

MINUTES
SELECT BOARD
TOWN OF PETERBOROUGH
Tuesday, September 3, 2019 – 5:00 PM
1 Grove Street, Peterborough, New Hampshire

Present: Tyler Ward, Karen Hatcher, Bill Taylor

Also Present: Rodney Bartlett, Nicole MacStay, Alison Kreutz, Chief Ed Walker, Chief Scott Guinard

The meeting was called to order at 5:00 PM.

Traffic on High Street – Phil Runyon

Phil Runyon, a 45-year resident of High Street, recognized that many High Street neighbors were present at the meeting. Over the years, residents have noticed a steady increase of traffic, and he believed the origin of most vehicles were those turning onto Hunt from Route 202 and going down High or Summer Street to get to downtown or Route 101. The Main Street Bridge Project could create additional traffic on High Street, and the downslope of the road means vehicles pick up speed and are often going 40+ MPH by the time they reach the Elementary School. The speed of motorists and reduced visibility are ongoing issues.

Chair Ward asked if there were signs regarding the school zone. Mr. Runyon said there were, but speeding motorists usually do not slow down.

Mr. Runyon said that, on more than one occasion, speeding vehicles have missed the turn onto MacDowell Road and wound up in front yard of the home at the intersection.

Andrew Bell of MacDowell Road said there's no other way for residents of the Hunter Farm area to travel out of that area, and people who used to use Union Street now go down MacDowell to avoid the speed bumps on Union. Mr. Bell said he thinks some of the increased traffic is comprised of residents, in addition to those who are just cutting through.

A resident (*name inaudible*) of 2 MacDowell Road said there's a dangerous intersection at the Woodland Heights senior home. There are no street lights and the seniors who drive in that area have to contend with people coming up too fast behind them.

Melissa Goldthwaite of 24 High Street said she was also concerned about speed and she's had cars pass her going more than 40 MPH with barely a foot between herself and the car while she's been out walking her dog.

Leandra MacDonald of High Street said the school zone sign isn't a flashing sign and doesn't indicate when children are present. She also said that where High Street hits Vine, Main, and Elm Street, there's a crosswalk that is often not visible due to the parked cars at the bottom of Vine Street. There should be considerations for that intersection when the volume of through traffic increases.

Beatrice Coriveau said she has seen considerable increase in traffic, and the road work on High Street done in the last six months has resulted in speeding trucks "slamming down." Speeding has been an ongoing problem for years. "I would like to see speed bumps like Union Street has." She went on to say it's "ironic" it hasn't occurred yet with the Elementary School there.

Resident Tammy Lenski said she agreed with most of what she has heard, and that "it's not just a day-time problem" - there's a lot of high-speed traffic overnight.

Emily Manns of 40 High Street said she has new neighbors with young children who have remarked about how cautiously the Manns back out onto the road from their driveway.

Resident George Sterling said this is a “pandemic problem” and is the “tip of the iceberg” for the issues that will occur when the Main Street Bridge is under construction. Mr. Sterling said the EDA and Chamber of Commerce have looked at issue and talked to the State, and nothing has been done or even recommended because none of the Town boards and committees have any sway, except for the Select Board.

Charlie Derby of 39 High Street has lived on High Street for 73 years. He said “it’s really fast out there” and you know “they’re going too fast when the breeze blows your hair.”

Ron McIntire of MacDowell Road said there are a lot of empty beer cans along the road, and people may be driving under the influence, in addition to driving too fast.

Rod Christie of 36 High Street said his new neighbors have had to buy sound canceling machines to deal with the road noise, and they moved here from urban Connecticut.

Chief Guinard said the area is posted for 30 MPH. The school zone limit can only be enforced 45 minutes prior to school starting and 45 minutes prior to release. It’s not uncommon to see people traveling 5-15 miles an hour over the speed limit. Officers are posted at multiple problem areas in town, High Street included, but they can’t have an officer posted at any one spot 24-7. He said officers often stop people running late to get to the Peterborough Players or to drop off or pick up their kids from school. The Chief recommended a traffic study to gather data on traffic counts and speeds.

Ms. Hatcher said that perhaps the Town could do the same thing with traffic as it is doing with housing. She asked how Peterborough, as an “intelligent, thoughtful, caring community” could look to solve the problems being encountered on the roads, using resources other than just the Police Department.

Resident Matt Waitkins agreed with Ms. Hatcher. He said various neighborhoods have this mutual concern, there should be a town-wide committee or group who addresses this.

