

FINAL

BOARD OF SELECTMEN'S MEETING

October 25, 2004

7:30 PM – MUNICIPAL OFFICE BUILDING – HANOVER, NH

The Chairman, Brian Walsh, called the meeting of the Board of Selectmen to order at 7:30 pm. Present were: Brian Walsh, Chairman; Katherine Connolly, Vice-Chairman; William "Bill" Baschnagel, Selectman; Peter Christie, Selectman; Allegra Lubrano, Selectman and Julia Griffin, Town Manager.

1. PUBLIC COMMENT

There was no Public Comment.

2. PUBLIC HEARING TO CONSIDER TRAFFIC CALMING DEVICES ON HOVEY, BUELL AND/OR CURRIER

Ms. Griffin said the Selectboard made a decision to implement temporary traffic calming measures on Buell Street, Hovey Lane and Currier Place, with an eye toward evaluating their impact. The Selectboard promised to hold a follow-up Public Hearing to evaluate whether or not to make those devices or some variation of those devices permanent. Ms. Griffin said there is a memorandum drafted by Peter Kulbacki, Public Works Director; which details before and after traffic counts in those areas. Mr. Kulbacki, as well as Chief of Police, Nick Giaccone are on hand to answer any questions regarding those traffic calming measures.

Ms. Griffin said what is before the Selectmen tonight is whether or not we should do something more permanent. Staff has developed a model of what a permanent narrowing might look like on Hovey or Buell. The plan would be to implement something of that nature in the summer of 2005 right after the beginning of the fiscal year, because there are some costs involved with constructing those narrowings that have not been budgeted for.

Ms. Griffin said what can be seen in Mr. Kulbacki's memorandum is that we implemented the traffic calming in two phases. We started with the barriers and then put the rubberized barriers down in the spring. We lost our first set of speed bumps, which were stolen. We then put down some more permanent speed bumps. As a result of the barriers there was a measurable decrease in the traffic volume in that neighborhood. There was not much of a decrease in the traffic volume as a result of the speed bumps on Currier. The most dramatic decrease came during school hours. What we had going on Hovey and Buell was known as "the Norwich shortcut". We received complaints during that first week of traffic calming but have not received complaints since then. We haven't received regular complaints from anyone because their drive into Town had been lengthened.

Chairman Walsh said he is opening the Public Hearing to comments from the public, either pro or con.

Dick Lewin of Hovey Lane stepped forward to read a letter in support of the traffic calming measures.

'Thank-you for calming traffic in our neighborhood. It is working and our neighborhood strongly supports the narrowings and the speed bumps. Since June of 2000, when I first presented our first petition requesting speed bumps; we have had many meetings, requests, hearings, the chicane and finally a traffic calming policy for the Town and then recommendations from the traffic calming committee, Public Hearings and finally installation of the bumps and narrowings. Our traffic volume on Hovey Lane has not been reduced to the 30% cut-through traffic goal stated in the policy but, the improvement has been dramatic. To my relief, the traffic volumes and speeds on Currier Place are also down. We still have the morning and afternoon peaks of activity, but in the off peak hours when the network is not stressed; traffic is way down. The speed bumps are very popular in the neighborhood. Most of us feel they are keeping the speeds down and I think they discourage traffic in the off hours. I have, in this past week, been discussing with my neighbors, the question of making these improvements permanent. Most would like the speed bumps left in place all winter. Can't the plows lift their blades? Almost all like the narrowings a lot. Among those who signed regarding preference, thirty were for the narrowings, three were against, thirty were for the speed bumps and two were against. I hope the Selectboard will make these improvements permanent. We have our neighborhood back.

Mr. Lewin said he has given Ms. Griffin copies of the signature sheets.

Mr. Vaile Haak of Wyeth Road stepped forward to read a letter from his wife and himself stating their opposition to the various traffic calming measures. *Mr. Haak submitted a copy of that letter, which is attached to these minutes.*

A resident of 4 Granger Circle said he doesn't feel that any residents deserve special privileges such as giving them speed bumps. The barricades are fine with him as long as they are not overdone. They do slow people down a little.

Petra Hanson, who lives on Buell street said she feels the speed bumps and narrowings are necessary because it is a special situation. It is in a school zone and there are a lot of children there. Also the way the road is formed there are two ninety-degree turns and the terrain is hilly. It is a very dangerous road. Ms. Hanson has witnessed several cars in the ditch that didn't make the turns. The traffic situation has changed over the course of the past few years. There is much more traffic with the expansion of Centerra and the Hospital.

Carolyn Gilbert of Hovey Lane said she lives right next to one of the speed bumps and she didn't like that was put there at first. There is very steep hill just beyond her house, down to the corner on Buell Street. She has seen the power pole knocked off and many cars in the ditch. Since that speed bump has gone in, the speed on top of the hill has been reduced to the point that it is much safer than it used to be. She would love to see the speed bumps go in year round just to keep that speed down. Everybody does slow down. She does appreciate the decrease in speed and traffic and would like to see the barriers and speed bumps remain.

Mary Kemp said she has lived in this Town about thirteen years and has used that cut-through on Hovey probably less than ten times in her entire stay. Ms. Kemp thinks what the Town is doing is establishing a gated community. She would like to know if they are paying a premium for living in a gated community. There are 3200 parcels of tax land in Hanover; there are 33 homes involved, which is about 1/100 of the parcels in the Town. If they are going to have a private gated community then they should pay a reciprocal premium for it. Ms. Gilbert feels as a tax -payer, all the streets should be open to her.

Joanna Jackson said she lives in that general neighborhood and very much objects to all the traffic calming measures in place. Most specifically, she would like that silly "Traffic Calming Ahead" sign off her road.

Barry Harwick of Reservoir Road said he has been listening to some of the neighbors talk about how bad the traffic is on Hovey and Currier. The traffic in his neighborhood is so bad that there has to be a police officer stationed at the corner of Reservoir and Lyme Road every morning to allow vehicles to exit and enter Reservoir. There are no traffic abatement procedures on that road at all. The volume there is considerable greater there. People should take a practical approach on how these traffic abatement procedures are used. Mr. Harwick said the speed bumps put on Currier Road are excessively extreme. There are 3 speed bumps in less than 1/10 of a mile area. If the Selectboard is really interested in serving the needs of the entire community, they need to spread these things out a little bit. To allow one neighborhood to dictate exactly how the traffic flows in their area, who is allowed to use the roads in their area, and how the traffic is supposed to be structured is above and beyond reasonable. Mr. Harwick hopes the Selectboard reconsiders the decision to put these temporary barriers up, removes them and gets rid of the speed bumps.

Marilyn Denk, of Hovey Lane, said she is very much supportive of the barriers. They have dramatically decreased the flow of traffic through her neighborhood. She supports this because of the safety issue brought up previously. There are no sidewalks on the road; with speeding cars it's really a very dangerous situation. She has not noticed any decrease in the flow of traffic with the speed bumps. Ms. Denk is not in favor of the speed bumps as a permanent structure. The barriers are effective in alerting people that they are driving through a neighborhood. Perhaps signage could be more specific, something to draw people's attention to the fact they are sharing the road with walkers and bikers. She feels this would be more effective than the speed bumps.

A resident of Brook Hollow said the sign on Currier that says "Speed Bump" is right next to the speed bump. The minute you go over it, you see the sign. Perhaps the signs could be put up in a more proper place. The speed bump in Rip Road is more gentle to cars.

