

**Town of Woodstock
Selectmen's Meeting
Tuesday, March 19, 2019**

Selectmen: R. Gil Rand, Scott Rice

Staff: Judy Welch

Public: Paul Beaudin, Kyle Caulder, Casey Caulder, Jim Conn, Patrick Griffin, Bill Lambert, NHDOT, Christine Payne, Bill Waterhouse

Gil called the meeting to order at 6:00 p.m. Scott seconded the motion and the vote was affirmative.

Public Participation:

Patrick requested that the Board move any discussion pertaining to the Solid Waste Facility and zoning up on the agenda so that he could attend the School's Annual Meeting.

Proposed Changes to the Solid Waste Fee Schedule:

The Board reviewed a new fee schedule for the Solid Waste Facility. The Board feels this is something that should be discussed and voted on in a Joint Board Meeting. No action was taken and discussion was tabled.

Jim wanted the Board to know that he was not part of compiling these changes and that he had no input. Jim would like the Boards to consider scales so that everyone is charged fairly.

The Board informed Jim that scales were discussed during the budget cycle. The Board is under the impression that the fee schedule is temporary until they can find a used set of scales. Jim asked the Board to compare the cost of used scales to the cost of new because he doesn't think there is a substantial difference.

Paul noted that what you are going to get back from actual charges will more than pay for the scales.

Solid Waste Facility/Roof Replacement/Update:

Scott contacted the Town Manager in Lincoln to follow up on the roof replacement at the Solid Waste Facility. He informed Scott that the Request for Proposals is out and he assured Scott that the work would be done as soon as bids are received and the weather changes (2-3 months).

Zoning/Direction for the Planning Board:

The Board feels that the majority in attendance at Town Meeting wanted the Planning Board to look at zoning again. Scott motioned to request that the Planning Board revisit zoning and come up with an ordinance for people to vote on next year. Gil seconded the motion and the vote was affirmative.

Bill Waterhouse/Deed Concerns/105-019 & 105-020:

Bill has concerns about the description in the deed that describes the parcel of land for Map 105 Lot 020. He believes that the description includes the lot owned by the Town Map 105 Lot 019. He is concerned that every time that deed transfers, they are also transferring the Town lot.

Judy informed Bill that she had been in touch with the attorneys that had done the most recent closing and transfer deed, and they pointed out that on the second page there is an exception that excludes the town lot.

Bill pointed out that on the last page of the deed there is a reference to a Quitclaim Deed that may supersede that exception and he is concerned that the older deeds do not reference that exception. He is concerned that if the town ever wanted to sell this lot of land there wouldn't be a clear title.

Judy will meet with Bill in the morning to review the deeds to determine if legal counsel is needed.

Bill Lambert/State of NHDOT/Crosswalks/Main Street:

Bill Lambert, State Traffic Engineer for NHDOT standing in for Mike O'Donnell, the Senior Operation and Traffic Engineer for Bill's staff. Mike has become the crosswalk expert for the State of NH. Mike has put a lot of time and effort into researching various reports and data as far as crosswalks and how safe they are and how we can make them safer.

Bill talked about crosswalks and the American with Disabilities Act that passed in the early 90's. He explained that the Department of Transportation and any public agencies are now required to bring infrastructures, including highways, up to the standards described in the Americans with Disabilities Act whenever they perform any reconstruction or resurfacing work. US Department of Justice issued a decision that all crosswalks and highways had to be made accessible. With that being said, NHDOT has been taking a look at all their resurfacing projects that they do every year and adding accessibility features. In order to comply they have added tip downs for wheelchair accessibility and truncated domes for the visually impaired to make the sidewalks and crosswalks accessible. They are also making sure the crosswalks' locations, within the limits of our resurfacing projects, meet the current standards because crosswalks don't necessarily make roads safer for pedestrians if they are put in places where the speeds are too high, or you don't have a good sight distance, etc.

