

PROJECT ADVISORY COMMITTEE

The Project Advisory Committee (PAC) is the stakeholder group formed to advise the designers and to solicit input from the community for this project. The organizations included in the PAC were selected for their interest in the US 3 / NH 25 Corridor in Meredith. Each organization selected their representative(s) for the PAC.

Meredith Transportation Advisory Task Force

Fred Hatch
Herb Vadney
Roger Nash
Lawrence McGourty

Meredith Board of Selectmen

Frank Michel

Meredith Planning Board

Pam Bliss

Meredith Conservation Commission

Bob LeCount

Greater Meredith Program

Rusty McLear
Jeanie Forrester (alternate)

Meredith Chamber of Commerce

John Cook
Linda Johnson (alternate)

Meredith Historical Society

Fred Hatch

Latchkey Group

Chris Williams
Don Jutton (alternate)

Meredith Superintendent of Schools

Dr. Philip McCormack

Town of Meredith

Carol Granfield, Town Manager
John Edgar, Town Planner
Michael Faller, Public Works Director
Kevin Morrow, Police Chief
Chuck Palm, Fire Chief

Meredith Citizen Representatives

John Moulton
Sandra Sullivan
Warren Clark
Ken Renoux

Lakes Region Planning Commission

William Bayard
Michael Izard

City of Laconia
Paul Moynihan, Public Works Director
Luke Powell (Alternate)

Town of Moultonborough
Joanne Coppinger

Town of Holderness
Robert Snelling
Bruce Whitmore (alternate)

Town of Center Harbor
Scott Davis, Office of Selectmen

Town of New Hampton
Paul Tierney, Board of Selectmen

NH Dept of Environmental Services
Tim Drew

NH Department of Transportation
Mark Morrill, District 3

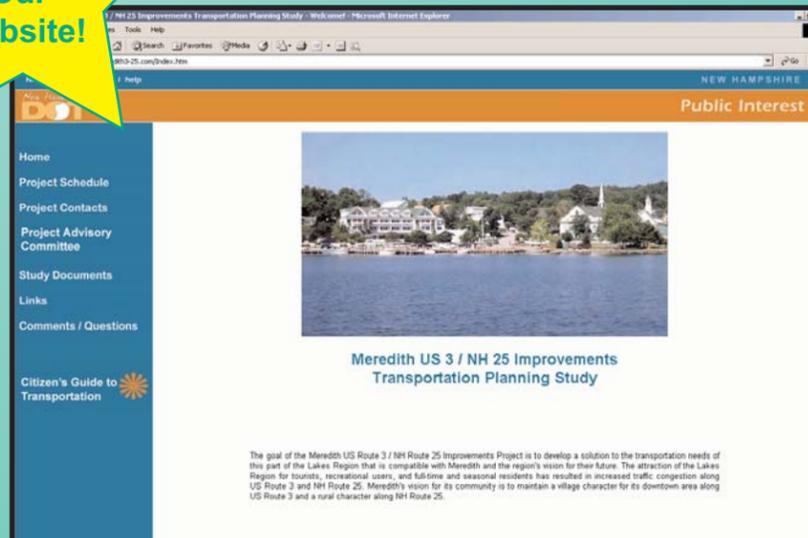
NH Fish & Game
Dan Lynch

Federal Highway Administration
Bill O'Donnell

US Environmental Protection Agency
Trish Garrigan

US Army Corps of Engineers
Rich Roach

Check Out
Our
Website!



PROJECT CONTACT INFORMATION

New Hampshire DOT Contact
Nancy Mayville, P.E., Project Manager
NH Department of Transportation
John O. Morton Building
P.O. Box 483, 7 Hazen Drive
Concord, NH 03302-0483
Phone (603) 271-2107
Fax (603) 271-8093
Email: NMayville@dot.state.nh.us

