

# Minutes of the Westmoreland Selectmen's Meeting

Tuesday, March 3, 2026

**BOARD MEMBERS PRESENT:** John Snowdon, Bill McGahie and Mark Terry

1. The meeting was called to order at 6:03 pm by John Snowdon.
2. Approval of Minutes: February 17, 2026 Motion was made by Mark Terry seconded by Bill McGahie to accept the minutes as printed. Motion passed 3-0.
3. Accounts Payable: Motion was made by Bill McGahie, seconded by Mark Terry to approve Manifests for: General Fund \$287,852.01 Motion passed 3-0.
4. Old Business
  - A. NHDOT: Stop signs were proposed in December 2024 for the three-way intersection of Route 63 and South Village Road to help reduce vehicle speeds through the village and improve safety for residents. As part of the proposal, Town Hall parking will be reduced by two spaces, which will be marked by the State.

John Snowdon made a motion, seconded by Bill McGahie, to accept the offer from NHDOT to install stop signs on Route 63, creating a three-way stop at the intersection of South Village Road and Route 63. The motion passed, 3-0.
  - B. SB 538: Legislation that extends the 20-year eligibility term under the Net Metering 2.0 tariff for energy projects operated by municipal group hosts and other political subdivisions. This allows municipalities and similar public entities to continue participating in net metering programs and receive the associated compensation rates for electricity generated by qualifying renewable energy projects over a 20-year period. Selectmen support SB 538 and will send a letter of support to the Senate Energy and Natural Resources Committee.

## 5. New Business

Signature Approval was given for the following

Payroll 3/3	Timber Intent (2)	IE Tab \$39.00
Payroll Taxes 3/3	Retirement \$3862.18	Go Daddy \$83.88
LUCT (2)	HealthTrust \$8394.75	

### A. Historical Society

Planning is underway for a 250th commemorative celebration on May 30, in collaboration with the Fire Department, United Church, Recreation Committee, and the Library. The organizers plan to use the Town Common and Town Hall for event activities and include a scavenger hunt at several local cemeteries. They also requested permission to use Town property and to close South Village Common for the duration of the celebration.

The Selectmen expressed no concerns with the use of Town property for the event and conveyed their appreciation to the participating organizations for coordinating the celebration. Tentative schedule attached.

**B. Mission Statement / Equipment Planning Committee**

A proposed mission statement prepared by Mark Terry was presented and approved by the Selectmen. In addition, five members of the community have been asked to serve on a committee to establish replacement criteria for large equipment. The goal of the committee is to help the Town better plan and budget for future equipment replacement costs.

6. Upcoming: March 10, 2026 Town Election 11am - 7pm (Town Hall)  
Town Meeting 7pm (School)

8. Nonpublic Meeting

At 6:44 p.m., a motion was made by John Snowdon, seconded by Bill McGahie, to enter nonpublic session per RSA 91-A:3, II(c). Motion passed 3–0.

At 7:24p.m., a motion was made by John Snowdon, seconded by Mark Terry, to exit the nonpublic session. Motion passed 3–0.

A motion was made by John Snowdon, seconded by Bill McGahie, to seal the minutes. Roll call vote to seal minutes: John Snowdon – Yes; Mark Terry – Yes; Bill McGahie – Yes. Motion passed.

9. 7:25p.m., Motion was made by John Snowdon, seconded by Mark Terry to adjourn the meeting. Motion passed 3-0

Respectfully submitted,  
Jodi Scanlan  
Town Administrator

NEXT MEETING TUESDAY TUESDAY, MARCH 17, 2026 1:00PM  
MINUTES ARE INITIALLY POSTED AS UNAPPROVED  
SELECTMEN SIGNATURES DENOTE APPROVAL

BOARD OF SELECTMEN

\_\_\_\_\_  
John Snowdon, Chairman

\_\_\_\_\_  
Mark Terry

\_\_\_\_\_  
William McGahie

\*Note - Due to technical issues Town Hall Streams was unable to record this meeting

