

**TOWN OF NEWMARKET, NEW HAMPSHIRE
TOWN COUNCIL REGULAR MEETING
FEBRUARY 19, 2014
COUNCIL CHAMBERS**

PRESENT: Council Chairman Gary Levy, Councilor Dan Wright, Councilor Phil Nazzaro, Councilor Larry Pickering, Councilor Dale Pike, Councilor Ed Carmichael

EXCUSED: Council Vice Chairman John Bentley

ALSO PRESENT: Chief Kevin Cyr

Council Chairman Levy opened the meeting at 7:00 p.m., followed by the Pledge of Allegiance. He announced that Town Administrator Fournier would not be in attendance, and that Council Vice Chairman Bentley would arrive late to the meeting.

AGENDA

PUBLIC FORUM

Bert Allen of Moody Point spoke about alternatives to building a new school, such as having rotating, year-round school sessions as had been done in Hudson, NH. Council Chairman Levy suggested his concerns should be brought to the School Board, as the Council does not weigh in on School decisions.

Ellen Read of Lita Lane encouraged the Council to vote in favor of Resolution 2013/2014-50 Limiting Political Spending. She said that the political issue of campaign finance reform affected everyone and concerned the integrity of the democracy, and that elections should be controlled by people and not by special interests or by money organizations. She added that 96% of people felt that money had too much control over the political system, and that 75%, and a majority of those who operated small businesses, disagreed with the recent deregulation of political spending. She said that the majority of liberal and conservative constituents agreed that this system did not serve the people well. She noted inefficiencies in the government that had politicians spending 70% of their time fund raising for the next election, rather than doing the will of their constituents. She said that money interests had developed Super Pacs that allowed money to come from undisclosed donors, special and foreign interests in unlimited amounts, but there was little that New Hampshire as a state could do about this. She stated that in the 2012 New Hampshire gubernatorial race, 5 times more money came from outside sources than from the candidates themselves and in the 2012 District 2 election, spending was up 40%.

Ms. Read said that fewer than half of one percent of Americans were responsible for 80% of campaign contributions. She stated that outside money did not allow New Hampshire residents to control its own elections, and money determined who ran for office and the messages to which the electorate was exposed. She felt that good candidates who would work for their constituents could be prevented from running because they could not afford to counteract the negative and often false ads to which the public was exposed. She felt that there could not be a democracy when money determined the results of elections. She said the decision by Citizens United to deregulate spending was based on 2 erroneous premises: that political spending is free

speech and artificial entities are people under the Constitution. Ms. Read cited that the late Senator Rudman maintained political spending was not free speech when only the wealthy could be heard, and corporations/entities were clearly not considered people under the Constitution.

Ms. Read went on to stress the need for an Amendment to the Constitution to limit political spending. She noted that over 500 towns and 16 states, including all the other New England states had called for an Amendment. In 2014, New Hampshire and 70 of its towns, along with 12 other states were voting on the Amendment, and 140 members of Congress had offered their support. Wherever the call for an Amendment was passed, it was by a majority of 75%. She said that the Constitution had been amended 27 times, on average every 10 years in the 20th century, and it was incumbent on the people to amend the Constitution when the need arose. She said some might not agree with this method to fix the situation, but nearly everyone agreed that there was a problem. She felt that it was necessary to at least begin the conversation and urge the legislators to get the ball rolling.

Bert Allen spoke about political spending and the power and influence of unions and the need to return power to the public.

Council Chairman Levy closed the Public Forum at 7:10 p.m.

APPROVAL OF MINUTES

Councilor Nazzaro moved to approve the minutes of the February 5, 2014 meeting. Councilor Pike seconded. There was no discussion. Chief Cyr polled the Council. Motion passed unanimously, 6 – 0.

PRESENTATION ON THE ALTERNATIVES TO THE PEDESTRIAN BRIDGE: Diane Hardy and Dubois King

The Council had approved amending the original bridge proposal at its January 8, 2014 meeting to seek lower cost alternatives to a pedestrian bridge. Town Planner Diane Hardy had been working with engineers Scott Bourcler and Mike O'Donnell of Dubois King, who had also worked closely with Mark Ambrosi from Strafford Regional planning. Ms. Hardy said they had pulled together pedestrian and traffic data and developed a report, which had been given to the Councilors. Dubois King would be coming forth with a recommendation that the Council approve Alternative #3, which was outlined on pages 29 and 30 in the report. She said that following the presentation by the consultants, she would review Alternative #3 budget information for the Council. She said the Resolution to accept Alternative #3 would have a first reading later in the meeting, and a Public Hearing and vote would take place at the March 5, 2014 meeting.

