

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

January 20, 2009

6:00 PM

Chairman Shea called the meeting to order.

The Clerk called the roll.

Present: Aldermen Shea, Sullivan, J. Roy, Ouellette

Absent: Alderman O'Neil

Messrs: K. Sheppard, T. Setas, B. Stanley

Chairman Shea addressed item 4 of the agenda:

4. The Traffic and Parking Divisions have submitted an agenda which need to be addressed:

ONE HOUR PARKING – 8AM-5PM – MONDAY – SATURDAY – EMERGENCY ORDINANCE:

On Cilley Road, north side, from a point 205 feet east of Porter Street to a point 70 feet east

Alderman Shea

NO PARKING ANYTIME – EMERGENCY ORDINANCE:

On Titus Avenue, both sides, from a point 200 feet west of Floyd Avenue, to Calef Road

Alderman Garrity

NO PARKING ANYTIME:

On Canton Street, east side, from Cedar Street to a point 40 feet north

On Auburn Street, north side, from a point 135 feet west of Tarrytown Road to a point 68 feet west

Alderman Osborne

On Litchfield Lane, north side, from Manhattan Lane to a point 55 feet east

Alderman Sullivan

TWO HOUR PARKING – 7AM-5PM:

On Auburn Street, north side, from Canton Street to Cypress Street

On Auburn Street, north side, from a point 203 feet west of Tarrytown Road to a point 95 feet east of Canton Street

Alderman Osborne

RESCIND NO PARKING ANYTIME:

On Litchfield Lane, north side, from a point 140 feet west of Chestnut Street to a point 173 feet west

On Litchfield Lane, north side, from a point 383 feet west of Chestnut Street to Manhattan Lane

Alderman Sullivan

RESCIND NO PARKING LOADING ZONE – 6AM-11PM:

On Litchfield Lane, north side, from a point 313 feet west of Chestnut Street to a point 70 feet west

Alderman Sullivan

NO PARKING LOADING ZONE – 6AM-11PM:

On Litchfield Lane, north side, from a point 55 feet east of Manhattan Lane to a point 20 feet east

Alderman Sullivan

RESCIND

PARKING FOR RINES CENTER BUSINESS ONLY:

Elm Street, west side, from a point 75 feet south of W. Brook Street to a point 45 feet southerly – 8am-5pm Monday-Friday

ORD8879

Elm Street, west side, from W. Brook Street to a point 50 feet south

ORD8878

Alderman Sullivan

PARKING FOR PUBLIC HEALTH BUSINESS ONLY:

Elm Street, west side, from a point 75 feet south of W. Brook Street to a point 45 feet south – 8am-5pm Monday-Friday

ORD8512

Elm Street, west side, from W. Brook Street to a point 50 feet south

ORD8509

Alderman Sullivan

NO STANDING, STOPPING OR PARKING:

Elm Street, west side, from W. Brook Street to Langdon Street

ORD6435

Alderman Sullivan

PARKING FOR POLICE VEHICLES ONLY

Chestnut Street, east side, from a point 100 feet south of Merrimack Street to a point 65 feet north of Central Street

ORD7023

Alderman Sullivan

ADDENDUM:

2 HOUR PARKING

Elm Street, west side, from a point 75 feet south of W. Brook Street to a point 45 feet southerly – 8am-5pm Monday-Friday

Elm Street, west side, from W. Brook Street to a point 50 feet south

Alderman Sullivan

POLICE VEHICLES ONLY – TOW ZONE

Chestnut Street, east side, from a point 100 feet south of Merrimack Street to a point 65 feet north of Central Street

Alderman Sullivan

On motion of Alderman Sullivan, duly seconded by Alderman J. Roy, it was voted to approve the traffic agenda, along with the addendum.

Chairman Shea addressed item 3 of the agenda:

3. Presentation from David Winslow, Highway Department, of the project design for improvements to the Campbell Street, Hamel Drive and Bicentennial Drive intersections, from Hoyle Tanner and Associates, Inc.

On motion of Alderman Sullivan, duly seconded by Alderman Ouellette, it was voted to discuss this item.

