

FINAL

BOARD OF SELECTMEN'S MEETING

JUNE 19, 2000

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 Black, Vice Chairman; Katherine S. Connolly; Bill Baschnagel; Judson Pierson; 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.

Mary Anne Rankin commented that she was not completely happy about the new arrangement in the courtroom and new seating for the Selectmen. She found the tables which were used previously more accessible and friendly.

2. PUBLIC HEARING TO CONSIDER AMENDMENTS TO THE PARKING ORDINANCE.

Ms. Griffin indicated that the Board has before it the final piece to be approved in order to implement several modifications to the parking rates that are currently charged. In addition, a few small amendments were added to the Parking Ordinance that are unrelated to the parking rates, parking fines and the opening of the parking garage.

Ms. Griffin explained that three appendices are attached to the Parking Ordinance; Appendix C is a brand new appendix which provides an organized outline of all of the parking fees. In the future, it would be possible for the Selectboard to amend the fees by simply holding a public hearing on that one document.

Mr. Baschnagel stated that he wholeheartedly agrees with the concept. He asked if it would be possible to take the parking fees out of the Ordinance and refer to Appendix C so that there would be no overlap transition. Ms. Griffin agreed that this could be done, but she finds that some people like to have all of the Town's rates and fees in one location. That is why the rate and fee schedule is always done every June before the beginning of the next fiscal year. She explained that the document the Board would amend any time it wished to look at the parking rates in the future would be Appendix C of the Parking Ordinance. Ms. Griffin explained that she will be meeting with Walter Mitchell shortly; there is a two paragraph addition which he recommends making to the Parking Ordinance which states that Appendix C is the controlling document with respect to parking rates and fees. Attorney Mitchell urged the Board to incorporate this by amendment as the very last section of the body of the Ordinance itself. It states clearly that when all else fails, it is Appendix C that has the accurate information.

For the benefit of the viewing audience and members of the public in attendance at the meeting, Mr. Walsh stated that the Board has been through the substance of this Parking Ordinance twice before. There is no new information here that has not been subject to discussion and review, first as a part of the Town budgeting process and secondly two weeks ago.

Ms. Griffin reviewed fairly minor changes to the Parking Ordinance which she would define as "clean-up" changes.

Referring to Item 12.B.4. Ms. Griffin noted that the item regarding pricing of the Fleet Deck long-term spaces was left unresolved. She explained that the Parking Structure Task Force had recommended shifting half of the Fleet Deck spaces to all-day 10-hour parking. The question is whether 25 cents an hour is charged, which is the charge in the Marshall Lot, or 50 cents an hour. The recommendation of the Task Force was to be consistent with the Marshall Lot pricing of 25 cents an hour, but Ms. Griffin noted that there had been some discussion about whether or not it should be raised to 50 cents an hour and be 10 hour meters. The language in the Ordinance reflects 25 cents an hour in both locations, but Ms. Griffin wished to be sure that the Board had some closure on this matter.

Ms. Connolly stated that she has a problem with losing shopper spaces so quickly; between the Allen Lot and the Fleet Deck, 30 shopper spaces will be lost. Ms. Griffin indicated that she thinks the feeling on the part of the members of the Parking Structure Task Force is that they were looking to provide a mix of parking spaces for all sorts of users within downtown. One set of users that were heard from in the survey stated that they would love the convenience of the 10 hour meters and wish that there were more of them; they were the folks who fill up the Marshall Lot by 8:05 or 8:10 in the morning. Ms. Connolly indicated that she would assume some of those people are construction workers for the 7 Lebanon Street project and that the pressure will be reduced shortly when that project is complete.

Mr. Baschnagel stated that the intent of the Task Force's recommendation was to more or less coincide with the opening of the parking structure.

Ms. Griffin noted that the next significant change to the Ordinance is on Page 10 and has to do with the fines themselves. She pointed out that half of what Appendix C addresses is a series of fines, all of which the Board discussed at its last deliberation, with the recommendation to increase the fines and introduce a "second notice" ticket before an individual is sent to District Court. It was thought that this type of penalty might get people to pay attention and be better about paying after their second notice.

Ms. Griffin directed the Board's attention to the issue of enhanced fines. She noted that she had included for the Board's review a copy of an e-mail she received to give an example of the problems with illegal parking in town. Not only does this type of illegal parking result in a violation of the Ordinance, in some areas it actually makes it impossible for other vehicles to access that roadway. She noted that the Police Department has

met with residents in the Occum Ridge area who were concerned about this issue, most recently in connection with the Pond Party in February. It would appear to make sense to indicate in a prohibited parking zone that there is an enhanced penalty. The recommendation is that the Board look at implementing an enhanced penalty for certain difficult areas in Town where parking illegally cannot only be an inconvenience, but can create bottlenecks.

Mr. Walsh suggested that next time the Board addresses the parking rates and fee schedule that it just consist of the fine table without words. Ms. Griffin answered that she does not know if this can be done legally; it is a question that she will ask Attorney Mitchell. Her understanding is that it is not possible to simply rely on a fine table and that there has to be descriptive information in the Ordinance that outlines the description of each fine.

Mr. Baschnagel pointed out that a \$50 towing charge is shown in the towing section of the Ordinance; he asked if this was in addition to the cost of having cars removed. Ms. Griffin explained that the owners of the vehicles are assessed a fine which reflects the Town's cost. She added that the Town requests a towing bid each year, receives responses to those bids, hires a towing company based upon the bids, and charges the vehicle owner for the Town's cost to have the car towed. Sgt. O'Neill stated that the cost for towing depends upon the season of the year.

