

COMMITTEE ON INFRASTRUCTURE
WORKING GROUP

JANUARY 29, 2024

A meeting of the Committee on Infrastructure was held Monday, January 29, 2024, at 5:00 p.m. in the auditorium.

The roll call was taken with 4 members of the Committee on Infrastructure working group present:

Alderman-at-Large Michael B. O'Brien, Sr., Chair
Alderman Patricia Klee
Alderman John Sullivan
Alderman Chris Thibodeau

Members not in Attendance: Alderman Richard A. Dowd

Also in Attendance: Alderman Ernest A. Jette
Alderman Thomas Lopez
Tim Cummings, Administrative Services Director
Matt Sullivan, Community Development Director
Liz Hannum, Economic Development Director
Jill Stansfield, Parking Manager
Andy Hill, Senior Associate, Desman Design Management
Marc Plamondon, State Rep. District 3, Ward 4
Steve Buxton, Nashua Fire Chief
Adam Pouliot, Assistant Nashua Fire Chief

Chairman O'Brien

In case you haven't been involved in a working group, they're extremely informal. We are not taking any minutes per say. Any vote that is taken does not count. That would need to be brought up in front of the whole Committee. This is very much more an information. Let me take a pot shot when needed. This has been a lot of work by a lot of people who sat on their hands and a few of us really done the diligence with this and come out with this particular product. It's multi-faceted. We're going to be discussing several different things. It's just not overnight parking. Do you want to know why it took so long, I always say there's nothing wrong with putting some gravy on the mash potatoes and dig right in there? That's what we're going to do.

INTRODUCTION

Tim Cummings, Administrative Services Director

Thank you, Mr. Chairman. If I could briefly brief the Committee on my goals and what I hope to accomplish tonight.

Chairman O'Brien

Yes.

Tim Cummings, Administrative Services Director

Thank you, Mr. Chairman. I do (inaudible) a second ago this is a working group meeting. Some of you may not have participated in this type of forum previously. It's something we do from time to time that the Chairman iterated is a little bit more informal with the thought process of trying to develop a piece of public policy that we can use in the future for official action. It's something we do from time to time to develop consensus on various pieces of public policy that is of interest to the community. It happens a lot in the land use boards. It has happened at the Board of Aldermen level with myself and Director Marchant from time to time.

So I asked for this meeting. If you all recall back in December when Colonial Drive explicitly came up relative to overnight parking. I thought it would behoove us all to get together and have a conversation about how the city wants to handle overnight parking in general. This meeting is being recorded. It is not being actively televised. We are keeping minutes for just background purposes to be compliant with 91-A. There would be no official actions taken other than trying to at the

end of the day the deliverable being try to write down a piece of legislation that would hopefully meet the needs of this Committee, and to gain their support, and ultimately to the full Board of Aldermen and so forth.

Mr. Chairman when I talk for us as to how tonight should unfold is to have an explicit conversation about overnight parking. We have Andy Hill with us from Desmond. He drafted the original technical memo that we did back in June of 2021. I believe he's updated it with a one pager. What I'd like to do Mr. Chairman is refresh everyone's memory, go over what the ten components of a successful Palm Street parking permit program looks like, then more explicitly drill down onto page 14 of the technical memo which hopefully you all received where we'll outline some of the sentiments that were expressed back in 2021. We'll stop there, open it up for public comment. Anyone who wishes to participate via public comment will let their sentiments be known, have that be part of the record, and then open it up to a dialog and conversation about the thoughts of overnight parking.

Chairman O'Brien

Thank you, Director Cummings. I think it has been a couple of miles in between Mr. Hill since the last time that you were here. So can you give us a brief synopsis of what brought you from that point to here, and some of the things that we have looked at, brief description of your company, community served, and everything else. So basically, it's your chance to stand upon your company's reputation and stuff like that. We do have one new Alderman that's with us and new members to the Committee. This is sort of like this will be their first actual meeting. Without further ado, I would like to welcome Mr. Hill.

Alderman Lopez

Before you get started on (inaudible) just a point of clarification. It was said that this would be recorded. Do we need to be like swooping into the mics, or is this an informal recording, is it going to be (inaudible) later?

Chairman O'Brien

If you could reach over and share a mic with your people. Yes.

Alderman Lopez

Just seeing if there was a recording and no one could hear me.

Tim Cummings, Administrative Services Director

Chairman O'Brien you should take attendance as well.

Chairman O'Brien

Okay. Do you want to be my temporary Clerk? I'll recognize without any objection, temporarily Alderman Klee will be the Clerk. Of course when we start with the regular meeting, we're going to have to need to appoint a real Clerk. I'm not saying that you're not a real one.

ROLL CALL

Alderman Klee

I'll just take attendance based on the people that are here. I'll just call everybody's name out rather than trying to call the Infrastructure because I'd have to look it up to find out who all the members are. Do you want me to do that because I can look it up quickly?

Chairman O'Brien

Yeah. I have the sheet of who's actually supposed to be here so you could take the attendance from that.

Alderman Klee

These aren't all the members are they?

Chairman O'Brien

Yeah – Infrastructure. It's open up to other Aldermen. Mr. Hill and anybody else that's going to appear before us please identify yourself because where this is going to be recorded like I say, no real per say minutes but we're complying with 91-A – make sure that we know who you are. Although we have a crystal ball reader downstairs, a lovely lady that transcribes these meetings but you want her to get your name correct. I think hopefully by now you might be all set.

Without further ado, Mr. Hill. Welcome. Thank you.

Alderman Klee

Attendance: Alderman Thibodeau, Alderman Sullivan, Alderman Klee, Alderman O'Brien

Absent: Alderman Dowd

You have four members in attendance.

Chairman O'Brien

Also in attendance is Alderman Jette and Alderman Lopez.

DISCUSSION

- Overnight Parking

Andrew Hill, Director of Consulting Services for Desman Design Management

For the record, my name is Andrew Hill. I'm the Director of Consulting Services for Desman Design Management. Desman Design Management is a professional architecture and engineering consulting firm. We specialize in parking and transportation. We just celebrated our 50th year in business. We have served communities all around the country here and currently engaged right now by the City of Portsmouth. I've worked in Concord before, Hanover, Keene, Bar Harbor, Main; Burlington, Vermont. It's a very long CV here but I've done a lot of community work and work at public parking systems.

I was engaged initially when we were awarded the contract for a larger study which was completed last fall and will be discussed imbedded later this evening in another session. We were supposed to get going on that in March of 2020 and we had a small event that derailed that for some time. However at that time, there was also a growing concern about the state of overnight parking. So under separate contract here, we engaged in a study of overnight parking policies and best practices. You've all been provided the memorandum. If you've had a chance to read through it, there was a significant community involvement component to that where we met in some cases multiple times with representatives from different Wards to talk about their particular needs, and concerns, thoughts, and ideas. We also did a fairly exhaustive assessment of programs that were in comparable communities. The end product in that which is in the memorandum was the initial bones and ideas for an expanded overnight parking program to be put in place here in Nashua.

