



Meeting Notes

Place: Jaffrey Fire Department
138 Turnpike Road

Date: October 17, 2017

Notes Taken by: Evan Drew

Project #: 52457.00

Re: Jaffrey Route 202 Dogleg
#16307

Public Informational Meeting #1 - Approx. 160 attendees

The meeting began at approximately 6:30 pm with Jaffrey Select Board member Frank Sterling welcoming everyone to the meeting and then proceeding to review the history of the Town's efforts to address the traffic problems along Main Street. He then introduced the NHDOT's consultant project manager Marty Kennedy from VHB.

Mr. Kennedy opened the presentation by stating that it was his hope that attendees would leave tonight's meeting with a clear understanding of the study purpose, how the study will be accomplished, and how members of the public can contribute to the success of the project. He also introduced the study team and noted that the study team has been working closely with an Advisory Committee consisting of Town staff and community representatives from the Chamber of Commerce, Team Jaffrey, Downtown businesses, the Conservation Commission, the Planning Board, the Schools and a citizen-at-large.

After reviewing the project history, Mr. Kennedy presented the project purpose and discussed the public outreach process. He indicated 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.

He noted that the existing configuration of the two traffic signals spaced only 300 feet apart results in left-turn vehicles queuing from one intersection into and through the other. Additionally, the expansive pavement area and long crosswalks at the Peterborough Street/Main Street intersection can be intimidating to pedestrians who need to cross the intersection.

The public outreach effort includes: nine Advisory Committee meetings, three public informational meetings, one final public hearing, four study newsletters, and in addition to the Town's website, the NHDOT has established a project webpage www.nh.gov/dot/projects/jaffrey_16307/index.htm. Mr. Kennedy noted that the next public meeting will use a more informal workshop type format where the public will be able to view the alternatives and discuss the results of the alternative evaluation with the project team.

It was stressed that in addition to the opportunity at tonight's meeting and at future public meetings for the public to ask questions and provide comments, members of the public are encouraged to share their thoughts at any time with VHB project manager Marty Kennedy through email (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. Mr. Kennedy stressed that although the Advisory Committee is not a decision-making committee, the Committee serves as our ears to the community.

2 Bedford Farms Drive
Suite 200
Bedford, NH 03110-6532
P 603.391.3900

Mr. Kennedy proceeded to discuss the study schedule, which calls for:

- Phase 1 Data collection (Spring/Summer 2017)
- Phase 2 Alternatives Evaluation (Fall 2017 through Winter of 2018)
- Phase 3 Environmental Documentation (Spring/Summer 2018)

Mr. Kennedy noted that the team is now just beginning the development and evaluation of alternatives phase of the study and therefore it is important that everyone understand that there is no predetermined proposed solution. A range of alternatives will be developed, evaluated, and presented for discussion at a future public meeting.

Mr. Kennedy then reviewed the traffic data that has been collected including a series of charts depicting the hourly variations along various roadways within the study area. He showed drone video noting the difficulty trucks had maneuvering through the Peterborough Street/Main Street intersection as well as how some pedestrians cross the intersection. He then proceeded to review the environmental resource maps including: wetlands, floodplains, wildlife habitats, groundwater, hazardous materials, cultural resources, public, conservation, and recreational lands.

Having completed a review of the data collection effort, Mr. Kennedy discussed the types of alternatives that need to be considered including:

- No Build
- Transportation Demand Management (TDM)
- Transportation Systems Management (TSM)
- Build Alternatives

Mr. Kennedy also described how the NHDOT has adopted a "context sensitive design" approach to these types of projects, which recognize that how roadways are designed and integrated within a community can have impacts (positive and negative) beyond the roadways transportation function. It is for this reason that in developing the purpose statement, the Advisory Committee provided context to the purpose in that the Town wants to address the traffic congestion and safety deficiencies *while enhancing pedestrian mobility and supporting the quality of life and economic vitality of Jaffrey's downtown.*

At this point the meeting was opened to the public for questions and comments. The meeting was video recorded and is available for viewing on the town's website. The following are a representative sampling of some of the comments expressed by attendees.

- Several individuals voiced concern and opposition to a roundabout alternative. Roundabout concerns included: ability to negotiate with trucks and school busses, and pedestrian safety.
- It was noted that Littleton NH was part of the "Main Street Program" and the improvements it put in place where successful at transforming the Downtown. Jaffrey has an opportunity to do something similar.
- It was noted that it is important that we provide a safer downtown for our children.

- Glad to see that traffic counts were conducted within a wide area because it's important to consider potential impacts to surrounding neighborhood streets. The Town is currently considering "complete streets" improvements to roadways such as Charlonne Street.
- It was asked who makes the decision on which alternative is advanced? Should it go to a town vote?
Response – The purpose of the study is to fully and fairly evaluate a range of alternatives. Ultimately, the NHDOT will decide which alternative, if any, will be advanced to a formal public hearing. That decision will be based on numerous factors including how well the alternative meets the project purpose, the impacts on environmental and cultural resources, project costs, and community support for the proposed action.
- It was suggested that the team should consider the retiming of the existing traffic signals or other minor modifications before advancing other Build alternatives.
Response – The team will evaluate options to improve operations at the existing traffic signals under the Transportation Systems Management (TSM) alternative.
- Some expressed a concern that the solution has been predetermined to be a roundabout.
Response – The team is just now beginning the phase of the study that includes the development and evaluation of alternatives. There is no predetermined solution.

The meeting concluded at approximately 8:30 pm.