Ms. Griffin indicated that the recommendation has been made to implement Phase 2 to raise the 25 cents an hour meters to 50 cents an hour. She added that Sgt. O'Neill has gone out and essentially resurveyed that the meter counts are correct and how many meters are in a certain location. Mr. Baschnagel asked if it is necessary to have that information included in the Ordinance. Ms. Griffin answered that she believes it is necessary; the Town Attorney has said that the Ordinance has to be specific for every street that is covered by it. Mr. Baschnagel noted that he understands the need to be specific, but his concern is that over the course of a year those numbers will change. The idea that the Ordinance would have to be changed to reflect what would otherwise be a housekeeping kind of detail concerns him. Ms. Griffin agreed, adding that this is why she would recommend doing it annually when the fines are updated. The problem is that this document is the reference document for everyone when going street by street. She stated that she uses it constantly to refresh her memory with respect to what situation exists on any given street, and stated that members of the public tend to want this information as well.

Ms. Connolly mentioned that she feels the Ordinance is missing one parking lot, in particular, the lot that belongs to the Howe Library but is located across South Street. Although the lot is not metered, it is for the use of the Howe Library. Ms. Griffin stated that this lot will be added to the lots referred to in the Ordinance.

Bob Norman questioned the wording of the references to Brook Road in Appendix A, noting that Mink Brook Natural Preserve should be referenced instead of the Tanzi Preserve. He also questioned the notation "east".

Ms. Connolly asked if there were actually ten two hour limit metered parking spaces located on the south side of South Street going from Currier to Main. Ms. Griffin stated that they will go out and count those spaces to verify the number available.

Mr. Baschnagel asked if there had been an increase in the number of student spaces. Sgt. O'Neill answered that there were two spaces that were hardly utilized; Ms. Griffin explained that those two spaces were around the corner and not in a convenient location, so they were made available to the school.

Mr. Pierson asked if the spaces on North Balch Street and the east side of North College Street were really enforced from 7:00 a.m. to 12:00 midnight. Ms. Griffin answered that those spaces are not metered; the times mentioned are parking restrictions that exist on those streets. Mr. Pierson noted that it states that people are permitted to park starting at 7:00 a.m., but no earlier. Mr. Walsh explained that the intent of this is that streets that are peripheral to the CBD not become permanent employee parking spaces during the business day. Mr. Pierson asked if someone were to park there from 7:00 a.m. until 9:30 a.m. whether they would get a ticket. Ms. Griffin explained that it is not a high priority area for the Town, and the Police Department would usually be out there on a complaint call. She added that Dartmouth College is ongoing all day long and residents are getting tired of being the overflow parking for the medical school. Ms. Griffin noted that prohibited parking was added on the east side of North Balch Street because Patrick had observed when cars are parked on both sides of that street for events it is difficult to get a cruiser through. In response to some concerns on the part of one resident, in particular, it was opted to limit parking to one side.

Mr. Norman asked if the parking spaces on the east side of School Street which are less than two hours would be changing to two hours. Ms. Griffin explained that there were two 15 minute metered spaces which were found to be very impractical because they are difficult to enforce. They decided to remove those and revert to two hour parking spaces. Mr. Norman agreed that those 15 minutes spaces would be hard to enforce, but they did serve a purpose for people stopping to do short errands.

Hank Tenney of the Recreation Department noted that people going in the Rec Center to register would frequently use those two 15 minute spaces. Ms. Griffin pointed out that she does not feel that it was abided by in general by the people who used it; policing 15 minute parking meters means that an enforcement officer had to be by the meters every 15 minutes.

Ms. Connolly indicated that she would be perfectly willing to keep the 15 minute meters. Mr. Baschnagel pointed out that the biggest impact of the meters is on Sgt. O'Neill and what they do to meter enforcement. He questioned whether this was the best place for the Town to spend time in enforcement.

The general consensus of the Board was to keep the two 15 minute metered spaces.

Referring to Appendix B, Mr. Pierson noted that the reference to Fleet Bank in Municipal Lot #3 should be changed to Citizens Bank.

Ms. Connolly asked if there were still 22 spaces in Municipal Lot #3; Ms. Griffin answered that there are still 22 spaces, but next year there will not be as many because some of the leases will be given up and some spaces will be gotten rid of that the Town rarely has the benefit of.

Mary Anne Rankin referred to Appendix C and asked why the parking facility would start charging at 7:00 a.m. Mr. Baschnagel explained that the expectation is that people would be coming in at that hour. Sgt. O'Neill added that it was the intention to have an attendant on duty at that hour. Mr. Baschnagel continued to say that this schedule represents the best guess as to what will make sense with the parking facility to get things going, recognizing that a hard look will be required about how the actual usage turns out as it relates to fee and hour structure.

Ms. Rankin questioned why parkers in the facility would be charged a fee from 7:00 to 9:00 a.m. and from 6:00 to 9:00 p.m. when parking would be free at those times elsewhere. Ms. Griffin answered that it is due to the convenience of being able to park under cover in a garage.

Mr. Kulbacki asked about the issue of snow removal if there was to be parking overnight in the parking garage. Mr. Baschnagel stated that all overnight parking would be below the deck and under cover.

Mr. Pierson noted that the second hour for parking in the garage is 75 cents, and asked why that is different than the second hour of a metered space. Mr. Baschnagel explained that when they put the schedule together they tried to go up in smaller steps rather than larger jumps. It is to reinforce the idea of a longer stay with a higher rate for each additional hour. Mr. Pierson pointed out that this would cost more to park in the garage for the first two hours than parking on the street. Mr. Baschnagel stated that this is correct; however, someone parking on the street may run the risk of getting a ticket. In this case, a person can come into the parking facility and will not get a ticket if they stay in town longer than expected.

Mr. Walsh asked if marketing wise it would initially not be better for the charge to be the equivalent of on the street parking. Mr. Baschnagel explained that there is a marketing issue and an income issue. They expect most people to use the facility for a relatively short period of time; one to three hours, for example. He added that how the rates get set up will, in large measure, be determined by how people use the facility and what kind of income is seen. Mr. Baschnagel noted that people are going to use the facility for the convenience of using the facility, and he feels that 25 cents an hour is not going to make a difference to them. However, that 25 cents an hour does have an impact on total income based on current guesses as to what the uses will be.

