

**Kingston, New Hampshire
Board of Selectmen
Meeting of April 3, 2017
MINUTES**

The meeting was called to order at 7:01 pm in the Main Meeting Room of Kingston Town Hall. In attendance were Chairman Mark Heitz and Selectmen Peter Broderick and George Korn.

Discussion of Route 125 Paving and Street Light Adjustments

Tobey Reynolds, Kurt Mudgett and Roger Appleton of the NH Department of Transportation were present to review plans for resurfacing of Route 125 from West Shore Park Road to Marshall Road, expected to begin in June. The project will include relocation of the rumble strips so that they will be a foot or so off the fog lines. It's expected that work will primarily be done at night; there will be no lane closures during peak travel hours. Police Chief Don Briggs offered to work with the construction crews to divert traffic from sections being worked on; Mr. Mudgett will speak with him about that as construction begins. It was noted that the project will be 80% funded with federal highway funds; the state will pay for 20%.

Mr. Mudgett pointed out that work at the intersection of Scotland Road and Route 107 with Route 125 and at the intersection of Main Street and Route 111 with Route 125 will include some lane widening and removal of median islands. He provided plans depicting the new configurations and advised that his department is still open to comments from the Board or from town officials. DOT expects to have approval of the highway grant by the Governor in June with work beginning shortly thereafter, and expects to have the project completed by November.

As part of the project, some lighting - particularly at intersections - is scheduled to be removed. Mr. Reynolds and Mr. Appleton explained that new technology in headlights and reflective signage make the formerly standard levels of lighting along highways and at intersections excessive. It also was noted that the DOT has been advised to review and decrease lighting levels statewide for budgetary reasons. They provided plans showing which street lights are expected to be discontinued, including some that would need to be removed in any case because of lane widening planned during construction. If the town chooses, it can take over the \$325.00 per year cost of any lights it wishes to retain (other than those being removed because of the construction). They asked that any specific requests relating to the state retaining particular fixtures be put in writing to the department, along with evidence relating to traffic accidents, etc.

Chief Briggs and Chairman Heitz asked if the department would be willing to remove the bulbs from the fixtures scheduled for removal, to allow an opportunity to determine what the lighting difference will be prior to removal. Chief Briggs noted that if the actual fixtures are removed, it will be prohibitive for the town to have them re-installed. He believes that the number and severity of vehicle accidents was greatly decreased when the level of lighting was increased along Route 125 years ago, and wants to be sure that the proposed decreases in lighting won't adversely affect that trend. Mr. Reynolds noted that the department's dealings with Eversource lead him to believe that scheduling a crew to come out and remove then replace the bulbs probably would not happen. However if the town has a more cooperative relationship with Unitil (the company who provides Kingston's street lights), they're welcome to arrange a trial period where the bulbs from fixtures scheduled for removal can be temporarily removed to measure the impact.

Chairman Heitz asked if it might be an option to retain the existing fixtures other than those being removed due to lane widening, and reduce costs by installing timers that will dim the lights after a certain time at night. Mr. Appleton advised that the lights either are necessary during the hours of darkness or they are not; the department can't arbitrarily set a time after which safety concerns are no longer relevant. It was noted that all of the towns impacted to date by lighting reductions were hesitant prior to their lights being removed, but that not a single complaint or report of adverse effect has been received. It also was noted that DOT has the capability to run simulations to assess impacts and will do so if requested. There have been instances where removal of excessive lights has improved traffic safety by reducing glare and making vehicle headlights more visible. Chairman Heitz asked if, were the

DOT designing intersections now, they would reduce lighting from what was considered standard 20 years ago by the same level as now being proposed for the reductions. He was assured that they would.

Road Agent Richard St. Hilaire noted that to take over the 11 lights slated for removal, the town's street lighting budget would increase by 10%. He also noted that the town had just completed paving of Main Street last summer and hopes that the state will tie its work in with the town's. He was assured that they will.

It was agreed that the town's liaison with the state and with Unitil about the lighting issues will be Chief Briggs, and that any changes to the design will be requested in writing to Mr. Reynolds.

Discussion of Children's Center Parking Area/Town Right of Way to Beach

Jemima Chapman and Donna Muise of the Kingston Children's Center were present to ask if the Board will consider tying into paving work that the Center anticipates completing this summer. The town owns an adjacent right of way and, due to the configuration of the two properties, each uses the other's as needed so any work done on one logically should be done on the other at the same time. The Center has raised \$15,000.00 to put toward the project. It was agreed with Road Agent Richard St. Hilaire that, as the town intends to pave Church Street this summer in any case, the town's highway crew can provide the work to prepare the two sites for paving and the contractor doing Church Street can include a 3" pavement layer on the Children's Center parking area and the town's right of way as part of the project. A catch basin also can be installed to deal with drainage issues. Chairman Heitz asked if the Children's Center is willing to commit the \$15,000.00 it has raised to paying for its share of the work if the town does as Mr. St. Hilaire suggests. Ms. Chapman and Ms. Muise agreed. Mr. St. Hilaire will contact the Center as the Church Street paving project gets closer.

Draft Work Plan for Ground Water Testing Reviewed

David Allwine of Stantec Engineering was present to review a draft work plan for testing and mitigation activities relating to ground water surrounding Central Station on Main Street. Mr. Allwine requested that the Board and Fire Chief Bill Seaman review the draft and let him know if any changes should be made. The report is due at the state Department of Environmental Services by Friday.

Review of Previous Meeting Minutes

MOTION: Upon motion of Selectman Korn and second of Selectman Broderick it was voted to approve the minutes of the March 27, 2017 meeting as printed. Selectman Korn abstained from the vote.

MOTION: Upon motion of Selectman Korn and second of Selectman Broderick it was voted to approve the minutes of the March 27, 2017 non-public session as printed. Selectman Korn abstained from the vote.

Administrative Issues

MOTION: Upon motion of Selectman Korn and second of Selectman Broderick, it was unanimously voted to authorize Chief Briggs to negotiate and contract with the State for traffic control at Kingston State Park during the upcoming summer months.

A purchase order for the North Road culvert replacement project contractor was signed.

Non-Public Session

MOTION: Upon motion of Selectman Korn and second of Selectman Broderick, Chairman Heitz polled the Board for a unanimous vote to adjourn to non-public session under the provisions of NH RSA 91-A:3, II-b and d.

Chairman Heitz noted that the Board would be returning to public session only for the purpose of officially sealing the minutes of the non-public session and would then adjourn. The Board retired to non-public session at 9:07 pm.

**Respectfully submitted,
Catherine Grant,
Administrative Assistant**