

MINUTES OF THE JULY 21, 2025 SELECT BOARD MEETING

MEMBERS PRESENT: Board Members Chair Mike Houghton, Vice Chair Allison Knab, Joe Anderson

ALSO PRESENT: Finance Administrator William Roy, Planning and Building Director Vanessa Price, David S. Smith, P.E., Project Manager, Bureau of Highway Design with New Hampshire Department of Transportation, Tim Roache, Rockingham Planning Commission

At 7:00 p.m., Mr. Houghton opened the meeting and asked for a motion on the minutes. Mr. Anderson motioned approval of the 7/7/25 minutes. Ms. Knab seconded the motion. All voted in favor.

Mr. Houghton called upon Mr. Smith who summarized his previously presented proposal focusing on improving safety and traffic flow at the Bunker Hill Avenue intersections, particularly the southbound left turns onto NH Route 108 and Portsmouth Avenue. He urged the Select Board to evaluate potential solutions at both Bunker Hill Avenue and Frying Pan Lane. The Bunker Hill intersection has been flagged for queuing, poor visibility, and hazardous turning maneuvers. Community support for the project is strong, with over 150 letters noted by Tim Roache of the Rockingham Planning Commission. The presentation revisited previously discussed conceptual alternatives and sought input from both the public and the Select Board. Based on this feedback, the Department of Transportation will collaborate with stakeholders to develop a viable solution.

To address the challenging left-turn movements from Bunker Hill Avenue onto Route 108, three alternatives were considered: installation of a roundabout, implementation of a traffic signal, and a right-turn-only restriction that redirects drivers northbound to utilize the existing traffic circle before heading south on Route 108.

The single-lane roundabout option was deemed ineffective due to continued peak-hour delays and insufficient gaps created by through traffic on Route 108. A multi-lane roundabout could provide the necessary capacity, but its extensive footprint would result in considerable property impacts, making it an unfavorable option.

The signalized intersection proposal aligns with the 10-Year Plan objective to enhance capacity and safety. The recommended layout includes two through lanes in each direction on Route 108 and dedicated left-turn lanes for both southbound access to Bunker Hill Avenue and northbound access to a relocated business driveway. This configuration supports long-term performance projections through 2048 and beyond. Estimated project cost is approximately \$2.3 million and—like all alternatives—requires careful consideration of potential impacts to Smyk Park and the adjacent historic property.

A third mitigation option involves restricting left turns from Bunker Hill Avenue, permitting only right-turn movements. This alternative, featuring a “pork chop” island, redirects southbound traffic north to the traffic circle for a safe turnaround. It is the least impactful in terms of right-of-way acquisition and effects on nearby historic and park properties and aligns

closely with the budget outlined in the 10-Year Plan. However, concerns remain about driver compliance, as some motorists may perform unsafe U-turns rather than using the traffic circle.

To further address left-turn movements, the team evaluated the feasibility of a traffic signal at Frying Pan Lane, which is a Tier 5 urban local road with residential and agricultural land uses, a posted speed limit of 25 mph, and longstanding truck restrictions.

Two intersection treatments at Frying Pan Lane were assessed: 1. A hybrid roundabout which would require some right-of-way expansion at an estimated cost of \$3.5 million. 2. A signalized intersection with a \$2 million cost estimate. This meets with traffic signal warrants and projected future volumes of traffic.

Mr. Smith continued, saying any improvements at Frying Pan Lane would require implementing the right-turn-only restriction at Bunker Hill Avenue. Concerns about the true effectiveness of diverting left-turn traffic remain.

Current funding of \$1.04 million allocated for FY27 in the 10-Year Plan falls short of what's needed for signalization or roundabout improvements, creating a financial challenge for the project. Despite all proposed alternatives being technically viable, concerns remain about long-term effectiveness. The DOT will proceed with the Town's preferred solution if local consensus is reached. The 10-Year Plan, currently under review, will be seeking public input through GACIT. This is an opportunity for stakeholders to advocate for the project. If consensus is achieved, the DOT is ready to advance design, permitting, and other preparations, with funding potentially sourced through future plan updates or federal redistribution, though such funding isn't guaranteed.

Mr. Houghton confirmed that there is a million dollars allocated to the Bunker Hill signalization and that, except for the right turn, there isn't sufficient funds for any other project. Mr. Smith confirmed, but said the DOT can still move forward with preparing other solutions (design, permits) so they're ready for future construction if additional funding is secured. Building those alternatives will require more money over time.

