

**TOWN OF BEDFORD
HIGHWAY SAFETY COMMITTEE MINUTES
June 28, 2016**

A meeting of the Bedford Highway Safety Committee (HSC) was held on Tuesday, June 28, 2016 in the Bedford Meeting Room, 10 Meetinghouse Road (BCTV). Present were: John J. Bryfonski (Chief of Police/Chair), Scott Wiggin (Fire Chief/Vice-Chair), Kelleigh Murphy (Councilor), Jerry Gagne (Alternate Resident), Bill Jean (Resident), Madonna Lovett Repeta (Resident), Ken Peterson (Alternate Resident), Jeff Foote (Town Engineer/Assistant Director of Public Works), and Anne Wiggin (School Bus Coordinator) left at 9:10 am.

I. Call to Order 7:15

II. Quorum Count

III. Approval of Minutes from May 24, 2016

MOTION by Madonna Lovett Repeta to accept the minutes of the May 24, 2016 meeting, second Chief Scott Wiggin. Vote taken – Motion Passed – Kelleigh Murphy abstained.

IV. Correspondence/Communications

1. Several email messages have been received regarding the Pilgrim Drive agenda item.

V. Sub Committee Reports

1. Report from VHB regarding Bedford High and McKelvie corridor.

VI. New Business

1. No new Business

VII. Unfinished Business

1. VHB – Intersections Alternatives Assessment of Nashua/County and Liberty Hill/County – Review and recommendation to Town Council

Nashua and County Roads

Robin Bousa Director of Transportation Systems with VHB presented the report/memorandum which is on file. Referring to Nashua and County Road at the schools' driveway, a crash diagram was done to look at the safety and improvements at the intersections. A summary of the crash data from 2010 to March 2016 was reviewed, a total of 12 crashes, which is approximately 2 crashes per year not a very high crash rate when there are a lot of new drivers from the High

School coming to the intersection. 10 out of the 12 crashes were all failure to yield the right of way. 8 out of the 12 crashes happened between the schools' arrival or departure time, 3 personal injuries, no fatalities. 1 pedestrian crash at the cross walk where one vehicle rear ended another vehicle approaching the intersection no pedestrian was involved. There are long delays, people from the side streets are getting frustrated and instead of waiting for the appropriate gap in traffic to pull out or make their turns they are accepting smaller gaps because they probably have been waiting a long time and are frustrated with the traffic. Ms. Bousa reviewed: **Table 1 – Nashua Rd at County Rd and Schools Driveway Operational Analysis Alternatives which is on page 3 and 4 of the report.** Looking at the alternatives, the All-way Stop, Traffic Signal and the Roundabout. The concern with the “All-way Stop” was that the south bound approach had 3 lanes that could promote driver confusion. If all approaches could have 2 lanes this would help with understanding the approach as to who had the right of way to go. Proposing to eliminate the left turn lane coming down on Nashua Rd, some adjustments to the stop bars and the final adjustment is the south east corner by pulling the pavement in a little, right now it is a little bit wide. The right turn from Nashua onto County, what we want the right turn to do is when you come to the intersection is to participate in the All-Way Stop. School traffic is tough to manage and the delays are all down to plus 120 seconds, the queues are being calculated. Instead of the entire burden being placed on County Rd and the schools driveway, it is being shared by everyone who arrives at the intersection; there is substantial improvement during the afternoon peak hour. This has been field tested and was set up by DPW. There were long queues; this is not a perfect solution. The queues were longer than what we calculated in the software, but the delays were about the same. The intersection operated similar to a round-a-bout where the queues weren't just standing and waiting; it just kept on moving, this helped to minimize driver frustration. There were no near misses, it did not interrupt the way the cross walk; overall it was an improvement of the existing situation.

John Bryfonski: With the Police Department (PD) monitoring of the intersection there are circumstances when the traffic around the school campus inhibits the flow at the intersection and is a contributing factor. It appears this is a much safer approach from both Nashua and County. The Police Department observations were consistent with the data; the queues were about the same and on occasion traffic seemed to flow better.

Ms. Bousa: Second alternative is a “Signalized Intersection”; the volume warrant must be met. We would recommend to eliminate the right turn lane into the High School to meet the volume warrant (data was reviewed). We would relocate the crosswalk to the signalized intersection and there would be concern if the students would use the crosswalk once moved.

