

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

May 4, 1999

5:30 PM

Chairman Clancy called the meeting to order.

The Clerk called the roll.

Present: Aldermen Clancy, Reiniger, Pinard, Cashin

Absent: Alderman Hirschmann

Messrs: T. Golde, T. Lolicata, F. Thomas, Sgt. Winn, Mr. Clark,
Mr. Kearney, Alderman Pariseau

Chairman Clancy addressed Item 3 of the agenda:

Presentation by representatives of CLD Consulting Engineers, Inc. relative to the Commercial Street Parking Improvements.

Mr. Golde stated I am a professional engineer with CLD. I have been working with Tom Lolicata. We were asked to look at the parking on Commercial Street. Utilizing the City's mapping and verifying that mapping on the ground with actual field measurements, we kind of did an inventory of what we have on Commercial Street today and we are talking the length of Commercial Street from Canal Street down to Granite. We are not including anything south of Granite. Parking on Commercial Street today consists of 223 on street spaces. The existing curb to curb width is pretty uniform for the whole length of Commercial Street at 48' 0". The posted speed limit is 30 mph, but as Aldermen can guess, average travel speeds along Commercial Street are significantly higher, a lot higher than the posted speed limit which we consider a problem and something that needs to be addressed. That is subsequent to the overall need for more parking in the Millyard area with the occupancy of the Mill buildings which are getting rather full and Dean Kamen has actually already started renovations on the last of the vacant buildings in the Millyard so the pressure will continue to increase with the sale of the Hackett Hill land by UNH and their commitment to keeping the UNH campus in the Millyard and use of the Bedford lot for student parking, again the demand for parking will increase, hence the Traffic Department's request of us to look at parking. What we did was utilizing that mapping we tried to come up with some different options to increase parking. On street, on Commercial Street, we came up with three alternatives. The first two alternatives are strictly by the book, by

zoning ordinance, utilizing all the dimensions for on street parking contained in the zoning ordinance. Option A would consist of removing the parallel parking on both sides of Commercial Street. We would get angled parking on one side, the east side of Commercial Street. The width of those angled parking stalls, according to code, would be 20' 3" which when you subtract that from your available 48' to have one lane in each direction there is not sufficient space to maintain the parallel parking on the other side. By doing that and if we really again go by the book and provide the required site distance from all the side streets and the driveways, we would only add 27 spaces. That seems like an awful lot of effort to move all those meters, and restripe the whole street for an additional 27 spaces. If we were to cut back on some of the site distances which means to allow additional spaces getting closer to those intersections and driveways, we could pick up an additional 29 spaces for a total additional of 56 spaces by doing all that restriping, pulling all the meters and resetting all the meters. Again, it seems like an awful lot of effort for a rather small increase in parking. That is Concept A. Concept B, again by the book, by zoning ordinance to provide the required dimensions for all those parking spaces we looked at a one way change to Commercial Street. We don't know how far that option would go but we would be able to have parallel parking on one side, have the angled parking on the other side and it would actually be a one way road way headed north so if you wanted to go to the University Center or our office which is located at 540 next to the Stark Mill Brewery, you would actually have to drive down Canal Street and around Granite and then come back in order to get to your destination. That is going to have a pretty drastic effect on travel patterns in the whole Canal Street, Granite Street, Commercial Street, and Bedford Street area. With that, we could pick up an additional 91 spaces, but again if we use all the dimensions by the book and we get all of the required site distances from those driveways and side streets we think that if you cut back a little bit on those site distances and hold pretty much what we have out there today at those side streets and driveways, the total would be 152. Now 152 additional parking spaces is a 68% increase over the total number out there today. There are 223 today. That starts to make sense, but the one-way pattern didn't really sit well with the Traffic Department or with us. Just the thought of that didn't go over well. Then we looked to Concept C where here we start to relax the standards a little bit. We went out to Bedford Street, which currently north of Spring Street right now there is 60 degree angled spaces up against the curb. The way those are currently striped are 17'. It is actually 17' from the curb to the end of the striped stall. We also measured the parking stalls on Stark Street; the same type of situation. Even when you have a large truck with a double cab in the front or what not, they don't extend out past the 17'. What we did was a graphic that kind of explains Option C. I will put it up here for you to see. What this graphic depicts is...those in the room that are familiar with the City probably can guess what street that is. That is not Commercial Street, but what we are asking you to do is to picture that as if it were Commercial Street. There are

currently 8' parallel parking stalls along the curb where the sidewalk and all the trees are and that is the sidewalk that is used by pedestrians. The feeling is that if you took that parallel parking away and actually put the travel lane next to that sidewalk, that would somewhat take away from the safety of that sidewalk. When you walk that sidewalk now, there are parked cars separating you from traffic and that kind of gives the pedestrian a safer feeling and we think that is a good thing. So it would maintain the parallel parking on the sidewalk side. It would provide two 11 1/2' travel lanes and you can see and we actually measured from the end of the stripe on this picture to the parking stall stripe is that dimension and then we would have a 17' angled parking stall. Now that is 3' short of what the zoning ordinance calls for. Actually, it is 3.3' short. The zoning ordinance calls for 20.3' so in order to implement Option C, we would have to relax from that standard a little bit. With that, we can gain those 152 spaces or a 68% increase.

Alderman Cashin asked how many total spaces would you get.

Mr. Golde answered there are 223 existing plus 152 additional is 375.

Mr. Lolicata stated Tim and I were talking about this last concept because we do believe that spaces are needed in the Millyard. The other option you are gaining about 50 spaces overall, but with this one we have another thing that we can bring up also. With parking the way we have it, this is the whole width of Commercial Street by the way; these cannot be brought in at all up to 7' by State law. This is the whole width of Commercial Street by the way. You can go a minimum of 7' and pick up another foot. You can make the lane larger and gain more room. The State required is 10' or 10 1/2" so you have to have at least a 12" lane. Most of them are 11' and safe. The only thing I am saying with this concept and the gains you are going to make we figure it is going to do two things. Number one, it is going to slow traffic down. I mean that was the intent to begin with because it is a freeway down there. Secondly, you are gaining spaces which is needed badly down there. I don't mind going out and physically taking the whole site apart for 100+ extra spaces, which will take time, but for 50, I don't think it will be worthwhile. I think and I will reiterate, I got the State figures of the 7' and the 12' and I think safely, it is just like Elm Street, there is always...backing up you have to be very careful. The advantages are the spaces you pick up and the slowing down of the speed and there is no other way that I can think of doing it outside of the one-way and I am sure that no one wants to go that route for all those spaces.

Mr. Golde stated Mr. Lolicata brought up speed and there are a large number of studies done on traffic calming techniques or whatnot. I am a member of a society called the Institute of Transportation and there are always articles in our monthly magazine about different things that you can try and it is pretty unanimous that vertical efforts to try to reduce speed don't work. The speed humps and that stuff

just don't work. Horizontal restriction is what slows speed. If you give somebody a 20' wide lane, they go fast. If you cut it down and you bring the horizontal restriction in, they will slow down and speed on Commercial Street is a real concern.

Alderman Reiniger stated it says that any of the concepts could be quickly and easily implemented at a relatively low cost. How quickly could Concept C be done and at what cost? Would it be within your budget, Tom?

Mr. Lolicata answered physically I want to say that it will take at least a month. That is removal of lines, repainting and the removal and replacement of the meters. I have my annual load of meters coming in. It is still part of the Millyard and part of the City so that can be handled. I will have enough meters for that. Basically, it wouldn't cost you any extra. It might cost a little bit of overtime. A lot of time as far as striping and physically taking out old meters and putting in new ones. It is no big extravagant figure. I have already got the meters ordered. They have to be placed in the City anyway on the annual program and I could always implement the ones that are already down there.

Chairman Clancy asked so you could have it all done by June 15.

Mr. Lolicata answered or a little later depending on the weather and a few other things. There is a little bit of work involved.

Chairman Clancy stated say July 1. You could have it all done by then, right?

Mr. Lolicata answered yes. I don't have a crystal ball but I think that could be done. I am also going to be talking tonight about Bedford Street. This one will take close to a month of physical work.

Mr. Clark asked how wide is a bank of snow when you plow it up against a curb. Your 17' diagonal space may quickly become a 14' diagonal space and I think then when you do have an extended cab pick-up you are hanging out in the traffic lane. That would be a concern. Let me preface all of this by saying that anything you can do to create parking in the Millyard is badly needed. My concern is that if you start narrowing that down too much there is still the need for trucks of some size to make deliveries to a number of the buildings down there and if you narrow that thing down considerably, that is going to be an issue. Also, stepping down from the code as far as your site, etc. provided that you still have turning radiuses for the trucks, that is not a problem. I am a little concerned about the sudden need to put diagonal space by the time you pile on some snow.

Mr. Lolicata replied good point. We have Central Street like that and a few others. There are places like that. There could be a narrowing down there.

Mr. Thomas stated we do typically pick up snow in the downtown area and if it does become a problem, if you elect to go with this scheme, we can review it and put it on our list for snow pick-up. I couldn't guarantee when we would do it but it is something that we can put on as a priority.

Mr. Clark stated I have one more comment that relates to speed and traffic. Many people right now are using Commercial Street because Canal Street has a number of traffic lights and it ends up being quicker to go Commercial Street. I think the goal is to have more people use Canal Street and if the Committee saw fit to lose a traffic light or two on Canal Street, you might naturally get those people using Canal Street as an alternative.

Chairman Clancy replied yes, there are quite a few lights down there. How many are there, Mr. Lolicata?

Mr. Lolicata answered six sets anyway from Brook Street. Brook Street right now is the top one. That is the gateway into the Millyard. The central part of the gateway is more or less just Spring Street. These were put in back in the 1960's. One is a walk light. If you want to look at rescinding, which I would like to take a real good look at before we delve into that kind of thing because you have the Center of New Hampshire and a few other things. You have to think of the civic center coming and there are a lot of things to be taken care of.

Chairman Clancy stated we are trying to even out the traffic on Canal Street and on Commercial Street.

Mr. Lolicata replied the only other thing you could do to even it off is to take a light out around Spring Street but I would be reluctant outside of possibly one intersection taking any lights off of Canal. We are trying to get traffic flowing in a different situation here. I have to think of the civic center when it goes through to keep traffic flowing and if something is necessitated like the Center of New Hampshire south on Spring Street. I would have to look at that one hard. Merrimack, maybe. There are different things we can look into.

Alderman Cashin asked if you eliminated the parallel parking, how many spaces would you lose.

Mr. Golde answered you would lose 91. You would be back at picking up just 56 spaces.

Mr. Lolicata stated the State allows 7' but there is a very small walkway down there on one side. Maybe in that section alone we could do something where there is the wall. We can't do too much.

Alderman Cashin asked you said you had this laid out where.

Mr. Golde answered this photo is actually Stark Street.

Alderman Cashin asked and that is the way you have it here.

Mr. Golde answered well Stark Street is one-way right now with 24' available. The other ones that we measured were on Bedford Street right now it is striped for angled parking and that is where we used 17' from the curb.

Alderman Cashin asked we don't move the snow there do we.

Mr. Lolicata answered no.

Mr. Golde stated there is no wall there. Plows can push the snow over the curb and it doesn't bother anything. On Commercial Street you have a 5' sidewalk and a wall so in order to be able to make sure you don't have a large pick-up truck or whatnot extending out past the 17', we would have to make sure that we plowed that sidewalk shortly after the storm so that people can follow the land. No one uses that sidewalk as a pedestrian. There is a wall.

Mr. Kearney asked what is the speed limit down there.

Mr. Golde answered 30 mph. The average speed is more like 45 mph.

Mr. Kearney asked are all those parking spaces filled up now all day. Where do people go who want to go in and do business in the Millyard?

Chairman Clancy answered they drive around and find a spot the best they can.

Mr. Lolicata stated we leave some open for the public though.

Mr. Kearney stated there should be some parking where people do business and they could get in there and have a half an hour or an hour to park.

Mr. Clark replied the problem is that the businesses they visit need parking for their employees otherwise they wouldn't be there. You take parking away from all day parkers to have them available for the short-term visitors and then the business won't be there because if their employees can't park they have to go somewhere else.

Alderman Reiniger asked are you gentlemen recommending Concept C.

Mr. Lolicata answered that is what Tim and I are going with. My only concern is with what Mr. Clark is talking about and that is something that Frank and I can talk about. If you have a good winter...we are lucky we have had two mild winters in a row.

Alderman Reiniger moved to accept Concept C. Alderman Pinard duly seconded the option.

Alderman Cashin asked, Mr. Thomas, how much do you think this would cost to do.

Mr. Thomas answered I am not sure. I would have to go back and do an estimate. We figure snow removal off of Elm Street for 11 storms so it would be pretty easy for me to do it. I don't have a ballpark figure for you right now. Maybe another \$30,000.

Chairman Clancy asked, Mr. Lolicata is this going to be a pilot program or is this going to be permanent now.

Mr. Lolicata answered well if you make a decision; this is going to be permanent. That is why we got consultants to come up with these three concepts because they wanted me to go down and try to get extra parking. Basically you can leave it as is, go for an extra 50 spaces, go for the extra 91 or the one-way concept which I believe we all agree is out.

Chairman Clancy stated my contention is I know that everybody down in the Millyard is looking for parking spaces and that is fine but I think we should do a pilot program and try it for so long and if it doesn't work go back to where we are now. How much money did we spend on this consultant? \$15,000?

Mr. Lolicata replied about \$5,000 or \$6,000. What I am trying to say is that for a pilot program you are talking a lot of money, energy and time just to maybe go back and reverse it. That means meters and everything. You have to come up with something saying this is going to work or yes I am going to try it.

Chairman Clancy asked do the tenants of the building know that this is going to happen. Have you contacted most of the businesses down there or are you just going to say here it is and that is it. You have to contact the people down there and get their input. Did you do that?

Mr. Lolicata answered first of all; this was already set-up four months ago when we started talking about this. They were well aware, via the newspaper that we were going to try to do something. As a matter of fact, I started and was stopped. The Bedford Street deal is different. They have all been aware of that because there are only four owners involved. This here, if you want to wait, that is your prerogative. You can send out letters to the people down there and see what they think.

Chairman Clancy stated we can give them one concept and have them vote on it.

Mr. Lolicata replied that is what you are here for tonight, to vote on a concept. We are presenting it to you.

Chairman Clancy stated that is just my opinion. I thought you guys might have gone down there and contacted the various owners or tenants and asked them what their idea is.

Mr. Lolicata replied all the owners had input from Amoskeag Industries way back in January. They all know different things. I am saying that they are well aware. This is the start of trying to do something as a quick fix. Your next venture down there is going to be decks or a garage. We were directed to do something quickly and this is it.

Alderman Cashin stated we have three options and C looks like the logical one. Frank said that he can take care of the snow. My question is they pay that extra tax in the Millyard right?

Mr. Clark replied yes.

Chairman Clancy called for a vote on the motion to accept Option C. There being none opposed, the motion carried.

Chairman Clancy addressed Item 4 of the agenda:

Communication from License Enforcement Inspector Normand, on behalf of the Manchester Veteran's Council, requesting the closure of Elm Street and all side streets from Clarke to Granite Streets on Monday, May 31, 1999 from 1:30 to 4:00 PM in conjunction with the Memorial Day Parade.

On motion of Alderman Cashin, duly seconded by Alderman Pinard, it was voted to approve this request.

Chairman Clancy addressed Item 5 of the agenda:

Communication from Linda Garriott, Intown Manchester, seeking permission of various requests as outlined below for the Downtown Farmers' Market every Thursday, from June 24 through October 21, 1999:

- (a) closure of Concord Street, between Pine and Chestnut Streets, to motor vehicle traffic from noon through 8:00 PM for each of the weekly markets; and
- (b) a parking ban on both sides of Concord Street, between Pine and Chestnut Streets for the entire day of each of the weekly markets.

On motion of Alderman Pinard, duly seconded by Alderman Reiniger, it was voted to approve these requests.

Alderman Reiniger stated at our last meeting there was a communication from Ms. Garriott which we tabled.

Ms. Garriott stated there is another request that is later on in the agenda.

Chairman Clancy advised that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

RESCIND PARKING 15 MINUTES (8:00PM-2:00 AM):

ON WENWORTH STREET, BOTH SIDES, FROM MCQUESTEN STREET TO POOR STREET

ALDERMAN CASHIN

NO PARKING:

ON WILLIAM STREET. WEST SIDE, FROM VARNEY STREET TO MILFORD STREET

ALDERMAN CASHIN

ON SAGAMORE STREET, SOUTH SIDE, FROM ASH STREET TO MAPLE STREET
ALDERMAN KLOCK

ON MERROW WEST BACK STREET, EAST SIDE, FROM IRWIN DRIVE TO A POINT 80 FEET NORTHERLY
ALDERMAN WIHBY

ON MERROW WEST BACK STREET, WEST SIDE, FROM IRWIN DRIVE TO A POINT 65 FEET NORTHERLY
ALDERMAN WIHBY

On motion of Alderman Cashin, duly seconded by Alderman Reiniger, it was voted to accept the Traffic agenda.

