

FINAL

BOARD OF SELECTMEN'S MEETING

NOVEMBER 6, 2000

6:30 P.M. - PUBLIC WORKS FACILITY - HANOVER, NH

The meeting of the Board of Selectmen was called to order at 7:30 p.m. by the Chairman, Brian Walsh. Present were: Brian Walsh, Chairman; Katherine S. Connolly, Vice Chairman; Marilyn Black; Jay Pierson; William Baschnagel; Julia Griffin, Town Manager; and members of the public.

Preceding the regular Board meeting, the Selectmen enjoyed a tour of the Public Works Facility beginning at 6:30 p.m.

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.

Ms. Connolly commented on the recent enjoyable visit of representatives of Hanover's friendship city, Nihonmatsu, Japan. She unwrapped a gift of a doll which had been made in Nihonmatsu. Ms. Griffin indicated that the doll would be added to the Nihonmatsu art collection on display at the Howe Library.

Ms. Connolly also wished to thank the Public Works Department, the Police Department, the Fire Department and the Howe Library for allowing the Nihonmatsu visitors to tour their facilities.

2. DISCUSSION OF WINTER SAND AND SALT POLICY

Ms. Griffin noted that she had sent information regarding the winter maintenance program to members of the Board. She explained that Keith Southworth was involved in putting the program in writing in response to the ever-changing environment of litigation. In communities around the State, it was felt important to have a winter maintenance program in writing which included all sorts of different weather conditions and what protocol should be depending on those conditions and the type of street. Because the Board had expressed some concern about the use of salt versus sand, and the fact that some residents in Town had believed that more salt and less sand was being used in recent winters, she thought it was important for the Board to discuss the policy with Mr. Southworth and Peter Kulbacki to get a sense of the rationale with which winter maintenance is currently approached.

Mr. Walsh mentioned that he was very impressed with the thoroughness and comprehensiveness of the policy.

Mr. Southworth explained that the biggest issue in terms of the policy is the use of salt versus sand. It has been found that sand is as big a polluter, if not more so, than salt,

while its benefits are very limited. He added that last winter the department started cutting back slightly on the use of sand and increasing slightly the use of salt. The results of this were great savings in time in terms of spring cleanup and overall better service to the Town of Hanover.

Mr. Southworth stated that salt is more corrosive than sand, and added that sand is a pollutant. It infiltrates the streams and simply stays there, whereas salt will dissolve. Mr. Kulbacki indicated that normally problems can be found with sands and other materials that go into the catch basins and they find themselves removing sand constantly from them. One of their concerns is not only the time involved cleaning out the catch basins, but also the wear and tear on the equipment. He pointed out that sand is cheaper than salt, but its effectiveness is really just psychological. Other than traction on icy roads, it really provides very little benefit, and in some cases can actually cause conditions to be more slippery.

Mr. Kulbacki mentioned that there is some long-term damage of vegetation along the edge of roads if salt use is overdone, but this damage is not only caused by the use of salt. He feels that this damage has less to do with the use of salt than with temperatures and the construction of the road. He stated that they do not use salt in circumstances where it is not really necessary; they use it where it is the appropriate material to put on a road in the right temperature.

Ms. Griffin asked Mr. Southworth to discuss how much salt was used two years ago versus last year. Mr. Southworth answered that the use would run very close; they budget 1,700 tons a year and it has been running very close to that. He added that this year's budget is for 1,900 tons, but they do not really expect to use it all unless there is a severe winter. He has left the sand budget as it is at 4,000 tons, but added that last year that amount was exceeded.

Mr. Baschnagel stated that his concerns with regard to salt have to do with the damage that it does to adjacent trees and foliage. Mr. Kulbacki explained that damage in some areas is very hard to attribute to a specific cause; he agreed that it could very well be that in some areas salt is causing damage to trees. He commented that in a previous winter during ice storms people were outraged that a particular area was not cleared immediately. Mr. Baschnagel suggested that the Town should be working harder to help people understand that they do live in the country, and that their expectations cannot be the same as they might be someplace else. He added that he is not being critical of how the roads are maintained, he is simply looking for a more environmentally friendly solution.

Mr. Kulbacki agreed that there will be some damage as salt is detrimental to vegetation, but questioned as to whether it was causing the level of destruction that can be seen in some areas. Use of salt is always a tradeoff; they want to be sure the roads are safe, but they do not want to cause damage.

Mr. Southworth pointed out that the biggest factor is the cost. Sodium chloride is \$40 a ton and has been at that price for years. Regarding the parking garage, he noted that they can use a material called calcium magnesium acetate which is very environmentally friendly, but it costs \$1,674 a ton. He added that calcium chloride is approximately \$600 a

ton.