Third alternative “Single Lane Roundabout” 120 foot diameter similar to the one at Meetinghouse Rd, it would operate similar to the “All Way Stop” where everyone would have to yield as they approach the intersection. There would be some minor widening to accommodate the radius to exceed with the existing pavement limit. We would work with the 3 corners of the intersection that the town has access to. In the south east corner there is a private residence and no widening would be done there. The crosswalk would be located a little bit down not as far as the signalized intersection. The results of the existing conditions are better.

The “All Way Stop” as presented in the plan would cost approximately \$6000. You could also add on oversized stops signs or stop signs with solar flashing LED and or rapid flashing beacons at the pedestrian crossing.

Signalization with minor geometric and pedestrian modifications would cost approximately \$250,000.

The Roundabout with minor pedestrian modifications would cost approximately \$330,000. Hard engineering would need to be done to get an estimate on the utility relocation.

Jerry Gagne: On the signalized intersection does that provide a gap on the school property for the school buses to clear so that there would be room for future modifications to allow traffic to get on the school property.

Ms. Bousa: Yes, it will be timed for the school hours and also for different times of the day and peak hours.

Jerry Gagne: The problem seems there is back up on school property; with a signalized intersection that would allow some of the traffic to clear.

Ms. Bousa: This has been addressed with Jeff Foote and Mr. Magee; once traffic has backed up at the intersection not much can be done until it is cleared up.

Ken Peterson to Ms. Bousa: Notwithstanding the cost, which of the 3 options professionally would you recommend?

Ms. Bousa: The All Way Stop is a good interim solution; ultimately the round-about would be a good long term solution.

Chief Bryfonski: The radius of the round-about would be 125 feet, which is similar to the roundabout at Meetinghouse, and should accommodate all the busses and emergency vehicles.

Chief Wiggin: Referring to the Meetinghouse Rd rotary what is the impact or the volume of traffic at the high school compared to the Meetinghouse Rd rotary, is there a similarity in processing.

Ms. Bousa: The school demand is unique in itself. I can't say that the round-about will work the same as the volume demand as it is very different.

Chief Bryfonski: The recent volume at Meetinghouse was about 8,400 cars a day. As noted by Ms. Bousa, the intersection review at the High School indicated approximately 600-700 cars transit the intersection in 20-30 minutes, which we do not see at Meetinghouse. The volume is greater at Meetinghouse over an average day; however, the peak volume at the High School for about 20-30 minutes is much greater.

Chief Wiggin: Outside the school traffic is it less than Meetinghouse Rd.

Jeff Foote: Yes.

Ms. Bousa: Overall the course of the day is shorter.

Chief Wiggin: What would have to be done to the turning lane for an alternate permanent 4-way stop?

Ms.: Bousa: We propose just striping it. An island can be put in; however we try to avoid standalone islands because DPW doesn't like them for plowing purposes. If you want to do an enhancement you can include some sort of refuge in the island for pedestrian crossing.

Chief Bryfonski to Jeff Foote: If we were to re-stripe; would it bring the intersection into better alignment in a 4-way stop condition.

Jeff Foote: The alignment now is appropriate.

Chief Bryfonski: Yes, it is appropriate, but in terms of moving the lanes around.

Jeff Foote: To restripe it, it is not a big exercise, the refuge area is important.

Ms. Bousa: The south bound approach will mirror the north bound approach geometry and the alignment of the 3 lanes is already there.

Chief Wiggin to Jeff Foote: Referring to the refuge you would want an island versus striping if you had to stage people there.

Jeff Foote: Exactly, everything comes to cost. I would rather see a raised island there with curbing.

Jerry Gagne: What is the possibility of striping the right turn lane, would this become a drop off area where people would think this is a convenient place to pull over and drop off the kids?

Ms. Bousa: Under the signalized alternative we would be moving the curb so this could not happen.

Liberty Hill Road at County Road

Ms. Bousa: Unlike the High School intersection, there were 29 crashes over the 6 year period, roughly 5 per year. This is the level when something needs to be done, because first responders are there almost every other month responding to a crash at this location. 25 out of the 29 are failure to yield the right of way. 9 out of the 29 occurred during the morning school hours or at the afternoon release hours.

