

CITY OF DOVER
PARKING AND TRAFFIC COMMITTEE

MINUTES OF HEARING

City Council Chambers

November 30, 1960

City Councilman John Maglaras, Chairman of the Parking and Traffic Committee, called the hearing to discuss the double-parking ordinance amendment to order at 7:12 p.m. in the City Council Chambers on Wednesday, November 30, 1960. He called upon Police Chief Richard M. Flynn to explain the proposed amendment. Chief Flynn read the proposed amendment (a copy is herewith attached).

James McAdams, Executive Secretary of the Dover Chamber of Commerce, inquired whether two sections of the ordinance were in conflict, one prohibiting double parking at any time and the other prohibiting double parking between the hours of 10 a. m. and 5 p. m.

Chief Flynn replied that double parking is presently prohibited at any time, however, the amendment would lift the ban before 10 a. m. and after 5 p. m. The Chief continued, saying that his Department had not strictly enforced the existing and had been more lenient than he should have been.

Mr. Maglaras then opened the meeting to those who officially represented the truckers. He requested that those who wished to speak state their names and addresses.

A. J. Staby, Executive Secretary, New Hampshire Truck Owners Association, Manchester, N.H. stated that these traffic problems are not new and are experienced throughout other parts of the State. He said that members of his organization had solutions to the problem which would be presented.

Henry J. Pariseau, President, Auclair Trans., Inc. stated that his organization is probably among the chief violators, however, he had not been aware of the problem until recently. He recommended an ordinance which would not curtail operations to the degree which the truckers would be hurt nor which would hurt the merchants in the restricted area. He said that Portsmouth has solved its problem and perhaps the Portsmouth solution had partially caused Dover's problem. He went on to say that private carriers would get hurt by a 9 - 5 delivery. He requested that the City consider restricting trucks from 11 - 1 am from 4 - 6. He expressed appreciation that the Chief was not enforcing what is already on the books. He said that his fellow operators are aware of the problem and is certain that through cooperation and common sense a solution will be determined.

Mr. Maglaras said that a lack of common sense has been exhibited many times when two trucks will park side by side, thus blocking traffic completely.

Mr. Pariseau stated that the 300 carriers operating in New Hampshire could correct such situations through education and cooperation.

Mr. Maglaras pointed out that there would be no restriction on unloading off the travelled way.

Chief Flynn stated that another problem is that while loading zones are provided in many instances and that if the loading zone is in use, the trucks won't wait for a loading zone but proceed to block traffic.

Mr. Pariseau repeated that he felt that it is a case of necessity of educating the truckers to what is expected in Dover.

Mr. Maglaras said that since the official representatives of the truckers had spoken, the meeting was now open to the general public.

Morton Simon, Tots and Terns Shop, Central Avenue, said that while he could not speak for all merchants, he felt that the merchants already have more problems than they can handle. Merchants cannot afford stock boys, so the trucker drivers carry packages to the back of the store and for this he wished to thank the truck drivers. If trucks are restricted, the drivers will dump the packages at the front door; this is a big problem to merchants and this will also result in holdups of delivery. He said that he was not aware of such a problem on Central Avenue. Any such restrictions would result in hardship on the merchants.

Chief Flynn inquired what the solution might be then. We must realize the problems of the other person. When a truck parks behind a parked car, the car is many times held up for a period of time, inconveniencing the shopper. The Chief said he has experienced this himself. A second problem is the accidents which result in blocking of one lane on Central Avenue and the channeling of two lanes of traffic into one lane. He said that complaints have come in on numerous occasions that trucks blocking cars and traffic lanes have refused to move and have refused to use rear doors when they are available. They have considered what is most convenient for the merchant and for the trucker, but they seem to forget shoppers who spend the money. Many complaints have been filed with city councilmen and with merchants.

Mr. Simon said that while the Chief was more familiar with the situation, it will still be a hardship on the truckers for delivery for only 1 hour.

William Ogden, Boston and Maine Transportation, Dover, said that the purpose of the meeting was to make suggestions for an ordinance which all can live with, not to kill the ordinance.

