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2 **TOWN OF NORTH HAMPTON, NEW HAMPSHIRE**  
3 **NORTH HAMPTON SELECT BOARD MEETING**  
4 **SAFETY MEETING**

5 **OCTOBER 21, 2020 11:00 AM**

6 **NORTH HAMPTON TOWN HALL**

7 ***DRAFT MINUTES***  
8

9 MEMBERS PRESENT: Chairman Jim Maggiore, Vice Chairman James Sununu

10 EXCUSED: Selectman Miller

11 VIA ZOOM: Senator Tom Sherman, Aaron Jones, Assistant Commissioner Bill Cass, RPC Assistant Director  
12 David Walker, DOT Traffic Engineer Bill Lambert, DOT Highway Safety Engineer Mike Dugas, DOT District  
13 Engineer Brian Schutt

14 ALSO PRESENT: Town Administrator Michael Tully, Police Chief Kathryn Mone, Fire Chief Jason Lajoie  
15

16 **AGENDA**  
17

18 Chairman Jim Maggiore welcomed everyone to the October 21, 2020 Select Board Meeting and thanked  
19 Senator Sherman and everyone participating in the meeting to discuss the Route 111/Route 151  
20 Intersection and called the meeting to order at 11:00 am.  
21

22 **First Public Comment Session**

23 *Call 603-758-1447 for Public Comments or email: [jmaggiore@northhampton-nh.gov](mailto:jmaggiore@northhampton-nh.gov)*  
24

25 Kirsten Larsen Schultz of 121 Post Road said residents have problems with this intersection every day and  
26 a petition was filed with 247 signatures. She said she hoped to hear today how the Town can make sure  
27 something is done about this intersection.  
28

29 **NEW BUSINESS**  
30

31 **2.1 Discussion of Route 111 and Route 151 Intersection**  
32

33 Tom Sherman, State Senator for District 24, asked team members to introduce themselves and asked for  
34 a summary of this intersection.  
35

36 NHDOT Traffic Engineer Bill Lambert said he sponsored a Capstone Project with UNH Civic Engineering  
37 students last year to address the Route 111/Route 151 Intersection. He said it is the intersection of 2 State  
38 highways but includes as many as 8 separate intersections within the Town Center with skewed crossing

39 angles and high traffic volume and speed especially during peak times. Route 111 has 11,000 vehicles/day  
40 to west and 8,400/day east and Route 151 has 4,300/day, and it is a contact sensitive location with historic  
41 properties. Aerial maps of the various intersections showed east/west road splits, grade separations, wide  
42 sweeping curves, and outdated intersection design.

43  
44 Mr. Lambert said project challenges included the number of intersections, concern with pedestrian access  
45 to Town Commons, traffic speeds, grade changes, and accommodating multi-modal traffic. The scope was  
46 to redesign as one intersection or pick 2 locations for intermediate improvements, improve pedestrian  
47 access to Town Commons, and design the project to enhance the Commons area. Students looked at a  
48 roundabout, a traffic signal, and a 3-way stop at the lower intersection, adding lanes to provide capacity  
49 through that intersection; options were rated on safety, traffic operation, pedestrian/bicycles, historic  
50 sites preservation, and environmental impact.

51  
52 Mr. Lambert said the project rated highest was the roundabout with the 3-way stop second and also the  
53 most cost effective. He said the 3-Way Stop would eliminate the wide intersection, all 3 lanes would have  
54 to stop; combines Route 111 East and West into 2-way avoiding triangle, provides room for sidewalks and  
55 bike lanes, with optional removal of Centennial Hall Road and adding a parking lot. The Roundabout is  
56 more expensive but provides more orderly movement of traffic, also combines Route 111 East and West  
57 into a 2-ways north of the roundabout, as well as optional removal of Centennial Hall Road.

58  
59 RPA Assistant Director David Walker said the intersection came up 2 years ago for a safety audit but di  
60 not meet the criteria at that time. He said some traffic counts were done there but no in-depth look in a  
61 while. Senator Sherman asked for an idea on how this would fit in with other projects across the State.  
62 Assistant Commissioner Bill Cass said signing and striping improvements have been looked at and tried  
63 and said it an outdated geometric configuration. For a more substantial project they would need to go  
64 through the 10-year plan or the Highway Safety Improvement Fund which has its own criteria to meet and  
65 be eligible; this probably has a good opportunity to qualify and get in the queue for 10-year plan  
66 construction. He said the usual first step is a Road Safety Audit, but with the UNH conceptual study they  
67 may be able to overstep that.

68  
69 Police Chief Kathryn Mone said the Town is responding to many complaints in addition to the most recent  
70 accident, and said history here shows enforcement is only a piece of the issue and that judgement is  
71 required in a complicated intersection which needs to be simplified and felt it needed to be expedited in  
72 the design phase. Senator Sherman said with the current configuration there would need to be 24/7  
73 monitoring, and asked if there had been any thought given to eliminating all the "Ys" and making more  
74 90-degree angles, making Route 111 wider and 2-way, and putting in a stop light at 111/151.