Operational Analysis Alternatives page 8 of the report was reviewed. Two alternatives were looked into, the All-Way Stop and the round-about. Signalization was not looked into because

the volume is just not high enough to consider. Regarding the All-Way Stop, looking at relocating the stop bars; no geometric changes to the lane use, single lane at each approach, based on the demands, that is all that is needed. We are recommending relocating the crosswalk bringing it closer to the intersection. Liberty Hill in the morning is experiencing delays particularly from the north bound approach. The afternoon is shared by both County and Liberty Hill are experiencing some delays. The greatest impact occurred on the Liberty Hill Rd north bound approach. A rolling queue did not frustrate the drivers. With the field test, the crosswalk was in its current location. For the test we had to place a stop sign there, which is really far back from the intersection. When everything is moved closer to the intersection, I believe some of this queuing and some of the delays go down a little bit.

As for the Roundabout alternative, this one is 110 ft. diameter, single lane from each approach, relocating the crosswalk a little further south to get it into the splinter island. The pavement constraint here is very small, a single lane approaching the intersection from each direction. All 4 corners of the intersection exceeds the pavement limits which means there could be some impact to private properties in order to accommodate a round-about. Operations here are good for the round-about. Depending on the time of day, Liberty Hill or County Rd is the main line, it all depends on the time of day, and there is no set road that should be the main line or have the stop sign. So doing a round-about or an All Way Stop can help manage the travel demands.

The cost with the modification to the crosswalk for an All-Way Stop is approximately \$7000; the oversized stop signs with Solar Flashing LED add another \$10,000.

For the Roundabout, the cost is approximately \$260,000, which does not include right of way cost or the relocation of the utilities.

Ken Peterson to Ms. Bousa: Notwithstanding cost what would be your recommendation?

Ms. Bousa: The round-about would work really well here; the All Way Stop is a good interim solution.

Ken Peterson to Ms. Bousa: You keep saying interim solution it sounds like you are implying in both cases the 4-Way Stop is a good interim solution but the final solution would be round-about(s) for both places.

Ms. Bousa: I don't know what traffic changes are going to happen. If something came on line to change the traffic volume, the interim 4-Way Stop may change the operations. Working in this town for about 20 years, we have not seen a lot of residential growth in this area. There was a big surge of traffic once the High School/Middle School came in. The All-Way Stops do tend to work; they do improve the safety and take the burden off the side streets. The round-about would really be a great solution for this location.

Ms. Murphy to Ms. Bousa: Based on the tables with the grading associated for the proposed round-about(s) for Liberty Hill and Nashua Rd intersections, it appears that a round-about would be more effective in the Liberty Hill area more than the Nashua Rd area.

Ms.Bousa: Yes, that is correct.

Jerry Gagne to Jeff Foote: Could these round-about(s) at both intersections be constructed upon completion with the school year and be reopened for the following school year?

Jeff Foote: Per Ms. Bousa's comment that Liberty Hill/County Rd there will be some private takings and it could take 6-8 weeks to complete the round-about.

Bill Jean to Ms. Bousa: The cost for the round-about at Liberty Hill does it include any takings?

Ms. Bousa: It does not include any takings and the final engineering is not included.

Chief Wiggin: If going with the round-about or the 4-way stop if impediment of traffic stacking up at the school either or solutions are going to be compromised.

Ms. Bousa: Referring to the map, in the afternoon at County Rd cars want to get into McKelvie School; there was just not enough storage to accommodate every one that wanted to do a pickup which caused 2-3 cars parked along the edge of the travel way which did impede the operations.

Chief Wiggin: No matter what method you would still have some conflict if not resolved.

Ms. Bousa: With the round-about the traffic really needs to be moved out of the way. Approximately 75 more feet of storage is needed. I met with Mr. Magee to discuss the circulation of the traffic and to observe the 4-way stop as to what happens on a regular basis.

Chief Wiggin to Ms. Bousa: The south bound traffic on Liberty Hill Rd is the queuing causing a conflict with the Gault Rd intersection.

Ms. Bousa: No.

Chief Bryfonski to Ms. Bousa: Is the entrance into McKelvie closest to the intersection the problem? Prior to the 4-way stop experimentation there was congestion with vehicles attempting to get onto campus stacked back into the intersection that caused grid-lock; therefore, it's critical to improve on campus flow.

Ms. Bousa: That is correct.

Chief Wiggin: Is there funding in this year's budget to maintain the current stop signs (removing the cones and to have permanent stripping).

Jeff Foote: They are in place now and yes it can be done.

Superintendent Magee: [Thanked the Committee and Ms. Bousa for this test plan.] This has been an improvement to the flow of traffic and we will be working with Ms. Bousa to get the 75 feet that is needed.