Mr. Houghton asked if the existing funds could be used to assist the RPC to do a corridor study. Mr. Smith explained that that is a different effort and that project is going before the Executive Office for approval.

Mr. Houghton returned to the discussion on signalization, asking if the funding would carry forward. Mr. Smith confirmed it would.

Mr. Anderson criticized the right-turn-only plan at Bunker Hill Avenue, suggesting it would prompt U-turns on Route 108 instead of roundabout use. Referring to the traffic data, he noted existing diversion to Frying Pan Lane, which Mr. Smith confirmed. Mr. Anderson argued that installing a light at Bunker Hill could ease pressure on Frying Pan, but Mr. Smith was unsure of the outcome. Ultimately, Mr. Anderson saw little value in restricting turns.

Ms. Knab expressed concern that implementing a single, limited-scope traffic solution may not be well-received by the public, particularly if perceived as financially motivated. Of the alternatives, she noted that a signal at Frying Pan Lane offers several advantages: closer proximity to Route 101, fewer sight line issues, and no impact on nearby historic properties or park space. However, she emphasized the need for further discussion to determine whether the preferred option should be a signal at Frying Pan Lane or at Bunker Hill Avenue.

Mr. Smith agreed that identifying a preferred option would help provide clarity for the DOT. He offered additional insight, stating that continued development along Route 108 near the Frying Pan Lane intersection may eventually trigger the need for a traffic signal as part of the permitting and mitigation process overseen jointly by the NHDOT and the Town.

Mr. Houghton asked for public comment. Jeremy Riecks, 18 Doe Run Lane, voiced his opposition to the proposed right-turn-only design, noting that a similar configuration at the Millbrook Plaza has proven ineffective. He observed drivers frequently disregard the right-turn restriction and suggested that if a longer, channelized right-turn lane (approximately 40–50 feet) had been implemented, it might have helped discourage illegal movements such as U-turns.

Mr. Riecks described challenges in safely turning onto Route 108 from both Doe Run and Bunker Hill Avenue, citing visibility limitations and driver impatience as contributing factors to unsafe behavior—such as using center turn lanes as acceleration lanes, which he believes is illegal and potentially hazardous.

He advocated for a signalized intersection at Bunker Hill Avenue, including marked crosswalks, to enhance both vehicular and pedestrian safety. He emphasized the presence of pedestrian traffic in breakdown lanes, particularly in areas lacking sidewalks, and stressed the need for improved pedestrian infrastructure. As a further recommendation, he proposed installing advance warning signage to alert southbound drivers to upcoming traffic signals.

Mr. Riecks concluded by reiterating the importance of incorporating crosswalks and pedestrian-focused improvements into any future design.

Kyle Hollasch, 15 Greta's Way, emphasized the need for improved pedestrian infrastructure, particularly crosswalks, in the area west of Route 108 between the traffic circle and River Road. He estimated approximately 1,000 residents live in that section of town and noted there is currently no safe pedestrian crossing in that stretch—only a signal at Shaw's provides controlled access. He stated that as Stratham aims to enhance connectivity and prioritize pedestrian safety, signalized intersections that incorporate pedestrian elements should be a key part of any design moving forward.

Mr. Hollasch advocated for a traffic signal at Bunker Hill Avenue, noting that it would address both vehicular and pedestrian challenges. He argued that Bunker Hill is centrally located and accessible from surrounding neighborhoods, making it a more logical choice than Frying Pan Lane. Additionally, he observed that left-turn movements at Frying Pan Lane are only marginally easier than those at Bunker Hill, and that signalization at Bunker Hill would likely alleviate pressure on Frying Pan over time.

Mr. Smith thanked the public for their input and noted the lack of existing infrastructure at Bunker Hill. He explained that adding sidewalks would require curbing and drainage upgrades, significantly raising costs, and requested clarification from the Select Board and others on future connectivity plans.

Mr. Riecks commented that, in his experience attending Planning Board meetings, sidewalk provisions for commercial properties along the Route 108 corridor have not consistently been mandated or enforced. He noted that while sidewalks could potentially be required in future development, current properties like the adjacent dental office do not have such infrastructure. He suggested that over time, pedestrian infrastructure could be filled in through mandated improvements—especially if a crosswalk or signalized intersection is installed.

Mr. Houghton responded that a site plan for 89–91 Portsmouth Avenue includes a sidewalk easement as part of the conditions for approval, demonstrating the Town’s planning efforts toward greater connectivity. He explained that while it is difficult to require sidewalk installation retroactively on existing properties, sidewalk development is regularly considered in new construction projects. The planning approach is to require it on new developments.

