

FINAL

BOARD OF SELECTMEN'S MEETING

July 12, 1999

4:00 P.M. - MUNICIPAL OFFICE BUILDING - HANOVER, NH

The meeting of the Board of Selectmen was called to order at 4:00 p.m. by the Chairman, Brian Walsh. Present were: Brian Walsh, Chairman; Marilyn W. Black, Vice Chairman; Katherine S. Connolly; John Manchester; John Colligan; Julia Griffin, Town Manager; and members of the public.

Mr. Walsh announced that this meeting was being taped by CATV 6 and that hearing enhancement equipment was available for anyone who wished to use it.

1. PUBLIC COMMENT.

There was no public comment.

2. PUBLIC HEARING REGARDING PROPOSED MODIFICATIONS TO THE PARKING ORDINANCE RELATIVE TO METER RATES, HOURS OF ENFORCEMENT AND ADDITION OF HANDICAP PARKING SPACES ON WEBSTER AVENUE.

Michael Gilbar presented a parking analysis which he had worked on with Patrick O'Neill. One of the recommendations in this parking analysis was to increase the meter rate from 25 cents an hour to 50 cents an hour for the downtown parking meters. By use of a disincentive, this increase would serve to move the downtown employees who are currently meter feeding to other parking areas. Mr. Gilbar added that they were also recommending the implementation of an enhanced shuttle service between downtown and the Thompson Arena parking lot. The second goal of the increased meter rates would be to raise enough money to accomplish this enhanced shuttle service as well as to phase out the curb parking meters by replacing them with electronic meters, which are much more cost effective, require less maintenance and are more accurate. The additional funds would also provide a cushion as the Town goes into the first year of operation of the parking facility.

The second recommendation set forth in the parking analysis is to expand the hours of enforcement per the consultant's recommendation, as well as recommending expanded hours for the parking facility. In reviewing the overall parking system, including the facility, Mr. Gilbar explained that they were attempting to balance the whole system in terms of demand and pricing to avoid an imbalance between downtown parking and parking in the parking facility.

The recommendation of an enhanced shuttle service would provide employees the ability to park at Thompson Arena and arrive downtown in a reasonable fashion. Based on a survey which was done through the Chamber of Commerce, needs of the downtown employees were determined.

Mr. Gilbar indicated that parking ordinance amendments related to the meter changes would be required. In addition, the parking analysis is also recommending the installation of a meter pay station.

Tom Creclair, the consultant hired by Advance Transit to assist with transit design issues, explained the expanded shuttle service, noting that he was not just dealing with the Hanover parking lot shuttle situation but the entire service for Advance Transit. He stated that he has focused initially on the Hanover parking shuttle issue because he understands that it is of primary importance to the Board.

Mr. Creclair explained the three questions that need to be answered in designing service: the design of the route, how frequent the service will operate, and what hours of the day the service will run. The results of employee surveys were carefully reviewed and they revealed some fairly clear answers to these questions. In terms of route design, the employees wanted a service that would be fast and direct. They indicated that they did not want to wait for a bus, and they said that the service should go until 7:00 p.m.

The hours of service being looked at are from 7:00 a.m. to 7:00 p.m. with three different route alternatives. The first route would run from the Thompson Arena parking lot, to Lebanon Street, Main Street, and return to the Thompson lot on Wheelock and Park Streets. This service could be provided every ten minutes, and it would help considerably to ensure this service if there were a traffic light installed where the Thompson parking lot intersects with Park Street. A number of employees had commented on the need for a light so that they could also exit the lot with their vehicles. This route could be operated with one bus on a 10 minute loop.

The second alternative service design calls for two routes, one serving the Thompson lot through the downtown area, and a second route running from Dewey Field, the parking area that the College intends to expand. This route would run through the campus to the Hanover Inn and return.

The third alternative is a combination route that serves both the Thompson lot and the Dewey Field lot. Of the three alternatives, Mr. Creclair indicated that this is the option that appears to be the preferred solution for the longer term.

