

**TOWN OF BEDFORD
HIGHWAY SAFETY COMMITTEE MINUTES
April 24, 2012**

A meeting of the Bedford Highway Safety Committee was held on Tuesday, April 24, 2012, in the Bedford Meeting Room, 10 Meetinghouse Road (BCTV). Present were: John J. Bryfonski (Chief of Police, Chairman), Scott Wiggin (Fire Chief, Vice Chairman), Ken Peterson,(Councilor), Bill Dermody (Alternate Town Councilor), Madonna Lovett Repeta (Resident), Paul Hannan (Alternate Resident) and Anne Wiggin (School Traffic Coordinator) and Jeff Foote (Town Engineer).

The meeting was called to order at 7:15 am. Chief Bryfonski had the committee introduce themselves. Chief Bryfonski stated we do have a quorum.

Approval of Minutes

MOTION by Ken Peterson to accept the minutes of the March 27, 2012 meeting seconded by Madonna Lovett Repeta, motion passed.

Correspondence/Communications

None

Sub Committee Reports

None

Unfinished Business

“No Thru Trucking” Rundlett Hill Rd., Tabled from March 27, 2012

Chief Bryfonski states last month we had a petition that came before us to consider posting Rundlett Hill Rd for “No Thru Trucking” we had some discussion on that centered on the impact of posting that road for “No Thru Trucking” and to determine perhaps through a traffic count the level of commercial traffic that was using that road to the extent that we can do that with highway traffic counters as well as to monitor that road by the police department to determine the level of commercial trucking and the impact if that road were to be posted for “No Thru Trucking”. Before the committee takes up any further discussion as to whether or not there are any folks here from that area that would like to be heard on that matter.

Claude Lamoureux, 65 Rundlett Hill Rd states that petition he started on a Saturday morning and that could explain the number of people that signed that there was no one home or they did not answer the door because I was a little early and then I did not make the effort to keep going back. We are just a little concern with the advent of the Market Basket going down and there is all ready a good number of trucks that use that as a short cut coming from the south side of Goffstown and that portion of Manchester cutting through going to Bedford and picking up 114

or 101, and I think with Market Basket coming in that short cut will be used even more and that is the reason for the petition.

Chief Bryfonski states living on the street do you could you offer an opinion on the types of trucks that cut through are they single straight chassis trucks with tractor trailer units what level of truck traffic did you happen to see?

Mr. Lamoureux states I would say no I would imagine that there is not a whole number of tractor trailer trucks because it is difficult enough because Worthley Rd is not exactly the best road for those trucks to travel as it is a little rough right now. It is more or less the small business trucks that come by at the top of the hill where I am and they come by at a pretty good speed and my section of the road is relatively new and I would like to keep it that way.

Chief Wiggin when you (Mr. Lamoureux) say small trucks realizing “No Thru Trucking” is basically vehicles over 28,000 lbs that is the restriction that is where it is targeting and above so if you say small trucks like landscaping trucks like things of that nature they would not be covered under “No Thru Ordinance”. A 28,000 pound truck is a six wheel commercial truck vehicle not what most landscapers run but it is a commercial vehicle.

Mr. Lamoureux that is basically what I meant by a small truck I don't mean if someone has to work out of the truck and has to do a cut through that is what roads are for. I am talking about van trucks, moving trucks and things of that sort the bigger size not the trailer trucks but the in between.

