



**TOWN OF
BROOKLINE, NEW HAMPSHIRE
BOARD of SELECTMEN
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*Minutes
Board of Selectmen
Friday, November 18, 2011*

Selectmen Tad Putney, Clarence Farwell and Jack Flanagan were present.

Also present were David Rodrigue and Bill Lambert of the NHDOT.

Meetinghouse Hill Rd/Bond St Intersection

10:00 am. – The meeting was held to address safety issues at the intersection of Meetinghouse Hill Rd and Bond St.

There was discussion about the possibility of adding a Stop sign on Meetinghouse Hill Rd where it intersects with Bond St. Four options were identified.

1. Make the Meetinghouse Hill Rd/Bond St intersection a four-way stop. NHDOT said based on their experience three-way stops (which is what would occur if a Stop sign was added just on Meetinghouse Hill Rd) are not effective.
2. Remove the stops signs on Bond St and add two stop signs – one in each direction on Meetinghouse Hill Rd.
3. Eliminate the portion of Meetinghouse Hill Rd that is in front of the Town Hall and “T-off” the intersection of Bond St at Route 130.
4. Maintain the status quo.

After discussing pros and cons of each option, it was agreed by all present that the best option was to maintain the status quo, but also relocate the current stop sign on Bond St (heading southwest) five feet back from the intersection to improve the line of sight up Meetinghouse Hill Rd. NHDOT agreed to move the sign.

Reasons noted to not pursue the other alternatives:

Four way stop: Results in a total of six stop signs in the immediate area. Adding a stop sign on Meetinghouse Hill Rd westbound at Bond St could result in back ups of traffic onto Route 13 and potential accidents as a result. Furthermore, parked vehicles along Bond St would impede line of sight for vehicles stopping on Meetinghouse Hill Rd.

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- Make a two way stop: Forcing Meetinghouse Hill Rd traffic, with much higher volume, to stop while giving Bond St traffic the right of way would be highly unusual from NHDOT's standpoint and a safety concern.
- Reconfigure roadway: Significant costs. NHDOT, however, will conduct some "geographic alternatives analysis" for us that will identify how useful potential re-configuration of the intersections could be done in the future.

Meeting adjourned at 10:20 a.m.

Minutes taken by Tad Putney.

Tad Putney

Clarence L. Farwell

Jack B. Flanagan