

COMMITTEE ON PUBLIC SAFETY, HEALTH & TRAFFIC

November 18, 2025 at 5:00 PM

Chairman Vincent called the meeting to order.

The Clerk called the roll.

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

Messrs.: F. Morrison, C. Dobbins, P. Alexakos

1. The Traffic Division has submitted an agenda which needs to be addressed:
NO PARKING ANYTIME
On N Russell Street, both sides, from Whitford Street to a point 340 feet south.
Alderman Morgan
CROSSWALK
On Michigan Avenue, north of Hanover Street
Alderman Fajardo
SCHOOL ZONE- 20 mph speed limit
On Smyth Road between Kennard Road and Sagamore Street
On Bruce Road between Sagamore Street and Smyth Road
Alderman Goonan
On Titus Avenue between Calef Road and S Beech Street
Alderman Burkush
RESCIND NO PARKING ANYTIME
On N Russell Street, both sides, from Whitford Street to Arah Street (ORD 10922).
Alderman Morgan

Alderman Morgan: There has been some discussion on whether the 340 feet for Russell Street is accurate.

*On motion of **Alderman Morgan**, duly seconded by **Alderman Barry**, it was voted to table the No Parking Anytime for N Russell Street and the Rescind No Parking Anytime for N Russell Street.*

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

2. Communication from Faye Morrison, Parking Manager, requesting permission to allow LMG to store construction equipment in the Pearl Street Lot free of charge.

Chairman Vincent: This is obviously during the time of construction. We're coming up to the winter months. Are we concerned at all that this space is going to cause us space issues for those that use that lot during the winter time?

Faye Morrison, Parking Manager: We're going to have space issues during the construction. It's been explained to me that some parts of the lot will be unavailable at certain times, but there will be parking available about the third week of January, and they still haven't given us a firm date. The whole lot will not be available at that time for work

that needs to be done. So, we're looking at contingencies at Hartnett and Victory to take that overflow.

Chairman Vincent: Perfect.

F. Morrison: That's what we're messaging to people who have started to see the construction.

Chairman Vincent: This is all going to be labeled and marked. You're aware of the space and you're going to make sure it doesn't get out of control.

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

3. Communication from the Parking Manager requesting the No Parking signs on both sides of Zaratzas Avenue be changed to read No Parking Tow Zone.

Chairman Vincent: You say that that's ticketed three times for infractions before we can by policy, take the car to be towed. Is that practice or is that policy?

F. Morrison: It's practice. When it's something that obviously I'm looking at, but when people have that expectation that they have that leeway, it's not something that I was going to come in heavy handedly and stop right away. I need to look at precedent. I've been talking to the chief and just trying to figure out what's the best way to move forward with that. But yes, we obviously could tow right away but the resources to do that I think have been an issue.

Chairman Vincent: That's what I was getting at. I think it's an issue thing. And the street itself looks like it could be wrong. There's a lot of facility buildings and they probably parked there a lot when they're being plowed. But if they're parking there during the day and there's no parking, I don't understand why they can't get that.

F. Morrison: I think history from talking to staff and to my clerk history wise we have gotten a lot of calls during snow emergencies for which we have gone over.

Chairman Vincent: Which we don't have enough tow trucks for the city for that. No parking, no parking zone. Why do we even have two signs that mean the same thing?

Caleb Dobbins, Highway Chief Engineer: So, in reality, the ordinance already authorizes towing of illegally parked vehicles as well as legally parked vehicles that obstruct towing or obstruct traffic or whatnot. So, in this case, I would think that either one or both of those apply to the vehicles that are parked there when they're clearing the lots. As you indicated, this is mostly when the private lots are being cleared and there's nowhere else for them to park. They're out there parking. Fire and those folks do not know when lots are getting cleared. It could happen at any point. The expansion of this could end up becoming great because everybody will end up wanting a tow zone, when in fact, just the no parking alone allows that towing concept, rather than kind of having to be the nanny of telling folks that, oh, by the way, there's no parking and we're not kidding that we're going to also tow you. I understand there are resource issues and things along those lines, but as we start to

expand some of this there is a cost involved with having to change any of these signs out relative to that.

Chairman Vincent: What's the recommendation from yourself and Kristen on something like this?

C. Dobbins: I know that Kristen wasn't in favor of the additional expenses, but again, we'll do whatever the will of the BMA is.

Alderman Barry: I'm looking at a picture here and they're parked on both sides. How in the world are we going to tow cars where there are probably at least 50 cars that are parked? I'm assuming they're leaving their parking area for the apartments and parking all on both sides of the street, and it becomes very narrow. But even if we have signs that say tow zone, in reality, there's no way in the world we're going to be able to tow those cars.