Mr. Walsh indicated that his sense is that the Parking Facility Task Force worked hard on this project, and rather than pick little pieces of it apart it makes sense to him to leave it as it is and look at it three months from

now. Mr. Baschnagel stated that with the attendant on duty in the facility, he feels there will be a lot more feedback and immediate feedback from the users than would otherwise be seen. Ms. Griffin pointed out that the fees are also based on site visits to other garages that have been successful in how they have priced themselves, both independently but also in contrast with on-street parking meters; the feeling was to go with the rates suggested, but with the knowledge that the ability is there to adjust them quickly if necessary. Ms. Connolly added that it will be known right away if the pressure is relieved on the on-street parking spaces.

Mr. Norman asked why surface parking permit rates for Hovey Lane are \$35 a month while all other areas are \$75 monthly. Mr. Baschnagel explained that this is an attempt to respond to the needs of employees downtown that have to keep a car relatively handy and just cannot afford \$75 monthly.

Mr. Walsh noted that the Board had voted to put in a number of spaces a year and a half ago which were intended to be temporary; he wondered if those spaces have now been memorialized. Ms. Griffin explained that those parking spaces are not referred to in the Parking Ordinance because it was known that they would be reviewed again when the parking facility was open with a recommendation as to which ones should be eliminated and which ones should be retained.

Ms. Connolly stated that when the parking structure is open the Board promised that those spaces which were established on a temporary basis were indeed temporary, and she suggested that they be eliminated. Ms. Griffin pointed out that there are some of those temporary spaces that the surrounding neighborhood would like removed, and some that they very much wish to leave in place.

Mr. Walsh suggested that the Board take the months until September off from discussing parking. He added that it has consumed a lot of the Board's time in recent meetings and feels that nothing will change between now and then relative to the temporary parking spaces.

Mary Anne Rankin indicated that as chair of the Bike Committee she wanted to remind the Board that when the temporary spaces were established it was with the intention that they would be eliminated when the parking facility opened. She added that the temporary spots on Crosby Street, for example, are bad spots for pedestrians and bicyclists.

Mr. Walsh asked what would happen if the Board were to close the public hearing and pass the proposed rates and fees schedule at this time. Ms. Griffin answered that there are a couple of issues related to timing; one is installation of the other half of the electronic meters, which is the point at which the 25 cents an hour spaces on the street are raised to 50 cents an hour. The meters have to be ordered, and assuming the manufacturer delivers on the schedule as outlined, they should be received by early August. The other issue is in regard to increasing the fines. This involves ordering new ticket forms, and the Board needs to decide whether it makes sense to implement those increases in fines prior to opening of the garage. Ms. Griffin's personal recommendation is that although the

increased fines may generate a little bit of extra revenue, she is not sure if it is worth the negative impact that will be felt from increasing the fines before the garage opens. Comments from some of the merchants have indicated that correlating the two makes sense prior to the opening of the parking garage.

Mr. Baschnagel pointed out that it has been years since the parking fines have been increased in Town; he would prefer to see the two as separate issues.

Mr. Pierson stated that he would be in favor of voting on the increased fines, etc. closer to opening of the facility as he thinks the two issues are related.

Mr. Walsh closed the public hearing.

Ms. Connolly MADE THE MOTION that the Board pass Parking Ordinance #6, and Appendices A, B and C, to commence September 5, 2000. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO PASS PARKING ORDINANCE #6, AND APPENDICES A, B AND C, TO COMMENCE SEPTEMBER 5, 2000.

3. STATUS REPORT ON UPCOMING WATER DISTRIBUTION SYSTEM IMPROVEMENT PROJECT, PHASE II AND PROPOSED MODIFICATIONS TO THE PARK AND WHEELLOCK INTERSECTION.

Peter Kulbacki presented a summary of the summer's construction work in Town. He noted that it will be another fairly busy summer for water distribution improvements with Phase 2 with bids out now and being due in on June 29th. He feels it is not unreasonable to assume that work with this project could be underway sometime in mid or late July. Because there will be a number of roads and traffic in the downtown area disrupted as a result of the construction work, Mr. Kulbacki wanted to be sure that the Board was aware of the work to be done.

Mr. Kulbacki continued to say that there are also related components to this project, one of which has to do with the Park and Wheelock intersection improvements which include the signalized intersection which has been budgeted for. A second component has to do with widening of South Park Street to include paving the shoulder on the west side where there is now a gravel shoulder. This would then enable the shifting of the center line of South Park St. westward about two feet and repainting the fog lines on each side to give a wider paved surface for bicyclists. Mr. Kulbacki explained that the work does not include removing the landscaped esplanade on the east side of So. Park Street as he feels the Board would want to consider that through the public hearing process.

Mr. Kulbacki displayed a map showing the proposed work and explained the work to be done in various sections of town.

Regarding work to be done between Maynard and Wentworth, Mr. Kulbacki noted that a section of the road will need to be shut down for one way traffic possibly during the daytime while work is being done and opened

up at night to continue working. He expects that the work at this location could potentially take as long as a month because of all of the potential problems as well as the need to put in temporary service.

Ms. Connolly asked if there will be two way traffic on an opposing street while one is closed down. Mr. Kulbacki answered that they will need to review the traffic patterns. Ms. Griffin indicated that northbound traffic on North College St. may have to be rerouted to North Park St. for a period of time; she feels it is better to do this than to create the habit of two way traffic on North Main and then try to reverse that habit when the construction is done.

Regarding the area of Wheelock St. to Wentworth, Mr. Kulbacki noted that this is a particularly difficult area as there is an existing main down the center of the road, and the road is concrete with a poor sub-base. He explained that there are two choices; they can either run it off the road and lose all of the trees, or run it up the middle of the road and have a compromised road which would require pulling everything up and rebuilding the road. The third option is the College running it on the Green, although there is no guarantee that they will do this. He feels that the road in this area will need to be shut down for at least a month.