Chair Ward asked about Neighborhood Watch or similar citizen-run efforts that would make it clear that the speeding is noticed and not appreciated by residents.

Kathy Runyon said she has spoken to Chief Guinard over the last couple of years and he has “stepped up” every time. Many patrols have been organized, but they are “spotty,” and if a police officer isn’t there, there’s nothing to be done about speeders. If the speed limit were reduced to 25 MPH, it would be more in keeping with the school hours.

Emily Manns asked how much control over town speed limit we have. Chief Guinard said the Town has the authority to lower the limit to no less than 25 MPH on all town roads. Once options are discussed, that’s one that the Police Department might bring forward – “It would make enforcement easier.” The Chief explained that speed limits in the State of New Hampshire are ‘prima facie’, so police officers have to prove to motorists that they were traveling at an unreasonable speed in order to ticket them.

Chair Ward if there was on-street parking allowed. Several in the audience said “yes.”

A resident (*name inaudible*) of 2 MacDowell Road said the 20 MPH sign is quite faded and had some bushes growing up around it. A new yellow sign might help, as might radar signs.

Mr. Taylor said the Town has been looking into lit radar-feedback signs in several neighborhoods. They’re expensive, but they work the best for traffic-calming measures. It should be kept in mind that speedbumps can add to noise. He asked if we dropped the speed limit, do we drop it for the whole length of the road, or just for a portion of it? Mr. Taylor said he was in favor of lowering the speed limit.

Mr. Bartlett said we need to generate data relative to the existing speeds to make a recommendation for the lower speed limit. One feedback sign is about \$2,500.00, and the prices are increasing because they’ve

become very popular, and Administration is trying to negotiate a better price. The Town plans to order between 8 and 10 of those signs shortly.

Chair Ward asked for confirmation that a speeding ticket cannot be issued based off a photographic image of the speeding vehicle.

Chief Guinard confirmed a ticket could not be issued based on a photograph as, according to New Hampshire law, law enforcement has to prove who is behind the wheel of a vehicle to issue a ticket, and the registered owner is not obligated to reveal who was driving the vehicle if they were contacted about speeding after the fact.

Chair Ward asked Chief Guinard if private citizens would be allowed to photograph speeding cars and post on social media. The Chief said that would be allowed, as long as they weren't audio recording.

Ms. Hatcher said she uncomfortable with that idea, and that before we go down the vigilante road we should investigate to see if we can take a more innovative, positive route.

Leandra MacDonald asked if there could be sound level data collected that would reflect how the sound volume of traffic might change if a crosswalk table was installed.

Matt Waitkins said that at his driveway on Union Street, just west of Elm Street, people downshift as they approach the stop sign and then they hit the gas as soon as they get over the speed table. He said the sound dynamic of the High Street neighborhood will change if a speed table is added.

Ms. MacDonald asked about measures that would make the road appear narrower, by use of flower boxes for example.

Mr. Bartlett said an aspect of traffic calming is reducing the width of travel lanes. Some progress has been made with NHDOT doing that on state roads, so similar markings can be made on town roads where there is enough space to safely mark out a bike or multi-use lane. For the past two or three years, a pedestrian/bicycle fee has been collected during vehicle registrations, and there is now around \$40,000 in that account, which could be used to paint bike lanes.

Ms. MacDonald said there's also money in Southwest Region Planning for Complete Streets work that might be available.

Mr. Bartlett said most of the applications for Complete Streets have been for the downtown area. The fee collected during car registrations will greatly help to provide multi-use lanes and pedestrian crosswalks, etc. and there have been a number of conversations with Ivy Vann about what areas to focus on. There will be a request brought forward at next Town Meeting to make some expenditures out of that account.

Judy Wilson Furstenburg asked if there were any places between Route 202 and High Street to make a dead end, making it less friendly to people cutting through. The High Street residents in the audience expressed that there was not.

A member of the audience who did not identify herself said the pavement that was more recently put in for sewer work has settled, and she wondered if DPW could smooth that out to help with the clanging.

Mr. Bartlett said he would take a look at it.

Ms. MacDonald said she's lived on High Street for 39 years, and their section of the street has only been paved once, and "we have an unwalkable sidewalk."

Mrs. Runyon asked if an article could be put in to have all in-town streets reduced to 25 MPH.

Mr. Bartlett said Administration will look to see what requirements there would be in order to do it as a blanket measure, rather than street-by-street.