Randy Hill, Kingsford Road said a number of years ago he sent a letter regarding the issue of traffic on Reservoir Road. The only thing they got was white stripes on the side of the road and police coverage when they called and asked for it. He thinks it's unfair to consider one neighborhood over another. He thinks we should study the whole Town before we enact one measure; Reservoir Road and Rip Road are big problems. Mr. Hill said he also agrees with some of the comments from other tax-payers; the fact that he can't use that road without getting a ticket is unfair.

Margo Lewin, Hovey Lane said she would just like to clear up a misunderstanding she is hearing as a result of these discussions. When the Hanover Master Plan was being worked on, a new chapter was added for a traffic calming policy in Town. This was voted on and approved last year. In order to try that new traffic calming policy, her neighborhood was designated a kind of an experimental neighborhood. That is why the barriers are not permanent now. This was simply an experiment to see if traffic calming might help a neighborhood regain some of its sense of safety. She understands why people may think that her neighborhood received special treatment; they may not know about the changes in the Master Plan. Some of the other neighbors in Town are asking why her neighborhood is getting this and not them. Ms. Lewin would like everyone in the room to know there is a Traffic Committee. The Traffic Committee meets the second Thursday of every month in the Municipal Board Room; the public is more than welcome if they really want input on this. The Traffic Committee is currently discussing Rip Road and Reservoir Road, knowing the new middle school is going there and will have a significant traffic impact.

Ms. Lewin said what is happening on Hovey Lane is not preferential treatment but rather our Town trying to figure out how to manage traffic all over. This was just the first step. She would like to thank the Selectboard for what they have done. This is really a positive step. She feels her road is safer and she sees a great increase in walkers as well as bikers. She knows we are not "reinventing the wheel" here. Ms. Lewin was recently in Burlington Vermont and every neighborhood just north of Church Street has speed bumps on it. They are permanent speed bumps; she is not sure what they do about plowing. She really hopes the speed bumps stay in her neighborhood at some point.

John Hathaway of 10 Buell Street said he has been a resident in Town for approximately 15 years. Over this period of time he has seen not only the volume of traffic increase considerable on Buell and Hovey, but also the speed of that traffic. It is not only from the students but also people using it as a short cut to Centerra or Lebanon. He lived in Westchester County for over 30 years and was one of those people who sped on back roads. Those roads he sped on didn't have pedestrians or children playing. That is not true of Hovey and Buell. It is the concern of the Selectboard to insure the safety of individual

neighborhoods. He thinks the speed bumps and barriers have in fact increased the safety of their neighborhood. They are not denying the use of those roads to anyone in Town; it is only that they are encouraging that those rules of those roads be used responsibly. Mr. Hathaway has witnessed 15 or 20 accidents at the corner of Buell Street and Hovey Lane, from speeding in both directions. We need to ensure that people use all roads in Town responsibly.

Geana Deveiny, a freshman at Hanover High School said she detests the barricades and speed bumps. She goes through that neighborhood everyday after school to get to her extra curricular activities. She said all the high-schoolers that drive her their use that route and just speed over the speed bumps because they hate it so much and they like to speed over it. She feels that people who bought a property behind the high school should have known that there would be traffic from the high school going through there.

A resident said she wonders why we need three speed bumps on Currier Lane so close together. She goes out early in the morning several times a week. She really doesn't see a lot of slow down of traffic at that time. Anyone going through Currier for the first time really doesn't have time to slow down for the speed bump because of the placement of the signs.

Charlie Faulkner of Buell Street said he has been a resident of 35 years and he has definitely seen an evolution in the volume and speed of traffic. Mr. Faulkner said he is in support of both the barriers and the speed bumps although he prefers the barriers to the speed bumps. As an adult walker and biker, he would like to emphasize that it is not only the kids who use Hovey and Buell as a walk and bike way. He would also like to reinforce Margo Lewin's comments that this is not specific to their neighborhood. This is the first in a series of implementations of the traffic calming policy. It's a step in the right direction. Other neighborhoods will undoubtedly come forth. The community or neighborhood roads are not designed to be throughways. We need to look at the overall traffic pattern and improve that.

June Call, 84 South Main Street, said she has lived in Hanover 32 years. Her property has a back street called Gould Place which exits onto Dorrance Place. She sees any traffic calming in her area with the new Dartmouth construction at hand as a mistake until that construction is completed. With the new Dartmouth parking garage being constructed, having 2 egresses, one on Dorrance and one on Currier, there is going to be a tremendous difference to the neighborhood. Already Dorrance Place has seen a tremendous difference; it is more difficult to get out of both places. Ms. Call said she would like to stand in support of those people who spoke to this issue with regard to taxes. We all pay taxes for a clear access to all streets within Hanover.

Winifred Stearns of 5 Dorrance Place said the interoffice memo says "Hovey, Buell and Currier". Those residents on Dorrance are very much involved as well because we all have to do our share on this. Anything that is not coming onto Currier, Hovey or Buell is apt to

be coming onto Dorrance. People now turn down Dorrance to get the end of that street and take a left by the library. That is their solution to not going over those bumps on Currier. As far as Hovey and Buell, that is the same thing because they have those bumps. If you want to make the street more residential, she has for years been talking about that big double yellow line that goes down her street. This year it was even compounded by the white lines on the sides of the road. It does invite a thoroughfare feeling. Chairman Walsh asked Ms. Stearns if she is referring to Currier. Ms. Stearns said those double yellow and white lines are on Hovey, Buell, Currier and Dorrance. They should all be eliminated in her opinion. This would denote those areas as residential.

Ms. Stearns said number 4 of the interoffice memo that says "there was no measurable change in traffic counts on Dorrance Place" in her opinion that was never done. Way back when the College was working on the South Street Project, they also had traffic counters there. Ms. Stearns said the traffic on Dorrance has greatly increased. If we really do have to go ahead with this, and she believes that everyone should do their share; what she really doesn't want is everyone else dumping on Dorrance. If we do go forward with these speed bumps, Ms. Stearns feels that the speed bumps should be put on Dorrance too. She would like them far up, near the Galleria, so people driving on Main Street will see it and realize that they will not get away with it anymore. Her request is that if the Towns does put the speed bumps in, and she sincerely hopes they don't, they should be put on Dorrance too.

Susan Boyle of Buell Street said she thinks that the concerns over the years have nothing to do with exclusivity or inconveniencing anybody going from one part of Town to the other. Her concerns have been strictly safety and it is her understanding is that this is what the traffic calming policy is aimed at as well. It has been pointed out the street is a little bit unusual in terms of the hills and turns that make the whole neighborhood very unsafe if you are driving too quickly. She would agree with her neighbors that we fish people out of the corner by where Petra is by the dozens. She said she also speaks as a walker on that street. She has taken a few nosedives herself, into the bushes to avoid people. The logic of the high-schooler that thinks they have to go faster because of our safety regulations is a little peculiar. Ms. Boyle would very much agree that we need to do something to keep those roads safe.

Judith White of 15 Currier Place said she thinks everyone present has a personal stake in what happens on these streets; she has four children herself who cross the street all the time. As far as she is concerned, any traffic calming is a good thing. She supports the barriers on Hovey and Buell and she supports the speed bumps. She was not very excited when the speed bumps were installed and she thought they wouldn't work and would be noisy. Well they are noisy but they do work. Yes, there are a few cars that honk like clockwork when they go over those speed bumps, but it is not anyone who is present at tonight's meeting. What she has been hearing is there has been a lot of change in her neighborhood over the past few years. Sometimes we wish it didn't exist, but change happens anyway. There are a lot of license plates that go up the street that are not New Hampshire plates, a lot of traffic is not Hanover residents, but people using Currier to avoid

going through Town. The problem in her neighborhood is that there is an awful lot of traffic coming into Town trying to get from one side of Town to the other. They will use our streets if we don't do something to discourage them. The people who live on those streets bear a disproportionate share of that burden. Our children can't walk up the street; there is no sidewalk on Hovey and Buell. Our children can't cross the streets. Our streets become very crowded. She applauds what her neighbors have said, especially Margo Lewin.