C. Dobbins: Well, again, I can't speak for the towing, but they're going to start at the beginning of the line and start towing cars away as they go down there and whoever happens to be the ones that don't get out there quick enough to move their cars.

Alderman Barry: How long do these cars stay there? While the property management is clearing their parking lot?

C. Dobbins: I do not have that answer for you.

F. Morrison: I don't have it either. I'm sure my staff could find out and I could get you that answer.

Alderman Barry: It absolutely is a safety issue because our emergency vehicles have to get through there and it won't be able to.

F. Morrison: No, they would not.

Alderman Barry: Even parking on one side. No parking on one side, just put signs up there so that they can't park there and then we can deal with it.

C. Dobbins: You know that that street in itself is narrow enough that even in good weather there's no parking. So, when you add snowbanks and you add at least one car, one lane of traffic, I completely agree that it's a dangerous situation that's existing when people parked out there and that is the reason why initially it's a no parking zone to begin with.

F. Morrison: I think that rather than changing the signage because I agree, even on a sunny day, that's a tight street and I drive a very little car, and it was difficult for me to turn around and navigate, I think if we're going to tow in those situations, then we should just commit the resources to do that.

Alderman Barry: Has anyone reached out to the property owner to talk to them about the problem we're having? You have to remedy it. And if you don't, unfortunately, cars are going to get towed because it's now a safety issue for emergency vehicles.

Chairman Vincent: If they're going to plow these, they have to put their cars somewhere. So there has to be some kind of arrangement agreement. This is tricky. It's definitely not an easy answer. I think the bigger concern would be after they're done plowing, people just don't move their vehicles.

F. Morrison: They have a bigger footprint on that property to have people move back and forth.

Alderman Barry: Can we table this until we get a little bit more information? Maybe even get the police involved, and see if they've received calls out there during snow emergencies.

Alderman O'Neil: This is not a new issue. People get pulled out under their agreements either on condos or leases, they have to get out of the parking lot. They park on the street. The city used to send all kinds of resources up there to tow. The rest of the city wasn't getting taken care of. So, what happens to the inner city? We have narrow streets. I don't think you need signage, because if it's a snow emergency, they can tow. There's a declared snow emergency. You don't need it posted. I think Alderman Barry's right on. You have to get police there and we should talk to the management companies.

Alderman Kantor: This has been an ongoing thing for years now, and there's been no problem solving, so that's why I brought it to the board, to actually problem solve. Being out in ward six, we still have a lot more room out there, but it's still a problem. And just imagine the density that is being created after the new zoning goes in. We're going to have even more issues downtown and across the city. We need to rectify this for everyone's lives because I'm sure that Chief Cashin wouldn't be able to get a fire truck down that road, or an ambulance down that road. And I really appreciate you coming out, Faye. It was really excellent. But these people that have been reaching out for a long time want this cleared, and we have got to take care of all individuals in the city and come up with a solution, because not doing something isn't working. And we still have the same chaos, and someone is not going to have lifesaving services one day if we don't rectify this problem. That is my big concern about the new zoning as well. Before you know it, we're going to have a snowstorm, so I really don't want to table it. If we table it, when is it going to come back to the committee? Do you understand my concern about this? We are at the end of November.

Chairman Vincent: I don't think a one side sign is going to change anything. I definitely think this is an opportunity to look at an enforcement side of this. I think we have the resources we have. And I think that's really the crux of this and it is what's really making this difficult. We just don't have the resources. We could tow 30 cars on that street but that doesn't mean they're not going to do it again. There needs to be a bigger fix than a sign.

C. Dobbins: So DPW did reach out to the Solicitor's Office, and they're in agreement that the current ordinances allow for the towing as they are currently written.

Alderman Goonan: I'd like to hear from the the Police Department because I do believe it's resources. And I think it's just during snow emergencies. I do understand, Alderman Kantor. If I were the Fire Chief, I'd probably be jumping out of my skin if we got a fire up

there and couldn't get through. But you are right also that once that snow emergency hits, I just can't imagine the police department having the resources to go up there with all those 50 cars as well. It's going to be all over the city. I would like to hear from the police department.

Alderman Kantor: Why not do outside private resources? We have plenty of towing companies that we could source and put it on the people that are violating the ordinance. I was told that they just don't tow until after three strikes. So, I think that the clarity now is a little bit better that technically they can, but we're not.

F. Morrison: We don't have the resources to do it. So, I think that's why the policy is in place. I think it's they were just acting realistically with what they have available.