Geoff Crosby, 35 Frying Pan Lane, expressed concern about pedestrian safety along Frying Pan Lane, noting the lack of shoulders, overgrowth, and speeding despite the posted 25 mph limit. He raised the issue of additional traffic due to the proposed changes and asked for clarification on projected traffic increases, referencing concerns about the difficult turnout onto Route 108.

Mr. Smith explained that under the proposed traffic diversion concept, approximately 10 vehicles per hour (currently turning left from Bunker Hill Ave) would instead use Frying Pan Lane. He acknowledged and confirmed awareness of the road’s limitations and challenges.

John Daily, 58 River Road, asked for the Frying Pan traffic numbers. Mr. Smith showed the peak volume numbers on Frying Pan and Bunker Hill. He felt that, due to current traffic volume and road layout, it would make more sense to install a crosswalk and traffic signal at the Frying Pan intersection. This would help ease turns from Bunker Hill and reduce congestion. He noted that switching from two lanes to one and then back to two near Market Basket creates unnecessary merging, which could be avoided with better signal placement.

Mr. Houghton revisited the estimated cost for installing a traffic signal at Frying Pan Lane, noting it stands at approximately \$2 million, exclusive of necessary roadway improvements. He pointed out that Frying Pan Lane currently has an 8-ton weight limit and is quite narrow, which would require the town to assume responsibility for any upgrades.

Ms. Knab emphasized the importance of understanding the rationale behind the existing truck restriction before proceeding further.

Mr. Anderson remarked on the potential for new development at that intersection and inquired whether developers could contribute to the associated infrastructure costs. Ms. Price responded

that, given the anticipated increase in traffic, she would expect a formal agreement requiring developer participation.

Mr. Smith affirmed that future development must mitigate its impacts, which is often incremental and could involve physical improvements or financial contributions. He noted that triggering the warrant is expected, and with continued growth, there's potential in the future for signals at Frying Pan and Bunker Hill.

Heidi Dubuque, 18 Kirriemuir Rd, recalled that several years ago, a proposal was made to create a roadway connecting the businesses along Route 108. Mr. Houghton confirmed that, as part of the Gateway District planning effort, the intent was to construct connector roads behind the commercial properties to help relieve traffic congestion on Route 108. However, the lack of water and sewer infrastructure in the area significantly limits development potential, as the required density to support such a project cannot be achieved. While the plan remains in place, implementation is contingent upon the town approving the extension of water and sewer services.

Joe Allwarden, 15 Tall Pines Drive, expressed concern about increased traffic on his street, citing that residents often cut through Tall Pines to avoid making a left turn from Bunker Hill. He voiced opposition to a forced right-turn scenario, which he believes would exacerbate traffic impacts in his neighborhood. Mr. Allwarden stated his support for installing a signal at the Bunker Hill intersection. As an engineer, Mr. Warden acknowledged both the historical significance of a nearby home and financial considerations, but suggested that signals at both Bunker Hill and Frying Pan Lane will likely be necessary in the future.

Pat Gillis, 11 Stephen Drive resident, expressed concern about traffic flow at the Bunker Hill intersection. He noted that when multiple vehicles are queued, many residents—including himself—cut through Tall Pines Drive to access Route 108, which provides better visibility and safer left-turn opportunities. He cautioned that a forced right-turn solution would likely lead more drivers from his neighborhood to use Tall Pines as a bypass. Additionally, Mr. Gillis shared observations of traffic safety issues over the years, including vehicles using driveways near the engineering building to loop around and re-enter traffic, a practice he's witnessed multiple times.

Mr. Dailey inquired whether restricting traffic to right turns only from Bunker Hill Ave. would yield any meaningful benefit. He recalled that engineers had indicated its limited effectiveness as a standalone measure. Mr. Smith responded that such a restriction would depend largely on drivers' compliance with traffic regulations. Mr. Daily concluded that it was not a viable solution when considered independently.

A resident from 16 Kirkwall Drive expressed support for the installation of a traffic signal at the intersection of Bunker Hill Avenue. He stated that he had raised this safety concern with his state legislator upon moving to the neighborhood six years ago. He described his typical travel patterns. When driving alone, he occasionally attempts a left turn at Bunker Hill. However, when accompanied by his wife, he avoids the intersection altogether, instead detouring via Stratham Heights Road to Irving Station to safely access area stores. He questioned the

effectiveness of placing a signal at Frying Pan Lane, noting that drivers would likely continue making left turns at Bunker Hill.

Mr. Smith replied that a signal at Frying Pan would be implemented in conjunction with a restricted left-turn regulation from Bunker Hill Avenue. They considered signage. He continued saying that to make the signal effective, they would have to provide two lanes north and south, otherwise the queues would be significant and back up to the subsequent intersections.

Ms. Knab asked about road widening at the Frying Pan Lane intersection. Mr. Smith said the Traffic Bureau has not reviewed yet and may require additional road widening.

Mr. Allwarden asked how a signal at Bunker Hill might impact Frying Pan Lane. Mr. Smith believed the effect would be minimal, noting it could create traffic gaps that make left turns from Frying Pan easier.

Ms. Dubuque expressed concern about the sight lines out of Bunker Hill. Mr. Smith indicated a signal would help.

Mr. Riecks asked about coordination of signals. Mr. Smith said he'd have to assess the distance between the signals, as there needs to be a 1500 foot maximum separation for coordination.

Paul Wolf, 19 Doe Run Lane, referenced the 2017 Ten-Year Plan, noting a previously reported \$1.3 million allocation and inquired about the \$300,000. He requested that the presentation materials be made available online. Additionally, he asked that if the proposed "right turn only" project proves inadequate, would the full project need to be re-submitted into the Ten-Year Plan process. Mr. Smith confirmed that the project would need to be re-requested and compete anew with other community proposals. Ms. Knab noted the presentation could be found online in the July 7th Select Board packet.

Mr. Wolf recalled past discussions about aligning roads. Mr. Houghton responded that it is likely to be a series of steps over time. He emphasized that it remains a key component of the strategic plan and continues to be actively pursued with each new developer proposal.

Mr. Roache encouraged everyone in attendance to attend the GACIT hearings to advocate for the project and its funding.

Mr. Houghton motioned to close the public hearing. Ms. Knab seconded the motion. All voted in favor. Mr. Houghton asked for final comments from the Board.

Ms. Knab noted there was limited support for proceeding with the left-turn restriction. She expressed support for installing the signal at Frying Pan Lane, citing stronger commercial development and more logical road design compared to Bunker Hill. Roundabouts were noted as costly and complicated, with low public understanding and support. The potential for future development at Frying Pan Lane may provide funding opportunities and improve feasibility.

Mr. Anderson expressed support for a signal at Bunker Hill, noting it is a state road with higher traffic volumes than Frying Pan Lane. He acknowledged potential future developer contributions for improvements near Frying Pan Lane due to multiple active or anticipated projects in that area.

Mr. Knab stated that she does not anticipate the need for two traffic signals in the area in the near future, citing limited growth and few upcoming developments. Mr. Anderson supported placing a signal at Bunker Hill Avenue due to poor sight lines, noting that Frying Pan Lane is easier for left turns even without a signal. Mr. Houghton preferred the Frying Pan location but raised concerns about traffic volume and the complexity of implementation, noting consideration must be given to the town roads that can't handle the potential increase in traffic. He recommended including Frying Pan in long-term planning, but suggested prioritizing Bunker Hill. He also strongly opposed a right-turn-only solution, calling it a misuse of funds.

Ms. Knab supported Frying Pan Lane as the preferred location, citing improved suitability for pedestrian-related improvements. She noted its proximity to existing sidewalks and potential crossing opportunities on Route 108.

Discussion ensued comparing signal locations. Ms. Knab expressed concern over adding two signals, citing potential traffic congestion and questioned the necessity of a signal at Bunker Hill given current traffic patterns. Mr. Houghton recognized that we don't know how many drivers avoid the left at Bunker Hill and instead utilize side roads. Lack of comprehensive data to inform decision-making, in addition to the potential high costs associated with Frying Pan Lane improvements, leads him to support Bunker Hill as the more feasible option. He referenced general board consensus leaning toward Bunker Hill.

Mr. Smith will advance the Bunker Hill Avenue intersection to be signalized, stressing that further assessments to the environmental impact to Smyk Park and the historical building will be necessary. Next step will be to hold a public informational meeting with the residents of Stratham. He will work with Ms. Price to further the project.

The Board thanked everyone for coming in. Mr. Houghton called on Ms. Price for her department report.

Ms. Price said she is working with DOT District 6 on a Master Agreement for a corridor sidewalk permit, as opposed to evaluating each project individually. The new project at 41 Portsmouth Ave will have a sidewalk.

Other department initiatives, recently passed site plan review amendments to Planning Board regulations which streamline the process for taking applications and managing timeline expectations from staff as well as developers. The department will be looking at zoning amendments beginning in September. Building department is working on fee schedule updates. ZBA has only had one zoning variance this year. She briefly reviewed Planning Board projects. Conversation returned to the ZBA, noting they don't have a full board. They discussed board openings and the need for volunteers. Ms. Price returned to Planning Board projects, including 141 Portsmouth Ave. Mr. Anderson asked if they might contribute funds to the signalization

project. Ms. Price noted we don't currently have an impact fee ordinance, but perhaps we may be able to come to an agreement. She reviewed other projects before the Planning Board.

Ms. Price reported that the Code Enforcement Officer is working on the renewal of the G1 groundwater reclassification for Stratham. This process, conducted approximately every three years, involves managing potential contamination risks through inventory, notification, and enforcement of best practices. She and Mr. Durrance recently coordinated with DES for training and will continue efforts over the coming months. She continued her report detailing various building projects in town. Ms. Knab asked about the request from the construction company to waive the building permit fees for the SMS project. Mr. Houghton said they have not pursued the matter. Ms. Price added that they have not paid the fees yet.

Ms. Price updated the Board on Emergency Management activities. They briefly talked about the open space plan. The committee will hold a working group meeting in August, before the consultant comes back in September.

Mr. Anderson revisited the issue of funding road improvements and signalization in response to development impacts, emphasizing the importance of developers contributing through impact fees. He also highlighted the town's ongoing efforts to advance water infrastructure, acknowledging the significant costs involved and the potential for state funding support. Implementation of impact fees would require a zoning amendment, first reviewed by the Zoning Board and then approved via ballot vote at Town Meeting. Mr. Houghton acknowledged that this topic hadn't been raised previously. Ms. Price confirmed a timeline exists. All agreed that the proposal warrants further review and consideration of available options.

Mr. Houghton called attention to the Stormwater Agreement and easement deed for access noting it has been reviewed by the DPW Director and Town Counsel. Mr. Anderson motioned to approve the Stormwater Agreement and easement for 89-91 Portsmouth (Tax Map 13 Lots 22 and 23) for Jowes LLC. Ms. Knab seconded the motion. All voted in favor.

The Board agreed Legacy Lane meets the Road Naming Policy criteria. Ms. Knab motioned approval for the use of Legacy Lane as the subdivision road name at 217 Portsmouth Avenue. Mr. Anderson seconded the motion. All voted in favor.

Mr. Houghton recognized Mr. Roy for the Finance Report. Mr. Roy noted we are at the halfway mark in the year. He has been going through the numbers, some appear to be over budget, but upon closer inspection, he observed the expenses are one time only and will not recur. Mr. Houghton said that both Chief King and Chief Denton are coming up against budget constraints. Chief Denton due to start-up expenses for the paramedic program and Chief King because of building issues, specifically a portion of the building siding is rotting. Mr. Houghton said Mr. Stevens has oversight of the buildings and noted an overlap of responsibilities. He inquired about a siding warranty. Mr. Roy felt the department heads didn't have a clear understanding of their budget but overall everything looks good.

Mr. Roy noted that this is the first month the Community Garden falls under the Capital Reserve Funds. They are requesting to use funds for a logo design created by Gene Markey. Based on

information from Mr. Moore, Mr. Roy believed this was the proper procedure. However, Ms. Knab questioned why the request was brought before the Board, as similar items had previously been obtained without going through the trust. She expressed opposition to approving expenditures on an item-by-item basis. The Stratham Community Garden want timely payment of the invoice. Mr. Anderson approved the reimbursement request from the Community Garden Committee for Gene Markey in the amount of \$300 for graphic design services. Ms. Knab seconded the motion. All voted in favor. Mr. Roy noted a second invoice for \$230.80 for Exeter Lumber. Mr. Houghton amended the motion to include Exeter Lumber for \$230.80. Ms. Knab seconded the motion. All voted in favor. Mr. Roy said he will ask what the process should be going forward at the Trustees of the Trust Funds meeting next week. He doesn't expect many more of these requests.

CORRESPONDENCE

Mr. Houghton called attention to the resignations. Mr. Anderson moved to accept with regret the resignation/retirement of Chuck Perkins, DPW, as of August 28, 2025. Ms. Knab seconded the motion and said she would like to see a recognition done for Mr. Perkins, as he has been employed by the Town for a long time. Mr. Anderson believes Mr. Stevens has something planned.

Mr. Houghton motioned to accept Jamie Paine's resignation from the ZBA with regret. Ms. Knab seconded the motion. All voted in favor. Mr. Anderson motioned to accept Frank MacMillan's resignation from the Zoning Board with regret. Ms. Knab seconded the motion. All voted in favor.

Mr. Houghton referred to the DAR request to do a Veteran's Day Field of Flags as they did last year. Mr. Anderson approved the Daughters of the American Revolution Field of Flags program at Stratham Hill Park for Nov. 6–16, 2025. Ms. Knab seconded the motion. All voted in favor.

Mr. Houghton called attention to an issue Mr. Roy said was raised by the auditors regarding payment from the Smyk Trust and a motion required to do that. He explained that in the March 17, 2025 meeting, the Board authorized Mr. Stevens to perform cleanup work at Smyk Park. We authorized Mr. Stevens to engage in aerial work at Smyk Park and continue to plant and add loam to protect roots and work on drainage and soil improvements. Mr. Houghton motioned to perform those activities with funds received from the Smyk Trust. Ms. Knab seconded the motion. All voted in favor.

Mr. Houghton reported that Mr. Stevens needs direction with respect to where the signage that was previously approved for Stevens Park will be located. Ms. Knab was opposed to cutting down the pine tree at Stevens Park as Mr. Stevens suggested. Mr. Anderson felt that, given the constraints of the state right of way, it would be a challenge to keep the tree. The Board, seeing no suitable alternative, decided to allow Mr. Stevens to move forward with his plan.

Mr. Anderson felt he hadn't seen a revised layout for Stevens Park. Mr. Houghton, as a member of the Planning Board, thought it was in review with them and said he would forward it. Ms. Knab said Mr. Hickey wanted to have the Rec Commission review it once again. They noted the project is phased and only includes the pavilion, parking lot and drainage.

Mr. Houghton called attention to the grant funding for ADA accessibility submitted by Mr. Hickey, noting it is a worthy cause and that the financing was laid out clearly and within our ability to support the match. Ms. Knab motioned to authorize the Recreation Director to move forward with the NH Council on Disabilities for funding for accessibility mats at the playgrounds grant application in the amount of \$2,500. Mr. Anderson seconded the motion. All voted in favor.

RESERVATIONS

Mr. Houghton noted that Chief Denton had yielded the request from Ms. Danforth to use the Morgera Room to the Board for a decision. Ms. Knab motioned to allow Ms. Danforth to use the Morgera Room on Sept 28 for a Girl Scout event. Mr. Anderson seconded the motion. All voted in favor.

Ms. Knab motioned re-appoint Brad Jones to the Conservation Commission to a 3 year term to expire in 2026. Mr. Anderson seconded the motion. All voted in favor.

Mr. Anderson said that at a future meeting he would like to discuss Transfer Station fees. He believes a Public Hearing would be required. He said Mr. Stevens will need to be there to answer questions. Mr. Houghton said they will plan it for the first meeting in September.

They briefly discussed items to be signed.

At 9:06pm Mr. Houghton motioned to enter a non-public session in accordance with RSA 91-A:3, II (b) and (e) personnel and legal matters. Roll call: Houghton-yes; Knab-yes; Anderson-yes

At 10:01pm Mr. Houghton motioned to exit the non-public session. Ms. Knab seconded the motion. All voted in favor.

Ms. Knab asked the other board members for feedback on responding to Executive Councilor Janet Stevens. The board asked that she relay their frustration with the process and invite her to come to a meeting. They discussed DOT's demand for an immediate decision and lack of sufficient information for alternative solutions. Mr. Anderson shared that he's participated in discussions over the past year with Mr. Moore and Mr. Connors, during which a "right turn only" proposal was never introduced. Ms. Knab questioned the viability of maintaining funding levels unchanged for a decade. She will reach out to Ms. Stevens.

Ms. Knab called attention to the Sewall Room Policy, noting Town Counsel had minor changes. The Board agreed it was ready for acceptance at the next meeting.

After discussion it was decided the next Select Board meeting will be on Monday, August 11.

Mr. Houghton motioned to authorize Mr. Stevens to utilize Smyk Park funds in the amount of \$2,200 and \$900 to come out of the DPW budget for 100 yards of loam to screen for Smyk Park use. Ms. Knab seconded the motion. All voted in favor.

At. 10:06pm Mr. Anderson motioned to adjourn. Mr. Houghton seconded the motion. All voted in favor.

Respectfully submitted,

Karen Richard
Recording Secretary