For the short term, Mr. Creclair stated that the alternative would be the idea of one bus providing 10 minute service. Advance Transit has indicated that this service could be started as early as the first of September. Regarding hours of service, one alternative would be to operate one bus all day from 7:00 a.m. to 7:00 p.m. Another approach would be to operate the service through the peak hours and rely on the regular blue route service which operates every 30 minutes during the middle of the day. After reviewing the survey results, Mr. Creclair has recommended that the peak service be defined in fairly broad terms. They have looked at service from 7:00 a.m. to 10:00 a.m. and from 2:00 p.m. to 7:00 p.m., relying on the regular blue route buses which they intend to improve the reliability of through ongoing planning efforts. Advance Transit has put together a cost estimate on this level of service at \$60,000 for a full year.

Mr. Creclair stated that the advantage of providing a service that combines a College route with a Town route allows the use of both parking areas,

and would serve as a good link between the Town and campus. This would also allow employees arriving from the south to park at Thompson whether they were Town or College employees, and would allow employees arriving from the north to park at Dewey Field. Otherwise, there would be College employees from the south driving through Town to reach Dewey Field and Town employees from the north driving through Town to reach Thompson. On a preliminary basis, various levels of service have been costed out for this type of operation. They involve using either two or three buses during the peak hours, and question whether continuous service should be provided during the midday hours. The cost for this type of service would range from \$120,000 for two buses operating every 10 minutes, perhaps every 15 minutes when traffic is bad. If a third bus were added during the congested hours, Mr. Creclair believes that 10 minute service could be ensured throughout the peak period.

Mr. Creclair stated that he will be providing to Advance Transit and the Board more detail in terms of longer term alternatives, and wanted to be sure the Board was aware that the planning effort really envisions moving beyond just the one loop between Thompson and downtown.

Mr. Walsh stressed that he wanted to be specific about the issues with regard to the public hearing; specifically, service being provided on a 10 minute headway from 7 to 10 a.m. and from 2 to 7 p.m., with a single bus dedicated on that route for \$60,000 per year. He pointed out that the Advance Transit contract recommends, but does not depend on, a traffic light.

The consultant was asked if a traffic study had been done in addition to the survey, and whether the traffic flow in and out of Hanover had been determined. The consultant answered that the Regional Planning Commission carries out annual traffic studies which they have reviewed. He added that one thing that shows up is the tremendous growth in the number of cars coming into Town from the south.

Mr. Creclair stated that demand estimation numbers have not yet been run on the projections of the number of required spaces. He commented that one of the advantages of incorporating a service that includes Dewey Field is to take the pressure off from the Thompson lot as there is a finite number of spaces available in that lot. If the bus service is extremely successful, there is the risk that there might be an inadequate number of spaces available in Thompson.

Mr. Colligan commented that one of the things contained in information received is that because of the Hanover Inn light and distance, Dewey Field is not a feasible alternative to serve downtown, and also that Dartmouth has needs for Dewey Field that may not allow it to be an option. Mr. Creclair answered that he believes what is being addressed in that information is the suggestion of using Dewey Field instead of Thompson Arena parking lot. Since the College has plans for the Dewey Field facility, he does not feel they would be interested in having all of the Town employees park there, but he believes that the College would be open to at least pursuing the idea of using the two lots together.

Mr. Walsh again stressed the need to be very specific about the purpose of this public hearing, and pointed out that action needs to be taken soon relative to the parking difficulties in Hanover. He indicated that this public hearing is specific regarding a single loop on a 10 minute headway from 7 to 10 a.m. and from 2 to 7 p.m. It may be determined that this service is so popular that it needs to be increased, and there may be opportunities at a future date to incorporate another loop with the College. However, he feels it is important to have some action in place September 1st that is all under the Town's control and that can establish the habits of riding a shuttle bus on 10 minute headways as the college students, high school students and middle school students all come back and parking spaces begin to disappear.

Mr. Colligan stated that full consideration should be given to all of the possibilities before the Board makes a \$100,000 decision. He commented that one of the things that Thompson Arena parking lot and Dewey Field have in common is that Dartmouth will continue to have increasing use of both facilities, so that if the Board is to make a decision at this time it is very clear that there is only one option, which is Thompson Arena. If there is the opportunity to consider a long-term solution, he feels it might make better sense to consider it. Mr. Walsh indicated that he does not have any trouble with better long-term options, but in his view they need to be better long-term options which have been worked out with all the parties involved before being subject to a public hearing, especially when there is at least a perceived need to move quickly. As he understands it, the situation is that there are spaces in Thompson that are under the Town's control, and that budgetarily the proposal being presented would be revenue neutral or cost neutral relative to enhanced shuttle service.

