ninety-Three Dollars (\$24,893) for the FY2025 CIP C410020125 Bloomberg Opportunity Youth Collaborative - Amplifying Youth Voice.”

"Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Two Hundred Five Thousand Five Hundred Dollars (\$205,500) for the FY2025 CIP 810525 General Assistance (Rentals)."

REPORTS OF COMMITTEES

COMMITTEE ON COMMUNITY IMPROVEMENT

4. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$116,753 for CIP 611325 231 Merrimack Street Affordable Housing Program be approved.
(Unanimous vote)
5. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$205,500 for CIP 810525 General Assistance (Rentals) be approved.
(Unanimous vote)
6. Recommending that the Amending Resolution and Budget Authorizations providing for the transfer and expenditure of funds in the amount of \$20,000 for CIP 211425 School Based Dental Program - Medicaid be approved.
(Unanimous vote)
7. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$166,667 for CIP 411923 MPAL Juvenile Court Diversion Coordinator be approved.
(Unanimous vote)
8. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$18,902 for CIP C3000040125 FY22 Hazmat Additional Funds be approved.
(Unanimous vote)

9. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$24,893 for CIP C410020125 Bloomberg Opportunity Youth Collaborative – Amplifying Youth Voice be approved.
(Unanimous vote)
10. Recommending that the Amending Resolution and Budget Authorization providing for the acceptance and expenditure of funds in the amount of \$84,045 for CIP C330040025 BJA FY24 Project Safe Neighborhoods (PSN) be approved.
(Unanimous vote)
11. Recommending that the Amending Resolution and Budget Authorization providing for the transfer and expenditure of funds in the amount of \$200,000 for CIP C300040325 Opioid Abatement – CRU 2nd Shift be approved.
(Unanimous vote)
12. Recommending that the request from the Highway Chief Engineer for early approval of the following projects:
 - \$300,000 for CIP C500070226 FY26 Parks Paving (bond)
 - \$1,000,000 for CIP C500070126 FY26 School Paving (MSD bond)
 - \$6,538,000 for CIP C500070326 FY26 Roadway Program (bond, MTF, degradation fees)be approved.
(Unanimous vote)
13. Recommending that the request from the Fire Chief for permission to obtain two additional license plates for the department's vehicle barrier trailers be approved.
(Unanimous vote)
14. Recommending that a portrait of Frederick Douglass be displayed outside of the Aldermanic Chambers near the current plaque, to be coordinated by the Chair of the Heritage Commission and the Office of the City Clerk.
(Unanimous vote)

COMMITTEE ON HUMAN RESOURCES/INSURANCE

15. Recommending that the request from the Parking Manager for the following changes to the division's complement:
 - Add one (1) newly created Parking Operations Superintendent Position, grade 21, and adopt the new classification
 - Defund two (2) vacant positions - one (1) FT Downtown Maintenance Worker II position, grade 12 and one (1) FT Downtown Maintenance Worker I position, grade 10
 - Adopt the newly revised classifications for Parking Control Officer, full-time, Parking Control Officer, part-time, and Downtown Maintenance Worker Ibe received and filed.
(Unanimous vote)

16. Recommending that the request from the Public Works Director for the following changes to the department's complement:
- Remove one (1) Assistant Drain and Sewer Superintendent position, grade 19
 - Add one (1) Highway Field Supervisor position, grade 19
- be approved.
(Unanimous vote)

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

17. Recommending that the following traffic regulations be approved:
- 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
(Unanimous vote)
18. Recommending that the request from the Police Chief for one-time funding from contingency in the amount of \$55,000 to remove thirty-two (32) vehicles from the Dunbarton Road transfer facility be approved.
- The Committee further recommends that the balance of any unused funds be deposited into a non-lapsing, dedicated fund established by the Finance Department for future vehicle removals.
(Unanimous vote)
19. Recommending that the request from Alderman O'Neil on behalf of the North Manchester Hooksett Little League for the installation of two way-finding signs:
- One sign on Webster Street, eastbound, at Beech Street indicating NMH Little League with a left turn arrow
 - One sign on Hooksett Road, southbound, approaching Webster and Beech Street indicating NMH Little League with a right turn arrow
- be approved.
(Unanimous vote)

JOINT SCHOOL BUILDINGS COMMITTEE

- 20.** Advising that the Manchester School District Priority I status and financial report for April 2025 submitted by LeftField has been accepted.
(Unanimous vote)

Alderman O'Neil stated I am not sure what action the Traffic Committee took on the whole Pine Street discussion.