Scott Bourcler stated the purpose of the presentation was to summarize the findings of the study. He said they would present current conditions and alternatives that they had considered to improve pedestrian safety along Main Street, (Route 108), from Elm Street to the area near Central Street. They had used the LPA guidelines from the Department of Transportation, (DOT) planning module as required for federally funded projects. The characteristics of the study included parallel parking, sidewalks, sub-surface utilities, along with signage, curbing and other factors consistent with existing roadways. Currently, there were 3 crossings along Main Street, each at different elevations, the highest being Elm Street. The road alignment consisted of a straight area beginning at Elm Street, but also a curve in one direction near the second crosswalk and another one in the opposite direction before the third crosswalk. The posted speed limit, as set by DOT District 6, was 30 MPH. The recommended sight distance for cars to stop for pedestrians was 200 feet. The sight distance along Main Street ranged from 92 to 250 feet. In the areas with short sight distance, the pedestrian would have the impression that traffic was moving too quickly, while the driver would feel that pedestrians were jumping out into traffic.

Mr. Bourcler stated that both impressions were incorrect as the problem stemmed from not having enough sight distance to evaluate the safety of crossing or the need to stop.

Mike O'Donnell, Traffic Engineer, presented the collected data and results, along with alternatives that had been evaluated to improve pedestrian safety. He had studied the number of pedestrians, their destinations and patterns of crossing the street for 3 days from 7:00 a.m. to 10:00 p.m. On the weekday, they counted 1,400 pedestrians, on Saturday 2,100 and on Sunday, 1,600. They also determined that the peak crossing times per day were between 4:45 and 5:45 p.m. on weekdays with 143 pedestrians crossing; between 12:45 and 1:45 p.m. on Saturdays with 242 pedestrians crossing and between 12:45 and 1:45 p.m. on Sundays with 145 pedestrians crossing. The average number of pedestrian crossings was 116 per hour during the times they observed. Mr. O'Donnell showed a mapping of where the crossings occurred, and said that 76% were within crosswalks. Of the remaining 24%, many crossed from the parallel parking spaces to the other side of the street. There also was an area near the War Memorial that was a common place to cross, even though it was not technically a crosswalk. They concluded that with 76% using the crosswalks, they were placed correctly, but the issue was sight distance.

Mr. O'Donnell summarized the alternatives which they were not recommending. A tunnel, while separating pedestrians from vehicles, would mostly serve Newmarket Mills lower level and parking lot, but not help the Mills' upper levels or the area near Center Street. Other disadvantages included having to construct a tunnel through ledge below utilities in a trench 18 to 20 feet deep, and detour traffic during construction. It was felt that most pedestrians would not use or need a tunnel. There also could be security issues because of limited visibility. The cost of a tunnel was estimated to be between 2 and 3 million dollars. A glass-enclosed pedestrian bridge would also separate pedestrians from vehicles but would mostly serve the upper floors of the Mills. A bridge could be accessed through a series of ramps or an elevator. They had felt this would enhance the downtown as it would be built where a previous bridge had existed. However, it would not address the needs of other areas or the lower level of the Mills. There also could be security concerns with the elevator, because of lack of visibility. It was estimated that perhaps 14% of pedestrians would use a bridge. The cost of the bridge would be \$729,000 with ramps or \$1.22 million with an elevator tower.

The next alternative that had been considered was realigning the road to match the 30 mph speed limit or slowing the traffic. To accommodate the 30 mph speed limit, the road would be realigned for 500 feet between the curbing. The 7 parking spaces on the west side of the street near the Mills would be relocated to the east side, and the centerline would be moved. The advantages would be in compliance with road standards and improve visibility. However, this would place parking spaces across the street from the businesses they served and could encourage more jaywalking. This would soften some curves and increase sight distance, but the openness could also give a false sense of security for both pedestrians and drivers, who might feel more comfortable going 35 or 40 mph. This would also alter the character of the downtown as the buffer of parked cars would be gone and with it the restaurant sidewalk tables and chairs. This alternative was estimated to cost around \$353,000.