Mr. Whiting, Whiting Stationery Co., Washington Street, stated that at least half of the meters on Washington and Locust Streets were used all day by meter feeders. He inquired why these offenders were allowed to park all day.

Mr. Maglaras said he recognized the problem, however, the trucking problem was presently being considered rather than the parking problem.

Mr. Whiting stated that cars could be marked and violators forced to move cars.

Mr. Maglaras stated that the problem would be investigated.

Janice Young, 515 Central Avenue, representative of five carriers, said that if there were any congestion, the truckers still must make the deliveries. Perhaps the hours could be changed.

A. J. Lagasse, Operations Manager, Associated Grocers of N.H., Inc. Manchester, N.H., stated that progress is chiefly the cause of the problem. Truckers must use 35-foot trailers for their operations, however, the problems can be met through education of truckers at headquarters.

Philip Carignan, Western Auto Stores, Central Avenue, stated that all their deliveries come from Taunton, Massachusetts and it is impossible for them to govern the deliveries. He said that while Western Auto has a back door a 10-wheel trailer truck cannot get into the back. He said truck drivers are gentlemen and move as quickly as possible. Most of the time the left lane of Central Avenue is completely free of traffic. He said that their truckers often unload 200 pieces of freight.

Chief Flynn inquired how long it takes to move 200 pieces of freight.

Mr. Carignan replied that it usually took a half to three-quarters of an hour.

Chief Flynn stated that this blocking of traffic is a hardship to the community.

Mr. Carignan stated that the automobile drivers won't yield and often cause traffic problems themselves.

Malcolm Foss, M & E Transportation, stated that in many instances that there is no backdoor access--from Dover Hardware to Morrill's Furniture Store. Trailers are necessary because the trucks originate out-of-town. No rear door deliveries can be made to Pappas' Store, King's and Sterling's. The only rear delivery available is the Newberry Block, Alan's Linoleum and Carswell Auto Supply have no backdoors.

Chief Flynn stated that Alan's does have a rear door. He inquired further that if M & E has a small truck, do any trucks use back yards?

Mr. Foss replied that they couldn't get into the back.

Chief Flynn inquired why small trucks can't get in back.

Mr. Foss said they probably could get in back.

Mr. Simon said that a trailer truck tried to get into the alley beside the Long Building and was stuck for over an hour.

Chief Flynn suggested that if you have a small truck, go into the back if you can get in back. There would be less congestion if the small trucks were off the street. This is a mutual problem and we must work together to solve the problem.

Timothy Monahan, owner of Morrill's Furniture Store, said that as far as the area in the rear of the Long Building is concerned, he can't get his own car in. Truck drivers try to get to the back door.

Chief Flynn said that the congestion at the rear was a landlord problem.

Mr. Monahan said that a 30 or 40 foot right-of-way in the rear belongs to the mill so that it is a city right-of-way. There is no room for trucks to get in there because the cars of the employees in the stores are parked there.

Chief Flynn suggested that if the cars were moved to the First Street Lot there would be room for the trucks.

Mr. Monahan replied that 10 cars were parked in the area, representing 80 parking hours and that truck delivery amounted to about one hour.

Chief Flynn said that even if the area were vacant, this would not be detrimental since it would reduce a fire hazard by making space available for fire apparatus.

Mr. Monahan said that while he recognized it as a selfish point of view, the off-street parking had already been paid for through stock-in-trade and real property taxes and that they shouldn't have to rent spaces when they are paying for the privilege of doing business.

Stuart Shaines, Stuart's, Central Avenue, said that most of his deliveries are from the Post Office Department and while they usually make noon deliveries, they take the merchandise when they can get it. Restriction of delivery to 10 a.m., when some stores don't open til 9:30 a.m. will work a hardship. Further, heaviest traffic is from 5-5:30 p.m. Trying to get merchandise by other means would cause a tremendous bottleneck.

Chief Flynn said that the Post Office Department has agreed to cooperate with the ordinance by restricting parking to meters or loading zones. Further, Dover's problem is aggravated by the fact that the truckers have to get to Portsmouth, Concord or elsewhere and come to Dover later.

