

**Town of Chester  
Highway Safety Committee Meeting  
Wednesday, February 14<sup>th</sup>, 2018  
Municipal Complex Meeting Room  
Approved Minutes**

**I Preliminaries**

10:00am Call the Meeting to Order  
Roll Call  
Chairman's Additions or Deletions  
Approval of Minutes  
Parking Issue & Property Concerns: Chester General Store  
Hart Roberts Road  
Fire Department Emergency Egress  
Road Safety Audit from SNHPC  
LED Stop Sign, STOP AHEAD Markings: Center of Town  
High School Bus Routes  
Accident Reports  
Reports from Departments  
102/121 Intersection: NHDOT  
Adjournment

**1.1 Call to Order**

Chairman Berube called this meeting of the Town of Chester Highway Safety Committee at 10:05am.

**1.2 Roll Call**

Present:

Aaron Berube, Police Chief, Committee Chair  
Keith Culligan, Fire Department  
Stephen D'Angelo, Selectman  
Andrew Hadik, Planning Coordinator  
Darrell Lockwood, Superintendent  
Scott Newnan, Fire Department  
Michael Oleson, Road Agent

Others Present, at Various Times:

Michael J. Dugas, P.E., NHDOT  
Sally Gunn, P.E., NHDOT  
William Lambert, P.E., NHDOT  
Kari Lerner, State Representative  
Jean Methot  
Jean Packard

### ***1.3 Chairman's Additions or Deletions***

Chairman Berube added discussion of 102/121 intersection with NHDOT representatives present.

## **II. Old Business**

### ***2.1 Approval of Minutes***

***November 14, 2017: Mr. Methot moved to accept the minutes as written; Mr. Newnan seconded the motion. The vote was unanimous in the affirmative; so moved.***

### ***2.2 Parking Issue & Property Concerns: Chester General Store***

Mr. Oleson explained that the surveyor for this project is presently out-of-state and will return next month. The surveyor has spoken with Assistant Assessor Packard, and an issue was discovered while researching the deed.

Mr. Hadik has not had time to locate the relative warrant article from a past town meeting.

This item will remain on the agenda.

### ***2.3 Hart Roberts Road***

It was noted in a previous meeting that Mr. Bunker advised the owners of 43 Hart Roberts Road to turn their mailbox 90° so that it faces Hart Roberts Road. As of this meeting, Mr. Oleson doesn't believe this has been done.

Mr. Oleson noted that a Town plow contractor's private vehicle recently slid off Hart Roberts Road. It was agreed that if the trees removed by the owner of #43 had been left in place, this would not have occurred. This scenario had been foreseen by the Committee; the BOS was informed and chose not to take action. The Town will be responsible for these damages. Concern was expressed that a fire truck, ambulance, or other Town vehicle may similarly slide off Hart Roberts Road.

This item will remain on the agenda.

### ***2.4 Fire Department Emergency Egress***

Mr. Hadik noted that a rough estimate for a Fire Department egress road is in the CIP. A survey must be performed to determine a more accurate cost estimate.

This item will remain on the agenda.

## ***2.5 Road Safety Audit***

Mr. Newnan had a call in to NHDOT Highway Safety Engineer Michelle Marshall regarding the source of the Road Safety Audit data; specifically, how fatalities and/or debilitating injuries influence eligibility for NHDOT action. Mr. Newnan learned this morning that Ms. Marshall is no longer at NHDOT; the question has now been forwarded to Michael Dugas. Mr. Dugas explained that the NH Department of Safety supplies data to NHDOT; he will get additional information on this for the Committee.

## ***2.6 LED Stop Sign, STOP AHEAD Markings: Center of Town***

Chairman Berube brought catalogs with pricing on electronic speed limit signs; this will be discussed further in ***3.3 102/121 Intersection: NHDOT.***

## ***2.7 High School Bus Routes***

Dr. Lockwood noted that the earliest Pinkerton pickup is 6:05am; which is 10 minutes later than it had been. Revamping of bus routes is anticipated for this summer. It was explained that mileage and timing have more effect on the routes than capacity. For example, Bus 3 is late almost every day.

This item will be removed from Old Business until further discussion is warranted.

## ***2.8 Any Other Old Business***

None.

# **III. New Business**

## ***3.1 Accident Report Summary***

Accidents were not specifically discussed; Chairman Berube will email reports to Committee members after the meeting (please see ***Appendix A***). Chairman Berube did note that weather-related accidents are roughly in line with the seasonal average.

## ***3.2 Reports from Departments***

- **BOS:** Nothing to report.
- **Representative Lerner:** Nothing to report.
- **Fire Department:** Nothing to report.