# ALL-WAY STOP CONTROL FAQ

## What are the benefits of All-Way Stop Control?

- **Reduced Crashes & Reduced Severity:** Both nationwide and within New Hampshire, data has shown a drastic reduction of all crash types (approximately 70%) when All-Way Stop Control is implemented. This is particularly true of crashes that result in injuries and/or fatalities (up to 90% reduction). This is primarily due to slower speeds from all approaches, as well as requiring that two vehicles need to incorrectly enter the intersection at the same time to generate a crash.
- **Increased Multi-Modal Accommodations:** All-Way Stop Controlled intersections create natural crossing movements for both bicyclists and pedestrians at a location where drivers are more aware of their surroundings.
- **Minimal Travel Time Increase:** As all legs of the intersection must now stop, the delay is more balanced across all vehicles. While this results in a longer delay on the previously uncontrolled traffic, it is offset by the reduction in delay on the minor legs.
- **Traffic Calming:** While All-Way Stop Control's purpose is not to calm traffic, it naturally reduces speeds at and in the vicinity of the intersection due to the requirement for all directions to stop.
- **Cost-Effectiveness:** All-Way Stops can be installed with a maximum cost of \$20,000-\$30,000, due to traffic control, materials, machinery, and labor costs. When compared to other alternatives such as traffic signals (\$500,000 minimum) or a roundabout (\$1 Million minimum), this allows money to be directed towards other areas that would also benefit from safety improvements.

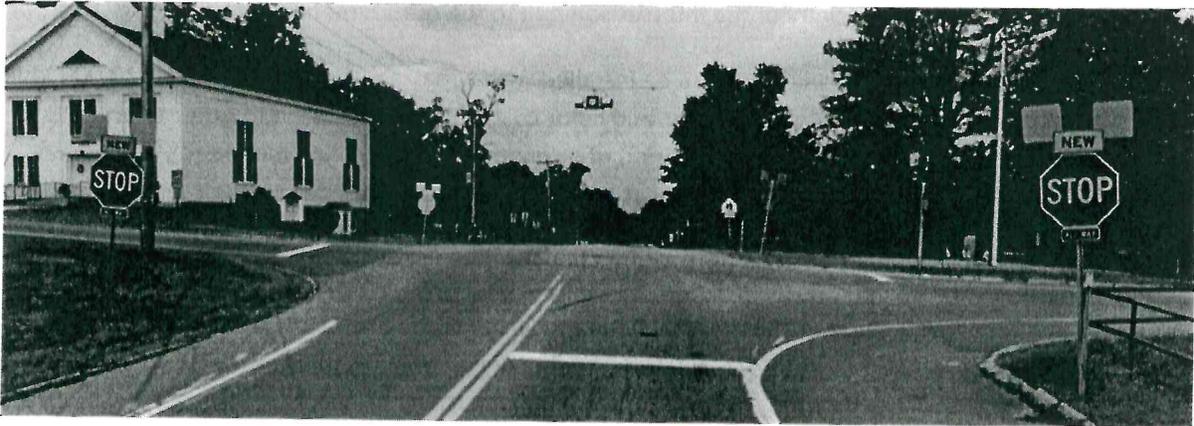
## Is conversion to All-Way Stop Control a permanent change?

- NHDOT has full confidence that intersections converted to All-Way Stop Control will function both from an operational and capacity standpoint for the foreseeable future.
  - During peak traffic periods, minor delays on the previously uncontrolled legs are to be expected and often resolve quickly. This will be offset by reducing the delay on the approaches that are currently stop controlled.
  - During off-peak times, All-Way Stop Control will decrease speeds at and approaching the intersection. These low congestion situations are when most of the more severe crashes occur at traditional intersections.
- There are instances where conversion to All-Way Stop Control is intended to be an interim measure, typically in locations that have Ten-Year Plan projects.

- NHDOT does not typically endorse potential removal of All-Way Stop Control to restore the condition they replaced. This is due to the revised driver expectation of the All-Way Stop, and the difficulty teaching all drivers that a stop sign(s) has been removed than it is to teach drivers of a new stop sign(s).

**What physical changes are included in the conversion to All-Way Stop Control?**

- New stop signs will be installed with the orange conspicuity flags on both sides of the road for the previously uncontrolled legs of the intersection.
- Placards will be upgraded and/or installed under the stop signs to read “ALL WAY”.
- Advanced Stop Ahead signing will be implemented where appropriate.
- Orange temporary “conspicuity panels” and a “NEW” placard will be installed above all new stop signs and advanced stop ahead signs for approximately one year.
- New stop bars will be applied and existing ones refreshed if necessary.
- If an overhead beacon is present, the yellow lights will be converted to red, resulting in a flashing red in all directions.



*Sample picture from the intersection of NH 121 and NH 102 in Chester*

**How are drivers notified of the new traffic pattern?**

- For all legs with NEW stop sign control, there will be advanced notification with message boards, usually a few weeks, to let drivers know of the upcoming traffic change. The message boards will stay out for a few weeks after implementation to reinforce the change in intersection operations.
- For intersection approaches that are already stop-controlled, the change to an All-Way Stop is less intrusive as these legs have historically had to stop anyway, so no advanced notification is provided.

- These approaches are often very quick to notice the change in traffic on the newly implemented stop sign approaches.

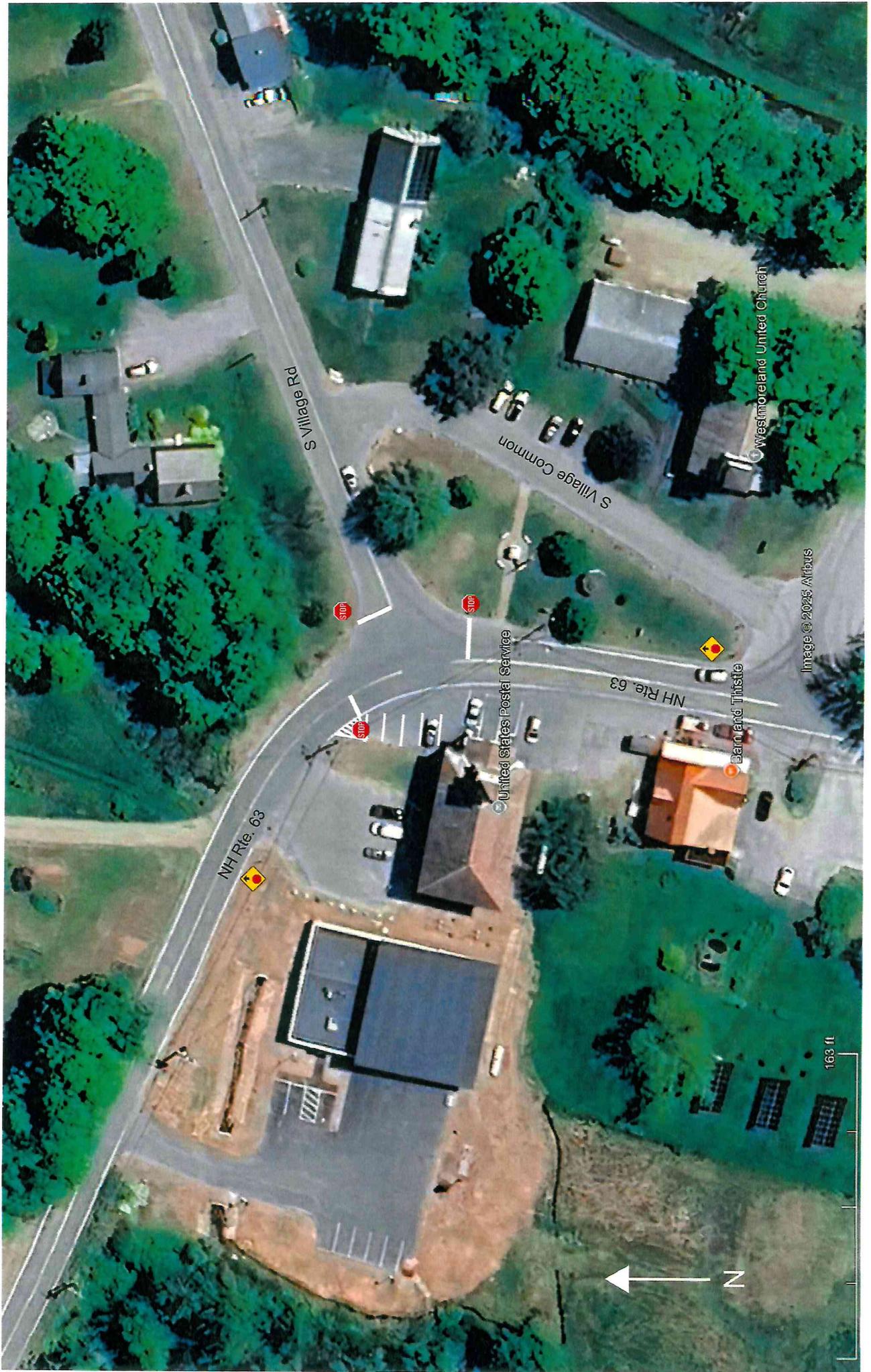
#### **How is it determined that All-Way Stop Control is increasing safety?**

- The most common metric that is used is crash data. A sample period, typically at least five years, immediately before conversion to All-Way Stop Control will be compared to crash data after conversion to determine if crash rates and crash severities have decreased, and if so, by how much.
- More detailed data can be obtained from video analytics or probe data. The most prominent are often:
  - **Stop Compliance:** Measures the rate at which vehicles come to a full stop before entering the intersection. This would be compared against concurrent traffic volumes at the intersection, as a higher percentage of rolling stops are likely to occur during the times of day with low traffic volume. Blatant disregard for the stop signs would also be captured.
  - **Hard Braking:** Measures the rate at which vehicles must apply the brakes beyond an appropriate deceleration rate. A high rate may indicate a deficiency in sight distance or drivers recognizing the stop sign/intersection.
  - **Near-Miss:** Measures the rate of vehicles that occupy the same space within a certain timeframe, often two or three seconds. This is often indicative of the willingness of a driver to accept a smaller gap in traffic to make their movement.

This driver behavior data collected after conversion to All-Way Stop Control can be analyzed and compared to similar intersections before conversion to help determine how the All-Way Stop influences safety and operations. If a temporary camera to obtain this data is desired, proper notification to the municipality will occur.

#### **What other considerations are there?**

- Turning movements for the largest practical vehicle will be evaluated to ensure the stop bars are appropriately placed. This vehicle could range from a semi-truck to a school bus.
- Assessment to determine if any minor curb cuts or pavement modifications are necessary for sign placement at the intersection.



S Village Rd

S Village Common

Westmoreland United Church

United States Postal Service

NH Rte. 63

Barn and Thistle

NH Rte. 63

163 ft



Image © 2025, Airbus

DRAFT PROGRAM

Saturday, May 30

10-6PM

<b>Time</b>	<b>Activity</b>	<b>Volunteers</b>
10-10:30 AM	"Color Guard" at Memorial at Town Common Harry's Roger's Rangers will plan to fire muskets	Mark Terry; Jim Church; Harry Ackerman
10:30-11 AM	Declaration of Independence reading at Town Common	Mark Hayward
11-4 PM	Brick Church Food	Karen LeDuc
11-4 PM	Exhibits	
11:30-12	Sheep shearing	Bruce Clement
12-1	Spinning	Susie Harris / Nancy Hillier
Ad hoc	Knitting	Susie Harris / Nancy Hillier
Ad hoc	Weaving	Louise Slayton
Ad hoc	Militia	Harry Ackerman
Ad hoc	Blacksmith	Richard Wright
Ad hoc	Indigenous people	Liv Fetterman
TBC for demo	Tin punching and/or rag weaving and/or birch bark baskets	Lauren Bressett / Stephanie Sutch
Ad hoc	Whippie-Prior Family	Emilia and JJ Prior / Becky Whippie
Ad hoc	Period Appropriate Children's Games	Gina Gitchell
11-4 PM	Self-guided	
	External Historic Homes pre-1800	Nancy Sandahl / Patti Seymour
	Historical landmarks using existing map	NA – maps already available
12N; 2PM	Park Hill Meeting House docent tours	Walter Carroll
1PM; 3PM	Corner School House docent tours	Nancy Sandahl
11AM; 2PM	Brick Church	Sally Albrecht
TBC	Town Hall – view renovated 2 <sup>nd</sup> floor and clock mechanisms	TBD
TBC	Fire House Open House	Harry Nelson
Ad hoc	Cemetery Scavenger Hunt for Revolutionary War veteran headstones	Laura Hanson
2PM	Pow Wow Rock tour – Poocham Road	Steve Robbins
3:30-4:15 PM	Ice cream Social	Need volunteers to serve ice cream
4:30-5:30 PM	Town Band	Carlson Barrett