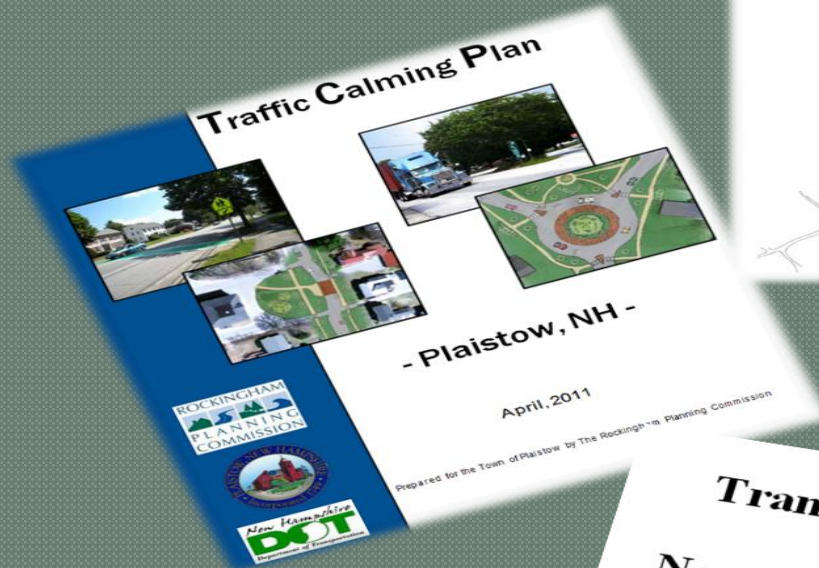


# PLAISTOW TRANSPORTATION CHAPTER OF THE MASTER PLAN 2015



**BOS UPDATE  
NOVEMBER 30, 2015**

# Overview of the Transportation Chapter of Plaistow's Master Plan

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- In response to decades of citizen input and concerns, the Town of Plaistow's local officials have sought to implement innovative and responsive planning to address:
  - Public Safety**
    - Pedestrian Safety
    - Improved Street Scapes
    - Intersection Improvements
    - Congestion Mitigation
  - Sense of Community**
  - Quality of Life**
- This presentation will summarize and provide recommendations to help address these needs.



# Master Plan Goal Transportation



**Introduction** - *The purpose is to identify transportation issues of concern to Plaistow officials and residents and to recommend proposed actions.*



## **TRANSPORTATION GOALS:**

*Provide and maintain a transportation system that allows for the efficient movement of people and goods and provides adequate access to places of employment, residential areas, commercial and shopping areas, and recreational opportunities.*



# MASTER PLAN OBJECTIVES TRANSPORTATION

Objective 1: Maximize the use of the transportation system by pedestrians through regular maintenance and enhancement to the transportation system.

**More than just Maintenance**

Objective 2: Improve the efficiency of the transportation system by providing efficient traffic flow while maintaining a safe environment for pedestrians.

**Move cars to Rt. 125 - off Main St**

Objective 3: Provide opportunities for alternative modes of automotive transportation available to the residents of Plaistow.

**Pedestrian Infrastructure**

Objective 4: Ensure that transportation improvement projects are consistent with the protection of natural, cultural and historic resources, and minimize the impact on residential neighborhoods.

**Context Sensitive Enhancements**



# MASTER PLAN OBJECTIVES

## TRANSPORTATION

**Objective 5:** *Participate in the cooperative transportation planning that addresses the needs and use all opportunities for funding.* **Partnership with RPC/NHDOT**

**Objective 6:** *Expand opportunities by identifying and improving sidewalks in need of immediate repair and adding additional sidewalks where appropriate.* **Regional Transportation Planning**

**Objective 7:** *Establish a system of bike trails/paths for the enjoyment of Plaistow citizens that is coordinated with state and regional trail systems.* **Safe Routes to School**

**Objective 8:** *Continue the project enhancement projects through the local capital improvement planning process.* **Recognizes the Role the CIP plays**

**Objective 9:** *Encourage public financing of additions and improvements to the transportation system.* **Cooperation for the Public Good**



# Transportation Chapter

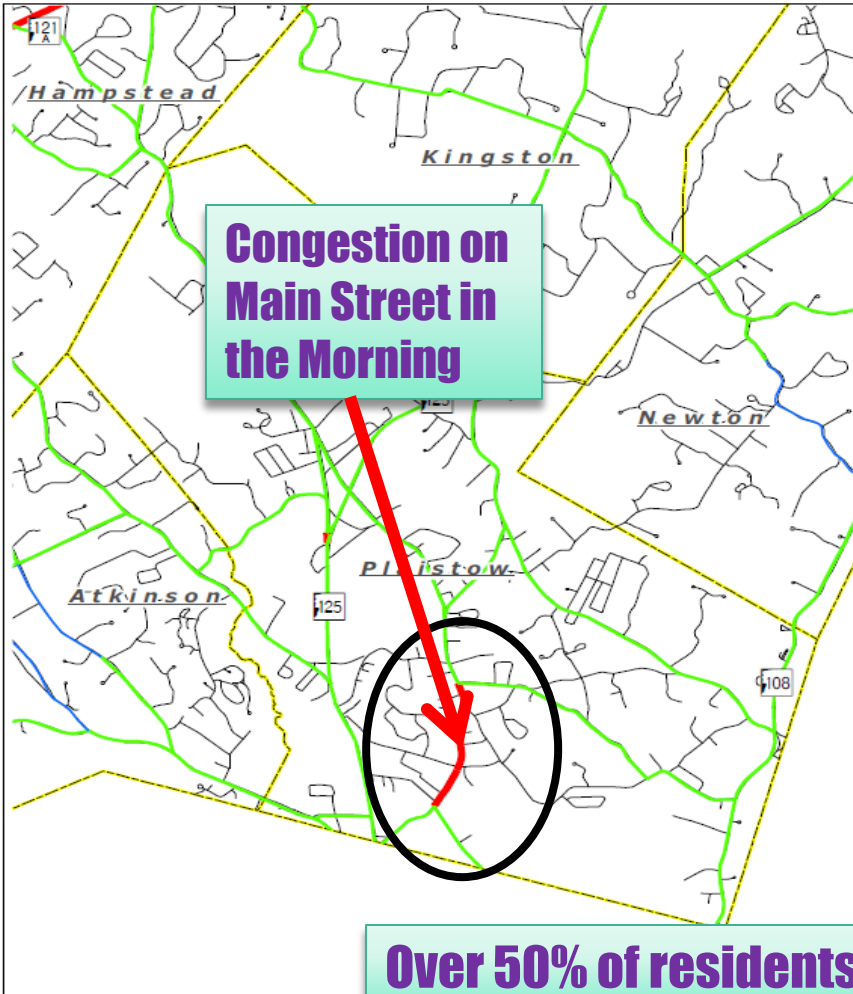
## Key Issues and Challenges

- **Traffic on NH Route 125 has evolved over last 25 years (25 K trips per day)**
- **Increased future stress on the transportation network - Plaistow needs to be prepared to meet this challenge.**
- **Improvements to the road network can be made by updating the physical infrastructure or by updating various policies and regulations.**
- **Currently, residents rely on expensive and congested car travel or inconvenient transit services to major employment centers.**

