



**TOWN OF BEDFORD
HIGHWAY SAFETY COMMITTEE MEETING
MINUTES**

MARCH 28, 2023

A meeting of the Bedford Highway Safety Committee (HSC) was held on Tuesday, March 28, 2023, in the Bedford Meeting Room, 10 Meetinghouse Road (BCTV). Present were John J. Bryfonski (Chief of Police/Chair), Scott Hunter (Fire Chief/Vice Chair), Jeff Foote (Director Department of Public Works), Lori Radke (Town Council), Bill Jean (Resident), Ken Peterson (Resident), Jerry Gagne (Alternate Resident), Ted Kitsis (Alternate Resident) and Anne Wiggin (School Transportation Coordinator). Absent Phil Greazzo (Alternate Town Council).

I. Call to Order: 7:15 A.M.

II. Quorum Count: 9

III. Approval of Minutes – October 25, 2022

Motion by Mr. Jean to accept the October 25, 2022, meeting minutes, **seconded** by Ken Peterson Vote taken – **Motion Passed. Abstention: Lori Radke**

IV. Organizational Meeting

Motion by Ken Peterson to nominate Chief Bryfonski as Chair and Chief Hunter as Vice Chair, **seconded** by Lori Radke Vote **taken – Motion Passed**

V. Correspondence/Communications: None to report

VI. Sub Committee Reports: None to report.

VII. Unfinished Business Updates

VIII. New Business

Unfinished Business Updates:

A. Request for a Stop Sign at Swan Ave/Johnson Streets

On September 15, 2022, Ms. Melanie Ordway (mordway7@comcast.net) contacted the Highway Safety Committee (HSC) secretary, Ms. Robinson, to request a stop sign at the intersection of Swan Ave and Johnson.

An application for a sign was subsequently submitted by Ms. Ordway indicating operators do not yield before turning from Johnson onto Swan resulting in near miss

collisions some of which resulted in her taking evasive action to avoid a collision and requests the HSC recommend a stop sign on Johnson at Swan.

Currently, there is no stop required on Johnson at Swan.

Status: As you know, at our last meeting on September 27th the Highway Safety Committee tabled the request for the stop sign at Swan and Johnson pending a site review.

UPDATE: The site review was conducted on October 13, 2022, by members of the Highway Safety Committee, DPW and Police Department. Observations made by the Police Department representative indicated traffic from Johnson had an obstructed view of southbound traffic on Swan due to a large tree, rock wall with fencing on top as well as vehicle parked on the northbound side of the road. The initial option was to speak with the residents at 27 Swan. SGT Robert G. Lavoie, Bedford Police, met with the resident at 27 Swan who was receptive to moving the vehicles and to request family members park north of the driveway or on Johnson St. The resident also told SGT Lavoie the unregistered vehicle would be moved that day. Additionally, the resident told SGT Lavoie they were in the process of removing the fencing and overgrowth from the front yard at 27 Swan, which would improve sight distance.

The follow up review of the area by SGT Lavoie conducted on March 12 found the following:

- SGT Lavoie drove by Johnson and Swan and observed the fence is still up with vines growing through it.
- Vehicles are still parked on the wrong side of the street, but have moved up from the intersection. Photos on file.

Director Foote: I have been out to the site several times and I'm not sure if this area would meet an audit by NH DOT or Southern NH Planning to introduce any traffic control measures.

Mr. Peterson: What about the large tree that was mentioned at the last meeting?

Director Foote: The tree is on private property. I did leave my business card but have not received a response from the owner. There is no history of collisions in this area, and it is a very low volume road.

Mr. Kitsis: If the state were to do a road safety audit one of the low-cost recommendations would be to clear the brush and remove any site distance debris before more costly alternatives.

Motion by Chief Bryfonski that the HSC table this matter again, in lieu of members of the Police Department, DPW and the Town Manager's office meeting with effected homeowners that may have obstructions on their property that would improve the safety of the area at this

particular intersection in question. **Seconded** by Director Foote – **Vote taken – all in favor motion passed.**

New Business:

A. Safety Concerns Meadow/Wallace Rds.

On November 10, 2022, Mr. Art Douglas sent an email to the HSC secretary regarding the safety of the intersection of Wallace at Meadow.

Specifically, Mr. Douglas stated, he was concerned about the number of motor vehicle collisions at the intersection as well as the number of near collisions at the intersection of Wallace and Meadow since the spring of 2022.

In his email Mr. Douglas indicated Meadow Road was formerly a dirt road and was paved during the spring (2022). Since the spring of 2022, Mr. Douglas stated he witnessed and/or was told about 4 vehicular collisions that occurred at the intersection.

Mr. Douglas indicated he spoke to a resident whose home is at the intersection who told Mr. Douglas he (resident) witnessed all of the accident scenes and shared his concerns. The resident told Mr. Douglas the resident has lived at this location for many years, and these are the first accidents at this intersection that he can recall.

Mr. Douglas indicated he lives nearby and jogs down Wallace and Meadow roads multiple times each week and is very familiar with this area.

Mr. Douglas opined the newly paved road likely led to increased speed and offered up his recommendations:

1. Because Meadow Road comes to a crest at the intersection of Wallace, the Stop sign comes up pretty quickly as you approach the top of the hill. People seem to be blowing through this stop sign at a pretty regular occurrence. Perhaps a Stop sign "warning sign" as you approach the actual stop sign may help drivers know that an intersection is coming up. This same signage is used on Beals Road, as you crest the hill as you approach Jenkins Road and the Jenkins and Beals intersection. If not a warning stop sign, then perhaps installing a "blinking" Stop sign may help drivers know that a stop sign exists at this intersection.
2. The Meadow Road to Wallace Road Stop sign is not the only issue. At least one of the four accidents at this intersection was from a driver blowing through the Beals Road to Wallace Road Stop sign. I would recommend the same warning sign and/or blinking Stop signage at this location as I did in item 1. above.

The police department reviewed collision data for the past five (5) years at Wallace/Beals, showing a total of three (3) collisions at that intersection.

- Two (2) collisions involved personal injury
- Two (2) collisions the drivers failed to stop for the stop sign

- One (1) collision, the driver thought the intersection was a 4-way stop and assumed the vehicle on Wallace would stop.

Additionally, each HSC member has a copy of images depicting the approach to the stop sign on Meadow at Wallace.

Chief Bryfonski: Director Foote it appears in one of the images that the stop sign is off to the side.

Director Foote: Has anyone mentioned that they didn't see the stop sign.

Chief Bryfonski: No.

Director Foote: After checking the area there is ample sight distance at the intersection. We could add a stop ahead sign. Any accidents coming from Beals?

Chief Bryfonski: Yes.

Mr. Gagne: Director Foote, is there a stop bar?

Chief Bryfonski: On Beals but not Meadow.

Mr. Peterson: It appears according to these images there is plenty of sight distance, apparently the drivers are not paying attention.

Chief Bryfonski: I feel stop ahead signs are less effective than pavement markings.

Director Foote: I have no objection of re-introducing the stop bar and stop ahead signs from both directions on Beals and Meadow.

Councilor Radke: I like the stop bar but not the blinking lights.

Motion by Chief Hunter to add the pavement markings and stop bars and the stop ahead signs at the recommended distance by the standard. **Seconded** by Councilor Radke – **Vote taken** – **Motion passed**

Mr. Gagne: I suggest a 20-foot yellow line to get them on the right side of the road to allow for turns.

Director Foote: When the road was paved several residents did not want that. The introduction of a stop bar will lead people to the furthest point to the middle of the road if they actually stop at the stop sign.

B. Gault and Liberty Hill Road

On January 10, 2023, resident Ms. Lisa Pascoal contacted the HSC secretary regarding the intersection of Liberty Hill and Gault Roads.

According to Ms. Pascoal, some weeks prior to her correspondence on January 10, 2023, at approximately 5PM a vehicle turning left from Gault onto Liberty Hill missed the turn and rolled into the ditch.

Ms. Pascoal indicated the night of the accident was very dark night with rain and visibility was diminished. Ms. Pascoal indicated a guard rail would have prevented the car from rolling in the ditch and a streetlight would also have been helpful to see where the road was.

Ms. Pascoal went on to stated that the week prior to January 10, 2023, on another rainy night around 5PM Ms. Pascoal was second in line to turn from Gault onto Liberty Hill and a pick-up truck turning onto Gault from Liberty Hill turned too wide and almost drove into her vehicle,

Ms. Pascoal stated she had no options to avoid a potential collision and again noted the area is very dark and a streetlight would be helpful, especially at this busy intersection.

Ms. Pascoal also stated that even though there is a stop sign, she believed a guard rail on Liberty Hill would be helpful so drivers could see the intersection is a "T", that requires a left or right turn and that straight through traffic is not allowed.

The police department reviewed the intersection, and each member has images of the approaches to the intersection.

The review reflected the following; the officer indicated vehicles speed west on Gault when approaching the Gault/Liberty intersection.

There are ditches on both sides of the Gault roadway that contain a minor amount of water at times.

There are no guardrails on either side of the street and noted it would be beneficial to consider a guardrail for the northwest side of the Gault/Liberty intersection.

There is a single stop sign and solid white stop line posted for westbound Gault traffic; the review noted it may be beneficial to consider stop ahead warnings and perhaps post reflective markers or a guard rail across the intersection to indicate to drivers in poor weather conditions that vehicles are unable to proceed forward and may only turn left or right; a streetlight was not considered necessary.

The review indicated that during the past five (5) years there have been a total of three (3) collisions at this intersection.

- One (1) collision involved personal injury
- Two (2) collisions involved improper turning (one of which was driver inexperience)
- One (1) collision involved DWI-impairment
- One officer recommended guardrails

Mr. Gagne: Would Z Boards be a consideration instead of guard rails?

Director Foote: Traffic data since the reconstruction in 2007 at this intersection average daily volume 4100/day - total approximately 24 million vehicles has been processed through this intersection with a total of 3 accidents.

Mr. Peterson: I concur with Mr. Gagne's comment.

Motion by Mr. Peterson that Z Boards be placed at the intersections of Liberty Hill Rd and Gault Rd. on the northwest side with the concurrence of Director Foote – **Second** by Mr. Gagne – **Vote taken – Director Foote nay, Councilor Radke nay and Ted Kitsis abstained Mr. Gagne yea, Mr. Jean yea, Mr. Peterson yea, Chief Bryfonski yea, Chief Hunter yea and Ms. Wiggin yea - Motion passed.**

C. Request for a 3 Way stop sign on Boxwood Rd.

On January 5, 2023, Ms. Elizabeth Alberico, 38 Old Farm Road, at the corner of Boxwood and Old Farm Road, contacted the HSC secretary regarding the intersection at Boxwood and Old Farm.

According to Ms. Alberico, vehicle frequently fail to stop at the stop sign and travel fast around the corner on Old Farm Rd and on January 4th, she was almost in a collision when driving into her driveway with her two (2) children on board.

Ms. Alberico also indicated there have been many instances when riding bicycles her children are nearly forced off the road.

Ms. Alberico recommends a 3 way stop at the intersection of Old Farm at Boxwood to minimize speeding and reduce the number of vehicles that fail to stop for the stop sign on Boxwood as well as ensure the safety of not only her children, but the many young children and moms in the neighborhood.

The police department reviewed the intersection and determined there were XXXX collisions at the intersection of Boxwood and Old Farm in the preceding five (5) years.

The officer who conducted the review provided images of the area, which each of you have.

The review noted this intersection has a significant curve and southbound traffic on Old Farm Road has a steep decline, which turns to the left when approaching the intersection (curve sign is posted to southbound traffic).

A majority of the complaints from speeding in the area comes from southbound Old Farm Road traffic increasing speed down the hill.

The one stop sign for the intersection is posted for eastbound traffic on Boxwood. There is no white stop line, which the officer recommended be placed.

The review also recommended a review of overgrowth when seasonally appropriate to increase sight distance on Boxwood if the overgrowth is trimmed back 5-10 feet on the northwest corner of the intersection.

The police department review did not recommend a 3-way stop; however, increased traffic patrol for speed on southbound Old Farm Road traffic would improve safety.

Mr. Gagne: Any accident history.

Chief Bryfonski: No, not in the past 5 years.

Mr. Jean: I agree with the conclusion that a 3-way stop would not help with the speeders. Maybe some enhancement with a stop bar and brush trimming. This is a closed neighborhood and probably the speeders are the residents that live in the area and not yielding to the stop sign.

Director Foote: According to the pictures I'm not sure where the stop bar would go? There is sufficient sight distance, we could look into trimming the trees towards Ministerial direction inside of the curve

Motion by Chief Bryfonski, recommends the HSC request the police department increase speed and traffic patrols in the area, contingent upon resources, request DPW investigate whether or not a stop bar could be placed on Boxwood and also to investigate, when seasonally appropriate, additionally trimming to improve sight distance. – **Second** by Mr. Gagne – **Vote taken – Motion passed.**

D. Request for a barrier fence at the end of Flintlock Rd.

On January 19, 2023, Ms. Linda Abels, 22 Flintlock Road, contacted the HSC regarding Flintlock Rd.

According to Ms. Abels, she received a text message from her newspaper carrier on Saturday January 14, 2023, who stated the carrier's car slid off the road at the dead end on Flintlock Road.

According to Ms. Abels, the responding police unit and tow truck both slid off the road as well.

Ms. Abels went on to state that a few years ago her neighbor missed her driveway and slid off the road in the direction of the cliff; however, the trajectory of her car was thwarted by a snowbank piled just before the cliff, but the vehicle sustained significant damage.

Ms. Abels stated the terrain on Flintlock Road is pitched in a downward slope and there is a steep cliff at the end of the slope.

Ms. Abels recommends a barrier fence installed before the cliff would prevent a tragedy.

The police department reviewed Flintlock and provided images which each member of the HSC has to review.

The police department review found Flintlock Road is a dead end that is marked by a single traffic sign indicating the end of the road.

Prior to the last two driveways before the dead end a traffic sign indicating there is no outlet.

There is a gradual downward slope where Flintlock is connected to Arrowhead Drive with a significant drop off at the end of the street approximately 15 feet from the end of the pavement. The officer indicated h/she would not describe this area as a cliff but expect that if a vehicle went off the pavement and down the embankment it would be quite difficult to recover the vehicle.

The reviewing officer recommended either several yellow reflector markers be placed in addition to the already posted end of street sign or suggest a small guardrail.

One (1) reportable incident in 5 years; this past winter w/ a vehicle off the road.

Linda Abels 22 Flintlock Rd. This is a dangerous section and also the way the road slopes, with snow and black ice cars tend to slide off the road. Before someone goes off the cliff this is why I am asking for a barrier.

Chief Bryfonski: Director Foote could there be some easier way? Maybe dropping some material there.

Director Foote: Large rocks. I don't think adding more signage would help. First the neighbor across the street is opposed to signage.

Director Foote: We can look into large boulders to be placed at the end of the road.

Motion by Chief Bryfonski that the HSC recommend DPW to investigate whether or not the introduction of sufficient size boulders/rocks at the end of Flintlock could prevent vehicles from encroaching into the wooded area and down into the embankment
Seconded by Mr. Kitsis – **Vote taken – Motion passed.**

E. Ministerial/Bedford Center Rd Safety Concerns.

On January 12, 2023, Mr. John Doherty, 76 Bedford Center Road, contacted the Department of Public Works (DPW) regarding the intersection at Bedford Center and Ministerial Roads.

Mr. Doherty stated there have been at least three (3) motor vehicle accidents at the corner of Ministerial Road and Bedford Center Road in the past few years; one of which occurred on the evening of January 12 and another only about a month before. According to Mr. Doherty, no serious injuries so far were noted but the car involved in the collision on 12JAN narrowly missed the telephone pole in front of the T intersection.

Mr. Doherty stated he believes operators aren't able to see the stop sign in time particularly in inclement weather and that the hill slopes on the far side of the T intersection making it more difficult to see the termination of Ministerial.

Mr. Doherty recommends a flashing light on the existing sign, a three way stop with flashing stop signs, or possibly a traffic light would improve safety. Alternatively, a three way stop in front of the library might slow the speed of traffic and mitigate risk.

Mr. Doherty opined there's a pretty good chance that a driver will hit the telephone pole or another vehicle sometime in the future, potentially resulting in a fatality or serious injury. Also at least one dog was hit by fast moving vehicles heading through the intersection towards the library.

Mr. Doherty noted the responding officer, the same for both crash investigations, Field Training Officer Whitney Mansfield was very courteous and professional; he included an image of the most recent collision.

A police department review of the intersection revealed a total of six (6) collisions occurred there in the preceding five (5) years.

- None of the collisions listed personal injury
- Two (2) collisions caused by drivers not seeing the stop sign
- One (1) collision caused by failure to heed to vehicle on BCR
- One (1) collision caused by failing to stop for the vehicle in front
- One (1) collision caused by driver avoiding a deer and striking a utility pole
- One (1) collision caused by weather/slippery road

Images of the intersection and area are provided.