Ms. Griffin added that this is a huge job that they hope they can avoid altogether, but if it is necessary the hope is that they might be able to look at rerouting rather than having to reconstruct the whole road and impact the tree roots.

Mr. Kulbacki displayed another map showing the Park and Wheelock intersection. The work done on Park Street will be done after 6:00 p.m. and before 2:00 a.m. and will involve reconnecting an existing 16 inch main, an existing 8 inch main, and extending a new main coming down East Wheelock that was recently put in. He added that the work will slow traffic down but should proceed fairly quickly. Ms. Griffin indicated that this is the area where it is recommended that an improved gravel base be put in after the pipe has been buried so that the shoulder of the road can accommodate bicycles more easily.

Ms. Griffin stated that she will be meeting with DOT on June 20th to go over the plan in light of the bikepath improvements to be sure the two plans are in sync.

Ms. Griffin noted that Phase 3, which will be out for bid in late July or early August, has to do with a new tank on Sand Hill with an access road going up from Route 120.

Mr. Walsh stated that it appears as if it will be a horrible summer and fall for driving in Hanover. He asked if Mr. Kulbacki's expectation is that the work that he has shown the Board will be done before Thanksgiving. Mr. Kulbacki answered that the contract is a 150 day contract, and he would anticipate that the work would be done by the end of November.

Mr. Baschnagel suggested that a notice be put in the employee newsletter of the Hospital that there will be major construction on Park Street and

Wheelock Street for the benefit of those employees who routinely commute through Town.

Ms. Griffin explained that the bids will be open on June 29th, and shortly thereafter there will be a proposed construction schedule from the contractor that is selected. There will then be discussions with Dartmouth College representatives to talk about scheduling of the work in light of the College's calendar and also discussions with the Chamber of Commerce. She added that she will be sure the Valley News has the schedule of the work to be performed published so that people will be aware of the timing and schedule to minimize frustration. Ms. Griffin noted that the proposed work represents significant improvements to the water distribution system, and the Town is benefitting from low interest loans in the form of EPA funds through the Department of Environmental Services. The downside is that the work will cause some disruption downtown while the project is being implemented.

Mr. Walsh noted that these are improvements that have to be made for public safety and firefighting. Ms. Griffin stated that the system is 100 years old. Mr. Kulbacki explained that the biggest reason for the work is because the present condition constitutes a health hazard. During high flow conditions there is negative pressure so that things can actually be siphoned into the system.

Mr. Kulbacki discussed the work to be done at the intersection of Park and Wheelock which will involve digging up both sides of the roads. It will be necessary to look at re-signalizing the intersection because the existing signal has no more channels and was slated for improvement anyway. There is currently no crosswalk light, and he noted that this should also be part of the signal improvements at this intersection. They are hoping to change the intersection as little as possible while gaining a better level of service. He acknowledged that it may not be a long-term solution, but may be something that gets the Town by for a period of time relatively inexpensively. Mr. Kulbacki added that the work would be done by the Town crew itself from North Balch St. to the intersection of Park Street. He pointed out existing poles that would have to be relocated. The improvements would result in a straight lane, a left-turn lane and a right-turn pocket area, as well as looking at other corners relative to minor improvements.

Mr. Baschnagel suggested that the Board take a real hard look at putting a roundabout in this location rather than a signalized intersection. Mr. Kulbacki explained that there are some limitations in that area. Mr. Baschnagel noted that Vermont has been very aggressive in designing some roundabouts that are working very well. Mr. Kulbacki agreed that roundabouts certainly have their place and is not something that he would rule out, but he would also not jump at installing one.

Mr. Walsh opened the meeting for public comment.

Mary Anne Rankin stated that she supports paving over the gravel area to give more width for bicycles on South Park Street; this is something that the Bicycle Committee had asked for at a previous meeting. Regarding

the intersection of Park and Wheelock, she wondered if there was a possibility of adding a bike lane there as long as the intersection has to be redone. She also pointed out the benefits of bicycle friendly grates and under sidewalk type drainage.

Mr. Kulbacki noted that the Board should keep in mind that the project will not pay for paving of areas that are not currently paved. Ms. Griffin added that the Town would have to pay for that paving itself or get DOT to fund it through the project.

Mr. Walsh suggested that it might be beneficial for Mr. Kulbacki to take some time to have a discussion with members of the Bicycle Path Committee to go through the design of the improvements.

Ms. Griffin stated that Mr. Kulbacki had attended an engineering workshop recently that DOT hosted.

Ms. Connolly asked if light poles will be replaced on Lebanon Street. Ms. Griffin pointed out that there are double poles in some places on Lebanon Street. Ms. Connolly suggested that if the light poles are ever replaced, there are some replacements for the cobra headed lights which are infinitely more attractive than the lights that are used currently.

Mr. Walsh thanked Mr. Kulbacki for his presentation.

4. RECOMMENDATIONS REGARDING VALLEY ROAD POCKET PARK.

Ms. Griffin reported that there was a very nice meeting on June 13th with the Valley Road neighbors at which a very general proposed site plan for the pocket park was presented. Ms. Griffin displayed a sketch of the park showing the location of a cedar swingset and some bench seating to be made out of recycled plastic in honor of Dagmar Clark who chaired the Recycling Committee. Ultimately, there are some enhanced plantings and a memorial stone to be located in the park. The key message heard from the neighborhood was that they liked the plan and they wished to keep it simple and low key. It was felt that the park could always be added to in the future if desired.

Ms. Griffin stated that currently there is almost \$9,800 in the fund; the project as it is proposed can be done with that amount of money, even allowing some money to be set aside for future maintenance.