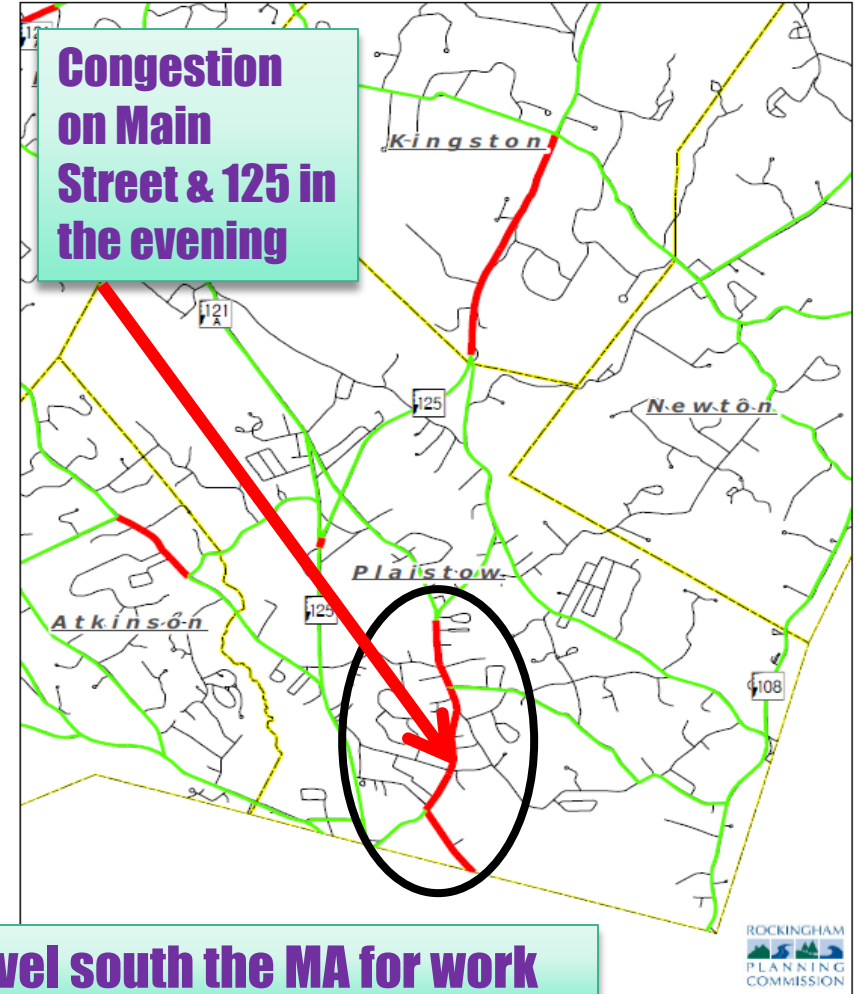
# 2010 Congestion

## 2010 Base Year Congestion

AM Peak Hour



PM Peak Hour



**Over 50% of residents travel south the MA for work**

- Uncongested
- Moderate
- Congested

0 0.5 1 2 Miles

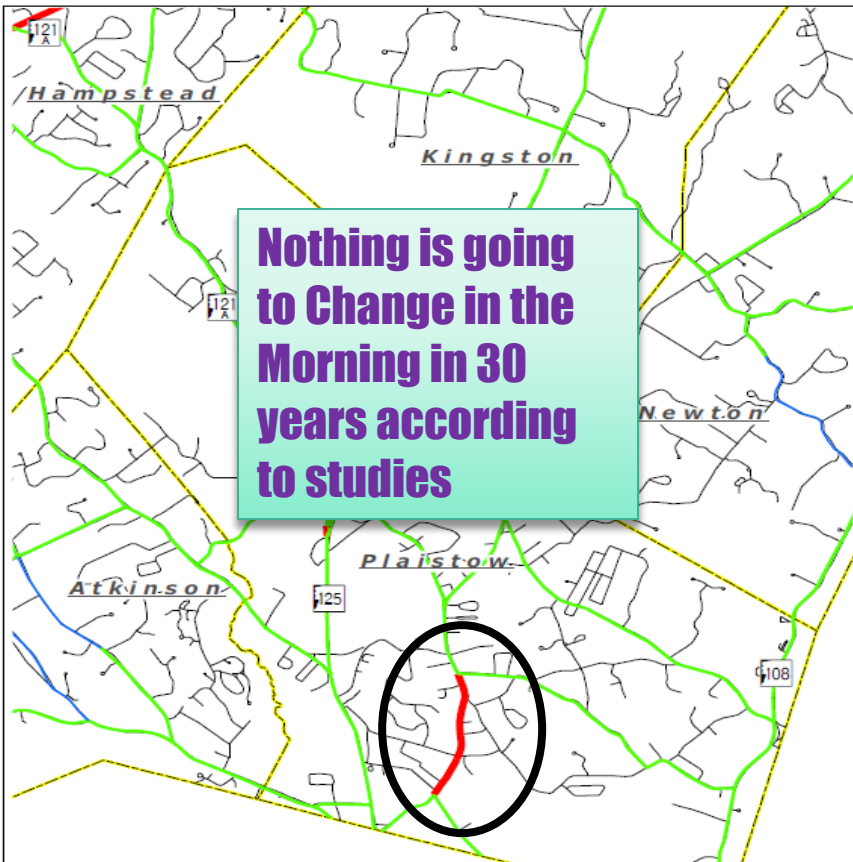


These maps reflect the baseline 2010 congestion which is used as a comparison to the 2040 future year congestion. The analysis was done using the Seacoast Regional Transportation Model.

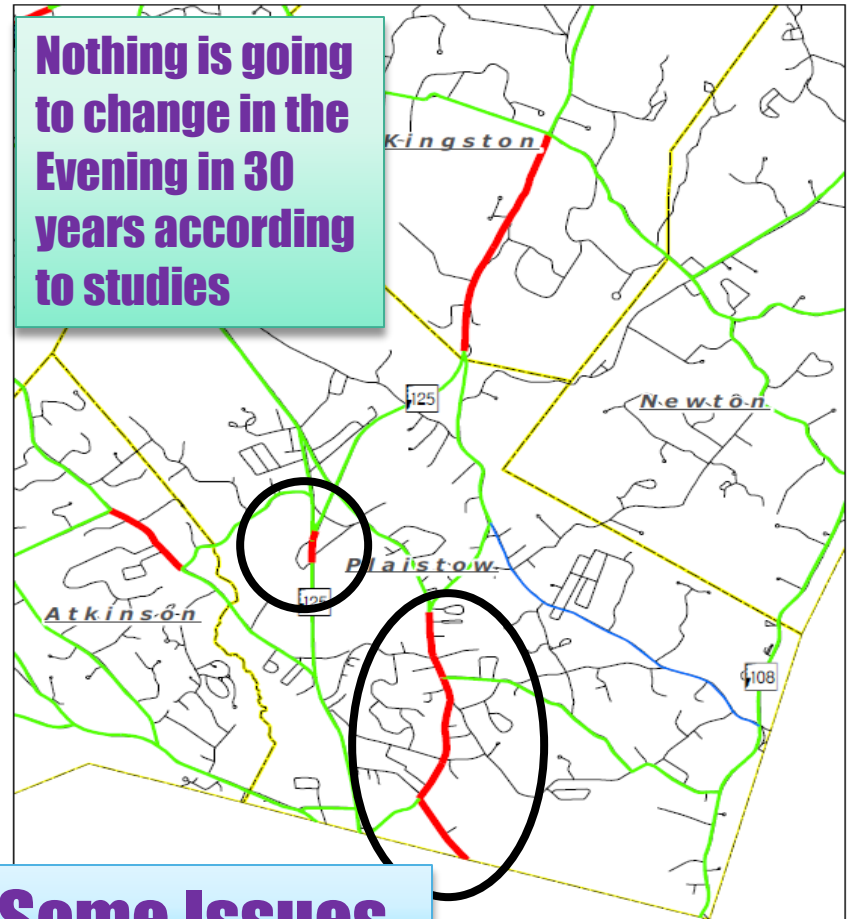


# 2040 Projected Congestion

AM Peak Hour



PM Peak Hour



**We Can Address Some Issues**

- Uncongested
- Moderately Congested
- Congested

0 0.5 1 2 Miles

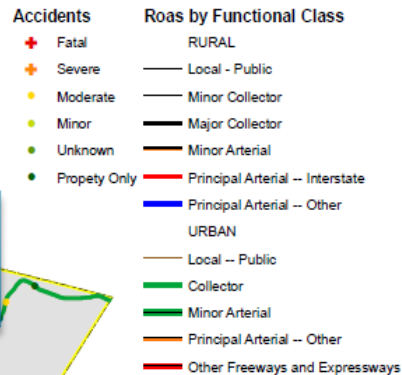


These maps reflect the 2040 congestion which is used as a comparison to the 2010 baseline year congestion. The analysis was done using the Seacoast Regional Transportation Model.





