

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 10

MEETING MINUTES

DATE: July 18, 2007
DATE OF MEETING: July 17, 2007
LOCATION OF MEETING: Meredith Community Center
DW Highway, Meredith, NH

ATTENDED BY:

Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Robert LeCount	Meredith Conservation Commission
Robert Snelling	Town of Holderness
Joanne Coppinger	Town of Moultonborough
Tim Drew	NH Department of Environmental Services
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Kevin Morrow	Meredith Police Chief
Linda Johnson	Meredith Chamber of Commerce
Mike Iazard	Lakes Region Planning Commission
Bill Bayard	Lakes Region Planning Commission
John Moulton	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Ken Renoux	Meredith Citizen Representative
Rusty McLearn	Greater Meredith Program
Chris Williams	Latchkey Group
Fred Hatch	Meredith Transportation Advisory Task Force/ Historical Society

Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
John Kallfelz	NHDOT
Cathy Goodmen	NHDOT
Erica Wygonik	Resource Systems Group
Gene McCarthy	McFarland-Johnson, Inc.
Vicki Chase	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/Project Overview

Nancy Mayville opened the meeting and thanked everyone for attending. She asked the committee their opinion of the new roundabout at Route 3 and Parade Road (Route 106). There was a positive reaction to the roundabout from those present. Most felt that it was functioning well and that they have not had any trouble getting through it. Some of the comments from the committee include;

- “Love It”
- The businesses around the roundabout like it.
- The queue on Parade Road is gone
- Can’t drive more that around 15 mph around
- There has been one minor “fender bender” accident since it opened

Nancy made several statements about what she has observed and heard about the roundabout, they include;

- Need more construction signing
- A roundabout and the construction zone make it more confusing
- Drivers seemed “pained” to have to slow down on Route 3
- The lip between the lane and the raised apron was too high without the final paving course. The 3” lip seemed like a barrier to some drivers who should be using the apron.
- The roundabout was opened ahead of schedule
- This was the first roundabout built by NHDOT to open in the state. The Plymouth Roundabout opened the following week.

Nancy also mentioned that another single lane roundabout is under construction in Rye and a two lane roundabout is under construction in Keene. John Kallfelz felt the Keene Roundabout should be open this fall. (Note: Subsequent to the meeting the Keene roundabout opened and has received favorable comments.) A request was made to let the PAC know when the Keene Roundabout is open so that members could go see it in action or get a video of it operating.

2. Traffic Model Update

Erica Wygonik of Resource Systems Group gave an overview and update on the traffic model development. She reviewed the tasks completed to date but focused on the last two task completed since the last meeting. The two tasks were the Future Year Model and four Alternative Model Runs. She described how the land use forecasts that were discussed at the last meeting were transformed into vehicle trips and then run on the existing network. This Future No Build run is the base run for use in comparing to alternative runs. John Edgar asked how the trips outside of the model for the future year were developed. Erica explained that the

distribution was partially established from the license plate survey and the growth from the statewide model.

Erica presented a video of the Future No Build run that showed the high level of congestion and queuing that the model predicts for the future if no improvements are made to the network. The queue on Route 104 stretches from Route 3 back to I-93. Traffic on Route 3 in the Meredith Village is moving at a steady pace because only a certain amount of the traffic can get through the Route 3/104 signal.

A question was asked as to how well the model could be used to help optimize the signal at Route 3/25 in the short term. Erica explained that the base year (2006) model is accurate and could be used. However, she felt there were other tools that could do just as good a job.

Erica explained that there is more demand in the future than the network can handle. She presented a table that showed the number of trips that cannot access the network in the peak hour. She called these Unreleased Vehicles and for the existing No Build there are 365 of these while for the Future 2030 No Build there are 2018 of these. These are trips for the entire model not just Route 3. She then presented data for the portion of Route 3 just south of the Route 3/25 intersection. The volumes show fewer vehicles on this segment in the future than are there now. Erica explained that this is due to the overall congestion in the future that prevents vehicles from reaching this portion of Route 3. The table also showed that at this point on Route 3 between 40% and 44 % of the northbound traffic and between 31% and 35% of the southbound traffic is pass-through. This means that these vehicles did not have an origin or destination in Meredith.