Alderman Goonan: Being a police officer for the last 35 years, even in a small town, you can't find a tow truck. Everything is just stretched during those times. So, I just don't think we have any opportunity to tow if we wanted to.

F. Morrison: We maintain the tow lot. I've just had it set up for the winter, but having the lot is not the issue. It's having the actual truck to get that volume of cars off that street.

Chairman Vincent: We're looking at it as a large quantity of cars, but these cars are moving there because they don't have a choice. So, I don't think it's fair for us to just tow them if their parking lots being plowed. Now, if they're keeping it there after it's plowed, refusing to move back, that's a whole different ball of wax.

F. Morrison: I'll reach out to the management company and start that conversation.

Chairman Vincent: I agree with tabling it just until we get the police side. And then what we can do is we can also look at that other avenue of having other entities helping us with the towing, if need be.

Alderman Barry: Have they reached out? Are you going to reach out to the management company? Table it until we get back. And hopefully we'll meet next month.

Chairman Vincent: I'm sure this can be resolved between now and then, and we can get more resources to even look at that.

F. Morrison: I'll get that information back to the chair as quickly as possible.

Alderman Kantor: I would agree to tabling it as long as it's right at the first meeting in December, please.

Chairman Vincent: That's the intent, right? You'll have this by the next meeting?

F. Morrison: Oh, absolutely.

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

4. Ordinance Amendment:

"Amending Chapter 117 Food Service Establishments of the Code of Ordinances of the City of Manchester to refine definitions, exemptions, and permit requirements."

Phil Alexakos, Deputy Public Health Director: After careful consideration, as we had discussed at the previous meeting of the committee, we took a look at the risks and the potential adverse outcomes associated with different types of food production that are currently not allowed in the home setting. And after working with the chair as well as the city solicitor's office we propose the amended ordinance that you have in front of you. And we specifically carved out the several exemptions that are either in current practice or are contained in the 2017 FDA Food Code, which is what is currently being spoken about at the next committee meeting. So specifically, we referenced the state statute that exempts soft drinks, otherwise known as the lemonade stand bill. So those are exempted in our ordinance, as well as bake sales, which is a current practice, but that is codified in the FDA Food Code. We also propose to allow certain foods to be prepared in the home, specifically non potentially hazardous foods and non-acidified foods, as well as the sale of commercially prepackaged, non-perishable foods. So, think of a candy bar sale for a local recreational group or school things of that nature. And then any whole or uncut vegetables and fruits from a farm stand, those are exempted as well. So, we wanted to take that information, and put it clearly in our ordinance.

Alderman Kantor: There's a lot to read between what is present and what is being proposed and what is the state. Can you please share with me the difference between this and what the state is? Because I really would like to align with the state, because I just believe that everyone should be able to can the way people do in Bedford and other places.

P. Alexakos: Just to be clear, weighing all of the different risk profiles that we talked about last time, looking at the lowest risk things that are currently not allowed, those are baked goods, cookies, brownies, dry rubs, spices, repackaging pasta, things of that nature. Those are very low risk. So, we are actually proposing to allow those to be prepared at home. The next level, which falls under the acidified foods, are things where the modification of the condition of the food is a special process. And that introduces a margin of safety that we're not comfortable with at present. And so, we are suggesting that that not be allowed. I will state outright that there are some legislative endeavors that are currently being proposed in Concord, and if the state legislature decides to take that responsibility away from local communities, and there are 15 communities in the state of New Hampshire that make their own food regulations and certainly cities and towns have different needs. Your local health department has been in existence since 1839. We know our community and we listen to constituents and ultimately the board. Your wisdom will make the best decisions. Our job is to provide information about risks so we can make those together.

Alderman Kantor: How many cases of botulism have you witnessed?

P. Alexakos: Right now, there's an outbreak of botulism and recalls associated with infant formula. So, it's not unheard of. With regard to things associated with pickling and jarring and canning of food, because we have commercially processed foods under very close scrutiny, the level of risk is extremely low. When you start manipulating foods and you don't have checks and balances in place to make sure that that's done safely, then there's the possibility for poor outcomes and certainly botulism. If someone were to be exposed to that bacteria and toxin, that has significant health challenges. And so we always weigh the impact with the risk. We trap and test mosquitoes every summer. And your chance of getting triple E is extremely low. But for the unfortunate people who do contract that it is very severe. So, we look at the outcome as well as the risk. And in our opinion, we feel comfortable allowing a home-based preparation of the non-potentially non-acidified foods.