Alternative #3, traffic calming, which they were recommending, would incorporate some of the techniques he would suggest. Mr. O'Donnell stated that the existing road conditions would allow for a 15 mph or perhaps 20 mph speed limit. The design suggestions would encourage drivers to move at a more reasonable speed and enhance visibility. There would be some improvements made outside the downtown area to develop consistency on the roadway and to allow traffic to slow down before reaching the downtown. The first improvement would be to install pedestrian signs at each crosswalk, and ensure that they complied with current standards. The next step would be to install additional pedestrian signs with yellow flashing lights. Currently there were 2 of the signs, but each crosswalk should have this type of sign, especially at night. Also to increase

night time visibility, they were suggesting adding to the existing pedestrian level lighting at every crosswalk. He further suggested that raised table-type crosswalks be installed which would feel comfortable for those driving between 15 to 20 mph, but not for those driving at 30 mph. Flush inlays, which added a textured surface and gave the impression that the road was narrower than it actually was, could be added to areas approaching crosswalks. Sidewalk extensions, bricked-in areas the same width as the parking spaces, would allow a pedestrian to be more visible and closer to the other side of the street before entering the actual crosswalk.

Mr. O'Donnell also suggested that the crosswalks be painted with white stripes. He said the confusion about crossing by the War Memorial was because there was a textured surface, but a single white line could be added. He said there were "Yield to Pedestrian" signs in the area, but they were worn and needed replacing. He said, in regards to having a crosswalk at the War Memorial, he did not think that the textured surface or existing granite should be changed, but suggested the addition of a white line outside the granite and lights. He noted that driving north by Newmarket Mills its middle door was obscured by a fence, and suggested that if the fence was pulled further away from the door it would be easier to see pedestrians and discern whether or not they intended to cross the street. He synopsised the advantages of Alternative #3 as increased visibility for oncoming traffic, reduced speed limits leading to crosswalks, decreased distance in crossing and clearly delineated crosswalks, all of which would increase the pedestrians' sense of protection. The estimated cost of including all the suggestions would be \$262,000.

Mr. Bourcier said they were recommending Alternative #3 as it met the needs and statement purpose by increasing visibility and enhancing pedestrian safety on Main Street. A speed limit of 15 mph in the downtown would meet the recommended sight distance recommendations. However, this alternative would depend on Newmarket being classified as a compact urban zone under RSA 229:5 so that DOT could reduce the speed limit. The DOT Commissioner can only reduce speed limits for the towns listed in the law. Because Newmarket is not listed, legislation would have to be drafted to add Newmarket. Even if legislation passed, it would be at the Commissioner's discretion whether or not to approve a speed reduction lower than 25 miles per hour. If Newmarket was not approved for a compact urban zone, the speed limit could be reduced to 25 mph under RSA 265 and Alternative #3 could be modified. As the State maintains Main Street, it would not allow sidewalk extensions and crosswalks would be flush with the sidewalks. Some of the sight distances would have to be improved to equal a 25 mph speed limit. However, there were other improvements that could be made to increase pedestrian safety. Mr. Bourcier said the next steps would be for the Town to review the study, and if in agreement, approve and submit Alternative #3 to DOT for approval, with a statement that the Town has agreed to go along with the recommendations of the study. Once approval was received, the work on the final design could be completed. In the meanwhile, work could begin on establishing an urban contract.

Councilor Pike asked if Dubois King or the State determined the effect this would have on traffic flow, especially during rush hour. Mr. O'Donnell replied that many drivers seemed to slow down on their own as they realized they couldn't see very well, and they didn't determine that exceeding the current speed limit was a huge issue. He didn't feel that dropping the speed limit to 15 mph for a short distance would make a big impact. Councilor Nazzaro asked if drivers might seek alternate routes, which could affect businesses that get a lot of customers who were just driving through. Mr. O'Donnell said that he noticed a lot of confusion when doing the sight measurements himself wearing an orange jacket and standing in the road. He said that a number of motorists stopped for him, even if he didn't intend to cross. He said that the drivers want to stop for pedestrians, but sometimes can't because of inadequate sight distance and the time necessary to come to a stop. He said the recommendations would prevent many false stops and because of increased clarity, balance the reduced speed limit. He also felt that defining the War Memorial as a proper crossing area would help, and that people would be directed to cross at the crosswalks. Mr. Bourcier added that this would improve the efficiency of downtown traffic.