Mr. Kevin Sheppard, Public Works Director, stated as part of our fiscal year 2009 street reconstruction funding, some of the funding was dedicated towards engineering of the intersections of Campbell Street, D.W. Highway, Hamel Drive and Bicentennial Drive, as you can see in the plan. We went out for an RFP and brought on HTA. There was an original concept plan done by a previous engineer for this area. Hoyle Tanner and Associates took a look at that and they have actually come up with a new concept. Typically with street construction or a new design we move forward with the engineer on the final design toward the project. I wanted to bring this one before the Traffic Committee because it has a unique element to it. I would like to turn it over to Ted Setas if that is agreeable with the Chair and he can go through the proposed design.

Mr. Ted Setas, Hoyle Tanner and Associates, stated with me are Chris Malevey, the principal in charge of the project and Steven Hoss, the project engineer for the project. What I am going to do is go through some of the existing conditions on Campbell Street today and our proposal to improve those conditions, the cost of the project and some of the funding that we are looking to get for the project. What I have are the proposed conditions. I am going to go to a plan that shows the existing roadway and go through those issues. The plan is a 50 scale plan. That means that one inch on the plan is 50 feet on the ground. Just to get you oriented with the area of the project, north is straight up. Route 3 is represented; Campbell Street is as well. In reviewing the traffic data that we have collected for this project, what we found was that the largest issue is the close proximity of the three intersections between Route 3 and the Campbell Street intersection, Hamel Drive and Campbell Street intersection and Bicentennial Drive and Hamel Drive intersection. The queues were backing on Campbell Street beyond Hamel Drive, then causing backups onto Hamel Drive which in turn caused backups on Bicentennial. That is one of the major issues out here. Another major issue is the backups along Route 3. You can go out there at 5:00 p.m. and you will see them extend far past the off ramp from Interstate 93. That is another issue that we wanted to alleviate with our proposed design. So as Kevin mentioned, after looking at many alternatives we have proposed the alternative that you have in front of you which is a single lane roundabout. That roundabout essentially combines the two intersections into one providing for a better more efficient flow of traffic and a safer intersection. We also have included improvements to the Route 3 intersection by adding a thru lane southbound and adding a left turn lane eastbound. By making these improvements to these two intersections we feel that this is the best improvement for short term and long term solution for the area. It also has minimal right-of-way impacts. We are able to utilize existing road way for much of the project. The cost of the project in 2010 dollars is estimated to be \$1.7 million in construction. We are currently in the process of having discussions with the Department of Transportation to determine the method of funding for this project. One of the ways we are pursuing is using CMAQ funds as roundabouts are a high priority on CMAQ funding as they improve the environment.

Alderman M. Roy stated I do not have any questions at this time. I would like to speak at the end of the discussion to the overall project. I have reviewed this and very much endorse this plan more from a public safety standpoint than a convenience standpoint that the engineer was speaking to.

Alderman Sullivan stated I will just echo what my colleague from Ward 1 just pointed out. This is a public safety issue. This is a very dangerous intersection. I found that out myself a couple of winters ago when someone tried to make that corner and they just slid right into me. This is definitely a project that needs to go forward. It is a bad situation looking for a place to happen. It has my support.

Alderman Ouellette stated thank you Mr. Chairman. That was going to be kind of the question I was going to ask. Have there been any studies in terms of the Police Department as to how many accidents a year have been at that intersection? I would think it would be quite high.

Mr. Setas stated we have collected accident data for the two intersections at Route 3. I believe it is about 25 accidents per year that have been claimed. At Hamel Drive and Campbell Street, it is on the average of just under five accidents per year. We don't believe that there have been any fatalities but because of the long queue lengths people tend to run the lights. Obviously there are some decision making issues on Hamel Drive.

Alderman M. Roy stated one of the very common comments that I hear from constituents especially people that are familiar with the intersection that drive through it every day is that the reason that there are such few accidents is everyone knows how dangerous it is. You do have people that are familiar with the area actually taking precautions to reduce accidents so that you don't have the high statistical data as we have in some of our other failed intersections. I know when I go through there my average speed is 10 to 12 miles per hour. That causes a problem behind me but keeps me out of an accident. That is true with many, many constituents.

Alderman Ouellette asked as you are coming off of Daniel Webster Highway and you want to turn into the plaza, am I seeing a little island there so if you were doing that you would not be going down towards the rotary?

Mr. Sheppard replied that is actually a bypass. It is a turn from Campbell Street towards the plaza before the roundabout.