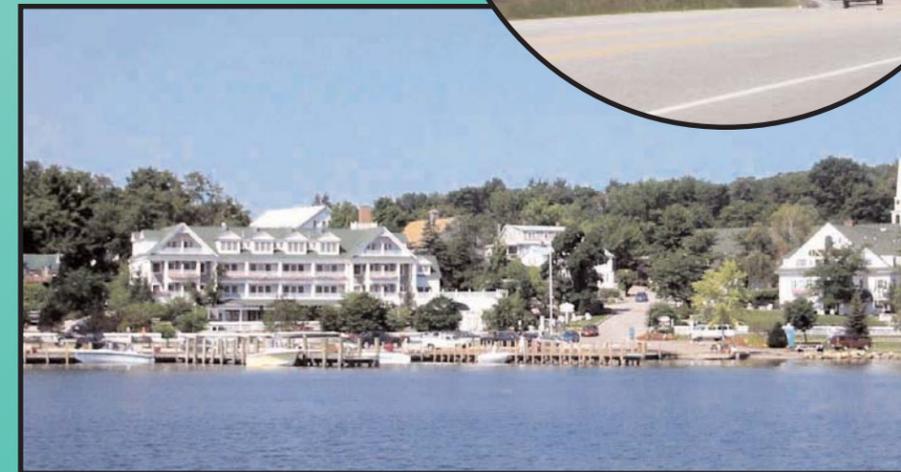
Project Consultant Team Contact
Gene McCarthy, P.E.
Project Manager
McFarland-Johnson, Inc.
Concord Center
10 Ferry Street, Unit 11, Ste 210
Concord, NH 03301
Phone: (603) 225-2978
Fax (603) 225-0095
Email: gmccarthy@mjinc.com

PROJECT WEBSITE

A project website has been developed to serve as an informational center for those interested in the progression of this project and to serve as an open forum for public comment. A comment and questions page allows members of the public to submit their comments, questions and concerns to the members of the project team. In addition, many project materials, documents, presentations, figures, and meeting minutes are posted on the site for review and general knowledge purposes.

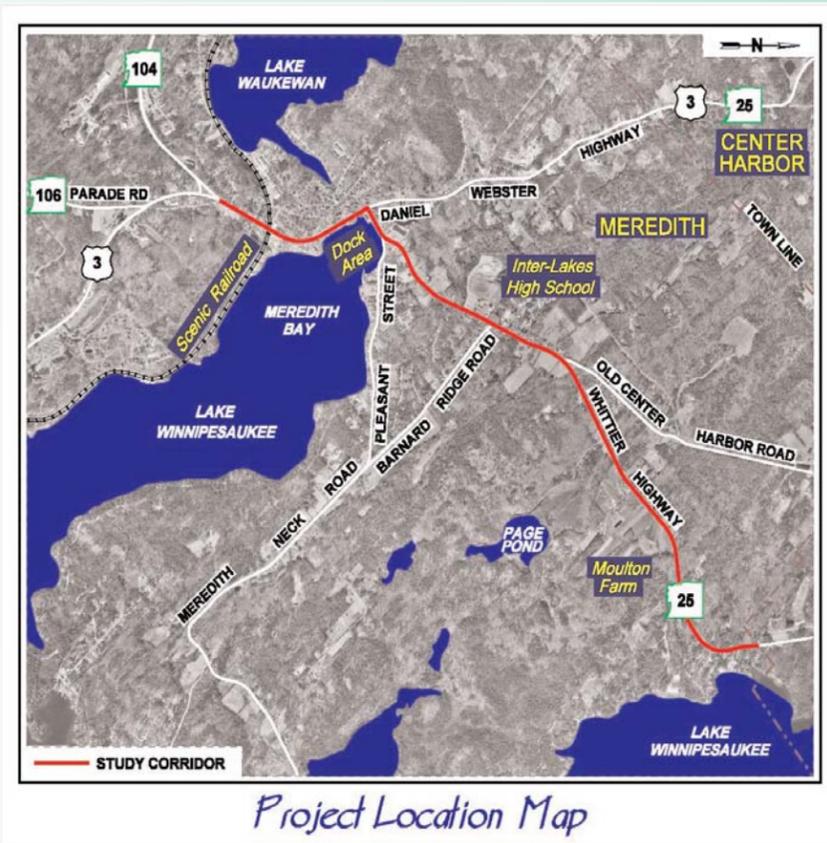


Improving Travel in Meredith and the Lakes Region



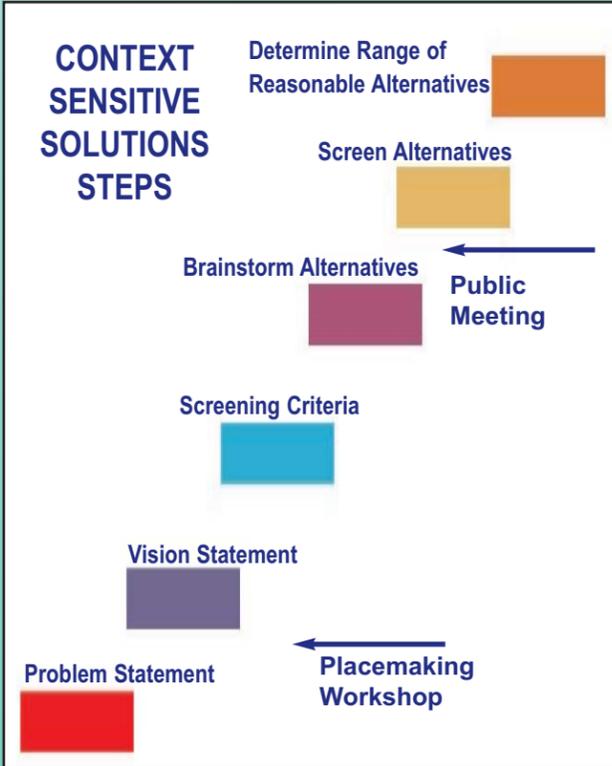
Project Newsletter
Summer 2006

www.meredith3-25.com



What is the Goal of the Meredith Transportation Planning Study?