Jim Scanlon: 16 year resident of Jefferson Rd. feels that the round-about on Nashua Rd is the best solution because the 4-way stop people can still go through. The area at McKelvie is more intense of problems as to the campus inadequacy. Thanked VHB/Robin Bousa for her report which was very reliable and effective.

Ken Peterson to Counselor Murphy: When the road bond was passed it was very specific only for roads no buildings; would either of the 2 bonds be available for round-about(s).

Councilor Murphy: It is my understanding that the specific exclusion on the bond was for sidewalk work as for my non personal expert opinion it would appear that this could fall under the road bond.

Town Manager Rick Sawyer: I agree with Ms. Murphy's statement that the council would have the ability to allocate the road bond to these road projects if they choose to. Every quarter the town council does review the road program and they could look into this.

Councilor Murphy to Mr. Peterson: I do worry about money as I do have to vote on this at the Town Council. I am not opposed on spending money for safety concerns but every dollar we spend on the round-about is a dollar we take away from the road work that we promised the residents that we said would be completed.

Ken Peterson: As presented to us the interim answer is the 4-way stop. I think it works better then with the 2-way stop. The ultimate solution is a round-about; people think this flows better as they know they will keep going whereas the stop sign is stop and go. I suggest the interim 4-way stop sign then suggest to the Town Council the ultimate solution is the round-about.

Chief Wiggin to Mr. Foote: Would anything be done with the safety cones that are at the intersection now prior to winter or just do the striping or leave as is?

Jeff Foote: Depends on the funding. The school is funding the sidewalk by the High School. If there is an opportunity to add some curbing would be this summer. Yes, we definitely need to remove the cones before winter and we can do this by introducing some curbing and raising the island to improve the safety.

Councilor Murphy to Ms. Bousa: Referring to the presentation and the different scenarios; what would the readings be by grade at the intersection morning and afternoon either with the stop sign, stop sign enhancements, signalization and or the round-about? It doesn't appear to be that much more of an advantage.

Ms. Bousa: Yes; we cannot build an intersection to accommodate school traffic for the peak times. There are pros and cons for the alternative and we have to try to manage the flow. This is the best solution for this location.

Chief Bryfonski: The PD closely monitored the intersection when we modeled the 4-way stops to determine whether there would be any significant impediment or improvement. The results indicated the intersection seemed to flow better. From the PD's observation the intersection

(Nashua/County) seemed to work well with the temporary 4-way stop. Also, the 4-way stop alleviates the need to have a police officer to direct the traffic at the intersection.

Motion by Madonna Lovett Repeta we send to the Town Council that they consider a 4-way signalized stop signs at County Rd and Nashua Rd. and would urge the Town Council to consider putting some oversized stop signs with flashing lights and the flashing beacons for the crosswalk also to include curbing for the crosswalk in the middle.

Chief Bryfonski: We have a motion for the Committee to recommend to the Bedford Town Council move to make the intersection at Nashua Rd and County Rd a 4-way/all way stop intersection and the 4-way stop intersection include oversized stop signs, a flashing beacon for the crosswalk and a raised paved median island refuge area for pedestrians and include flashing LED stop signs contingent upon cost.

Seconded by Bill Jean

Chief Wiggan: Depending on the funding for the LED signs would we still go with current setup other than leaving the island and no doing this all at once?

Madonna Lovett Repeta: I think we should prioritize this if the funding is not there.

Jeff Foote: We are not worried about money at this point, let's put the motion forward have the Town Manger review.

Councilor Murphy: The motion that was made does that include the island preference?

Chief Bryfonski: Yes, the raised paved median.

Jeff Foote: A raised island.

Bill Jean: Will the existing condition temporarily remain in place until a permanent 4-way.

Chief Bryfonski amended motion to recommend to the Bedford Town Council to install an all way/4way stop condition intersection control at Nashua Rd. and County Rd. that would include a raised paved median and oversized LED stop sign contingent upon availability of funding. Flashing beacon for the crosswalk contingent upon availability of funding. The temporary all way stop condition continue until the permanent all way stop condition is put in place.

Bill Jean: Accepted

Jeff Foote: The 4-way stop once we move beyond the temporary condition will be permanent, not a long term interim solution.

Chief Bryfonski: Unless there is a discussion to amend it to further recommend to continue the study of a round-about. We need to vote on this motion or amend the current one.