Barrett Rogers of 8 Hovey Lane said he would like to thank the Selectmen for the efforts of they have made on behalf of his neighborhood. He supports both the barriers and the speed bumps. We have over 1000 cars a day coming down the road as of the last traffic count he is aware of. It is too much. He sympathizes with those who have spoken out about other neighborhoods in Town that have similar traffic problems. Logically those comments validate and strengthen the reason why the Town has implemented this traffic policy. This is exactly what we needed to do in order to prevent the degradation of our in-town neighborhoods due to cut through traffic. It is just going to keep getting worse and worse as the traffic volumes increase. The Selectboard is the body of people residents look to for protection from this sort of thing.

The resident of 10 Hovey Lane said he echos Mr. Roger's comments. He said he heard the young lady who said some kids like to speed over the bumps in frustration. This creates noise and extra pollution. He asked if there are alternative measures that would slow the traffic such as changing the speed limits. He has heard that there are no roads in New Hampshire that are under 25 MPH speed limits; he asked if that is true. He said three or four out of five cars in the neighborhood are out of state plates. If these could be ticketed for speeding this may slow people down and discourage people from cutting though the neighborhood. He said there are sensors that can automatically issue tickets. These would quickly cut down on people speeding and using this as short cut route.

Chairman Walsh asked Chief Giaccone what the state law is with regard to speed limits. Chief Giaccone said the lowest speed limit is 25 MPH, except in a school zone. In a school zone the speed limit can be reduced to 20 MPH, but only when children are present.

Mary Kemp asked if the Selectmen picked these streets and there was not a petition by the neighborhood? Chairman Walsh answered that a policy was created by staff and was passed over a year ago. She asked if this particular neighborhood petitioned for this? Chairman Walsh said this neighborhood did petition for this and any neighborhood can. Ms. Kemp asked why traffic measures were put on Currier with the library there; are we pretending the library is not a public building? Chairman Walsh asked Ms. Kemp to clarify her question. Ms. Kemp said we have the library on Currier; we have speed bumps on a road that is to be accessed by the public. Chairman Walsh responded we have speed bumps and speed tables on a number of roads that are accessed by the public.

A resident said whenever one neighborhood is involved, people within that neighborhood turn out in force. It is certainly their right to do so. It is up to the Selectboard to look at

those roads and see what is the true use of those them and understand that they are used by people who have residences on those roads. People talk about Hanover changing and that is 100% correct. What people need to understand is that Currier is an important road that is used by many people on a constant basis to go back and forth through the Town of Hanover. He also finds is surprising that people are talking about the amount of Vermont plates they see in this neighborhood. With the Richmond Middle School and Hanover High School being part of the Dresden School District, Hanover has a large number of students coming over here from Vermont. If you are trying to get to those schools all those road through those neighborhoods go directly there. He thinks that the people in these neighborhoods have taken advantage of the traffic calming policies to create some very strict and obtrusive stances on how that policy is implemented. The idea of traffic abatement and safety of children is something that everyone in the community can get on board with. Having the number of speed bumps on Currier is excessive. The way the jersey barriers are currently situated on Hovey and Buell makes it look very unappealing to anyone who may try to go through that neighborhood.

Kara Henry, a freshman at Hanover High School said one question that she has is that if people knew that they are living on a road that people from Vermont and New Hampshire travel to get to school, why weren't the speed bumps installed before the problem existed? Chairman Walsh said that over the 50 years that the road has been there the land use patterns and traffic patterns have changed a great deal.

Bill Boyle, the Town health officer said he would argue that speed bumps are an internationally accepted way of slowing traffic. They have been adapted throughout the Scandinavian countries as a way of slowing traffic. The speed bump right at the corner of Hovey Lane really slows traffic where all those children wait for the bus. He fears that if that speed bump is taken down some will come around that corner at 7:30 and there is going to be a problem. With the newer styles of cars you can't see toddlers over the hood; that can be a problem. He really urges that the Selectmen keep that speed bump there.

Bryant Denk said it has been mentioned about cars coming down the hill, he has seen cars coming the other way and slide side ways into a stonewall, a fence, and a few trees. This is about behavior modification. When he goes to Town now, he doesn't go up Currier anymore; he goes up Main Street. When we talk about people carrying their share of the burden we are asking everyone to change their behavior. He doesn't feel those in that neighborhood should pay higher taxes, but should get credit for putting up with all this.

Carolyn Gilbert of Hovey Lane said she has been there 40 years. When she first moved onto Hovey there were deep hollows in the road and frost heaves. There was no cut through traffic then. The Town then rehabilitated the road, dug it all out and made it smooth and everybody started going through. The worst of the traffic started when Centerra was built. They expected High School traffic when they moved in. Everybody in the neighborhood pleaded with the Town not to repair the road, but they did and since then the traffic has been going faster and faster.

Petra Hanson said she would like to note that the barriers and speed bumps are inconvenient for everybody, not just the people passing through. What makes it important is that safety is first.

Jackie Paulsen of Ledyard Lane said she is very much in favor of the barriers and speed bumps. One thing that is bothering her is that when the Hospital decided to move out of Hanover, there was talk of a road going through the Sachem Village area; relieving traffic that would be coming from Vermont and other towns to the Hospital. She would like to know what happened to that proposal. There was even an exit off of 91 being talked about. Chairman Walsh said in the whole scheme of things an exit was talked about in Wilder. None of the other communities in the area showed any interest in it. This is a good example of how land use and transportation are tied together at the regional level. Selectman Baschnagel said there has been a change recently in that regard. There was not support for this outside of Hanover until recently. In the last two months the Lebanon Planning Board has made a recommendation. It is now being picked up regionally to do a regional traffic analysis. This is part of Lebanon's recognition that there is a problem.

George Hawthorn of Currier Place said he agrees with the person who said that Hovey, Currier and Buell were not meant to be major arteries for traffic. As part of this he would like to ask Ms. Griffin of one traffic study that she is aware of concluded that South Main Street is designed to handle the amount of traffic we are talking about? Ms. Griffin said it is an artery and can handle that amount of traffic. Lebanon Street is also a car artery.

Arron White, a student said he walks Hovey and Buell every day. It is really scary because cars go really fast.

Vail Haak asked when the "No Through Traffic Signs" are going to be taken down. Chairman Walsh said he doesn't know the answer to that and he doesn't know if we will do it. This hearing is to discuss where we will go from here. Mr. Haak said if we can be ticketed for going through there, we should not have to put up with that.

Marilyn Denk said she would like to see some other sort of signage that would draw attention to drivers regarding their speed. She asked if there are laws about certain signs that can be used or are there only standard signs that can be used? Ms. Griffin said there is a manual called the Uniform Traffic Control Devices Manual. There are uniform signs and verbiage recommendations that come from the Federal Government; that is not to say that we can't manufacture our own signs. Some experts say you may increase your liability if you don't conform to the Manual of Uniform Traffic Control Devices. This has not stopped us in the past from trying to come up with creative signs. We can be creative but we do have to be somewhat careful as to what we place on those signs.

Lewis Hazelton said he would like to reinforce the notion of Vermont drivers. He believes that the majority of drivers are headed to Centerra and DHMC. This is a regular route for people trying to get to work.

Chairman Walsh, with the Selectboard's agreement, closed the Public Hearing.

