

**TOWN OF NORTHUMBERLAND
PLANNING BOARD MINUTES
Weds., April 3, 2019
Groveton PD/Ambulance Bldg. - Meeting Room
10 Station Square
Groveton, NH
7:00 P.M.**

Board members present - Addy Hall, Al Rossetto, Jeffrey St. Cyr, Gloria Covell, Jim Weagle.
Others present – Elaine Gray, Dave Auger-Alternate, Rebecca St. Cyr-Recorder

Gloria Covell-Chairman opened the meeting at 7:00 pm.

1. MINUTES of March 6, 2019 Meeting

Motion to approve the March 6, 2019 minutes by: A. Rossetto
2nd by: A. Hall, All in Favor 5-0

2. Expired Terms – All Renewed

Members –Al Rossetto, Jeffrey St. Cyr – All back in
Alternate – David Auger – E. Gray will swear him in.
Selectmen Rep – James Weagle – continues as the Select Board rep.

3. Scott Merrow - Merger of Lots

Merrow wants to merge the 2 lots he owns on Central Ave. His home is on one of the lots and a building was recently demoed on the other lot. S. Merrow had submitted pictures of the demo. The W/S has been shut off at the main. to pay only one fee, he needs stop at the Town Office to see Robin Irving to fill out a request form.

Motion to approve the merger of lots by: J. Weagle
2nd by: A. Rossetto, All in Favor 5-0

There isn't a mortgage on any of the property.

Dave Auger commented when Wausau Papers was buying buildings and razing them, didn't that require a building permit. J. Weagle reviewed. S. Merrow did get a building permit for this demo.

4. Master Plan – Work in progress –

G. Covell said she hasn't worked on it. J. Weagle has received plans from some other towns; Claremont, and 2 - 3 others. G. Covell will set up a meeting with Robin Irving, she will reach out to her tomorrow and let A. Hall know the date and time to meet with her.

5. Any Other Business to Come Before the Board

- a. NCC – Regional Transportation Meeting. A. Rossetto is planning to attend.
J. Weagle said the Select Board had no objections to Peter Pelletier's letter, however they suggested adding the Planning Board to it and sending one letter. Briefly discussed Lost Nation Rd, the ATV traffic, speed limit cars vs. ATV's, it's a State road. G. Covell read the

letter, she said Peter is pointing out these type of issues in the letter.

Motion to support Pelletier's letter to NCC by: A. Rossetto
2nd by: J. Weagle, 4 in Favor, 1 against.

- b. J. Weagle said the Select Board has decided to make the streets around the High School one way. The entrance will be Eames St. and to exit on Pleasant St. The plan is to start May 1, we are discussing putting up 4-hour parking signs. A. Rossetto noted there is a letter to the editor in the Coos County Democrat submitted by a resident on Eames St. J. Weagle said we are looking at doing something different with the student parking also.

No further business was discussed.

Motion to adjourn by: G. Covell
2nd by: A. Hall, All in Favor 5-0



DC
RECEIVED MAR 11 2019
Scanned & emailed bus - Hwy,
PO - Amb. Office Staff

Regional Planning Commission & Economic Development District

Town of Northumberland
19 Main Street
Groveton, NH 03582

March 7, 2019

2020 Regional Transportation Plan – Seeking Input from Communities

Every five years, North Country Council Regional Planning Commission (NCC) is tasked with developing a Regional Transportation Plan (RTP). The RTP is intended to highlight the transportation-related needs, issues, and opportunities facing communities in the region, as well provide guidance to communities for transportation planning. For each community, NCC is seeking the following feedback:

- What are the transportation-related needs, issues, and opportunities in your community?
- Are there any specific transportation projects that your community is seeking to develop or fund? Are there projects that your community is considering submitting to the Statewide Ten Year Transportation Plan, Transportation Alternatives Program (TAP), or other statewide or federal funding sources?
- What should be the regional priorities in the terms of the transportation network (e.g., improved public transportation, increased resiliency for storm events, better bicycle and pedestrian infrastructure, and/or others)?

NCC needs the help of each community in the region to develop the RTP. In addition to holding public forums in 2019, NCC is seeking information from community boards. To this end, NCC is offering community boards several options for participation in the development of the RTP:

- Schedule an appearance by NCC transportation planning staff at a planning board and/or select board meeting (ideally this would be a joint meeting of both boards).
- Designate one or more representatives or municipal staff to meet with NCC staff.
- Submit written comments to NCC.