Bob MacDonald of High Street said there used to be streetlights all the way to the MacDowell Colony, but they gradually burned out over the years and were not replaced. He expressed concern for MacDowell Colony residents walking around the S-curve to get to the Colony from downtown. "The S-curve is essentially unusable for pedestrian traffic."

Mr. Derby said that in the past the road was not as wide by the golf club as it is now – it used to have a gravel area on both sides, but now it is completely paved.

Chair Ward suggested that different applications of paint may be able to address that.

A member of the audience who did not identify herself said a number of cars don't stop at the stop signs, and shared an anecdote about tracking down a young person who habitually sped down the road to confront him.

Recommendation Regarding Speed Limit on Old Dublin Road – Chief Scott Guinard

Chief Guinard said the full length of Old Dublin Road was examined that it was discovered that there were no speed limit signs. The same statute that allows the town to lower the limit to 25 MPH requires a speed survey. Through that analysis, the average speed was 32 MPH (with some speeds as low as 18 MPH and as high as 37 MPH). Chief Guinard recommended that the limit be reduced to 25 MPH and new signs posted to reflect that.

Mrs. Runyon said she likes the new "No Through Trucks" signs on Hunt Road and said they should also stop those trucks from getting onto High Street.

Vote to Approve Recommendation to Reduce the Speed Limit on Old Dublin Road to 25 MPH

Motion: Ms. Hatcher motioned to approve the reduction of the Old Dublin Road speed limit to 25 MPH.

Vote: Mr. Taylor seconded. All in favor. Motion carried.

Mr. Runyon said Peterborough could get good PR out of successfully reducing speeds and hazardous traffic in Town. Both Mr. Taylor and Chair Ward said it could be interpreted in different ways.

Review of MOU for Radio Equipment Install at MCH – Chief Ed Walker

Chief Ed Walker said the issue goes back to the Emergency Management Budget that called for additional funding to place a radio repeater at MCH. When the funds were approved, the Hospital was approached about the construction and requested a MOU, which had not previously been requested for projects of a similar nature (like the Police Department's radio repeater). Chief Walker said the MOU has been reviewed and approved by both Town council and the Hospital's council. The president of the hospital has signed off on it, so Chief Walker is requesting the Select Board authorize Mr. Bartlett to sign the MOU on behalf of the Town.

Ms. Hatcher asked about the timing of the install. Chief Walker replied the install would be done as soon as possible.

Chair Ward inquired about the insurance requirement stipulated in the MOU. Chief Walker confirmed the Town has insurance for all Town equipment, and Town council felt our existing insurance was acceptable for the project.

Vote to Authorize Rodney Bartlett to sign the MOU for Radio Equipment Install at MCH

Motion: Chair Ward made a motion to authorize Rodney Bartlett to sign the MOU for Radio Equipment Install at Monadnock Community Hospital.

Vote: Ms. Hatcher seconded. All in favor. Motion passed.

Recommendation for Website Redesign – Alison Kreutz

Ali Kreutz, who does the majority of the editing on the Town website, said she had been tasked with finding the best option for website redesign back in March. She started by looking at over 100 municipal websites for towns and cities in New Hampshire and the surrounding states to see what providers were popular, and to check the aesthetics and function of the sites. Following the approval of the \$10,000 budget in May, she, along with the IT Department and Assistant Planner Kristin Bixby, began to investigate options that fit within that budget. The top contenders were GovOffice, the Town's current provider; CivicPlus, the most popular provider in New Hampshire; and Revize, a provider that has been gaining traction in New England. She reviewed some pros and cons for each of the options:

Though GovOffice hosting is very inexpensive relative to the market, at only about \$1,000 a year, redesign was expensive, and they didn't offer any changes or updates to the back end of the site, which Ms. Kreutz knew from experience was lacking.

CivicPlus has an office in Massachusetts and provided a live, in-person demo, which was appreciated. Some of the designs were impressive, but then it was revealed that the backup, auditing, and granularities we were seeking would only be available with an upgrade to a CRM typically reserved for municipalities with a population of 10,000 or more, which would double the cost to more than \$21,000, putting it far outside of the budget.

Revize provided examples that were very attractive and functional, and the cost of the redesign was less than \$8,000, and the most inexpensive of the three contenders (though hosting was most expensive). The interactions with the Revize team have been very positive, with good response times, accommodating attitude, and flexibility concerning payment options. They also had 4 data centers, which was the highest number encountered in our research, and they offered solid granularity and auditing functions. They offered an assortment of innovative and modern applications. Ms. Kreutz also approved of the functionality and ease-of-use of the back end. Ms. Kreutz recommended contracting with Revize to provide the new design and hosting for the Town website.