Alderman Morgan responded the stakeholder meeting was yesterday with DPW, MEDO and Planning. We met and basically came to the conclusion that Pine Street was mainly being down for traffic calming. This will be the last bike lane that DPW has planned for this year or in the future at this point in time. They are going to apply for a SAFER Streets grant which will allow us to have a more comprehensive study moving forward. The bottom line is that Alderman Vincent and I are in support of this moving forward and when it is on the June 3 BMA agenda, we believe it will pass.

Alderman Long asked will the June 3 item include the bike lane.

Alderman Morgan replied yes.

Alderman Long stated I just want to tell you that that is in Ward 3 and I didn't hear anything from anybody on that. I respectfully would call the alderman of the ward if I am working on something in their ward. I get all the calls. I have had over 25 or 30 calls since you tabled it.

Alderman Vincent replied you saw it was on the agenda and you could have easily said something at any time.

Alderman Long stated I got all of the calls prior to that. I was talking with Director Thomas. Any inter-city road where cars flip over is problematic. You have to be going really fast to have roll overs on city streets. It just doesn't make sense. I am glad to hear that it will come forward on June 3 to re-do the road including putting in bike lanes.

Alderman Morgan stated the timing is not going to affect the actual paving schedule.

*HAVING READ THE CONSENT AGENDA, ON MOTION OF **ALDERMAN TERRIO**,
DULY SECONDED BY **ALDERMAN O'NEIL**, THE CONSENT AGENDA WAS
APPROVED.*

REGULAR BUSINESS

- 21.** Communication from Flo Minton advising the Board of her resignation as an alternate member of the Arts Commission.

*On motion of **Alderman O'Neil**, duly seconded by **Alderman Long**, it was voted to accept with regret.*

- 22.** Nomination and appointment of Ms. Julianne Pelletier for the position of Independent City Auditor with a proposed start date of July 1, 2025.

Mayor Ruais stated I am really excited to be able to bring this forward to the Board this evening. I know this is something we talked about last year and I would ask Alderman Morgan if he would like to say a few words.

Alderman Morgan stated on behalf of the committee, I am pleased to recommend the nomination and appointment of Ms. Julianne Pelletier as our new Independent City Auditor with a proposed start date of July 1, 2025. Ms. Pelletier is well-qualified for the position and we welcome her to the City of Manchester.

*On motion of **Alderman Morgan**, duly seconded by **Alderman O'Neil**, it was voted to confirm the nomination as presented.*

- 23.** Nomination:
Central Business Service District
Brad Pernaw to replace Judi Window as a regular member, term to expire May 1, 2028
(Note: Pursuant to Rule 23 of the Board of Mayor and Aldermen, this nomination will layover until the next meeting of the Board.)

- 24.** Confirmations:
Heritage Commission
Kaleigh Shaughnessy moving from an alternate to a full member, term to expire July 1, 2028
Darryl Johnston to succeed Kaleigh Shaughnessy as an alternate member, term

to expire July 1, 2027

Housing Commission

Joe Wichert to succeed himself, term to expire January 1, 2026

Kate Marquis to succeed Joede Brown as an alternate member, term to expire January 1, 2026

Jessica Margeson to succeed herself, term to expire January 1, 2027

Brian Cole as a regular member, term to expire January 1, 2028

Richard Clegg as a regular member, term to expire January 1, 2028

Joede Brown to succeed Kate Marquis as a full member, term to expire January 1, 2027

Planning Board

John Wichert to succeed Christopher Wellington, term to expire May 1, 2028

Peter Winslow as an alternate member, term to expire May 1, 2026

*On motion of **Alderman O'Neil**, duly seconded by **Alderman Burkush**, it was voted to confirm the nominations as presented.*

- 25.** Confirmation of Patrick Arnold for a second term as a member of the Manchester Transit Authority, term to expire May 1, 2030.

