

**TOWN OF BEDFORD  
HIGHWAY SAFETY COMMITTEE MINUTES**

**September 24, 2019  
BCTV  
10 Meetinghouse Road**

A meeting of the Bedford Highway Safety Committee (HSC) was held on Tuesday, September 24, 2019 in the Bedford Meeting Room, 10 Meetinghouse Road (BCTV). Present were John J. Bryfonski (Chief of Police/Chair), Scott Hunter (Fire Chief/Vice Chair) Bill Duschatko (Town Council), Jeff Foote (Director of Public Works), Jerry Gagne (Alternate Resident), Madonna Lovett Repeta (Resident) and Anne Wiggin (School Bus Coordinator). Denice Ricciardi (Town Council/Alternate), Ken Peterson (Alternate Resident), and Bill Jean (Resident) absent.

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

**II. Quorum Count**

**III. Approval of Minutes from July 23, 2019**

**Motion** by Jerry Gagne to accept the minutes of the July 23, 2019 meeting, **second** Bill Duschatko. **Vote taken.** Abstentions Chief Scott Hunter and Madonna Lovett Repeta. Minutes of the July 23, 2019 will be retained until the next meeting when there is a quorum.

**IV. Correspondence/Communications**

1. None

**V. Sub Committee Reports**

1. None

**VI. New Business:**

**1. Southern NH Planning Commission Road Safety Audit Program:**

On August 27-8, 2019, Mr. Carl Eppich, SNHPC, contacted our committee's secretary, Ms. Robinson, and I regarding programs the SNHPC offer to municipalities regarding highway safety, which are, briefly:

**Road Safety Audit (RSA)**

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively

estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. An RSA is conducted using Highway Safety Improvement Program (HSIP) funds.

[Note: The committee may recall we took advantage of this program to have the intersections at Back River/County Roads and Ministerial and McAllister Roads audited; the final reports were delivered March 29, 2017.]

[Note: Follow up by this committee on progress toward meeting some of the goals identified in the RSAs was done on September 26, 2017; at that time Director Foote indicated some progress was made regarding signage placement but other more pressing road projects limited his staff's ability to implement all the recommendations; at that time the Worthley Road project was underway. The Police Department increased traffic enforcement patrols on both roads, which continue to today and we placed a new radar sign on Ministerial approaching McAllister.]

The HSC's recommended actions for both BRR/County and Ministerial/McAllister were:  
BRR/County:

a. **Back River and County Road:**

(a) Mitigation – Back River at County:

(i) Near Term:

1. School bus parking on County creates sight obstruction. [DONE]
2. Advance Warning Signs “Caution Cross Traffic Does Not Stop” [DONE]
3. Oversized STOP signs on County [DONE]
4. Better street sign identification/placement
5. Traffic/Speed enforcement [DONE/Ongoing]
6. Improve lighting

(ii) Intermediate:

1. Remove trees, trim vegetation and cut embankment to improve sight distance.
2. Consider 4-Way Stop IF OTHER ALTERNATIVES DO NO MITIGATE

(iii) Long Term:

1. Round-About
2. Correct Intersection Skew-Creates increased crash risk; contributes to wider approach on County; tight turning radius for north and southbound right turns; creates visibility issues.
  - a. Realign Pavement marking on County; orient centerlines and stop bars parallel to Back River
  - b. Remove unnecessary pavement on approaches of County to narrow the approach
  - c. Long Term: Formal Traffic Study.

(iv) Summary: Four primary safety issues identified:

1. Limited Sight Distance
2. Intersection Skew

3. Driver Behavior
4. Signing and Lighting

b. **Ministerial/McAllister**

**Road Safety Audit – Ministerial & McAllister:**

Mitigation Recommendations for Limited Sight Distance:

(1) Near Term:

- (i) Collect speed data on Ministerial to determine appropriate sight distances to/from the intersection. [DONE]
- (ii) Install an advance intersection warning sight w/ supplemental street name signs on both approaches of Ministerial.
- (iii) Install Crossing Traffic Does Not Stop on McAllister
- (iv) Oversized stop signs on McAllister
- (v) Supplemental street signs at intersection
- (vi) Trim vegetation [DONE]
- (vii) Speed Enforcement-[Ongoing]