## Accident Inventory 2009-2011 Plaistow, New Hampshire



**Over 54 Accidents since  
07' Main/North Ave**

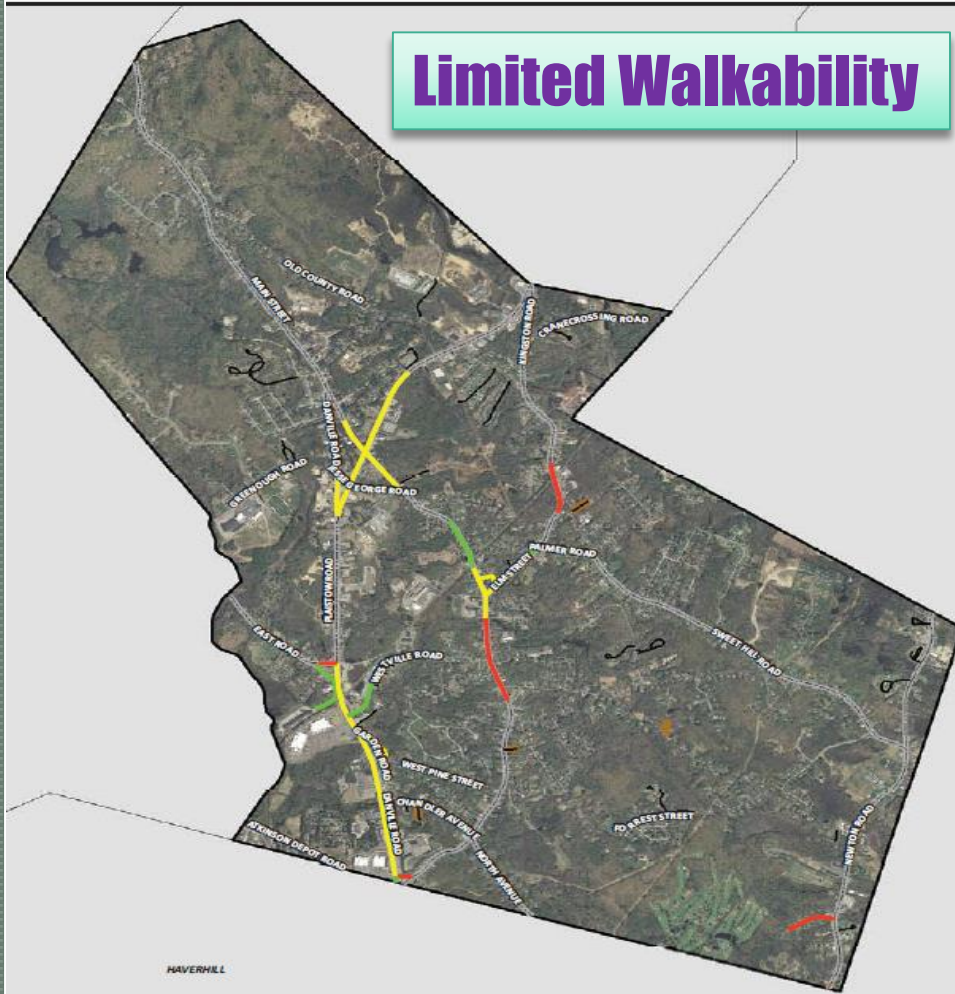
**Over 22 Accidents since 07'  
East/West Pine**

# 2007-2014

Location	07'	08'	09'	10'	11'	12'	13'	14'	Total
DANVILLE RD & GREENOUGH RD	6	3	4	6	4	3	2	2	30
DANVILLE RD	20	8	19	18	10	11	16	21	123
GREENOUGH RD	8	6	11	4	12	8	9	8	66
JESSE GEORGE RD & PLAISTOW RD	0	3	2	3	4	0	1	0	13
NORTH AVE	2	4	0	0	1	2	2	1	12
WENTWORTH AVE	0	2	1	0	2	3	3	3	14
WESTVILLE RD	9	13	11	6	14	12	7	14	86
NEWTON RD & SWEET HILL RD	0	3	1	3	5	4	2	3	21
ATKINSON DEPOT RD & WENTWORTH AVE	2	1	1	1	0	3	1	1	10
PLAISTOW RD & CHANDLER AVE	3	0	2	1	1	1	0	3	11
PLAISTOW RD & DANVILLE RD	5	1	4	1	3	2	6	5	27
PLAISTOW RD & EAST RD	5	2	3	5	3	6	3	2	29
PLAISTOW RD & HASELTINE ST	1	6	6	4	7	6	15	5	50
PLAISTOW RD & JESSE GEORGE RD	2	4	1	7	1	0	1	0	16
PLAISTOW RD & JOANNE DR	1	3	2	2	4	0	1	0	13
PLAISTOW RD & MAIN ST	5	7	7	11	10	5	6	4	55
PLAISTOW RD & MARKET BASKET PLAZA	16	12	23	25	22	25	13	24	160
PLAISTOW RD & OLD COUNTY RD	7	2	2	1	5	1	3	2	23
PLAISTOW RD & WALMART PLAZA	23	26	24	22	21	27	32	45	220
PLAISTOW RD & WALTON RD	3	0	0	0	0	3	0	0	6
PLAISTOW RD & WENTWORTH AVE	4	4	2	4	6	6	5	4	35
PLAISTOW RD & WESTVILLE RD	5	6	5	3	6	7	3	4	39
MAIN ST & CHANDLER AVE	1	1	3	1	7	6	3	0	22
MAIN ST & DANVILLE RD	3	2	4	2	1	3	0	3	18
MAIN ST & DEER HOLLOW RD	1	2	2	3	1	1	1	1	12
MAIN ST & ELM ST	4	0	3	1	1	1	2	0	12
MAIN ST & HASELTINE ST	2	1	2	3	0	2	1	2	13
<b>MAIN ST &amp; NORTH AVE</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>54</b>
MAIN ST & OLD COUNTY RD	1	1	3	3	3	2	3	6	22
MAIN ST & POLLARD RD	1	2	3	2	1	2	0	1	12
MAIN ST & WALTON RD	1	2	3	2	1	2	0	1	12
<b>MAIN ST &amp; WEST PINE ST</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>22</b>
MAIN ST & WESTVILLE RD	2	5	1	8	4	6	4	3	33

# Pedestrian Safety

## Limited Walkability



### Sidewalk Inventory

### Sidewalk Location

 **Even Side**

 **Odd Side**

 Both Sides

Roadway Owner

 State Private Other

- ✓ **Slow traffic speeds and reduce accidents on Main Street**
- ✓ **Improve pedestrian safety**
- ✓ **Build upon and expand the existing sidewalk network**
- ✓ **Encourage walking & Biking**