*On motion of **Alderman Goonan**, duly seconded by **Alderman Levasseur**, it was voted to confirm the nomination as presented.*

- 26.** Budget projections to be submitted by Sharon Wickens, Finance Officer, if available.

Sharon Wickens, Finance Officer, stated the FY2025 general fund expenditure and revenue forecast as of May 20, 2025 based on department head estimates is as follows. The current projected general fund operating surplus for 2025 is \$2,124,000. The operating surplus is comprised of an expenditure deficit of \$287,000 and a revenue surplus of \$2,411,000. The expenditure deficit relates primarily to Police and Public Works overtime. The expectation is that both of these numbers will continue to improve before fiscal year end. The revenue surplus is attributed to many line items – interest income, parking revenue, motor vehicle registrations, higher than expected second injury reimbursement from the state and an increase in permits. To date, approximately \$632,000 in permits have been confirmed for the school district's Phase I project. Health insurance costs are performing favorably against budget through April. I do expect that we will end the year with a surplus in the health care line. The forecasted surplus does include \$200,000 from the contingency account. As I was looking through

some of the agenda items, I saw that the Police Department asked for \$55,000 from contingency so I will need to adjust the forecast down by \$55,000. There were 26 retirements through May 19 compared with 31 at this same time a year ago. Severance paid through May 19 amounts to \$1,266,821 compared to \$1,173,901 a year ago. The severance we have paid out so far is pretty much flat compared to last year. The severance reserve account is anticipated to have a balance of \$661,532 after all related entries have been posted. I have also attached a department overtime report as of May 9 and a summary by department of severance paid through May 19.

Alderman T. Sapienza stated I see that the school district Phase I project has \$632,000 in permits. Is that part of our surplus?

Ms. Wickens answered it is. Last month I was projecting a surplus in building permits of \$867,000. Director Belanger has confirmed that there are a couple of permits being pulled that do not match what is on the schedule so I did pull those down in the forecast to \$700,000. I did account for the change.

Alderman T. Sapienza asked is that more than $\frac{1}{4}$ of our surplus.

Ms. Wickens replied yes that \$700,000 is part of the surplus.

Alderman T. Sapienza stated right and that is the school board that many on this Board disparaged. That is the same school board right here in town?

*On motion of **Alderman Long**, duly seconded by **Alderman O'Neil**, it was voted to recess the meeting to allow the Committee on Finance to meet.*

Mayor Ruais called the meeting back to order.

29. Report(s) of the Committee on Finance.

The Committee on Finance respectfully recommends, after due and careful consideration, that Resolutions:

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of Twenty Thousand Dollars (\$20,000) for the FY2025 CIP 211425 School Based Dental Program - Medicaid.”

“Amending the FY2023 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixty-Six Thousand Six Hundred Sixty-Seven Dollars (\$166,667) for the FY2023 CIP 411923 MPAL Juvenile Court Diversion Coordinator.”

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixteen Thousand Seven Hundred Fifty-Three Dollars (\$116,753) for the FY2025 CIP 611325 231 Merrimack Street Affordable Housing Program.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighteen Thousand Nine Hundred Two Dollars (\$18,902) for the FY2025 CIP C300040125 FY22 Hazmat Additional Funds.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Three Thousand Four Hundred Ninety-Three Dollars and Sixty-Two Cents (\$23,493.62) for the FY2025 CIP C300040225 FY24 Hazard Mitigation Grant.”

“Amending the FY2023 and FY2025 Community Improvement Program, authorizing, appropriating and transferring funds in the amount of Two Hundred Thousand Dollars (\$200,000) for the FY2025 CIP C300040325 Opioid Abatement - CRU 2nd Shift.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighty-Four Thousand Forty-Five Dollars (\$84,045) for the FY2025 CIP C330040125 BJA FY24 Project Safe Neighborhoods (PSN).”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Four Thousand Eight Hundred Ninety-Three Dollars (\$24,893) for the FY2025 CIP C410020125 Bloomberg Opportunity Youth Collaborative - Amplifying Youth Voice.”

"Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Two Hundred Five Thousand Five Hundred Dollars (\$205,500) for the FY2025 CIP 810525 General Assistance (Rentals)."

ought to pass and be Enrolled.

*On motion of **Alderman Long**, duly seconded by **Alderman O'Neil**, it was voted to accept the report and adopt its recommendation.*

- 30.** Report(s) of the Committee on Accounts, Enrollment & Revenue Administration, if available.

There were none.

- 31.** Report(s) of the Committee on Administration/Information Systems, if available.

There were none.

- 32.** Report(s) of the Committee on Lands & Buildings, if available.

The Committee on Lands & Buildings respectfully recommends, after due and careful consideration, that the request from Alderman O'Neil on behalf of North Manchester-Hooksett Little League to erect a 4' x 8' non-illuminated sign at the entrance to the little league complex off of Beech Street be approved.

*On motion of **Alderman O'Neil**, duly seconded by **Alderman Long**, it was voted to accept the report and adopt its recommendation.*

The Committee on Lands & Buildings respectfully recommends, after due and careful consideration, that the following request from the Tax Collector be approved:

- Deem three (3) tax-deeded parcels located on Smyth Road and Sheffield Road surplus and dispose of them through broker;
- Authorization to accept the minimum bid set by the Assessors, with the Solicitor's Office conducting the closings;
- 100% of the net proceeds be transferred to the Affordable Housing Trust Fund after satisfying all outstanding balances and transferring 10% from the Sheffield Road parcels into the Tax Deeded Property Reserve Account.

*On motion of **Alderman Long**, duly seconded by **Alderman Fajardo**, it was voted to accept the report and adopt its recommendation.*

33. Resolutions:

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of Twenty Thousand Dollars (\$20,000) for the FY2025 CIP 211425 School Based Dental Program - Medicaid.”

“Amending the FY2023 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixty-Six Thousand Six Hundred Sixty-Seven Dollars (\$166,667) for the FY2023 CIP 411923 MPAL Juvenile Court Diversion Coordinator.”

“Amending the FY2025 Community Improvement Program authorizing and appropriating funds in the amount of One Hundred Sixteen Thousand Seven Hundred Fifty-Three Dollars (\$116,753) for the FY2025 CIP 611325 231 Merrimack Street Affordable Housing Program.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighteen Thousand Nine Hundred Two Dollars (\$18,902) for the FY2025 CIP C300040125 FY22 Hazmat Additional Funds.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Three Thousand Four Hundred Ninety-Three Dollars and Sixty-Two Cents (\$23,493.62) for the FY2025 CIP C300040225 FY24 Hazard Mitigation Grant.”

“Amending the FY2023 and FY2025 Community Improvement Program, authorizing, appropriating and transferring funds in the amount of Two Hundred Thousand Dollars (\$200,000) for the FY2025 CIP C300040325 Opioid Abatement - CRU 2nd Shift.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Eighty-Four Thousand Forty-Five Dollars (\$84,045) for the FY2025 CIP C330040125 BJA FY24 Project Safe Neighborhoods (PSN).”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Twenty-Four Thousand Eight Hundred Ninety-Three Dollars (\$24,893) for the FY2025 CIP C410020125 Bloomberg Opportunity Youth Collaborative - Amplifying Youth Voice.”

“Amending the FY2025 Community Improvement Program, authorizing and appropriating funds in the amount of Two Hundred Five Thousand Five Hundred Dollars (\$205,500) for the FY2025 CIP 810525 General Assistance (Rentals).”

*On motion of **Alderman Long**, duly seconded by **Alderman Fajardo**, it was voted to waive the reading by titles only.*

*On motion of **Alderman Long**, duly seconded by **Alderman O'Neil**, it was voted that the Resolutions be Enrolled.*

NEW BUSINESS

Alderman O'Neil stated I want to thank you for showing up at North Manchester-Hooksett Little League and interacting with the kids and reading the Little League Pledge with them.

Alderman Burkush stated we had 350 kids at Precourt Park for Manchester Little League. The Board of Directors is very thankful to Parks & Recreation. The fields look beautiful. They had a water issue and the gang fixed it right away so we had a good day.

Alderman O'Neil stated I would like to echo his thanks to Parks. Their staff has done a fabulous job.

Mayor Ruais stated Owen please send our thanks to everybody at DPW.

Alderman Kantor stated I wanted to know if everyone received their Wheel of Power and Privilege. This was distributed at McLaughlin School and it was also distributed to the teachers on March 17. I spoke at the school board meeting the other day and told them I am completely offended by this. I would like you all to please do this homework. I think it is really, really important. When I asked a simple question to Dr. Jen Chmiel which was are the policies for the school district aligned with the Presidential Executive Orders she said to us yes they do. I thought okay and I believed her. I was a little stumped because I knew there was a diversity, equity and inclusion director so a few days later she changed the job title. That was one lie that she said when she said they were aligned but they really weren't. Then came the Wheel of Power and Privilege. If you look at it and you do your homework, which I really hope you will because all of the teachers had to do this. When I asked that question, I got a phone call the next day and this woman said DEI is alive and well in Manchester and it is completely offensive and it divides us up. I can't release her voicemail because I don't want anyone to hear her voice because for me I am going to always protect the whistleblower. This is

unacceptable to be lied to and I would like to know where is the accountability with the superintendent and all of the people that choose to stay silent because when we stay silent we are part of the problem. After I spoke the other day, I went to Beech Street School and Webster School and there is more diversity than ever so why are we dividing each other up is my question. Where is the accountability from the school department? Do you think this is okay?

Mayor Ruais replied I have made repeated comments publically to that effect. They were in the *Union Leader* and in the NH Journal and I was on WFEA. There is an investigation ongoing so I can't speak to the teacher who made the error in putting out this document but the teaching position for DEI was changed in February prior to March when this occurred. That language was made prior to any questions arising to insure that the school district was in compliance with the directive. What happened that day was a mistake. It should not have happened and I have been very clear that I don't support what happened that it should never have happened and that it shouldn't happen again. I can't comment beyond that because there is an investigation ongoing.

Alderman Kantor asked do you support the teacher training.

Mayor Ruais answered no I don't.

Alderman Kantor stated well that happened on March 17.

Mayor Ruais responded I have been very clear on where I stand on this. I have one vote on the school board but I have been very clear in any interview when I have been asked this.

Alderman Kantor stated but you chose not to deal with the policies prior to this.

Alderman Long stated my understanding is the court deemed something with respect to education so that is being challenged right now. First of all, I don't think Superintendent Chmiel lied. It was February when they changed the DEI position because of what was sent down from the NH DOE. The fact that it wasn't taken off the web page was the

issue. I don't know how that works at the school district. I don't believe the school district lied. My understanding is currently there is a lot of cultural name calling so how would you propose we fix that or how the district addresses that? I give them the benefit of the doubt and how they decide to fix it is within their purview. Whatever they believe will get that done, they will implement.

Alderman T. Sapienza stated as far as Pine Street goes, I drive Pine Street from Valley to North every day and I agree that it needs to be fixed like the people talked about during public comment. As a matter of fact, I would like to see it all the way back to Valley Street. I would also support doing the same thing on Beech and Maple in Ward 5. I think the residents should be the primary concern, not the traffic. Getting people through the neighborhood is not the biggest concern. The people who live in the neighborhood should be the biggest concern. There is one other thing. I want to thank the residents in Ward 5. I have been in this seat for 10 years as of this week. I want to thank the people for allowing me to represent them. I want them to know that I do not intend to be filing for re-election. We do have a young man named Jason Bonilla who has stepped up and is running for this seat. He is a fine young man and a homeowner in Ward 5. I sure would like to see some young people on this Board.