- **Mr. Methot:** Nothing to report.
- **Highway:** Mr. Oleson explained that icy roads have been especially challenging to treat this season. Fluctuating temperatures have caused asphalt to lift and break up more than usual. 6 tons of cold patch was applied yesterday; 6 more tons will be applied today. Mr. Newnan added that the poor condition of roads will more than likely cause damage to fire apparatus. Mr. Oleson noted that the salt company recently informed him that they don't want to deliver to the Town because Dump Road is in such poor condition; some ruts are a foot deep. A couple years ago, a local contractor offered to pave Dump Road at no cost if the Town provided the asphalt, gravel, and culvert. The Town declined the offer; and it was noted that the contractor is no longer interested in doing this. Although the Highway crews can place 2-3 loads of gravel to remedy the ruts in the short term, this costs \$1,000-\$2,500; within a few days the gravel just sinks. Mr. D'Angelo suggested Mr. Oleson attend tomorrow's BOS meeting; Mr. Oleson will try to make it. Chairman Berube asked how much is spent on cold patching each year; Mr. Oleson replied that between \$35,000 and \$50,000 supplies the bare minimum of cold patch. Mr. Oleson noted that placing \$65,000 of cold patch would not be unreasonable this season.
- **Planning:** Mr. Hadik urged that now is the time to place highway project funds in the CIP; perhaps \$500,000-\$700,000. Last year these funds were cut by \$200,000. Mr. D'Angelo requested that Mr. Hadik provide the BOS with spending scenarios by tomorrow night; Mr. Hadik will do his best. Mr. Hadik urged Town government to look at funding for roads. For example, replacing some roads is estimated to cost ~\$125,000 per mile now. It is projected that within a few years, those same roads will cost ~\$375,000 per mile. The school district returned \$500,000 to the Town; which could justify \$800,000 of highway project funds to be maintained.

### **3.3 102/121 Intersection: NHDOT**

Per request of State Representative Kari Lerner, Mr. Dugas, Ms. Gunn, and Mr. Lambert of NHDOT are present to discuss mitigation strategies for the 102/121 intersection. Chairman Berube noted that many solutions have been suggested including LED stop signs. The findings of the 2012 Road Safety Audit were recapped: failure to stop while crossing 102 and sight line issues were the primary problems.

Mr. D'Angelo anticipates a significant uptick in traffic upon completion of I-93 Exit 4A in the next few years. Mr. Dugas noted that this traffic impact has been studied in Derry; how did the Committee foresee it affecting Chester? It is estimated that an additional ~4,000 cars will be brought through the 102/121 intersection daily. Much development is occurring in and around Town and is expected to continue. Mr. Hadik added that

brush has been cut and “Cross Traffic Does Not Stop” signs have been added. Cutting back the Stevens Memorial Hall hillside has been suggested; as well as removing significant pavement from all 4 sides. It was wondered if repairing the intersection would only increase traffic-related problems.

Mr. Dugas acknowledged the short-term measures that have been taken; the next step will be adding flashing red beacons to the stop signs. “Driver feedback” radar speed limit signs were discussed; NHDOT approves of the use of certain models, but the Town will have to maintain them. There should not be any other text displays on the sign, and color-changing displays are discouraged. Hardwired driver feedback signs cost  $\geq \$2,000$ ; solar-powered ones are  $\geq \$2,500$ . Mr. Lambert suggested the Town look into models with data-gathering capabilities.

Jean Packard stood and was recognized. Ms. Packard suggested placing a crosswalk on each side of 121. Churchgoers park in the Stevens Memorial Hall lot; and scarecrow enthusiasts park at the General Store and cross to the cemetery side. There used to be crosswalks all the way around, but these were never put back after roadwork was done.

Mr. Lambert explained that there is a fine line between safe crosswalks and unsafe ones. Pedestrians can feel empowered and lose their sense of caution while crossing. Paint and signs are not enough these days; crosswalks that feature push-buttons and bright LED displays are considered much safer. Ms. Lerner was concerned for the safety of children in the absence of crosswalks. Mr. Lambert noted that enforcement is a necessary element of effective crosswalks. Chairman Berube felt that enforcement would not be a problem—he cited the example that the Chester PD, a 6-officer department, makes ~5,000 stops annually; whereas Derry PD, a 65-officer department, makes only ~3,000.

Mr. Hadik brought forth a proposal to add a roundabout to the intersection; which was received very well by the NHDOT representatives present. It was noted that a roundabout is similar to a rotary but is generally smaller and more modern. Historically, stoplights had been dismissed due to the belief that they would cause cars to pass one another in an unsafe manner; yet this already occurs. The roundabout at Routes 3 & 106 in Meredith was used as an example of an aesthetically-pleasing, speed-mitigating, flow-improving solution.

