

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 1

MEETING MINUTES

DATE: April 4, 2006
DATE OF MEETING: March 1, 2006
LOCATION OF MEETING: The Laker Room, Church Landing
DW Highway, Meredith, NH

ATTENDED BY:

<u>Name</u>	<u>Affiliation</u>
Rusty McLear	Greater Meredith Program
Frank Michel	Meredith Board of Selectmen
Linda Johnson	Meredith Harley Davidson
Carol Granfield	Meredith Town Manager
Robert LeCount	Meredith Conservation Commission
Joanne Coppinger	Town of Moultonboro
Pam Bliss	Meredith Planning Board
Trish Garrigan	Environmental Protection Agency
Tim Drew	NH Department of Environmental Services
Jeannie Forrester	Greater Meredith Program
John Edgar	Meredith Town Planner
Mike Faller	Meredith Public Works Director
Robert Snelling	Town of Holderness
Chuck Palm	Meredith Fire Chief
Bill Bayard	Lakes Region Regional Planning Commission
Mike Iazard	Lakes Region Regional Planning Commission
Scott Davis	Town of Center Harbor
Chris Williams	Latchkey Group
John Moulton	Moulton Farm
Sandy Sullivan	Meredith Citizen
Roger Nash	Meredith Transportation Advisory Task Force
Lawrence McGourty	Meredith Transportation Advisory Task Force
Fred Hatch	Meredith Transportation Advisory Task Force/ Meredith Historical Society
Keith True	Meredith Police Departments
Paul Tierney	Town of New Hampton
Carol Murray	NHDOT, Commissioner
Jeff Brillhart	NHDOT, Asst. Commissioner
Bill Cass	NHDOT
Craig Green	NHDOT

Bill Oldenburg	NHDOT
Nancy Mayville	NHDOT, Project Manager
Jen Mangieri	NHDOT
Mark Morrill	NHDOT
Jack Cilley	NHDOT
Ram Maddali	NHDOT
Tom Warne	CSS Consultant
Phil Myrick	PPS/CSS Consultant
Gene McCarthy	McFarland-Johnson, Inc.
Jed Mellow	McFarland-Johnson, Inc.

MEETING MINUTES:

The Agenda for the meeting is attached and the meeting generally followed the Agenda. These minutes are formatted to follow the Agenda Items.

1. Opening/Self Introductions

Nancy Mayville, NHDOT Project Manager opened the meeting and asked that everyone introduce themselves and mention who they represent.

2. Transportation Overview

Carol Murray, Commissioner, New Hampshire Department of Transportation, gave a brief presentation on why this Advisory Committee was organized. Commissioner Murray first mentioned the previous study of the corridor and how this study will be run differently. She then discussed the nature of growth in New Hampshire and its effect on travel. She described how transportation and land use are linked and how both areas need to be addressed during this study. She illustrated the problem by presenting land use maps of Rockingham County for 1962, 1974, and 1998, showing how open space has been converted to residential land use with cul-de-sac streets not connected to other new streets. Next she discussed how the NHDOT is implementing Context Sensitive Solutions (CSS) in its project development process, and noted that this committee is part of that effort. She summarized the visions and goals of the Long Range Transportation Business Plan that is being done by a citizen advisory committee to develop a realistic transportation vision for the state. She thanked everyone for attending and introduced Tom Warne.

3. Context Sensitive Solutions Overview

Tom Warne, Tom Warne and Associates, began the overview of Context Sensitive Solutions (CSS). His presentation covered five main topics; CSS Background and Origins, CSS Defined, CSS and Engineering Design, CSS Examples, and CSS Myths. Tom discussed how CSS began as an attempt to provide a better balance between transportation concerns such as safety, mobility and uniformity and community concerns such as environmental, historic and community values. He mentioned that the engineering community is recognizing the need to be more flexible in the application of design guidelines. The flexibility is based upon existing engineering principles, regulations and guidelines. Tom discussed how one runs a project in a CSS environment whereby the public has a much more active role. He then gave a number of

examples from around the country of how CSS was used to successfully advance many challenging projects. He finished by dispelling myths that exist concerning CSS: CSS does not cost more, does not take longer (in many cases it reduces project duration), is not unsafe, and does not increase liability.

Bill Oldenburg of the NHDOT continued the CSS discussion by presenting several examples of New Hampshire projects completed using CSS principles. The examples included the Franconia Notch Parkway, the Oyster River Bridge in Durham, Route 108 in Durham, Main Street in Enfield, and a project in Greenfield. Bill emphasized that the NHDOT has recognized the need to develop projects that are sensitive to the communities' needs.

Phil Myrick, Project for Public Spaces (PPS), continued the CSS overview with a presentation on the concept of a place. His presentation focused on how to look at a place. A corridor project should not look just at the curb to curb impacts, but also at what lies beyond. He mentioned that transportation can benefit a place. He presented Placemaking as a tool used to identify the strengths and weaknesses of a place. Placemaking has been used in Meredith in the past and is proposed for use in this project. He showed examples of how this approach worked in other places in this country and abroad. Phil discussed how transportation, community and environmental concerns are merged to identify the appropriate context sensitive solution for a place. Phil outlined the Project Delivery Process Bridge that has been developed for the NHDOT. A copy of the bridge is attached to these minutes. Phil used examples for each step. The concept of consensus was discussed. "Consensus does not mean that everyone agrees, but that principal groups and individuals can live with a proposal." Phil mentioned how this will be an important concept for the committee as they move forward with the project. Phil concluded by stating that design should focus on people rather than cars.