75  
76 Mr. Cass said making Route 111 two-way is not a quick fix with the grade separation; a traffic signal is an  
77 idea for traffic coming down the grade on the 151 side; can all be engineered if that is the selected  
78 alternative. He said the project would start with a scope to be an intersection safety improvement and  
79 they would need to look at several alternatives. With the traffic volume for 111 it is counterintuitive to be  
80 stopping for 151 with half the volume; start with bringing Route 111 East to a "T" so a left or right turn  
81 would need to be made. He felt with the information available they can skip the safety audit and move to  
82 a more detailed engineering alternative analysis.

83  
84 Vice-Chair Sununu asked a typical timeline for the engineering assessment. Mr. Cass said it would depend  
85 on resources and other projects, would have to do scoping and prioritization, and would take at least 6  
86 month to a year; evaluate conceptual ideas with a lot more detail and work with the Town to come up

87 with a preferred alternative to schedule a program for construction. Chairman Maggiore asked about the  
88 3-way stop option. Mr. Lambert said the students came up with an all-way stop which would need more  
89 detailed engineering; primary change was getting rid of the triangle and bringing Route 111 in the apex of  
90 the curve with a more-or-less right angle; proposed moving 111 eastbound to be side-by-side with  
91 westbound on the lower side.

92  
93 Senator Sherman said it sounds like we have a medium-term solution overstepping the road safety audit  
94 and moving towards some level of engineering as soon as possible. He asked Mr. Cass if he saw any short-  
95 term intervention, even eliminating the "Ys" to make a safer intersection. Mr. Lambert said tearing up  
96 Route 111 so it is left and right to get to eastbound 151 would involve some construction and there may  
97 be utilities there and said it would not be immediate and would take some engineering and see if it can  
98 be done without stopping Route 151 in both directions.

99  
100 DOT District Engineer Brian Schutt said he would first want someone from Highway Design to put together  
101 a plan, but if "teeing" Route 111 into 151 there is one utility pole and that was looked at as a short to  
102 medium-term fix; would need to keep access to a driveway right there to a house in the NW quadrant;  
103 could be relatively short constriction but need funding and some direction on what to build. Mr. Lambert  
104 said the "T" introduces the need for a left from 151 and there is no shoulder for someone to get around  
105 that stopped vehicle. The vehicles on 151 are coming around a curve and could find 2 stopped vehicles;  
106 problem needs engineering.

107  
108 Fire Chief Jason Lajoie said Police and Fire have discussed the issues and are looking to expertise to provide  
109 some sort of direction, but do not see a quick fix. Police Chief Mone said locally they are trying messaging  
110 with "dangerous intersection ahead" to remind people to signal or stop ahead; something attention-  
111 getting but not distracting. Senator Sherman asked about rumble strips, but the constant traffic and noise  
112 would cause complaints. He said perhaps the next step is for DOT with RPC should get together and get  
113 back to everyone in 2-4 weeks re: timeline for process, whether appropriate, and a commitment to move  
114 forward down that road. He said the most troubling to him is what to do immediately to prevent further  
115 tragedies and really change behavior.

116  
117 Town Administrator Tully asked where to send the letter from the Select Board to the Highway Safety  
118 Improvement Program; Mr. Cass said to send it to himself, or Commissioner Sheehan. Vice-Chair Sununu  
119 said another concern is people coming down the hill to a "T" trying to make a 90-degree right-hand turn,  
120 which could cause a lot of rear-end accidents. Fire Chief Lajoie said another potential concern is that the  
121 turn would slow people down and people behind may try to go around those vehicles. Vice-Chair Sununu  
122 said the best option at this point is to have DOT do the engineering analysis and look at the Highway Safety  
123 Improvement Program.

124

125 **Second Public Comment Session**

126 *Call 603-758-1447 for Public Comments or email: [jmaggiore@northhampton-nh.gov](mailto:jmaggiore@northhampton-nh.gov)*

127  
128 Kirsten Larsen Schultz of Post Road thanked Senator Sherman for bringing the meeting together, and said  
129 she hoped the Town could find resolution.

130

131 **Any Other Item that may legally come before the Board**

132

133 Vice-Chair Sununu said after the last Budget Workshop he gave further thought to whether or not to take  
134 money from the Health Care Stabilization Fund to cover Healthcare increases, and said his preference is

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135 *not* to take money from that fund at this point. If you put the Personnel Administration number back in  
136 the Budget it just goes to a 3.1% increase in the Budget to \$7,659,000; a \$232,000 increase which is less  
137 than just the increase attributable here due to Healthcare, Retirement, and Library Debt Service (close to  
138 \$400,000), and asked that the change be added to the Town Budget Books to come out Monday.

139  
140 **Motion:** Move we adjust the line under *Personnel-Health Insurance* back to \$133,495 for a proposed  
141 Budget of \$7,659,328.

142 **Motioned:** Vice-Chair Sununu

143 **Seconded:** Chairman Maggiore

144  
145 Chairman Maggiore said they would vote on the motion and can reconsider the vote on Monday if  
146 Selectman Miller has any questions.

147  
148 **Vote:** Motion approved by a vote of 2-0 (Selectman Miller not available)

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150 **Next Regular Meeting:** November 9, 2020

151  
152 **Adjournment**

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154 Vice-Chair Sununu made a motion to adjourn, Chairman Maggiore adjourned the meeting at 12:09 pm.

155  
156 Respectfully submitted,

157  
158 Patricia Denmark, Recording Secretary

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