Chief Bryfonski states for the members and for those listening the police department did conduct the vehicle road count through that area for a period of two weeks March 28 to April 16 and a particular note the class five/six and class seven vehicles. The class five vehicles are listed by the Federal Highway Administration as a two axle six tire single frame which has two rear dual tires; example camping trucks, straight chassis trucks, recreational vehicles and motor homes. Our count showed an average of twelve vehicles a day over that twenty day period for class five vehicles. Class six vehicles is a three axle single unit truck single frame which has three axles again includes straight chassis, commercial vehicles, camping trucks, recreational vehicles, motor homes, utility trucks such as PSNH and trucks of that nature. We showed an average of nine vehicles a day over a twenty day period for a class six trucks. Class seven the larger truck which is a four or more axle single unit truck these could be for example a GMC seventy five hundred utility truck flatbed things of that nature and we showed five vehicles a day using that road during the twenty day period. So the impact for the larger class seven vehicles is rather low. Also making sure that everyone understands the data this is based on vehicle length so it is not exactly precise for example some of the data has to be discarded when two vehicles are passing at the same time it does not give an accurate read on the counter. It seems to be somewhat consistent with Mr. Lamoureux remarks that there is some commercial vehicle traffic it isn't quite high I did take note that last month when we had our meeting I did invite publicly for any of the commercial vehicle carriers to present themselves this month to be heard to see whether or not they have an opinion on posting the road for “No Thru Trucking” and I take note

that there is no one here today for the April meeting. I would like to open this up for discussion for any members.

Chief Wiggin if you do not want to state it publicly maybe you could give us some information after is there a certain industry or contractor that using the road more abusively with over sized trucks and if you have that information we can contact them.

Mr. Lamoureux stated I really did not pay attention we hear the noise they come by and basically that's it, we are just afraid and most of the people that signed with Market Basket coming through the traffic is going to increase and the car traffic is definitely going to increase on that shortcut.

Ken Peterson to Chief Bryfonski I want to clarify class seven truck, although the counter did not measure right that it is an estimate being the size and the length of time it crosses over, the class seven truck are the ones twenty thousand pounds and above that would be our estimate.

Chief Bryfonski yes.

Ken Peterson states that was five a day.

Chief Bryfonski yes five a day.

Ken Peterson states I have found when a resident has enough interest to go out and canvass a neighborhood and confer that at least their perception and perception is reality for many of us that there is a problem with that and that I do agree with Mr. Lamoureux that there will be more traffic coming through there once Market Basket is opened I guess I would ask the Chief if we did make this "No Thru Trucking" to eliminate the twenty eight thousand pound trucks we will be forcing the problem on some other road.

Chief Bryfonski states in that particular area it would it should force that vehicular traffic to use 114 and to use the Donald St and those other areas that are better able to handle that level of traffic. In taking note of Mr. Lamoureux's comment if there are some companies utilizing that road to cut through coming from Goffstown into Bedford to hit 101 and 114 that maybe the case what they are seeing and experiencing.

Chief Wiggin states that if they shut down the possibility of Constance St and Sandstone they could divert down through there and as councilor Peterson states you are moving the problem just one street over. If they are coming from up Worthley Hill to get over there they could cut through another neighborhood just moving the problem. There were only five class seven vehicles some of that could have been home deliveries again propane trucks, oil trucks, commercial deliveries that go to a consumer in that area so they might not be using it as a cut through but a delivery of service of some type.

Mr. Lamoureux states I don't think they would use Sandstone or the other (Constance St) as that would not be a short cut anymore, I'm sure you are familiar with that as it goes down up and around and down in I don't think any trucks would use that. As far as utility trucks and things of

that sort they probably travel the road quite slowly and from the house we would not hear the noise it is relatively those trucks that are using it as a cut through coming in at a pretty good clip speed and they are the ones that make the noise and as far as I am concerned they are the ones and there are children in the area and they do travel at a pretty good clip especially at the top of the hill.

Paul Hannan states wouldn't it be worth while to wait for the date that Market Basket is going to open because decision now made may lock them into something that we don't want as terms of the volume of traffic and the size of trucks that they will be using and we might be back to square one a month after they are open if they are not incorporated to the decisions that are made.

Chief Bryfonski states I do not know when the plan for that construction to begin I understand it has been delayed for some time.

Bill Dermody states they are in the process of building now.