Mr. Dugas estimated that a roundabout would cost upwards of \$1 million dollars to construct plus 10-20% for engineering, for a rough total of \$1.2-\$1.5 million dollars. Mr. Dugas did caution that a common challenge is getting approval from Cultural Resources to relocate structures of historical significance. If met with approval, a roundabout could be in place in 5 years or less. Mr. Oleson felt that the Town would support a roundabout; Mr. Methot added that especially those newer to Chester would be in favor. Ms. Gunn encouraged public outreach to get everyone on board with this project. Mr. Dugas, Ms. Gunn, and Mr. Lambert agreed to return to the Committee for

their meeting in August to discuss progress made. Meanwhile, a traffic count and a detailed topographic survey will be done in the Spring.

**Mr. Hadik moved that the Highway Safety Committee recommend to the Board of Selectmen that the feasibility of a roundabout be investigated, and a request to the NH Department of Transportation be supported; Mr. Newnan seconded the motion. The vote was seven if favor with Mr. Methot abstaining; so moved.**

Chairman Berube felt it would be very important to get the word out to the community; Ms. Lerner agreed and suggested creating a display at Town Fair. Ms. Lerner asked if any in the group would object to being photographed so that she could send the photo to the Tri-Town Times; none objected, the Recording Secretary took a photo. Ms. Lerner wondered if PACT would be able to record the upcoming HSC meetings to build public awareness.

#### **IV. Adjournment**

The next meeting of the Highway Safety Committee is scheduled for Tuesday, May 15<sup>th</sup>, 2018 at 10:00am in the Municipal Complex Meeting Room. A meeting for Tuesday, August 14<sup>th</sup>, 2018 was prescheduled as this will be the date that the NHDOT representatives return to meet with the Committee.

**Mr. Newnan moved to adjourn the meeting; Mr. Methot seconded the motion. The vote was unanimous in the affirmative; so moved.**

The meeting was adjourned at 11:30am.

Respectfully Submitted,  
Caroline R. Wilson, Recording Secretary

## Appendix A

### ACCIDENT REPORT 2017

<u>Month</u>	<u>Number of</u>	<u>Reason</u>
November 2017	<u>2</u>	Weather related
	<u>2</u>	Driver error
	<u>1</u>	Driving while intoxicated
		Driving while distracted (texting etc.)
	<u>1</u>	Equipment failure
		Traffic control
	<u>1</u>	Other violations
		Deer/Animal
		Health related
		Non-Reportable
		Object in road

#### 1. Roads Injury

<u>Derry</u>	<u>Y</u>
<u>Lane</u>	<u>Y</u>
<u>Fremont</u>	
<u>Candia</u>	
<u>Raymond</u>	
<u>Haverhill @ Derry</u>	<u>Y</u>
<u>Raymond @ Towle</u>	

<u>Month</u>	<u>Number of</u>	<u>Reason</u>
December 2017	<u>12</u>	Weather related
	<u>3</u>	Driver error
	<u>2</u>	Driving while intoxicated
		Driving while distracted (texting etc.)
		Equipment failure
	<u>1</u>	Traffic control
	<u>1</u>	Other violations
	<u>2</u>	Deer/Animal
		Health related
		Non-Reportable
		Object in road

46	2. <u>Roads</u>	<u>Injury</u>
48	Raymond @ Edward Mill	Y
	Derry X 3	N
50	Raymond	
	Lane	
52	Derry @ Webster X 2	
	Harantis Lake	
54	Sandown	Y
	Shepard Home X 2	
56	Meadow Fox	
	Fremont	
58	Chester	
	Chester @ Raymond	Y Cruiser total loss. Other driver at fault
60	Halls Village	Y
	Raymond @ Fremont	
62	Halls Village	
	Smith	
64	Wells Village	

66

### ACCIDENT REPORT 2018

70

<u>Month</u>	<u>Number of</u>	<u>Reason</u>
72 January 2018	8	Weather related
74	2	Driver error
	2	Driving while intoxicated
76		Driving while distracted (texting etc.)
		Equipment failure
78	2	Traffic control
	1	Other violations
80	1	Deer/Animal
		Health related
82		Non-Reportable
		Object in road

84

3. Roads Injury

86

88

90



92			
94	4. Ash		
	Chester		
96	Hanson X 2		
	Murphy	Y	
98	Haverhill X 2		
	Shepard Home		
100	Chester @ Derry		
	Fremont X 2		
102	North Pond Road		
	Villager Road		
104	Reed		
	Harantis Lake		