



Meeting Notes

Place: Jaffrey Fire Department

Date: February 13, 2018

Notes Taken by: Evan Drew

Project #: 52457.00

Re: Jaffrey Route 202 Dogleg
#16307

Advisory Committee Attendees:

Jo Anne Carr, Planning/EDC	Marty Kennedy, VHB
Stephanie Niemela, TEAM Jaffrey	Victoria Chase, NHDOT
Keith Dupuis, Industrial business/trucking	John Butler, NHDOT
Carolyn Garretson, Conservation Commission	Larry Cranor, RKG Associates
Max Mitchell, Chamber of Commerce	Evan Drew, VHB
Bill Oswalt, Police	
John Peard, Downtown Business(es)	

Non-Advisory Committee Attendee

Florence Caouette, Millipore Sigma

Mr. Kennedy opened the meeting by first welcoming everyone to the 5th Advisory Committee meeting for the Jaffrey Route 202 Dogleg project. He explained that we would spend most of our time at this meeting discussing the logistics of next week’s public workshop, which will be held at the Jaffrey VFW on February 20th. The reason for using the workshop format is to provide the public an opportunity to informally speak one-on-one with the consultant team, NHDOT officials, and the Advisory Committee. He asked Committee members to take an active role at the workshop. We plan to have name tags identifying Advisory Committee members and we would like Committee members to talk with and listen to the thoughts and ideas of attendees.

Mr. Kennedy reviewed the project schedule and project purpose statement with Committee members noting that these are areas where attendees may have questions. He asked Committee members to remind attendees of the specific project purpose and to stay focused on the problem that we are attempting to solve. Mr. Kennedy also reviewed the types of alternatives that will be discussed at the workshop, including the No Build, Transportation Systems Management (TSM) and the Build alternatives.

Regarding the TSM alternative, Mr. Kennedy noted that we have evaluated the existing traffic signals and believe there are some actions that could be taken to improve the efficiency of the signal operations. He said that although our preliminary analyses show that it is unlikely to be the long-term solution, modifications to the existing traffic signals could provide improved operations for an interim period. Mr. Kennedy explained that the installation of a Flashing Yellow Arrow signal head for the left-turn movements on Main Street should reduce the left-turn queue. The Flashing Yellow Arrow allows drivers to turn after yielding to on-coming traffic and pedestrians. Note that the plan would retain the exclusive pedestrian phase.

Mr. Kennedy proceeded to describe the Build alternatives, which include three river crossing options. Additionally, he described how traffic could be controlled at the Main Street/Peterborough Street intersection by either a traffic signal or a roundabout. Traffic operations under a traffic signal could be improved by discontinuing Stratton Road, however

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that would necessitate another new connection from Stratton Road onto Turnpike Road. He also described how if all five legs of the intersection are to remain under the roundabout option, the roundabout would need to be larger resulting in more property impacts. Mr. Kennedy reminded the Committee that the alternatives that will be shown at the workshop are not final plans and will likely be modified based on the input that we receive at the workshop. Our goal is to get to a "proposed action", which will then be developed and evaluated in more detail.

Following the review of the alternatives, the Committee shared their thoughts on the alternatives and what they have been hearing from the community. The discussion included: the need to accommodate truck movements, concerns with the safety aspects of pedestrians (children) crossing at a roundabout, and the need for parking in the downtown, particularly if the alternative to realign Route 202 impacts the Blake Street parking lot. It was also suggested that consideration be given to providing angle parking along Main Street in an effort to gain additional on-street parking spaces. A comment was made that there should be a "Build" alternative that upgrades the existing signals without building a new river crossing, but also considers geometric modifications such as elimination of a leg at the 5-leg intersection and realigning Peterborough Street to improve the skew angle.

Mr. Kennedy concluded the meeting with a reminder of the time and place for the public workshop.