Alderman Kantor: The baby formula, that's actually processed. So, it's not actually in a home. My mother did jarring, and she woke up after this all came up and heard that she was illegal for the past 20 years, 30 years or whatever. To not be able to can and share in Manchester seems crazy to me.

P. Alexakos: I appreciate that. I want to make a really important distinction. The sale of items is really the key point. If you want to give things to your neighbors and your family members, we get involved when there's commerce or production that's for public distribution. So, there's an expectation for businesses or distributing something in the park, where it has equal public access, that the public expects that there's oversight. And it's very similar to Chili Fest or large events that we have. The public expects that somebody is making sure that things are done in a safe manner. And so, if you want to do things only with your family and friends, that's great.

Alderman Kantor: I do know that's not 100% true, because there was a problem with the soup lady a couple years back, and she was like, giving out food.

P. Alexakos: She was publicly dispensing food out of her trunk.

Alderman Kantor: It was free. It wasn't just commerce. I do have one more question. We're just going to have to agree to disagree, and that's totally ok. One more thing with the activities, specifically about the sale of soft drinks on family owned and leased properties by persons under the age of 14, what does that mean exactly? Soft drinks? Because over here it looks like carbonated beverages you can't do.

P. Alexakos: That language comes from a state RSA. We took that language from the state RSA. It was also what people refer to as the lemonade stand bill. And that basically says that no communities can regulate lemonade stands, beverage endeavors from family-owned property as well as they don't need a business license or any other type of licensing. I think it was 2021 when the governor signed that bill. So, we wanted to reference it very clearly in the ordinance.

Alderman Kantor: What's the difference between children to 14 years old and then 15 to 18 year olds? Why can't they do it? And wouldn't they be washing their hands maybe a little bit more than the little kids? And we're talking about lemonade. I mean, I just don't see where it's really fair across the board. You're 15; you can't sell lemonade anymore.

P. Alexakos: According to the state legislature, yes, that's the cutoff. And we have to follow that. We don't have a choice. I don't know why they came up with 14 either.

Chairman Vincent: This is a starting point and was what we wanted. So, I think this is a fair starting point. I agree with everything that you said, Phil, as far as we're waiting on Concord, we'll see what happens down the road with that.

*On motion of **Alderman Goonan**, duly seconded by **Alderman Barry**, it was voted that the Ordinance Amendment ought to pass and be referred to the Committee on Bills on Second Reading for technical review.*

5. Communication from Alderman Terrio regarding motorized scooters and bicycles.

Alderman Terrio: I wanted to start a discussion. I had been thinking about this for a while. I see bicycles and scooters. I see a lot of electrical bicycles and electric scooters now, not following traffic laws, getting cut off. Alderman O'Neil and I have both been cut off. I've talked to the police department. I've talked to the city solicitor. I don't know what the answer is, but I just kind of want to start a discussion where I've been noticing a lot of these electric bicycles and electric scooters. It's a free for all. Are they pedestrians or driving on sidewalks? They're driving in the street. They don't obey traffic laws. I don't know what the answer is, but I don't know if it's more enforcement, banning them, what it is. I had been thinking about this for a while, but just kind of left it alone, but a constituent almost got into an accident with a scooter that cut him off, almost killed the guy, and something's got to be done. I just kind of wanted to bring it to our attention and just start the conversation.

Alderman Barry: I agree with Alderman Terrio. It's crazy out there sometimes with these people, especially younger kids that are out there. I believe they're not motorized. Because if they're motorized, they need to have a plate on their vehicles. Maybe I think this is something we could send to the police department and see if they can come to one of our meetings to discuss what's legal and what's not legal and what the enforcement is for this.

Alderman Terrio: I think a lot of these vehicles have batteries so they're electric scooters and electric bikes. I don't think they have to be registered, do they?

Alderman Barry: That's something we need to find out. That's why I think it'd be good for the police to look into it and then come back to this committee, because I know I've always wondered as well as other people in the community have wondered, why they have so much leeway on the streets and sidewalks and so on.

Alderman Terrio: I'm surprised that more people aren't killed or injured when I see them fly through an intersection, blowing a red light with the devil may care kind of attitude.

Chairman Vincent: I certainly appreciate you bringing it forward. It's something we can certainly look at. I agree with Alderman Barry. We need to push this through and we can have a larger discussion on this with more time.

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

A True Record. Attest.

A handwritten signature in black ink, appearing to read "Matthew Normand". The signature is fluid and cursive, with a long horizontal stroke at the end.

Clerk of Committee

*Meeting Start Time: 5:00PM
Meeting End Time: 5:28PM
Minutes Prepared By: Michael Intranuovo*