4. CSS and Meredith

Bill Cass of the NHDOT then discussed the specifics of how CSS will be integrated into the Meredith Project. Bill began by showing the schedule for Parts A, B and C in the Project Delivery Process. The current planning study is Part A with an expected duration of 18 to 24 months. Under CSS more time is allocated for Part A with the hope that with consensus on the project need, goals and alternatives the subsequent phases will go more smoothly. Part B is the environmental documentation and Public Hearing portion and Part C is final design. The goal is to have a project ready for construction around 2010. Bill continued showing that the Project Delivery Process for Meredith includes this committee made up of a diverse group of stakeholders. The solution will be developed by reaching consensus with this committee. Bill finished by presenting a new approach to how a project or projects could be implemented. The traditional approach for a study is for one large project to be constructed by the NHDOT at some future date with the hopes it will solve all the transportation problems for the design life. The new approach involves smaller projects and initiatives that can be implemented in phases by the NHDOT, local communities, and even the private sector.

5. Dinner Break

There was a short break to allow everyone to get dinner.

6. Brainstorming

Phil Myrick led a Brainstorming exercise that asked the committee members for their thoughts on what needs to be accomplished by this project. The brainstorming was very productive with many ideas, concerns, problems and questions being discussed. A list of the items documented during the meeting is attached to these minutes.

7. Next Steps

Nancy Mayville discussed the unique character of the Lakes Region and the need to plan for its future. She outlined the objectives for this part of the project, which are to develop a purpose and need, develop a range of reasonable alternatives and determine the level of environmental document. Nancy then described the step by step process that will be followed during this study in order to achieve these objectives. The project team will look to the PAC to provide input throughout the process.

8. Assignment

Nancy stated that the first topic for the next meeting will be to brainstorm about the problems that exist along the corridor. The assignment for the PAC members is to go to their constituents and ask them their opinion about the problems along this corridor. Every member should come to the next meeting prepared to share ideas about problems. The objective for this meeting will be to develop a Problem Statement for the project.

9. Next Meeting

The next meeting will be scheduled for early April. April 4 was later set for the next meeting.

10. Adjournment

Submitted by,
Gene McCarthy, P.E.
McFarland-Johnson, Inc.



CAROL A. MURRAY, P.E.
Commissioner

JEFF BRILLHART, P.E.
Assistant Commissioner

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee
March 1, 2006
Wednesday, 5:00 to 8:00 PM

The Laker Room, Church Landing
DW Highway, Meredith, NH

AGENDA

1. Opening/ Self Introductions: Nancy Mayville, NHDOT Project Manager
2. Transportation Overview: Carol Murray, NHDOT Commissioner
3. Context Sensitive Solutions Overview
 - Tom Warne, Tom Warne & Associates
 - Bill Oldenburg, NHDOT
 - Phil Myrick, Project for Public Spaces (PPS)
4. CSS and Meredith: Bill Cass, NHDOT Asst. Director of Project Development
5. Dinner Break (6:30 – 6:50)
6. Brainstorming: "Why is it important for you to be involved?" Phil Myrick/Facilitator
7. Next Steps: Nancy Mayville, NHDOT Project Manager
8. Assignment: "What do you see as the problem(s)?" Nancy Mayville
9. Next meeting: Nancy Mayville
10. Adjourn (8:00 PM)

Context Sensitive Solutions (CSS) is defined 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.*"

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**Project Advisory Committee Meeting No. 1
Brainstorming Responses/Reactions**

- Coordinate & streamline pedestrian traffic – summer
- We need to aid the movement of traffic & people
- Preserve the character of the community
- NHDOT has a different attitude – listening
- Look at the outskirts of town also – downtown is important, but outskirts also contribute
- Railroad bridge
- Need better connection between the docks & across the street (whole waterfront) high school on the hill
- NHDOT's plan for build-out should consider local business impacts
- Consider increasing parking for business & tourism. Supply is very limited, Allow people to park & walk
- Increase the awareness of Main Street for visitors & residents
- Tie roadway into other city features – parks, streets
- The Meredith experience begins at Exit 23 - treat/examine everything from there to Moultonborough
- Rt. 3 is a defacto through route – Meredith isn't "in the way"
- Consider pedestrian walkways, trails, cycling and alternative routes
- Is there a by-pass option for cars
- Recognize the regionalism of this project (adjacent communities)
- Area north of 25, west of 3, wetland – possible gateway & also an enhancement opportunity
- Speed limit signs, zones, - input from residents to NHDOT
- All ideas are on the table. Some of the solutions may be regional – a little improvement in a lot of areas
- Technology solutions
- Event management

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Brainstorming Responses/Reactions**

- Pedestrians crossing at 3 & 25 – constant flow. Other areas too managing pedestrians
- Consider improvements to other corridors which would bring relief to this project area. Capital (improvements) and maintenance issues
- Congestion at the upper boat launch – peak hour for boats & traffic occur at the same time
- keep traffic moving – even slower would be good – move traffic out
- Use police officers to help manage pedestrian flow
- Saturday & Sunday is all about moving masses of people through Meredith
- Don't lose sight of the fact that we are focused on 10 weekends a year – these may mean that some of the solutions may be management
- Implement some temporary changes this summer on a trial basis
- Pedestrian phase wait time is too long resulting in crossings against the light
- Better pedestrian control
- small improvements may make a big difference
- NHDOT's willingness to be flexible is good & encouraging
- Growth projections in the past showed considerable congestion – even “off season”
- Where are we in the roundabout discussion? Still on the table
- Roundabout at 3 & 104 – perfect spot to eliminate the signal