



SPECIAL MEETING COMMITTEE ON PUBLIC SAFETY, HEALTH & TRAFFIC

October 21, 2025 at 4:30 PM
Aldermanic Chambers, City Hall (3rd Floor)

Members: Aldermen Vincent, Morgan, Kantor, Barry, Goonan

AGENDA

The Chairman calls the meeting to order.

The Clerk calls the roll.

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

ONE-WAY

On Central Street, eastbound from Elm Street to Chestnut Street
(see attached memo from Manchester Police Department)

Alderman Long

NO PARKING ANYTIME

On Manchester Street, north side, from a point 149 feet east of Elm Street to a point 180 feet east of Elm Street

Alderman Long

On Milford Street, north side, from Tilton Street to Riddle Street

Alderman Barry

NO PARKING 9PM-7AM

On Amherst Street, both sides, from Union Street to Beech Street

Alderman Fajardo

CROSSWALK

On Lake Avenue, east and west of Belmont Street

On Belmont Avenue, north and south of Lake Avenue

Alderman Sapienza

METERS - 2 HOURS

On Hanover Street, south side, from a point 58 feet west of Union Street to a point 354 feet west

Alderman Long

STOP SIGN

On Rosedale Avenue at Plainfield Street, SWC

Alderman Burkush

RESCIND METERS-2 HOURS

On Hanover Street, south side, from a point 58 feet west of Union Street to Pine Street (ORD 10615)

Alderman Long

RESCIND NO PARKING 6:00AM-10:00AM

On Manchester Street, north side, from a point 149 feet east of Elm Street to a point 180 feet east of Elm Street
(ORD 10607)

Alderman Long

RESCIND CROSSWALK

On Webster Street, east of Pickering Street (ORD 2385)

Alderman Goonan

RESCIND ONE-WAY

On Central Street, westbound from Chestnut Street to Elm Street (ORD 10827)

Alderman Long

Ladies and Gentlemen, what is your pleasure?

2. Proposed Ordinance Amendment regarding the Use of Traffic Medians by Pedestrians.
(Note: An opinion from the Solicitor's Office is attached.)
Ladies and Gentlemen, what is your pleasure?
3. Discussion regarding congested on-street parking due to use by business vehicles.
4. Discussion regarding home-based food production in the City of Manchester.

If there is no further business, a motion is in order to adjourn.

Requested Changes to the Traffic Ordinance

Attn: Committee on Public Safety, Health and Traffic

From: Department of Public Works, Kristen Clarke, PE, PTOE

Date: October 10, 2025

Subject: October Agenda Request

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(see attached memo from Manchester Police Department)
Alderman Long

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Alderman Long

Chief of Police

Peter A. Marr

Assistant Chief

Kenneth Loui



Commission

John G. Cronin, *Chairman*

Eva Castillo

John Mercier

Gene Brown

Paul Harrington

CITY OF MANCHESTER

Police Department

Revised Central Street Traffic Flow Pattern Elm Street to Chestnut Street

The Department of Public Works along with the Manchester Police Department is requesting the traffic pattern on Central Street between Elm Street and Chestnut Street be reversed to provide one-way easterly traffic. This change has been evaluated to minimize conflict points and benefit the motoring public, pedestrians and cyclists which are outlined below.

Reduction of Conflict Points

Conflict points are locations on the roadway where two or more traffic movements intersect, creating a potential for a crash or collision. Currently, Central Street's traffic pattern is a one-way westerly direction from Chestnut Street to Elm Street. Multiple conflict points have been identified with the current traffic pattern and they are as follows:

- Driver's that are attempting to make a left turn (southerly) from Central Street onto Elm Street have to cross multiple travel lanes (3-4) of oncoming traffic. Each lane has its own conflict point as the driver has to attempt to accurately judge the speed and distance of multiple oncoming vehicles while being cognizant of pedestrians/cyclists.
- Limited visibility due to vehicles that are traveling along the roadway that may block the view of other vehicles depending on speed and location (multiple travel lanes in both directions). Vehicles are also parked along Elm Street (easterly side) near the intersection that can obstruct the view of oncoming traffic to include a Manchester Transit Authority pickup/dropoff location.
- Pedestrians and cyclists are often overlooked as driver's are more focused on gaps in traffic to merge onto Elm Street. Elm Street at the intersection of Central Street has a high volume of both pedestrians and cyclists on a daily basis. There are two crosswalks at this intersection, one crosswalk allows pedestrians to cross Central Street (north/south) and the other crosswalk allows pedestrians to cross Elm Street (east/west).