(2) Intermediate Mitigation

- (i) Flashing yellow beacon to the intersection for drivers on Ministerial on advance intersection warning signs.
- (ii) Intersection conflict warning system if other strategies are ineffective
- (iii) 4-way stop

(2) **Safety Issue 2:** Driver Behavior:

- (i) Speed: No posted speed limit signs along Ministerial between Wallace and Bedford Center [DONE]
- (ii) Running Stop Signs; Disregard for traffic control figured in 15% of crashes and failure to yield ROW another 18.5% for a total of approximately 33%. [DONE]
- (iii) Mitigation for Driver Behavior:
  - (1) Speed enforcement [DONE]
  - (2) Post Ministerial for 30 MPH particularly for drivers eastbound from Wallace.
  - (3) PSAs

(3) **Safety Issue 3:** Lighting

- (i) Consider installing intersection lighting

**SUMMARY:** Three primary safety issues; limited sight distance; driver behavior and lighting.

Recommendations from an RSA have a great likelihood to be implemented through HSIP funds or Ten Year Transportation Plan funds. NHDOT launched a new RSA application process in 2015, and qualifies intersections or road segments that have experienced fatal and/or incapacitating crashes in the preceding 10 years. NHDOT will organize an RSA team that includes engineers, police, planners, and any interested parties/individuals to examine the location.

To help communities in the SNHPC region identify locations with fatal and/or incapacitating crashes, SNHPC staff analyzed the NHDOT Crash Database (2006-2015) and produced lists of such intersections and streets. Enclosed please find the list of fatal and incapacitating crashes incorporated into maps showing the approximate locations of crashes, and an RSA application form. Technically these locations all qualify for RSA application unless an RSA/Safety Study has already been done, or if safety measures have been implemented in the past five years. The SNHPC encourages your community to submit an RSA Application form for these locations.

Detailed RSA criteria are included in the enclosed RSA Application Form. If your town would like to submit an application, please send the completed application form to SNHPC by October 1, 2018, and 10-year State of New Hampshire Uniform Police Traffic Accident Reports if the application is for an intersection. SNHPC staff will subsequently work on the crash and traffic data, which are required in the application form. SNHPC must submit the application to NHDOT by December 1, 2018.

### **High Crash Location Studies**

As part of SNHPC's Unified Planning Work Program (UPWP), staff will continue the regional High Crash Location Study. While RSAs only pertain to locations of fatal and/or incapacitating crashes, High Crash Location Studies encompass all other crash types and areas of safety concern. However, if a location qualifies for RSA but the community prefers that SNHPC performs a High Crash Location Study, SNHPC can do so.

The study identifies types of crashes, causes of crashes, and countermeasures; it also recommends ways to implement a sequence of countermeasures. The findings of this study will form the basis for designing safety improvements to be implemented through HSIP funds or Ten Year Transportation Plan funds.

In order to identify study locations, SNHPC requires you to provide a list of locations where safety is of greatest concern to your community. Enclosed please find a sample study report created by SNHPC.

### **Regional Signal Warrant Study**

As part of their UPWP, SNHPC staff will continue performing Regional Signal Warrant Studies. A Regional Signal Warrant Study is an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of intersection locations (many with existing flashing beacons) performed to determine whether installation of full traffic signal control is justified.

The SNHPC requires your assistance in identifying unsignalized intersections in your community with high traffic volumes, crash experience, high pedestrian volumes, school crossings, or dangerous configurations, where signals may be needed. Please provide us with a list of the intersections that you feel should be included in this study.

More information about the NHDOT Safety programs is here:

<https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/hwysafetyimprovements/index.htm>

If your municipality is interested in having a Road Safety Audit, High Crash Location Study, or Regional Signal Warrant Study performed, please contact Carl Eppich, AICP, SNHPC Principal Transportation Planner, at (603) 669-4664, or [ceppich@snhpc.org](mailto:ceppich@snhpc.org).

I believe Mr. Eppich is here today to discuss these programs with us.