Jeff Foote: The 4-way stop that we are proposing is the most cost effective at this point and every vehicle is stopping. The round-about has a lot of indirect cost and approximately 95 percent of the time traffic flow where there is a slow and go type and while there is a real up front cost, the long term solution for the community is really a round-about for efficiency and safety. Long term for the community is the round-about and the best alternative and a financial obligation. I would ask the committee to consider having the 4-way at the High School long term interim solution until funds are available at some point.

Jerry Gagne: I agree with Jeff. The difficulty is if you cannot clear the intersection because of internal problems and school busses on a round-about take up a good portion of the circle then you are backing a 4-way stop condition then vehicles cannot clear until the busses are gone through it will make it difficult for people to maneuver through the Roundabout.

Chief Bryfonski: Referring to Jeff Foote's comment that for 95-97% of the time the intersection flows rather freely and that a 4-way stop condition impedes that natural flow of traffic and the round-about would improve safety as well as continue the traffic flow; slow it down and control it better. With the exception that the possibility with a round-about condition that busses could stack up and be gridlocked. We have stacking on campus that encroaches into the intersection that certainly impedes south bound Nashua Rd flow in the morning and to some extent north bound on Nashua Rd turning left. Until the school fixes the problem, this will continue. As to what Jerry Gagne said with a round-about, there would be congestion and gridlock with busses and vehicles under this condition.

Jerry Gagne: As to what Jeff Foote says as a long term permanent solution once the internal problems have been corrected so the flow on the property is better and the round-about becomes more viable alternative and the short term/long term temporary solution of a 4-way stop is a better solution right now and we should not make it that the round-about is totally of the table.

Councilor Murphy: In my opinion voting on a 4-way stop or some sort of a different approach is taking the round-about off the table forever. If it wasn't working or effective, this committee can revisit the situation and make a different recommendation to the town council.

Ken Peterson: I believe we are all in agreement that the round-about is the best solution.

Councilor Murphy: Is not in agreement.

Ken Peterson: Maybe a second recommendation to the Council to consider advancing some funds for further investigation on the engineering and identifying the cost.

Councilor Murphy: It could be done in 2 separate versions.

Chief Bryfonski: What we vote on now is the current motion that we have before us and if there is a second motion with respect to a long term solution with a recommendation to the Council for a round-about we could entertain that as well. Any further discussion on the motion that is before us with respect to recommending to the Town Council that Nashua and County Rd

become a 4-way stop intersection with raised paved median with oversized stop LED's stop signs with flashing beacon for the crosswalk contingent upon funding for the additional items.

All in favor – motion passed.

Chief Bryfonski: Is there a second motion to make a further recommendation concerning round-about?

Bill Jean: Should we make a motion today or keep it on the table. I agree we should give it further consideration for a round-about.

Chief Bryfonski: We can note in the transmittal letter to the Town Council that the evidence shows a round-about is the best alternative solution and recommend that there be further study.

Madonna Lovett Repeta: We should send a second recommendation to the Town Council whether we need additional study since the round-about is the ideal situation?

Chief Bryfonski: Perhaps it is not necessary to move forward with a motion. We need to come to a consensus as to what the letter includes; that the study did indicate a round-about was the preferred long term solution and that the Council should continue to study this in the future.

We do have a motion that did recommend the 4-way stop. We can add to the language that based on the study that was presented to this committee a long term solution in the future should be a round-about. This can be added to the letter.

Liberty Hill & County Rd

Ken Peterson: This intersection is different whereas Liberty Hill, to a certain degree, is a feeder route; there is a lot of traffic that heads down Liberty Hill in the morning. Now that school is out, there is a lot less traffic and I've noticed that people are not coming to a complete stop and some cars going right through following the car in front of them. I do think the 4-way stop is an interim solution, hopefully, a shorter interim solution. This is definitely a place for a round-about.

Councilor Murphy: [Agrees with Mr. Peterson.] Based upon the study results that show a round-about in this location would improve all conditions; it remains a perfect scenario where a round-about would work.

Chief Bryfonski: The PD's data indicated a high number of crashes at this location due to speed. Vehicles do move a lot faster than the posted speed limit on Liberty Hill Road. If the committee recommends and the Town Council accepts the 4-way stop with a shorter interim period for a round-about, once the intersection is incorporated into the ordinance for a 4-way stop we will have law enforcement present to make sure they come to a complete stop.