3. Results of Alternatives Modeling

Gene McCarthy began by explaining that the future year model can now be used to evaluate potential alternatives. He mentioned that after the No Build was complete, the first scenario that RSG was asked to evaluate was a scenario that would accommodate the future demand. This became the Capacity Scenario. The Capacity Scenario proposes two-lane roundabouts at the Route 104/3 intersection and the Route 3/25 intersection with four lanes on Route 3 between the two roundabouts. RSG then evaluated an Intermediate Scenario that proposed a signal at the Route 104/3 intersection and a two-lane roundabout at the Route 3/25 intersection with three lanes on Route 3 between the two intersections. The three lanes include one lane in each direction with a center left turn lane to be used for both directions of traffic. Gene presented graphics showing the four- and three-lane configurations.

Erica then presented video clips of the Capacity and Intermediate Scenarios. The Capacity Scenario still showed some congestion along Route 104 but not as much as the No Build. Traffic along Route 3 in the Meredith Village moves well and the roundabout at Route 3/25 operates very well with little queuing. This scenario assumes the left turns along Route 3 each use the inside lane.

The Intermediate video was similar to the No Build. There was a great deal of congestion along Route 104 and the signal at Route 104/3 had queuing. The roundabout at Route 3/25 operates very well for this scenario because the pedestrian crossings meter the traffic. The pedestrian crossing becomes the new "bottleneck" along Route 3. Gene mentioned that a

scenario to eliminate the pedestrian crossings and use a single lane roundabout at Route 3/25 is in the works but the team did not have enough time to finish it. This will be a scenario to present at the next meeting.

Carol Granfield asked if pedestrians can use the roundabout. Gene stated that roundabouts are very safe for pedestrians. He explained that the approach to the roundabout is arranged so that the crosswalk is behind the vehicles yielding to enter the circle. Also, pedestrians are crossing only one lane of traffic at a time. Gene later stated that he would bring information to the next meeting that would illustrate the safety of roundabouts.

The last scenario evaluated was the School Bypass. This was the option presented at the last meeting where a new connection would be made from the Route 25/Barnard Ridge Road intersection to Route 3 near the Community Center. The model run indicates that for the Friday afternoon peak hour used in the model, there would be little traffic using this connection. Gene recognized that the Friday afternoon peak would not be the peak for the connection. A Saturday or Sunday afternoon would have more traffic on the connection as residents would use it to access the Community Center and ball fields. Erica presented the video and mentioned it was nearly identical to the No Build.

John Edgar mentioned that the connection still had safety advantages for Barnard Ridge Road and for the connection of True Road. The existing True road intersection with Route 25 has safety issues that will be difficult to address.

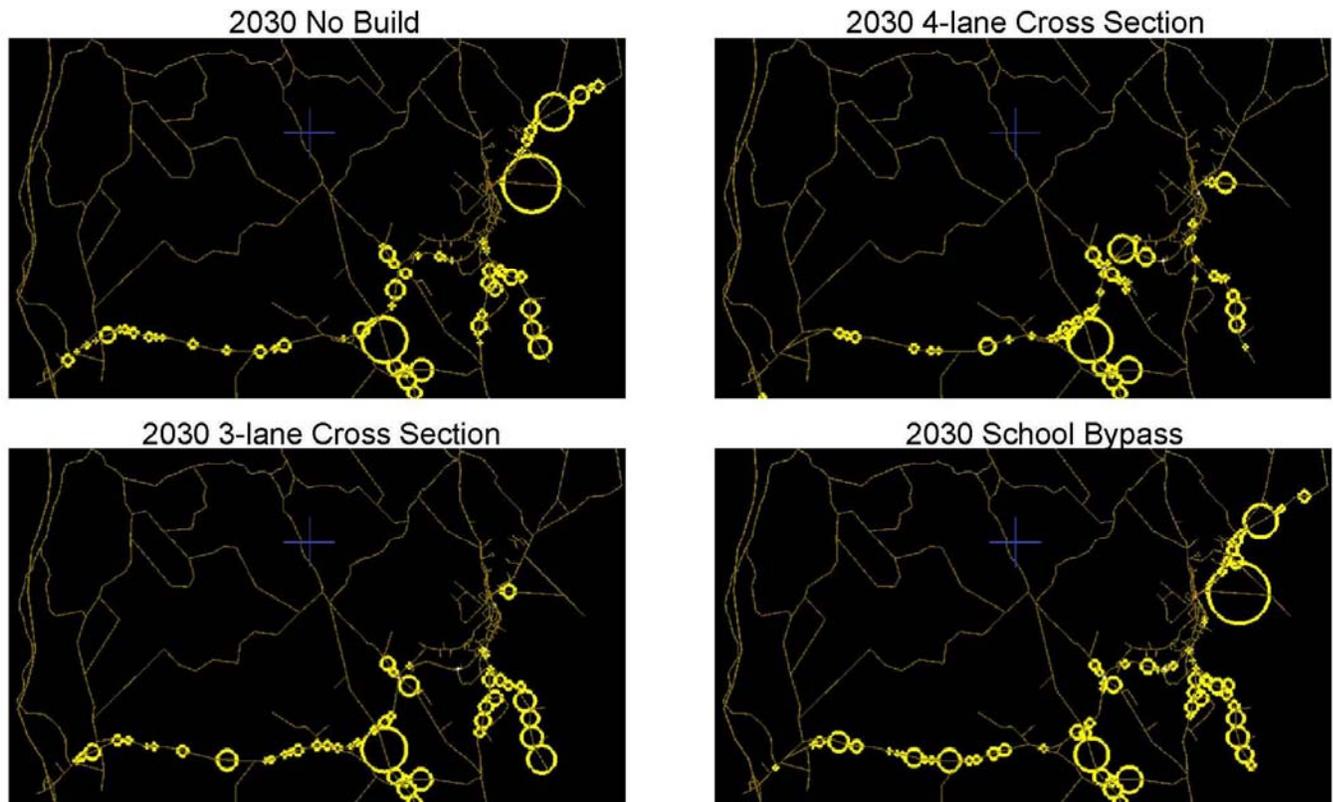
Erica presented two sets of model results. The first, a table of statistics, is shown below.

Scenario	Unreleased Vehicles	Volume on 3 south of 3/25			Cut-through percentage	
		NB	SB	Total	NB	SB
No Build	365	1084	972	2056	44%	31%
Future No Build	2018	961	941	1902	40%	35%
2-lane roundabouts at 104-3, 3-25, 4-lane xsection on 3	371	1477	1063	2540	39%	32%
2-lane roundabout at 3-25, signal 104-3, 3-lane xsection on 3	939	1190	987	2177	39%	31%
School Bypass	1916	971	1014	1985	39%	35%

This table shows that the number of Unreleased Vehicles varies quite a bit for the different scenarios. The Future Capacity Scenario has nearly the same number as the Existing No

Build. The Future No Build and School Bypass show minimal improvement while the Future Intermediate is about halfway between.

The second set of model results, queuing graphics, aimed to show the level of queuing in the region for the different scenarios. The number and size of the circles indicate more queuing. The circles are located on specific links that have differing lengths and capacities. It is clear from the graphic that in the future there will be queuing in the area, but the magnitude is affected by the proposed improvements to the Route 3 and Route 25 corridors.



4. Break

5. Alternatives Development

Gene reminded the committee that the Potential Alternatives developed during the December workshop are the guide for the coming meetings. He mentioned that there are items on the list that do not require model runs. The team has developed a few more of these for consideration. First, Gene presented the School bypass figure presented at the last meeting but included the forecasted volumes during the Friday afternoon peak period. The volumes are 29 vehicles per hour (vph) eastbound and 38 vph westbound.

Gene then presented a figure showing the bypass from Route 3 behind the hardware store and connecting to Route 25 at Pleasant Street. This concept uses single lane roundabouts at the three intersections; Route 3/25, Route 3/Bypass, and Route 25/Pleasant Street/Bypass. Gene explained that it was developed as a simple bypass where the bypass would be a two lane

connection road. He stated that this configuration could also perform as a set of one-way roadways where existing Route 25 from Route 3 to Pleasant Street would be one-way eastbound and the new connection would be one-way westbound. Gene explained that neither of these scenarios was modeled, the team wanted to see the feasibility of the connection first. He stated that the connection fit rather well and the impacts were not that extreme. However, the connection crosses Hawkins Brook, which is a prime wetland. Fred Hatch stated that when this was considered in the past, there was a belief that it could be permitted. The committee felt it showed promise and that it should be modeled to see how it performs.