Mr. Colligan stated that it would be nice to know what will be experienced if this proposal is implemented, such as the number of cars which will be utilizing the lot. He added that he does not have a great deal of comfort regarding the survey and the responses received. He asked Bill Baschnagel if the respondents of the survey were aware that the free parking being referred to was in Thompson Arena, and Mr. Baschnagel answered that they did. Mr. Colligan noted that 150 spaces in Thompson are allotted to the Town and half of them are being used currently, and wondered whether this proposal represents the best way to spend the resources, given what the Town is trying to do on a long-term basis.

Mr. Baschnagel pointed out that one element not yet discussed is the issue of incentives and use. He mentioned that an experiment run in the past using the Marshall Lot regarding the effect on meter rates on downtown employee parking established fairly conclusively that increasing rates to 50 cents an hour stopped meter feeders from using that lot. He feels that the proposal as it is presented will create a set of incentives that will encourage people to make use of the enhanced shuttle service. He is quite optimistic that the spaces would fill; his concern is that there will be a greater demand than can be supported.

Mr. Baschnagel stated that the Town decided a year ago to put up a parking garage and talked in terms of a capital investment in excess of \$15,000 per space to provide parking in the downtown area. The cost of

a downtown parking space has been established by putting this garage up, and if even ten people can be moved out of downtown for the \$100,000 cost, then the situation is starting to move into a favorable trade-off. He feels that the cost to implement the service is a relatively modest amount in the context of a one year reversible experiment. If the experiment is not accomplishing the goal, then the experiment needs to be terminated.

Mr. Colligan asked if Mr. Baschnagel projected that ten cars would be moved out of downtown into the Thompson lot. Mr. Baschnagel answered that he cannot project any amount; there is a great inability which has been demonstrated to quantify how and where the downtown employees will park. He noted that the key is getting a shuttle in operation to allow the employees to regularly and easily get to the parking spaces.

Mr. Walsh stated his understanding that part of the proposed agreement between the Town of Hanover and Advance Transit would make available to the Town on a weekly basis ridership numbers for this group. He added that this is one of the great values of the proposal. He feels that this proposal represents a real opportunity to make a difference in downtown, and that the key is to put it in place on a revenue cost neutral basis and measure it to see if it actually works. Mr. Colligan responded that he is not speaking against the proposal, but simply making a point that it would be nice to have a better fix on the financial impact before a decision is made.

Mr. Walsh asked for public comment on this issue.

Darlene Barber noted that it would be very easy for the parking enforcement personnel to ticket violators, and suggested chalking tires.

Steve Crory wondered if anyone had looked at the congestion at Thompson Arena lot and Dewey Field as to its affects on intersections. He suggested that the CRREL commuter lot be developed which has a capacity two times the size of Thompson, and has a direct feed into Hanover. This would break up the burden on the Thompson lot and would allow direct access in and out of Town without an impact to the Town.

Ms. Connolly explained that Thompson was suggested as a preferable location because it is theoretically walkable from the central business district and the campus at Dartmouth. Mr. Crory pointed out that if the bus let everyone off at the green they would still be within a five minute walk of everywhere they might have to go.

Jim Mitchell of Dartmouth Travel stated that he feels there is a large hole in shuttle service between the hours of 10:00 a.m. and noon. He pointed out that his employees get an hour for lunch, and sometimes like to get into their cars to run errands at that time. Using the shuttle could require them to take 25 minutes out of their lunch hour. He stated that as a business person he would love to help alleviate the parking problem, but he also has to keep his employees happy. He feels that creating that hole in service in the middle of the day will discourage ridership in certain groups.

Nigel Leeming of Murphy's on the Green stated that most of his employees get out of work after 10:00 p.m. when the shuttle service has ended. He encouraged the Board to look at expanding hours of operation of the shuttle that would serve quite a sizeable number of employees.

Dave Cioffi of Dartmouth Bookstore commented that he sees no problem with increasing the meter rates to 50 cents an hour, as long as there is parking available. Regarding the expanded hours of enforcement, he would suggest stopping enforcement at 6:00 p.m., and would not hesitate to start enforcement at 8:00 a.m. Mr. Cioffi stated that the sooner the enhanced shuttle service can be started, the better. He indicated that he thinks Mr. Crory's suggestion to use the CRREL lot is great if the demand created for parking spaces exceeds the capability of Thompson. He feels that it would be wonderful to get the shuttle service started as soon as possible. Mr. Cioffi commented that he thinks the package as presented is great, and that the recommendations set forth should be followed.