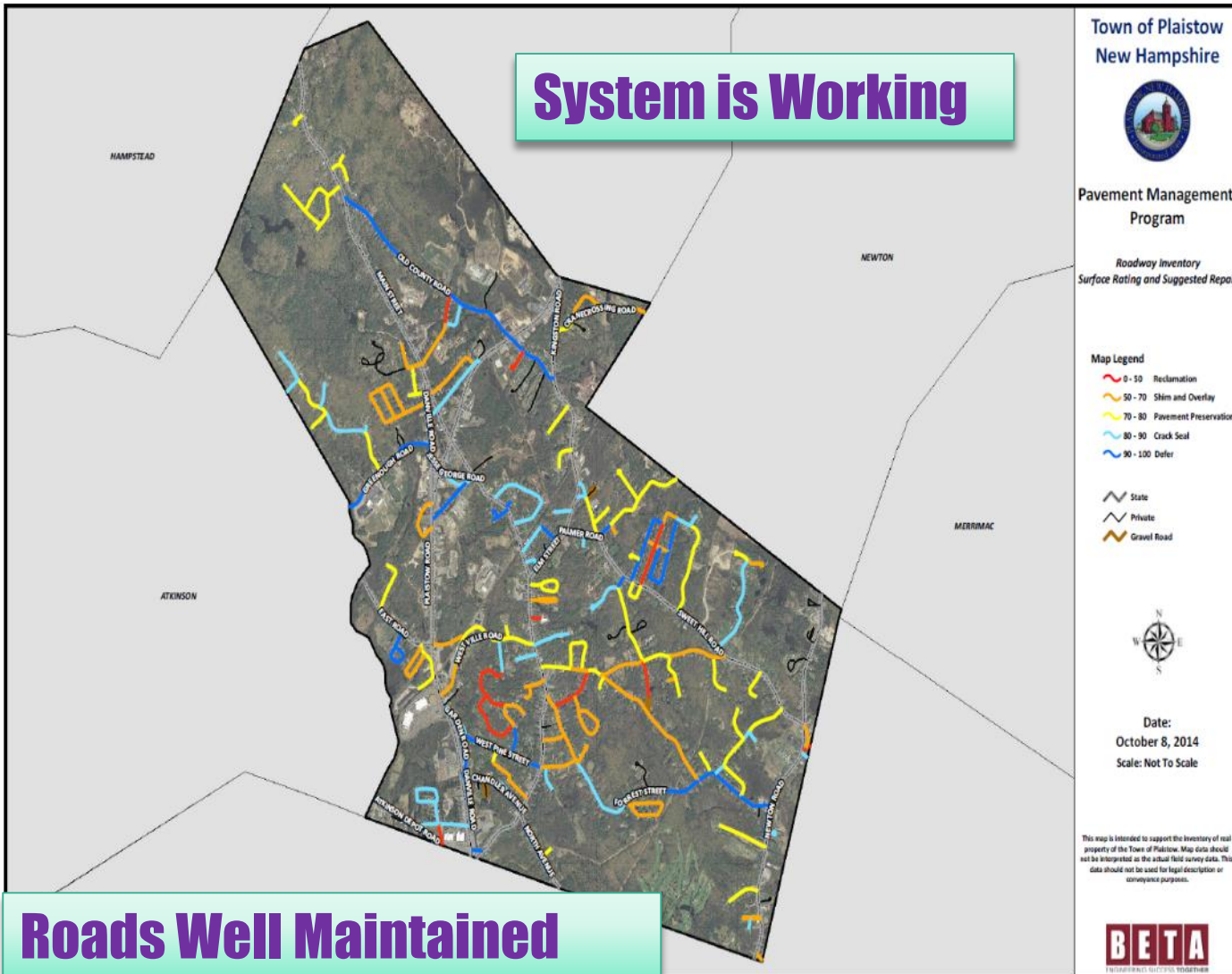
## So What can We Do?



# Road Surface Management System (RSMS)



**System is Working**



**Roads Well Maintained**

**Components of  
the RSMS  
Program**

**Road Inventory**

**Road Surface  
Condition Survey**

**Priority Analysis**

**Repair Selection**

**Planning & Budget  
Preparation**



# Master Plan Physical Improvements

Project Location	Funding Source	Project Description	Project Status
Danville Road & Main Street	Beede Superfund Site funds	Intersection Improvement	Completed - 2013
NH Route 125 & Main Street	Rt. 125 widening project	Intersection Improvement	Completed - 2012
Main Street & Railroad crossing	Town CIP/State & Fed Grants	Reduce Roadway Width To Match SRTS Roadway Profile	Not started
In front of Town Hall	Town CIP/State & Fed Grants	Reduce Roadway Width To Match SRTS Roadway Profile	Not started
Elm Street Intersection	Safe Routes To School (SRTS)	Intersection Improvement – Adding Sidewalks & Crosswalk Identification	In Progress, expect completion by 9/2016
In front of Pollard School	SRTS, Unknown source to construct fixes for all identified concerns	Intersection Improvement – Adding Sidewalks & Crosswalk Identification	In Progress, partial completion by 9/16
Library & Bittersweet Drive	Town CIP/State & Fed Grants	Sidewalk Improvements	Not started
East & West Pine Street Intersection	Town CIP/State & Fed Grants	Intersection Improvement	Not started
North Avenue/ Chandler Ave Intersections	Town CIP/State & Fed Grants	Intersection Improvement	Not started
NH 125 & State Line	State Line Plaza redevelopment	Intersection Improvement & Reconfiguration	Completed – 2008 Note: New signal installed at Hazeltine St and Rt 125; Rt 121- A redirected to Hazeltine



# Transportation

## Chapter **Summary of Recommendations**

**ESTABLISH CAPITAL PROJECTS THAT SHOULD BE INCLUDED IN THE TOWN'S CIP**

**ROADWAY MAINTENANCE AND IMPROVEMENT THAT ARE CONSISTENT WITH THE MASTER PLAN**

**ALTERNATIVE TRANSPORTATION MODE PROJECTS INCLUDING FACILITIES FOR BICYCLES AND TRANSIT.**

**IDENTIFY A METHODOLOGY FOR PRIORITIZING PROJECTS**

**Town's CIP Process/Board of Selectmen**

**MAINTAIN THE EXISTING ROADWAY SYSTEM AS WELL AS INTERSECTION UPGRADES.**

# Transportation

## Chapter **Summary of Recommendations**

**REQUIRE NEW DEVELOPMENT TO INCORPORATE THE DESIGN PRINCIPLES, TRAFFIC CALMING MEASURES, AND BEST TRANSPORTATION PRACTICES INTO CONSTRUCTION STANDARDS**

**PLAN FOR PEDESTRIAN AMENITIES, SIDEWALKS, TRAIL AND PATHWAY NETWORK - ACCOMMODATE WALKERS, JOGGERS, HIKERS, AND BICYCLES.**

**PURSUE POTENTIAL BICYCLE PATHS ALONG EXISTING STATE ROUTES SUCH AS NH ROUTE 108, NH ROUTE 125 AND NH ROUTE 121A.**

**THE RECOMMENDATIONS CONTAINED IN THE MAIN STREET TRAFFIC CALMING STUDY AND NH DESIGN CHARRETTE SHOULD CONTINUE TO BE FUNDED AND IMPLEMENTED.**

**Work with Businesses/Developers**



# What Have We Done To Help Plan for Improvements

- ✓ Transportation Enhancement grant for sidewalk on Elm Street and Main Street.
- ✓ Main Street Traffic Calming Study (RPC).
- ✓ Village Center District Design Charrette and Study (Plan NH)
- ✓ Handicapped parking improvements at Town Hall.
- ✓ Travel Plan SRTS application & Award
- ✓ Installed Radars and Speedometers on Main St
- ✓ Closed Elm Street Slip Lane with DOT Approval.
- ✓ 2013 student and parent surveys - students do not walk or bike to school today because of the speed of traffic on Main Street, and to a lesser extent Elm Street.

