

**TOWN OF RYE SELECT BOARD
MEETING
Monday, October 25, 2023 – 9:00 a.m.
Rye Public Library**

Select Board present: *Chair Tom King, Vice-Chair Bill Epperson, and Bob McGrath*

Others present on behalf of the Town: *Town Administrator Matt Scruton, Police Chief Kevin Walsh, Deputy Police Chief Scott Blaisdell, and DPW Director Jason Rucker*

I. CALL TO ORDER

Chair King called the meeting to order at 9:03 a.m. and led the Pledge of Allegiance.

II. WORK SESSION

a. Traffic & Pedestrian Safety

Chair King opened to the public.

Dania Seigle, 633 Central Road, speaking on behalf of a group of concerned residents, presented information regarding a recent research, which has resulted in recommendations she would like to present to the Select Board. She noted that the group would like to work with the Select Board and town staff on easy to implement solutions to improve the roads for all of Rye's residents and the Town's visitors. The presentation to the Select Board at this meeting will focus only on Stage 1 of a three-stage proposal. Stages 2 and 3 will be presented in the future, at a date to be determined, and will depend on the success of the measures implanted in Stage 1. Ms. Seigle continued that the topic of speeding and traffic calming measures is something that has been discussed for many years in Rye. She presented to the Select Board in 2019 on this very topic. Recommendations made then are almost the same as what will be presented at this meeting. She noted that a copy of the 2019 presentation is included in the Select Board's packets.

Ms. Seigle noted that in the last six months, two public sessions were held to provide Rye residents the chance to share their concerns on speeding with Chief Walsh and DPW Director Jason Rucker. Feedback at this meeting will include those residents' input, as well as other sources. The presentation will focus exclusively on three specific requests that are easy to implement, would incur very reasonable costs, and can be implemented immediately, given the Board's authority to set town road speed limits and enact traffic ordinances under RSA 265:63.

Referring to the two public sessions that were held, Ms. Seiglie summarized:

- A total of approximately 55 residents attended, representing a large number of the roads in Rye.
- Many of Rye's speed limit signs are outdated.
- Some speed limits are inconsistent on a few roads; where it goes from 30-mph to 35-mph with the same housing density information.
- Approximately 2,000 houses have been built in Rye over the last seventy years, adding to the density of driveways, an increase in the number of cars per household, and an increase in the number of people per square mile. There are also more bicyclists on the road; therefore, there's evidence that the 35-mph speed limit should be reduced to 30-mph throughout the Town.
- The majority of the residents that were at the public sessions want speeds lowered and other actions taken; for example, the installation of more digital speed signs, more monitoring signs, flashing stop signs, three and four way stop signs, large share the road signs, issuance of tickets, fines and lower threshold for tickets, and continued narrowing of the roads with white painted lines.

Ms. Seiglie summarized the results from the survey posted on Survey Monkey (which was live for three days and was for only Rye residents):

- Do I, a resident of Rye, agree that the issue of speeding should be addressed by the Select Board as a high priority? - 76% of the responders answered yes.
- Other comments from the survey:
 - End of Lang Road turns into two lanes; one right turn, one left. When trying to turn left, oncoming traffic coming from the right is blocked by cars pulling up to turn right onto Washington; dangerous. Should remain as one lane, not two. Will that be addressed?
 - Can speed bumps or flashing speed limit signage be installed on Ocean Boulevard between Wallis Sands and Odiorne Point?
 - Why not issue more tickets? It's widely known, if you're a resident, you'll only receive a warning. If the violators aren't experiencing any pain (fine) no change will happen. I walk Rye roads almost every day and it's extremely concerning with the lack of space and actual speeds some drivers are driving.
 - Would the Select Board consider removing the Y intersection at Wallis and Washington?
 - Why don't we make the Lang and Washington Road intersection a three-way stop?
 - What are the plans to narrow the intersection of Central and Washington Road?
 - Can we reduce the speed limit in Rye?
 - We would like to see the Select Board publish data, at least quarterly, that totals speed related traffic stops and a percentage breakdown of warnings versus issued tickets?
 - Why, at least, are there not many more solar speed signs at key places in Rye center and elsewhere?

- Why is there no three-way stop at the end of Lang Road a dangerous intersection in Rye?