Cary Clark stated that the park is a memorial for Dagmar Clark, and that the family is exceedingly grateful for the Town's interest. Secondly, the park will give the neighborhood something that it has said it would clearly like and value; it would provide neighborhood public space for a neighborhood that currently has none. He added that it also gives the Town a chance to learn a lot about situating small park-like spaces in neighborhoods. The idea is that this is a concept that can possibly be duplicated elsewhere in Town. Mr. Clark pointed out that Hanover is a town that has relied on the College and the Hanover Improvement Society and schools for public open space, and the neighborhoods have learned

painfully that they cannot rely on these resources and others to provide open space.

Mr. Clark continued to say that there was a presentation at the last meeting about the concept of a larger park, but the fact is that there is no large piece of land in Town. He pointed out Nathan's Garden in Hanover which is very different than the proposed pocket park, but meets the same need. He stated that Hanover is a town that thinks it has more than anywhere else, but there are a few things that the Town does not have that most others do; there is no cafeteria in the high school and middle school, and there is no open public space where people live. Mr. Clark stated that the support of Ms. Black and the Town are greatly appreciated in this project. He noted that most of the money received so far was simply the result of the standard memorial gift notice when Dagmar died; the reality is that there is now more than enough money to do the initial improvements, and the rest will be put in an endowment so that future improvements can be paid for. Mr. Clark explained that the hope is to have the work done before the end of the summer, and sometime in the fall hold a dedication event for the neighborhood.

Mr. Clark noticed from the agenda that the Board would be talking about their goals and objectives for the coming year. He would suggest that after the summer the Town might consider creating an informal working group to assess the opportunities around the community, and to study what can be learned from the creation of this initial pocket park in terms of the feasibility and desirability of duplicating it in other spaces for neighborhoods in Town. Mr. Clark noted that he is not suggesting that the Board designate a pocket park system as one of its goals, but mention the possibility of investigating the concept of pocket parks in the community.

Mr. Walsh asked for comments from the Parks and Rec Board.

Hank Tenney stated that the committee is very supportive of this pocket park project and think it is way overdue. They are enthusiastic about getting it going.

Ms. Black MADE THE MOTION that the Board approve the creation of Dagmar's Place at the corner of Valley and Chase. Ms. Connolly SECONDED THE MOTION.

Mr. Baschnagel asked who would be maintaining the park. Ms. Griffin answered that the Town will maintain it; the area is maintained now by the Town to the extent that it is mowed. She acknowledged that it will require a bit more maintenance as a pocket park than it now requires, but it is meant to be a relatively low maintenance park.

Mr. Clark noted that this type of venture is successful in other communities, and the best thing that can happen is that the neighborhood takes a sense of ownership of the park. In other communities, he noted that residents who live nearby plant flowers and pick up the area, as well as reporting problems. He added that the planning of the park has very much taken into consideration keeping maintenance costs at a minimum.

Mr. Clark noted that the Hanover Improvement Society is thinking about becoming a participant in doing more for the Town, and may end up participating in this pocket park idea to keep Town costs to an absolute minimum.

The Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE CREATION OF DAGMAR'S PLACE AT THE CORNER OF VALLEY AND CHASE.

While Mr. Clark was still at the meeting, Mr. Walsh wished to report that he had attended a recent Howe Library Trustees' meeting recently, and one of the points raised at that meeting was that the Trustees have decided it is important for the Howe Corporation to establish an annual fund. They are establishing an annual fund seeking to raise \$50,000 for items over and above the Town's standard operating contributions to the library. He stated that the Howe Corporation is taking that step with Jack Nelson as head of the annual fund.

Mr. Clark stated that the Trustees want to keep talking with the Town to be sure that the money raised in the annual campaign is not just replacing money that the Town already gives because in that case it would not be worth the effort and people would not be so amenable to contributing. He thinks that a close partnership exists between the Town and the Corporation, and he does not anticipate any problem in this regard. Mr. Clark noted that since the Howe Library had never done any organized fundraising, they were in no position to raise significant funds for a capital project. He suspects that there will be a Howe capital project within a few years whether it is for renovation of the existing facility or for a new library. He added that one of the reasons that the Howe Corporation is going into the fundraising business is so that it can develop capabilities and skills and find out who the Howe's real friends are. He explained that it is essentially putting on the training wheels for a development effort which has to be in full shape and strong if they expect to have a first-rate future library facility and have it paid for largely with charitable funding.

5. RECOMMENDATION TO SET A PUBLIC HEARING FOR JULY 10, 2000 TO CONSIDER PROPOSED AMENDMENTS TO THE ALARM ORDINANCE.

Ms. Connolly MADE THE MOTION that the Board of Selectmen set a public hearing for July 10, 2000 to consider proposed amendments to the Alarm Ordinance. Mr. Baschnagle SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO SET A PUBLIC HEARING FOR JULY 10, 2000 TO CONSIDER PROPOSED AMENDMENTS TO THE ALARM ORDINANCE.

6. RECOMMENDATION TO GRANT LICENSE TO ADELPHIA FOR INSTALLATION OF UNDERGROUND CABLE IN THE MULHERRIN FARM SUBDIVISION

Ms. Griffin distributed a petition license for the signature of three of the Selectmen. She explained that this is an attempt to try to improve the practice of obtaining licenses from all utilities for installation of poles as well as burying of cable. This particular license is for an extension of cable to a subdivision.

Ms. Black MADE THE MOTION that the Board of Selectmen grant a license to Adelphia for installation of underground cable in the Mulherrin Farm subdivision. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GRANT A LICENSE TO ADELPHIA FOR INSTALLATION OF UNDERGROUND CABLE IN THE MULHERRIN FARM SUBDIVISION.