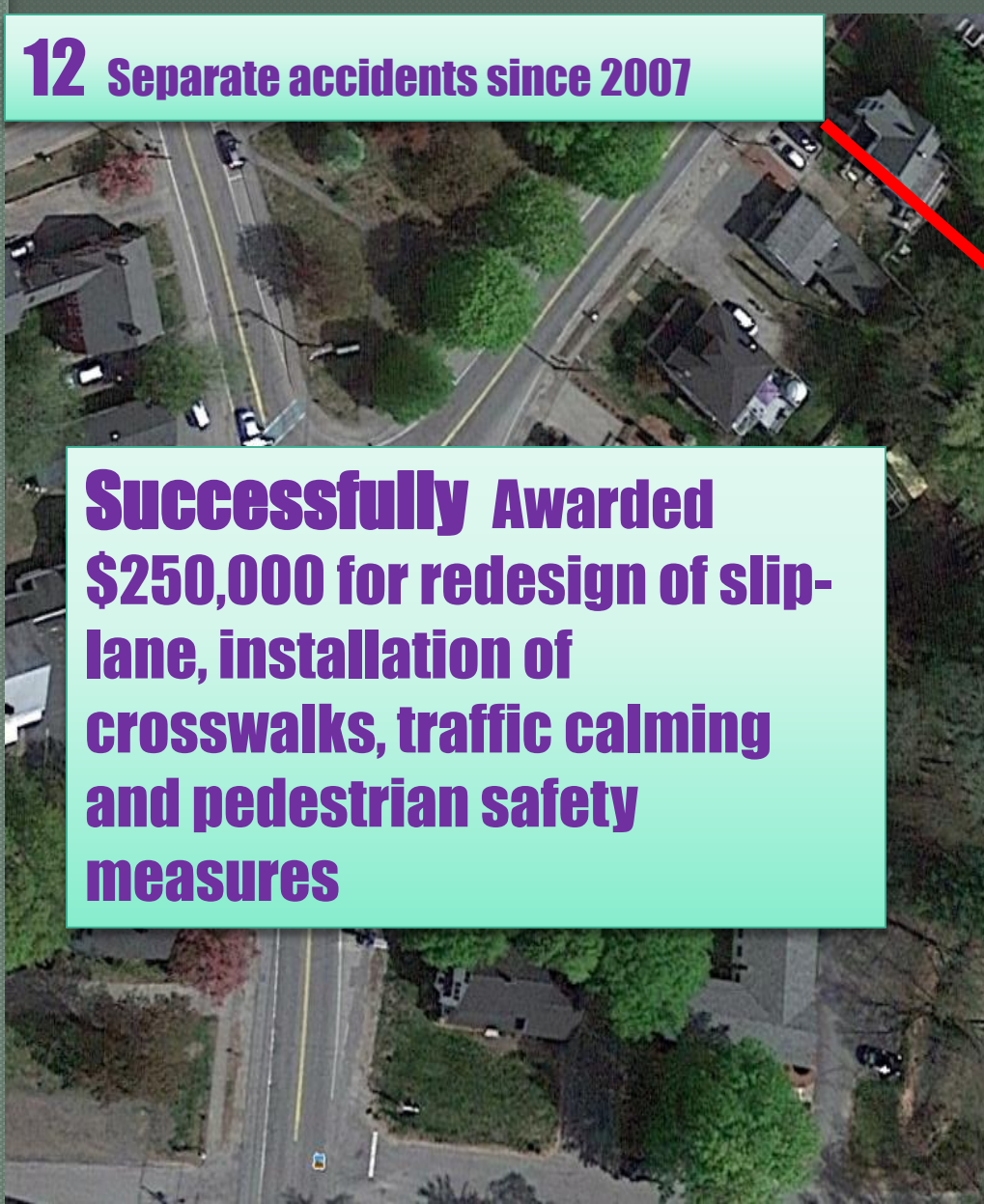




# Main St./Elm St. – Safe Routes To School

**12** Separate accidents since 2007

**Successfully Awarded \$250,000 for redesign of slip-lane, installation of crosswalks, traffic calming and pedestrian safety measures**





# THE CAPITAL RESERVE FUND

Establishes a Transportation Fund for:

- ✓ Infrastructure projects
- ✓ Engineering expenses
- ✓ Right-of-Way expenses
- ✓ Construction expenses
- ✓ Sources for matching State & Federal funds
- ✓ Conceptual design expenses



**To begin accumulating funds for needed transportation improvements the town has identified over years of study.**

# TRANSPORTATION INFRASTRUCTURE CAPITAL RESERVE FUND CREATION AND DEPOSIT

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Article P-16-19: Shall the Town vote to establish a Transportation Infrastructure Capital Reserve Fund for the level funding of transportation infrastructure projects including Preliminary Engineering expenses, Right-of-Way expenses, construction expenses, sources for matching state and federal funds, and conceptual design expenses and further vote to raise and appropriate the sum of \$50,000 to be deposited into the Transportation Infrastructure Capital Reserve Fund? This capital reserve fund is being established pursuant to RSA35:1.

(Recommended by the Board of Selectmen (0-0-0) and the Budget Committee (0-0-0). This expense is in the 2016-2021 Capital Improvement Program as approved by the Planning Board.)

[Intent: To begin to set aside money for the improvements to transportation infrastructure. This money can only be spent by a vote at town Meeting. Reserve funds are invested in an interest bearing account.]



# Main Street Traffic Calming

## Traffic Calming Plan

**2011 STUDY**

**#1 - To  
ASSESS AND  
STRATAGIZE  
FOR  
PLAISTOW'S  
VILLAGE  
Center**



**- Plaistow, NH -**

April, 2011

Prepared for the Town of Plaistow by The Rockingham Planning Commission



**Plaistow, New Hampshire**

*Incorporated 1749*

# What are the Issues??

# What are the Goals??



**Issue: Truck Traffic on Main Street**

**Issue: Main Street as a shortcut for RT. 125**

**Issue: Construction on NH 125 impacting Main Street**

**Issue: Speeding on Main Street**

**Issue: Lack of Pedestrian/Biking Infrastructure**

**Goal: Reduce vehicle speeds on Main Street!!**

**Goal: Improve pedestrian safety!!**

**Goal: Redirect heavy vehicles/utilize NH RT 125**

**Goal: Enhance the aesthetics of the corridor**

**Goal: Re-Design Intersections/Improve Safety**



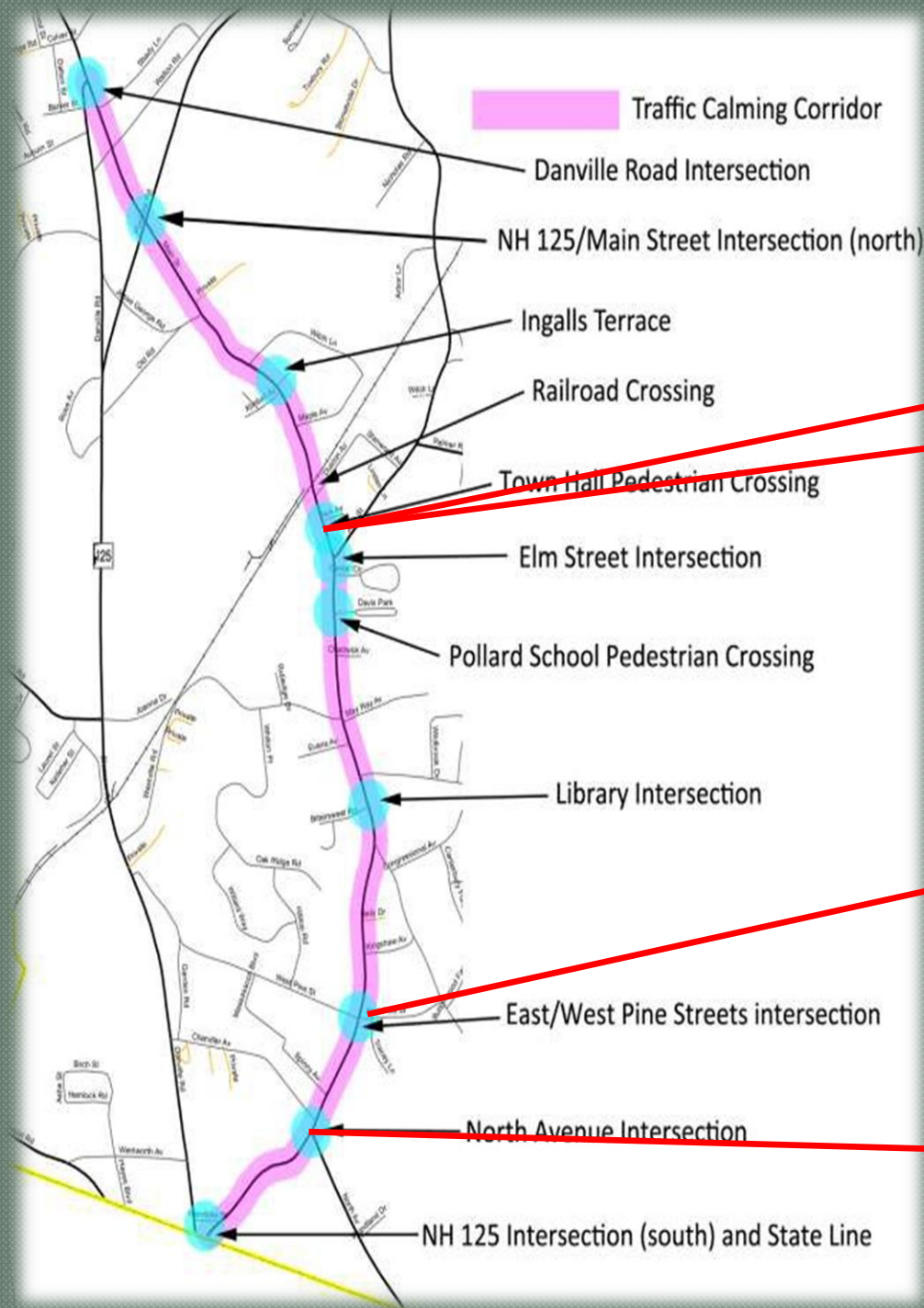
# Main Street Traffic Calming Study Recommendations:

**Evaluate** Ownership of Main Street  
**Allow** for additional mixed use development  
**Increased Enforcement**  
**Further Education**  
Utilize a **Complete Streets** Philosophy

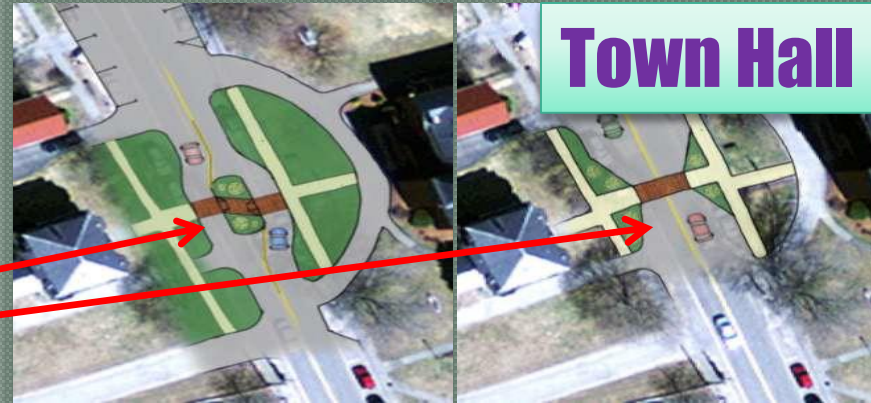
- ✓ **Curb bulbs/Bump Outs**
- ✓ **On-street parking**
- ✓ **More Visible Crosswalks**
- ✓ **Buffer zones**
- ✓ **Lighting**
- ✓ **Streetscapes, Landscaping**
- ✓ **Minimize Driveways**
- ✓ **Lower Speed Limit to 25 MPH through village area**



# Locations of Recommended Improvements



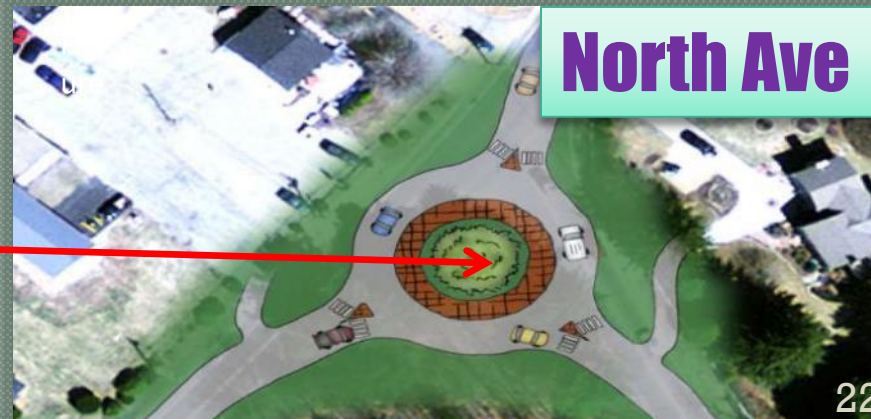
**Town Hall**



**E/W Pine**



**North Ave**





# East/West Pine Street Intersection

**22** Separate accidents since 2007

**How do we Re-Design?? Engineering Studies, Information, Ideas, Funding!**





# Main Street at Town Hall



**Road Diet**

An aerial photograph showing a street intersection with a parking lot, trees, and buildings. The street is labeled 'Main Street at Town Hall'.

**Slow Down Traffic**

**Reduce Trucking**

**Improve Safety for kids/public**

**Improve Quality of Life**

**This is the Town Center**





# North Avenue Main Street Intersection

**54** Separate accidents since 2007

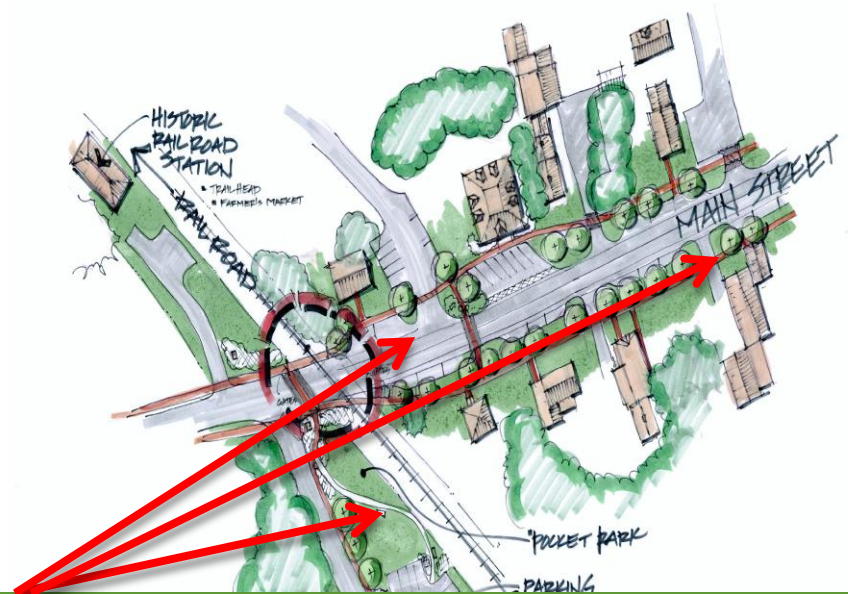
**How do we Re-Design?? We Need Studies, Information, Ideas, Funding**





# What are the possibilities??

**Streetscapes, visible crosswalks, safer intersections, pedestrian ways!**



**Street Diets, reduced width, increased safety, pocket parks!**



**Plaistow, New Hampshire**



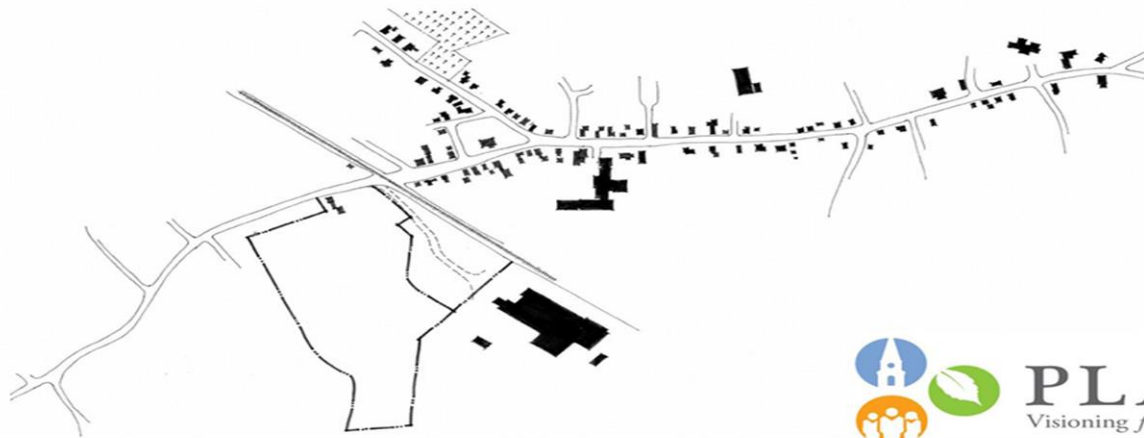
*Incorporated 1749*



# Community Design Charrette

## Plan NH

**Town of Plaistow, New Hampshire**  
**Community Design Charrette**  
***Historic Village District***  
**October 21 and 22, 2011**



**2011 STUDY**

**#2 - to**  
**ASSESS AND**  
**STRATAGIZE**  
**FOR**  
**PLAISTOW'S**  
**VILLAGE**  
**CORE**



**PLAN NH**  
Visioning for Sustainable Communities

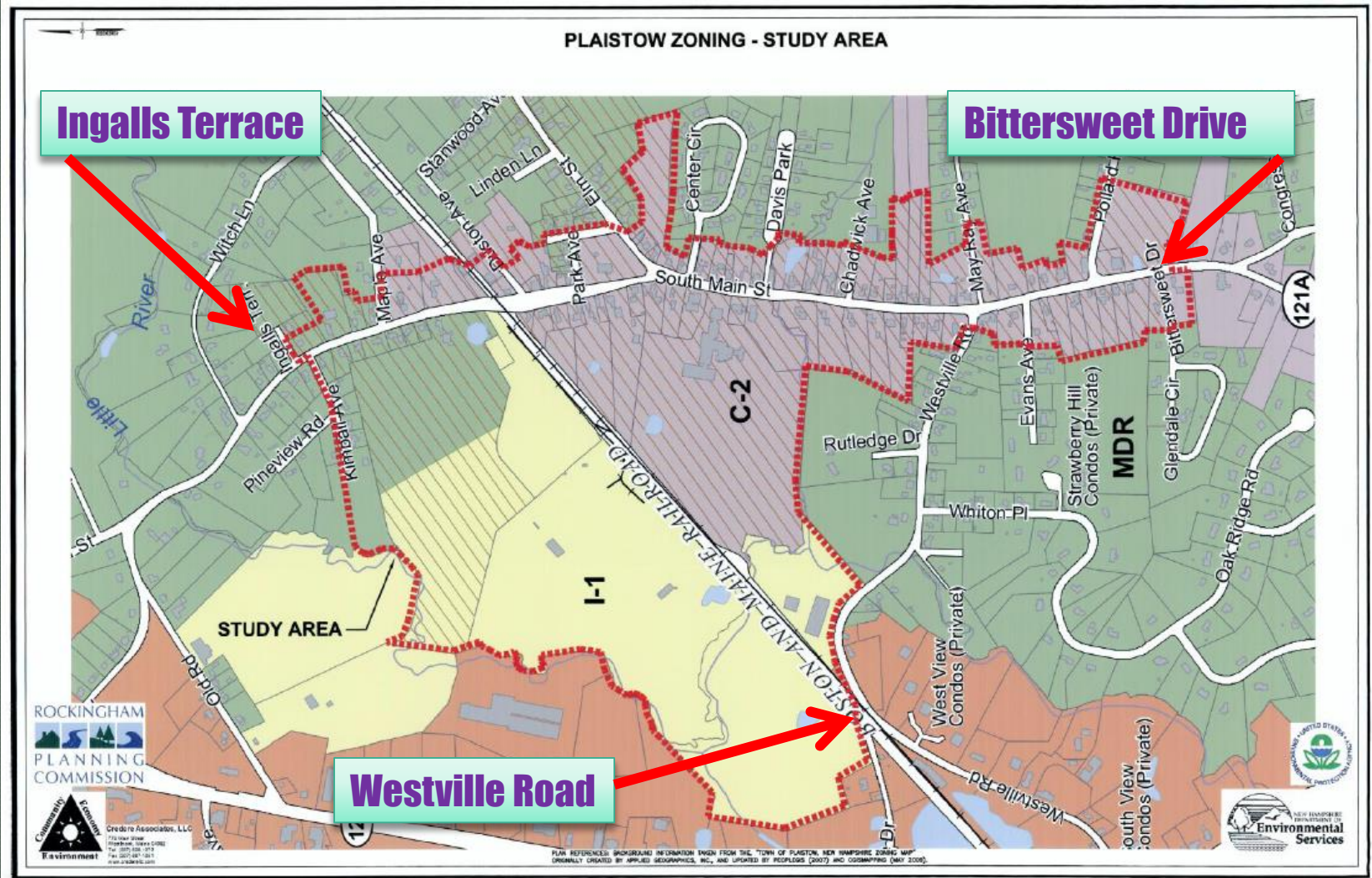


**Plaistow, New Hampshire**



*Incorporated 1749*

# The Study Area





# What are the Goals?

PNH · PLAISTOW 10.21/22.11

## Mission Statement

"To provide recommendations for Plaistow's historic village center in order to preserve and enhance its identity as the heart of the community."

Goal: "To improve the pedestrian-friendly quality of the area: enhancing its walkability and pedestrian safety."

Plaistow's Main Street—strategies for improving pedestrian safety

Helping to preserve and enhance the Plaistow Community's Identity



Walk to  
School  
October,  
15, 2015



# Plan NH

## What are the Issues?

PLAN NH PLAISTOW  
October 21-22, 2011 8:30 List. sess.

**Too Much Traffic  
at Specific Times**

**Traffic Accidents  
on Main Street**

**"No Place for our  
Kids to Walk/bike**

**"There's NO  
REASON TOO STOP**

PLAN NH PLAISTOW  
October 21-22, 2011 8:30 List. sess.

**Town's History is Lost**

**No continuity  
w/sidewalks**

**Parking is  
organizationally Weak**

**Speed Limit Enforcement**

**Very little Key Points**

**Lack of Drive for Improvements**

# PLAN NH

## What were the Findings??

**"No History"**

**"Traffic! Too Big & Too Fast"**

**"Not Enough Parking"**

**"No Place for Pedestrians"**

**"No History"**

**Not Enough Parking**

**"Take Back Main Street!"**

**"Make Pedestrians #1!"**

**"No History"**

**"Make Main Street Plaistow's Front Yard"**

**"Build on the Historic Village Center"**

**"We want a vibrant livable village"**

**"Enhance Environmental Resources"**

**"Aesthetics on a Human Scale with Landscapes"**

**"Foster Economic Vitality and Environmental Service"**

**"Enhance Social Interaction"**

**"Enhance Identity/Pride"**

# MAIN STREET CALMING PROJECTS

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Article P-16-30: Shall the Town vote to raise and appropriate the sum of \$30,000 for the conceptual design and preliminary engineering for this intersection improvement?

(Recommended by the Board of Selectmen (0-0-0) and the Budget Committee (0-0-0). This expense is in the 2016-2021 Capital Improvement Program as approved by the Planning Board.)

[Intent: To allow the Town to appropriate the money needed to hire a consultant to complete the required conceptual design and preliminary engineering for this intersection improvement.]



# Plaistow's Hazardous Mitigation Plan (2012)



**Plaistow, NH**

## **Hazard Mitigation Plan Update 2012**

Approved by the

**Plaistow Board of Selectmen**

And adopted as an official appendix to the Plaistow Emergency Operations Plan

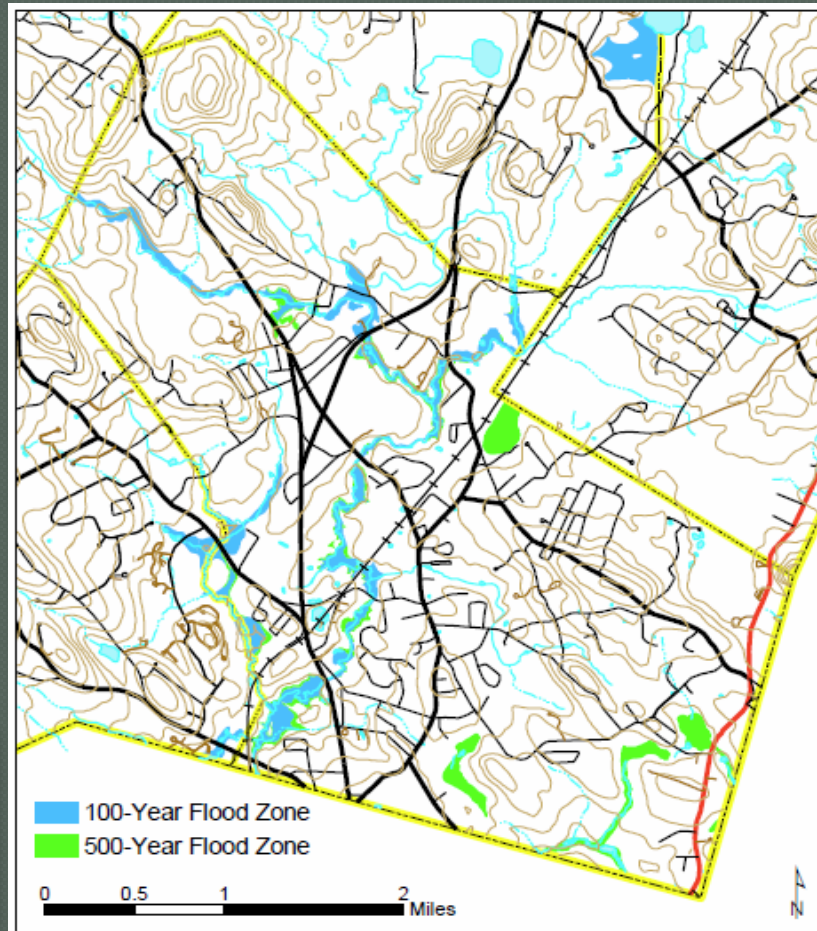
\_\_\_\_\_, 2012



Rockingham  
Planning  
Commission

This project was partially funded by

**NH Homeland Security and Emergency Management**



**Figure 4: Floodplains of Plaistow, New Hampshire**





# Pollard Road at Congressional

## Reoccurring Roadway Floods

# Flooding



Past Occurrence: Flooding is a common hazard for the Town of Plaistow. Several locations were identified by the Committee as areas of chronic reoccurring flooding or high potential for future flooding.





# Hazard Mitigation Plan & Transportation



***Plaistow's Hazard Mitigation Plan*** was compiled to assist the Town of Plaistow in reducing and mitigating future losses from natural hazard events.

Plan allows the Town to seek and obtain State and Federal Funds.

Plan ensures that we are knowledgeable and working towards addressing potential hazards.

## **Critical Facilities:**

- Municipal Facilities
- Communication Facilities
- Fire Stations/Police Facilities
- Schools
- Shelters
- **Evacuation Routes**
- Vulnerable Populations

## **Natural hazards:**

- **Flooding**
- Hurricane-High Wind Event
- Severe Winter Weather
- Wildfire
- Earthquake

# Hazard Mitigation Plan & Transportation



## ***Components of the Hazard Mitigation Plan***

**Step 1 – Map the Hazards**

**Step 2 – Identify Critical Facilities and Areas of Concern**

**Step 3 – Identify Existing Mitigation Strategies**

**Step 4 – Identify the Gaps in Existing Mitigation Strategies**

**Step 5 – Identify Potential Mitigation Strategies**

**Step 6 – Prioritize and Develop the Action Plan**

**Step 7 - Determine Priorities**

**Step 8 - Develop Implementation Strategy**

**Step 9 - Adopt and Monitor the *Plan***





# Hazard Mitigation Plan & Transportation



**Flooding** - common hazard Plaistow. Several locations identified by the as areas of chronic reoccurring flooding or high potential for future flooding. Areas are listed below.

- ❖ **Junkyard on Rt. 121A**
- ❖ **Fran Avenue**
- ❖ **Walton Road at Rt. 125**
- ❖ **Brentwood Street-Lower Road**
- ❖ **Kingston Road-Old Country Rd**
- ❖ **Garden Road-Bridge**
- ❖ **Westville Road-Bridge**
- ❖ **Cifre Lane (A)-Culvert**
- ❖ **Pollard Road at Congressional**
- ❖ **Smith Corner Road-Culvert**
- ❖ **Cifre Lane (B)-Culvert**
- ❖ **Forrest Street-Culvert**
- ❖ **Historical Society Building-Potential Dam Breech**

**Table 8: Possible flooding damage to localized high risk areas of Plaistow**

Potential Flood Hazard Area	Total Assessed Value of Buildings	49% Damage	28% Damage	20% Damage
A. Junkyard on Rt. 121A	\$55,900	\$27,391.00	\$15,652.00	\$11,180.00
B. Fran Avenue	\$447,100	\$219,079.00	\$125,188.00	\$89,420.00
C. Walton Road at Rt. 125	\$870,200	\$426,398.00	\$243,656.00	\$174,040.00
D. Brentwood Street-Lower Road	\$855,500	\$419,195.00	\$239,540.00	\$171,100.00
E. Kingston Road-Old Country Road	\$322,700	\$158,123.00	\$90,356.00	\$64,540.00
F. Garden Road-Bridge	No Buildings	n/a	n/a	n/a
G. Westville Road-Bridge	\$262,100	\$128,429.00	\$73,388.00	\$52,420.00
H. Cifre Lane (A)-Culvert	\$343,700	\$168,413.00	\$96,236.00	\$68,740.00
I. Pollard Road at Congressional	\$561,100	\$274,939.00	\$157,108.00	\$112,220.00
J. Smith Corner Road-Culvert	\$130,100	\$63,749.00	\$36,428.00	\$26,020.00
K. Cifre Lane (B)-Culvert	\$225,600	\$110,544.00	\$63,168.00	\$45,120.00
L. Forrest Street-Culvert	\$317,000	\$155,330.00	\$88,760.00	\$63,400.00

# HAZARD MITIGATION

---

Establishes a Fund for:

- ✓ Conceptual design for **Pollard Rd** drainage..
- ✓ Cost estimate for realignment of roadway..
- ✓ Utilizes funds from Transportation Capital Reserve Fund..

**Cheaper to Fix it Now than to Fix it later**

**It's a Safety Hazard for Motorists & the public**

**It's an Environmental & public safety Hazard**



# HAZARD MITIGATION PROJECTS

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Article P-16-29: Shall the Town vote to raise and appropriate the sum of \$20,000 for a conceptual design and project cost estimate for the Pollard Road drainage and realignment project and further to withdraw \$20,000 from the Transportation Infrastructure Capital Reserve Fund? Note this warrant article shall be null and void if Article P-16-19 (Reserve Fund Deposit) does not pass.

Appropriation:	\$20,000
Withdrawal from the Transportation Infrastructure Capital Reserve Fund:	- \$20,000
-----	-----
Amount to be raised by taxation:	\$0

(Recommended by the Board of Selectmen (0-0-0) and the Budget Committee (0-0-0). This expense is in the 2016-2021 Capital Improvement Program as approved by the Planning Board.)

[Intent: To fund the conceptual design and project cost estimates for the Pollard Road drainage and realignment project.]

# Summary & Recommendations

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## What are we trying to do?

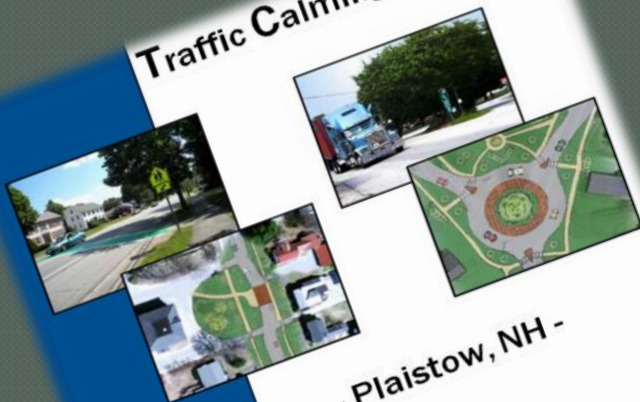
- ✓ Establish a Transportation Capital Reserve Fund for Transportation projects such as safety improvements, intersection redesign, & hazard mitigation work with roadways in our **COMMUNITY**.
- ✓ Establish funding for **MAIN STREET CALMING PROJECTS** that the Town has spent years studying, money investigating, and immense efforts to correct.
- ✓ Establish funds for conceptual design and project cost estimate for the Pollard Road drainage and realignment project! **MITIGATE FLOODING & PROTECT PROPERTY**





# Questions/Comments

## Traffic Calming Plan



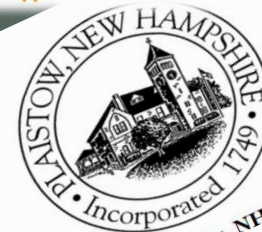
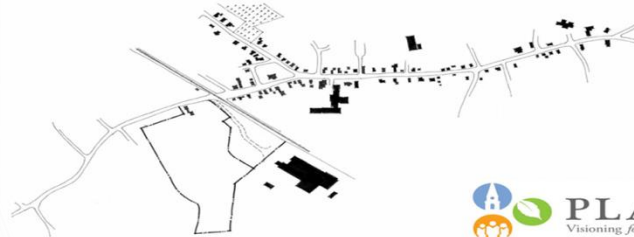
- Plaistow, NH -

April, 2011

Prepared for the Town of Plaistow by The Rockingham Planning Commission



Town of Plaistow, New Hampshire  
Community Design Charrette  
Historic Village District  
October 21 and 22, 2011



Plaistow, NH

Hazard Mitigation Plan Update 2012

Approved by the  
Plaistow Board of Selectmen  
And adopted as an official appendix to the Plaistow Emergency Operations Plan  
\_\_\_\_\_, 2012



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