That program that was put into that memorandum is what we like to call in my industry "a pinata" because it was based on best practices and best ideas which means best within the industry not necessarily best by the judgement of people of the City of Nashua. Ultimately, these programs have to work with them so we wanted to provide a structure for decision makers to look at, discuss, debate, and then pull from those things which were most helpful and most applicable to the city and adopt, or adjust, or in some cases throw out completely those things that would be nonstarters. My understanding today is really to workshop that document and then talk in broader terms. This would be probably the 10th or 12th time in some sort of different session we've – I've been involved in a conversation with regards to overnight parking. So I thought for this evening it would be great to step back and you have something very structured and very detailed to react to. As you're looking at that as you're thinking about what's going to work in your community, I just wanted to put ten components that we've seen in other communities where wherever we've gone, and we've seen on-street parking programs that work, these are things that are in place in every one of those programs. That's a memorandum that I've put in front of you. I'm just going to go top of the waves on this through the ten points.

Number one – programs only work if there's a clearly defined purpose and set of objectives. Often, the set of objectives include some sort of measure of performance that defines success. The reason it's so important to have defined purpose is because very often the formulation of policy comes out of that purpose. For example, the City of Quincy is going

through a massive process of redeveloping their entire downtown. Directly abutting that downtown is a large sprawl of single-family homes of residential neighborhoods. When they were establishing their initial on-street program, they were very clear that the purpose of that on-street program was to prevent the abuse of curbside parking in those residential neighborhoods from the commercial district where people were seeking to avoid either length of stay requirements or avoid paying meters here. Once you have that kind of clear statement, it helps you sort of form all of the other rules and regulations. It's also critically important that the public has the ability to participate. These programs only work when the public has had a chance to participate in the design process and equally important in the pilot process where you've been able to define how you're going to execute a pilot, how you're going to judge whether the pilot is successful, and you've gone back and reported at a later date whether it was successful or not. The programs that fail typically fail because they don't do all of those important steps in the process here.

The other one that's very important for Nashua is really balancing parking supply and demand and we talked a lot about the challenges that are associated with that, especially here in Nashua where you have very dense residential development and a lot of folks that want curbside parking and a very limited amount of area that can actually be valid curbside parking. There are communities that turn a blind eye to this and just say we're going to put a bunch of hunting licenses out and let folks find a way as they may. I believe Alderman O'Brien grew up in one of these communities and he can tell you the merits and the liabilities of that kind of approach. The number one thing I will tell you from that kind of approach is you typically only see these in urban centers where either you have private property owners that are willing to step into the fray and create a safety valve when folks can't find a curbside space or you have transit service into the area and so this idea of providing far more permits that are spaces is really motivating to some degree by creating an incentive for folks when they can't find those curbside spaces to look at alternative modes of transportation. I don't think we have any of those safety nets here so my recommendation is making sure that as you're issuing permits you're balancing supply and demand.

All of these programs have a qualifying criteria for participation so that you're not just giving permits away willy nilly to everybody in the world that you have an ability to identify who is a qualified participant and equally important have the ability to assure equitable access for all participants here without any abuses.

It is very important that whatever registration process you through there is an incentive to keep that information up to date because you're going to have times we're going to need to move vehicles, snow emergencies, reconstruction of a roadway, something along those lines, and the ability to be able to identify either who should be parking there or if somebody is not parking there to start the process of identifying that owner so that they can move and relocate that vehicle expeditiously is critical to making these programs work.

The other thing to keep in mind as you're rolling this out to the general public is these programs have to exist within your existing regulatory structure. So it's great if you want to make an area residential parking only from 9 o'clock at night until 9 a.m. the next morning but if there is commercial uses in there and you've already instituted meters or two-hour time limits to protect them as well, that permit should never give those permit holders a waiver against those regulations. You're trying to balance that use and make sure that it's a fair amount of access for all users who are using the space.

Very often people will come up with a great program focused on really accommodating the residents, or businesses, or something like that and sometimes turn a blind eye to the fact that residents will occasionally like to have visitors. Businesses will occasionally want contractors to be able to come in. It's just important as you think through any changes your program that there's some sort of mechanism in place to allow those folks to come in and service that as well without opening you up to abuses.

The biggest challenge that we often see when these programs are being designed or established is there's usually an element within the general public that says not only do I want on-street parking but I want the space right in front of my house and I don't want anybody else to park in that. I am not going to bore you with the number of counter arguments that had developed this but if you come up against them, I'm happy to show you the analysis that shows that a point of fact your property taxes do not cover the cost of the establishment and the maintenance of that space. If they had to, you may be looking at as much as doubling what your current property tax bill is. That in point of fact on-street parking is an asset that should be available to all members of the general public, all the constituency within a particular area and as such, you cannot reserve one space in front of your house unless you have some sort of defined special needs such as a disability which is recognized universally. Finally, allowing somebody to park in the space in front of your house does not in point of fact according to the FBI raise the likelihood that you are going to be subject to a personal or property crime in the future. That's an argument I've heard as well.

Last thing is that these programs when you design them have to be set up with contingency plans. There are going to be times invariably when people are not going to be able to park in these curbside spaces even though they hold a permit.

Again whether it's for snow removal, whether its periodic closures for street cleaning for waste pickup, for road resurfacing, something along those lines. Before we can put the program in place if you spent some time thinking about how you communicate those interruptions out to folks, and where you can direct them to park during those interruptions, that tends to make these executions programs go much smoother. So that's my ten points at a very high level and at this point, I will seed the floor.

Chairman O'Brien

Yeah want to hold questions until...

Alderman Klee

I just have a clarifying point.

Chairman O'Brien

Sure.

Alderman Klee

Thank you. I just want to clarify something what number nine meant you mentioned. You said that a space could be given if someone had a need but that's not true in the State of New Hampshire I don't believe. We can put a handicapped spot there but that doesn't guarantee that you get to use that.

Andrew Hill, Director of Consulting Services for Desman Design Management

Exactly.

Alderman Klee

It's just a handicapped spot can be put there but if another person with a handicapped permit, they can park there. So I just wanted to clarify for the public that it doesn't guarantee that homeowner or that resident that spot. That's all I wanted to clarify.

Andrew Hill, Director of Consulting Services for Desman Design Management

Absolutely.

Chairman O'Brien

Word of caution, I'll take you down to the exact street in Everett where the whole street is handicapped parking. Is that what you want? You've got to follow what is the guidelines like in the parking lot and how many are you allowed within a certain area.

Tim Cummings, Administrative Services Director

So Mr. Chairman if we could...

Chairman O'Brien

Yeah, let's continue on.

Tim Cummings, Administrative Services Director

Now would be a good time to pivot to the technical memo that you all should have received in your packet. Specifically, I'd like you to go to page 14 where it talks about some of the ideas, recommendations, some of the thoughts for actually potentially implementing an overnight parking program. I will turn it over to Andy to have him walk through in very high level the various paragraphs starting on page 14. Desmond believed back in June of 2021 that there was an "appetite in some wards and neighborhoods for a change in the overnight parking policy, but not enough support for a wholesale dismantling of the current policy in place. As such, we do not recommend simply abolishing the current prohibition f

overnight parking across the City” but you could look at potentially implementing a hybrid solution.

Chairman O'Brien

Director Cummings not to interrupt you but thankfully I see members of the NFR IAFF. Did the invitation go out to NPD?

Tim Cummings, Administrative Services Director

They did and when the time comes, I plan on explaining and expressing...

Chairman O'Brien

Could you just to make sure – I do not want to – I want this to be as much...

Tim Cummings, Administrative Services Director

I spoke to Chief Rourke about 30 minutes ago.

Chairman O'Brien

Outstanding. Thank you, Director Cummings.