Patrick O'Neill described the location of the 50 cents an hour lots: They would be municipal lot 1 which is behind Town Hall; municipal lot 3 behind Lou's Restaurant; municipal lot 5 near Coldwell-Banker Realty; municipal lots 6 and 7 across from C & A Pizza; the Allen lot next to College Cleaners, the HSD lot behind the Food Stop convenience store; Allen Street near EBA's; Dorrance Place; East Wheelock Street to College Street in front of the Hopkins Center; South Street where Hanover Hardware is located; Lebanon Street parking down to the Jewel of India restaurant; and West Wheelock Street headed down toward Vermont and the Ledyard Bridge. The 10 hour lots would stay at 25 cents per hour.

Mr. Crory pointed out various locations throughout Town where the lots are paralyzed from 7:45 to 4:15 by employee parking. He recommended that the Board take a better look at the recommendations regarding location of increased meter rates to 50 cents, and raise the meter rates equally which would result in greater growth and a larger turnover of parking spots.

Mr. Walsh asked for comments regarding expanded hours of enforcement. Clint Bean, Executive Director of the Chamber of Commerce, stated that the Chamber is advocating actual enforcement from 8 a.m. to 5 p.m. He added that it is well known that actual enforcement ends at approximately 4 p.m.

Mr. Colligan pointed out that a surplus of \$90,000 is being projected in fiscal year 2000, and his understanding is that the rationale is to prevent leakage. He stated that leakage does not become an issue until the facility is open. His understanding is that it would cost \$85,000 in fiscal year 2000 not to have any change in enforcement. He suggested that the issues of enforcement be revisited when the parking facility is open because of the integrity of the financing for the facility.

Ms. Connolly stated that she disagrees slightly with the recommendations, and would prefer to start expanding hours of enforcement. She suggested hours of enforcement of 8 a.m. to 6 p.m. which will result in more revenue and perhaps better habits than people had previously.

Mr. Colligan stated that he respects Ms. Connolly's position, but thinks that

the Board should not lose sight of the fact that the system is not just Hanover, adding that the Hanover businesses are subject to competition from surrounding towns. He has heard from a number of businesses that they are significantly hurting financially at the present time, so his sense is that it would not be a bad decision to wait and revisit this issue when the parking facility is open.

Jim Rubens of Hanover Park wished to support Mr. Bean's statement. He believes that an atmosphere where customers can come in without worrying about parking in the evening is very valuable to the restaurant trade, and that there is a long-standing assumption that meter enforcement stops at 5:00 p.m.

Mr. Walsh asked for comments from anyone who would like to speak against enforcement beginning at 8:00 a.m. Mr. Colligan stated that he is against enforcement beginning at 8:00 a.m.. He feels that the Town should not be in the business of maximizing parking revenue, but should instead be in the business of balancing what is best for the economy with what can be facilitated. He suggests that the issue be revisited when the parking facility is open.

Mr. Walsh indicated that his understanding of the recommendations is not that the Town was trying to maximize revenue, but rather that a revenue neutral package was being developed that supported an improved parking system in Hanover. Mr. Colligan stated that he feels the proposal represents maximizing revenue and includes providing a system solution which he believes should come on line when the parking facility opens. He believes that a \$90,000 surplus cannot be considered revenue neutral. Mr. Walsh agreed that once the \$90,000 surplus is achieved, he would agree with Mr. Colligan, but that revenue has a way of not always being achieved.

Bob Coyle of the Bagel Basement commented that there are no problems finding a parking space at 8:00 a.m. As business owners and townspeople looking at the Town of Hanover, he thinks it is important to consider the perception that the public outside of Hanover has about the town. He feels that raising the rates and expanding the hours of enforcement is too much and will deter people from coming to Hanover to shop. He believes that enforcement hours of 9 a.m. to 5 p.m. with a meter increase to 50 cents an hour is the best option.