Chair Ward asked which budget would make up the difference in the hosting costs, which would more than double. Ms. MacStay it is currently coming out of the IT budget, and, if it remained in that budget with no additional assistance, it would likely cut into desktop and laptop replacements. Chair Ward if there would be an option to pool with other departments.

Mr. Bartlett said the increase is a relatively small amount, so keeping it in IT would be the easiest way to keep track of it. If there are special applications that come into it, Administration can look at bringing in funds from the relevant departments.

Vote to Approve Recommendation and Contract with Revize for Town Website Redesign and Hosting

Motion: Ms. Hatcher made a motion to accept the recommendation to contract with Revize for the purpose of redesigning and hosting the official Town website.

Vote: Mr. Taylor seconded. All in favor. Motion passed.

Vote to Reappoint Town Board and Committee Members

Motion: Chair Ward made a motion to reappoint members to CIP Committee, Conservation Commission, Downtown, South Peterborough, and West Peterborough TIF Advisory Boards, Open Space Committee, Heritage Commission, Master Plan Steering Committee, and Local River Management Advisory Committee

Vote: Mr. Taylor seconded. All in favor. Motion carried.

Correspondence

Chair Ward addressed a letter from Mr. John Lord regarding the proposed housing study and the past decisions of the Planning Board, stating the "goal should be to help every citizen achieve what they want, and not to achieve the 'vision' of a few."

Chair Ward then addressed a letter from Geoffrey and Cornelia Taylor of Hunt Road, and their concern about any potential exemptions for no-through trucks, as was discussed at the Select Board Meeting on August 8th.

Mr. Bartlett spoke about the letter concerning the NHDOT Highway Block Grant Aid. He explained the letter comes annually from the DOT and outlines the Town's quarterly revenue payments received. The grant is based on several things, including number of miles within the community, which is slightly higher than what we've had in past years. The only limitation is that our highway budget be larger than the grant amount, which it always is.

Chair Ward said in 2020 the grant amount will be \$200,518.67, and asked how this compared to previous years. Mr. Bartlett said that last year it was in the \$185,000 range, and for a long time prior to that, it was in the range of \$165,000.

District Wide Broadband Initiative

Ms. Hatcher, who is on the Selectman's Advisory Committee for the School Board, explained that the Committee wants to investigate working collaboratively for district-wide broadband initiative. The goal is to see if, by working together, the towns could better negotiate with internet providers. "Students should be able to learn everywhere." A meeting to discuss the effort will be held on September 18th at 7:00 PM, at ConVal.

Ms. Hatcher said Dublin, Harrisville, and Hancock are all actively looking for options, and Hancock, which has done the most homework, is leading the initiative. Antrim is the only town in the district that has all homes wired up through TDS.

NON-PUBLIC SESSION

Motion: Mr. Ward made a motion to enter a non-public session pursuant to RSA 91-A:3 II(a) (personnel)

Roll Call Vote:

Chair Ward: Yes

Ms. Hatcher: Yes

Mr. Taylor: Yes

At 6:18 PM the Select Board entered a non-public session.

Motion: Chair Ward made motion to close the non-public session at 7:29 PM.

Roll Call Vote:

Chair Ward: Yes

Ms. Hatcher: Yes

Mr. Taylor: Yes

Non-public session closed. Public meeting reopened by Chair Ward at 7:29 PM.

Motion: Mr. Ward made a motion to seal the minutes of the non-public session pursuant to RSA 91-A:3 II(a) (personnel)

Roll Call Vote:

Chair Ward: Yes

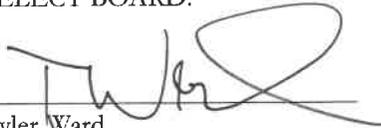
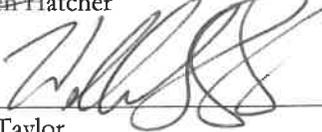
Ms. Hatcher: Yes

Mr. Taylor: Yes

Chair Ward made a motion to adjourn the meeting at 7:30 PM. Ms. Hatcher seconded. All in favor. Motion carried.

Respectfully Submitted,
Alison Kreutz, Assistant to Town Administration

PETERBOROUGH
SELECT BOARD:


Tyler Ward
Karen Hatcher
Bill Taylor

ACTION ITEM PENDING LIST

- 1.