For Woodstock, the State has been studying the section that is going to be resurfaced this summer and have looked at four crosswalk locations with existing sidewalks:

1. **At the traffic light** – Because of the age of the traffic signal there is no pedestrian phasing in it. This means you don't have the push button walking signal that tells people to cross. This location is still considered a logical place for having a crosswalk because you have stopped traffic and controlled traffic.
2. **South Main Street – Church/Common Area** – We looked at that with current standards and there are challenges with this crosswalk because the west side ends roadside with no accessible place for a person in a wheel chair or walking with a white cane to identify the end of the crosswalk. Also, there are parking spaces that are fairly close and it's on top of a hill where people approaching from the north would not see the crosswalk quickly enough to have an opportunity to stop. **They are recommending that the Town eliminate this crosswalk.**
3. **Center Street to Municipal Parking** – On either side of the highway the crosswalk leads to a road. Therefore, the State cannot put in an accessible landing or truncated domes. We would either need to move the crosswalk to one side or the other which would cost parking spaces, or have to restrict the width of the road which would essentially make it a one-way in either direction in order to have enough width to build the sidewalk accessible with landing. **They are recommending that the Town eliminate this crosswalk.**
4. **School Street – Woodstock Station** – Currently in a location with parking too close. By law, if you have a crosswalk at an intersection you cannot park within 20 feet of it. The purpose for this is if someone is coming up along the road and there is on street parking the offset will allow the driver to see the pedestrian coming off the curb and starting to cross the road before they get into the travel lane. When looking at crosswalk locations, the State likes to have the 20-foot parking on the approach side. They are not as concerned if they don't have it on the far side because the people coming from the other direction have the whole width of the road to see the pedestrian, whereas the driver coming from the same direction that is adjacent to the crosswalk needs to have that restrictive parking so they can see someone stepping off the curb. Bill believes this one is manageable but may have to adjust parking or lose one parking spot. They recommend leaving this one with modifications to make sure it meets current standards with offset parking.

Gil mentioned that the Town is looking to install a new crosswalk north of the existing ones between Inn 32 and Autumn Breeze.

Bill's initial concern with this location is the speed cars are going when they come around that corner into the village and the hazard this creates. Bill explained that they typically look at crosswalks based on the posted speed limits knowing that crosswalks don't usually slow people down. Bill said there is a misconception that crosswalks make things safer. Studies have shown that crosswalks alone with signs in most locations receive a compliance of 15-20%, so on average 4 or 5 cars are going to go by before one sees you and recognizes they have to stop. Bill said you can put things in crosswalks with push buttons that will activate warning lights and that will bring the compliance rate up to 60-70%, but that is still 1 out of 3 cars that is going to blow by the crosswalk. Bill said it is always important for pedestrians to know that just because there are white lines painted on the road it is not a physical barrier or protective force field. Pedestrians still need to make sure the cars stop before they cross the road. A crosswalk provides regulation for pedestrians that get hit while in a crosswalk, but if the crosswalk is not correctly situated the vehicle involved will not necessarily occur any liability.

Gil questioned whether a flashing speed limit sign further up the road would be helpful. Bill said he has seen data that shows that type of signage reduces speeds by as much as 5 to 7 miles an hour if installed in the right locations.

Bill stated that in order to look at new crosswalks, the request must come from the Town, since the Town would maintain it. They look at speed and they don't approve crosswalks in areas over 35mph, areas up to 40mph would be considered if push buttons were installed to activate warning lights. They look at sight distance to make sure a motorist approaching a crosswalk has a fair opportunity to see someone stepping off the curb and can safely stop. They also look at traffic volume and lighting. Typically, if you have traffic volume of 7000 to 9000 thousand vehicles or more a day you are looking at something other than paint and signs because there are fewer gaps and you want to make sure people have a fair opportunity to stop. Last count for this section was around 3000 vehicles a day.

Bill noted that if this crosswalk was approved the Town would lose four parking spaces and incur the cost associated with modifying the sidewalk in order to make sure it meets current standards.

Christine Payne/Owner of Inn 32/Main Street:

Christine asked the Board to consider adding two additional crosswalks. One from Inn 32 to Autumn Breeze and one from Inn 32's Fire Hydrant to Wayne's Market/Paradise Road. She says her customers are constantly crossing the street to go to Wayne's Market and informed the Board that she is purchasing Autumn Breeze in April and there will be seven kids going back and forth between the two properties at all times. She also asked the Board to consider a flashing sign somewhere by the Alpine to try and slow traffic down.

Bill explained that everyone needs to understand that crosswalks do not create a force field and they don't make it safe for pedestrians. Pedestrians need to be aware and make sure vehicles stop prior to crossing the road. Bill also noted that it is important to recognize that crosswalks do not enforce speed. Bill stated that the State will only connect crosswalks in logical places such as streets. They do not like to connect crosswalks from one business front door to another business front door because there is a lot of turnover with businesses.

Jim Conn suggested moving the proposed crosswalk down by the Post Office. Jim thinks traffic will have slowed down by that point and there is better lighting.

Bill said he would be happy to work with the Town to find specific locations. He said if the Town made a general request for a field review, the State would select more precise locations.

Scott would like the State of NH to do a formal review of Main Street to determine where the safest and most practical places are to have crosswalks. Scott motioned to write a formal request to the State of NH. Gil seconded the motion and the vote was affirmative.

Minutes of the March 5, 2019 Meeting:

Scott motioned to accept the minutes of the March 5, 2019 Selectmen's Meeting. Gil seconded the motion and the vote was affirmative.

Woodstock Firefighter Fund/Donation:

The Woodstock Fire Department presented the Board with two gifts totaling \$380.00, on behalf of the Woodstock Firefighters, to be deposited in the previously established Woodstock Firefighter Fund. Scott motioned to accept the gift of \$380.00 from the Woodstock Firefighters and requested that the Trustees of Trust Funds deposit it into the Woodstock Firefighter Fund. Gil seconded the motion and the vote was affirmative.

Joint Board Meetings:

Discussion was held pertaining to Joint Board Meetings. The Board is trying to setup a Joint Meeting sometime in April and going forward would like to meet quarterly. They plan to discuss quarterly meetings, quarterly reports from joint departments, proposed Solid Waste Fee Schedule, scales for the Solid Waste Facility, and the Solid Waste Facility roof replacement.

Jim asked the Board to consider revisiting how the Solid Waste Facility is managed. He says it has been misled for quite a few years and feels it was better managed when it was run by the Joint Solid Waste Board.

The Board agreed to add this to the Joint Meeting Agenda and revisit the Intergovernmental Agreement.

Community Outreach:

The Board discussed possible community outreach ideas. Scott suggested the following:

1. Quarterly Newsletters
2. See if the Town website allows people to subscribe to all updates posted to the website
3. Start a Town Facebook Page
4. Email List
5. A postcard mailing to inform people about our outreach efforts and how they can opt in.

Policy for Accepting & Posting Agendas:

Scott suggested that the Selectmen's Agendas be approved and posted on the door and website by Monday at noon. Gil agreed.

Energy Audit & Solar Feasibility:

Discussion was held pertaining to an energy audit and solar feasibility. Scott would like to have an energy audit done for each town building. Scott will contact NHEC for more information and to see what's available.

Old Business:

New/Other Business:

At 7:02 p.m. a motion was made and seconded to adjourn the meeting and enter into non-public session pursuant to RSA 91-A: 3, II (e)

MOTION:

Roll Call: Scott Rice, Yes, Gil Rand, Yes, Executive Assistant, Judy Welch, Tax Collector, Melissa Sabourn

At 7:35 p.m. the Board came out of non-public session. Scott motioned to adjourn the non-public session and seal the minutes. Gil seconded the motion and the vote was affirmative.

VOTED 3-0

Gil motioned to adjourn the Selectmen's Meeting at 7:35 p.m. Scott seconded the motion and the vote was affirmative.

April 16, 2019

TZ. G. Board
Scott