Mr. Baschnagel pointed out that the whole purpose for having and enforcing parking meters is to provide parking spaces; if there were plenty of parking spaces, it would not be necessary to have either meters or enforcement. The idea is to enforce the meters to keep turnover. He commented that he is more concerned about morning enforcement in some respects than he is afternoon enforcement. Part of what is happening is that there are employees coming in at 8:00 a.m. and taking parking spaces so that those spaces become unavailable for the customer that might come at 9:00 a.m. He feels that enforcement should occur during those hours when spaces are at a premium.

Mr. Rubens suggested that it would not be wise to make the enhanced

shuttle system less optimal for employees, and that the shuttle service not be compromised, but should be made available for whatever hours the employees need it.

Mr. Crory stated that he is in total support of the shuttle system, and thinks that the Town and the College should fund maximum shuttle service. He asked if the rate increase and expanded enforcement is to mainly solve the parking problem during construction of the parking structure, or if it will be a solid program for the long-term. Mr. Gilbar answered that the meter rate increase was intended to be a permanent fixture because it is required for continuation of the shuttle system. All of the proposal presented in the original parking analysis were in conjunction with the operation of the facility; they are trying to look at the problem long-term and to provide solutions for all of the different issues that come up. A majority of what is being discussed is permanent, although there are some changes that could occur based on some of the suggestions presented.

Mr. Walsh asked for comments regarding a traffic light being installed at the corner of Summer and Park Streets. Mr. Manchester asked if the traffic light were to be a "smart" light. Mr. Gilbar answered that they had not arrived at that level of detail yet, but they wanted to do whatever was needed. Mr. Baschnagle stated that the light would have to be a "smart" light at a minimum.

Bill Barr of Dartmouth College stated that the construction on the turf facility which is underway this summer will impinge somewhat on the spaces at Thompson, losing approximately 20 spaces and cutting down the capacity of the lot. They may put up temporary parking to make up for it, but that remains to be seen. His fear is that the shuttle service from Thompson to downtown is somewhat shortsighted. He predicts that within a year's time the Thompson lot will fill up. Mr. Barr indicated that there is a big problem with parking capacity at the College, and there have been discussions at the College to enter into an agreement with the Town to augment the current shuttle service so that it circulates through the Town and the College to make more frequent headways and to serve Dewey Field and the medical school at the north end of Town. This would provide the Town some relief if Thompson does fill up and a better movement of people from the north campus to downtown. He hopes that discussions can begin about a long-term solution for both the College and the Town.

Mr. Crory stated that he feels a lot of what is being discussed is a short-term fix to the problem. He feels that the parking structure is the key to providing long-term parking spots. He believes that all parking spots should be two hours or less in the downtown area at 50 cents per hour, and recommends moving all 80 or 85 long-term parking spots on the corner behind Manchester Gulf into the parking structure when it is built. He pointed out that the business district is facing a 16 to 18 percent increase in taxes to pay for the parking structure, and feels they should be accommodated slightly by moving their employees into a safe, well-lit, monitored area. Mr. Crory believes that the parking structure should be 4 to 8 hour parking, and that 40 to 50 people moved out of anywhere in the downtown area would have a huge impact on the parking problem. His recommendations would also include a fine being created to penalize meter

feeders with a very dramatic ticket. He stated that he hopes the Board will look seriously at the idea of a commuter lot for the future. Mr. Croy handed out an information sheet incorporating his recommendations.

Mr. Walsh closed the public hearing.

Ms. Black discussed the idea of a pay station, adding that it would be a cost effective measure and would cut down on enforcement. Mr. Colligan questioned the maintenance savings projected. Sgt. O'Neill stated that they have done reference checks regarding pay stations, and almost everyone he has spoken with has said it is a great product which hardly ever has problems. The unit itself costs approximately \$12,000; his recommendation would be to purchase one unit to serve both the Marshall lot and the HSD lot. The two lots together contain approximately 102 spaces. This would be a cost savings over purchasing that number of electronic meters. He also pointed out that a kit can be purchased to allow some maintenance to be done by Town employees.

Mr. Walsh MADE THE MOTION that the Board approve the schedule of increasing meter rates to 50 cents an hour, that enforcement remain at its present hours, that the parking officials come back to the Board of Selectmen on July 26th with a proposal that encompasses the amount of revenue raised by increasing the meters to 50 cents, including the location from College Street to Park Street, and the hours of expanded shuttle service that could be achieved with the additional revenue; and further that they come back with a proposal on a pilot relative to the pay station. Ms. Black SECONDED THE MOTION.