Chief Wiggin: Last week at the 4-way stop there was an accident with injury, 4-way stops do not eliminate accidents but can reduce the severity.

Motion by Councilor Murphy that the Highway Safety Committee recommend to the Town Council with the current 4-way stop be kept in place as an interim measure with a round-about being installed at that intersection subject to funding.

Chief Bryfonski: Would we also include contingent upon funding the oversized stop signs or LED signs? There was a recommendation from the engineer to relocate the stop bars and the crosswalk as well.

Councilor Murphy: If that is the case I would recommend that as well. I would suggest a vote to spend the money to put the round-about in as a primary measure and then if that would fail, put in the stop signs with flashing lights.

Chief Bryfonski: The motion would be to recommend to the Town Council to retain the 4-way stop at Liberty Hill and County with a round-about subject to funding as a permanent solution and if that fails to revisit the additional LED stop signs at the 4-way intersection – Seconded – Bill Jean.

Madonna Lovett Repeta: What about the crosswalks do they have to be moved?

Jeff Foote: They both need to be relocated.

Chief Bryfonski: Consistent with the engineer's recommendations

All in favor – motion passed.

2. Pilgrim Drive – speeding traffic an related issues

Chief Bryfonski: At the last HSC meeting, the committee requested DPW and the PD review Pilgrim Dr to determine whether or if stop signs could be erected and if it would be appropriate for a traffic calming or slowing effect. The review by DPW and the PD resulted in a further study recommended by VHB to conduct an inclinometer test to determine if the current 30 mph speed limit on Pilgrim is excessive due to the curves on the road. The test conducted at 25 mph fell resulted in values that were within the excepted rage at that speed (25 MPH).

Robin Bousa with VHB: A digital inclinometer test measures the degree of deflection in the roadway. At the 30 mph speed limit the inclinometer actually did exceed the acceptable degree of deflection in the roadway. If driving at the speed limit a lot of friction can be felt going around the curves. Driving over the speed limit of 35 mph you are out of the range of a safe deflection. 25 mph is the safe zone. When reducing the speed limit in a neighborhood it just cannot be done, it needs to be based on data. This particular case the roadway is short enough and there is enough curvature in the roadway that the entire roadway just not the curves can be posted 25 mph to be in the acceptable range.

Jerry Gagne: Was it just the one severe curve on Pilgrim that forced the inclinometer.

Ms. Bousa: It was 2 curves.

Chief Bryfonski: Several email messages have been received and forwarded to the committee members regarding some of the resident's views concerning stop signs or a change in the speed limit. A radar speed sign, which is used in Exeter, has been presented to the committee for review as well.

Maria Tomolonis 53 Pilgrim Dr: Some of the neighbors were not able to stay for the whole meeting and had to leave. Many of the neighbors are concerned with this and some do not agree that this is a problem. Newer neighbors and some of the older residents on the street are concerned that this is a problem and feel that it is getting worse. There are a considerable number of cars driving through on a daily basis, which was proven by the study done last year. About 14% was driving above the posted speed limit 30 mph and the inclinometer does support the idea of dropping the posted speed limit. There are a good number of cars going through at a speed that is unsafe. With the construction that will be starting on 101 will impact the number of cars coming through as they will use it as a cut through and they are unfamiliar with the road. There are 3 obstructed views on the road; one heading from Meetinghouse towards 101 going up a hill, if anyone is parked on the side of the hill going up and if you need to go around them you cannot see if anyone is coming towards you. There is a curve near Heritage, which the inclinometer might as suggested for a speed reduction. The study did support the degree of the curve and taking the curve. The major concern is not just the speed it is also the view around the corners and up the hill. If going around someone walking on the side of the road there is danger of hitting someone coming from the other direction or the walker, bike rider or child on the side of the road by getting too close to them. There has been several times pushing a stroller that I needed to jump off the side of the road. My children have experienced several times that they unsafe around the curves. The issue is not just the speed it's also you cannot see around the corners and people are unprepared to react if some is on the side of the road or if someone is coming from the other direction. Continued police presence and the new sign that was put up recently have made a difference; it's costly to have police presence and it is a waste of resources. There is reluctance to use stop signs for speed measures and after looking into the Federal Regulatory Guidelines they don't suggest using stop signs for speed control measures, they do support the use of them for obstructed views. Notices were sent out to the neighbors regarding the concerns and making them aware that this meeting would be taking place. One response was received and that they were unhappy with the suggestions of stop signs as they felt it would clutter up the neighborhood. We realize that speed is a global issue. We are simply asking for a couple of stop signs to slow people down around areas where they cannot see, the propose changes to 101 is going to affect our neighborhood and we ask this committee to act proactively now prior to it becoming a problem once the 101 construction does happen.