Mr. Shaines stated that the restrictions might be found to be too burdensome and he would suggest a test period to determine a working basis before an ordinance is enacted.

Chief Flynn said that it was not intended to cram an ordinance down anyone's throat, but rather they are meeting to work out a way. All must bend a little--the truckers, the merchants, the City, the Police Department and the shoppers. Mr. Maglaras called the meeting so that all might air their opinions in order to determine all problems. Not all will agree with the result, however, we are faced with a difficult situation and must realize a solution.

Christo Pappas, Pappas Dress Shop, Central Avenue, said that the Post Office Department does most of its delivery before 9, however, all can't arrive at the same time. He said he has no back door because of the river, and if trucks come to him on special trips he will have additional rates.

Raymond Pasek, Sgt., Dover Police Department, said it was not the intent of the Police Department to shove anything down anyone's throat and that he recognized the problems. Dover being an old town with no backstreets and the river running through town makes a very difficult situation. He said that he could see the truck drivers' and merchants' points of view and that the 10 - 5 restriction was too great, however, the 11 - 1 restriction is reasonable. He said that truck drivers often jack-knife trailers near a major intersection, creating hazards on everybody.

Mr. Ogden thanked Mr. Maglaras for holding the meeting and asked him to consider a 11 - 1, 4 - 6 restriction ordinance.

R. W. Roulx, Operations Manager, J.E. Faltin Motor Transportation, said that the long haul truckers from the New York-New Jersey do not arrive at the N.H. terminal until early morning and it is near midday before the goods can be delivered. He said further that the volume of business is such that one truck is needed exclusively for the Dover area, however, the long haul precludes early scheduling.

John Grady, Dover, stated that he has never been held up by a big truck, that tie-ups resulted from motorists backing out of parking spaces and trucks at the mail collection boxes.

M. E. Lodge, Railway Express Agency, Dover, said that his problem is purely local because his trucks don't come from out of town, however, someone must be first and some last. They can't get onto the street before 10:30 a.m. They deal with an 8-foot truck and usually get it off the street and if stores have back doors they are used.

W. B. Grocner, Montgomery Ward Co., Central Avenue said that most of the problem is from noon to five and suggested that the restrictions be implemented on a trial basis.

James H. McAdams, Executive Secretary Chamber of Commerce, commended the Chief and his Department for trying to do a good job under toleration of an unforceable ordinance. He said an ordinance which can be enforced must be adopted.

In summary, the merchant recognizes the problem of moving traffic, yet they must receive merchandise and they must move shoppers. The proposed ordinance is too restrictive and not in the best interests of the community. The Executive Board of Retailers had considered this problem and concluded that there must be give and take. He stated further that the Chief should make a recommendation to the Council.

Chief Flynn stated that his recommendations would be made to the Police Commissioners who will, in turn, submit recommendations to Mr. Maglaras.

Mr. Staby said he felt everyone had learned a lot at the hearing and assured the group that the indiscretions of truck drivers will be corrected and if some conclusion is reached it would be appreciated if the truckers would be notified through Mr. Ogden.

Mr. Pariseau concluded that the trucking firms were not too hard to get along with and an 11 - 1, 4 - 6 restriction could be lived with.

The Manager of Sterling's Store, Central Avenue, pointed out that they have no rear entrance and all their merchandise comes from Providence.

Mr. Maglaras pointed out that truckers can still park at the curb.

A representative of Montgomery Ward inquired what the Chief's opinion of the matter was.

Chief Flynn replied that his recommendation would go to the Police Commissioners and the Police Commission would make recommendations to the City Council which would in turn adopt an ordinance which would be beneficial to all.

Mr. Maglaras concluded that politicians are impressionable and if the politicians are forced to kill the ordinance, a far more restrictive ordinance already exists so that it behooves them to adopt and support an ordinance which is of benefit to all.

The meeting adjourned at 9:10 p.m.

Respectfully submitted,

Doris M. Desautel
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Acting Clerk