Ms. Black AMENDED THE MOTION to state that the Board will approve the proposed meter rates as presented; will approve an enhanced shuttle service with a 10 minute turnaround on the hours that are proposed in the recommendations, which are 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 7:00 p.m. with a traffic light installed at the corner of Summer and Park Streets; that the parking officials come back to the Board on July 26th with a proposal on a pilot relative to a pay station; and that the issue will be reviewed next summer. Ms. Connolly SECONDED THE AMENDMENT.

Mr. Colligan CALLED THE QUESTION, and the Board VOTED UNANIMOUSLY TO APPROVE THE PROPOSED METER RATES AS PRESENTED; TO APPROVE AN ENHANCED SHUTTLE SERVICE WITH A 10 MINUTE TURNAROUND ON THE HOURS THAT ARE PROPOSED IN THE RECOMMENDATIONS WHICH ARE 7:00 A.M. TO 10:00 A.M. AND 2:00 P.M. TO 7:00 P.M. WITH A TRAFFIC LIGHT INSTALLED AT THE CORNER OF SUMMER AND PARK STREETS; THAT THE PARKING OFFICIALS COME BACK TO THE BOARD ON JULY 26TH WITH A PROPOSAL ON A PILOT RELATIVE TO A PAY STATION; AND THAT THE ISSUE WILL BE REVIEWED NEXT SUMMER.

- 3. RECOMMENDATION TO SET A PUBLIC HEARING ON MONDAY, JULY 26 AT 7:30 P.M. IN TRUMBULL HALL, ETNA TO SEEK COMMUNITY INPUT ON A PROPOSED INFRASTRUCTURE IMPROVEMENT PLAN FOR ETNA VILLAGE.**

Ms. Black MADE THE MOTION to set a public hearing on Monday, July 26 at 7:30 p.m. in Trumbull Hall, Etna to seek community input on a proposed

infrastructure improvement plan for Etna Village. Ms. Connolly **SECONDED THE MOTION**, and the Board of Selectmen **VOTED UNANIMOUSLY TO SET A PUBLIC HEARING ON MONDAY, JULY 26 AT 7:30 P.M. IN TRUMBULL HALL, ETNA TO SEEK COMMUNITY INPUT ON A PROPOSED INFRASTRUCTURE IMPROVEMENT PLAN FOR ETNA VILLAGE.**

Mr. Baschnagel stated that he feels there is a great degree of ignorance on the part of the community on what is meant by "infrastructure improvements", and he encouraged the Board to educate the community. Mr. Walsh stated that his understanding is that the plans and information will be made available to the residents of Etna, and he encouraged anyone interested in these plans to look at them, talk to others in Etna about the plans, and to attend the public hearing at 7:30 p.m. on July 26th.

Mr. Baschnagel suggested that wording other than "infrastructure improvements" be used to describe the improvements to the village and traffic management and access to the post office.

Mr. Walsh requested that the public hearing be noticed as a "proposal for improvements to Etna Village including traffic and parking".

Bob White handed out drawings of plans to be presented at the public hearing on July 26th. Mr. Walsh asked that Mr. White's comments be kept brief as the people in Etna that are most affected by this set of changes will not have seen the information until it becomes available in Etna, or at the meeting on July 26th. He is sensitive that Mr. White not present to the Board the information in great detail without the people who are most affected by it in attendance.

Mr. White stated that the alternatives presented basically try to keep simple and straightforward traffic and village improvements to address the safety issues of the intersection of Schoolhouse Road and Etna Road, and to address pedestrian safety in Etna Village. The bottom line from a safety standpoint is protecting the sight distance at the corner of Schoolhouse Road. Regarding the bridge, the intent at this point is to essentially pursue rehabilitation of the existing bridge where the upstream side of the bridge is retained in the location as it currently exists. Mr. Kulbacki pointed out another option which may be able to utilize the existing bridge without modifying its structure.

Mr. White commented that they have worked with the abutters to refine the alternatives. He continued to define the two configurations of parking at the store. One of the alternatives for this parking pushes the edge of the road basically four to five feet toward the neighbors. There has been concern on the part of the neighbors regarding this configuration, and that is the reason there are two alternatives presented at this point.

Ms. Black asked if a count had been done as to how many shoppers per hour go into the business establishments if the post office is eliminated. She feels that there cannot be many times of the day when there are more than 12 to 14 people going into the establishments at the same time. Ms. Connolly commented that as the property is located in the B-1 zone it has the right to have many more spaces than 12 to 14.

Mr. Walsh asked Ms. Connolly if she felt the Planning Board should be invited to the meeting on July 26th. Ms. Connolly answered that she feels the Planning Board would like to be invited to the July 26th meeting, and she will encourage them to attend.

Ms. Black stressed that before the post office can open the Selectmen have to approve the entrance to the post office. She feels this is not an item of discussion for residents of Etna, as the final decision for the safety of that intersection is made by the Board. Mr. Walsh summarized Ms. Black's comments to say that the presentation on July 26th should focus not only on aesthetics but should also speak directly and clearly to the public safety aspects of the design. Ms. Black commented that the bottom line of the plan is safety, and whichever plan is determined to be the safest is the plan she thinks the Selectmen should approve.

Copies of the plans presented by Mr. White will be distributed to members of the Planning Board, as well as to members of the Etna planning group.

4. RECOMMENDATION TO APPROVE COLLECTIVE BARGAINING AGREEMENT WITH AFSCME LOCAL 1348 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.

Ms. Black MADE THE MOTION to approve the collective bargaining agreement with AFSCME Local 1348 for a period of one year from July 1, 1999 through June 30, 2000. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE COLLECTIVE BARGAINING AGREEMENT WITH AFSCME LOCAL 1348 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.

5. RECOMMENDATION TO APPROVE COLLECTIVE BARGAINING AGREEMENT WITH IAFF LOCAL 3288 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.

Ms. Black MADE THE MOTION to approve the collective bargaining agreement with IAFF Local 3288 for a period of one year from July 1, 1999 through June 30, 2000. Mr. Colligan SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE COLLECTIVE BARGAINING AGREEMENT WITH IAFF LOCAL 3288 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.

6. DISCUSSION OF FY 1999-2000 GOALS AND OBJECTIVES.

Mr. Walsh indicated that he would prefer to have Ms. Griffin present when the goals and objectives are finalized. Board members should get suggestions regarding these goals and objectives to Penny in the Town Manager's office so that this can be placed on the agenda for the Board's meeting on July 26th.

7. PRELIMINARY DISCUSSION OF PROPOSED ETNA VILLAGE INFRASTRUCTURE IMPROVEMENTS.

This agenda item was previously discussed.

8. ADMINISTRATIVE REPORTS.

There was no administrative report.

9. SELECTMEN'S REPORTS.

Ms. Connolly

Ms. Connolly reported that the upcoming Planning Board meeting will discuss a map drawn by Jonathan Edwards proposing land use changes in rural districts. At the most recent Planning Board meeting one application was denied without prejudice because the applicant did not appear in a timely fashion at the meeting. A revocation of a subdivision by Mr. Bailey on Greensboro Road was also heard; the Board did not revoke the subdivision, but it will expire next month. Ms. Connolly indicated that Mr. Bailey had received several heated comments from Planning Board members about the execution of his present subdivision approval, and presumably he has acquired the information as to what would be required to have the approval extended.

Ms. Black

Ms. Black distributed schedules for participation in the Nihonmatsu Friendship Ceremony which is to be held on July 30th, and suggested that Board members give the names of anyone they would like to invite to the celebration to the Town Manager's office.

Mr. Manchester

Mr. Manchester reported that the July 4th celebration was a success. He also reported that Dartmouth College will be presenting an application dealing with light poles in a future Planning Board meeting.

Mr. Colligan

Mr. Colligan had no Selectmen's report.

Mr. Walsh

Mr. Walsh reported on a recent meeting of the Joint Facilities Study Committee with the Dresden Road. The Dresden Board has adopted an approach regarding a new middle school on the Lebanon Street site and high school improvement renovation, as well as discussions of the re-use of the 1924 building with Town and SAU offices. He reported that work is going forward in that direction with the establishment of a Dresden Building Committee to look at the middle school options.

Mr. Walsh also reported on a lively and successful meeting in Etna recently with close to 80 people present. Goals for the quality of life in Etna were discussed, as well as fiscal goals and issues regarding open space.