Mr. Pierson asked if there were roads in Town that got neither salt nor sand. Mr. Southworth answered that every road in Town is subject to either salt or sand or a combination of both, depending on the amount of traffic. On major roads they use strictly salt.

Mr. Kulbacki noted that they are aware of damage caused by salt; water main workers are finding culverts which were put in fairly recently that are not in great shape, basically because of the salt. He suggested that in the future they may have to look at lining some of these culverts.

Ms. Connolly indicated that she does appreciate the fact that sand is being used less frequently. She asked what the maximum depth of snow would be before any treatment is applied to the roads. She noted that she has seen snow storms that are very minimal during which salt or sand is used, when it seems that the department might be wasting its time at the depth of the snow. Mr. Southworth answered that treatment of the roads all depends upon the conditions. Drivers are given a lot of leeway, but he noted that there are times when there is condensation on the roads that freezes while there may be no snow whatsoever. In these conditions, salt would be used to make the roads safe.

Ms. Black stated that ten years ago the Board of Selectmen had a lengthy discussion about salting all of the major thoroughfares and school bus routes, but decided that on strictly residential streets no salt would be used. However, the last couple of years she has seen more and more salt used on side residential streets where she is not sure there is enough traffic generated to do anything except plow. Ms. Black noted that on her street last winter there was nothing but salt used to treat the road.

Mr. Walsh suggested that there may need to be an inventory of vegetative damage.

Mr. Baschnagel commented that he realizes the Public Works Department receives calls about the road conditions. He suggested that people have very high expectations about the conditions of their roads and tend to get carried away. He feels that somehow the public needs help in understanding what is a reasonable expectation as opposed to a maximal expectation, and there also needs to be a way to protect the Public Works Department from bearing the brunt of the public's reaction and comments. Ms. Black noted that the residents have been given such good service that they want it better all the time. She recommended that there be a one page letter included in the Town calendar stating the winter maintenance policy for roads.

Mr. Baschnagel agreed that the public needs to understand what the alternatives, impacts and costs are with regard to winter road maintenance.

Ms. Connolly complimented the Public Works Department for the fine job they have always done, adding that their level of service is incredibly high.

Mr. Pierson feels that the Public Works Department does more than an adequate job of taking care of the roads, and that it has to be left up to someone's judgment as to how this

should be done. He feels that the normal resident does not understand what the problems are in this regard, and that they do not realize the importance of the changes in terrain and temperature.

Mr. Baschnagel wondered how much the public's perception has to do with the fact that they have grown further and further away from the people that are actually doing the job. He noted that a lot of people do not know who are in the trucks and asked what could be done to help bring them a little closer or to provide opportunities for this type of education.

Mr. Walsh suggested the idea of having two or three hours' worth of coverage on CATV6 of tape from a truck out at night during a storm.

Mr. Baschnagel commented that one of the things that came out of the Etna Rural Hanover survey was an illustration of the distance between people and the Town. There was a question of people being notified about roadwork, and the fact that people want to be notified when roadwork is going to occur on their roads in particular.

3. DISCUSSION OF PROPOSED REVISION OF TOWN PAVING POLICY.

Ms. Griffin referred to a paving schedule which Mr. Southworth had presented while the Board was going through the budget review process. It was agreed at that time to take this issue up at a time when the Board could focus on it, and it was her suggestion to handle it the same time as the discussion regarding the salt and sand policy. She noted that Mr. Southworth has looked at the Town's shim pave program and is recommending that the Board think about making a gradual change to a somewhat less frequent shim pave cycle for Town roads. The end result of this would be that it would flatten out the up and down curve in terms of the amount of money budgeted year to year for shim pave. When Mr. Southworth first started to work on this process, he thought it might be possible to come up with a more consistent annual tonnage of shim pave work to be done, but the end result is that it elongates the paving somewhat. She noted that one of the things she has always appreciated about Hanover is the extent to which the Town keeps up with its paving. She commented that it is rare to have a community that does a good job annually of funding this, and the fact that Hanover has maintained a commitment to replacing its equipment and paving its roads on a regular basis is a real testament to the community's ability to maintain its infrastructure.

Mr. Walsh asked for an explanation of the term "shim pave". Mr. Southworth answered that shim pave is what they do on rural roads; it is a one step process which averages about an inch of pavement rather than the normal paving consisting of a thin coat called a shim and an overlay on top of that consisting of a controlled thickness. Shim pave roads are paved on a five year cycle versus the normal ten year cycle for the rest of the roads in Town. This costs an extra \$500,000 every ten years.

Mr. Southworth added that he can take a mile of road, grind it up, add gravel and improve the drainage for approximately \$100,000. He stated that there are 25 miles of rural roads in Town and this will be a long process to complete the work, but in the long run he feels the Town has to consider it as long-term savings. It will not only prolong the life of the pavement, it will also cut down on the amount of maintenance that has to be done to those roads.