7. DISCUSSION REGARDING SPEED TABLES.

Ms. Griffin noted that speed tables in Hanover are gaining in popularity. She indicated that there are now requests for consideration of installation of speed tables in three specific locations; one is at Buell and Hovey, and in addition, there was a meeting with the residents of the Valley Road neighborhood. The Valley Road residents requested three things; one was to get rid of the Tyler and Valley Road three-way stop installation which was installed to slow down traffic. They would prefer placing a speed table in the vicinity of the proposed pocket park to essentially make the intersection of Valley Rd. Ext. and Valley Rd. a right angle, 90 degree intersection, and make it a 4 way intersection rather than the current 3 way intersection. Ms. Griffin explained that Valley Road Extension as it merges to Valley Road does not have a stop. The residents also requested the installation of a speed table somewhere on Valley Road Extension in the vicinity of the downtown side of the nursery school. Ms. Griffin continued to say that a request had been received from a resident on Carriage Lane that the Town consider speed tables on that street because of the shortcut traffic from Pineo Hill Road to Lyme Road. She feels that as the speed table concept gains in popularity that it probably would behoove the Board to have a policy regarding speed tables. She feels that the speed table on Rip Road definitely slowed people down; the residents in that area have indicated that they would like one more speed table, and they wish that the speed table that was installed was slightly more raised to slow cars down even more than it currently does. Ms. Griffin explained that she brought this item before the Board because she did not want to simply start installing speed tables without a discussion as to whether this is a method to encourage the neighbors to ask for speed tables when they think the rates of speed on their shortcut roads are too high.

Mr. Baschnagel asked if there is any reason not to put speed tables in. Ms. Griffin answered that discussions with traffic engineers would indicate that some of them think speed tables are effective, and some do not. The only information she has seen from a public safety standpoint in communities that have installed a large number of speed tables is that they significantly slowed down the response time of fire trucks, police cruisers and ambulances. Her sense is that where speed tables are probably going to be requested are on those roads that are shortcut roads through neighborhoods.

Mr. Baschnagel stated that he feels the issue needs to be looked at more broadly; he feels that there are other traffic calming options that are available that should be considered.

Ms. Connolly feels that this may be the case, except for Valley Road. She stated that the stop sign on Tyler and Valley is liked by no one, and to

achieve the purpose for which the stop sign was installed, she would suggest that a speed table would be a good option.

Mr. Baschnagel emphasized that he is not an expert in these matters, but feels that the Valley Road and Valley Road Extension at Conant Road intersection is a perfect example of where a mini-roundabout would be effective. He explained that a roundabout would be designed with a view toward getting maximum speed around the outside down to around 14 mph.

Ms. Griffin noted that there is now a fairly wide turn at that intersection, and the neighbors have suggested that it go back to a 90 degree turn, similar to what was done with Rip Road when it was repaved last fall.

Mr. Baschnagel explained that a roundabout might be an option to an actual stop sign in this location; the intent is the same, which is to slow the traffic down. He added that they do not take up a lot of room, and stated that in a broader sense the Town needs to look at how its roads are constructed with a view toward managing speeds.

Ms. Connolly indicated that before discussing such options in broad terms, the situation on Valley Road is a problem, and that the stop sign was an experiment that failed. Ms. Griffin agreed that it was not observed by many drivers, but it had slowed traffic down.

Mr. Walsh stated that the stop sign at Valley and Tyler was an experiment when it was put in, and the Board had agreed at that time to review it after a relatively short period of time. He asked how the speed table on Rip Road worked with regard to maintenance this past winter. Ms. Griffin answered that it worked fine; in the next speed table that is installed, they would probably elevate its height a little to slow people down more. Maintenance wise, it will be give or six years until it can be determined how the speed table wears. She added that plowing was not a problem at all.

Mr. Pierson asked how the effectiveness of the speed table was determined. He noted that he travels Rip Road frequently and does not find that traffic has really slowed down all that much.

Ms. Griffin explained that the Town had chosen a speed table rather than a speed bump because it is plowable whereas a speed bump is not. The Town was very conservative in construction of the table, making it a very low table. The suggestion from the neighbors is that the Town consider raising it just a little because the extra height would serve to slow cars down. It has been found on Rip Road that the overall speed rates have dropped, but it was also because of a four-way stop sign installed at the intersection of Rip Road and Pine Street. Ms. Griffin explained that it is hard to isolate one impact from the other in judging the overall impact on the road. In addition, the width of the travel lanes was narrowed by about one foot in each direction and fog lines were painted which indicate to the driver that the road feels narrower which psychologically helps to slow the rate of speed.

Mr. Baschnagel stated that there are a number of roads in Town, Valley being one, that are really too wide. Short of tearing them up, he feels that it would not hurt to put fog lines in and bring the size of the roads back down to what they should be for the kind of speed limits that are set. He added that these types of markings also provide guidance for joggers, bicyclists and children.

Ms. Black stated that she has a problem putting speed tables in suburbs and feels that doing so on Hovey Lane is premature until it is determined what the school's plans are. She would suggest that letters be written to the neighbors and neighborhood meetings be held encouraging residents to slow down.

Ms. Griffin noted that she had asked the residents of Carriage Lane who had made the request for a speed table to poll the neighbors to determine if there is a widespread desire to install a speed table. Ms. Black pointed out that there are more cars on Valley Road than on Carriage Lane, and that it costs money to install the speed tables. She feels that it is premature to go ahead and install them simply because people have asked for them; she suggested that there be a little more enforcement of speed limits and discussions be held with the neighbors. She feels that there are lots of ways to control speed without messing up all of the roads.

Mr. Walsh agreed with Ms. Black that there are a number of different ways to consider. The residents he has talked to on Rip Road have indicated that they like the speed table, and if, in fact, this is what is causing people to slow down it is less expensive than having a police cruiser up there every morning three out of five days. Ms. Black pointed out that three things were done on Rip Road; she suggested that the Town start with the simple ones first. Ms. Griffin recommended that the Board defer action on the Carriage Lane request to see if there is a consensus among the neighbors that a speed table is needed, and that it be communicated to the residents of Buell and Hovey that the Board wishes to take some time to evaluate the situation in light of what the high school is planning. With regard to Valley Road, she suggested that the intersection be squared off and at least one speed table be installed to replace the Tyler and Valley Road three-way stop.