10. APPROVAL OF MINUTES: March 1, 3, 9 and 11, 1999

Ms. Black MADE THE MOTION that the Board of Selectmen approve the minutes of March 1, 3, 9 and 11, 1999 as written. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE MINUTES OF MARCH 1, 3, 9 AND 11, 1999 AS WRITTEN.

11. OTHER BUSINESS.

There was no other business.

12. ADJOURNMENT.

Ms. Connolly MADE THE MOTION to adjourn the meeting. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.

Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

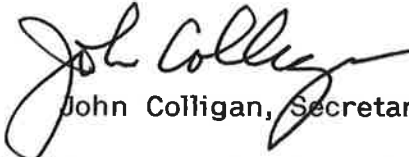
SUMMARY

- 1. Mr. Walsh MADE THE MOTION that the Board approve the schedule of increasing meter rates to 50 cents an hour, that enforcement remain at its present hours, that the parking officials come back to the Board of Selectmen on July 26th with a proposal that encompasses the amount of revenue raised by increasing the meters to 50 cents, including the location from College Street to Park Street, and what hours of expanded shuttle service could be achieved with the additional revenue; and further that they come back with a proposal on a pilot relative to the pay station. Ms. Black SECONDED THE MOTION.**
- 2. Ms. Black AMENDED THE MOTION to state that the Board will approve the proposed meter rates as presented; will approve an enhanced shuttle service with a 10 minute turnaround on the hours that are proposed in the recommendations, which are 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 7:00 p.m. with a traffic light installed at the corner of Summer and Park Streets; that the parking officials come back to the Board on July 26th with a proposal on a pilot relative to a pay station; and that the issue will be reviewed next summer. Ms. Connolly SECONDED THE AMENDMENT.**
- 3. Mr. Colligan CALLED THE QUESTION, and the Board VOTED UNANIMOUSLY TO APPROVE THE PROPOSED METER RATES AS PRESENTED; TO APPROVE AN ENHANCED SHUTTLE SERVICE WITH A 10 MINUTE TURNAROUND ON THE HOURS THAT ARE PROPOSED IN THE RECOMMENDATIONS WHICH ARE 7:00 A.M. TO 10:00 A.M. AND 2:00 P.M. TO 7:00 P.M. WITH A TRAFFIC LIGHT INSTALLED AT THE CORNER OF SUMMER AND PARK STREETS; THAT THE PARKING OFFICIALS COME BACK TO THE BOARD ON JULY 26TH WITH A PROPOSAL ON A PILOT RELATIVE TO A PAY STATION; AND THAT THE ISSUE WILL BE REVIEWED NEXT SUMMER.**

4. Ms. Black MADE THE MOTION to set a public hearing on Monday, July 26 at 7:30 p.m. in Trumbull Hall, Etna to seek community input on a proposed infrastructure improvement plan for Etna Village. Ms. Connolly SECONDED THE MOTION, and the Board of Selectmen VOTED UNANIMOUSLY TO SET A PUBLIC HEARING ON MONDAY, JULY 26 AT 7:30 P.M. IN TRUMBULL HALL, ETNA TO SEEK COMMUNITY INPUT ON A PROPOSED INFRASTRUCTURE IMPROVEMENT PLAN FOR ETNA VILLAGE.
5. Ms. Black MADE THE MOTION to approve the collective bargaining agreement with AFSCME Local 1348 for a period of one year from July 1, 1999 through June 30, 2000. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE COLLECTIVE BARGAINING AGREEMENT WITH AFSCME LOCAL 1348 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.
6. Ms. Black MADE THE MOTION to approve the collective bargaining agreement with IAFF Local 3288 for a period of one year from July 1, 1999 through June 30, 2000. Mr. Colligan SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE COLLECTIVE BARGAINING AGREEMENT WITH IAFF LOCAL 3288 FOR A PERIOD OF ONE YEAR FROM JULY 1, 1999 THROUGH JUNE 30, 2000.
7. Ms. Black MADE THE MOTION that the Board of Selectmen approve the minutes of March 1, 3, 9 and 11, 1999 as written. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE MINUTES OF MARCH 1, 3, 9 AND 11, 1999 AS WRITTEN.
8. Ms. Connolly MADE THE MOTION to adjourn the meeting. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.
9. Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

The meeting was adjourned at 5:55 p.m.

Respectfully submitted,


John Colligan, Secretary

These minutes were taken and transcribed by Nancy A. Richards.