



Meeting Notes

Place: Jaffrey Fire Department

Date: May 29, 2018

Notes Taken by: Evan Drew, VHB

Project #: 52457.00

Re: TAC Meeting #6
Jaffrey Route 202 Dogleg
#16307

Advisory Committee Attendees:

Jo Anne Carr, Planning/EDC	Evan Drew, VHB	Don MacIsaac, Citizen
Stephanie Niemela, TEAM Jaffrey	Non-Advisory Committee Attendees	Pat MacIsaac, Citizen
Keith Dupuis, Industrial business/trucking	Bonnie Mitchell, Select Board	John McCarthy, Citizen
Carolyn Garretson, Conservation Commission	Ken Campbell, Citizen	J.B. Mack, SWRPC
Max Mitchell, Chamber of Commerce	Harry Young, Citizen	Frank Mieso, Citizen
Bill Oswalt, Police	Fran McBride, Citizen	
John Peard, Downtown Business(es)	Pam Armstrong, Citizen	
Frank Sterling, Select Board	Bill Raymond, Citizen	
David Reilly, Schools	Martha Raymond, Citizen	
Marty Kennedy, VHB	John Minseer, Citizen	
Victoria Chase, NHDOT	Janet Grant, Citizen	

Mr. Kennedy opened the meeting by first welcoming everyone to the 6th Advisory Committee meeting for the Jaffrey Route 202 Dogleg Study, then proceeded to recap the progress of the study over the last year since the Committee held its first meeting. He also reviewed the schedule moving forward. Mr. Kennedy then proceeded to review the results of the alternatives evaluation.

Regarding the TSM alternative, Mr. Kennedy explained that the results of the evaluation show that although it wouldn't address the long-term problem, there are enhancements to the existing traffic signals that could improve operations in the near-term. VHB has met with the NHDOT Bureau of Traffic, and the Traffic Bureau has agreed to implement signal timing, left-turn flashing yellow arrow, and video camera detection enhancements this summer.

Regarding the Build alternatives, Mr. Kennedy presented an Alternatives Screening summary table noting that the results of the evaluation were presented to the Select Board in March. Mr. Kennedy explained that of the three river crossing alternatives, Alternative 1 (the one closest to Main Street), should be advanced as the Proposed Action because the cost and impacts are substantially less than either Alternatives 2 or 3. Of the four alternatives at the Main Street/Peterborough Street intersection (traffic signal with or without access to Stratton Road, or a roundabout with or without access to Stratton Road), the results show each would operate acceptably, have similar costs and similar relatively minor environmental impacts. All four, however, would result in property impacts. The Select Board agreed the river crossing closest to Main Street is the best alternative and that their preference for traffic control at the Main Street/Peterborough Street intersection is to construct a 5-leg roundabout that maintains access to Stratton Road, but asked VHB and NHDOT to try to reduce the property impacts. Mr. Kennedy indicated that based on input from the

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Select Board, the NHDOT would move to advance Alternative 1 with a 5-leg roundabout. Since the meeting with the Select Board, the team has been refining the Proposed Action in an effort to minimize impacts to properties.

To reduce the number of properties that would need to be acquired on River Street where the new bridge would be constructed, Mr. Kennedy showed a conceptual sketch of a second roundabout. This option would not only reduce the number of properties that would need to be acquired, but it would also serve as a gateway to the downtown - slowing vehicular traffic as motorists approach the downtown. The two-roundabout option would also allow the driveway to the parking area on Blake Street to be limited to right-turn in and right-turn out as motorists would use the roundabouts to reverse direction.

Mr. Kennedy also showed a concept of a roundabout at the Main Street/Peterborough Street intersection that was tighter and as a result avoided impacts to properties on Stratton Road. The tighter roundabout would require truck turn restrictions at Stratton Road. It was noted the option would likely still require the acquisition of the Lab & Lager. Mr. Kennedy noted the possibility of the NHDOT acquiring the Lab & Lager, but leaving enough of the property so that the owner could rebuild on the same parcel - just slightly to the east.

The presentation was followed by an open discussion among the Committee members. The discussion included:

How will the project impact parking in the downtown? Will there be fewer spaces, more spaces, should we introduce angle spaces?

How will the tighter turns at the smaller roundabout impact school bus routes.

We need to consider the connectivity of the recreational trail and how it connects to the crosswalk at Stratton Road and Turnpike Road.

Mr. Kennedy told the Committee that we will plan to spend time at our next meeting on developing and reviewing various options for parking, sidewalks, crosswalks, turning radii, etc.

At this time, non—Advisory Committee attendees of the meeting were provided an opportunity to ask questions or express their thoughts. In general, the comments from the non-Advisory Committee attendees were in favor of the project as proposed and view the proposed plan as a positive for the vitality of the downtown.

The meeting concluded at approximately 10:00 am.