The goal of the Meredith US Route 3/NH Route 25 Improvements Transportation Planning Study is to develop a solution to the specific traffic and transportation needs of the Town of Meredith that is compatible with the towns vision to maintain a village character for its downtown area along US Route 3 and a rural character along NH Route 25. Over the years, the growing attraction of the Lakes Region for tourists, recreational users, and full-time and seasonal residents has resulted in increased traffic congestion along US Route 3 and NH Route 25.



Developing Context Sensitive Solutions. What Does That Mean and How Do We Do It? The Federal Highway Administration defines Context Sensitive Solutions (CSS) as *“a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.”* The New Hampshire Department of Transportation has embraced this approach and has implemented a training program to formalize its use in the project development process. The Meredith US 3/NH 25 Improvements Study has been selected as one of the pilot projects for the implementation of CSS. Unique elements of the CSS approach include the formation of a stakeholders group to guide the process and “Placemaking” as a tool to help evaluate public spaces. These are described in more detail below. During the current planning phase of the project, CSS has specific steps that must be undertaken to successfully deliver a context sensitive solution. The graphic on the right illustrates these steps.

What are the Transportation/Traffic Problems that Currently Exist in Meredith? The Project Advisory Committee has adopted and approved the following to be a concise statement of the problems that presently exist along US 3 and NH 25 in Meredith. *“The US 3 / NH 25 corridor is subject to seasonal congestion caused by vehicle numbers in excess of its capacity and a lack of other east-west regional routes. Conflicts between vehicles and pedestrians compromise the safety and efficiency of the corridor. As it passes through Meredith, the corridor does not reflect the character of the area. US 3 / NH 25 in Meredith does not appropriately balance the multiple goals of maintaining Meredith’s character, preserving and enhancing its natural and historic resources, fostering economic and social vitality, accommodating a range of transportation modes, and sustaining a high quality of life for residents, visitors, business owners and commuters.”*

How Can the General Public Get Involved and What is the Purpose of the Public Participation Program?

In addition to the project website, there will be many opportunities for the public and citizens of Meredith to participate in the progression of this important project. For any project to be successful, it is critical for members of the communities to be involved in the planning process to ensure concerns are addressed and that all alternatives and options are understood and evaluated. The ultimate goal for this project is for the Lakes Region communities to actively participate in the process and become advocates for it’s eventual solution. The purpose of the public participation program is to create an interactive environment that keeps all interested parties informed and up to date on progression of the project and to ensure their “voice” in the process. The program includes these newsletters, the website, presentations at public meetings, displays at public venues and input from the Project Advisory Committee.

What is Placemaking and How Do You Develop Successful Public Spaces? Successful public spaces are lively, secure, and distinctive places that function well for the people in their surrounding communities to use them. To develop successful public spaces, it is essential to understand the needs of both current and potential users and of the community dynamics and conditions. The Placemaking process encourages a unique sense of community ownership and support. A Placemaking Workshop was held in Meredith on May 6, 2006, where seven locations along the US 3 / NH 25 corridor were evaluated. The evaluation was conducted at each location by a group comprised of public officials, Project Advisory Committee members and members of the general public. Each location was evaluated based on factors such as access, comfort, image, uses, activities and sociability. Opportunities to make improvements at each place were identified and each group developed a problem statement for their location. The results of the Placemaking Workshop can be found on the Meredith US 3 / NH 25 project website.

What is the Vision for the Future of the Corridor? The Project Advisory Committee approved the following vision statement for the US 3 and NH 25 corridor in Meredith: *“Meredith’s village and rural settings will be enhanced by the US 3 / NH 25 corridor, which will allow easy access to village destinations while moving traffic through in a slow, steady, safe and efficient manner. Peak congestion in Meredith and the region will be mitigated by managing pedestrian flow, educating the public about alternate traffic routes and providing for various modes of transportation. People will feel comfortable walking or cycling on the corridor which will promote the town’s social life, recreational offerings, historic features and economic vitality. Long term viability of the corridor and stewardship of the natural environment and cultural assets will remain a steadfast priority.”*