Mr. Baschnagel noted that he was surprised to see that maintenance is done on a fixed schedule rather than on a needs basis. He noted that roads are used at different levels and see damage at different rates, and he asked how this is factored into the program. Mr. Southworth answered that roads are never allowed to deteriorate to a point where they become hazardous. He feels that it is possible to get to a point where major roads are on a ten year cycle and more residential roads extended to a twelve or fifteen year cycle.

Ms. Griffin noted that the program essentially invests more money in upgrading roads so they do not need to be repaired as frequently. Mr. Southworth added that this may mean increasing the paving budget a little each year.

Mr. Walsh stated that essentially he feels the Town is meeting a level of service that the public wants. He would be happy to see a more rational program that groups neighborhoods and extends the work out a little.

Ms. Griffin pointed out that this schedule would not give up the Town's commitment to maintain the roads to high standards. She feels that this is what is so unique to Hanover that the Town has been able to adhere to continuing funding on an ongoing basis as opposed to cutting funding when times are tough.

Ms. Black suggested that it would be interesting in the upcoming Town Report to include some of this paving schedule information and to also put the index of streets in the Howe Library. Mr. Walsh recommended that the salt policy also be available to the public at Howe Library. Ms. Black indicated that she feels people should be given as much information as possible. Mr. Baschnagel agreed and added that the information could also be put on the Town's web site.

4. DISCUSSION OF NOVEMBER 20TH MEETING DATE.

Ms. Griffin noted that the Dresden School Board is planning an event on Monday, November 20th at 7:00 p.m. at the Hanover High School gymnasium seeking public input on various site options. As this date conflicts with the Board's regularly scheduled Selectmen's meeting, she suggested that the meeting be started earlier.

It was the consensus of the Board to hold the regularly scheduled meeting on November 20th beginning at 4:30 p.m. with the scheduled public hearing beginning at 5:00 p.m.

5. RECOMMENDATION TO SET A PUBLIC HEARING FOR MONDAY, NOVEMBER 20TH AT 5:00 P.M. TO CONSIDER AMENDING THE PARKING ORDINANCE RELATIVE TO INTERIM ON-STREET PARKING SPACES.

Ms. Connolly MADE THE MOTION to set a public hearing for Monday, November 20th at 5:00 p.m. to consider amending the parking ordinance relative to interim on-street parking spaces. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO SET A PUBLIC HEARING FOR MONDAY, NOVEMBER 20TH AT 5:00 P.M. TO CONSIDER AMENDING THE PARKING ORDINANCE RELATIVE TO INTERIM ON-STREET PARKING SPACES.

6. APPOINTMENTS: ADVANCE TRANSIT BOARD.

Mr. Walsh MADE THE MOTION to appoint Bill Baschnagel to the Advance Transit Board as the second of the Town's representatives, and to thank him for his past and future service. Mr. Pierson SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO APPOINT BILL BASCHNAGEL TO THE ADVANCE TRANSIT BOARD AS THE SECOND OF THE TOWN'S REPRESENTATIVES, AND TO THANK HIM FOR HIS PAST AND FUTURE SERVICE.

7. ADMINISTRATIVE REPORTS.

Ms. Griffin reported that her office is in the midst of trying to finish up the Water Company project. She added that the water in the Park Street/Lebanon Street area will be shut off on the evening of November 7th to finish up that project. She added that the neighborhood has been notified for the second time as the original date had to be postponed. Mr. Kulbacki stated that there would be at least one more period of water shutoff, although he was not sure when that would be. Ms. Griffin indicated that transaction ads will be placed in the Valley News indicating which neighborhoods will be impacted by this work and the schedule.

Ms. Griffin pointed out that most of the work on Lebanon Street will be in conjunction with the DOT plans for the bike path.

Regarding the parking garage, Ms. Griffin reported that she and Sgt. O'Neill would be meeting with Chuck Gibson on November 8th regarding some tasteful ornamental parking signs for both entrances to the garage. One sign would be on east South Street, probably mounted to an ornamental pole; and if permission is obtained, they will place one on the 7 Lebanon Street building high enough so that drivers can see it from both directions. They are in agreement that more visible and distinctive signage is needed. She added that they will also be setting up a meeting with the lighting consultant that did the original lighting work in the garage to determine what kind of mechanism can be purchased for the lights to tone down the brightness of the interior lights in the garage that can be seen from the outside of the building, especially on the ground level driving up Currier Street. Ms. Griffin will report back to the Board after her meeting with the lighting consultant.

Ms. Griffin noted that there is a Water Company board meeting on November 8th, and there is a proposal for a valuation for the utility for purposes of beginning to talk about the pros and cons of municipalizing the Water Company itself.

