



## Meeting Notes

Place: VFW Post 5613  
12 Hawthorn Road

Date: February 20, 2018

Notes Taken by: M. Kennedy

Project #: 52457.00

Re: Jaffrey Route 202 Dogleg  
#16307

Public Informational Meeting #2 – Approx. 120 attendees

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The meeting began at approximately 6:00 pm with Marty Kennedy, VHB's project manager, welcoming attendees and noting that following an initial presentation, the meeting will break into a workshop format where attendees will be able to view plans and other information while speaking one-on-one with the consultant team, NHDOT officials, and members of the Advisory Committee.

Mr. Kennedy opened the presentation by reviewing the project schedule and noting that we are currently in the evaluation of alternatives phase of the study with a goal of coming to consensus on a "proposed action" soon, so that we can proceed to the environmental documentation phase. If all goes well, we hope to have the study portion of the project complete by the end of the year.

Mr. Kennedy proceeded to remind attendees that project information can be viewed at the NHDOT's project webpage [www.nh.gov/dot/projects/jaffrey\\_16307/index.htm](http://www.nh.gov/dot/projects/jaffrey_16307/index.htm). It was stressed that in addition to the opportunity at tonight's meeting to ask questions and provide suggestions, members of the public are encouraged to share their thoughts any time with VHB project manager through email ([mkennedy@vhb.com](mailto:mkennedy@vhb.com)) or by phone (603) 391-3900. Mr. Kennedy also urged attendees to reach out to Advisory Committee members to share their thoughts on the project.

Next, Mr. Kennedy reminded attendees of the NHDOT's commitment to context sensitive design and then presented and discussed the project purpose stating that:

*The purpose of the project is to address the traffic congestion and safety related deficiencies associated with the current configuration of the US 202 dogleg intersections of Main Street with Peterborough Street and Main Street with River Street while enhancing pedestrian mobility and supporting the quality of life and economic vitality of Jaffrey's downtown.*

At this point in the meeting, and as a warm-up exercise, Mr. Kennedy asked the audience multiple choice questions where attendees could anonymously respond using handheld electronic polling devices. The responses to each question were graphically depicted on the presentation screen. The questions queried the audience on the importance of different modes of mobility (automobile, walking, bicycle, truck) within the downtown, what street component was most important to them (travel lane, bike lane/shoulder, sidewalk, on-street parking), and attendees' feelings toward roundabouts (like them, don't like them, don't know/need more information).

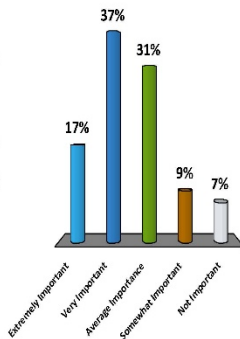
The purpose of this non-scientific poll was not to be used to make decisions on alternatives, but rather to encourage attendees to think through what's important to them and to gain a better understand of what other attendees are thinking. The questions and responses are as follows.

2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
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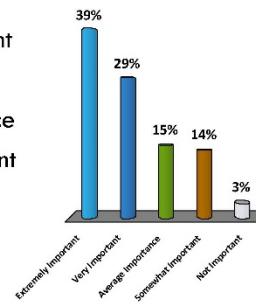
### HOW IMPORTANT IS AUTOMOBILE MOBILITY?

1. Extremely Important
2. Very Important
3. Average Importance
4. Somewhat Important
5. Not Important



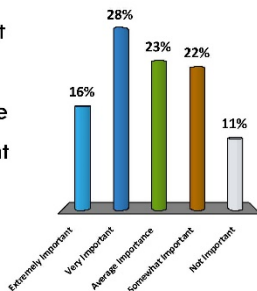
### HOW IMPORTANT IS PEDESTRIAN MOBILITY?

1. Extremely Important
2. Very Important
3. Average Importance
4. Somewhat Important
5. Not Important



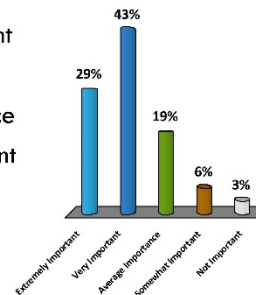
### HOW IMPORTANT IS BICYCLE MOBILITY?

1. Extremely Important
2. Very Important
3. Average Importance
4. Somewhat Important
5. Not Important



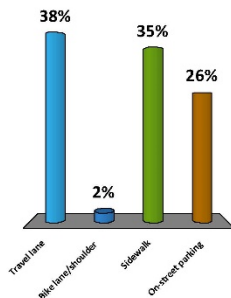
### HOW IMPORTANT IS TRUCK MOBILITY?