Chief Bryfonski states here again the commercial traffic Market Basket should not impact and that commercial traffic should not be moving up and down the full length of that road again unless there are trucks trying to cut through either into Manchester or going into Goffstown and that is what the petitioners are concerned about that is that very action that is related to vendors servicing any of those commercial properties at the other end that are using those residential streets as a cut through and here again the question is whether or not those streets are designed to handle commercial vehicles of that size in nature and, the concern by the petitioners is that it is not and it probably is not from a commercial vehicle point of view and considering that type of residential neighborhood there.

Bill Dermody to Jeff Foote do you recall the traffic analysis was that was presented to the planning board where the traffic was coming from and how they were going to access Market Basket.

Jeff Foote states I do not I was not part of that discussion.

Chief Bryfonski states he has the notes from April 25 2011 Planning Board minutes concerning the Market Basket and the Donald St round about that commercial vehicles will be using that round about.

Bill Dermody states I wonder if the level of heavy traffic in that area right now is acceptable and the residents concerns is in anticipation with the Market Basket opening. So do we react to anticipation or do we react to data suggest that the traffic is becoming excessive for those roads. I don't know if that traffic that has been reported is out of the ordinary. I think I agree with Paul Hannan that we wait to see when the Market Basket opens if the counts increase.

Chief Bryfonski states the amount of Class VII and Class VI vehicle data was not an excess amount and now that we have the data we can see when the Market Basket opens if it increases in volume.

Chief Wiggin I agree now that we have a data we can benchmark any changes. Also there has been a freight company there for many years (Yellow Freight) and they are very heavy commercial vehicles and actually hauling tandems etc and over the years there have been very little complaints and they go out onto 114. I do agree with Mr. Lamoureux that the vehicle traffic is going to increase however the Thru Trucking would not address any of those.

Mr. Lamoureux states that maybe once the Market Basket construction starts can the area be monitored?

Chief Bryfonski states that I believe based on the data and discussion we are forming a concession and we can monitor the area at various intervals and have the highway safety unit and traffic units on a periodic basis. The volume during that twenty day data information seems to be mostly focused during the commuter hours.

Chief Wiggin states if you happen to see some activity that increases please give us a call and we have a good relationship with a lot of these contractors then we can make suggestions before a counter would be needed.

Ken Peterson states we do not like change and not that you do not have an issue however there will be more traffic as the traffic in my area has increased and has for the whole town and will keep going up and if you can tell us what types of vehicles or companies are coming through we can address the issue.

Chief Bryfonski states I will have one of our community policing officer stop by the construction site make contact with the general contractor and have a discussion to let the vendors and contractors know that they should avoid using commercial vehicles on these residential streets.

Mr. Lamoureux states thank you for your consideration.

Chief Bryfonski states do we have a motion?

Ken Peterson states would you entertain a motion to Table the issue until further data?

Chief Bryfonski we could table or dismiss it so if we table it this will give us further options in the upcoming months to obtain more data.

Madonna Lovett Repeta states wouldn't we put it in the motion that we are tabling it?

Chief Bryfonski we can make a motion to table it then reconsider it at the next months meeting and then continue to follow it based on future data.

Ken Peterson so moved.

Chief Bryfonski states having heard a motion to table the motion for "No Thru Trucking" for further consideration for subsequent Highway Safety Committee Meetings.

Madonna Lovett Repeta made motion to table seconded by Ken Peterson all in favor to table.

New Business

None

Comments or Concerns

Ken Peterson states many times over the years we have talked about Highway Safety Committee expanding and becoming more of a Safety Committee so I would like to mention “The Drug Take Back” which is a drug safety issue coming up this Saturday and that we should let everyone out there know.

Chief Bryfonski states that this Saturday the Bedford Police Department is a site for the Drug Take Back and it is a fantastic event with no questions asked and Chief Bryfonski explained the problems with drugs today.

Chief Bryfonski states the traffic accidents are down for this first quarter of 2012 and are down by ten percent and explained the various warnings and summons etc and that the traffic highway patrol units are out there.

No further comments or concerns

Meeting adjourned at 8:00 am

Submitted by Charlene Robinson