Everett Baker 70 Pilgrim Dr: Is here for himself and behalf of his mother who cannot attend. Has lived here since the age of one and has enjoyed riding bikes, waking to friends' houses and enjoyed playing street hockey in the neighborhood. In the 20 years I have never once feared for my safety on the streets. There are 46 homes on Meetinghouse Common and all would be directly impacted. Counting Colonial and Shaw Dr there are 81 houses that use Pilgrim Dr as an access point. Changes to these roads would wrongly impact these families and not provide them

much benefit. Being in the neighborhood many years has never had a problem negotiating the road at the current speed limits including the curves being considered for a lower speed limit. There will always be some that disobey the law, that being speeding, texting or driving in the neighborhood unsafely. On occasion at night I have heard a car I assume at a higher rate of speed of possibly 50 mph or more and it was obvious that the driver had no intention of slowing down much less stopping for any stop signs. A lower speed limit would not make a driver a better driver considering the way some of them drive. There would always be those that drive unsafely and violate the law. I am strongly against the proposed stop signs and speed limit changes in our neighborhood because they would negatively impact those that live there without much tangible benefit. As taught as a child you cannot legislate your way to safety and expect others to take care of you; you need to be responsible for yourself and teach your children and family to do the same.

Betsy Danes 38 Pilgrim Dr: 70 Pilgrim Dr. [Was the person that Ms. Tomolonis was speaking about the letter that was received that she was vehemently opposed to having any kind of signage to clutter the neighborhood and Ms. Danes found the letter offensive. Ms. Danes sent out a letter to all Pilgrim Dr residents urging them to write to the chief whether they agreed or were in dissent.] I have received letters of support from resident who has lived there longer than 20 years and they feel this is a problem.

Steven Baker 70 Pilgrim Dr: Lived in Bedford 30 years and at 70 Pilgrim Dr for the last 20 years. I suggest that the proposed stop signs and the speed reduction would not be effective measures. Stop signs would create more dangerous situations and would not affect the speed in which the people enter the curve in question, it could cause faster drivers trying to make up for lost time. People would be doing rolling stops or no stops when they realize no one is coming from Pilgrim Dr off to Puritan. Other than the legal implication the only other reason someone would stop at the intersection if there was traffic coming off of Puritan onto Pilgrim. This would be like a non-existing stop sign and create a more dangerous situation. Being in the vicinity of one of the Puritan/Pilgrim intersection I would not want to be subjected to the additional noise pollution and increased carbon emissions from every vehicle restarting from a standstill especially with all the trucks and service vehicles that travel on the streets. A speed reduction probably would not be effective because the signs are peripheral to the area of concern and people going over 30 mph will also go over 25 mph. Reduce speed to 25 mph on either side to the curve in question. This would have the most positive impact on the recorded speeding issues on this curve and the least negative impact neighborhood wide.

Ken Peterson: Thanked those that presented their cases to the committee. Question to Chief Bryfonski – is it illegal to park on the travel portion of the highway.

Chief Bryfonski: It is not unless it impedes traffic flow. This particular road is not posted for no-parking so technically parking on the street is legal as long as it does not impede the flow of traffic; however, there are a number of landscapers that park on the road.

Ken Peterson: There is one particular curve; could that be posted no parking or should that be an issue that the residents can call the PD if a vehicle is parked there as it is impeding traffic as you are coming a blind corner.

Chief Bryfonski: We do respond and accept the calls.

Chief Wiggin: We deal with a lot of various data and the technical data that the inclinometer was showing some speed issues that we cannot dispute, I would suggest posting the speed limit 25 mph on the entrance off of Meetinghouse Rd and whether it is by Colonial or in that general area to see how it does with the proper enforcement.

Ken Peterson: If there was a sign specifically for that curve would that be more effective than making a speed limit sign for the entire length of the road would it help to slow the traffic.

Chief Bryfonski: I do not have any data as to whether cautionary signs are effective or not.

Jerry Gagne: Referring to Ms. Bousa; there are 2 curves that have shown up on the inclinometer so we would have to deal with the entire road.

Chief Wiggin: I suggest the entrance off 101 and Meetinghouse it would be covering that whole section of the road.