Chairman Walsh said there are a whole lot of issues on the table. One is the policy itself. Do we want to keep it, modify it or kill it? Another issue on the table is tax equity. The third issue is whether these measures should be permanent or temporary. The fourth issue is the speed bumps. Another issue is looking at the circulation in this area (one-way, two-way, ect.). Selectman Lubrano asked if that included the "No Through Traffic" sign. Chairman Walsh said he believes that is a specific issue. Chairman Walsh said he would like to take this into pieces. Selectman Baschnagel said he is a little concerned if we get too far into the pieces, then we will be starting to do things that staff can do better and we will be getting away from the policy issues. Those are the issues we ought to be focusing on.

Chairman Walsh asked the Selectmen what they think about the policy. Selectman Baschnagel said at the minimum we have to make sure the Town knows that the policy exists. That is one of the things that we have look at tonight. Selectman Baschnagel thinks the Selectmen need to expand the availability to people. Once we do that we may learn some more lessons. Ms. Griffin said occasionally we do get requests from other neighborhoods. We generally send them a copy of the policy and let them know the procedure for requesting any type of traffic calming device. Ms. Griffin said we could try to get the word out to residents, possibly with the mailing of the Town calendar. Selectman Baschnagel suggested doing something in the Town report and letting residents know what has gone on over the past year with regards to the traffic calming policy. Selectman Christie asked if any other neighborhoods have taken advantage of this policy. Ms. Griffin said not yet; but we have other neighborhoods that are gearing up. Mr. Kulbacki said we did do a traffic study on Rip Road but it doesn't qualify. Ms. Griffin said we also did a major push on Reservoir Road, Rip Road and Dresden Road at the beginning of the school year because of ongoing problems with the speed of vehicles during the school hour. We have had some grumblings from the Maple and West Street area. We are drafting a No Through Trucking Ordinance because what we are seeing is that trucks are exiting the interstate before Norwich to avoid the weigh station and they are taking some very curious routes through Town. Chairman Walsh said his sense on the policy is that nobody wants to throw it out and nobody wants to pick it up and try to restudy it right now.

Chairman Walsh said the next issue is the "No Through Traffic Sign". Chief Giaccone said this is not a sign that can be enforced. There is no regulation that we have or could put into effect to limit no through traffic. We have had people point out the proper use of highways. We can regulate no through traffic with regards to weight limits. That can be done by local ordinance.

Chairman Walsh said we have a sign that is a request, but is written as a law. Chairman Walsh asked if we want to do anything about it or just leave it? Selectman Baschnagel thinks we have to think about how we want to tell people. He has talked to a number of people who have said had they realized it was a problem they would have gone around; implying that if we asked nice they would respect it. That came out some tonight. Whether it's the sign that says "This is a Neighborhood Please Respect It" or "Please, No Through Traffic; that kind of thing would pay off. As for the people who are going to go through it, there is nothing we can do about it. Selectman Baschnagel thinks a lot of people would respect it if we educate them as to the story or the reasons. Chairman Walsh said he has a similar kind of reaction, especially on the part of traffic calming which is " You Are Entering a Residential Neighborhood, Please Respect It", or something like that. Selectman Lubrano said she thinks the "No Through Traffic" signs should come down but something should go up instead. Obviously there is a perception tonight that people are not allowed to use these public roads anymore and that is simply wrong; there is an issue of equity. Behavior modification can, to some degree, be achieved with proper signage. Chairman Walsh agreed with Selectman Lubrano. Chairman Walsh said we are looking for that sign to come down and suggestions from staff as to what kind of sign we want to use in its place.

Selectman Baschnagel said the proper signage issue starts to approach the tax equity problem. If we back off of the "No Through Traffic" we are starting to get to that. The other side of that is that Hovey and Buell are examples of really attractive cut throughs. Wyeth will never be a cut through because there is nothing on the other end. That is what this policy addresses. Chairman Walsh said we will come back to tax equity later.

Chairman Walsh asked the Selectmen how they feel about the barriers. Selectman Christie said he started out by asking; if we put the policy in place, do neighborhoods have a right to try to maintain their neighborhood character. Selectman Christie thinks they do. We have put a policy in place that achieves that. Then we start to talk about how to implement that. Barriers, speed bumps, signage, police protection, whatever it takes to achieve that objective is necessary because the Selectmen decided that this should apply to all our neighborhoods. This just happened to be the first. Selectman Christie thinks this has been a very successful experiment. We have achieved most of the objectives we set out to achieve. We should encourage other neighborhoods to come forward under the same regulations. Selectman Christie's sense it that we need to beautify them. The barricades have worked. Selectman Christie said he doesn't know why we would back away from something that has worked.

Selectman Baschnagel said he thinks we have gotten caught up in some unfortunate terminology. The function that works is the S curve entrance. Mr. Kulbacki said a narrowing or choker might work. Selectman Baschnagel said we should come back to that because he thinks it might not work as well. The fact we have used barriers to demarcate these S curves is unfortunate. Had we used bushes or granite curbing with flowerpots we would accomplish the same thing and it would be much more attractive. Ms. Griffin said we didn't want to spend the money; it was an experiment. Selectman Baschnagel said he is aware of that. That is why he would like to see one put in finished, so we can point to it and

say that is what will ultimately happen. Selectman Baschnagel said he understands the narrowing concept but he doesn't think it will work as well because people will shoot through it. Mr. Kulbacki said there two issues here, the intent of the barrier versus a chicane; one addresses speed and the other one addresses volume. Some of the people have been talking about speed. We have determined that it really wasn't a speed problem here. We would like to stop the volume if we can. Chokers and chicanes all function very similarly; you have to yield to someone coming through. One problem we have is room; we don't have room to put chicanes on both ends without having driveways in the middle of them. In place of that we have to go back to something like the barricades, like we have it, which are a problem for large vehicles. Another alternative is a choker; you would want vehicles approaching from both directions to yield to oncoming traffic. Selectman Baschnagel said he thinks its whole purpose is to slow down and yield as if there were a car coming. He would suggest that rarely at the Hovey and Currier intersection is there an opposing car that you are slowing down for. Selectman Bashnagel said this is where he comes at it in terms of the chicane; the question now is how to form that.

Vice Chairman Connolly said on the diagram there is something called a stop bar; is that raised? Mr. Kulbacki said no; the intent is that is someone is coming in the other direction you would have to stop so you wouldn't block them.

Chairman Walsh said he is going to argue for leaving the barriers as they are now, on a temporary basis for three reasons; one, the south block; two, the High School; three, the question of tax equity that we haven't gotten into yet; and four, the possibility of a sidewalk. Chairman Walsh said he is ready to stay with the barriers but he is not ready to make a significant investment in improving them yet. Selectman Baschnagel said he would like to know how much flower pots would cost. He would like to see the big ugly yellow cross-hatch signs and barriers removed and put something there that looks a little bit better. Mr. Kulbacki said then someone would have to plant and maintain flowers; we don't need anymore work like that. One thing he is trying to show is something that will give the same effect with low maintenance. Selectman Baschnagel said he would like to find a way to keep what we have but make it a little more attractive and humanitarian at a minimal investment, that is essentially a two-dimensional thing, that is two gates. Selectman Baschnagel is trying to find a way to make the transition to something away from something that is ugly and looks like a gated community. Ms. Griffin said we obviously want something that is heavy enough and can't be rearranged by an irate neighbor. We would prefer something that doesn't require that we be out there watering four times a week during the summer time. We could assign it to a neighborhood to shepherd it. We also want something that looks nice as opposed to the barriers.

Chairman Walsh said the first issue is barriers, keep them or not. The Selectmen agreed the barriers should remain. Chairman Walsh said we then go to the question of permanent, heavy or temporary. Selectman Baschnagel suggested architectural blocks. Selectman Christie asked if the argument for keeping something temporary is because of all the development activity in the area within the next three years. Chairman Walsh said we need

to be able to move things around. He is not convinced that we are certifying permanence here yet. Selectman Baschnagel suggested 4 foot by 2 foot landscape quality concrete. Chairman Walsh said they should let staff come back to them. If everybody else feels like it's permanent then he is not going to go to the mat on this one. Selectman Christie said he is thinking of these being permanent in the sense that he would not like to remove them. Whether they are there in a flexible way or permanently doesn't matter. Flexible is fine if we think that we need that flexibility. Selectman Christie would just appreciate some sort of aesthetic movement so it doesn't look like Jersey. However staff chooses to do that is up to them.

Chairman Walsh said the next issue to address is the speed bumps on Hovey and Buell. Mr. Kulbacki said they did not change the volume. Selectman Baschnagel said it is also not clear they have slowed things down at all. People still go the posted speed limit on those speed bumps. Chairman Walsh said we are going to run the experiment in anyway because we are not going to have them in for the winter. Ms. Griffin said she has made a note to check out the speed bumps in North Burlington next time she is there, just to see what their permanent speed bumps looks like. Selectman Baschnagel asked if there is merit to grooving streets? Mr. Kulbacki said the issue would be bicycles. It would not be safe for bikes.

Vice Chairman Connolly asked if we have considered speed tables as opposed to speed bumps? She really dislikes speed bumps and knows a couple people who have lost tires to them. Speed tables are "speed-bumps-light". They do achieve the objective. Chairman Walsh said the question is going to be whether we put the speed bumps back in the spring. Selectman Baschnagel said he is not terribly enthusiastic about the speed bumps. Speed tables are conceptually nicer, but he doesn't know what else is out there as far as speed control. Do you put in cobble stone strips? Ms. Griffin said this would pose a maintenance problem. Mr. Kulbacki said the problem is that we are obligated to make this a safe street at the posted speed. Mr. Kulbacki thinks speed bumps are good for parking lots but don't belong in streets just because people are not expecting them. We have problems with culverts settling and we have all kinds of insurance claims. He has not seen any other options other than speed tables which would actually get the speed closer to the posted speed limit. Selectman Christie said speed bumps have not cut traffic volume and have not addressed the speeding issue. Selectman Lubrano said the neighbors have told the Selectmen the opposite. Ms. Griffin said she thinks the neighbors perceive that the speed bumps have been helpful. The question is, do we maintain the speed bumps on a seasonal basis or do we do away with them? Do we look to put in a couple speed tables? These could stay in year round. Chairman Walsh said up on the flat, near where the High School is, there needs to be something that controls speed. Listen to the people who have talked; that is a dangerous place with a lot of kids. Vice Chairman Connolly said where Hovey meets Buell, on that height is where the speed needs to be controlled. Chairman Walsh said he is worried about kids being hit by cars there. Yes, people do go down the hill and run off the road, but it is not clear to Chairman Walsh that speed bumps are going to solve that. Selectman Baschnagel said there is also a transition from a large parking lot, down to the

corner where it turns into the neighborhood; a speed table could help with that transition. Ms. Griffin asked if he is referring to the first ninety-degree turn? Selectman Baschnagel said the second ninety-degree turn is the issue. Selectman Baschnagel said we should be aware that the school is proposing to take that section between the 2 ninety-degree turns, widen it and turn it into 2 head-on parking on both sides of the street. Ms. Griffin said it is not just the school; Town staff has encouraged that as well.

Mr. Kubacki said the issues are speed versus volume. One device will work for one and one will work for the other. The narrowing controls volumes. Speed bumps are for speed control. We don't have a speed issue; we have a perceived speed issue. That is part of the problem with the traffic calming policy. Many people think traffic is too fast on their street. If someone is going 20 miles per hour and you are standing on the side of the road, that is too fast. There is an issue of where people should be; people don't belong in the same space as the cars. Selectman Baschnagel asked if it would be possible to take the narrowing and put a speed table in the middle? Mr. Kubacki asked if we are trying to control volume or speed? Selectman Baschnagel answered, he is trying to do both. Mr. Kulbacki said the cars aren't going fast when they start; it's down near the end where they go fast.

Chairman Walsh asked, do we want to have one or more speed "things" on Hovey or Buell or not? Vice Chairman Connolly said if those "things" are speed tables she would say 2. Chairman Walsh said if you refer to the data it says they have made no difference. Selectman Baschnagel said part of what they are doing is responding to the community's needs. They seem to think they do make a difference. Chairman Walsh polled the Selectmen on whether they are for or against some type of speed control, either speed bumps or tables. Selectman Christie said until we see data that show it makes a difference, he would say no. Selectman Lubrano is in favor; she was really moved by the neighbor's pleas to keep them. Ms. Griffin said we don't have time to put them in between now and snowfall. Mr. Kulbacki said we don't have the money to put them in between now and snowfall. Chairman Walsh said the Selectmen would like to see a design for next spring. Vice Chairman Connolly said she would like to see some numbers, snow and without snow, before we do this. In other words, lets see what happens this winter. Mr. Kulbacki said we did do a traffic count and there wasn't a large difference. We put down speed bumps in June, before school stopped and did traffic counts in February. There was virtually no traffic volume difference.

Mr. Kulbacki said we need to keep the issues of speed versus volume separate. If there is a speed problem, even if it is perceived and people want to feel safer, then we need a sidewalk, not a speed table. Selectman Christie said the emphasis on safety needs to be addressed separately. Kids in the road at 5 miles per hour doesn't work because there are too many cars. Sidewalks in that area would be expensive, but Selectman Christie said he thinks they should be considered.

Chairman Walsh said the Selectmen will look at a design of a speed table relative to Hovey before spring. Chairman Walsh told Mr. Kulbacki he would like to see any data relative to

effectiveness that he may have. Mr. Kulbacki asked if we are looking for volume or speed? Chairman Walsh answered speed. Mr. Kulbacki said that would be up to Chief Giaccone. Chairman Walsh said they would like to look at a design for speed control “things” on Hovey or Buell, one or more in the spring. Chairman Walsh said we should keep an eye towards the future in that area.

Chairman Walsh said he would like to move onto Currier and Dorrance and the speed “things”. Chairman Walsh asked if anyone has any observations about the sign that is right next to the first speed bump. Vice Chairman Connolly said if we eliminate the speed bumps then there is no need for the signs. Chairman Walsh asked her if she is suggesting no speed “things” on Currier at all. Vice Chairman Connolly said at the moment, yes. The reduction in traffic volume was not monumental. At the same time, that is an entry way to the central business district and it is an entry way to the library. There will be a massive amount of construction going on. The library is already under construction and the South Block is set to begin. Currier has a sidewalk, so there is a place to walk on Currier. It is already a pedestrian street. Vice Chairman Connolly recommends discontinuing the speed bumps on Currier. If you really feel you want it, put in a speed table but discontinue the speed bumps.

Selectman Baschnagel said some of the residents had an excellent point. Let’s wait and see what we have when everything is built because there may be other issues that need to be addressed.

Selectman Lubrano said she has mixed feelings about treating Hovey and Buell differently than Currier and Dorrance. There is however, a lot more construction taking place immediately adjacent to Currier and Dorrance. Selectman Lubrano said she doesn’t like the speed bumps; the speed table is a better alternative. That area is going to continue to be used heavily. We should think about the possibility of speed tables in the spring. Chairman Walsh asked Selectman Lubrano where she comes out on the issue of the double-yellow lines. Selectman Lubrano said that is not an issue for her. She does not view those lines painted on the road as something that directs her a certain way.

Selectman Baschnagel said he agrees with Selectman Lubrano. The reason they are there is to make the street appear narrower with the idea that the narrower streets slow things down. It would seem a demarcation down the center is adequate because it is the visual narrowness you are trying to achieve, not to say don’t pass. Mr. Kulbacki said the lines have to be a double yellow; it can only be a single if it is a private road. Every public road must have two lines whether they are solid or dashed, that is the law. Mr. Kulbacki also pointed out that one of the traffic calming techniques is to put fog lines and double yellow lines to make the road appear narrower; it is a technique that does work.

Selectman Baschnagel said we have the same signage issues in terms of people of entering the residential portion of that neighborhood, whether it’s down where Currier and Main is or whether it’s coming down Dorrance. Whatever we come up with in terms of signs, we should sign the entry points. Chairman Walsh said instead of a sign that says “Traffic

Calming Ahead” we should put up a sign that says “You Are Entering a Residential Area, Please Respect It”.

Chairman Walsh said we are going to take out the three bumps now because it’s winter, but what are we going to do next? Selectman Christie said he is bothered by the prospect of speed variance. He would rather have our general objective be identified and let staff find the best way to implement those objectives. Selectman Christie does not feel personally qualified to make those types of decisions. Peter (Kulbacki) has outline nicely about three things we are trying to achieve. The Selectboard needs to set some objectives and hear back from staff how to best achieve those objectives. Selectman Christie said he is not willing to participate on a discussion about speed bumps or speed tables. He feels that he is not an expert on either.

Chairman Walsh said the Selectmen have agreed on an objective to reduce the volume of traffic on Hovey and Buell. He asked if there is an objective to reduce the speed as well. Selectman Christie said that goes back to his request for data. What he has been told is that although speed is a perceived issue, it is not a real issue other than any speed is too fast with kids walking in the road. If that is the data, then Selectman Christie would argue that we don’t have a speed problem, we have a safety issue. If we don’t have a speed problem then we shouldn’t be looking for speed solutions.

Selectman Baschnagel said he thinks Selectman Christie may be defining the issue too narrowly by saying 25 MPH is it. People more or less adhere to that and that goal is met. What we have heard tonight is that perception is part of the problem and we need to figure out how to address that as well. Selectman Lubrano said they have also heard that we can’t have a speed limit below 25 MPH. Even though that is the speed limit and people are abiding by that, maybe it is too high. Maybe we should take some action to lower it by using traffic calming devices.

Chief Giaccone said the speed limit is 25 MPH but we can’t expect police officers to ticket people going 29 or 30 MPH. Based on the laws of the State, the speed has to be unreasonable or imprudent under the conditions. You could never get a court to convict someone for going 29 or 30 MPH in a 25 MPH zone.

Chairman Walsh asked that this issue be put on the agenda before the spring, for further discussions of the Board and alternative suggestions from staff. The Selectmen all agreed with this. Ms. Griffin said she will come back to the Selectmen in March after we are done with budget.

Chairman Walsh said he would like to talk about the traffic circulation system in general. One of the problems we have is the delivery truck that parks next to Casque and Gauntlet blocking that lane every morning. If we were to take the sidewalk on the south side of West Wheelock Street and move it so it goes down the alley under the Banwell building and then move the sidewalk on the other side towards Collis Center by a short distance, we could get

a truck turn-out there and we could get two lanes of traffic going by. Selectman Baschnagel said he thinks we don't have go that far but he is thinking the same thing. He sat outside there and watched the truck. Right now we have a bike lane there that is about 4 feet wide and the truck sticks out into traffic about 3 feet. All we would have to do is move that travel lane over a couple of feet and that truck would be able to sit there and you would still be able to get two lanes of traffic by. If we looked at that area we could do it. That would make one lane going down hill and two lanes coming up hill. Right now it's a very wide lane going to the left. Chairman Walsh said if we had free flow up the hill thorough the Inn corner, one lane going straight and one lane going right, without that Sysco truck there it would make a huge difference.

Selectman Baschnagel said if we could make a left-hand turn lane stretching all the way up the hill, part of what we would do is to make the West Street, School Street route less desirable can coming down and turn left onto Lebanon. Mr. Kulbacki said we went out there and did traffic counts when school was and wasn't in session. When school is out of session, there is under 100 cars that use Hovey and Buell. The bulk of the people are going to the school and returning back. Chief Giaccone said he thinks there is a level of frustration from Vermont drivers. They think the Inn corner is a problem. The problem is not the Inn corner, the problem is from West Street to Vermont at the intersection of West Street and Tuck Drive. That intersection needs to be adjusted to get a free flow of traffic. Selectman Baschnagel said there is a construction project going on at the top of the hill that will go on for the next two years. Is there any reason we don't just say no to going up that hill? That then would give the thrust all the way up the hill. Chairman Walsh asked if we want to take a shot at a course that would attempt to cut down on traffic flow through neighborhoods and improves traffic flow on arterial streets? Vice Chairman Connolly said that was studied by the traffic study group to a certain extent. The conclusions were that the traffic coming up West Street is going to increase incrementally unless we do something dramatic. Selectman Baschnagel said if we wanted to run an experiment, it could be done easily. Chairman Walsh said we have no effective way of managing circulation in this Town. We need to go back and do it structurally rather than addressing the places where we each feel personal frustration. Selectman Baschnagel said he would be more than happy to get into that with the Traffic Study Group. The Traffic Group has talked about that and gone through a whole bunch of modeling.

Chairman Walsh asked how the Selectmen feel about the tax equity issue with regards to Hovey and Buell. Vice Chairman Connolly said as long as we don't do anything too dramatic she would suggest that tax equity exists.

Chairman Walsh said tax equity was raised in terms of value but another question is who should bear the cost. We have roads that are not paved that are suggest we ought to pave them. Where should neighborhood assessments be applied and where should the general fund tax rate be applied? Chairman Walsh said he would like to leave this question for now. As traffic calming gets more interesting, it becomes a more interesting question to ask. Selectman Baschnagel said what he heard tonight is the issue being raised in terms of closed

communities. We have addressed some of that. Once we make it clear this is not a closed community and that this is an equitable neighborhood ambiance, the question will go away. This is in terms of the costs being relatively small. Chairman Walsh thinks it merits discussion, but we don't need to discuss it now.

Selectman Christie said in some areas we are trying to achieve safety. The only way to do that pragmatically is to reduce speed below the allowable posted speed limits. That starts to bring logic and reason of bringing speed control into the safety solution. Selectman Baschnagel said that brings things like sidewalks into the issue. Selectman Christie said we can solve the safety issue by putting in sidewalks. At the end of the day financially or pragmatically the way to improve safety is to cut the speed down from 25 MPH to 15 MPH. Therefore, you have no other choice but to address the safety issue with speed control.

3. DISCUSSION OF TAX RATE TARGET FOR FY 2005-2006

Ms. Griffin said the Bureau of Labor Statistics has determined their most recent information indicates the current CPI is 3.7% (North East Urban Index). This seems high to her. If you factor in the price of oil and the price of steel; we are seeing some individual commodities that have gone up substantially. Usually the Northeast Urban is usually lower than our neighbors and this time is higher. Ms. Griffin is not recommending we set the tax rate target at that 3.7%.

Selectman Baschnagel said the Boston, Brockton, Nashua index is at 1.5%, but he is not sure what he is looking at when he reads "Boston-Brockton-Nashua, MA-NH-ME-CT". Ms. Griffin asked Ms. McClain if she has any sense as to what the significance is of that. Ms. McClain said that is not anything we have ever referred to when setting out tax rate. Our guiding star has always been the North East Urban Index. Selectman Baschnagel said he understands that; he is just trying to understand what the driving force is with that. The "Boston-Brockton-Nashua, MA-NH-ME-CT" rate of 1.5% seems awfully low and our CPI seems awfully high at 3.7%. Ms. McClain said if you look at it by commodity, it's really the oil prices that are driving those numbers. Vice Chairman Connolly said that would also account for the other variants, which are more because they use more natural gas for heating purposes.

Chairman Walsh said last year the tax rate target was 3%, plus and additional 1% point to account for the first year of the Dresden payment. Ms. McClain said our total tax rate increase was 4% last year. Ms. Griffin said she thought the CPI for last year was 2.3%. Ms. McClain will verify last year's rate.

Chairman Walsh said he is not comfortable with a target rate over 3%. Selectman Baschnagel agreed with Chairman Walsh. He was not at all comfortable with 3.7%. He would have to look at that in some detail before he could be comfortable with that. Chairman Walsh asked the Selectmen if they would like to set the target tax rate at 3%.

Vice Chairman Connolly said she would be happy to accept that. The target tax rate for this coming budget season is set at 3%.

Selectman Lubrano asked what will happen next? If we decide that 3.7% or 3.9% is too high and we are shooting for 3%; how do we get there? Ms. Griffin said she will put a budget proposal that will result in a general fund tax rate increase of no more than 3%; taking into account some assumptions about how much our grand list will amount to. Beyond the growth in our grand list, we also allow ourselves a 3% tax rate increase. Everything that Ms. Griffin, Ms. McClain, and departments heads will submit will be driven toward that goal of no more than a 3% tax rate increase. The Selectboard will then be given a "wish list" of items that are not within that 3% target rate and the Board can swap things in and out. Chairman Walsh said this effectively gives Ms. Griffin and the department heads something to work within.

4. RECOMMENDATION TO CONSIDER AND APPROVE THE NAMING OF A NEW TOWN ROAD, ORION WAY

Ms. Griffin said Simpson Development would like to rename the road (Orion Way) that runs through their development "Purling Brooks". The name means melodious flowing of water. When the Town accepts a road we have to have an on-site Public Hearing to agree to accept the road. We can always opt then to have the name changed at that time. Simpson Development simply want the road named for 911 emergency purposes during their construction phase.

It was MOVED by Vice Chairman Connolly and SECONDED by Selectman Lubrano to rename Orion Way "Purling Brooks Drive". THE SELECTBOARD VOTED UNANIMOUSLY TO RENAME ORION WAY "PURLING BROOKS DRIVE".

5. RECOMMENDATION TO CONSIDER AND APPROVE PETITION AND POLE LICENSE FOR ETNA, HANOVER CENTER AND RIP ROADS

Ms. Griffin said there are 4 poles on this; 1 in one location; 1 in another; and 2 in the third location.

Selectman Baschnagel asked if Peter Kulbacki goes out and makes sure these poles make sense. Ms. Griffin said he does. Chairman Walsh asked if these poles make sense. Ms. Griffin said these poles have been recommended by the Fire Department and Public Works.

It was MOVED by Selectman Lubrano and SECONDED by Vice Chairman Connolly to approve the petition and pole license for Etna, Hanover Center and Rip Roads. THE SELECTBOARD VOTED UNANIMOUSLY TO APPROVE THE PETITION AND POLE LICENSE FOR ETNA, HANOVER CENTER AND RIP ROADS.

**6. APPROVAL OF MINUTES:
-SEPTEMBER 13, 2004**

Vice Chairman Connolly MOVED and Selectman Lubrano SECONDED to approve the minutes of September 13, 2004 as amended. THE SELECTBOARD VOTED TO APPROVE THE MINUTES OF SEPTEMBER 13, 2004 AS AMENDED, WITH FOUR VOTES TO APPROVE AND SELECTMAN BASCHNAGEL ABSTAINING FROM THE VOTE .

7. ADMINISTRATIVE REPORTS

Ms. Griffin confirmed all the Selectmen's assigned times to be at the polls for the November 3rd election. Ms. Griffin said she is meeting with Willy Black and Sallie McAndrew for the last time on overhauling the circulation through that room and maximizing cueing potential. They are looking at shifting student parkers to another location for the day. If she can get the College to agree, students will park at the Leverone parking lot just for that day. We will be implementing some new procedures; there will be barricades there to prevent the party advocates from pushing too close to the folks who are simply trying to get in to vote. There will be a police officer outside to keep people behaving themselves. We are hoping we will have fewer same day registrations; there has been a huge push at Dartmouth for students to register prior to the election. That does not mean we won't have the challenge problem that we had 2 years ago. Ms. Griffin is talking with Willy Black about the possibility of creating a separate checklist for challenged individuals. If they are challenged, we are waiting for some interpretation from the AG's office in terms of whether or not we can say provide us with proof of the validity of your challenge, and what that proof should be. If voters are challenged then they would sign an affidavit in front of the moderator and then we would bring them back to a challenge line to check in.

Ms. Griffin is anticipating the election to be a very hectic day. We already have over 1,000 absentee ballots, which is highly unusual. Selectman Lubrano asked how many registered voters we have. Ms. Griffin said the checklist is almost 10,000. We have already run out of absentee ballots and are having to send out copies which is legal, because the state didn't send us enough. Sallie McAndrew is still getting absentee ballot requests at the rate of 75 to 100 per day. From all we can see, this is an unprecedented amount of pre-election registration activity.

Chairman Walsh told the viewing public he suggests they get to the polls early. It is much better to come and vote in the middle of the morning, at lunch time, or the early afternoon.

8. SELECTMEN'S REPORTS

Peter Christie

Selectman Christie reported the Finance Committee is meeting regularly primarily focused on the school budgets, which are in the process of forming now. There is some good discussion about the guidelines which are slightly more restrictive than they have been in prior years.

The Affordable Housing Committee has been spending quite a bit of time on the Gile Tract. It is clear now that if the Gile Tract is going to go forward it will not be because of entry from Route 120, but instead from the hospital road. That will involve some discussion with the Lebanon Planning Board. The intent is to be able to have some preliminary discussion with the Lebanon Planning Board to see whether exiting onto the hospital road would cause them to change the specs on the hospital road. If the answer to that question is yes, then the opportunity for that solution goes down significantly. They will need to find a way to get in front of the Lebanon Planning Board in concert with the Hanover Planning Board. Before the Affordable Housing Committee can do that, they would like to get a nod from the Hanover Selectboard that is okay to approach the Hanover Planning Board relative to that solution. There has been an offer to come before the Selectmen to talk about this more if necessary. The Selectmen did have an update regarding the proposed 120 units in June of this year. The only thing that has changed since then is the road that was talked about connecting to the hospital road is now looking like the road of choice.

Selectman Christie asked the Selectmen if they would be willing to give the green light to go ahead and approach the Hanover Planning Board. If the Selectmen would like more information the Affordable Housing Group would be happy to come before the Selectmen at the December 6th Selectboard meeting.

Vice Chairman Connolly suggested that the Affordable Housing Group reverse the process and approach the Lebanon Planning Board first because if they can't access the road there would be no point in approaching the Hanover Planning Board. Chairman Walsh said if he were on the Lebanon Planning Board, he would want to know the Hanover Planning Board supports this before he considered it. Selectman Christie said Jonathan Edwards suggested they approach the Hanover Planning Board. Vice Chairman Connolly said she doesn't think they would give them any yay or nay, they would simply say "where is it?". That is why Vice Chairman Connolly thinks they may as well check with Lebanon first. She doesn't think the Hanover Planning Board will have an opinion as to where the access is they will simply want to know it exists. Selectman Baschnagel said approaching the Hanover Planning Board would be more of a courtesy to give them a preliminary review. Selectman Baschnagel said they then would be taking an endorsement from the Hanover Planning Board to the Lebanon Planning Board.

Chairman Walsh asked the Selectmen if they would like more information or do they just want to grant permission for the Affordable Housing Committee to approach the Hanover Planning Board? The Selectmen agreed to support the Affordable Housing Committee approaching the Hanover Planning Board. Chairman Walsh said the Selectboard is behind making this happen.

Selectman Baschnagel asked if there would still be a secondary access from the Buck Road to the Gile Tract. Ms. Griffin said there is a problem with the developer of the neighborhood parcel. Selectman Baschnagel said he was thinking of emergency access not regular access. Selectman Christie said the current thinking is not.

Kate Connolly

Vice Chairman Connolly reported a very successful yearly meeting of the Howe Library Corporation. There were a lot of happy people because it looks like the project, through various sources of funding, is moving very nicely forward. If anybody is thinking of giving to the Howe Library now would be a very good time because there are several matching grants out there that could be nicely fulfilled with money coming in now.

The Planning Board had an informal presentation of the Grasse Road III project from Dartmouth College. It is very interesting and different from the other 2 projects on Grasse Road. What is very interesting is that this project includes a three acre parcel that is meant for the Town of Hanover. The Town is about to be the recipient of a playing field and it is a nicely placed playing field.

The Planning Board had the first hearing and site visit on the high school project. The site visit was primarily to check the lighting. We are hoping when the high school finishes their lighting plan, they will light their own property.

The Zoning Board had a Zoning Amendment Hearing to discuss open space. They discussed a new active recreation district which was primarily thought of to begin with Storrs Pond. The possible downtown zoning amendment came before the Zoning Board from the Chamber of Commerce. They have some good proposals for the May ballot. The next meeting will be with Burnt Rock Consulting Firm again. They are fairly well ahead in forming a new zoning ordinance. The thought now is that they will probably not bring zoning ordinance changes to the voters in May because they really aren't ready.

Bill Baschnagel

Selectman Baschnagel reported the Conservation Commission met and looked at Simpson Phase II, which is coming forth with the Planning Board as well as the Conservation Commission. There are some issues there relative to wetlands, water flow down off the hill, and interesting artifacts. There are portions of that site that have boulders. You can stand on the boulders and hear the water running beneath you. Since there is no soil that would

otherwise qualify as wetlands, they are not considered wetlands. Wetlands require soil and vegetation; it is just rocks with water flowing under them. Selectman Lubrano said she is not sure she would want to build her house on top of one of those rocks. Simpson Development has been working hard to make this project come together.

Another project the Conservation Commission talked about was the Farr Project out on Greensboro Road; that is the barn across from Berrill Farms. The entire parcel is in the wetland setback and they want to put in a barn and up to 4 single-family homes. The Conservation Commission really spent a lot of time on this. They want to preserve the barn; they offered some very positive suggestions that he went away with and will now consider some more.

Selectman Baschnagel said another thing he would like to bring to the Selectboard has to do with the Pipers Lane project. The value of the property has gone up considerably from the time the purchase was approved at Town Meeting and the time we closed on the property in November. The Conservation Commission at that time, said they would look hard at covering some of the cost increases through donations. They are in the process of doing that. Selectman Baschnagel distributed a copy of a draft of a letter that might go to selected individuals in terms of making some contributions to the property. The Conservation Commission would also like to talk to some of the abutting landowners to see if they might get some conservation easements that would further protect this property.

Selectman Baschnagel said the UVTMA is picking up the suggestion from Lebanon Planning Board to try to start to pull together the 3 Regional Planning Commissions and well as the Towns, to start to do something in terms of a regional traffic study. Ms. Griffin said 2 of the Regional Planning Commissions are on the Vermont side. Selectman Baschnagel said it is very interesting to watch the 3 groups sit around a table; clearly they haven't done this before.

Allegra Lubrano

Selectman Lubrano thanked Vice Chairman Connolly for attending the Howe annual meeting in her absence.

Selectman Lubrano reported the Community Substance Advisory Committee met on October 4th. They have been working on a number of things but most importantly is a new dedicated phone line, located at Hanover Police Department. Any member of the Hanover High School community can report rumors of a teenage party at which the consumption of alcohol or other illicit substances is suspected to be occurring. For example, it could be a student saying there is a party in Strafford; Hanover Dispatch would contact Strafford Police. The idea is to allow kids and their parents to try to prevent underage drinking parties. There has been some success with this type of program in other communities.

Joigny has issued a newsletter describing recent exchanges including a group of girls who recently went over to play soccer and a French native who recently stayed here. Selectman Lubrano urged anyone with an interest in the Joigny-Hanover relationship to get a copy of the newsletter, which we can provide.

Brian Walsh

Chairman Walsh reported he will be going to the haunted house. The Rec Board met last Monday; there will be a haunted house at the Community Center. The location will be the old Community Center. The Rec Board has a great program for Halloween.

The Chamber Board met and is planning for their annual meeting, which is in December.

The Downtown Marketing Group had its first meeting but Chairman Walsh was unable to attend. They have engaged the Glenn Group from North Conway for their marketing effort.

The Town Meeting Task Force met this afternoon and are in the process of finalizing a report to present to the Selectboard prior to the next Selectboard Meeting. The Town Meeting Task Force hopes to present a wrap-up of their work at that meeting, on November 15th.

9. OTHER BUSINESS

There was no other business.

10. ADJOURNMENT

It was MOVED by Selectman Baschnagel and SECONDED by Selectman Lubrano to adjourn the meeting at 10:20 pm. THE SELECTBOARD VOTED UNANIMOUSLY TO ADJOURN THE MEETING AT 10:20 PM.

SUMMARY

- 1. It was MOVED by Vice Chairman Connolly and SECONDED by Selectman Lubrano to rename Orion Way "Purling Brooks Drive". THE SELECTBOARD VOTED UNANIMOUSLY TO RENAME ORION WAY "PURLING BROOKS DRIVE".**
- 2. It was MOVED by Selectman Lubrano and SECONDED by Vice Chairman Connolly to approve the petition and pole license for Etna, Hanover Center and Rip Roads. THE SELECTBOARD VOTED UNANIMOUSLY TO APPROVE THE**

PETITION AND POLE LICENSE FOR ETNA, HANOVER CENTER AND RIP ROADS.

- 3. Vice Chairman Connolly MOVED and Selectman Lubrano SECONDED to approve the minutes of September 13, 2004 as amended. THE SELECTBOARD VOTED TO APPROVE THE MINUTES OF SEPTEMBER 13, 2004 AS AMENDED, WITH FOUR VOTES TO APPROVE AND SELECTMAN BASCHNAGEL ABSTAINING FROM THE VOTE.**

- 4. It was MOVED by Selectman Baschnagel and SECONDED by Selectman Lubrano to adjourn the meeting at 10:20 pm. THE SELECTBOARD VOTED UNANIMOUSLY TO ADJOURN THE MEETING AT 10:20 PM.**

Respectfully submitted,



Allegra Lubrano, Secretary

**Attachment: letter from Vail Haak
These minutes were transcribed by Susan Love**