

From: Stewart, Sarah
Sent: Monday, July 15, 2019 1:57 PM
To: Tango-Lowy, Torene
Subject: FW: Question on Directive

From: John Petrofsky <jpetrofsky@googlemail.com>
Sent: Friday, March 29, 2019 12:57 PM
To: Stewart, Sarah <Sarah.Stewart@dncr.nh.gov>
Subject: Re: Question on Directive

Hi Sarah,

Thank you. The emphasis always sounds different depending on who I'm speaking with. From other angles, both local and state, it sounds like, "we'll do what we can as long as it doesn't inconvenience the clubs".

My concern based on my conversations, and after trying to work with the selectmen for the better part of the year, is that they and the clubs have minimal interest in working with residents, because those of us affected are a minority, and several of the selectmen are ATV enthusiasts. I fear that the results of consulting with the selectmen and clubs will once again be that the convenience of the OHRV community trumps the safety and quality of life of residents and those who use these roads for daily travel.

That being said, the club has actually told me in writing that after taking a vote they are neither for, nor against, closing our section of road. We'll see.

Colebrook has told me to speak to the club, even after I told the Colebrook selectmen that the club was officially neutral. No one wants to actually address the problem. This is the same club that doesn't pass on letters to the state from landowners who are closing their trails. Why are these landowners (two apparently, though I've spoken directly with neither), closing their trails? Because in Colebrook and Stewartstown the "trail network" is 95% public road 4 years after the 2 year temporary period that the clubs and BOT set out for building actual trails. This is a clear abuse of the notion of "connector trails". The clubs like the status quo, because they don't have to put much effort into maintenance. Apparently the only way to help out residents on roads is to close the few actual trails in existence. Again these trails are really the connectors between long stretches of roads. I'm including a letter below that was forwarded to me. I don't know if it's reached BOT yet. Again, the club sat on this letter for months. I received it because for better or mostly worse, I'm one of the public faces of trying to address this problem. There are a lot of people who are still afraid to speak out, or even show up to vote.

The people who closed their land have been getting pressure, threats and intimidation from certain club members and even selectboard members, for several weeks now. These are the clubs and selectboards we're supposed to work with?

I feel the need to share one other thing, because Phil Lambert is probably too proud to. Phil is only offering to allow a trail on his land because his daughter has been driven to tears every summer weekend for the past six years, and was looking into moving from the house they built only a few years before their road was opened to OHRV use. BOT at this point has created a monster, and while I hope they don't view it this way, their policy still is effectively to coerce landowners into giving the Bureau what it wants (trails) in order to make this problem on the roads go away. My own conversations recently only reinforce this. Getting OHRVs off roads

where they are causing safety and health issues shouldn't be contingent on finding private lands for trails.

My mother has been researching the dust issue more, and I'll encourage her to share what she's found. Basically other states, to comply with EPA regulations on PS10 and PS2.5, don't allow ATV travel in close proximity to residences, schools, etc., because OHRVs create pollution in excess of federal safe levels when traveling on dirt roads. So tack that on to the fact that the manufacturers recommend against using these vehicles on roads in the first place.

I appreciate your help with all of this, and I'm clinging to hope that the state can help right some of this mess.

Best,
John

To: Metallak ATV Club
P.O. Box 318
Colebrook, NH 03576
From: Sheila Parkhurst

[REDACTED]
Colebrook, NH 03576
Sept. 30, 2018

After 6 years of allowing ATVs to use my property to travel from the old railroad bed (from Colebrook to W. Stewartstown), crossing Route 3, and accessing the trail at the IGA, I have decided to permanently close my property to all ATV Traffic, effective immediately.

1. My property has taken quite a beating. It was once a nice flat, walking road and has now become full of rocks, banked turns, and bumps and the surrounding lawns are so full of thrown rocks that it is impossible to mow.

2. The dust in the summer is intolerable and neighboring houses must keep their windows closed all summer.

3. This year, especially, there has been nighttime ATV traffic on a regular basis. Recently, a group of riders crossed to the IGA at 2:30 a.m. and travelled through Nugent's property for a period of time, waking several neighbors. Some local young people fly by on the trail most mornings at 6-6:30 a.m.

I tried to be civic minded in allowing the use of my property for this tourist industry but, at this time, my property, neighbors and sleep are much more important to me.

I respectfully request that my Fox Run Road be "graded and graveled" back to a reasonable, walking trail condition this Fall, as well as appropriate gates installed.

Thank you.

Sincerely, Landowner Sheila Parkhurst

On Fri, Mar 29, 2019 at 12:12 PM Stewart, Sarah <Sarah.Stewart@dncr.nh.gov> wrote:

Hi John- The directive occurred verbally in one of the many meetings I have had with Chris Gamache- and I am very confident that he understands my desire to make changes and improvements wherever possible to accommodate residents throughout the state. As you know, in many cases this requires coordination with other agencies, local government, and local clubs.

From: John Petrofsky <jpetrofsky@googlemail.com>
Sent: Friday, March 29, 2019 11:52 AM

To: Stewart, Sarah <Sarah.Stewart@dncr.nh.gov>

Subject: Question on Directive

Hi Sarah,

Where would I find the directive that you mentioned the other day about resolving OHRV conflicts on roads?

Thank you.

John