Chief Bryfonski: As noted in the previous meeting, while driving on this road frequently I believe when Pilgrim Dr and the development was constructed it was the intent to use these curves to slow traffic. There is limited space to walk; it is a cut through street and likely to be more of a cut through when 101 construction begins. A reduction in the speed limit, were this committee were to recommend to the Council and they were to adopt it, would allow the police to cite more operators at speeds that approach the dangerous level on Pilgrim.

Chief Wiggin: There is existing signage that says 30 so we would be replacing the signage to 25 and not adding additional signage.

Bill Jean: Based on the data and recommendation from the consultants I believe the motion should support the reduction in speed limit to 25 mph for the entire length.

Motion by Bill Jean to make the speed limit along the entire length of Pilgrim 25 mph.

Chief Bryfonski: There is a motion by Bill Jean to recommend that the posted speed limit be reduced on Pilgrim Dr. from 30 mph to 25 mph – Seconded by Kelleigh Murphy – All in Favor - Motion Passed.

Ken Peterson: To the residents that this is a recommendation that goes to the Town Council and the Town Council makes the decision as to what the speed limit is in the Town.

Chief Bryfonski: There is an attachment regarding a radar speed sign for the committees review and it could be forwarded to the Town Manager, DPW and the Council to consider along with the LED stop signs. One sign is \$1900 or \$2000 and the other sign was \$2600.

Jeff Foote: We have purchased the school Solar Panel for Memorial at that was \$4000 so regarding Chief Bryfonski's comment the fee might just materials only not the installation, this is a speed limit sign not a stop sign.

Chief Bryfonski: This is a radar speed limit sign. There is a speed limit sign posted at 25 and the radar speed limit sign will be below and would indicate the speed of the vehicle approaching the sign. It would flash red if the vehicle was operating in excess of the speed limit.

Councilor Murphy: It seems like a great idea, my concern is parents might be asking for a radar speed sign in their neighborhood at this cost.

Chief Bryfonski: This is a valid point. The town in any situation would have to look at the contextual nature of the situation. This situation involves a cut through street and with the construction of 101, cut-through traffic will likely increase. Other neighborhoods have limited traffic flow where this neighborhood has some substantial additional traffic.

Councilor Murphy: How many cut through streets are there off of 101 that could potentially be impact by the 101 construction.

Jeff Foote: These signs are very mobile and can be used in different locations.

Chief Bryfonski: The motion passed with the speed limit reduction; this would be if the committee would reach consensus to offer to the Town to consider a mobile radar sign to be used.

Councilor Murphy: If they are mobile, I am in favor of the recommendation.

Ken Peterson: Mobile is it on wheels or does it need to be planted in the ground

Jeff Foote: We would have to get dig safe, it has a box type post planted into the ground and locked.

Chief Bryfonski: The speed limit sign stays; the radar portion is detachable/either or.

VIII. Comments or Concerns

Madonna Lovett Repeta: When on 101 there is always someone trying to turn left from 101 to Old Bedford Way at that triangle, more signage is needed or something.

Chief Bryfonski: It is a very small sign and the median is not visually effective in deterring operators from making the illegal left turn. A traffic officer was there 2 days ago and in a span of 10-15 minutes stopped 7 vehicles making the illegal left turn. The median was ill-designed and constructed and no amount of signage will make much more of an impact unless the median changes. I am not sure if there has been any consideration to changing the median with the 101 improvement.

Madonna Lovett Repeta: Now what is being done because of the triangle it is difficult to make the left turn and vehicles are almost into the oncoming traffic to make that left hand turn this is more of an impediment and more dangerous then what it was.

Chief Wiggin to Jeff Foote: When work was being done on Old Bedford Way there was a sign by Colonial Dr, if we could have a reader board say “No left turn onto Old Bedford Way”.

Jeff Foote: The sign might have been removed so there is no indication that there is a road on the left. I believe there are 2 signs, one on the shoulder and one on the island.

Chief Bryfonski: The concern is valid; the median is there to stop traffic from making a left hand turn and it is not very effective. We could make a recommendation to have DPW talk to the state to make a larger sign.

Jeff Foote: Starting the of week of July 4 beginning Tuesday on South River Rd the Town and contractor will be paving South River Rd from the Manchester line to Target and Lowes intersection with significant delays.

Meeting adjourned 9:15 am
Respectfully submitted
Charlene T. Robinson