Councilor Carmichael asked if they needed an answer by March 5th. Mr. Bourcier said that DOT had to have the report by February 28th. However, Town Administrator Fournier and Ms. Hardy had spoken with DOT and it was willing to allow the Town to submit a letter of decision by March 5th. Councilor Carmichael asked what the Town's additional financial commitment would be if it chose Alternative #3. Ms. Hardy presented a financial analysis including the 80% federal funding and the local match of 20% divided equally by Newmarket Mills and the Town. The top of the spread sheet concerned the available funding. The original approved grant showed a State commitment of \$440,000 and a \$55,000 contribution from both Newmarket Mills and the Town for a total of \$550,000. There was an amendment to the grant when it was determined that the cost would exceed the amount budgeted, and the grant was increased to \$505,560, with a contribution from both Newmarket Mills and the Town of \$63,195 for a total of \$631,950. In January, there was another amendment to include the cost of the study of alternatives, and the grant was increased to \$534,806, with a \$66,850 commitment from both Newmarket Mills and the Town for a total of \$668,506. Thus far, a total of \$88,067 had been encumbered with \$70,445 coming from State/FHWA funds, and \$8,806 from both Newmarket Mills and the Town. The construction, final design and engineering for Alternative #3 would total \$262,000 in additional funds, with \$209,600 coming from grant monies and \$26,200 from both Newmarket Mills and the Town. The total cost including encumbered funds and those to be spent in completing the project would be \$350,045, with \$280,045 coming from grant monies and \$35,006 from both Newmarket Mills and the Town.

Ms. Hardy had spoken with Mr. Chinburg's representative, Geoff Spitzer, earlier in the day and received the following statement:

"Newmarket Mills, LLC continues to feel that the pedestrian bridge is the safest way to ensure the safety of the citizens of Newmarket when crossing route 108 in order to enjoy access to the downtown businesses, parking as well as the retail, offices and residential units located in the Mills. However, we recognize that the bridge cost has exceeded the available funding at this time. The proposed Alternative #3 described in the Pedestrian Crossing Improvements Engineering Study by Dubois & King is the next most reasonable approach. Newmarket Mills, LLC will contribute \$26,200 (10%) toward this effort. Unfortunately, neither Eric nor I is available to attend tonight's meeting. Please share our statement."

Councilor Wright noted that even though the bridge was preferred, it was pointed out that probably only 15% of pedestrians would actually use it. His concern was that since the safety problems had been identified, the Town would have to correct the problems or incur liability. Councilor Pickering asked if there was any chance that the State could renege on its share of the funding. Ms. Hardy said that the State had committed to the funding, indicating that further funds would be forthcoming, and was waiting for the Town's decision on a preferred alternative to the bridge. The Council would have to approve another amendment in the form of a Resolution. The Town had initially set aside \$55,000 for the project, which was available for the Council to appropriate. She added that there was a short time frame as the work had to be under contract by June, 2015, and the design completed before that date. However, she felt this was doable.

Council Chairman Levy asked if they were sure that DOT could not approve the urban contract on its own if it was clear that there were safety issues. Mr. Bourcier said it was his understanding that only the legislature could add a town to the list in RSA229:5. He said they had had some conversations with DOT District 6, and they indicated they would support this, but there would have to be supporting legislation. Ms. Hardy and Town Administrator Fournier had spoken with DOT, and it had offered its help to the Town to prepare a bill and to shepherd the process through the legislature. Council Chairman Levy asked for clarification that there would not be any lights in the sidewalk, but an increase in signage commensurate with the flashing signs the Town had put up. This was verified. To his further question about adding sidewalk extensions to all the crosswalks, Mr. Bourcier confirmed that was the intention. Council Chairman Levy asked if the cost of \$262,000 for Alternative

#3 was a real number, and Mr. Bourcler said it was a best-guess estimate at this point. Council Chairman Levy asked if anything further could be done to reduce the approximate 25% of pedestrians who were jaywalking, mostly from parking spaces, and wondered if adding pylons with chains on one side of the road would help. Mr. Bourcler said the improvements would provide information to the drivers. Mr. O'Donnell added that 76% were crossing in crosswalks, and about 9% were crossing at the War Memorial, bringing the total into the 80% range. He said the next worst area for jaywalking was in the center of downtown at the bottom of the hill leading from Durham, and he felt that improving the signage and adding downward pointing arrows would alert drivers and encourage pedestrians to use sidewalks as a safer option. He felt that pylons and chains would not be very expensive and would discourage people from jaywalking, but pedestrians could be in the street longer. This also could present a problem to the DPW in removing snow; however they would look into it. Council Chairman Levy felt the chains might be removed in the fall.

Councilor Pike stated that the focus of the study had been around Newmarket Mills, but there might be pedestrian safety issues south of the boundary line of the study that needed to be addressed. Mr. O'Donnell responded that Alternative #3 recommended improving all 5 crosswalks in the downtown area and converting the War Memorial area into a crosswalk. The improvements would be made from Exeter Road to Elm Street, and slow the traffic before it entered the downtown study area. The crosswalks at Chapel Street and Church Street had good sight distance. Councilor Pike said that there was a lot of jaywalking in that area as the distance was longer between crosswalks. Mr. O'Donnell said the area was outside the study boundaries, but they would be looking to improve those crosswalks as well. Council Chairman Levy said that he thought the jaywalking was most dangerous where the hill receded, and the south end was mostly flat. Councilor Pike felt that coming up uphill from the gulley had a traffic calming effect, but was still a tricky place for pedestrians to cross. Mr. Bourcler said that even though the area was outside the study, they had included plans for improvements to achieve consistency on the road. Those improvements were included in the \$262,000 estimate.

Councilor Nazzaro asked if there was snow on the ground when the data was collected, and Mr. Bourcler said there was, but Mr. Malasky had ensured that snow was removed from sidewalks and the roadway so as not to skew the study results. He said that ideally, another study could be conducted in the warmer months, but, data collection was very expensive and he did not feel it would change the results very much. Councilor Nazzaro agreed with Councilor Wright that since they now had the information, they had to address the problem and make improvements. He asked if there were funds set aside for the improvements or if they would be paid for through new money. Ms. Hardy said that the Town had set aside \$55,000 when the Downtown TIF was closed, and most of the amount was still available. Council Chairman Levy said that in driving over the hill, he felt the most dangerous area to cross was the area of most jaywalking. Mr. O'Donnell said that while pedestrians could look over the crest of the hill and see oncoming traffic, the driver could be distracted by buildings, signs, lights and parked cars, and sight visibility prevented a driver from seeing more than the top of a person's head. He said that just past Elm Street would be the first speed table after entering the 15 mph area and this would make it easier for drivers to stop.

Council Chairman Levy said they had done a good job in developing an alternative. Councilor Carmichael asked Chief Cyr if he felt signage and a 15mph speed limit would help. Chief Cyr said that improved signage would definitely help, but he felt that the most significant part of the proposal was getting the urban contract and allowing the speed limit to be reduced. He said that daytime drivers seldom went above 30 miles per hour during the daytime. The problem was in enforcement, because drivers were not violating the law. He said that if the speed limit was reduced to about 20 mph, he could put cruisers in the area to stop cars and get the message out. He said that drivers going 20 miles an hour would be able to see more than at 30 mph. Councilor Carmichael asked if there was the possibility that a stoplight or crosswalk could be placed near South Park and Riverworks. Chief Cyr agreed that the sight distance in the area was poor for those driving from Exeter. He

added that his officers called the lighting in the downtown “mood lighting” because even though it looked pretty, it was difficult for people to see as well. He felt that adding lighting to the crosswalks would be an improvement. The Council will next have a Public Hearing and vote on Alternative #3 at its March 5th meeting.

COMMITTEE REPORTS

Council Chairman Levy said the Economic Development Committee would meet toward the end of the March. There were no other Committee reports.

OLD BUSINESS: Ordinances and Resolutions in the 2nd Reading

Resolution #2013/2014-48 Municipal Trash Bags

Councilor Nazzaro moved to approve Resolution #2013/2014-48 Municipal Trash Bags. Councilor Pike seconded. Councilor Pike asked if there were quality differences in the bags. Interim Finance Director Matt Angell said that the DPW Director checks the bags and the quality was essentially the same. The current provider would not maintain the same price, and they were able to buy bags from a new provider for a little, but not substantially more. Councilor Pickering asked Mr. Angell to confer with Town Administrator Fournier about some problems with trash bags from the old provider. Chief Cyr called the roll. Motion passed unanimously, 6 –0.

Resolution #2013/2014-49 Relating to Stair Well Door Push-Bar Hardware

Councilor Nazzaro moved to approve Resolution #2013/2014-49 Relating to Stair Well Door Push-Bar Hardware as written. Councilor Pike seconded. There was no discussion. Chief Cyr called the roll. Motion passed unanimously, 6 – 0.

Resolution #2013/2014-50 Limiting Political Spending

Councilor Nazzaro moved to approve Resolution #2013/2014-50 Limiting Political spending. Councilor Pike seconded.

Discussion: Councilor Wright said he saw the intent and felt it was a noble one, but questioned if the issue should be fought at this level or at a higher level. Councilor Nazzaro, who had written the Resolution, said he had been asked 2 questions, and one was the same that Councilor Wright asked. He felt there was a historical precedent in the Country for sub-divisions of the State or the State itself to urge Representatives to support an action at the Federal level, so he did not think it was outside the auspices of this body to urge support. He added that he had been told this was a partisan issue, but he could not disagree more. He said he did not mind that companies and unions had a lot of money, but did object when they used that money to buy the government. He said the way the Resolution was written, it was very clear in stating that entities should not be able to influence the government only because they had more money than individuals. Councilor Pike said that this was the first issue that he had seen in a year that was different from the general interests of the Town. He thought that if this became a concern, they could address it in the future. However, not having done that before, he felt they should consider the Resolution on its merits. Councilor Carmichael said he did not think the Council should be involved in making this decision. He had been speaking with some people about the pros and cons, and he felt this was not a Town, but a State and Federal issue.

Council Chairman Levy said he had similar issues. Although he did not like the way campaigns were run and the money, etc., he said the Resolution did not say anything about how the goal would be reached. He said there were problems before the Supreme Court ruling. Also, although the Resolution made reference to Wall Street money and implied large corporations, nothing was mentioned about union money or what individuals or

couples could personally give. He did not think there was anything in the Resolution that pointed the way towards fixing the problem, although he did not expect a blue print. He also was concerned that 7 people would be speaking for the Town of Newmarket, where there could be very divergent opinions. Councilor Nazzaro stated that every time the Council voted it was speaking for the Town of Newmarket. To Councilor Carmichael's statement, he said that although he understood, he felt that, as a political sub-division, the Council had every right and obligation to act on this, adding that the Council did this all the time. He said it was not up to the Council to provide a blue print, because that was the responsibility of representatives on the Federal level. He felt they had a right and obligation to point out concerns on the Federal level. He agreed with Councilor Pike that they should debate on the merits of the Resolution and not worry about future issues. He felt that there was too much influence from entities and that the people were not being adequately represented.

Council Chairman Levy said he could support the Resolution if the section referring to Wall Street campaign contributions was removed, as it was only one entity and there was no reference to union or other spending. Councilor Nazzaro said he would be willing to make an amendment to remove that section. Councilor Wright said he had been in a union for 25 years, and that members were strongly encouraged to give PAC money, but had no say in who received the money. Between 1989 and 2014, 6 out the 10 top donors to campaigns were unions. He said he would appreciate it if the Wall Street reference was removed. Councilor Nazzaro said to him the important part was conveying to their representatives the recognition that something was broken on the Federal level.

Councilor Nazzaro amended his motion by striking the last Whereas at the bottom of the first page of the Resolution: "Whereas, Wall Street campaign contributions to candidates for federal office increased five-fold from \$60 million in 1990 to \$311 million in 2008." Councilor Pike seconded.

Chief Cyr polled the Council on the amendment. Amendment passed unanimously, 6 – 0.

Chief Cyr polled the Council on the motion. Motion passed unanimously, 6 – 0.

Items Laid on the Table: Council Chairman Levy said that the Town Administrator was still working on the Harvest Way issue. The Administrative Code would be addressed after the town vote on Charter amendments.

NEW BUSINESS

Town Council to Consider Nominations, Appointments and Elections

Councilor Nazzaro moved to appoint John Deziel to the Macallen Dam Committee. Councilor Pike seconded. Chief Cyr polled the Council. Motion passed unanimously, 6 – 0.

Ordinances and Resolutions in the 1st reading

Resolution #2013/2014-51 Purchase of a 2015 Ford F-250 for \$31,561 for the Water Sewer Department: Council Chairman Levy read the Resolution in full. Councilor Carmichael asked if the year of the vehicle should be 2014 rather than 2015. That will be determined before the next meeting.

Resolution #2013/2014-52 Accepting a Preferred Alternative to the Pedestrian Bridge: Council Chairman Levy read the Resolution in full.

Closing Comments by Councilors

Councilor Nazzaro said that early Sunday morning the town lost Mike Sharples who was very active in the American Legion. He offered condolences to Rocky, and the family and friends.

Town Council
February 19, 2014

Councilor Pickering asked about the snow budget. Although information was included in the packet, it was as of the end of January. The Council briefly discussed the impact of subsequent storms.

ADJOURNMENT: Councilor Pike moved to adjourn and Councilor Nazzaro seconded. Motion passed unanimously, and the meeting adjourned at 8:45 p.m.

Respectfully submitted, Ellen Adlington, Recording Secretary