Mr. Walsh MADE THE MOTION that the Board of Selectmen defer action on the request to install a speed table on Carriage Lane; that it be communicated to the residents of Buell and Hovey that the Board wishes to evaluate the situation taking into consideration the plans of the high school, and that the Valley Road and Valley Road Extension at Conant Road intersection be squared off and that at least one speed table be installed to replace the Tyler and Valley Road three-way stop. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO DEFER ACTION ON THE REQUEST TO INSTALL A SPEED TABLE ON CARRIAGE LANE; THAT IT BE COMMUNICATED TO THE RESIDENTS OF BUELL AND HOVEY THAT THE BOARD WISHES TO EVALUATE THE SITUATION TAKING INTO CONSIDERATION THE PLANS OF THE HIGH SCHOOL, AND THAT THE VALLEY ROAD AND VALLEY ROAD EXTENSION AT CONANT ROAD INTERSECTION BE SQUARED OFF AND THAT AT LEAST ONE SPEED TABLE BE INSTALLED TO REPLACE THE TYLER AND VALLEY ROAD THREE-WAY STOP.

8. DISCUSSION OF PROPOSED GOALS AND OBJECTIVES FOR FY 2000-2001.

Mr. Walsh suggested that Board members write their goals and objectives for FY 2000-2001 and communicate them to Ms. Griffin to consolidate into a working list for the Board's review at its next meeting.

Mr. Pierson asked how the Board had done on its current list. Mr. Walsh answered that he feels the Board has done very well, although there are some items that are still ongoing.

Ms. Griffin will compile a list from information received from the Board for its review at the July 10th meeting.

9. DISCUSSION OF JULY VISIT OF DELEGATION FROM NIHONMATSU

Ms. Black noted that Board members had received a copy of the schedule for the Nihonmatsu visitors who will be arriving in Hanover on Friday, July 28th and leaving on Monday morning, July 30th. She requested that Selectmen step forward to help with the opening reception on Friday night, to accompany the students on their tour on Saturday morning and to be with the adults on Saturday afternoon and Saturday evening. She noted that they had requested a barbecue on Sunday night. She stated that the group would be comprised of five adults and 12 students.

10. APPOINTMENTS: PARKS & RECREATION BOARD; PLANNING BOARD; SENIOR CITIZENS STEERING COMMITTEE; ZONING BOARD OF ADJUSTMENT

Ms. Black **MADE THE MOTION** that the Board of Selectmen appoint Sue Young and John Buck to the Parks and Recreation Board for terms expiring September, 2003. Ms. Connolly **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO APPOINT SUE YOUNG AND JOHN BUCK TO THE PARKS AND RECREATION BOARD FOR TERMS EXPIRING SEPTEMBER, 2003.**

Ms. Connolly **MADE THE MOTION** that the Board of Selectmen appoint Nancy Collier and Monte Clinton to the Planning Board for terms expiring September, 2003. Mr. Walsh **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO APPOINT NANCY COLLIER AND MONTE CLINTON TO THE PLANNING BOARD FOR TERMS EXPIRING SEPTEMBER, 2003.**

Ms. Connolly **MADE THE MOTION** to appoint John Manchester as an alternate to the Planning Board. Mr. Baschnagel **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO APPOINT JOHN MANCHESTER AS AN ALTERNATE TO THE PLANNING BOARD.**

Ms. Black **MADE THE MOTION** to reappoint Dot King, Chrynsanthi Bien and Mary Kirk to the Senior Citizens Steering Committee for terms expiring September, 2003. Ms. Connolly **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO REAPPOINT DOT KING, CHRYNSANTHI BIEN AND MARY KIRK TO THE SENIOR CITIZENS STEERING COMMITTEE FOR TERMS EXPIRING SEPTEMBER, 2003.**

Ms. Connolly MADE THE MOTION that the Board of Selectmen appoint Ruth Lappin and Susan Wood to the ZBA for terms expiring September, 2003. Mr. Pierson SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT RUTH LAPPIN AND SUSAN WOOD TO THE ZBA FOR TERMS EXPIRING SEPTEMBER, 2003.

Mr. Walsh stated that he would also like to communicate the Board's appreciation to those people signing up for another term.

Mr. Pierson asked if any responses had been received to the advertisements placed in the paper for appointments to boards and committees. Ms. Griffin answered that there have been no responses yet, but she will run the advertisement two more times. She added that she will provide the Board with a summary as to what positions are still open.

11. ADMINISTRATIVE REPORTS.

Ms. Griffin asked if the Board was comfortable with her recommendation to re-schedule the meeting of September 11th to September 5th as the 11th is the major School District meeting regarding bond issues. Ms. Connolly pointed out that this could be a problem because of Planning Board cases on that night. Ms. Griffin then suggested that the meeting be kept on September 11th, but that it begin at 4:00 p.m. The consensus of the Board was that this would be fine.

Mr. Baschnagle asked for details of the School Board schedule. Ms. Griffin answered that a legal opinion from Attorney Bradley will be sent to the Board members in their Friday mailing. Ms. Black added that the first meeting will be to do a cost allocation of the project between Hanover, Norwich and perhaps Lyme, to be voted on by the voters of the Dresden district by Australian ballot. The bond issue has to be voted on by those present. Mr. Walsh commented that September 12th is the same day as the primary, so it will not be necessary to hold an extra election.

Ms. Black reminded the Selectboard that for all State and Federal elections the Board members have to take times at the polls.

12. SELECTMEN'S REPORTS.

Mr. Pierson

Mr. Pierson reported that he reviewed Mr. Kulbacki's presentation of the water distribution system at the Water Company, and that their annual meeting will be in July. He noted that he will not be able to attend the upcoming Board of Assessor's meeting, and added that he may have a conflict of interest anyway. He also noted that he had received some information from the Chamber of Commerce, and that the Parks and Rec Commission will be meeting for dinner on June 21st at Murphy's.