Mayor Ruais stated thank you for your service, alderman. These are tough jobs as you know and often they are thankless jobs. Anybody who puts their name on a ballot deserves a great deal of respect. Thank you for your service to the City of Manchester.

Alderman T. Sapienza stated I look forward to finishing this term.

Alderman Fajardo stated it has been a pleasure being Alderman T. Sapienza's neighbor the past few years and I will certainly miss him. I wanted to raise the point of my support as well for the traffic calming measures on Pine Street. All of the traffic calming measures that have been implemented on Beech and Maple Streets, and I hope on Pine Street next north of Bridge Street should also be extended down to Valley Street as Alderman T. Sapienza said. They touch Wards 3, 4, 5 and 7 and all of the challenges and dangers that were articulated tonight are experienced every day in the

center city neighborhood and the same consideration should be given to those residents as is being given to the residents north of Bridge Street.

Alderman Terrio stated I respect your opinions Alderman T. Sapienza and Alderman Fajardo. We have discussed this and one thing we all agree on is a one-way road with two lanes causes people to drive too fast. Maple and Beech are highways. What I do disagree with is I don't think bike lanes are being used by bikes and are really just being used to slow traffic down. What I would like to see is what we had back in the 60's and 70's which was to have those streets two lanes because that way you don't create traffic jams. I think you would accomplish the same thing as a bike lane but you are not losing a lane of traffic. I agree that people are driving too fast on those roads but I would like to see us go back. I have a constituent who went off to fight in Vietnam and he said when they were two lane roads people were driving a lot slower. It is a different solution.

TABLED ITEMS

34. Budget Resolutions:

"Appropriating to the Parking Fund the sum of \$4,976,749 from parking revenues for the Fiscal Year 2026."

"Appropriating the sum of \$28,168,194 from Sewer User Rental Charges to the Environmental Protection Division for the Fiscal Year 2026."

"Appropriating to the Manchester Airport Authority the sum of \$42,884,197 from Special Airport Revenue Funds for the Fiscal Year 2026."

"Appropriating to the Manchester Transit Authority the sum of \$1,999,838 for the Fiscal Year 2026."

"Appropriating all Incremental Meals and Rooms Tax Revenue Received by the City in the Fiscal Year 2026 and held in the Civic Center Fund, for the payment of the City's Obligations in Said Fiscal Year under the Financing Agreement."

"Appropriating to the Manchester School Food and Nutrition Services Program the sum of \$6,300,000 from School Food and Nutrition Services Revenues for the Fiscal Year 2026."

"Raising Monies and Making Appropriations of \$195,751,642 for the Fiscal Year 2026."

“Appropriating to the Central Business Service District the sum of \$400,000 from Central Business Service District Funds for the Fiscal Year 2026.”

“Resolution ‘Approving the Community Improvement Program for Fiscal Year 2026, Raising and Appropriating Monies Therefore, and Authorizing Implementation of Said Program’.”

This item remained on the table.

- 35.** Report from the Committee on Administration/Information Systems recommending that the request from Fuss & O'Neil on behalf of Brady Sullivan for an air rights lease to install building canopies on its proposed project at 1555 Elm Street be approved upon the condition that the agreement includes revocable language.
(Unanimous vote with the exception of Alderman Thomas who was absent)
*(Note: Tabled on May 6, 2025, due to revocable language not yet being included in the lease. **Revised lease attached.**)*

This item remained on the table.

- 36.** Report from the Committee on Community Improvement recommending that the Amending Resolution and Budget Authorizations providing for the transfer and expenditure of funds in the amount of \$400,000 for CIP 610625 80 Merrimack Street (Residence at Chestnut Phase II) be approved.
(Unanimous vote)
(Note: Tabled on September 4, 2024.)

This item remained on the table.

- 37.** Report from the Committee on Lands & Buildings recommending that the request from Alderman Morgan to name the soccer field at Sheridan-Emmett Park after Thamba Mbungu be approved.
(Unanimous vote with the exception of Alderman Long who abstained)
(Note: Tabled on November 19, 2024.)

This item remained on the table.

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

A True Record. Attest.



City Clerk