Ken Renoux questioned whether two-lane roundabouts were less safe for pedestrian than single-lane roundabouts. Gene stated that he has seen statistics that two-lane roundabouts are less safe than single-lane roundabouts for vehicular traffic. He has not seen similar data for pedestrians. His feeling is that the higher traffic volumes on two-lane roundabouts would make them less safe for pedestrians.

The next option presented was the re-alignment of Quarry Road to connect opposite of Beattie road along Route 25. Gene stated that the group reviewing this area during the workshop came up with this idea. The graphic shows the re-alignment crossings a Moulton Farm field behind the landscaping business. A question was asked as to why Quarry Road was re-aligned and not Beattie Road. The response was that the re-alignment of Beattie Road would impact a private residence. Gene stated that the Quarry Road re-alignment potentially impacts conserved land that is part of Moulton Farm. John Moulton stated that he supports options that would improve the safety of vehicles accessing Quarry Road. Police Chief Kevin Morrow stated that there have been accidents near Quarry Road but it is not a serious problem. There was agreement that both re-alignment concepts should be explored including improvements to Route 25 to increase safety.

The final option presented was along Route 25 near Patrician Shores. Gene presented a map showing the many driveways and streets accessing Route 25 in a short stretch of road. He then presented graphics that included ideas from the workshop. These included closing the Hagopian Road intersection with Route 25, closing the Patrician Shores Circle/Sorenson Road intersection with Route 25, and creating a new connection from the Patrician Shores Circle/Founders Road intersection to Route 25. This connection would have a 10% grade but would be placed at the top of the crest vertical curve on Route 25.

There was support for closing the two intersections, but some felt the new connection was not ideal. The idea of connection Leavitt Park Road to Patrician Shores Circle was mentioned. Gene stated that this connection is on the list and it will be investigated. There was also concern about speed around the horizontal curve. The speed is reduced at the town line from 55 mph to 45 mph but many drivers don't slow down.

6. Next Steps

Gene stated that the next meeting will again focus on alternatives. Additional model runs will be performed and presented as well as more of the items on the list of Potential Alternatives. Warren asked about a "parkway" for Route 3 in the downtown. Gene explained that this concept is on the list but that these amenities will be looked at after the more corridor level

ideas have been investigated. Bill Bayard wondered how the intersection issues along Route 104 would be handled. He hoped that this project could somehow address those as well. The funding for any improvements along Route 104 appears to be decades in the future. Nancy Mayville mentioned that the "Ten-Year Plan" is now estimated to be a 35 year plan. She mentioned that the DOT Commissioner would be meeting with the governor and governor council on July 18 to discuss the plan and the shortfall.

Gene announced that the next meeting is scheduled for August 21. All present PAC members felt a meeting in August would be fine.

7. Adjournment

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



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHARLES P. O'LEARY, JR.
COMMISSIONER

**Meredith 10430 US 3/25 Improvements
Transportation Planning Study**

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Project Advisory Committee
July 17, 2007
Tuesday, 5:00 to 8:00 PM
Meredith Community Center
DW Highway, Meredith, NH

AGENDA

1. Opening / Introduction: Nancy Mayville, Municipal Highways Engineer
2. Traffic Model Update: Erica Wygonik, Resource Systems Group
3. Results of Alternatives Modeling: Erica and Gene McCarthy
4. Dinner break
5. Alternatives Development
6. Next Steps
7. 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."

Contacts: Nancy Mayville
Municipal Highways Engineer
NHDOT
TEL: 603-271-1609
NMayville@dot.state.nh.us

Gene McCarthy
Project Manager
McFarland-Johnson, Inc.
TEL: 603-225-2978
gmccarthy@mjinc.com

James A. Marshall
Project Manager
NHDOT
TEL: 603-271-6472
JAMarshall@dot.state.nh.us
Website: www.meredith3-25.com