Andrew Hill, Director of Consulting Services for Desman Design Management

So, again, I will speak to each heading and the thoughts behind the recommendations that are in there, I'm not going to go through and read this whole thing verbatim to you. My voice is not that good.

So we talked a little bit when we were talking about best practices about making sure that you have both contingency plans in place and then you structured the program to recognize that there are other uses or other impingements that may happen from time to time in a particular zone. That really speaks the question of core rules. The rules that are included in the document are rules that were development either from existing regulations that are in place right now or they were recommended rules that were developed after discussion both with residents of the wards with their Aldermen and their representatives as well as representatives of DPW, the Fire Department, the Police Department. So in that case, those five core rules have foundation in those conversations. They are not developed out of whimsy.

We talked a little bit about the importance of involving the public. This particular program in concept really is driven by public constituency all the way through the design process when we talk about application for consideration. The reason that we structured this in such a way so that the initial application comes through consensus building within the community and it actually is brought to the Board of Aldermen as an initiative that was developed in the Committee was to make sure that any particular zone or neighborhood had general consensus that they wanted to go down this road. This was not a zone that was being imposed on them and you either participate or don't participate as you will but rather an area that already had political will and a collective buy in to start looking at establishing these zones if they don't exist already.

Capacity testing. We talked about the balance of supply and demand. We spent a lot of time looking at what the impacts would be on curbside capacity, particularly how wide a road you need to have based on how wide a road you could have, how many can you park on one side, can you park on both sides, does it all have to be parallel, can it be angled, what do you need as far as a safe travel lane in order to accommodate not only standard traffic but also emergency traffic, Fire Department vehicles, etc. That was all something that was considered here. As a matter of fact, I think we were provided at one point with turning templates for the Fire Department so that we could figure out what the minimum setback was from different intersections in order for them to be able to make that turn in an emergency.

We looked at setbacks from curb cuts, and cross streets, and alleys, and that type of thing and basically what this all comes down to is being able to define within a given area if you're thinking about implementing a permit zone how many spaces are actually there. It's not unusual to go into a neighborhood or an area and have folks say we were really looking forward to this. We really want this. They're very gung ho on it right up until they realize that in a six-block area if you're lucky you can get 100 spaces. There are 300 residential units within that entire area. Again, this type of capacity testing at the outset of the design phase is really there to help identify the limitations of the program here to make sure that there is still a general consensus of interest.

The other important thing is really, again, to be able to have a clarity of what you can offer because very often that may

end up defining or changing the rules of the program. A prime example is there is a neighborhood in Richmond Virginia, not far from the Virginia Commonwealth University called “the fan”. Very dense older pre-colonial neighborhood and the residents initially were looking to institute a resident only parking permit program in that area because they had VCU students who were coming over and actually parking in their neighborhood. Interestingly, law of unintended consequences here once that program got up and started to take off, the City was not super diligent about balancing the number of permits versus the number of spaces that were available within that area. They very quickly found out that two things: 1) curbside parking in the area before they put in this RPP had been running around 80 to 90 percent occupied. Once they put the RPP in, it was 100 percent across the entire area. Even though the VCU students were out, there were more cars coming in to park curbside in the area. The second unintended consequence was there were more cars coming to park into that area because now that residents knew they could park both their cars at the curb, they were taking the small garages that they had been using for vehicle storage and they were turning them into offices, hobby rooms, that type of thing. So, again, having that conversation early on helps set expectations and also helps to avoid some of these potential unintended consequences.

If there is still a measure of interest ones to pass any testing is done, then you really need to get an understanding as you’re establishing an area for how many folks really want or need this, and the basis for their want, or their need. Again, this helps with rule setting. Everybody when they hear we’re talking about selling, giving permits away will stick their hand up and say sign me up for five. When you start couching along the lines of we’re going to open up for curbside permits but we’ll make the first one \$50 a year, the next one’s \$100 a year and the next one is \$150 a year, all of a sudden you see a lot of people kind of put down their hands because now there’s a cost associated with it. You need to go through that due diligence process to figure out how you’re going to – if people are agreeable that there’s a limited amount of capacity and that they all agree, we’ll deal with that. Now you need to figure out how many people are really interested in the program and then that will define how you administer those permits out. You may still come into a situation where you have far more people within a particular zone that are interested in participating in the program than you have spaces. That’s usually an indicator then that you’ve got to look at designing some sort of lottery system. Once a year everybody who’s interested puts their names in and you pick out the first hundred. Those are the folks that get the permit that year. It’s not sexy but it is equitable and fair as far as that goes.

Once you’ve gone through that, then one of the mechanisms is looking at like I said doing a lottery system. Another mechanism is looking at rate setting. Rate setting can be something that you use like I said to avoid abuses. Rate setting is also important because – especially when you’re implementing a program into a new area, there are going to be significant costs in administrating that, marking the spaces, putting the signs in, sending out extra enforcement if that’s what’s necessary in order to make sure that people are abiding by the rules of that. I can tell you right now your \$10 per year permit rate is definitely not covering the cost of programs like that. When I’ve done calculations before, what I have found is when you take all of the linear mileage that has parking on it within a municipality and then you look at what you spent for upkeep, road maintenance, snow removal, and things of that ilk, you can typically divide that down to per square foot basis. If you multiply that number by call it 20 feet by 7 feet, which is your typical curbside space, so if you multiply that number by 140 square feet, typically you’re gonna find that it costs something in the neighborhood of \$200 to \$250 a year to just provide for that space and provide the services for that space here. That’s also why I tell folks when they come in and say my taxes are paying for that, run the numbers and then add in land costs and development costs, your taxes are not paying for that space right there. They’re probably paying for three- or four-square feet in that space right there and if you’ve got a bicycle, you may be able to park it there. Sorry, I digress. Again, this is part of the due diligence process to make sure that the rates for the permits are set at such a way so that it’s a revenue neutral program that is fiscally supportable for administration and care by a municipal government going forward.

From there, I go into processes for how you could conceivably conduct hearings on an application for recognition, an initial pilot for moving forward with something like this, periodic checks back from time to time to actually demonstrate that the program does work and that there’s a general consensus of satisfaction with the people who are participating in the program or living in the neighborhood. Then finally, there are also some recommended procedures that you could put in place to periodically bring those programs back in front of the Board of Aldermen from time to time just to confirm that everything’s still working and that those zones or those programs that are in place should be kept in place so that it doesn’t become an issue where you’ve thrown something in place and now it’s impossible to undo it if the neighborhood changes at some point in the future, you have people move in or move out, the new people come in don’t like the program, they want to see it repealed. Now you have an automatic mechanism in place to do a review of that on a regular basis and to serve whether it should be upheld or repealed.

I think that’s generally the sum total of what the memorandum encapsulates.

Tim Cummings, Administrative Services Director

Yes, thank you Andy.

Chairman O'Brien

Did you want to open it up to some questions?

Tim Cummings, Administrative Services Director

And also want to make sure that we get public testimony from the various members of either city personnel or the members of the public who came out this evening.

Chairman O'Brien

I think it's timely seeing that we have our Division Director and Chief Buxton that is here. Chief are you or your designee willing to speak? We're not going to hold your feet to the fire. This is like an overview on some of the things. Are you prepared to speak on it or do you want a few minutes to think about it? He's still digesting. We also have Public Works.

Tim Cummings, Administrative Services Director

Yes if Public Works is ready to address this, I could also just make clear for the record that in speaking with Chief Rourke at about 5 o'clock this evening if there are follow on meetings on this topic, someone from the Police will absolutely be there. He asked that I expressed a sentiment that he wants to work with this group whatever the pleasure of the Board of Aldermen is. They will certainly work with us to try to achieve whatever goal that is set.

Chairman O'Brien

Looking forward to that participation from our friends at NPD. That would be good.

So now I'll call Public Works. Are you prepared? Again, could you just reintroduce yourself with your name for the transcribing please.

Matt Leblanc, Operations Manager Public Works

Just wanted to thank you guys for including us tonight in this working group. I think one of our biggest concerns – I mean Andy thank you for this kind of clears some stuff up but a lot of our concerns, I think, starts with our trash collection. We feel that in doing the overnight parking, it's going to really impede our collections. Our automated trash trucks can do approximately 900 to 1,000 stops per day on average. The program was rolled out back in 2003. Back then, we had 25 CEOs or collection equipment operators if you will. We're down to 14 current day so we are operating a lot tighter, more efficiently, and if we go with the overnight parking, we're going to have to take a few steps backwards I feel. We're going to need more employees, more trucks. That all comes with extra costs. Our workman's comp. claims have gone way down over the years. When you start putting two people per truck compared to just the one that operates just the automated truck with the side arm, we have come so far that we've actually started talking about automated recycle. I know we're still ways away from that but we are working towards that.

Winter operations. Again, Andy thank you. I saw on page 14 here you spoke about was it enforcement or not parking during snow emergencies. Last night was a perfect example. We called the snow emergency and we spent a large portion of our day today chasing either e-mails, complaints, or – you can only tow, or ticket, or get so many vehicles moved off the street. So far with three of the snow storms this year, we were chasing complaints and we were going back to streets 2, 3, 4 times. Even during the summertime, I mean it might be insignificant but our street sweepers. We send between 2 to 4 out per day. We start early mornings to try to beat the traffic and avoid any issues but just a lot of what we do in Public Works this could affect what we do day to day and night to night.

Tim Cummings, Administrative Services Director

And so Mr. Chairman to put a more finer point on what was just raised, and this is one of the reasons why we want to make this conversation explicit. If the overnight parking was to proceed on a certain street and trash collection could not occur, then the question is are residents going to drive their trash to the landfill? I don't know but that's the real consequence of some of the conversation that you're talking about tonight that you all need to be aware of or be willing to spend a lot more money than what we previously have been spending. Governing is about tradeoffs. So what you need to know is the tradeoffs to the various decisions that you're making.

If you decide to pursue with this overnight parking program, a certain street may not get cleared or may not get cleared as fast and that could cause some problems from an emergency management perspective. So we need to be aware of some of those conditions before you proceed with any type of decision. I just wanted to further hit home those points. Director Fauteux couldn't be here this evening. She was unwell today but she wanted to make sure I conveyed the sentiments of DPW along with Matt.

Chairman O'Brien

I hope Director Fauteux feels better. Send her the best wishes of this Committee. She has been an asset. My compliments to your squad. You did a fine job with another snow storm so thank you very much. Questions to DPW from the Board?

Alderman Klee

Thank you. I absolutely agree with you with trash collection but we do have overnight parking on Locke Street and various areas through the French Hill. When I first became an Alderman, the first thing I did was Director Fauteux and I took a walk down Locke Street. I said to her I wish that we had taken it on a Thursday that was a recycle day because the sidewalks are unbearable. I know we had the grant and I've heard that good things are happening and moving forward on our Locke Street initiative so I'm very happy about that but we already have this issue on Locke Street, Whitney Street, May – all of those streets within the French Hill and so on. Are you not able to do the automated trash pickup?

Matt Leblanc, Operations Manager Public Works

So in speaking about French Hill in particular, part of it is but a majority of it is not. It's been a number of years admittedly since I've done trash collection. I was a foreman for 10 years doing it but I believe from Locke Street up is automated but I'd say probably about 70 percent of French Hill is not automated. It's all done by reload packard and again, that is 2 or 3 people per truck. Realistically if it was automated, we could do most of our Thursday collection that is semi-automated with one truck but because of the way that it's set up, it takes 2 to 2 ½ trucks depending on the time of year.

Alderman Klee

Thank you. The reason why that I had taken Director Fauteux for a walk down was because of the sidewalks but also in general, there are a lot of multi-units on Locke Street so you have 3, 4, 5 trash and recycle bins sometimes.

Mr. Chairman may I ask Mr. Desmond just a quick question about...?

Chairman O'Brien

Quick question, yes.

Alderman Klee

Mr. Desmond on page 15 when you were talking about the measuring contiguous, uninterrupted curb space, and so on, on E you said that there shall be no parking within 3 feet of a curb cut for any private driveway or alleyway. The law is also that you can't park from across from a driveway, correct? Would that not be part of your criteria? The reason I ask that is Ms. Stansfield knows that within my area we have a lot of these. Like even something like Summer Street where it looks like oh there's lots of parking but because the way the driveways are, you have very few parking spaces because of this. So would that not be one of the criteria? I believe it is an RSA or...?

Tim Cummings, Administrative Services Director

That is in our current ordinances.

Alderman Klee

So you cannot park behind someone's driveway because it impedes them and that's one of the issues that Ms. Stansfield knows that people are pulling out. I just want to make sure that that becomes part of the note.

Chairman O'Brien

In Boston, we call that the “suicide spot”. You’re guaranteed to get clipped.

Alderman Klee

And that’s exactly what happened. I just wanted to make sure that that becomes part of this working document and it’s a working document.

Chairman O’Brien

Thank you, Alderman Klee.

I also want to stipulate too, there was an attempt years ago to try to address this particular issue with parking. What we’re going to come up with something is a plan if it is accepted by this particular Board. Do not be surprised that some of that previous work that was done was done in error. It won’t meet today’s standards. This is a comprehensive study that went through. We’re going to have to decide on that. Okay. I don’t want to waste a lot of time. I want to build the new idea of the future and then we’ll deal with the past tense. It’s going to be different.

Director Cummings do you have something to pine on that?

Tim Cummings, Administrative Services Director

Well I just want to put a more finer point on what you’re referencing which is for those of you who are newer to this conversation, there was never any type of technical study done when we first implemented overnight parking here in the city in this regard or to this level of detail. So it was done through happenstance as necessary with input by the various departments in the city. So some of the streets that are technically having “overnight parking” right now through what was our “pilot program” as Alderman O’Brien referenced done quite a few years back, those street dimensions wouldn’t necessarily qualify for the street dimensions as articulated by Andy Hill our consultant with Desmond here this evening. So there will be a policy discussion at some point and a decision necessary as to whether we want to revisit that, or maybe just grandfather those, and look to implement some new standard in the future. When you’re thinking about making equitable decision for all involved, it’s definitely a variable that you’re going to need to keep in the back of your mind as you’re the policy makers.

Chairman O’Brien

One more quick question, Alderman Klee, very brief please.

Alderman Klee

I promise it will be. Again in the section that I was just talking about in 3, you talked about parking within so many feet of a stop line and so on. Again in French Hill, we have a number of streets where it’s not the 25 feet. They’re very specifically 15 feet or 10 feet. So I just – it’s just more of a commentary that if we did implement something like this, do we have to redo all the ordinances for that and then reimplement that because we will lose a lot of parking spaces if that is the case. I just want to put that out on the table. I’m not asking anybody to do that but it’s something food for thought.

Andrew Hill, Director of Consulting Services for Desman Design Management

So dimensionally speaking, all of the recommendations that we made, again, were based on looking at the minimum widths that you needed to have in order to support safe vehicle traffic either one way or two way, responses from emergency vehicles, passage of DPW vehicles going through. So keeping that in mind as you measure some of these areas and you were to look at those standards today if those become the governing standards, you’re absolutely right. You’re going to lose some capacity.

Tim Cummings, Administrative Services Director

Or do you grandfather those and then just say moving forward we’re going to use a new standard. That is a policy question that needs to be addressed.

Alderman Klee

I just wanted to put that out on the table but that does exist. Thank you.

Chairman O'Brien

Well we're going to have a lot on the table so you're not going to miss a bite.

Any questions directed to BPW who the gentleman is particularly standing there. So there you go.

Alderman Jette

Thank you. So Mr. Leblanc I understand your and your Department's concerns but when I hear what you've got to say, I mean I hear your concern about trash collection. Trash collection occurs one day a week and it's during the day and not during the night. When I hear you talk about it, I think you're imposing – it sounds to me like you're imposing problems related to trash pickup that I don't doubt exists. I don't see how they're related to the issue of overnight parking. I want to point out in Desmond's report of the I don't know how many cities they looked at. There's only one – West Hartford – that prohibits overnight parking. All the others allow overnight parking including Manchester, New Hampshire; Concord, New Hampshire; Portsmouth, New Hampshire. All of these cities have found some way of allowing overnight parking and yet picking up their trash.

If the program was designed to, for example, I don't know for example overnight parking would be permitted but prohibited on trash days from 7 or 6 a.m. until 3, 4, or 5 p.m. Wouldn't that solve your trash pickup problem? Picking up trash doesn't occur like between midnight and 6 a.m.

The other issues you talk about similarly with street sweeping. I think you've told me in the past that sometimes street sweeping does occur in the early mornings. Couldn't we, you know, allow overnight parking in accordance with the example that Desmond has recommended but have designated street sweeping times when it would be prohibited. It just sounds to me like the problems that you're bringing up could be dealt with and as I said, other cities seem to have been able to solve this problem.

Chairman O'Brien

Is there a question in there?

Alderman Jette

Don't you agree?

Chairman O'Brien

Thank you. You may disagree.

Matt Leblanc, Operations Manager Public Works

On paper maybe but no. Logistically no. I could throw a ton of things out there. I mean we are extremely short staffed in every single department. I mean just last week we borrowed seven people from our Street Department to go pick trash. We have people from our Wastewater plant plowing last night. So I think in a perfect world we send four street sweepers out Monday through Friday but it's not – the reality will be new here at Public Works. It's always a moving target so we change thing every single day the way that we operate. I think this is what you were saying and if I were to speak about our snow plowing, you can't predict what day, what night, what morning it's going to snow. I can bring you to the inner-city routes right now and show you where the overnight parking exists and we're lucky to get a pickup truck down there. There were streets last night that were actually passable that we had no tow trucks or not enough police to actually assist last night. It could have been a little bit smoother but when it comes to trash collection, we work 13 - 14 hour days at times. I don't know. In a perfect world maybe but in what we do here, (inaudible).

Tim Cummings, Administrative Services Director

Mr. Chairman if I may?

Chairman O'Brien

Yes you may.

Tim Cummings, Administrative Services Director

To follow on to what Alderman Jette was just talking about, again, just to bring some reality to the situation, yes, I think a lot of those communities do have overnight parking. That's clear but what you may not be aware of and what you may not know is in using street sweeping as an example, if a street was going to be swept and there is a vehicle on the road, you will be towed. That's a hard stop. So what we have here in Nashua is we tend to be a little friendlier, a little bit more amicable. So what you need to be prepared for is the phone calls of cars getting towed regularly because streets are being swept. So then therefore, you need to just be aware of that trade off of that decision is that more cars will be towed so we can proceed with our operations as necessary and there is a cost to that and you just need to be prepared for that cost and understand what the consequences are of the decision that's made. Thank you, Mr. Chairman.

Chairman O'Brien

Thank you. All set Alderman Jette? You don't have to jump in if you don't want to.

Alderman Jette

I wasn't going to but now that you've invited me.

Chairman O'Brien

No, I didn't invite you.

Alderman Jette

I did want to say that general speaking...

Chairman O'Brien

No opining, questions.

Alderman Jette

The fact that we have a housing crisis and we're trying to provide more housing. One of the ways of providing more housing is doing away with the parking requirement that somebody builds an apartment building has to provide parking. As the Planning Department is moving in that direction as we may be moving in that direction as far as zoning, we have to find some way of allowing people to park on the street. I mean there are so many other cities in the United States that allow overnight parking. We are maybe not unique but strange in that idea. So as a long-range plan, we have to figure out how to deal with this problem.

I know that ideally I think the Department of Public Works would like the streets to be completely free of cars at night so they can do their very necessary work without any kind of impediment. I just don't know how we can do that and deal with this other situation. When I look around and all these other cities are living with it, whether it's park on one side of the street on odd number days so the street sweepers can sweep on the even side and vice versa and stuff, they've figured out ways of dealing with this. I would hate for us to reach the conclusion that we can't do it because there's some problem. I think these problems are solvable. I'll stop there.

Chairman O'Brien

Thank you because I was really searching for a question somewhere in the conversation. Director Cummings.

Tim Cummings, Administrative Services Director

Yeah Mr. Chairman and I have to get on my soapbox for a second relative to the Zoning and the Land Use Code. So one of the reasons we're in the situation that we're in is because in our downtown area we don't have parking requirements and yet we have a conflicting public policy that doesn't allow for "overnight parking" and we do want to encourage more housing but we need to make sure we have a long-term plan in place that handles parking when you're developing residential housing. We need to make sure we have that in place before we proceed and do anything.

I brought these concerns up to the various land use boards, and bodies, and departments. Director Sullivan knows this

well because he and I have had a lot of conversations about it. But variances approved creating 2, 3, 4 families on lots that can't accommodate the parking and then they're expected to park on street and some of these people don't even know that they're not allowed to park on-street creates a problem for us. So as a community, we need to create a long-term plan.

Representative Plamondon actually had a solution a few decades ago which I thought was very creative in creating community satellite parking lots. Now that only works when the private entity doesn't realize that it's the municipality buying this parking because they drive the land prices up. So if we're able to do it through a straw or some third-party that could keep the land costs down, that might be a long-term strategic solution so we have a way to provide more housing and the parking necessary. But just saying we need more housing as a reason for moving forward and then creating this problem, all we're doing is moving problems from one side of the ledger to the other. Thank you, Mr. Chairman.

Chairman O'Brien

Thank you, Director Cummings. Alderman Lopez.

Alderman Lopez

I just wanted to know whether DPW has the ability to track repeat offenders who are not moving their cars and whether there is the ability from your Department to communicate a revocation of a parking permit?

And then finally if that were the case is that communicated to residents who participate so they know like don't mess around or you'll lose you parking?

Matt Leblanc, Operations Manager Public Works

I honestly couldn't answer you. I know we create a list like for instance for our snow plowing when we do snow tows. We do create a list and it gets inputted, but...

Alderman Lopez

DPW side but necessarily parking?

Chairman O'Brien

I think your question is misguided to DPW and allow you to sit. Thank you. I think it's parking. Your question is going to be more focused because they're going to maintain the streets but Parking is going to enforce the law.

Alderman Lopez

My thought was if they're the ones directly.

Chairman O'Brien

No, no don't think. Jill would you like to give a presentation of what parking would be?

Jill Stansfield, Parking Manager

I don't know if I have a presentation ready.

Chairman O'Brien

No, no just keep it brief please.

Jill Stansfield, Parking Manager

So currently the system during snow emergencies, a list is created by one of the departments in Public Works. They hand that off to the Police Department who works directly with the tow companies. Our office isn't currently involved in that process. Could we get together on that? Absolutely. Do I need more staff to do anything like that? Absolutely. Right now it's me. So resources, yes but until we have more resources, its...

Chairman O'Brien

And to throw it out there, this is part and parcel of what this Committee is going to do. Don't be surprised in the future Alderman Lopez that the question that you have presented will be brought up in that particular format I think that through DPW. If they're maintaining the streets, then who's going to enforce it. And as it turns right now since the police have moved on the parking enforcement, it will come down to parking on it. So that's the direction.

Alderman Lopez

If I could just point out?

Chairman O'Brien

Yes you may.

Alderman Lopez

It's probably more cost effective to provide an administrative response than to keep apply a towing and so that was my point. If we're creating this system is we should make sure that people are encouraged in as participants to not get towed and to not have those things because there would be additional consequences too. So that maybe we can replace some of the people who are habitual offenders, I guess, with alternatives.

Tim Cummings, Administrative Services Director

Mr. Chairman I'd love to hear from fire if they were ready.

Chairman O'Brien

Are they ready? Okay.

Steve Buxton, Nashua Fire Chief

This is Adam Pouliot. He's the Assistant Fire Chief and this is going to be one of his lanes of travel as the new Assistant Fire Chief. I'd like to thank you guys for inviting us to the work group. We're more than willing to participate and support the effort and provide you with any information that you need to help you make the most informed decision possible and create policy that is effective throughout the city.

One thing that I'm hearing as we're talking through this is we're talking about a lot of issues that have to do with the city growing. We're starting to encounter some real what I would call true city problems - housing, where we park (inaudible). Unlike DPW, Police, snow emergency, stuff like that when we are experiencing and event, it's a significant emergency in the moment, we do not have the option to tow vehicles. So when Adam gives you some technical data on some of these that we're looking for, there's a reason for that. Our largest vehicle, Ladder #2, what we refer to as the "wing span" on it when the outriggers are put out is 19 feet, 4 inches. So that's for us to be able to deploy the aerial device appropriately to a building. We have Ladder #2, #3, #4 and making one higher that we would need to deploy devices like that.

Alderman O'Brien knows we have plenty of hose within the city and we stretch them from the end of the street if we need to but it's very important that we're able to get those aerial devices to the front of the building. We have some very talented drivers and operators within our organization and at the end of the day when you look at some of these bigger cities that allow parking on their streets and if you probably go to their Risk Department and have discussions with them, there's a lot of damage done by fire apparatus moving vehicles with the fire apparatus. That's just kind of the course of action when business needs to take place like that. So that's kind of my two cents at this point in time. If you have any technical questions or whatever, Adam can certainly weigh in for you.

Chairman O'Brien

Alderman Sullivan.

Alderman Sullivan

Thank you. Chief Buxton, I have a little column going here - pros, cons, overnight parking. Would you characterize what

you just said as a hard no or kind of a softer we recommend not doing this?

Steve Buxton, Nashua Fire Chief

So I don't like to give hard no's I guess is the best answer. I think it's doable if policy is developed that allows it to take place appropriately. Turning radiuses, we have overlays that we can supply and have supplied to them. You know it's all well and good to sit here and draw up a plan and all the cars are parked appropriately when you look at that plan on paper. I could take you for a ride right now and show you places where people consistently park outside of the legal spot that make our apparatus negotiating that corner very challenging under the best of conditions. So some of our parameters that we put out there might seem a little bit aggressive and lead me to believe that we are a hard sell but that might not be the case. The case might be the rules need to be pretty strict and need to be enforced so that we can gain access. Does that answer your question or?

Alderman Sullivan

It does. So I think I would characterize it as if – it's kind of an if/then situation - if you move forward with it then, we would recommend this list of criteria to incorporate into the policy.

Steve Buxton, Nashua Fire Chief

Yeah move forward with caution is the best way to characterize it.

Alderman Sullivan

Sure. Got it. Okay.

Chairman O'Brien

Alderman Jette.

Alderman Jette

The problems that you point out with parking, cars parked, and making it difficult for your equipment to get to a certain location. Isn't that true during the day as much as during the night? So if parking is allowed during the day, that causes a problem for your equipment. It doesn't change at night does it?

Steve Buxton, Nashua Fire Chief

Yes it does because people are less responsive. So often times we pull into a neighborhood when we have a working incident. Just the noise that firemen make when they arrive and they will make additional noise tends to rouse people and they will come out and move their vehicles as quick as possible. Not likely to get that response at night time. By the time they get out of bed, they recognize there's an event taking place, the blocks shut down. Once the blocks shut down, you're not getting anything out, you're not getting anything in. So that would be the difference.

Alderman Jette

Thank you.

Chairman O'Brien

Anybody else question for the Fire Department. Alderman Thibodeau.

Alderman Thibodeau

Were the sizes of our vehicles in the city given to Desman so they know the size of the ladder truck, the stanchions, all that was given?

Andrew Hill, Director of Consulting Services for Desman Design Management

That was what informed some of the recommended dimensions when you look at roadway widths, etc. to say this

dimension will support parking on side or another side. This is a minimum dimension you've got to have in order to consider doing parking in a particular area.

Tim Cummings, Administrative Services Director

And to clarify, that data was provided back in 2020. I know there's some vehicle purchases so we should probably refresh that but to assume the assumptions are still appropriate.

Chairman O'Brien

I can say this that there's such a term in the business called "short jacking" but when you get into "short jacking" and not putting out the wings as the Chief as referred to, you're taking a lot of risk. The thing is the truck is engineeringly designed to be as safe as possible. Plus it may not operate because there're safety overrides to it. So you just took the taxpayers almost \$1 million vehicle and made it useless out in the street because of parking if it's in the wrong type of environment. So you have to keep that in mind.

Further questions to the Fire Department because we do have something from the public?

PUBLIC COMMENT

Representative Marc Plamondon, District 3, Ward 4

Representative Marc Plamondon – District 3, Ward 4, former six term Alderman in Ward 4, and former ten-year Chairman of Infrastructure. I have throughout my tenure and I will dare say the prior Chairman of Infrastructure, Bob Dionne, rest his soul, we were all opposed to overnight parking because we looked at it as a can of worms. I will say since I read this study, I can see some flexibility and I commend you to that.

To address if I might a couple of points that were mentioned by Aldermen questions, one thing regarding Nashua Fire and the difference between day time and night time, I've personally been to several fires at night. They're laying on the air horns and no one comes out. I've been to 3 or 4 fires that way and I've seen them run the hoses over the vehicle and through the vehicles in order - because in an emergency situation like that, seconds count.

I've seen it with AMR ambulance too. Some of the houses in the city, the front door is right up on the sidewalk and there's a car parked there. They can't get a gurney out. So in situations like that where seconds count, it's important to keep some of those things in mind.

Regarding the towing, by State Law the towing can only be done by uniformed police officer. So Parking Enforcement doesn't have the authority to tow. They need a police officer there in order to that towing.

Regarding comments of some of the communities that are in this presentation and saying that they have successfully do this, I would counter that and say talk to them personally. While I was Chairman of Infrastructure, I spoke to multiple communities where they said to me if you have an overnight ban, keep it because it's a nightmare. Like Manchester Chief I spoke to, and the on/off left side of the street, right side of the street, people get confused and it's difficult to administer. That's going to be one of my questions when I start going through this a little bit is the administration and that we're prepared for it.

I just want to go about this as succinctly as possible. Page 14 is where it lists the recommendations for the City of Nashua. Again, I want to point out and the study points out that we're looking at the inner city, hi-density residential properties. What is also not brought out in this is Nashua is unique a bit as other communities, we're a border community. So we have a lot of traffic coming up from our southern border that are taking parking spots and stuff overnight, parties, so on, and so forth. It's not a unique issue but it's something that kind of sets Nashua aside from some of these other cities that we're looking at.

Out of the two on page 14, it talks about doing annual updates. I would request quarterly. Being such an urban compact neighborhood, it's very, very transient. You'll have someone in an apartment building for 3-6 months, then they move. So then the question of administration is how do you manage - did this person move to another area of Nashua? Are they using the same parking permit on a different street or can they hand off the permit to the new resident or the landlord? It's some questions I have as far as administration of it because it's extremely transient.

I would also recommend if we go forward with this that parking stalls be painted. Right now, no offense, but we have

minimal parking enforcement as far as State RSAs. The 20 feet to curb. Hydrants are another thing but the Parking Enforcement goes by that's an obvious but they're not out there measuring 3 feet from the entrance of a driveway and things like that. So if we had painted stalls, they're know where the legal parking stall is and that can be utilized accordingly.

I would also suggest in areas of the city where we have daytime parking restrictions, we should consider not allowing them for overnight parking because if there's daytime restriction, it's usually there for a reason but maybe super high congested areas and that's why it's like say 2-hour parking except for weekends. So we've got to look at the NROs and specific areas and take that into consideration. If there's a daytime limitation are we going to allow nighttime or is it going to be worse?

I'd also make a suggestion that in the inner city, now some legislation I put through for allowing in the municipal parking lots and city garages, maybe we should look at say not allowed within 500 feet of a municipal parking area to try to keep those inner-city streets, which are extremely narrow, and let those use residents use those municipal lots that we have.

Other consideration is on-street vehicles repair. They're not supposed to be doing it but they do it. So something like this, you'll see vehicles - when I got all the calls that you guys are getting now and ladies, I would always say okay look out your front window and tell me how many cars are on blocks and they'll say none but yet you call Lowell, Lawrence, East Hartford and you keep going down the list and you'll see that. So that needs to be addressed as well, as well as selling vehicles. I've seen that personally. They get old cars, they fix them up, and next thing you know you have 2 or 3 cars on the street with for sale signs on them running a business. So that's a problem.

I'm going to try to hurry here. Regarding Public Works, the trash is one thing but I'm more concerned with the street sweeping. Where I live, and I'll give you that in a moment, in the last ten years where I've seen the street sweeper come down the street with the brushes down has been twice. They come down the street, they don't put the brushes down because it's all cars. So what I would advocate is a scheduled timeframe where the street sweepers come down. So typically it's the after trash pick-up. You could even do it every two weeks when we do recycle but if some of the residents can become accustomed to and hopefully keep the cars off the road so we can clean the streets, then that opens up the issue for catch basins being clogged and so on and so forth. I don't have to go into more detail there.

I would also advocate that one permit per unit be issued. There's talk about visitors, and so on, and so forth and that's fine. You have a visitor, park in my driveway, and I'll park in the street. I've got the permit. We by State law cannot legislate how many vehicles a person owns. So having said that, it's a numbers game.

The recertification by the citizen council for five years - because of the transient nature of these neighborhoods, I think that's far too excessive and it should be at minimally annually should that path be chosen to go by. So that takes care of page 14.

And then I was going to page 5. I've got notes everywhere. I just got this, so I'm almost done. So thank you for your time.

Chairman O'Brien

Because Representative I want to give the Committee members we're meeting at 7:00 p.m. and I want them to have a little bit of a break. So if you could indulge me Representative I would appreciate it.

Representative Marc Plamondon, District 3, Ward 4

Yeah. The idea of allowing for holidays, I think that's a great idea for an experimental to try this out and make it publicly that we'll try it out. At Christmas time or whatever, we'll allow overnight parking. We can do data collection so that could be beneficial.

Where I live right over here on Elm Street, there's 24 units and there are ten off-street parking spots. There are nine legal parking stalls. So within a delta, I'm missing five stalls even if we allow this program in my specific area. One of the units had four vehicles. They're down to three now. Four units have two and the rest are single.

You touched on handicapped parking so that's another thing that needs more discussion.

I'll end with ten years ago, we identified the need of Nashua needing another parking garage east of Main Street. Nothing's been done. I had worked with Southern New Hampshire. We did a land swap and the plan was to build a parking garage was Kinsley Street - now it's Medical Center Way. They were going to build a multi-unit garage there with

a catwalk with a new ER, new heliport. Since Eliot took over, those plans went down the drain but that need for another parking garage east of Main Street still exists and I dare say with our growth, we could use an additional parking garage west of Main Street. The numbers are growing. Again, we can't legislate how many vehicles people own so we've got to play that numbers game.

I thank you for your time. I'll let you get back to your meeting.

Chairman O'Brien

Thank you Representative. All right. I think the intention here was to take very small bite out of the pie. We're not going to solve anything this evening. So that opens the door to where would we like to go as a Committee? Have another session such as this, an informal meeting where we could do some preps? Mr. Hill you have a thought?

Andrew Hill, Director of Consulting Services for Desman Design Management

I just wanted to make a comment before we got too far away from it here. One of the things that I'm hearing from all the testimony we've heard this evening is there are concerns both about enforcement and about the ability to move and relocate vehicles. Those were identified as key issues in the larger study and there is a whole series of recommendations for strengthening and improving that. I'm not saying it will address all your problems but I wanted to let you know there are recommendations in the larger study that's to be vetted later this evening that speak to addressing those issues as a systematic issue not just specific overnight parking.

Tim Cummings, Administrative Services Director

So Mr. Chairman where do we go from here? Is there an appetite for an overnight parking permit program city-wide? Depending on how you answer that question would tell us the next steps after and how we want to proceed and depending on what the commentary is, I would recommend another meeting such as one like this in a week or two.

Chairman O'Brien

My appetite is this and see if other members of the Board would agree. I think it's about time that we start polling indirectly with other members of the Board to find out what the appetite is city-wide for something like this. Ward 9, we don't have a problem. I could very easily go against it, although I understand the needs of Ward 3, and Ward 4, and I'm not going to vote negatively to that. So therefore, I'm willing to string this fish on the line for a little bit longer to get the information out there so people can weigh the balance appropriately and then make a decision. So if that encompasses another informational type of meeting such as this, I think we got a lot done. If I was a little curt in trying to keep everybody's nose to the stone, it's almost 6:30 and we're meeting at 7:00 that's why.

There is a candy machine downstairs for those that might want something to eat but anyways, we're going to start with the next meeting at 7:00 p.m. I'll look for solicit. Alderman Klee.

REMARKS BY THE ALDERMEN

Alderman Klee

Thank you, Mr. Chairman. Personally, I do want this conversation to continue. I will speak as the Alderman from Ward 3. I have a very unique situation in that I have French Hill and then I have other locations where overnight parking would not be a problem. I also have certain residents who want overnight parking to not have to do permitting or anything like that simply because they don't want to have to move the multi-vehicles that they have within their driveway even though they would fit within their driveway. So these are concerns and these are conversations that I would want to have.

You talked about equitable and so on. I don't know if it could be even legal to say you've got a 4-car parking with a two-bedroom home, your home will not be granted an overnight parking. I don't know whether or not that is illegal but I would like to have that conversation. Also within French Hill if we go with many of the recommendations that are here and while I do think this is a great guidance, I'm concerned about Cross Street where I think where Cross and Canal are I think it's a 15-foot from that corner that's allowed to have parking and so on. French Hill has a hard enough time with it as it is with parking if we adhere to this. So I know a conversation was had to about grandfathering.

So before we actually went in and said we would, we wouldn't, I really do want to have more conservation and I'm sure

Alderman Lopez is also looking to increase his parking not decrease the parking. This is my concern if we just did a blanket. I can tell you personally that I hear from both sides of that story. Some people who do not want overnight parking on their street. Some who say I live at the end of a dead end, I could put three cars down there and I say to them yep, then so can your neighbors. So just to let you know, that cannot be designated to just you. So I think we do need to, I think originally it was talked about an area by area maybe 3 or 4 streets we would do it. So again...

Tim Cummings, Administrative Services Director

So that's the second part of this Alderwoman Klee. So if there's an appetite and then the question would be is it follow some of the recommendations as outlined by Mr. Hill. Yes, Andy very clearly wrote out a prescription as to how we could look to pursue this. One of them would be that the community itself would develop the district where the on-street overnight parking would be allowed. Trade off to this process is it's rather bureaucratic. Some people would say there's too much process here. That's for you all to decide but what he has provided you is the best practices that have been proven throughout the country for communities who have before us on this.

Chairman O'Brien

By show of hands because this is a very informal vote, those who would like to Committee to continue - members of the Committee, those who want to vote affirmatively for the Committee to continue, please raise your hand. Opposed. Okay, we shall continue.

Anybody else with benefit for the meeting upcoming. Director Cummings before you speak, can I put you in charge of booking the next working group. Please pay attention to your e-mails. We'll try to get everybody out there on the list and continue forward with this. Director Cummings, you are recognized.

Tim Cummings, Administrative Services Director

So to take that first item, what I would suggest is we typically meet on, I believe, Wednesday nights - the fourth Wednesdays of the month is our standard meeting. We alternate in between Finance Committee meetings. There's a Finance Committee meeting on the 7th, the 14th is Valentine's Day. That would be the next time we could meet on a Wednesday evening though I would understand if folks are otherwise occupied that evening. The next time would be the 28th of February at its regularly scheduled time we could do it at 5:00 p.m. So I guess the question to the group would be are folks available on the 14th for a 5:00 p.m. meeting, or do you want to pass on that?

Chairman O'Brien

How's the 5:00 p.m. working out for everybody?

Alderman Lopez

I can do it.

Alderman Klee

I can do it.

Chairman O'Brien

Okay, let's do it. 5:00 on the 28th.

Tim Cummings, Administrative Services Director

14th. So that's the question or 5:00 p.m. on the 28th?

Alderman Thibodeau

I would prefer the 28th.

Chairman O'Brien

The 28th. Let the sweethearts alone.

Tim Cummings, Administrative Services Director

We will look towards 5:00 p.m. on the 28th for the next time we get this group together. Between now and then would it be appropriate and I would seek the Committee's guidance on this for us to start developing a framework using the Desman recommendations?

Chairman O'Brien

Oh, absolutely. That gives us the steel skeleton to start to build with. Everybody in agreement. Alderman Klee.

Alderman Klee

Just a quick question and I don't mind looking at this, but I did bring up some of the areas that do not meet this criteria. I'd like to have a list of those whether I do it myself or someone because French Hill is not the only one that would fall within that area. Probably the majority of it is Ward 4 and Ward 3. So like Cross Street and Cross and Canal is one of them, I think 15 feet.

Tim Cummings, Administrative Services Director

As we start to develop - and so think of this a real wide approach and we will start to narrow in. As we start to narrow in, we'll start to take the concerns that you're raising more explicit to Nashua. This is just really developing a framework to what type of public policy we're acceptable with and I haven't heard consensus from the group yet that using the Desman model is a good jumping off point which we could tweak from there. Is that something that?

Chairman O'Brien

If I can speak for the group and please if you don't, I want to follow the Desman. We did pay a lot of money for this particular. It's well put together Mr. Hill, so I think...

Tim Cummings, Administrative Services Director

So explicitly on the overnight, it's a city-wide approach to overnight on-street parking with a permit process and we would be looking to develop a system where it would be, for lack of a better way of describing it and just to kind of keep it quick, self-governing and where it would be grass-roots so it would come from the bottom up to us, it would be vetted internally by the city departments, and to you at the Board of Aldermen a recommendation, and then there would be a vetting process like that. That is essentially what this program outlines. This is what we would start to craft for a piece of public policy and I just want to make sure we're going in the right direction.

Alderman Klee

I have to ask isn't our next meeting to discuss to adopt this as our guidance or am I mistaken? Not for the overnight, that's for the other program, okay.

Tim Cummings, Administrative Services Director

But what I would like to do is have a deliverable for you to review, look at, mark-up, discuss, and then from there we'll get further direction as we narrow it in. Depending on how long this takes, ultimately towards a piece of legislation.

Chairman O'Brien

Alderman Sullivan.

Alderman Sullivan

Thank you. I know at 7:00 o'clock we're going to talk about the main piece there 300 some odd pages – warranties of parking studies. This Committee is specific to overnight parking legislation. It was my impression - I did read through the study yesterday and I skimmed it. It seemed to me that there were a lot of things that we needed to do before we got to the overnight parking. Correct me if I'm wrong but one thing that really stood out to me was the enforcement piece where

you outlined that Nashua has one person for every 1,100 and change versus other municipalities that have one for every 600. Then there was talk of an Enterprise Fund, talk of automatic arms, things, and then there was a list that might have gone on for five pages of various tweaks that we needed to make to our own City Charter and Codes specific to parking that we needed to do that and then you could consider an overnight parking. I just wanted to put that out there.

Tim Cummings, Administrative Services Director

Can I clarify?

Alderman Sullivan

Yeah, please.

Tim Cummings, Administrative Services Director

Not everything in that study is an if/that situation. So we could do some not all. But the big thing, and you hit upon it, there are some things that need to occur to be successful in implementing an overnight parking program - resources, making sure Jill and her team are resourced appropriately. Case-in-point, doing this Desman model could take a staffer in and of themselves to implement and she does not have that staff right now, right. So that's just a very explicit example. So if we want to follow this model we're going to have a gap in our system because is it a full FTE? No. Could it be .5 in FTE? Yeah definitely to get it up and running but there's zero FTEs right now. So we're going to need to accommodate that if this is something that the community wants to pursue. So there are multiple examples like that in the study that would help drive this overnight parking program.

Alderman Sullivan

Okay.

Chairman O'Brien

Looking for a motion to adjourn because it's 6:37. I want to give people enough time to go get a cup of coffee.

ADJOURNMENT

**MOTION BY ALDERMAN KLEE TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 6:37 p.m.

Alderman Klee
Committee Clerk