The police department review found one stop sign for south bound traffic on Ministerial Road complete with a white stop line and crosswalk for foot traffic going east and west on Bedford Center Road.

The officer noted a paved sidewalk for foot traffic on the northwest and northeast side of the "T" intersection.

When approaching the stop sign there is a slight hill to the right (west side) where Bedford Center eastbound traffic typically approaches the above intersection at a high rate of speed. There is no hard stop across the intersection aside from a telephone pole.

This area is posted at 30 MPH.

The officer conducting the review recommended consideration of a lighted stop sign on Ministerial at Bedford Center and recommended additional traffic enforcement patrols for speed.

The reviewing officer did not recommend a 3-way stop.

John Doherty, 76 Bedford Ctr. Rd: My overall concern is the high rate of speed and motor vehicle traffic from the intersection of Bell Hill Rd through the stop light where it hits 101. I feel the crosswalk is the more potential hazard. At Ministerial and Bedford Center there has been a higher number of incidents.

Pamela Van Arsdell: Used to live at 76 Bedford Ctr. Road, now a Library Trustee and spends a lot of time coming in and out of the library parking lot. The cars do come through very quickly and speed is a continual problem. Something really needs to get done before something really bad happens.

Linda Abels 72 Flintlock Rd. I do agree, this is a dangerous intersection, and something needs to get done before something bad happens.

Chief Bryfonski: There has been 6 collisions at Ministerial and Bedford Center. There is pedestrian traffic that exist from Bedford Ctr. across to the library which is a concern. Not sure if there are any devices that could be placed at the crosswalk.

Director Foote: During the non-plow able months we do put a stanchion in the middle of the road and on occasion it does get hit.

Chief Bryfonski: The green stanchions do help people to slow down.

Director Foote: If traffic is backed up how is there speed? What are the times of the accidents?

Chief Bryfonski: 3 accidents in the morning and 3 accidents at night.

Mr. Kitsis: Another alternative to a stop sign is to consider speed bumps or speed humps and with the crossing issue from the Town Hall to the library this might be a good place to do a study.

Chief Bryfonski: We have a couple of issues here. 1. Bedford Center and Meetinghouse. 2. Speed issue and pedestrian issue on Bedford Center Rd. This area handles a lot of traffic, approximately 6,000 cars a day.

Mr. Gagne: When this intersection the entire center of town was re-designed, it was done with traffic calming interest because the roads were narrow to control the speed limit, so I do not think bumps will work.

Chief Hunter: I am concerned about the crosswalk and the safety of the pedestrians because of the speed. Crossing at night the sight distance is limited, pedestrians are unable to see the car's headlights coming from around the corner. The traffic I am concerned about is the traffic coming from the west towards the crosswalk. I believe we should table this for this meeting and use the time to study, what is the right alternatives are. I have not heard about reducing the speed limit in this area and increasing traffic patrols. I would like the police department to weigh in on this and to be able to make some recommendations. The crosswalk is challenging for an adult never mind for children.

Motion by Mr. Peterson that no action be taken for the intersection of Bedford Center Rd and Ministerial Rd. – **Second** by Mr. Kitsis – **Vote taken – Motion passed.**

Motion by Chief Hunter recommends DPW refresh the crosswalk markings and signage, investigate the current placement of speed limit signage and to make recommendations for additions if necessary and recommend the police department increase speed patrols along the corridor between Wallace and North Amherst Road and Bedford Center Road through to the intersection of 101 – **Seconded** by Mr. Gagne – **Vote taken – motion passed**

VIII. Comments or Concerns: None to Report

A. Community Announcements:

1. The 3rd Annual Spring "CUB" Clean Up Bedford Day will be Saturday April 15th from 9-1pm. Over the last 4 events we have picked up over 4 tons of roadside trash. "CUB" Day helps keep the roads of Bedford clean. Please pass the word so that we can make this day a success. There will be 5 locations to pick up the "blue" bags to pick up trash, they are Bedford Library, Town Offices, Safety Complex, the Farm at Joppa Hill, and the Bedford Transfer Station. Bags will be out starting April 1st. If you need more info, please contact Town Council Chair Bill Carter wcarter@bedfordnh.org.

Meeting adjourned 8:49

Respectfully submitted

Charlene T. Robinson