## **DISCUSSION**

1. Road Safety Audit Recommendation: The Police Department looked at crash and other data as well as previous studies and are recommending a RSA be conducted at Liberty Hill/County Road.
  - a. Congestion/Intersection Failure: Previous study of this intersection by VHB that led to the installation of a 4-way stop; indicated the intersection was in failure in the AM and PM during school drop-off times.
  - b. Crash Data: Last 5-years produced 13 collisions at the intersection.
2. High Crash Locations: 9/23/14-9/23/19 – Last 5 Years:
  - A1 101/114/Boynton: **136** [Note: Route 114 from Boynton to White Ave = 225]
  - B2. 114/New Boston & Donald: **101**
  - C3. South River and Kilton: **78**
  - D4. 101/Constitution/Old Bedford: **72**
  - E5. 101/Meetinghouse: 61—new construction
  - F6. 101/Nashua: 55—new construction
  - G7. 101/Wallace: 48
  - H8. South River and Colby Court: 42
  - I9. Rte. 114/New Boston-40
  - J10. Rte. 101/Hardy/Jenkins: 35
  - K11. Back River/South River: 27

Jeff Foote: Are the crashes because of the intersections or driver behavior?

Chief Bryfonski: The SNHPC crash study will identify the causal factors for the crashes that will help us determine the best course of action.

Jerry Gagne: Is DOT changing the signalization at 114/101 as part of the project?

Director Foote: Yes, spring of 2020.

Chief Hunter: Mr. Eppich, once this committee identifies locations what are the research method of your study?

Mr. Eppich: Combination, request crash records to analyze, due some tabulation of the characteristic as to what is happening from that data. Going out to look at the geometry, different times of day, lighting, sun glare, street lighting, sight distances and also could be edge pavement. Looking at the characteristics of the roadway and the environment in these locations whether or not they are specific to an intersection or more linear along a stretch of road. Documenting and verifying and comparing to the accident reports and making some conclusions to the nature of the accidents.

Chief Bryfonski: Is there a limit to the number of locations that we can request?

Mr. Eppich: We need to focus on the ones that are most important by town.

**Motion** by Chief Bryfonski to recommend we submit high crash location for studies at: Rte. 101/114 and Boynton: 114/New Boston & Donald: South River and Kilton. **Seconded** by Jeff Foote. **Motion passed all in favor.**

Chief Bryfonski: Liberty Hill at County was upgraded from a 2 stop intersection to a 4 way stop because of the congestion that occurs there. HSC and DPW had VHB study this location and their recommendation was for a round-a-bout. Would SNHPC conduct a RSA after an independent traffic study was already done? We also have video/images that support the fact this intersection is beyond failure.

Director Foote: The school entrance on County Rd is a big factor in this issue. There was some thought when making this a 4 way stop it would cause significant back up and also VHB's analysis did indicate there would be significant queues northbound and eastbound approaching that intersection.

Chief Bryfonski: After reviewing crash data for the past 5 years at this intersection the number of accidents have been reduced since the 4 way stop.

Director Foote: VHB and DPW showed that a round-a-bout was the most efficient and safest option, we did not have the funding at that time at Liberty Hill and County Rd.

Councilor Duschatko: The 4 way stop was an accomplished change in safety.

Chief Bryfonski: Having 13 crashes at the intersection is still above average for this intersection and if a public safety event occurred it would be difficult to get fire apparatus or police units through that intersection.

Director Foote: If the state would find that there is an issue here would we receive 80 percent of funding towards the improvements?

Mr. Eppich: With the road way safety audit program I believe it would be 100 percent funded, however, I don't believe you could build a round-a-bout for less than 1 million dollars, which then it means you fall into a ten year plan.

Director Foote: Probably 500 thousand.

**Motion** by Director Foote to move forward for a Road Safety Audit at the intersection of County and Liberty Hill Rd, **Seconded** by Councilor Duschatko – **Motion** passed all in favor.

**Motion** by Jerry Gagnon to adjourn, seconded by Councilor Duschatko **motion passed all in favor.**

Meeting adjourned 7:48 am  
Respectfully submitted  
Charlene T. Robinson, HSC Secretary