DISCUSSION:

PARKING IMPROVEMENTS ON BEDFORD STREET

Mr. Lolicata stated what we have here is the Bedford Street project which you may remember that last year we started to do which was stopped and we were asked to go back and reverse it. This goes back a few years. This is angled parking and adding more meters from Pleasant to Spring. What we have done because of the Millyard and trying to get spaces down there...we also have a leasing problem by the way and trying to find spaces for other people on Canal Street. We would like to open this up again. Three months ago we sent out letters to the owners down there. We advised them that we were going to bring this up again which I have done. By doing that we are going to double our space by 55 or 56. We are going to make that a one-way street which we have started to do and I believe this idea is now favored by most of the owners like it was before. I am asking permission to implement this so we can pick up another 60 spaces in the Millyard. This originated three or four years ago. I am asking to renew this again. The owners have been made aware of this. Right now I am looking for some favoritism in making this a one-way again and doing this.

On motion of Alderman Reiniger, duly seconded by Alderman Cashin it was voted to approve making Bedford Street a one-way street northerly from Pleasant Street to Spring Street and put in angled parking.

Mr. Clark stated the only thing I would ask is that since you are taking a two way street and making it a one-way street that you give everybody at least a weeks notice because when it happened last time before it was reversed we had a number of people going the wrong way on a one-way street because they didn't know that it happened and they didn't think to look at the sign.

Alderman Cashin asked would it make any sense to put a sign up there a week before they are going to do it saying that effective on such and such a date, we are going to make this a one-way street.

Chairman Clancy stated and then we can have Kathy put a piece in the newspaper about that, too.

Mr. Lolicata replied I was going to ask the *Union Leader* to put a piece in before we are about to do this. It will be a one way northerly which I would like to enter into tonight to make this a one-way street from Pleasant to Spring Street.

TABLED ITEM

On motion of Alderman Reiniger, duly seconded by Alderman Cashin, it was voted to remove Item 7 from the table.

Communication from Linda Garriott, Intown Manchester, seeking permission of various requests as outlined below for an arts and music event on Hanover Street in conjunction with the Downtown Farmers' Market and the Manchester Summer Concert Series to be held Thursdays on July 8, 15, 22, 29; August 5 & 19, 1999 from 6:00 to 10:00 PM:

- (a) closure of Hanover Street (between Chestnut and Elm Streets) from 5:00 to 11:00 PM; and
- (b) a "No Parking" ban be placed in effect beginning at 3:00 PM.

(Note: corrected communication dated April 20th enclosed.)

(Tabled 4/19/99)

Ms. Garriott stated it is Chestnut and Elm Street. That was corrected and it should have been changed.

On motion of Alderman Reiniger, duly seconded by Alderman Pinard, it was voted to approve these requests.

Alderman Cashin asked if you close Hanover Street at 5 PM to Elm, what happens to those businesses.

Ms. Garriot answered actually this is an event that is being coordinated by the Harris Street Coalition. It is an event to bring people to the street for a cultural festival. They are behind this. This is their event.

NEW BUSINESS

Request for second annual “Blues Festival” at the Black Brimmer on Saturday, June 26, 1999 from 10AM – 8 PM.

On motion of Alderman Reiniger, duly seconded by Alderman Pinard, it was voted to approve this request.

Alderman Cashin asked, Sergeant Winn, do you have any problems with this.

Sgt. Winn answered this was held last year in May and in the Fall. They had about 600 people in attendance. We make them hire a complement of four or five officers. There were no problems last year.

Request from NH Pride Committee for permission to hold their annual Pride Parade in Manchester on June 19, 1999 at 11 AM. Parade route from Victory Park down Concord Street to Elm Street, left on Elm Street to Granite Street, Right on Granite Street to Canal Street, Left on Canal Street then right on Depot Street behind WMUR to Singer Park which has been reserved for the event.

Alderman Pinard moved to accept this request.

Alderman Pinard stated these people did a great job at Youngsville Park last week. They did a great job of cleaning that park and I move to accept their request. This is America and they have a right.

Alderman Reiniger asked how many hours are we talking.

Sgt. Winn answered I can tell you that one thing is different this year. Last year they started at the same location and they went down Elm Street and ended at Veteran’s Park. What we did was after the parade was over they had an event at McIntyre Ski area. This year they want that event to take place at Singer Park so they want to change the parade route to continue down Elm Street, take a right on Granite and then to Canal. That is bad as far as the traffic. That would be the only thing I would like to mention.

Alderman Cashin asked can’t we change the parade route. Can’t they stop at Elm Street?

Sgt. Winn stated the St. Patrick's Day Parade, not this year but the previous year, they bypassed Central Street like most parades do and they went across Lake and wanted to go down to Allen Bradley. That was such a bad thing as far as the flow of traffic that we contacted Alderman O'Neil and persuaded him to change the route and take it up Central Street which he was good enough to do for us. I see this as being an issue and something that we can work with but it is not the norm. Again, we asked the St. Patrick's Day Committee to change their route.

Alderman Cashin stated I think they should stop on Elm Street and how they get to Singer Park is something else.

Alderman Pinard withdrew his original motion and moved to approve the request with the stipulation that the parade route be changed to end at Veteran's Park as per Sgt. Winn's recommendation.

Sgt. Winn stated they want to start at the same place, Victory Park and what they did last year was before they got to Lake Avenue they end at Veteran's Park.

Chairman Clancy replied we will have them stop at Veteran's Park.

Alderman Reiniger duly seconded the motion. Chairman Clancy called for a vote. There being none opposed, the motion carried.

Chairman Clancy stated under new business I have one more thing. Somebody called me regarding the fact that they only have two hour parking near the Library and some people like to go in the Library and spend more time.

Mr. Lolicata replied right there in the parking lot there are 10 hour meters.

Chairman Clancy responded oh that's right, okay.

Chairman Clancy recognized Alderman Pariseau.

Alderman Pariseau stated relative to the speed humps that are currently being used on a trial basis, we would like to expand on that and Mr. Thomas would like to speak on that.

Mr. Thomas stated if you remember last year we requested and were granted authorization by the Traffic Committee to install some speed humps up in the Pepperidge Drive area as a traffic calming measure. We didn't install them all last year, but we evaluated them over the winter months and they seem to have proven effective. We would now like to expand the pilot area a little bit to also add some speed humps in the Kenberma area there because they are experiencing the same

situation that the residents on Pepperidge Drive have been experiencing. As you know, Pepperidge Drive is a short cut to Goffs Falls Road and Kenberma is a short cut to the stores down on South Willow Street. I do have a plan but basically we would propose to put three up in the area with a maximum of six eventually. Pepperidge Drive we are still planning on putting maybe three more in that area. It makes sense to expand that pilot area because, again, it is a similar situation in that it is localized. We don't want this to go hog wild as far as putting in these speed humps but again these are residential pocket communities that over the years have been found to be short cuts.

On motion of Alderman Cashin, duly seconded by Alderman Pinard, it was voted to approve the request to install speed humps in the Kenberma area.

Alderman Cashin asked, Mr. Thomas, can you throw a couple of speed humps on the way to Piscatquog Park.

Mr. Thomas answered I will have to take a look at the alignment and what not. We like to put these humps on a road that has a straight section with a fairly flat grade so that we minimize any potential liability. We will take a look at that and report back to you.

Chairman Clancy stated I just read an article today where they said that speed humps don't work.

Mr. Thomas replied speed humps are just one method of traffic calming. There is a lot of research that is going on now. As mentioned, there is narrowing of the pavement, blocking off streets, turning them into cul-de-sac areas. There are a lot of ways. Raising intersections is another way of traffic calming where you actually raise up the entire intersection or a crosswalk. Cambridge, in particular, actually raised up the stop walks and have a stop sign there so they can stop and then you hit that bump and go on. There is a lot to look into and that is why I wouldn't want to have a blanket policy of just putting them anywhere.

Chairman Clancy asked how is this going to affect the plows. Do they know where the speed humps are? Is there a marker on the side of the street or what?

Mr. Thomas answered it has to be well signed to minimize liability and the humps are not like a bump. Actually the hump is the width of this table. It is much wider and it is gradual and that is why them call them humps instead of bumps. There are actually a lot of design parameters that you have to meet in putting these in. We actually made up a template that we use when we install these so that we conform. The speed humps up in the Pepperidge Drive area we actually, when we first put them in, tried them at various speeds. If your car is in reasonably good

shape, you can make it over fine without any problem. Obviously if you have a junk car that is driving on the ground anyway, you will lose your muffler as you are going over these speed humps. A normal car and a normal person who is paying attention to what they are doing would have no problem.

There being no further business to come before the Committee, on motion of Alderman Cashin, duly seconded by Alderman Pinard, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee