

Wolfeboro Board of Selectmen
Public Meeting Minutes-Unapproved
July 17, 2019

Members present: Chairman Dave Senecal, Brad Harriman, Dave Bowers, Paul O'Brien and Linda Murray

Staff present: Acting Town Manager James Pineo, Police Chief Dean Rondeau, Public Works Director Dave Ford, Planning Director Matt Sullivan, Town Moderator Randy Walker and Recording Secretary Michele Chamberlain

NH DOT Representatives: Assistant Commissioner William Cass, Michael Dugas Highway Safety Engineer and Sr. Safety Engineer Sally Gunn

Chairman Senecal opened the meeting at 6:30 PM.

Non-Public Session RSA 91-A:3, II (A)

Chairman Senecal stated a non-public session is needed.

Ms. Murray stated we need to discuss hiring.

Public Hearings

A. Public Hearing

- i. **The Town of Wolfeboro will hold a public hearing on Wednesday, July 17, 2019, at 6:30 PM at the Great Hall at Wolfeboro Town Hall, 84 South Main Street, Wolfeboro, NH 03894, to hear public comment regarding rumble strips on State Roads and proposed elimination of crosswalks in Wolfeboro Falls. Representatives from NH DOT will be present at this meeting.**

Chairman Senecal opened the public hearing.

Chairman Senecal stated this public hearing is in relation to State DOT projects. Mr. Ford will explain.

Dave Ford, Public Works Director, addressed the Board. He stated we are fortunate to have the staff from NHDOT here tonight. He thanked the Department of Transportation. They have been a great partner to the Town. We have a lot of roads that we need to take care of and we have three major roads that go through our Town. Center Street has been a difficult project and if it wasn't for the hard work of NHDOT staff working with us it would not have been completed. We have the Downtown inland project which was done at night. NHDOT is our partner and their goals are our goals. He thanked them for all their hard work and for the funding of Middleton Road and Center Street. They have a system which is very good and it has to cover all their roads. Wolfeboro is a little bit unique. The purpose of the public hearing is for NHDOT to explain why they do certain

things. There are standards and rules that they must follow and they are also required to listen to the public. We would like everyone to have a chance to express their feelings in a positive way. He thanked NHDOT for coming tonight.

Mr. Pineo stated he would like for NHDOT to complete their presentation on rumble strips and then they will open the public hearing for comment. Randy Walker will be the moderator. After the hearing for the rumble strips are complete we will open public comment on the Sidewalk and Crosswalks. After the completion of that public hearing we will continue with the rest of the business of the Board of Selectmen meeting.

William Cass, Assistant Commissioner of NHDOT, addressed the Board. He thanked everyone for the opportunity to talk to them tonight. He stated we are here to discuss a paving project, the reinstallation of rumble strips and the crosswalks. We are getting ready to start the work this fall and finish next spring. The project involves two sections of Route 28 and resurfacing 9 1/2 miles in Alton and Wolfeboro. The proposal is to reinstall the rumble strips and the crosswalks after the resurfacing of the road in accordance with the updated guidelines. This has been an ongoing systematic effort to approach safety with some low cost safety counter measures to address some of the concerns with distracted driving, centerline encroachment and to do what we can to keep vehicles in their lane to prevent serious accidents. Mike Dugas and Sally Gunn are here tonight to go over the purpose of the rumble strips and our revised policy updates in regard to rumble strips installation.

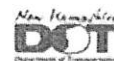
Mike Dugas, Highway Safety Engineer, addressed the Board. He gave a presentation on rumble strips, why NHDOT uses rumble strips and the effective use of rumble strips. There has been some updates made to help reduce the nuisance and noise of the rumble strips.

Slide presentation as follows:

Rumble Strips
Revised NHDOT Guidelines
(Draft)

Wolfeboro Great Hall

July 17, 2019



Agenda

- Rumble Strip basics
 - What they are
 - Why they are used
 - How effective are they
- Revised policy details – reduce errant strikes
 - Sinusoidal ‘mumble’ strips

Rumble Strips – what are they?

- Grooves cut into center of road and sometimes on shoulders
- Create noise and vibration
 - Interior: alert inattentive driver
 - Exterior: undesirable

Rumble Strips – why?

- 100-150 fatalities each year
- 450 serious injuries per year
- 2/3 are caused by lane departures
- Most effective way to prevent these crashes is to keep drivers in their lane

Rumble Strips – how effective?

- Centerline: reduce cross-over crashes about 45%
- Shoulder: reduce run off road crashes about 36%

NHDOT Rumble Strip Guidelines

- Purpose of new guidelines
 1. Reduce number of errant strikes on rumbles
 2. Reduce exterior noise
 - Change the type of rumbles to be used on some roads
 - Modify placement of shoulder rumble strips

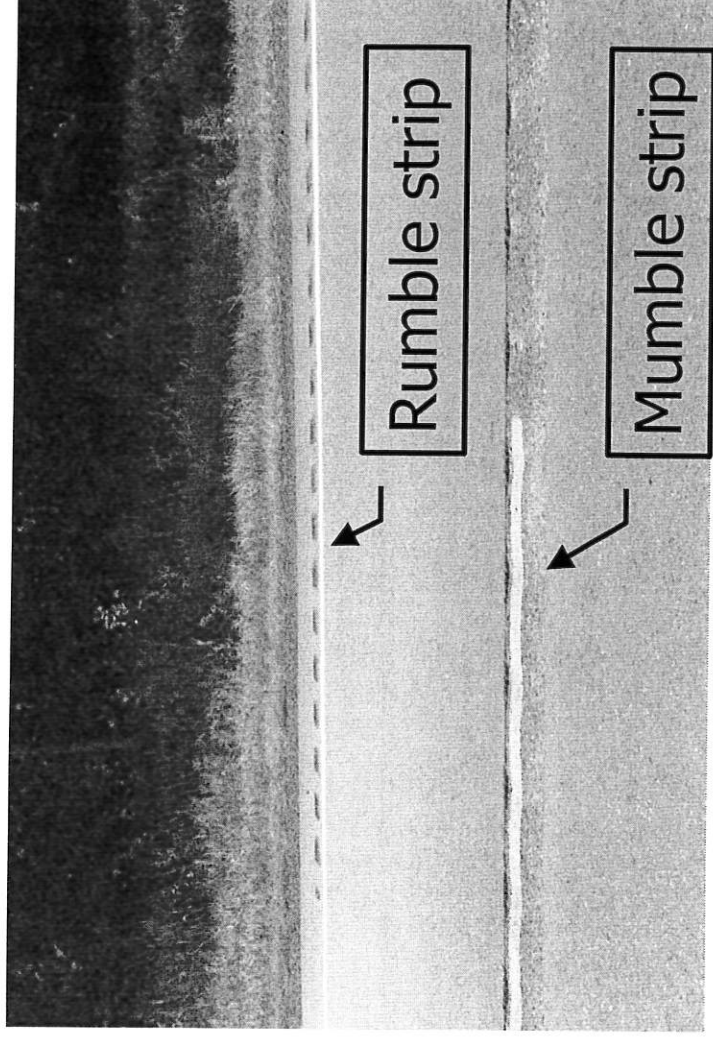
NHDOT Rumble Strip Guidelines

Key elements:

1. Use 'mumble strips' primarily
 - narrower roads
 - passing zones of wider roads
2. Use rumbles on roads with wide shoulders
3. Shoulder rumbles 1' from white line
4. Wider openings for roads and major driveways

Mumble Strips

- Also known as 'sinusoidal'
 - Continuous milling with wavy surface
 - quieter inside and outside vehicle
 - heavy trucks do not feel mumbles



Randy Walker, Town Moderator, opened the public hearing up for public comment.

Art Slocum, Wolfeboro Resident, addressed the Board. He stated he read on the State website that as of 2015 any area less than 30 miles per hour could be subject to a rumble strip. Did that correct.

Mr. Cass stated we do have a speed criteria in our standards but it is 40 MPH.

Mr. Slocum stated there are areas on Route 28 that are 40 MPH that do not have rumble strips such as from South Main Street up until the Highschool by Morrissey's Front Porch Restaurant. Will these areas be subject to rumble strips?

Mr. Cass stated that in the standards it has guidelines for the width of the road. It needs to be at least 28 feet wide to be a candidate for rumble strips.

Mr. Slocum questioned if the State was subsidized by the federal government for having rumble strips versus not having rumble strips.

Mr. Dugas stated there was no finicinal benefit. It is a safety measure.

Mr. Slocum stated there are currently 35 car models that already have buzzers that will go off inside the car if the driver goes out of his/her lane. This is a safety trend going forward so will it conclude rumble strips.

Mr. Dugas stated possibly in the distant future. It takes a long time before the entire vehicle fleet turns over. It is correct that these mechanical devices do this.

Michael Hodder, Wolfeboro Resident, addressed the Board. He thanked the members of NHDOT for coming. He stated they have made a good theoretical case for rumble strips. He questioned the application of where they want to put them. Is there accident statistics to suggest that these are proactive safety measures that are required there? Or is this something that is being done in excess of caution in case they may prevent lane drift accidents?

Mr. Cass stated one of the areas where we have had success with rumble strips is in area where it was more reactive such as Route 16 through Middleton, Wakefield and Ossipee. This is an area where there has been a number of high profile accidents. As a result of that there has been studies done to help improve safety so rumble strips were installed. We have had very positive results statistically from the emergency response people responding to these areas because the number of accidents have been less. Rumble strips are being installed as a proactive measure and there has been an increase in distractive driving.

Steve Bridges, 853 Center Street Resident, addressed the Board. He stated he has been living with the current rumble strips for a few years now. It has been quite a nuisance. He thanked NHDOT for doing all the research to make the rumble strips quieter while also meeting their guidelines. Center Street downtown looks fantastic. The federal highway adminstration numbers for the effectiveness of rumble strips is quite a bit lower. They say the effectiveness on highways and single lane roads is only about 14%. They were concerned with areas of salt licks because of moose and deer. Route 28 is designated as a deer crossing road. He questioned if rumble strips aided in making it less attrative for wild animals.

Mr. Dugas stated he believed the number he was quoting was on all types of different roads and the number he was quoting was on miles of two lane divided rural highway roads. He was not aware of the issue with salt licks.

Mr. Bridges stated if rumble strips were installed in a northern climate they made be filled in partically with ice and salt during the thaw freeze time of year. They could freeze and have puddles of water around them causing a hazard. A Candian study showed that animals are attracted to the salt caught in the rumble strips. Mr. Bridges stated he was concerned with the passing zone and questioned if they were taking steps to make the rumble strips quieter.

Mr. Dugas stated roads with wide shoulders will retain the traditional rumble strip however, passing zones will be changed to the "mumble strip".

Mr. Bridges stated the federal highway adminstation stated that rumble strips should not be installed in areas of less than 50 MPH. They felt if homes were closer than 650 feet from roads then rumble strips should not be installed because of the noise. He questioned if they had statistics on how much mumble strips lower the noise. He lives 100 feet from the road.

Ms. Dunn stated Minnesota NHDOT has done a number of studies on this. The noise is a concern everywhere and everyone is trying to balance safety concerns with the noise factor. New Hampshire has adopted Minnesota's design for rumble strips. Minnesota stated they have received no complaints from the mumble strips that they have installed. This is pretty amazing and she hopes that happens here in New Hampshire. There is a slight difference between rumble and mumble strips but it makes a tremendous difference in the noise.

Tom Falcon, Wolfeboro Resident, addressed the Board. He stated Maine's rumble strips are spaced. He questioned if this reduces the noise and if they were considering this.

Mr. Dugan stated there are a lot of different practices between states on rumble strips. Maine does space their rumble strips. We do not want people to focus on the gaps in the rumble strips but on safe driving.

Mr. Cass stated Maine is moving towards installing mumble strips and will not have breaks with these.

Julie Jacobs, Wolfeboro Resident, addressed the Board. She questioned the areas on where the mumble strips would start. She asked to see the map and questioned if the colors meant anything.

Ms. Dunn stated the mumble strips start in the same place as the rumble strips just north of the Boat Museum.

Ms. Jacobs questioned if it was passed Trotting Track Road.

Mr. Dugan stated yes.

Ms. Jacobs stated they will continue until the Ossipee Town Line.

David Countway, Alton Resident, addressed the Board. He stated they had a similar public hearing in Alton. He questioned if the regular rumble strips would be installed in passing zones or will sinusoidal rumble strips be installed in passing zones.

Mr. Dugan stated because of the width of Route 28 it will be entirely installed with sinusoidal rumble strips. The wider part of Route 28 by Alton Bay we will have rumble strips in the passing zones.

Mr. Countway stated that has been one of the biggest concerns in the Alton community. There are a number of families living in areas just off of Route 28 Corridor. There are a lot of people living close to passing lanes. The rumble strips that were installed in Alton were put in very deep and the deeper they are the louder they are. People will sometimes pass over into the break down lanes to let traffic pass them and if rumble strips are installed there it could wreck tires. The Alton Selectmen have written a letter to NHDOT asking them to listen to the opinions that were expressed by Alton residents. He encouraged them to listen to public opinion. He questioned if there was already an area in New Hampshire where sinusoidal rumble strips were already installed. Mr. Countway felt one community's needs would be different from another community's needs. He questioned the impact of rumble strips on property values. He is a realtor and felt they have had a negative impact on some properties in Alton. He stated he hopes NHDOT is listening to public comment on this issue.

Mr. Cass stated they received the letter from Alton and they are listening to public comment. They are contemplating some revisions and changes.

Jim Collins, Wolfeboro Resident, addressed the Board. He questioned if the State of NH had one desk that supervised rumble strips and line stripping.

Mr. Dugan stated yes.

Mr. Cass stated there is not one person. The layout seems to be the Highway Design Department and the stripping would be Transportation. There have been some changes over time. This resurfacing will be different than the resurfacing from 3 years ago. There will be some differences between locations because of dynamics.

Mr. Collins stated there is a control problem when the rumble strips freeze/thaw. He questioned if there was a decibal rating compared to rumble strips and mumble strips.

Ms. Dunn stated the noise is different. Rumble strips have a jarring sound. Mumble strips have a more pleasant sound.

Mr. Collins stated he was involved in a head-on collision. He stated when people have to pass the center on rumble strips to avoid bicyclists it is a problem. The noise startles pedestrians and other vehicles.

Mr. Cass stated we are trying to minimize this with sinusoidal "mumble" strips.

Heidi Cogan, 458 Center Street Resident, addressed the Board. She stated she operates the 1810 House Bed and Breakfast. The rumble strips are currently in the 40 MPH zone so will the sinusoidal strips be placed there now.

Mr. Cass stated yes. They will start at the same place.

Ms. Cogan stated the first 300 feet of her property is a 40 MPH zone and then it goes to 50 MPH. She operates a bed and breakfast. It is an 1810 bed and breakfast. We hear the noises all the way in the back of our 8 acres of property. She stated all her customers have complained about the noise. She questioned if the rumble strip could not be installed in the 40 MPH zone. It might help with her customers. We have 8 acres of farmland. We planted a vineyard so we could create a quiet restful place. She would like no rumble or mumble strips in front of her place. We are a tourist community. She is not in favor of rumble or mumble strips. She thanked them for letting people speak.

Mr. Bowers stated speed bumps do not make noise. Is there some type of device that people could feel the shaking but not make the noise? The main problem seems like the noise of the rumble strips not the vibration.

Susan MacDonald, Wolfeboro Resident, addressed the Board. She questioned the safety of motorcycles if they hit a rumble strip.

Mr. Cass stated he was not sure because he has heard conflicting opinions. Charlie Sinclair, Laconia Bike Representative, supports the rumble strips.

Ms. Dunn stated there have been studies done with both bicyclists and motorcycles and there are no statistics stating rumble strips are dangerous to them. Rumble strips are jarring.

Rich Masse, Wolfeboro Resident, addressed the Board. We are here tonight because NHDOT has told us we have a problem and they have a solution. It is fair to say that a significant amount of people that live in this community did not think we had a problem. NHDOT is going by a checklist. It is comfortable to be data driven and to base things just on numbers. He questioned some of the numbers that were provided by NHDOT. Do we know the number of accidents that cross the yellow lines during icy or snowy conditions? There is a reference to tier 1, tier 2, tier 3 and tier 4 roads. He questioned if Route 16 was a tier 1 road.

Mr. Cass stated it is a tier 2 road. The tier 1 roads are interstates and divided highways.

Mr. Masse questioned if the statistics come from all four tiers.

Mr. Cass stated the statistics are based on hundreds of reports for two lane highways.

Mr. Masse questioned if rumble strips have the exact same impact on all the different kinds of roads.

Mr. Cass stated possibly.

Mr. Masse stated it seems very unlikely scenario.

Mr. Cass stated it is hard to know.

Mr. Masse stated NHDOT uses statistics to point to problems and shows how to fix these problems with statistics. He suggested another component needs to be used in the decision making process that allows input for very specific locations. We should not treat all roads as if they have the same problems or as if one solution is going to give us the same result.

Mr. Cass thanked Mr. Masse. We are not saying there is a problem but we are trying to be proactive not reactive. We are here tonight to listen to specific instances in Wolfeboro.

Kathy Fairman Eaton, Owner of Wolfeboro Trolley Company, addressed the Board. She extremely dislikes rumble strips. She has lived in Alton or Wolfeboro for the last 65 years. Her family's home has been impacted in Alton on Route 28 by the rumble strips. As a business owner the rumble strips are dangerous, distracting and when crossing over them they grab you and the noise distracts other people around you. Rumble strips are jarring. It is even worse when rumble strips are in the center and on the side. She felt rumble or mumble strips were not needed in a small town like Wolfeboro for a number of reasons. The statistics don't show that rumble strips are necessary in Wolfeboro or Alton. Tourism is our industry here. One of the reasons people like to come here is because it is beautiful. It is quiet. It is soothing. This is why we chose to live here because it is quiet. She felt putting all these things on our roads and making all this noise is a detriment to our ecology and environment and our economic well being. We need to balance things and we need to think about things. She questioned why we were using rumble strips. She felt it was because they were popular in Minnesota. Minnesota is a whole lot different than Wolfeboro, New Hampshire. Minnesota is so much bigger. She felt rumble strips would be great in areas that were straight not curvy like New Hampshire. One size does not fit all with anything. She felt rumble strips were not right for New Hampshire. She thanked NHDOT for the wonderful job they did on Center Street. She can't wait until Main Street is done. She stated she hoped if they put rumble strips on Route 28 in Alton that they use sinusoidal "mumble" strips.

Chief Rondeau stated Route 28 is our most dangerous road in Wolfeboro. We average between 1 and 3 fatalities a year. There are a lot of causes for those fatalities. He can not say for certain if rumble or mumble strips would have prevented these but he believed they would have. He is all about public safety. Anything that can be done to keep us safe is good. There is a balancing act and it is a job for government. He understands that we want to preserve Wolfeboro but this is our most dangerous road. These crashes are not accidents. They are crashes or collisions. An accident is what happens when you were in kindergarten. Crashes and collisions are usually caused by three factors (over input of control, braking or steering) There is always human fault. It is not an accident because usually someone is at fault. Anything we do to keep people safe is good. If we can wake someone up before they cross into the other lane it is a good thing. He understands that it is noisy.

Andrea Dudley, Wolfeboro Resident. Addressed the Board. She stated safety is important but felt it was important to balance other factors in as well. She is concerned about the road by the Boat Museum. It is not a limited access highway. It is a neighborhood road. There are a huge number of houses to the North and South of that road. Any noise that happens there gets carried into those neighborhoods. She stated she attended the public hearing in Alton and no one was in favor of rumble strips there. The Alton residents felt they were not being listened to by NHDOT and they were unsure about mumble strips. We keep hearing about Minnesota but there is no place in New Hampshire that we can compare the use of mumble strips. She is not interested in being the guinea

pig. She felt NHDOT should listen to the residents of Wolfeboro and hopes that the Selectmen of Wolfeboro take the same firm position that the Selectmen of Alton did. The three Selectmen from Alton were very rigorously opposed and they encouraged people to reach out to executive counselors. They were talking about a referendum on the ballot. She hopes that it does not get to this point. Some of these sections on these roads are neighborhoods and we do not want to listen to that kind of noise.

Kathy Sudler, Resident of 68 Center Street, addressed the Board. She stated Chief Rondeau has a lot of great points. Everything should be as safe as we can make it. She is concerned about the salt and ice depositing in the rumble strips. It will attract more moose and deer. She felt any lives that were saved could be overturned by the lives that would be lost because of the installation of the rumble strips.

Mr. Cass stated the freezing of rumble strips has not been a problem that we have been notified about. They do retain water and it sits there longer but there is no experience that shows this is a problem. It is said that the rumble strips help after we receive the first light snowstorm to help people stay in their lanes.

Tim Cronin, Resident of North Wolfeboro, addressed the Board. He stated NHDOT said there was analytical data on the decimal differences between rumble and mumble strips. He asked if this information could be supplied.

Ms. Dunn stated she would find it.

Scott Ducharme, Wolfeboro Resident, addressed the Board. He stated it seems like it does not matter what the residents say because NHDOT is not listening. Rumble strips take a lot of rubber off of tires. He felt like he was beating a dead horse. He has told everyone that these rumble strips are unsafe! He has driven a truck for 38 years on these roads. NHDOT is saying that trucks or heavy equipment vehicles do not feel the rumble strips. It is the biggest bunch of bologna!

Mr. Cass stated one correction is Mr. Dugas was talking about the strips that are sinusoidal.

Mr. Ducharme stated he said in general.

Mr. Cass stated NO.

Randy Walker stated Mr. Ducharme let Mr. Cass finish.

Mr. Cass stated we are listening. The sinusoidal strips are less effective on bigger trucks. This is one of the balances that we are trying to strike.

Mr. Ducharme stated he can feel the road a lot worse than anyone in a car or pickup truck. He has a heavy truck! He feels everything. He feels every pothole. He felt NHDOT didn't believe him. He asked them to go for a ride with him.

Mr. Cass stated we have our highway patrol foreman that test the roads.

Mr. Ducharme stated they work for the State of New Hampshire! He yelled they work for you people!

Mr. Cass stated we have asked for their opinions and we value their opinions.

Randy Walker questioned if Mr. Ducharme had another questioned. He stated they are hear to listen but it needs to be asked nicely.

Mr. Ducharme stated he had lots of questions. New York has rumble strips and they are very pleasant. Why are New Hampshire rumble strips so aggressive? The rumble strips make vehicles loose control. The rumble strips need to be filled in and the road should be repaved and something less aggressive should be used.

Mr. Cass stated that is what we are trying to do.

Mr. Ducharme stated if NHDOT knows there is a problem then why is it not fixed. Get rid of them!

Mr. Cass stated firmly we are talking about filling them in, repaving the road and putting in something different. This is what we are talking about. It will not be done tomorrow!

Mr. Ducharme stated it should be. It is damaging vehicles! He explained an example to the audience. He questioned how rumble strips are safe for vehicles.

Mr. Cass questioned why Mr. Ducharme was driving on the center line of the road.

Randy Walker asked Mr. Cass and Mr. Ducharme to stop it!

Mr. Ducharme stated he asked why I drive on the center of the road.

Mr. Walker stated you don't have to answer that because we know that you don't drive down the center line. If there another question you would like to ask the panel. There are a few other people that would like to ask questions as well.

Mr. Ducharme stated bicylists are going down the side of the road and people try to be courteous. A lot of people don't want to go on the center line so they are doing this anymore. The same with officers and ambulances.

Mr. Walker told Mr. Ducharme that it is very clear that he is not in favor of rumble strips.

Mr. Ducharme stated he was concerned with ice and salt build up on the rumble strips. This is not bologna. It is a serious concern. We are using more salt and we are ruining the environment. Rain is a concern as well.

Mr. Cass stated he did not mean to argue with Mr. Ducharme. We are just having a discussion.

Mr. Ducharme stated NHDOT wants to spend money on rumble strips when we have bridges that are falling apart. He asked that Mr. Cass fixed the road in front of Morrissey's Front Porch before someone gets killed! Thank You!

Jeb Bradley, Senator of New Hampshire, addressed the Board. He stated more judious use of where the rumble strips are placed would solve a lot of the problems. He felt that the rumble strips did not

need to be in every area that they are placed in now. He suggested that NHDOT listen to the people. He suggested that rumble or mumble strips should be added after Haines Hill Road.

John Curran, 819 Center Street, Wolfeboro Resident. He can hear people passing all night long because the rumble strips are so loud. He lives at least 100 feet from the road. He put in triple pane windows last year and he can still hear the noise. He questioned if the noise study was done when people were driving 65 MPH on the center of rumble strips.

Raymond Howard, Alton Resident, addressed the Board. He questioned if Chief Rondeau lived by the rumble strips.

Chief Rondeau stated no.

Mr. Howard stated then you don't have to listen to the noise and the members of NHDOT don't have to listen to the noise either. There are a lot of people that do not pay attention when they are driving but why do we have to make the people that live on these roads pay the price for the people that don't do the right thing. We suggest they should follow the money because someone is making a fortune. The money could be spent fixing the roads. We don't want rumble strips.

Robert Pope, 310 Center Street, Wolfeboro Resident, addressed the Board. He questioned if the people using the railway trail would want to listen to the rumble strips. The purpose of the rumble strips is to wake people up and it will wake people up that live near them when we are trying to sleep. There are a lot of pedestrians and bicyclists. He suggested the road should be wider to put in the rumble strips and a lane should be made for pedestrians and bicyclists.

Mr. Cass stated if there are not rumble strips in that area today then there will not be rumble strips.

Mr. Walker stated Ms. Dunn was going to get back to us.

Ms. Dunn stated on the decibels. Minnesota reports show there are a number of different reports and how people hear things. There is not one number. The report is available online. (page 65)

Wally Keniston, Wolfeboro Resident, addressed the Board. He stated the rumble strips scare drivers.

Bruce Gifford, Crystal Shore, Wolfeboro Resident, addressed the Board. He questioned the cost of putting in rumble strips and the cost of removing them.

Mr. Cass stated it is not terribly expensive but he does not have the amount with him. The bids are available and he can get back to them with the cost.

Mr. Bowers stated the Alton Board of Selectmen unanimously voted against rumble strips. He questioned in the Wolfeboro Board of Selectmen voted against them if it would have any impact on what NHDOT does.

Mr. Cass stated yes. He can not promise that they won't continue to advocate for the rumble strips but it is certainly helpful to know what the position of the Town is.

Mr. Bowers questioned if they were on a wild goose chase or if they would be accomplishing anything.

Mr. Cass stated it is not a wild goose chase. We value your opinions.

Mr. Countway stated the cost of mumble strips is twice as much as rumble strips. The impact of the quality of life on the residents and visitors to the Lakes Region should be taken into consideration. The final decision should be weighed by having the quieter mumble strips as planned.

Paul O'Brien, BOS Member, addressed the Board. He thanked NHDOT for coming to Wolfeboro. He hoped that their opinions would matter. He questioned when this would be implemented. 2020?

Mr. Cass stated yes, 2020 construction season.

Mr. O'Brien stated the road by the 1810 House and the 7 Eleven has a speed limit that goes from 40 MPH to 50 MPH and then back to 40 MPH. It does not seem like rumble strips would make sense there. We need to look at some data. We have had a lot of rear end crashes there. He questioned the speed limit of the road. He thought it should be 30 MPH not 50 MPH. We have businesses there, kids playing at the Nick, the 1810 House and Sal's Auto Shop. He feels the problem is a speed issue. Why can't the speed be 30 MPH? We need to understand the real issue and deal with it. He thanked them for the Center Street Project.

Mr. Cass stated speed limits are set on engineering studies and the character of the road.

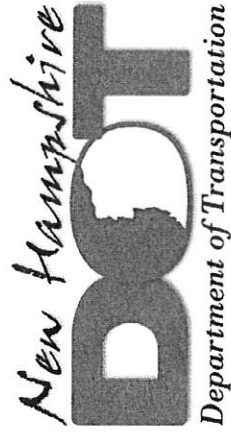
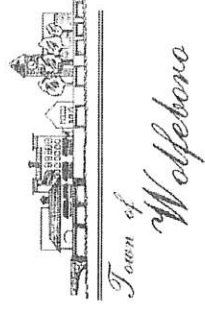
Kathy Fairman Eaton stated the speed limit used to be very very low in that area. The Allen A Resort was there and they had people that walked across that road all day long. She agreed the speed limit needed to be changed.

Jim Pineo stated we are going to discuss the elimination of crosswalks on Center Street.

Bill Lambert, State Traffic Engineer, addressed the Board. He has determined state speed zones since 2013. He agreed with residents that driving in the Midwest is different than driving in New England. The American's Disability Act was passed in the early 1990's. In 2010, the US Department of Justice stated that resurfacing highways was not a maintenance activity so things had to be up to ADA standards.

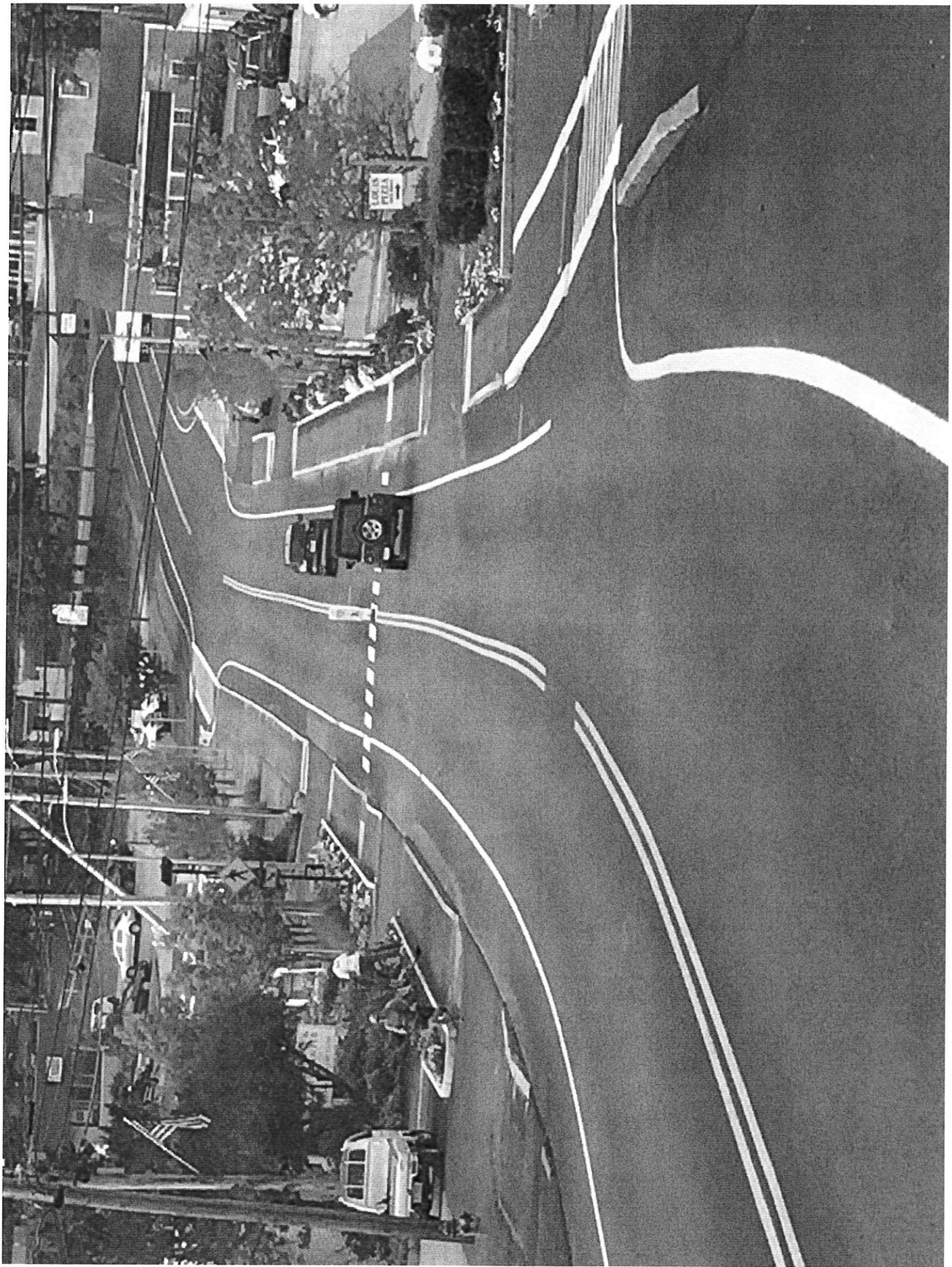
Michael Donnell, NHDOT, addressed the Board. We are not planning on eliminating sidewalks only a few crosswalks. As government officials we are looking to set the balance.

Presentation as follows:

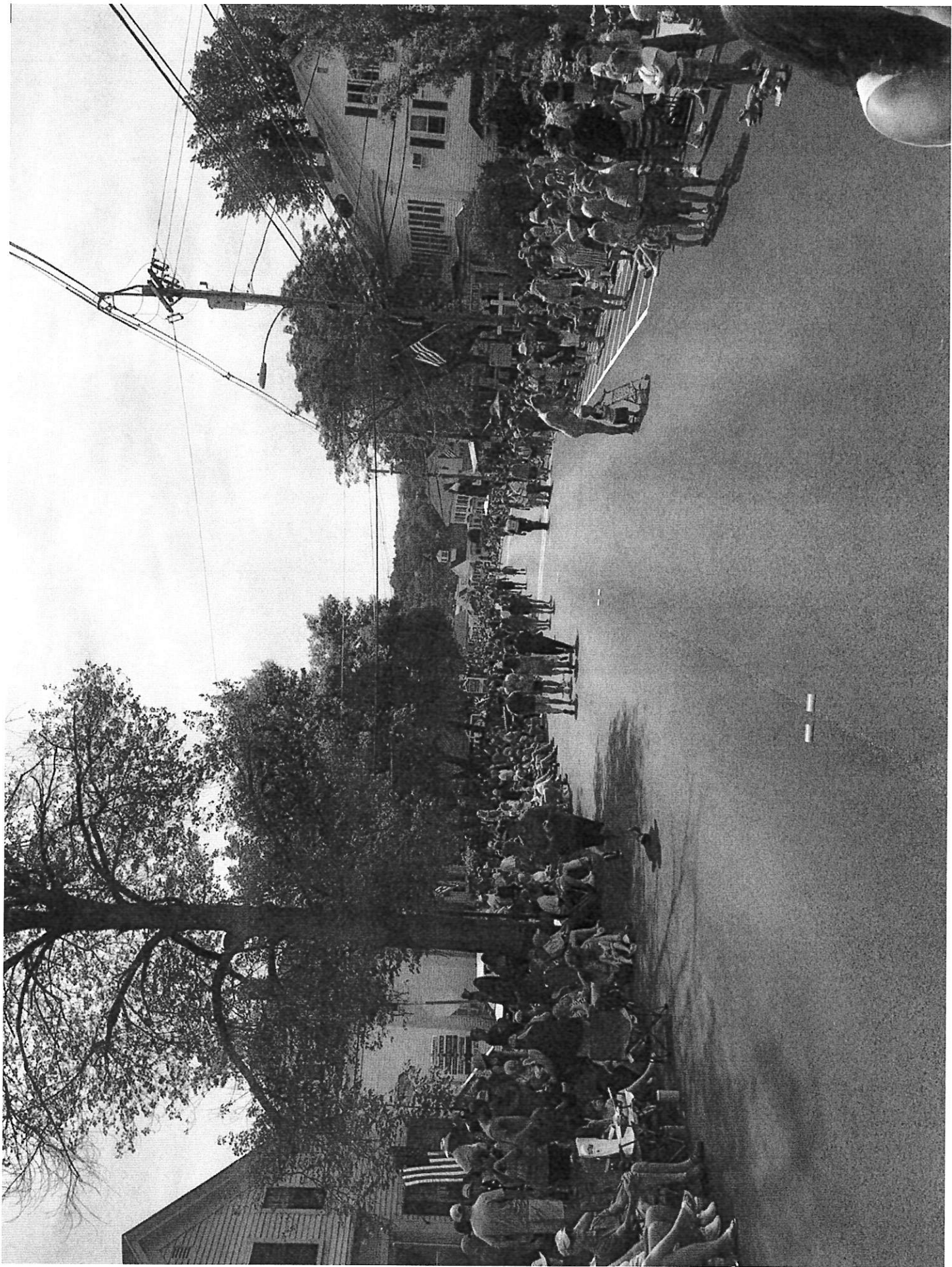


RUMBLE STRIP AND CROSSWALK PUBLIC HEARING

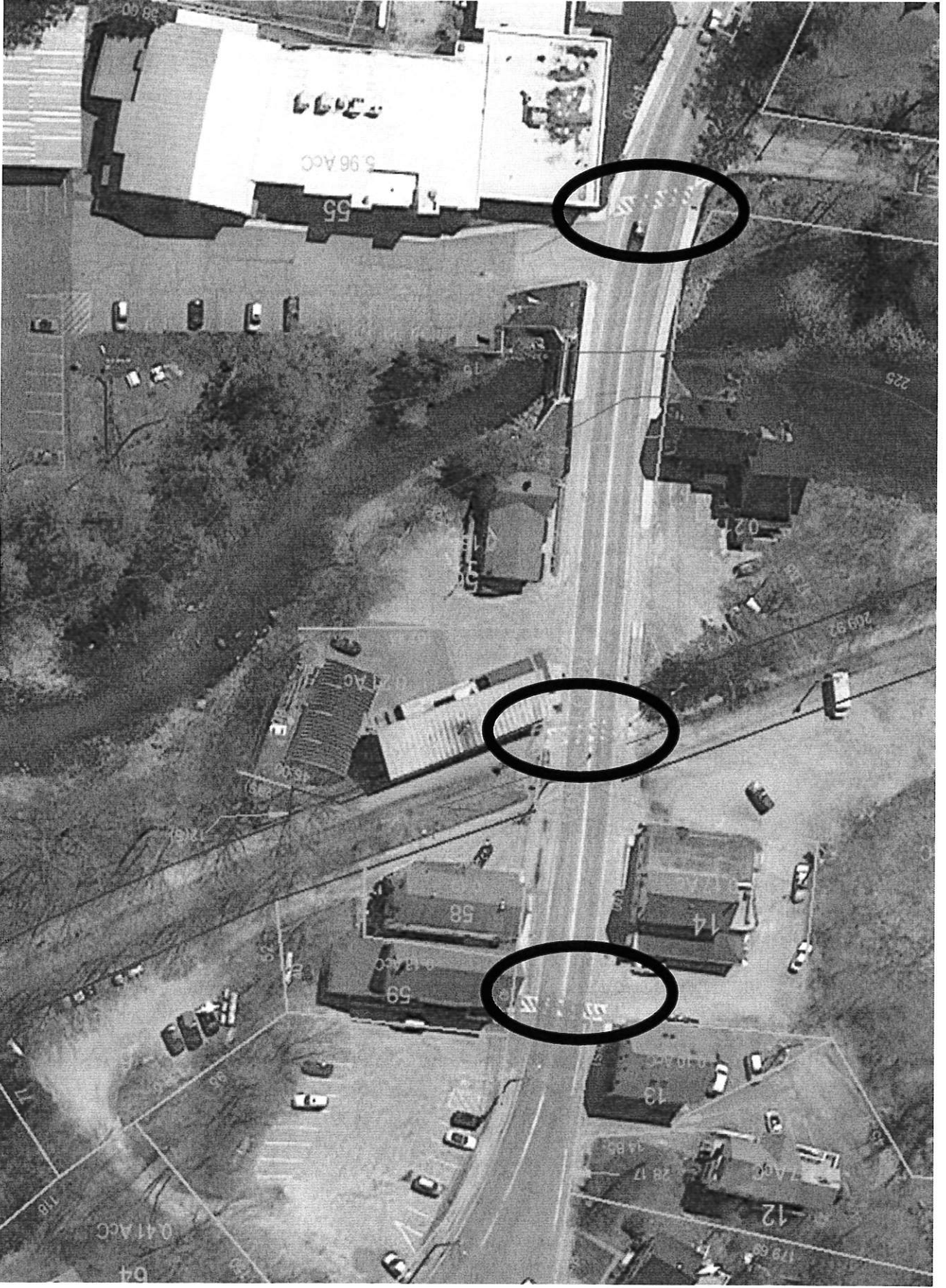
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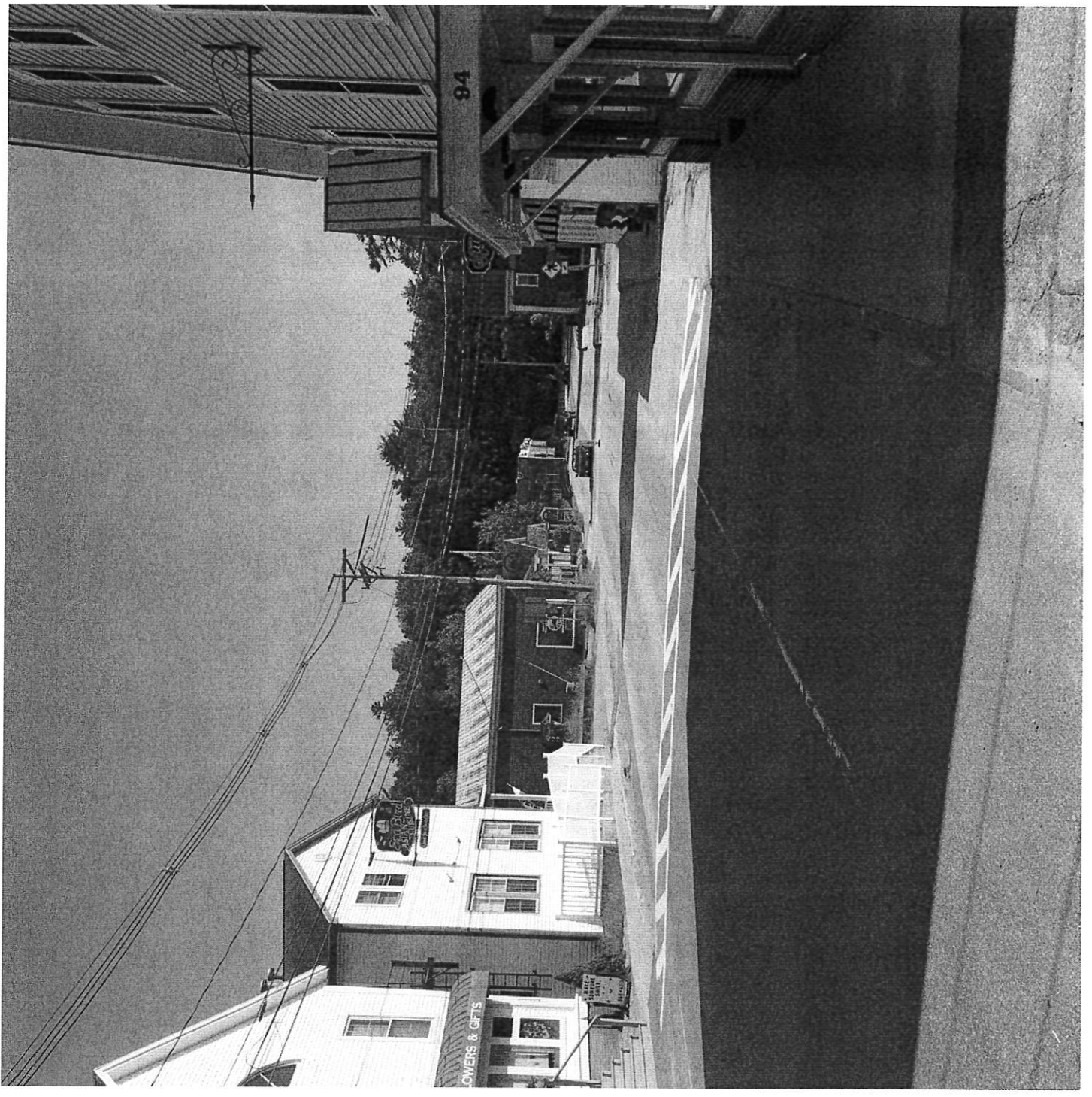
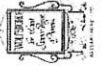






WOLFEBORO FALLS CROSSWALKS









John MacDonald, Representative, addressed the Board.

John MacDonald stated he and Jeb Bradley wrote an email to Victoria Sheehan, NHDOT. He read the email as follows:

To: Victoria.Sheehan@dot.nh.gov

Subject: Important safety Issue for the community of Wolfeboro.

Good day Commissioner Sheehan,

I am writing to you on behalf of Senator Jeb Bradley, and myself, concerning what we see as a pedestrian safety issue to both residents and visitors of the community of Wolfeboro. There have been email exchanges from Wolfeboro's Public Works Director, Mr. David Ford, to Mr. William R. Lambert, PE, Traffic Engineer/Administrator, NHDOT Bureau of Traffic concerning 3 crosswalks located in Wolfeboro Falls.

From reading the email correspondence the New Hampshire Department of Transportation wants to eliminate two crosswalks in the Wolfeboro Falls area. I would like to discuss each crosswalk separately.

The first crosswalk is located in front of the Wright Museum. The Wright Museum has become a landmark destination for visitors to Wolfeboro. Located in front of the Museum is a World War II tank that is protruding out of the front wall. Many visitors in addition to using the crosswalk to enter the Museum property also go across Rte. 28 to take a picture of the tank.

The second crosswalk is located at the end of the Russell Chase Bridge Falls path which then connects to Cotton Valley Rail Trail. This crosswalk is used by both pedestrians and bicyclist. In the winter months the crosswalk serves snowmobiles as a crossing onto the Bridge Falls Path.

The third crosswalk is located by the public parking lot. This public lot serves as additional parking for the businesses in that area and for residents living in nearby apartments. It is an essential crosswalk for pedestrians to go to the local businesses and residents to their homes.

In an email from Mr. Ford to Mr. Lambert, Ford states, " I do not believe the MUTC; Sacramento, CA; Boulder, CO; and North Carolina DOT have any applicability in the core of Wolfeboro." I reviewed online each of the above reports and would agree with Ford's assessment as they do not appear to be applicable to Wolfeboro. Ford also mentioned "Context Sensitive Solutions". It is my understanding that **The Federal Highway Administration (FHWA) defines context sensitive solutions (CSS)** as: *"a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions."* Is the New Hampshire Department of

Transportation moving away Content Sensitive Solutions and making decisions solely based on the previous reports cited by Mr. Ford? I am also surprised that a public hearing was not held to receive impute from local businesses and residents concerning such a major decision as this. The removal of those two crosswalks will have a major impact on the local businesses, residents, and will not improve the safety of the many pedestrians.

The last concern is the requirement for Rectangular Rapid Flashing Beacon (RRFB) to be located at the end of the Bridge Falls Path. It is my understanding that your agency is requiring that it be installed when funding is available. Will that funding be provided by the State? Is that decision based on one of the reports that Mr. Lambert cited to Mr. Ford, or from some other source? The current signage has been in place and appears to have been acceptable up until this point. I am unaware of any issues that have been reported concerning the present signage.

I have lived in Wolfeboro for approximately fifty-nine years and have used each of the three crosswalks countless times. Those three crosswalks are essential to the safety of the crossing pedestrians in the Wolfeboro Falls area. Our residents are used to stopping for pedestrians at those crosswalks and pedestrians have become use to using those three crosswalks. If they are eliminated pedestrians will now become "jay walkers" and will pose a greater hazard to pedestrian safety.

I would ask that your Department reconsider the tentative decision made by Mr. Lambert to remove the two crosswalks, and the required RRFB. In the event that you still have concerns, I would welcome you or your representative to come to Wolfeboro. I am sure that the Wolfeboro Board of Selectmen, Town Manager, Public Works Director, local area Business owners, other Stake holders, Senator Bradley, and myself, would be available to discuss the importance of the crosswalks in the Wolfeboro Falls area. Thank you.

Best regards,

John T. MacDonald
Representative
Carroll District 6

Jeb Bradley
Senator
District 3

Mr. Bowers questioned their statistics. He stated Wolfeboro drivers are very, very courteous. He liked the State signs to stop for pedestrians. Wolfeboro Falls is a boutique tourism area like Downtown. He likes the philosophy if things are not broken then don't fix them.

Julie Jacobs, Owner of Blacksmith Printing, addressed the Board. When people are parking in the parking lots they are using the crosswalk by Linda's Florist. People are living in this area. The middle crosswalk is not used much in the winter because it is not plowed well.

Ms. Easton questioned if all three crosswalks were ADA compliant.

Mr. Donnell stated none of the crosswalks are ADA compliant. The cost would be paid for by the project not the Town.

Ms. Eaton stated then the State would save money if we eliminated some of the crosswalks.

Mr. Donnell stated not really.

Ms. Eaton stated there is a cost to eliminate the crosswalks.

Mr. Donnell stated it costs either way.

Ms. Eaton questioned when the study was done.

Mr. Donnell stated the number of cars are counted every 3 years but it is somewhat of an estimate. We have a number for the week that we observed the crosswalks.

Ms. Eaton stated for the last 2 years we had the ongoing Center Street Project so people were avoiding that area if they could. Therefore your figure could be impacted by this traffic pattern. Things are different in Wolfeboro. We stop for people in crosswalks and we let traffic go. People are friendlier and people stop. We have kids from Brewster Academy that walk across so crosswalks. There is a lot going on that we as residents know about that NHDOT does not know about. The Wright Museum is a big attraction. There are hundreds of people that get off of buses. People get off of boats to walk around Town. She felt there were reasons for the crosswalks in Wolfeboro Falls and hoped they would leave them there.

A Wolfeboro Resident addressed the Board. He stated the owners of Seabird Restaurant asked him to speak about saving the crosswalks. He suggested the speed limit should be changed to 20 MPH. He asked that NHDOT not eliminate the three crosswalks.

Mike Culver, Director of the Wright Museum, addressed the Board. He asked them to visit Wolfeboro and the Wright Museum. The crosswalks might not fit the criteria for the winter months but in the summer they certainly do. We are a summer resort. The Wright Museum gets 19,000 visitors from May to October. On two days in the summer (Family Day and Car Show) we have 500 to 600 people visit in a single day. The parking lot is closed for safety reasons. They use the crosswalks to get to the museum from where they parked. We have implemented an emergency procedure plan which allows for staff and visitors to leave the building quickly to go to their safe place. The safe place is across the street away from the building so the crosswalks are needed. People slow down when they see the crosswalks.

Andrea Dudley, Wolfeboro Resident, addressed the Board. She stated the crosswalks were developed and put there for a reason. They handle traffic from 3 different sources so to funnel it into one crosswalk it does not make sense. People slow down when they see the crosswalks. In Wolfeboro we have a tradition of using the crosswalks. One crosswalk does not make sense. If it isn't broken don't fix it.

Edith Demarias, Representative, addressed the Board. She felt strongly that the 3 crosswalks should be kept. It is traffic calming to have the 3 crosswalks. It is very difficult to get out of the parking lot. We felt the traffic needed to be slowed down.

Ms. Jacobs stated we all agree that we need to save all 3 crosswalks. She suggested that the crosswalk by Linda's Florist should be moved closer to 109A. It could be moved a few feet. It would be closer to the parking lot and it would allow residents to cross closer to their apartments. There is a problem in that area and it has to do with speed not crosswalks.

Linda Murray, BOS Member, addressed the Board. She thanked NHDOT for coming. Wolfeboro would like to have the speed limit lowered on Route 28 in Wolfeboro Falls and coming into Pickering Corner. In 2009, the taxpayers of Wolfeboro appropriated \$99,000.00 to pay for a consultant to develop different designs for Route 28 Corridor from Alton to 109A. The staff used the context sensitive solutions process to get the different designs. This process provided the citizens of Wolfeboro the opportunity to discuss safety issues, concerns regarding the intersection and the way and how the major roadway in Wolfeboro would add to the beauty and safety of our Town. It was her hope that the Wolfeboro Corridor design would assist the State in designing its plans for the upgrade of Route 28 through Wolfeboro and would enhance the partnership between NHDOT and the Town on this very important major upgrade in the Downtown. She is against the elimination of the crosswalks in Wolfeboro Falls and she is against the rapid flashing beacon at the crosswalks. She is in favor and would support lowering the speed limit to 20 -25 MPH. She feels this would help with the safety of pedestrians and motorists. She read a quote from Mr. Ford's May 8, 2019 email to William Lambert, "Our residents are used to stopping for pedestrians. If you eliminate a crosswalk people will still cross at those locations and will create hazardous conditions because most motorists will stop to allow someone to cross". The Town knows well about this. This happens at Kingswood Golf Club when the first car stops to allow for a golf cart or pedestrian to cross and the second or third car does not stop. This causes an accident. She finds it hard to believe that the State would just send a letter about doing an overlay and 3 inch shim and eliminate 2 crosswalks in Wolfeboro Falls without first discussing it with the Town the impact of eliminating the crosswalk. We are doing this today and she is thankful for that. It is her hope that this meeting will start a meaningful dialogue between the Town and NHDOT on how best to do a simple overlay for Route 28 without eliminating those 2 crosswalks. It is her wish that this meeting creates the relationship between the Town and NHDOT and that it enhances the communication of any future road project through Wolfeboro.

Mr. Cass stated they share that same desire to have the dialogue.

Chairman Senecal asked if NHDOT would be returning once they have reviewed all these issues to discuss this further.

Mr. Cass stated they certainly could come back.

Chairman Senecal stated he would like this to happen. He supports the 3 crosswalks in Wolfeboro Falls. The rumble or mumble strips are an issue here. We would like to hear information or answers to questions that were asked tonight.

B. Temporary Event Permit

ii. To consider a temporary event permit for Wolfeboro Community

**Television to host a picnic gathering at Cate Park Bandstand on
July 19th, 2019 from 11:00 AM to 4:00 PM.**

Chairman Senecal opened the public hearing.

Tim Goodwin, Wolfeboro Community Television, addressed the Board. We would like to host a picnic gathering and a short meeting on the Bandstand. There will only be about 20- 25 people. He handed the Board a certificate of insurance.

Chairman Senecal closed the public hearing.

It was moved by Dave Bowers and seconded by Paul O'Brien to approve the Temporary Event Permit for Wolfeboro Community Television to host a picnic gathering at Cate Park Bandstand on July 19th, 2019 from 11:00 AM to 4:00 PM. Members voted and being none opposed, the motion passed.

Bulk Vote

A. Raffle Permit – Ladies of the Lake Quilters Guild

i. August 9-10th, 2019 at Quilt Show

It was moved by Linda Murray and seconded by Brad Harriman to accept the Bulk Vote. Members voted and being none opposed, the motion passed.

Other Business

None

Mr. Bowers asked if a motion could be made for what had been discussed for the last two hours.

It was moved by Dave Bowers and seconded Linda Murray to vote in favor of maintaining the crosswalks at Wolfeboro Falls. Members voted and being none opposed, the motion passed.

Mr. O'Brien stated he supported the motion but a more comprehensive set of recommendations is needed. There are a number of things – speed limit and context sensitive solutions.

Chairman Senecal agreed. We need to discuss some of these other options.

Ms. Murray stated she would like to address these concerns in a letter.

Dave Bowers suggested another public hearing or a roundup writing all the ideas down and sharing them with the Press.

Brad Harriman suggested putting together their ideas about the crosswalks and rumble strips in a form that could be followed up by NHDOT. We need it in writing so we can send it out.

Ms. Murray suggested a work session on this topic.

Chairman Senecal stated the crosswalk issue is clear. It is either done or it is not done. The rumble strips are another issue.

Mr. Bowers stated we are a tourist Town.

Ms. Murray stated there is a speed limit issue.

Chairman Senecal did not feel the State would lower the speed limit.

Questions from the Press

None

Public Input

Limited to 3 Minutes per resident, not to exceed 15 minutes in total

None

It was moved by Linda Murray and seconded by Paul O'Brien to enter into non-public session under RSA 91-A:3 II hiring. Roll call vote, Dave Bowers – yes, Linda Murray – yes, Brad Harriman – yes, Paul O'Brien – yes and Dave Senecal – yes. Being none opposed, the motion passed.

The Board re-entered public session at 9:55 PM.

Brad Harriman moved the Wolfeboro Board of Selectmen to seal the minutes of the July 17, 2019 non-public meeting. Paul O'Brien seconded. Roll call vote, Dave Bowers – yes, Linda Murray – yes, Brad Harriman – yes, Paul O'Brien – yes and Dave Senecal – yes. Being none opposed, the motion passed.

It was moved by Brad Harriman and seconded by Dave Bowers to adjourn at 9:56 PM. Members voted and being none opposed, the motion passed.

Respectfully Submitted,
Michele Chamberlain