

Anne Faucher  
310 Greenhill Road  
Barrington, NH 03825

May 22, 2013

Planning Board  
Town of Barrington  
Barrington, NH 03825

Dear Members:

As you consider the impact of the proposed Trinity Conservation LLC application to operate a gravel mining business on Greenhill Road, I would ask that you take into account the safety of the residents who reside on that road and/or who regularly travel that road as a connector between Route 202 and Route 125.

In order to put the consequences of regular usage of Greenhill Road by large trucks (greater than 10,000 lbs.) into perspective, perhaps you should drive down Rochester Neck Road and make a comparison between that locale and Greenhill Road. I'm sure you can't fail to note the limited residential development vs. industrial development on Rochester Neck Road as compared to Greenhill Road. During your drive down Rochester Neck Road you will most likely not observe any pedestrians, bicyclists, horseback riders or children playing in front yards by the roadside. You will, however, encounter large trucks traveling in both directions as well as a number of smaller passenger vehicles whose drivers are, no doubt, taking advantage of the wide, smooth pavement to travel faster than the posted speed limit.

In studying the statistics (USDOT/FMCSA) related to fatalities and injuries that incurred in single vehicle accidents involving large trucks, I am greatly concerned that of the 770 reported fatalities in 2008, 248 were pedestrians and 68 were bicyclists; this is 41% percent of total fatalities in which the single vehicle accident involved a large truck. Pedestrian and bicyclist injuries accounted for 13 percent of 12,000 total injuries.

Statistics related to road conditions show that the majority of accidents occur in non-interchange areas of roadways with 65.8 percent of those accidents occurring in non-junction areas, or where there should be no distractions or interferences as causative factors. Additionally, 81 percent of reported accidents involving large trucks occur in dry conditions, which should be considered optimal for safe driving. Further statistics related to road conditions show that 51.8 percent of large truck accidents occur on roads similar to Greenhill Road that are not physically divided, and 63.8 percent of accidents involving large trucks occur on rural roads such as Greenhill Road.

I find the above statistics alarming in light of the town's apparent willingness to allow regular large truck activity of up to 60 trucks in an 8 hour period 5 days per week on Greenhill Road, a narrow road with minimal to no shoulders that currently sees regular pedestrian, bicycle and horse traffic, not to mention

the significant passenger vehicle traffic on a connector roadway or children waiting for school buses or being dropped off. I do not question the safety-awareness of commercial truck drivers; however, I do question the judgment of our town's decision-making bodies to allow this type of traffic on a road that is not designed to convey large, commercial trucks on a daily basis. Any commercial truck driver can tell you that there are blind spots due to the design of the trucks, thereby, creating potential for tragedy, particularly when the object at risk is small (pedestrian, bicyclist, etc.).

The point of my bringing these statistics to your attention is to bring home the fact that, regardless of the emphasis on compliance with Article 7 of the Zoning Ordinance, I believe equal weight should be placed on Article 2.2.1 with regard to regulating the scale of businesses that should be allowed in General Residential Districts. While the officers of Trinity Conservation LLC may have a right to establish a gravel mining operation on Greenhill Road, I believe the Planning Board must also consider the right of its citizens to enjoy health, safety and well-being in their neighborhoods in determining the scope of operations allowed. Accordingly, I implore you to consider the safety and well-being of the residents of Greenhill Road as you come to your decision regarding the feasibility of permitting a *large scale* gravel mining operation in a heavily residential area where the only access involves use of a road that was not designed to safely carry the number of large trucks per the proposed plan of Trinity Conservation LLC.

Thank you for your careful deliberation regarding the application submitted by Trinity Conservation LLC.

Sincerely,

Anne Faucher