Ms. Griffin also indicated that the tax bills have gone out in the mail. Mr. Baschnagel commented that apparently people have noticed that there was an increase in the parking district tax and are assuming that this increase is included in their property tax bill, which is not correct.

Mr. Walsh suggested that there be fire district, sidewalk district and parking district maps for the public to view at the next Town Meeting.

8. SELECTMEN'S REPORTS.

Mr. Pierson

Mr. Pierson had nothing to report.

Mr. Baschnagel

Mr. Baschnagel reported that the Dresden Transportation Management Subcommittee has been meeting and will meet again this week. The focus of their efforts is what can be done to get students on the busses, and another issue is giving serious thought as to how to make use of the RSG computer model in terms of what kind of data the Town needs to collect to understand where people are coming from and who is dropping the students off, etc. This information could be paired with a survey to go to the students and parents to try to determine the impacts of moving the present location of the school.

Mr. Baschnagel also reported that the first week's statistics have been received from the parking garage. As the data is fine tuned, it will be distributed to the Board on a weekly basis.

Ms. Black asked if people have been parking in the garage. Mr. Baschnagel answered that not as many people as they would like have been using the garage. Ms. Griffin pointed out that it is an interesting time of year to try to get data; in the past during this period, parking revenues went down in mid-October to mid-November.

Ms. Black stated that someone had asked her when the parking garage closes. Mr. Baschnagel answered that the facility is manned from 7:00 a.m. to 9:00 p.m. It is possible to enter the garage up to 11:00 p.m. and to leave anytime. Parking is free on Sunday in the garage.

Ms. Black

Ms. Black reported that in connection with the meeting on November 20th for the Dresden School District a matrix has been made of all nine categories of all of the sites that have been considered as a location for the Richmond School and the Hanover High School. The crowd at the meeting will be broken up into small groups to fill out a matrix with the pros and cons on the nine different items to obtain some public opinion. Letters will be going home to parents of school age children with details of the meeting, and there will be transaction ads in the Valley News, some radio spots, it will be advertised on the CATV calendar and posters will be used.

Ms. Griffin also reported that there will be a meeting on affordable housing on November 9th at 7:30 p.m. She added that she feels the Board of Selectmen should recognize the fact that three Hanover High School teams won their State championships this year. She suggested that either a letter to the editor or a box ad in the paper be used to congratulate all of the athletes at Hanover High School. Various suggestions were presented for publicizing this, including an enlarged version of the Town's "Tip of the Hat" and the possibility of a banner.

Ms. Black stated that Gordie DeWitt would be retiring and Mr. Walsh noted that he would be saying a few words at the party to be given in Mr. DeWitt's honor.

Ms. Connolly

Ms. Connolly reported that the Planning Board has met once since the last Selectmen's meeting; they have been having further discussions on the Master Plan and open space plan, as well as a couple of minor Dartmouth cases. The upcoming meeting on November 7th will include additional discussion on the Master Plan.

Mr. Walsh

Mr. Walsh stated that he had received a compliment on the cemetery gate. He added that Adam Nelson day went well; he feels this was a good thing to have done, and that Adam was very pleased at the Town recognizing him.

Relative to the budget, Mr. Walsh stated that the Town could expect to see a 23 percent increase on the Blue Cross/Blue Shield coverage, and suggested that administration may want to start shopping earlier than usual for alternatives.

9. OTHER BUSINESS.

There was no other business to come before the Board.

10. ADJOURNMENT.

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

Ms. Connolly MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Black 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. Ms. Connolly MADE THE MOTION to set a public hearing for Monday, November 20th at 5:00 p.m. to consider amending the parking ordinance relative to interim on-street parking spaces. Mr. Baschnagel SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO SET A PUBLIC HEARING FOR MONDAY, NOVEMBER 20TH AT 5:00 P.M. TO CONSIDER AMENDING THE PARKING ORDINANCE RELATIVE TO INTERIM ON-STREET PARKING SPACES.**
- 2. Mr. Walsh MADE THE MOTION to appoint Bill Baschnagel to the Advance Transit Board as the second of the Town's representatives, and to thank him for his past**

and future service. Mr. Pierson **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO APPOINT BILL BASCHNAGEL TO THE ADVANCE TRANSIT BOARD AS THE SECOND OF THE TOWN'S REPRESENTATIVES, AND TO THANK HIM FOR HIS PAST AND FUTURE SERVICE.**

3. Ms. Black **MADE THE MOTION** to adjourn the meeting. Mr. Pierson **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO ADJOURN THE MEETING.**
4. Ms. Connolly **MADE THE MOTION** to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Black **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 8:45 p.m.

Respectfully submitted,

Jay Pierson, Secretary