1. Extremely Important
2. Very Important
3. Average Importance
4. Somewhat Important
5. Not Important



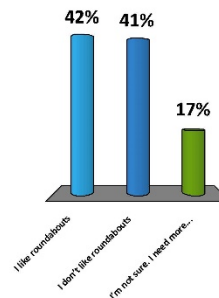
### WHAT STREET COMPONENT IS MOST IMPORTANT TO YOU?

1. Travel lane
2. Bike lane/shoulder
3. Sidewalk
4. On-street parking



### HOW DO YOU FEEL ABOUT ROUNDABOUTS?

1. I like roundabouts
2. I don't like roundabouts
3. I'm not sure. I need more information



Following the warm-up questions, Mr. Kennedy reviewed the types of alternatives that need to be considered including, the No Build, Transportation Systems Management (TSM), and the Build alternatives. Mr. Kennedy noted that the TSM alternative focused on improving the efficiency of the existing traffic signals, while the Build alternatives considered various locations of a new bridge crossing south of Main Street that would serve to align Route 202, as well as options to reconfigure the Main Street/Peterborough Street 5-leg intersection.

At this point, the presentation ended and attendees were asked to move to the three workstations to review the concept plans and to informally speak with study team members. Mr. Kennedy reminded attendees to not only share thoughts and ideas with the consultant team, the NHDOT, and the Advisory Committee members, but to also to discuss the project with other attendees. For the project to be successful, the community needs to come to a consensus on which alternative best meets the community's needs.

The following are a representative sampling of some of the comments expressed by attendees.

#### Main Street Options

- Concerned for children crossing roundabout, consider pedestrian traffic signals at roundabout crosswalks.
- 5-leg roundabout is too big for downtown.
- Lack of convenient parking in downtown is a concern.
- We need to have a pedestrian friendly downtown.
- Roundabout in Manchester, VT is in a downtown area and works well.
- Need to consider school bus travel.
- Owner of Lab & Lager has significant concern with the impact to his business.
- Chamber of Commerce would be concerned if the width of their driveway on Main Street was reduced.
- Concerns with closing Stratton Road and transforming to a 4-leg intersection.
- Concern with how funeral processions would traverse through roundabout.
- Roundabout would be a positive change to existing dog-leg configuration.
- Something needs to be done to encourage businesses to come to downtown.
- Wayfinding signs could help direct customers to store fronts.
- If Stratton Road is closed, consider connection through ballfield parking lot.
- Most locals know to avoid downtown during traffic congested times.
- Can angle parking be provide in downtown?

- Main Street is not user friendly for businesses.
- Need to consider the existing Riverwalk access connection to Blake Street parking lot.
- Open to idea of roundabout, doesn't like current pedestrian accommodations with narrow sidewalks and proximity to traffic, rarely sees other pedestrians in downtown.
- If Stratton Rd is discontinued, consider connecting Blake St by way of Union St. School buses will not be able to turn onto Ellison St. Connecting school directly to Turnpike Road has been considered in the past, but topography is difficult.
- Recreational Town property between Union St. and Blake St. was enhanced with Federal funding, making it difficult to impact with new roadway.
- Would prefer signal over roundabout because it is safer for pedestrians.
- Rail trail gets a lot of use year-round. It's groomed for snowmobiles in the winter.
- Concerned with buses and tractor trailers being able to safely travel through a roundabout.
- Should conduct a field test demonstration of trucks traveling through an equivalent size roundabout. Perhaps in a parking lot with the roundabout laid out using cones.
- Losing Blake St. parking lot would be problematic unless parking can be replaced.

#### River Crossing Alternatives

- Concerned with losing available funding for the project if the town doesn't come to a consensus on workable solution.
- Favors whichever option has the least impact on homes and businesses.
- Why not consider a bypass along railroad corridor?
- Why not consider a river crossing north of downtown?
- Need to consider contamination and groundwater management zones north of Main Street.
- Charlonne Street and Taylor Falls Road intersections currently have a lot of vehicle crashes.
- Many motorists currently travel in the wrong direction on School Street.
- Cournoyer Funeral Home is concerned with potential impacts to their business.
- River Street needs to be upgraded, additional width.
- Should consider one-way loop with Main St. one-way WB, River St. one-way SB, new bridge realigned Route 202 one-way NB.

Traffic Signal Upgrade (Transportation System Management)

- Existing "No Turn on Red" sign is not visible for motorists on River St. NB approach.
- Be sure all signals are ADA compliant.
- Install queue detectors for Main St. left turns.
- Consider restricting Blake St. to one-way SB with possible connection to Union St.
- Need to enforce "No Turn on Red".
- Crosswalks should be perpendicular to sidewalks.
- Signal timing was better a year ago, something happened that changed the timing.
- Reorder North St. pedestrian phase.
- Consider discontinuing Blake Street rather than Stratton Road.

The meeting concluded at approximately 8:30 pm.