Mr. Baschnagle

Mr. Baschnagle reported that he has been pulled into Planning Board issues and has sat for hearings. He also reported that he will be

attending his first Conservation Commission meeting which is scheduled in the near future.

Ms. Black

Ms. Black reported that six of Hanover's finest teachers retired as of June 19th; they are Al Ponce, Warren DeMont, Sandy Anderson, Reed Williams, Sara DeMont and Jean Keene. They had over 275 combined years of teaching Hanover's children, and she feels they should be commended.

Ms. Black also reported that there will be another public forum on the school issue on Monday, June 26th at 7:00 p.m. at the Hanover High School library.

Ms. Connolly

Ms. Connolly reported that Planning Board cases involve Dartmouth Printing which will have a new addition very soon. There have also been hearings on an addition which is proposed for C & A Pizza, and a hearing on the Master Plan schedule.

Ms. Connolly also reported that she attended the last meeting of the League of Women Voters which involved a very interesting presentation by Nancy Carter as to the building plans, particularly for the Richmond School. She noted that there will be an Upper Valley Lake Sunapee Regional Planning Commission next week, and on June 20th the Planning Board will be hearing a Dartmouth College case.

Mr. Walsh

Mr. Walsh reminded Board members of the upcoming 4th of July parade; assembly begins at 9:30 a.m. at Thompson Arena, with the parade to begin at 10:00. He encouraged all Selectmen to attend if they are in Town.

Relating to the Town Manager's review, Mr. Walsh asked that Board members write or e-mail him their comments.

Mr. Walsh also reported that the Hanover boys' lacrosse team received the State sportsmanship award; he noted that this is a very real step from a team that was not as positive an influence five or six years ago. He stressed that to get this award gives great credit to the team and the coach.

13. OTHER BUSINESS:

There was no other business to come before the Board.

14. ADJOURNMENT.

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

SUMMARY

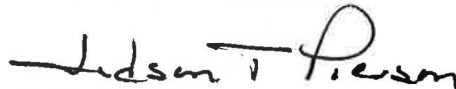
1. Ms. Connolly MADE THE MOTION that the Board pass Parking Ordinance #6, and Appendices A, B and C, to commence September 5, 2000. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO PASS PARKING ORDINANCE #6, AND APPENDICES A, B AND C, TO COMMENCE SEPTEMBER 5, 2000.
2. Ms. Black MADE THE MOTION that the Board approve the creation of Dagmar's Place at the corner of Valley and Chase. Ms. Connolly SECONDED THE MOTION. The Board of Selectmen VOTED UNANIMOUSLY TO APPROVE THE CREATION OF DAGMAR'S PLACE AT THE CORNER OF VALLEY AND CHASE.
3. Ms. Connolly MADE THE MOTION that the Board of Selectmen set a public hearing for July 10, 2000 to consider proposed amendments to the Alarm Ordinance. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO SET A PUBLIC HEARING FOR JULY 10, 2000 TO CONSIDER PROPOSED AMENDMENTS TO THE ALARM ORDINANCE.
4. Mr. Walsh MADE THE MOTION that the Board of Selectmen defer action on the request to install a speed table on Carriage Lane; that it be communicated to the residents of Buell and Hovey that the Board wishes to evaluate the situation taking into consideration the plans of the high school, and that the Valley Road and Valley Road Extension at Conant Road intersection be squared off and that at least one speed table be installed to replace the Tyler and Valley Road three-way stop. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO DEFER ACTION ON THE REQUEST TO INSTALL A SPEED TABLE ON CARRIAGE LANE; THAT IT BE COMMUNICATED TO THE RESIDENTS OF BUELL AND HOVEY THAT THE BOARD WISHES TO EVALUATE THE SITUATION TAKING INTO CONSIDERATION THE PLANS OF THE HIGH SCHOOL, AND THAT THE VALLEY ROAD AND VALLEY ROAD EXTENSION AT CONANT ROAD INTERSECTION BE SQUARED OFF AND THAT AT LEAST ONE SPEED TABLE BE INSTALLED TO REPLACE THE TYLER AND VALLEY ROAD THREE-WAY STOP.
5. Ms. Black MADE THE MOTION that the Board of Selectmen appoint Sue Young and John Buck to the Parks and Recreation Board for terms expiring September, 2003. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT SUE YOUNG AND JOHN BUCK TO THE PARKS AND RECREATION BOARD FOR TERMS EXPIRING SEPTEMBER, 2003.
6. Ms. Connolly MADE THE MOTION that the Board of Selectmen appoint Nancy Collier and Monte Clinton to the Planning Board for terms expiring September, 2003. Mr. Walsh SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT NANCY COLLIER AND MONTE CLINTON TO THE PLANNING BOARD FOR TERMS EXPIRING SEPTEMBER, 2003.
7. Ms. Connolly MADE THE MOTION to appoint John Manchester as an alternate to the Planning Board. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT JOHN MANCHESTER AS AN ALTERNATE TO THE PLANNING BOARD.

Mary Kirk to the Senior Citizens Steering Committee for terms expiring September, 2003. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO REAPPOINT DOT KING, CHRYNSANTHI BIEN AND MARY KIRK TO THE SENIOR CITIZENS STEERING COMMITTEE FOR TERMS EXPIRING SEPTEMBER, 2003.

9. Ms. Connolly MADE THE MOTION that the Board of Selectmen appoint Ruth Lappin and Susan Wood to the ZBA for terms expiring September, 2003. Mr. Pierson SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT RUTH LAPPIN AND SUSAN WOOD TO THE ZBA FOR TERMS EXPIRING SEPTEMBER, 2003.
10. Ms. Black MADE THE MOTION to adjourn the Board of Selectmen's meeting. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.

The meeting was adjourned at 6:30 p.m.

Respectfully submitted,



Judson Pierson, Secretary

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