

WOLFEBORO ECONOMIC DEVELOPMENT COMMITTEE

March 15, 1995

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PRESENT: Shirley Ganem, Chairman; Barbara Jackson, Vice-chairman; Members Pam Berg, Andy Milligan, Tony Triolo, Bob Garland, Bill Wiebe, Dennis Plante, John Fernokas, new member John Catalano

GUEST: Leon Kenison, Deputy Commissioner, NH Department of Transportation

The Chairman called the meeting to order at 7:40 in the First NH Bank Conference Room. Leon Kenison had not arrived yet.

VACANT COMMERCIAL LAND - Barbara Jackson handed out a list of vacant land with commercial zoning in Town. Most of it appeared to be unusable property like Dr. Boornazian's parking lot, property way out behind the Wright Museum, wetlands out behind Miller's, the Town land on 109A etc. Jackson also had listings of all the commercial buildings presently on the market.

A. Milligan recommended meeting with the Planning Board to urge them to work toward making more commercial land available for light industry. Although there are many vacant commercial buildings available, no prospective business would pay retail rent downtown for light industrial space. Bob Garland, Andy Milligan, and Tony Triolo agreed to work with Barbara on getting together a presentation for the Planning Board.

LEON KENISON - Mrs. Ganem introduced Mr. Kenison, and asked him to talk about the State's 10-year transportation plan, and how it will impact Wolfeboro. He explained that each year the State does a major resurfacing project, and the one scheduled for this spring is work on Route 28 north of Town, from 109 out to 171. For the following year the Middleton Road corner is a possibility.

An article on the Town warrant for engineering studies of Route 28 down to that point did not pass. The statement was made at Town meeting that the Town could not spend money on planning for State roads, and Kenison responded that this was not so and it was done all the time. The sidewalks, shoulders and resurfacing could all have been handled when the water lines are being replaced.

A question was asked about how much property the State controls beside a road, and Kenison responded that the "width of maintenance" varies and often an engineering study is needed to define this. Trees and stone walls present a real problem. Members suggested that 28 South of Town is in worse shape than the section North of Town that will be repaved this spring. Kenison agreed, but pointed out that it could be saved at fairly modest cost, while redoing the Southern section would require major rebuilding.

The 10-year plan starts with regional planning agencies collecting input from local communities. Those recommendations go to the DOT and are sent to the Governor and Council, who prepare the list. Every two years that goes to the legislature for their approval. Ken MacDonald has been chairman of

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that committee. The 10-year plan deals with major undertakings. State-aid plans are different, with a 1/3 - 2/3 funding. Some communities raise money every year to get funds for matching projects, and those efforts are viewed very favorably when projects are approved. Kenison explained that the State's priority right now is Route 101, which is a very costly project.

The State hesitates to add signals unless they are really needed, because if there's an accident at a signaled intersection, the State may be considered liable. The Group discussed the possibility of doing partial improving at Pickering Corner. Kenison said he has an appointment with the Selectmen on the 22nd to discuss the intersection. They can design for a 20-year life, but just taking the most necessary action now. First only a few of the parking spaces might need to be removed. Just striping the turning lanes now would help a lot. Kenison said that the type of electronic signals used today are shorter, and could be turned off by the police under storm conditions when the hill is slippery, or when signals are not needed for some other reason.

Asked if the State would put the wiring for signals underground, Kenison said no, that would be very expensive and they would not consider it. It costs about a half million dollars per mile to bury wiring. Problems of just moving the light poles in front of the Ganem house in order to add a turning lane were discussed briefly. The poles are supposed to be 8 feet off the traveled way (and would run right about through her living room.) But all agreed that burying the wires would be a tremendous improvement through Town.

Questions were asked about improvement of 109A, and possible construction of a parallel road which had been suggested at the Charrette. Kenison felt a parallel road was very unlikely, but improvement of 109A was possible. First they would "harvest the boulders," fix drainage and ditches, and smooth the roadway. Work could be done in conjunction with the water project. But no major rebuilding of 109A is in the 10-year plan. If an industrial park were to be built on 109A, that might improve the possibilities. The Elm Street intersection would especially need a lot of improvement. Adding the sidewalk there alone is going to be very difficult.

Bill Wiebe pointed out the economic growth in the area, the interest in promoting tourism, and the increasing emphasis on safety, bicycling etc. Attractive, functional roadways are important to the growth of tourism throughout the area. They're the lifeblood of this town.

Presently in the 10-year plan for Wolfeboro:  
1997 - 15-mile trail along the Railroad ROW for TRAC. This is from ICET funds.  
1998 - Sidewalk project  
2002 - The Smith River Bridge by the Wright Museum

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Members commented on the great value of the little raised center-line reflectors being used on many highways. Kenison said that because they are 1/2 inch above the highway, that presents a problem with snow plowing, but they are working on ways to set them flush with the road surface.

In answer to a question about the weight that job creation and economic development might have in pushing for highway improvement. Kenison suggested that the Office of State Planning, and the State Economic Development Authority might be approachable for highway upgrading connected with industrial park promotion, etc.

Kenison left copies of a number of State highway plans and books.

OUR TOWN - Bill Wiebe reported favorable "silent acceptance" to the presentation made to Rotary. Generally people get up and leave immediately when a presentation starts, he said. There were good questions and comments, too.

April 5 there will be a presentation for the Technical Review Committee here, at 8 a.m. This will be part of the regular EDC meeting on that date.

April 6 the committee will make a presentation to the Chamber of Commerce executive committee at 7:30 a.m. at the Wolfeboro Inn.

Wiebe is anxious to schedule a meeting with cultural groups: Village Players, Governor Wentworth Arts Council, Historical Society, Friends of the Bandstand, Garden Club, Libby Museum, Friends of Music, Brewster Academy, etc. The date of April 10 was set, at 1 p.m. at the Bank. Barbara Jackson will handle the invitations.

The OUR TOWN TEAM scheduled a meeting for themselves to refine all their plans on March 22 at 8 a.m. at the bank.

JOHN CATALANO - has been recruited (drafted?) to handle promotion, public relations and publicity. He was given material about EDC's projects to decide how he would like to proceed.

The meeting was adjourned at 9:10 a.m.

Respectfully submitted,

*Rosemary Arctander*  
Secretary

