

Tom...Attached is the roadway concept I spoke of at last night's meeting, Advisory Shoulder. This is from the publication "Small Town and Rural Multimodal Networks" as published by the U.S. Department of Transportation, Federal Highway Administration. I have also attached the outline of the Yield Roadway concept from the same publication. Due to the size of the document in its entirety I could not email the same so the link is included below.

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)

Given the fact that there is no silver bullet to alleviate all the problems on South Street, as well as in other areas of the community, a combination of efforts will always be required to include education, vigilance and enforcement, in my humble opinion. I have dealt with many of the same issues years ago and everything to include, speed bumps, speed humps, speed tables, chicanes, etc. as well as rerouting traffic, and creating one way streets. All of these created some type of problem and had a varying impact as a solution to the primary problem, speed. Given that this is a cold winter climate area where snow and street plowing is inevitable some of the mentioned activities become problematic and result in accelerated deterioration of the roadway. Additionally having the county's hospital and ambulance service as well as various medical offices on this road adds to the complexity of the problem. Getting patients quickly and safely to the hospital in an emergency is one of the paramount issues.

It should be noted that Hanover N.H. was one of the study locations for the Advisory Shoulder concept. It may be worthwhile to see what their experience is/was and would it be adaptable to South Street. I hope the referenced publication is of help.