Alderman Ouellette stated I think the thing that I like best about this design is that I think a lot of people use Campbell Street as a cut through and I think that is part of the problem. When you are having a neighborhood cut through with a high traffic business area with a grocery store, restaurant and a shopping center, I think this will deter a lot of people from coming down Campbell Street that use it as a cut through. This seems to be a really good plan in terms of relieving that and I think that, and I don't want to speak for the Aldermen in Ward 1, but I am sure he has talked to the neighbors there and I think that... Are the neighbors pleased with this plan? Have they seen it?

Alderman M. Roy stated the neighborhood agrees that something needs to change. One of the concerns with the original idea was that with any type of red light there would be stacking and the queuing of the cars could back up up Campbell Street

and up that hill which could create a danger of stopping in bad conditions. Also if there was a red light coming down Campbell Street from D.W. Highway you would have a much better chance of affecting the state roadway, which is State DOT and stacking vehicles, like happens now, out into the intersection and back up towards Interstate 93 north on Daniel Webster Highway. This is a very effective alternative because it keeps people moving. Because of its design it keeps people moving at a slow rated speed and keeps the traffic separation such that people don't have the opportunity of necessarily trying to jump a red light or just a green light to get through or having the hope that the other persons directional's are on for the right reason. This gives you the ability to see everything when you come into the intersection and maintain a steady pace so that you have an effective flow of traffic.

Alderman Ouellette stated my final point Mr. Chairman...they have a rotary like this off of Goffstown Back Road toward the Henry Bridge area intersection. I think at first it was very confusing because the first month or so a lot of people didn't know how to figure their way around it but having driven through there a number of times and on my motorcycle a few times, I think it is a very safe alternative in terms of traffic flow in this busy area. Thank you very much for bringing this forward and I totally support it.

Mr. Setas stated Mr. Chairman, if I may make a correction, I misspoke when I said the number of accidents on Route 3 was 25, it is actually 15 per year. I wanted to clarify.

Alderman M. Roy asked Kevin, do you need any official action from this Committee to either send it to the Board for informational purposes or continue looking for sources of funding?

Mr. Sheppard replied I was bringing it before this Committee just to update the Committee because of that new element; a roundabout would be new in the City. Typically we have design standards that we have to follow. Again, this was new. I just wanted to bring it before this Committee to make sure there was no one against the roundabout in the City. I have always been against roundabouts quite honestly and when they brought this in they sold me on it. I am convinced that this is a good solution for this area.

Alderman Ouellette stated just to educate myself, would there be a public hearing for something like this?

Mr. Sheppard stated the next steps that we anticipate are moving towards the final design, talking to abutters and probably having a public informational meeting for some of the abutters in the area but we have not had that yet. We wanted to bring it to the Committee before we went to that step.

Chairman Shea addressed item 5 of the agenda:

5. Communication from Brandy Stanley, Parking Manager, submitting a snow removal policy clarifying the duties of certain departments.

On motion of Alderman Ouellette, duly seconded by Alderman J. Roy, it was voted to discuss this item.

Ms. Brandy Stanley, Parking Manager, stated this snow removal policy reflects what is currently going on and what has been going on. I know after the pilot program it was requested that we put this together in writing. This was done between MTA, the Parking Division, the Highway Department and Intown Manchester. All of us have seen it, have blessed it, and agree that that is actually what is going on now and it has been for some time.

Chairman Shea stated Brandy, I know at the last Board meeting I think you and Kevin Sheppard were going to get together and make some sort of regulations or what have you. Did you get together with Kevin at all?

Ms. Stanley stated what I recall from the last meeting is that there was some confusion as to whether or not this was a proposal or what it was. They referred it to this Committee. I apologize if I misunderstood. I didn't think that Kevin and I were supposed to be meeting.

Chairman Shea stated I thought there was some discussion about standard plowing regulations whether there would be something added to it or some kind of discussion with Kevin or the Highway Department in terms of whether or not what's going on now is sufficient. I know that certain points were brought up. Particularly the amount of plowing that was done on different city streets and so forth so I am really not sure whether that is where we are.