Ms. Seigle reviewed the three requests being made to the Select Board:

- a) Adopt a town ordinance reducing the speed limit to 30-mph on all Rye town roads.
- b) Implement speed mitigation actions:
 - more speed monitors;
 - consider the need for more police officers to be present at key times during the day when speeding may be bad;
 - flashing stop signs at high-risk intersections;
 - more and larger “share the road” signs at Rye’s entry points; and
 - continue painting of narrowing lines on roads.
- c) Increase public awareness of Select Board’s and town staff efforts to address residents’ speeding concerns:
 - a tailored select board letter, provided at periodic frequencies to Rye residents, providing police logs of traffic stops;
 - having educational sessions for high school students who are new drivers, by either/or the Police Department and one of the select board members (showing that joint effort would be very impactful); and
 - involve middle school students to create traffic caution signs.

Referring to the information submitted to the Select Board, **Roger Wiegley, 633 Central Road**, noted that the most compelling argument for reducing speed limits from 35-mph to 30-mph is the growth that Rye has experienced. The data shows the increase in the population in Rye over the last fifty years and the density per square mile increase. There are a lot more cars, a lot more people, bicyclists, and pedestrians. Also, Rye has very few sidewalks. The time has come to review speed limits in Rye, given changes in the population. Some people might say that reducing speed limits does not change people’s behavior; however, there’s evidence to the contrary. Mr. Wiegley noted there’s a traffic investigation done by a consultant for City of Lebanon, N.H. In 2020, Lebanon adopted an ordinance to set the speed limit throughout the city at 25-mph. Lebanon has a population that is three times that of Rye, but the population density is lower. He pointed out that the study that was done for Lebanon showed that lowering the speed limits does change people’s behavior.

Mr. Wiegley continued that there are roads in Rye where it doesn’t make sense to go from one speed back to the other. Central Road is a perfect example. It’s 30-mph from Washington down to the southern end of the cemetery and then it’s 35-mph for one mile with it going back down to 30-mph. During that one mile of 35-mph, there are quite a few houses, two intersections, and a blind curve near Partner’s Bank. The number of houses is as great, along that one-mile stretch, as it is anywhere else on Central Road. There’s no logical reason to have two different speed limits on Central.

Mr. Wiegley noted that the data shows that the risk of fatalities goes down when the speed limits go down. The last tab in the presentation talks about the authority of the Town to change speed

limits on town roads. Speed limits are set by state law on different categories of roads. However, a town can change the speed limit. The limit cannot be increased over what the State has set, and it can't be decreased below 25-mph. In Rye's case, the speed limit could be decreased from 35-mph to 30-mph, or decreased to 25-mph. He pointed out that the Town should make the determination of a lower speed limit based upon an engineering or traffic investigation. He submits that this is not necessary to go from 35-mph to 30-mph. Referring to the state category for roads, Mr. Wiegley pointed out that the Urban Resident District speed limit is 30-mph. There's a state statute that defines an Urban Resident District. His legal analysis leads him to the conclusion that if there is frontage of 300ft or more with no houses, there could then be 35-mph speed limit. If there are dwellings or commercial establishments within 300ft then it's an Urban Resident District. He pointed out there are not many areas in Rye where there is 300ft or more with no dwellings or no commercial establishments. He commented that Love Lane is a road that has areas where there is more than 300ft with no dwellings, but the speed limit is 30-mph. In the section on Central where it is 35-mph, there's no space that is 300ft or more without a dwelling. He commented that fifty years ago in Rye, there may have been a lot of sections with no dwellings for 300ft or more; however, it's hard to find that now.

Ms. Seiglie spoke in regard to the ordinance adopted by the Town of Hopkinton, which lowered the speed limits in town to 25 and 30 miles per hour on the community's roads. At the end of the presentation, Ms. Seiglie thanked Police Chief Walsh, Director Rucker, the Select Board, and all town staff for taking the time to work with the residents.

Alex Herlihy, 55 Lang Road, submitted a petition signed by twenty-two residents to the Select Board. He briefly spoke about his concerns with speeding vehicles in town.

Mary-Ann Sullivan, 754 Central Road, also expressed her concerns about safety issues along Central Road because of high-speed traffic.

Sam Winebaum, 52 Cable Road, spoke about distracted driving in Rye, which has become a huge issue. He also spoke about the change in the composition of vehicles over time from sedans to SUVs and pickups, which are now over 40% of the vehicles on the road. Statistics show that because of the weight and design of SUVs, they are two to three times more likely to kill than a sedan. Also, pickups are 32% heavier than in 1990. There are a lot more vehicles, heavier vehicles, and a lot more distracted people on the roads. Mr. Winebaum commented that the residents are asking the Select Board to change the speed to 30-mph to start. He would also like the Board to consider making all streets (neighborhood streets, side streets) 25-mph and make exceptions at 30-mph for the more heavily trafficked roads; such as, Central Road. Mr. Winebaum also commented on the possibility of changing the speed limits seasonally. He encouraged the Select Board to purchase more speed radar signs, stop signs, and caution signs.

Ritchie White, 30 Lang Road, commented that he hopes the Select Board will use information and data on any decisions that are made. He also hopes that if surveys are going to be used that everyone in town gets the survey, as he did not and did not know this was even an issue being talked about. Involving the whole town to make these kinds of changes is important. Mr. White

noted that he attended one of the public meetings and consistently heard about too much traffic, traffic noise, and the increase in population. He's concerned that if the Town goes from 35-mph to 30-mph, it won't solve the issue. If there's a lot of traffic and noise, he doesn't think lowering the speed limit will make a difference. He thinks decisions should certainly be made based on safety. The study the Police Department put out was excellent information for Lang Road, and he would support the data in that study.

Joan Zofnass, 693 Central Road, spoke to the Select Board about safety issues for bicyclists and pedestrians on the roads.

Mr. Herlihy spoke about the data in police reports back to 1990. He noted that in 1995, when there were not 8,600 plus cars registered in Rye as there are today, there were over 2,500 motor vehicles stops. In looking at the reports up to 2022, the number of motor vehicles stops continued to decrease, along with the number of court fines. He commented that the density of automobiles and houses in Rye is a real issue. He also spoke about the speed limit inconsistencies on many of Rye's roads.

Ms. Seigle explained the survey that was produced online was through Survey Monkey and was placed through the Facebook page of the Town and on Next Door. The survey was sent out to at least one hundred residents in different networks to elevate the visibility. It was only a sample and was not meant to be an end all to all future investigative work that has to be done. She reiterated that this is just Stage 1. If the Select Board agrees with the request and makes the speed limit 30-mph on Rye's roads right now, it will be addressing the constituents' request. She pointed out that the constituents are also asking for some relief from the fear for their families, children, and cyclists. She believes the first stage would be very welcomed in this town. She further explained that they purposely didn't speak about studies in this session because that is Stage 2 or 3. Other types of changes to the speed would require a road study. There can't be a discussion about more refined speed limit changes, until the study is done and that will be in Stage 2. She commented that going to 30-mph is easier without having to have a speed study because there's a lot of evidence as to why it should be, not the least of which is the constituents want the Select Board to consider the request.

Chair King asked if the request is to lower the speed limit to 30-mph and then do a speed study.

Ms. Seigle confirmed. It should go to 30-mph and the Town can see how it goes. They can then do a study and have the data from the decrease to 30-mph to incorporate into where the changes and impact should be made, as there may be only a few streets that really need help.

Vice-Chair Epperson asked what happens if the speed is lowered to 30-mph, but the study says 35-mph is perfectly reasonable. He asked if the speed limit would be changed back to 35-mph.

Ms. Seigle commented this is a risk she thinks they should be willing to take. She thinks full information is always better information.

Mr. Herlihy stated that he can't imagine a study going against having speed limits that are inconsistent on the same road, just because a state overlay says 35-mph is reasonable in the Town. Legally, the Select Board has the right to go to 30-mph. The study is a traffic study. It isn't related to 35-mph. It's related to any existing road that's 30-mph that's so dangerous it needs to go to 25-mph, which is to be determined in the future.

Police Chief Kevin Walsh noted that he has been with Rye since 1994. The previous select boards and this current board adds speeding and driving behavior as their number one priority for all residents. When driving into town, there are signs displayed that say "warning speeding laws strictly enforced by the Board of Selectmen."

Chief Walsh summarized a driver compliance plan that has been in place for the Town for some time:

- Education awareness – public campaigns on social media, materials posted from NH Department of Highway Safety, and a campaign with the School Resource Officer at Portsmouth High School.
- Chief Walsh is a member of a speeding management group with the NH Department of Transportation.
- Engineering – DPW Director Rucker is in full support of the driver compliance plan. Public Works goes through every street and checks signage to be sure they are not worn. The Select Board and DPW has made a commitment for the travel lanes on Central Road and Lang Road to go from 12ft to 10ft, when the road comes up on the DPW's agenda for paving replacement.
- The Select Board, Police Department, and Public Works Department follow the Manual on Uniform Traffic Control Devices. This manual addresses standardization for all states that every driver would recognize; example: Rye's crosswalks need to be standardized and Director Rucker is working on doing this. The Select Board's policy is to follow best practice standards.
- In setting speed limits, the 85th percentile should be looked at when setting the speed because that is what the average driver is driving and the State RSA follows that as being the safest for everyone. However, voluntary compliance is the safest and most cost effective.
 - It was noted by Chief Walsh that for Central Road and Lang Road, back in 2019 and 2021, the speeds have a higher percentage and they've now lowered. Today, the average speed is 32-mph on Central Road. This means 85% of the vehicles or more are driving 32-mph. The average speed on Lang Road is currently 35-mph. The number of vehicles driving on Lang Road during the tally was 43,869 and 85%, or more, were driving 32-mph. He thinks that working together, getting information out to the community, and enforcement is working.
- Enforcement is key – The NH Department of Highway Safety is funding extra patrol shifts for the Rye Police Department. There are particular dates for Rye, Portsmouth, New Castle, and Greenland for enforcement of specific rules and all communities will work together.

Chief Walsh spoke about the changes that were made to Dow Lane working with NH DOT. He also spoke about a project being addressed at the intersection of Ocean Boulevard and Perkins Road. Chief Walsh noted that the Select Board, and previous boards, have been moving forward on addressing issues while adhering to budget restrictions and working with the State of N.H.

Chief Walsh explained that Sergeant Daniel Fuglestad and Deputy Chief Scott Blaisdell run the operations of patrols for the Department. The schedule is set using traffic data received from the electronic traffic system. Deputy Blaisdell is a court liaison and reviews the cases going to court. The complete staff does accident reviews. Chief Walsh announced that in 2018, Rye had 104 accidents and every year since, the number has decreased. In 2022, there were 67 accidents for the year. This time last year, there were 58 accidents and this year there have been 51 accidents. The goal is to get to zero traffic accidents. He commented that traffic accidents, property damage, and personal injuries have dropped because of residents getting out there and talking to neighbors about reducing the speed voluntarily.

Chief Walsh pointed out that the perception of what people are seeing and how fast people are really going are different. Driving 32-mph in dry conditions, is a safe speed. The Department follows RSA 265:60 and what's prudent for the conditions at the time. He noted that he wrote a ticket for someone driving 35-mph hour in a 35-mph zone, as it was a blizzard and the conditions at the time didn't warrant traveling that fast. When the case went to trial, the judge agreed that the speed was too fast under those conditions. He also noted that the Department's mission is to change people's driving behavior, not how many tickets are issued. It can be seen that the driving behavior is changing by the accident rates decreasing. Chief Walsh pointed out that statistics and motor vehicle stops are posted in the logs on the Rye Police Department's website.

In regard to lowering the speed limit, Chief Walsh commented that he has spoken to other chiefs in towns where the speed limit was decreased. Officers are now stopping people who are following the law, the 85th percentile, and complying with safe speed. They are being stopped because the speed limit was dropped. That's the negative. Referring to having a three-way intersection at the end of Lang Road, Chief Walsh noted that the traffic is going to bottleneck that intersection and there will be a lot of accidents created.

Speaking to Deputy Blaisdell, Vice-Chair Epperson asked if the extra patrols that have been initiated and paid by the State have brought any quantitative differences in speed attitudes.

Deputy Blaisdell replied there has been a lot of change in behavior by stopping people. He pointed out that more fines and more summons are not always the way to curb the traffic in town. He spoke in regard to the issuance of tickets for speeding vehicles and how the officers use their discretion when issuing a warning versus a ticket.

Referring to the narrowing of the lanes in town, Vice-Chair Epperson asked Chief Walsh if the speeds in town have come down as the lanes are being narrowed.

Chief Walsh replied that it's a combination of many things; the lanes narrowing, education and awareness campaigns, signage, and enforcement. All data for Central Road and Lang Road show that the speeds have reduced.

DPW Director Jason Rucker stated that previously, Lang Road was at 12ft lanes, as well as the intersection. By reducing the lane width to 10ft, the Police Department's data supports that drivers' habits have changed. In previous years, the speed was higher. As the lanes have been narrowed, driver compliance and driving speed has been lowered. He noted this is one of the tools in the Public Works' toolbox to get driver compliance and driver safety on the roads. He continued that the intersection at Lang Road has been reconfigured so the lanes are narrower to provide adequate width and equal shoulders on either side, so people are not driving on the right-of-way and off the pavement in gravel. The road was recentered to accommodate two turning lanes.

Selectman McGrath thanked the residents for their grassroots campaign. Opening a conversation says a lot to the dedication of making things better than they are today. Speaking to Director Rucker and Chief Walsh, Selectman McGrath asked if it's safe when people travel at the posted speed limits in town.

Chief Walsh confirmed. Director Rucker agreed.

Members of the public did not agree.

Mr. Herlihy stated that the speed limits are sending a mixed message. For example, traveling along Washington Road from the center, it's 30-mph, and halfway to the beach it turns to 35-mph. It's been like this for decades. If the speed limit was changed to 30-mph, more tickets won't be issued, it's simply a form a public education and would normalize the speed limit. It's not putting more pressure on the Police Department. If the person stays at 35-mph on the lower end of Washington Road, they're not going to get a ticket, but at least the sign will say 30-mph. There are 15% of people who are going far over 35-mph and those are the cars that are dangerous.

Mr. Winebaum pointed out that Big Rock Road is 30-mph. People drive at least that fast, if not faster. Never in a million years should that street be 30-mph. He would make this same argument for any neighborhood street are all now posted at 30-mph.

Selectman McGrath stated that everything being said is a perception. However, Chief Walsh and Director Rucker have dedicated their lives and profession to know the right answers. The Town trusts them and pays them to make those decisions. If the Town is not going to trust them, there is a bigger problem. He commented that his question was if it's safe if people are driving the right speed limit. Two experts just said it was safe. He continued that the level of effort always equals the level of result. Posting up another sign with a 5-mph difference is not much effort. He noted that both Hopkinton and Lebanon have fewer roads that go into those towns. Lebanon has Route 91 and Route 89, which are highways at 65-mph. Hopkinton has Route 9, Route 202,

and Route 89, which are all 65-mph. Hopkinton has an older demographic in one part of the Town and there's a part called Contoocook, which is a younger population. Lebanon has a lot of college students who rent apartments in the area and go to Dartmouth. There are also students from Vermont Law School who live in Lebanon. He pointed out that the thing that Lebanon doesn't have that Rye has, is the fact that this is a destination community. He noted that one reason he ran for the Select Board is the fact that he feels that the community needs to do a better job of educating people who come to visit the Town. People tend to have a bit of a license for misbehaving when they are on vacation. If people are speeding through town, it's a group thing where everybody starts doing what's happening around them. He asked how they are preparing visitors to the Town. Right now, the Town is putting up sixteen signs at each beach entry and that's ridiculous. The first thing the Town should have on its website is all the information of what is expected of visitors when they come to Rye. This town is a community, just like theirs, and residents don't want it to be a playground that is disrespected. At the same time, visitors should be educated on the rules, so they can have the best experience for themselves and their families in Rye.

Selectman McGrath continued that his thought is this is a larger issue, but it's a great start and it's all related. He thinks they should have more professional looking visibility to the State of N.H. He thinks they can do better than what they've been doing in the past. He noted that he worked for the Rye Police Department and speeding was always a number one priority. He's excited the residents brought this up because it's an opportunity to start doing something about everything. If the Town's rules aren't treated with value, then people don't bring value to those rules. He suggested some sort of outreach be started in town; Rye Safety Partnership or Safety Alliance. He pointed out that they are trying to change behavior. If the school kids are involved and their families, all of a sudden, everyone will be moving in one direction. He is excited about making some changes in town. He is excited about asking people to be more respectful of the Town, its rules, the kids, and the neighborhoods.

Mr. Herlihy commented that he has never felt any lack of trust towards the Rye Police Department. However, the Police Officers can't be everywhere at once. It's very clear that going from 35-mph to 30-mph probably won't make much difference at all, but it sends a message. It's not going to slow down the speeders. However, the fact that residents don't feel safe because of the 15% who abuse the speeding, doesn't mean there's a lack of trust in the Police Department.

Vice-Chair Epperson clarified that Selectman McGrath was saying that the Town trusts the Police Department to make the right decision based on the Select Board's behalf.

Selectman McGrath confirmed. He reiterated that there are two groups who are experts in this subject matter. They have dedicated their lives, career, and education to be the best they can be at it. That's why the Town needs to look to them for guidance.

Ms. Seiglie stated that with all the information that has been exchanged, she is not personally convinced that just because people adhere to the 85% rule, and even if there are no accidents,

that it means that there won't be accidents. She hasn't heard why going from 35-mph to 30-mph is such an issue. In terms of budget issues, there are things that can be done to absolutely reduce the cost of anything. She pointed out there's also fundraising and grants. She asked the Select Board to think about what hardships are going to be endeavored for the constituents who are asking for this.

Chair King addressed some of the points raised by the residents. He stated that it seems like the Town is trying to recreate the wheel. The City of Portsmouth has done a fairly dramatic decrease in speeds. He thinks the Town should speak with Portsmouth to find out the success in decreasing the speed, their accident rates, and their traffic data. He commented that Rye doesn't have to do this in a vacuum, as the biggest city in this area has done it. The data should exist now from at least two years of this being in place. Chair King stated that there are plenty of roads in Rye where he thinks the traffic is questionable. In looking at the data for Lang Road and Central Road, the number of cars is pretty consistent on Central Road by day. Lang Road is really amazing with the differences. There are twice as many cars on Lang Road, as there are on the end of Central Road. In regard to seasonal limits, Chair King stated that he would be amenable to that idea, even if it was a test. He agrees that on some of the smaller roads there would be no way to stop if someone ran out. He reiterated that he would support a seasonal change for the summer to lower the speed on a couple of streets to see how that would go. He doesn't think that would be unreasonable.

Chief Walsh spoke about JAMAR Traffic Data Collection Equipment and using it during the busy months to collect data.

Vice-Chair Epperson stated that he's not sure they can make "knee jerk" reactions based on opinions. He would like to see what's happening in Hopkinton. He would like to see if they can take a study from the 35-mph and see if it makes sense to make them 30-mph. In regard to the speed limit on Washington Road that goes from 30-mph to 35-mph, he's not sure why that is the way it is. His recommendation is to make it 30-mph over that stretch from the Portsmouth line to the Washington Road/Lang Road intersection.

Mr. Wiegley stated that going south on Central Road, near Locke, there's a blind curve and on the other side is Partner's Bank, the Post Office, and an equestrian entrance to the road. If there is any place that should not be 35-mph, it's that area, because there is too much traffic going in and out of Partner's Bank and the Post Office.

Selectman McGrath commented the Town needs a global approach. It's not just changing signs. It's changing attitudes and making awareness, along with safety, a top priority. He thinks they need to gather a group of people who are passionate about safety in the Town and create a group of messages to communicate to residents and visitors. Those messages should be brought to everyone. He pointed out that everything discussed at this meeting can always be revisited. Community awareness would probably be a great starting point with an actual group of people who would be dedicated to the Town's website, and getting messages out to residents and visitors. It would also be an opportunity to involve the students civically in the Town.

Chair King summarized information the Select Board would like brought back to them:

- Data on the 35-mph to 30-mph reduction from Lebanon, Hopkinton, and Portsmouth. Data also on the accident rates.
- Seasonality proposal near the beach for next summer.
- Adding at least one JAMAR to the budget for next year. (The Selectmen were all in support of another JAMAR sign for the Police Department. Chief Walsh agreed to work on how the sign can be funded.)
- Interpretation from town counsel on the definition of Urban Residence District. (The Selectmen agreed to ask Town Administrator Scruton to reach out to Attorney Maher.)
- The Select Board also agreed to discuss the possibility of adding a traffic study into the budget for next year.

Tim Roach, Rockingham Planning Commission Director, noted that Rockingham Planning Commission is working on a Safe Streets for All Plan, which covers all of southeastern NH. When the safety plan is completed, it will open communities up to the Bipartisan Infrastructure Law Funds for safety. There will be federal funds available for things, such as, purchase of signs and addressing all these safety issues being discussed. It will be about a year to complete the plan, but this will open the door to grants.

The Select Board thanked Dania Seigle and her group for bringing this issue forward and for all the work they put into the research and presentation. It was agreed that discussions with all parties will continue.

III. OTHER BUSINESS

Chair King noted there are two Goldstar Families in Rye. The one that is a relatively new resident asked that the Town fly a flag for Veteran's Day. Chair King presented the flyer showing the flag. He also noted that he has confirmed with the VFW that there are no negative connotations that they know of with this flag. If the Select Board agrees, Chief Walsh is going to find out if they need to have a flag for all three flag poles, or just one. Also, the Town needs a flag policy in order to control what flags go on the poles.

It was agreed to task Administrator Scruton with drafting a flag policy. It was also agreed that the request to hang the flag was an appropriate request for Veteran's Day. Two will be hung, so they can be taken down after Veteran's Day and presented to the Goldstar Families.

ADJOURNMENT

Motion by Tom King to adjourn at 11:26 a.m. Seconded by Bill Epperson. All in favor.

Respectfully Submitted, Dyana F. Ledger