Please contact myself (abelenzs@nccouncil.org, 603-444-6303 x2012) by **April 19th, 2019** to schedule any desired meetings with NCC's transportation planning staff. Written comments should be submitted to NCC by **June 30th, 2019**. Please do not hesitate to reach out to me with any questions.

Sincerely,

Alex Belenzs, Planner, North Country Council

cc: Planning Board Chair
Selectboard Chair



Becky Craggy <b.craggy@northumberlandnh.org>

Here's what I replied

1 message

Peter Pelletier <p.pelletier@northumberlandnhpd.org>
To: Becky Craggy <b.craggy@northumberlandnh.org>

Mon, Mar 11, 2019 at 2:58 PM

To the NCC inquiry

Hi. Here are a few of my thoughts regarding the passage below:

 image.png

My thoughts over the years have centered on two problem areas that are particular to rural New Hampshire roads. The first would be the actual roads themselves. They are narrow and have few usable passing zones. This causes larger slower vehicles to be a hindrance to faster traffic; even getting to the speed limit can be challenging in many instances because of the roughness of the roads in winter. The potential result is being trapped behind a slow-mover from Franconia Notch to Pittsburg because when someone might be able to use a passing zone, the zone isn't long enough to get around the slower traffic and/or there is traffic oncoming.

In New Hampshire, it is common to see a passing lane on hills to allow for safely overtaking slow-moving uphill traffic. If the state made fuller use of the entire right of way available to it by installing passing lanes as described above on the flats as well as the hills, traffic movement could be expedited. The economic benefits of more efficient transportation of goods and services should be self-explanatory, as would the safety benefits of no longer having to drive in the oncoming lane to pass traffic. I have seen this work well in many places.

While many people continue to call for an "east-west highway" which they envision to be something similar to an interstate design, I can see a simple three-lane road as described above as an easier, cheaper solution to heavy traffic, especially on weekends.

The second problem I have noticed has occurred more recently, with the increase in jogging and bicycling on our narrow roads. The addition of bike lanes to a widened road would greatly enhance safety and traffic flow overall, especially when bike lanes can be moved off the road, as onto abandoned rail beds, or simply behind guard rails to protect the cyclists and joggers by preventing them from encroaching on the traveled portion of the roadway, and vice-versa. I have seen similar systems work in other places, especially in Quebec, where rail beds, dams, and power-line right of ways are utilized in this fashion.

Removing or reducing bicycle and pedestrian traffic from roadways prevents conflict and opens new vistas to those enjoying the lanes and trails that are not available to the motorist. For example, on Route 16 north of Dummer, there is a section referred to as the Thirteen Mile Woods. This gorgeous scenic area, which follows the Androscoggin River, is very attractive to travel, and many people do travel it on bicycles. The problem arises when logging trucks and other traffic find themselves competing with cyclists for the narrow roadway, whose shoulder is too soft for road-bike tires. The danger to all should be self-evident. There is plenty of room for a separate bicycle lane parallel to the road; the existence of a dedicated lane would make the area more attractive to cyclists and potentially draw more of them to our beautiful countryside.

The largest obstacle I see to any of this above happening is the state itself. While the State of New Hampshire is busy encouraging and pressuring communities to accept ATV's, bicycles, joggers, etc., it is obstinate in allowing those communities to utilize state land to create the off-road experiences the state is so anxious to create. There is a huge disconnect between the state's policies and the state's execution of those same policies.

For example, here in Northumberland, we have ATV's using the roadways to access off-road trails. They are forced to drive miles on paved roads, resulting in residential complaints on one side and excessive tire wear on the other side, simply to go from the trail system on one end of town to another trail system on the other end of town. The state has, until recently, been very difficult to deal with in terms of opening certain state parcels for an ATV right of way. Such an arrangement would pull the ATV's off the roadways, making both sides happy. There are similar problems related to the White Mountain National Forest, but that is federal jurisdiction and out of state hands.

These are my thoughts on the things the state should (and COULD) do to improve traffic movement and tourism opportunities in our northern New Hampshire transportation system. I've wanted to share this with someone at the state

3/11/2019

Northumberland Mail - Here's what I replied

level for years, but never had the chance until now.

Respectfully,

Peter Pelletier
Chief of Police
10 Station Square
Northumberland, NH 03582
636-1430

PS If we are talking about storm resilience, moving trees back from the road so they don't overhang and take down lines or block roads when they fall would be great too.

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When the legends die, the dreams end. There is no more greatness.
Tecumseh