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E-mail: ManchesterPD@manchesternh.gov • Website: www.manchesterpd.com

A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY

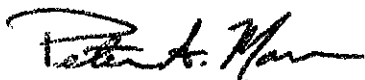


- The increased traffic flow due to the Residence Inn and Grand Central Suites Apartment complex will have more vehicles entering and exiting Central Street. The current plan has all motorists exiting toward Elm Street forcing them to negotiate the busy intersection that does not have a traffic signal.

Benefits of Central Street being One-way Easterly from Elm Street

- Fewer conflict points have been identified at the intersection of Central Street and Chestnut Street for drivers.
- Chestnut Street is a one-way street that travels in a southerly direction. Driver's would not have to judge speeds on multiple vehicles traveling in different directions at the same time. The turning options are simplified when entering the intersection of a one-way street.
- Safer for both pedestrians and cyclists. Vehicles will no longer be turning from Central Street onto Elm Street. Pedestrian and Cyclist traffic is much heavier on Elm Street than on Chestnut Street, so the risk of potential danger is greatly reduced with Central Street changing to an easterly direction.
- Traffic flow from the SNHU Arena will improve by offering driver's more options when exiting the arena.
- Minimize crash risks, especially those exiting adjacent properties like the Residence Inn and The Grand Central Suites.
- Reduced crash risk due to driver's not having to turn left (south) across two lanes of traffic.
- Decreased congestion on Elm Street during peak hours.
- Enhanced driver compliance with clear, more predictable traffic patterns.

The Manchester Police Department supports the change in traffic pattern on Central Street from the current westerly direction to easterly. The change will help reduce both the frequency and severity of incidents. We believe it is in the best interest of public safety and operational efficiency to change the traffic flow pattern to an easterly direction.


Peter A. Marr
Chief of Police

Emily Gray Rice
City Solicitor

Peter R. Chiesa
Deputy City Solicitor

Gregory T. Muller
Supervising Prosecutor



John G. Blanchard
Kathleen A. Broderick
Benjamin W. Maki
Steven J. Ranfos
Samantha E. Schramm

Donald P. Shedd, II.
Paralegal
Kimberly M. Abaid
Paralegal

CITY OF MANCHESTER

Office of the City Solicitor

September 29, 2025

Chairman Norman Vincent
Committee on Public Safety, Health and Traffic
One City Hall Plaza
Manchester, N.H. 03101

Re: Proposal to Adopt a "Use of Traffic Medians by Pedestrians" Ordinance

Dear Chairman Vincent:

During the September 2, 2025 Board of Mayor and Alderman meeting, a citizen proposed adding an ordinance entitled, "Use of Traffic Medians by Pedestrians" §70.33, to the Manchester City Ordinances. (See proposal attached). On September 4, 2025, the same citizen submitted an updated proposed ordinance to the City Clerk's Office. (See updated proposal attached). The primary difference between the citizen's September 2, 2025 proposal and his September 4, 2025 proposal is the addition of section C.3.

As the Committee is aware, in 2017, the U.S Federal District Court for the District of New Hampshire in Petrello v. City of Manchester permanently enjoined the City from enforcing a similar ordinance on the grounds that it was unconstitutional. Here, the conduct prohibited by § C 1. of the proposed ordinance is geographically over-inclusive, likely in violation of the injunction. In addition, § C.2 of the proposed ordinance contains language very similar to the language targeted by the injunction.

It is the opinion of this office that, for the reasons outlined in Petrello v. City of Manchester, the proposed ordinances, if ordained, would likely violate the permanent injunction.

Thank you.

Very truly yours,

Kathleen A. Broderick, Esq.

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Section 70.33: Use of Traffic Medians by Pedestrians

A. Purpose

The purpose of this section is to promote the safety and general welfare of pedestrians and motorists by prohibiting individuals from occupying traffic medians not designed for pedestrian use. Persons who stand, remain, or engage in exchanges within these medians present a hazard to themselves and to the free and safe flow of vehicular traffic.

B. Definitions

For the purposes of this section, the following definitions shall apply:

1. **Traffic Median:** Any area within a roadway, raised or painted, that separates lanes of traffic traveling in opposite or same directions.
2. **Pedestrian-Use Median:** A median that is part of a designated pedestrian crossing, including those that feature marked crosswalks, pedestrian signals, signage indicating pedestrian access, or other design elements intended to facilitate safe crossing. These may include refuge islands and curb cuts.
3. **Non-Pedestrian-Use Median:** A median that is not part of a designated pedestrian crossing. These medians are typically located in areas without pedestrian signals, crosswalk markings, or signage indicating pedestrian access. They may be sloped, landscaped, or otherwise inaccessible for safe pedestrian use. Non-pedestrian-use medians may contain physical obstructions such as utility poles, traffic control signage, signal boxes, or other fixtures that further indicate they are not intended for pedestrian occupation.
4. **Roadway:** All public roads and streets open to motor vehicle travel within the city, excluding private roads, private property, and areas where parking is legally permitted.

C. Prohibited Conduct

1. No person shall stand, sit, remain, or otherwise occupy any non-pedestrian-use traffic median, except while actively and continuously crossing the roadway at a marked crosswalk or signalized intersection.
2. No person shall engage in the distribution, receipt, or exchange of any item with the occupant of a motor vehicle while located in a non-pedestrian-use traffic median.
3. No Person shall stand, loiter, or solicit on any raised portion of a pedestrian-use median that lies outside the designated crosswalk path. Pedestrian-use median may only be occupied for the purpose of actively crossing the roadway.

D. Exceptions

This section shall not apply to:

1. Law enforcement officers, emergency personnel, or municipal employees acting within the scope of their official duties.
2. Persons rendering emergency aid to a motorist or pedestrian due to a vehicle accident, mechanical failure, or medical emergency.
3. Persons lawfully using crosswalks, including those that pass through or alongside a traffic median, provided they remain within the crosswalk and proceed without unreasonable delay. Raised portions of the median outside the crosswalk path shall not be used for standing, loitering, or solicitation.

E. Penalties

Violations of this section shall be considered a civil infraction. The following penalties shall apply:

1. **First offense:** Verbal warning or written notice with offer of educational information.
2. **Subsequent offenses:** Subject to a fine not to exceed \$100 per violation.

This section shall not be construed to permit arrest or criminal prosecution solely for violation of this ordinance.

F. Severability

If any provision of this section or the application thereof to any person or circumstance is held invalid, the remainder of the section and the application of such provisions to other persons or circumstances shall not be affected thereby.

September 4, 2025 Proposed Amendment

§ XX.XX – Use of Traffic Medians by Pedestrians

A. Purpose

The purpose of this section is to promote the safety and general welfare of pedestrians and motorists by prohibiting individuals from occupying traffic medians not designed for pedestrian use. Persons who stand, remain, or engage in exchanges within these medians present a hazard to themselves and to the free and safe flow of vehicular traffic.

B. Definitions

For the purposes of this section, the following definitions shall apply:

1. **Traffic Median:** Any area within a roadway, raised or painted, that separates lanes of traffic traveling in opposite or same directions and is not intended for pedestrian refuge, crossing, or use.
2. **Pedestrian Use Area:** Any portion of a traffic median that includes marked crosswalks, pedestrian signals, or signage indicating legal pedestrian crossing or refuge.
3. **Roadway:** All public roads and streets open to motor vehicle travel within the city, excluding private roads, private property, and areas where parking is legally permitted.

C. Prohibited Conduct

1. No person shall stand, sit, remain, or otherwise occupy any traffic median that is not designated for pedestrian use, except while actively and continuously crossing the roadway at a marked crosswalk or signalized intersection.
2. No person shall engage in the distribution, receipt, or exchange of any item with the occupant of a motor vehicle while located in a non-pedestrian-use traffic median.

D. Exceptions

This section shall not apply to:

1. Law enforcement officers, emergency personnel, or municipal employees acting within the scope of their official duties.
2. Persons rendering emergency aid to a motorist or pedestrian due to a vehicle accident, mechanical failure, or medical emergency.
3. Any person occupying a pedestrian use area of a traffic median for the purpose of lawful crossing or refuge, provided they do not delay or obstruct traffic beyond what is reasonably necessary for safe passage.

E. Penalties

Violations of this section shall be considered a civil infraction. The following penalties shall apply:

1. First offense: Verbal warning or written notice with offer of educational information.
2. Subsequent offenses: Subject to a fine not to exceed \$100 per violation.

This section shall not be construed to permit arrest or criminal prosecution solely for violation of this ordinance.

September 2, 2025 Proposed Amendment



CITY OF MANCHESTER
Board of Aldermen

MEMORANDUM

TO: Committee on Public Safety, Health and Traffic, Members
Aldermen Morgan, Kantor, Barry, and Goonan

FROM: Alderman Norm Vincent 
Committee Chair

DATE: October 14, 2025

RE: Homesteading Discussion

As was said during the September 2nd Board of Mayor and Aldermen meeting, our ordinance regarding Food Service Establishments is over six decades old, and in need of review.

The purpose of this meeting of the Committee on Public Safety, Health and Traffic is to have a discussion regarding homesteading activities in our city. Ultimately, the task of this committee is to work with the Health Department, City Solicitor, and City Clerk to draft language in accordance with the wishes of this committee so that we may make a recommendation to the full board for consideration.

Please bear in mind, the intent is to align any potential recommendations and changes to coincide with the adoption of an ordinance related to the Food Service Code, which is currently moving through the committee process and is slated to be ordained at our November 18th Board of Mayor and Aldermen meeting.

I am happy to answer any questions you may have.