Mr. Sheppard stated you have covered it. Our policy hasn't changed. It has been that way since I have been Deputy Director under Frank Thomas. I know there was some concern that we do clean up the downtown, remove snow from downtown on a periodic basis as funding is available but we don't necessarily do it on other streets in the City. Currently we are actually cleaning up some areas

around schools. Last week we did Hallsville, Wilson and some of those schools. This week we are working at Central High School. There was some concern that the downtown may get more attention than some of the other streets in the City.

Chairman Shea stated I did notice down in Boston that people are fined if they don't clean their own sidewalks. A fellow was walking around and illustrated that. We don't have that particular concern here but is it left up to people who own property where there are sidewalks to sort of clean those sidewalks for kids that are walking to schools? Some people are saying that is the City's responsibility and obviously growing up in the inner-city I used to shovel the sidewalk on Laurel Street and some neighbors as well. Sometimes they were generous enough to pay me and sometimes you did it because they were neighbors but that isn't the case anymore. Could you clarify how far away from schools or other areas that the Highway Department does take care of sidewalks?

Mr. Sheppard stated we attempt to maintain most continuous sidewalks here in the City. That means we get our sidewalk tractors out to maintain most continuous sidewalks. Obviously there are spotted sidewalks out there that aren't continuous that we are not maintaining. Some people get upset because we don't maintain a certain area of the sidewalk. There is a building regulation that talks about the maintenance of sidewalks that we refer them to. Whether that is a good reference for them or not that is what we do use as far as maintaining sidewalks. I don't believe the City is obligated to remove snow from sidewalks but the City chooses to do that as part of our snow operations.

Alderman Sullivan stated if my memory serves me correctly, this matter was sent back to this Committee as a result of the miscommunication that developed a few weeks ago over snow removal downtown. Last summer there was a group of individuals from Highway, Parking, Intown, myself and Alderman Lopez who held a brainstorming session to try and come up with some ideas on how to deal with the problem of snow accumulating downtown. It was a real problem for businesses and people that work downtown. I think what needs to happen and not to throw out all of the ideas that were discussed over the course of several meetings but to try and take a step back and do this in a way that works within the process. I think some members of this Board were somewhat upset and felt that this was a change to an existing policy that was happening on an ad hoc basis without any sort of Board approval. I can understand where some of the hurt feelings came from but let's not throw out some of the suggestions that were brought up in the process but let's bring them back to this Board and have this discussion again in a more structured environment and let's keep this discussion going and find out how we can make the snow removal process in the downtown area more effective.

Alderman J. Roy asked Brandy, your new policy that Intown Manchester assists the Highway Department in removing snow downtown, is that what I am getting from this? It was reported to me that there was a group of individuals removing snow in the Elm Street area and there was a concern that it was going to take work away from City employees. Is that the case? Are you trying to work with the City in order to ease their difficulty in removing that snow? Explain to me how this whole thing is going to work together if you would.

Ms. Stanley stated at this point I don't believe that anything is going to change from the way that it has always been done. One of the things that we talked about with that first storm was to run a pilot program on one single block of Elm Street. I think one of the problems was that business owners were in general willing to help clear their sidewalks but there wasn't anywhere to put the snow. Where there were angled parking spaces on Elm Street there was a five or six foot buffer between the end of the parking space and the beginning of the driveway which provides some extra space to put snow. So basically after the first storm we just wanted to see how it was going to work. The Parking Division has a contractor that has been removing snow from the parking lots for probably about ten years and we thought about trying it for just one storm and basically that contractor was already in the area on the night that we were going to get it done, which is basically the way that it worked out.

Alderman J. Roy asked so they actually removed the snow from that one block section of Elm Street? That was the red flag for some individuals? What was the goal of the pilot program? Was it just to see if they had the capacity to move the snow from the sidewalk to the street until the Highway Department got there or was it to get rid of that snow altogether?

Ms. Stanley stated I believe the goal was to try to figure out, regardless of who did it, how the City could get rid of the snow in a more cost effective manner. One of the problems with removing snow on the sidewalks is the parking meters, trees, electrical devices, newspaper stands, all the things on the sidewalk makes it very difficult to remove the snow from the sidewalk and it is extremely cost prohibitive. We were looking for ways that we could keep the snow off the sidewalk and make it easier for someone to pick it up.

Alderman J. Roy asked what were the results?

Ms. Stanley stated we had one storm already and it went well, but again, we haven't tried it with six inches or a foot of snow.

Alderman J. Roy asked are you going to try to do that in the future and coordinate that with Highway? Is there a plan for that? I am just wondering where this whole thing is going to go.

Ms. Stanley stated I think as Alderman Sullivan said he doesn't want to let the discussion die but obviously any future actions we take are probably going to need to be on a much more organized basis. At this point probably nothing is going to happen until we can resume discussions and have something done in a more organized way.

Alderman Ouellette asked Kevin, on the home page for the City of Manchester, would this policy be available online so people could look up the snow removal policy if they have questions on it?

Mr. Sheppard replied we do have a written snow removal policy. I don't believe it is tied or posted on our website but we could make that available.

Alderman Ouellette stated I think that would be helpful and maybe even have the information on MCTV. A lot of people don't understand that homeowners are responsible for maintaining their sidewalks.

Mr. Sheppard stated what you see here was specific to the downtown area. Our snow removal policy is probably 50 pages long. It starts with what we have available for snow removal operations. Our priorities during a snow storm are when do we start salting? When do we start plowing? What type of equipment we are using? What we can do is make that document available on our website and get it out there?

Alderman Ouellette stated I think some sort of user friendly bullet points that people would be most interested in such as the sidewalks and obviously parking emergencies would be good. When there are parking emergencies I have noticed that it has been posted on MCTV.

Mr. Sheppard stated this was just to discuss a quick blurb on the downtown. It is not city-wide snow removal. This is specific to the downtown.

Alderman Ouellette asked so this property or business is specific to downtown? Is that what you are telling me? It seems that that is what it is, the same language throughout the City rather than downtown specifically.

Mr. Sheppard stated I think the intent of the document was to speak on downtown but I think as far as property and business owners that possibly could be the whole City, but again this document was generate to address the downtown area.

Alderman Ouellette stated the last paragraph states Intown Manchester crews will supplement by hand the services of the Highway Department and sidewalks. Do they go out by hand with snow blowers and shovels?

Ms. Stanley stated yes they do. Stephanie is not here but I know they do a lot of the sidewalks downtown. Predominately a lot of what they will do is cut paths from the sidewalk to the street in locations that are high traffic areas. It tends to keep them pretty busy.

Alderman Osborne asked Mr. Sheppard, how many employees do we have now that actually man the snow?

Mr. Sheppard replied during plowing operation we probably have 70 men on the streets on equipment.

Alderman Osborne asked how many employees did we have in the 40's?

Mr. Sheppard stated in the 40's we probably had over 400 or 500 employees but most of that was done by hand.

Alderman Sullivan stated I want to convey to you a concern that was brought to my attention by some downtown business owners. Some of the bars and restaurants downtown stay open until 1:00 in the morning. They are finding that some of their customers are getting spooked by the notices that say snow removal will be taking place at 11:00 or midnight. Is there any way that that policy and that signage could be changed at some point, at least along the downtown corridor? I don't think it would be a huge disruption. If it is a disruption let me know and I will bring word back to these guys. They are just afraid that their customers are going to see this and they are going to bug out an hour or two early.

Mr. Sheppard stated honestly when we remove snow on Elm Street or when we have the opportunity we would prefer there be no vehicles. We would prefer anyone visiting the downtown be parking off of Elm Street. We know that the bars are open and some of the businesses are open on Elm Street so we actually try to stay away from that area until it gets later in the night.

Alderman Sullivan stated it doesn't seem to be a natural problem. I think it is more psychological problem. The customers see the sign and say, oh I have to move my car, and then they leave for the night. It is just something to file away mentally for future consideration.

Mr. Sheppard stated I think if we are lucky we might do it two or three times a year.

Alderman Sullivan stated it doesn't seem that way lately.

Mr. Sheppard stated we have only done it once this year.

Alderman Gatsas asked is this coming before the full Board tonight so I can save my comments until then?

Chairman Shea stated I think it can come before the full Board tonight. I don't think there has been much of a change in the policy.

Alderman Gatsas asked so you are having more discussion in this Committee regarding this policy?

Chairman Shea stated as far as I know. I believe, Alderman, Brandy has indicated that she used as an emergency type of situation people to clean a couple of areas downtown, one street in particular and now that is going to be done by the Highway Department. Kevin has indicated that his policy for the snow removal, snow plowing has about 50 pages to it. I am not sure if there is something you would like to bring up now.

Alderman Gatsas stated well Mr. Chairman, I go back to the question I had two weeks ago. It says in here "if time and funding is available the Highway Department will schedule for removal of snow along Elm Street and the Commercial Street quarters." I would assume you are doing this throughout the whole City. In this snow storm clean up, why does it particularly name these two streets?

Mr. Sheppard stated I was asked to give a policy specific to what we do in the downtown area and this document refers to the downtown area only. We are removing snow in other areas of the City right now.

Alderman Gatsas asked is Chestnut Street a downtown area?

Mr. Sheppard replied I would have to take a look at the map. Possibly Chestnut Street may be part of the downtown area.

Alderman Gatsas stated so buildings on Chestnut Street that pay the business enterprise tax...the tax that we have in the City, is that what is considered downtown? Maybe we should let the person who sent out the authority for this

proposal to come forward and answer the question. That is Alderman Lopez. He is the one that gave the authority to do this.

Alderman Lopez stated my friend's terminology is wrong but that is okay. Look, this is it in a nutshell: Two departments, Alderman Sullivan and myself sat down together. There have been a lot of problems. We have always taken care of the downtown for the business people as much as possible. Anything that is written here is what they do today. Kevin does pick up snow all over the City. I think some of the priority is downtown like on Commercial Street, as he has indicated if he has time and funding available. This got blown out of proportion by us sitting down and talking and trying to find out who does what and what authority Brandy has? What does she have to do? It is a working relationship between two departments. I think it has been said that we let Kevin handle it. This is more of an informational thing. The Board can change something or say he should clean up snow all over the city. If he wants to give priority to downtown because of Commercial Street, sometimes you can't even get a fire truck through, I think he is doing his service. These people pay a lot of taxes. There is a lot of money business-wise to Intown. Plus they pay an additional fee for other things. To me it is very clear. For snow clean up this is the policy. Sometimes I think maybe we are using the work policy incorrectly. These are the procedures. So that every Alderman knows, the working relationship between the Parking Division, Intown Manchester and others...If Aldermen want to change something and make it a policy that they do something different we can do that but otherwise we should let Kevin run the show of cleaning up the snow.

Alderman Gatsas stated with all due respect Alderman, it says here that "below is the general policy for clean up after storms." It sounds like a policy to me.

Alderman Lopez stated I would say that maybe the wrong terminology was used. These are the procedures. What is on here today is what they do. If you don't want to call it a policy then it is the procedures that Kevin does. We pay the department head good money to take care of snow. Let the guy do his job.

Alderman Gatsas stated I certainly agree. There shouldn't have been any indulgence on how he was doing his job.

Chairman Shea stated please address the Chair. I think in courtesy that is what we do at meetings.

Alderman Lopez stated I think the intent of meeting with the parties involved, because there have been questions, was to get them all on the same page as to what they are going to do and who is going to do what. Maybe the policy was the wrong word to use but it is the procedures that they have in place today. Brandy

knows that she calls Kevin before she does anything and gets word one way or the other from Kevin. I think this was blown out of proportion by one union individual calling all the Aldermen and after the Aldermen turned around and called Kevin. I think we are making a mountain out of a molehill.

Alderman Sullivan stated what we had here was a failure to communicate. It is not so much that anyone was trying to pull a fast one. What you had was a group of individuals who were trying to come up with ways to remove snow downtown. Communication fell apart somewhere along that line. Going forward I think we should still explore ways to make the process more efficient and more effective. At the same time we need to be more cognizant of the need to keep the Board of Aldermen, all 14 of us, in the loop. I would like to have it on the table so that if need be we can take it off the table and make changes if need be. That way the concerns about members of the Board not being here, those concerns will be addressed.

On motion of Alderman Sullivan, duly seconded by Alderman J. Roy, it was voted to table this item. Alderman Ouellette was duly recorded as voting in opposition.

Chairman Shea addressed item 6 of the agenda:

6. Summary of the Manual on Uniform Traffic Control Devices submitted by James Hoben, Traffic Division, if available.

On motion of Alderman Ouellette, duly seconded by Alderman Sullivan, it was voted to table this item in the absence of Alderman O'Neil.

There being no further business, on motion of Alderman Ouellette, duly seconded by Alderman Sullivan, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee