

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 17

MEETING MINUTES

DATE: May 5, 2008
DATE OF MEETING: April 15, 2008
LOCATION OF MEETING: Meredith Harley Davidson
DW Highway, Meredith, NH

ATTENDED BY:

Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Chuck Palm	Meredith Board of Selectmen
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Michael Faller	Meredith Public Works Director
Sandra Sullivan	Meredith Citizen Representative
John Moulton	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Bill Bayard	Lakes Region Planning Commission
Michael Izard	Lakes Region Planning Commission
Robert LeCount	Meredith Conservation Commission
Linda Johnson	Meredith Chamber of Commerce
Robert Snelling	Town of Holderness
Tim Drew	NHDES
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force

Others

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT, Project Manager
CR Willeke	NHDOT
Cathy Goodman	NHDOT
Gene McCarthy	McFarland-Johnson, Inc.
Mike MacDonald	McFarland-Johnson, Inc.

MEETING MINUTES:

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

1. Opening/Introduction

Jim Marshall opened the meeting. He began by discussing the proposed timing refinements proposed for the existing signal at the Route 3/25 intersection. These timings were presented at the last meeting by Dave Saladino. Jim stated that he had directed the NHDOT Traffic Bureau to proceed with the refinements. The Traffic Bureau was concerned that there was not sufficient non-peak season left this spring to make the change. They would prefer to make the changes in the fall when they can better monitor the impacts. There was consensus from the committee to wait until September.

Jim then discussed the concept of a pedestrian signal trial for this summer. He mentioned that the Traffic Bureau was consulted on this idea. The crosswalk near Dover Street appeared to be the best location for the trial. However, the Traffic Bureau felt the entire intersection would have to be part of the signal. Mike Faller suggested eliminating some of the left turns to minimize the need for a complete signal. There were also concerns about a signal near the boat ramp.

Mike Faller mentioned placing the temporary signal mid-block between Lake Street and Dover Street. The existing guardrail could be cut and spaces removed from the parking lot to make this happen.

Gene presented two options for the temporary signal. Portable signals could be rented for this use. Gene presented pictures of these units. He also presented images of temporary signals using wooden poles and signal heads strung on wires. Jim stated that the temporary signals with the span wires could cost up to \$50,000 and Gene stated that renting units could cost up to \$30,000.

Warren felt that the signals would slow traffic down and that using crossing guards would be more effective.

Jim informed the committee that the project funds could not be used for the temporary signals. The NHDOT Front Office did not think this was an appropriate use of funds because it does not contribute to the final project configuration. Sandra asked Jim if the state would help pay for crossing guards. Jim agreed this was a good question and would look into it.

There was continued discussion about a mid-block crossing. It would cost less than one at an intersection. John Edgar is concerned about sight distance for cars as they approach the crosswalk. The guardrail and parked cars could conceal pedestrians. Roger mentioned that the lighting is not good at this location.

Jim then discussed the project schedule and in particular the planned public meeting. He stated that he thought August would be a good time. The committee saw benefits of a weeknight meeting and a weekend meeting. It was agreed that the meeting would take place

on two occasions, one weeknight and one Saturday morning. This would give full time and summer time residents the best chance to attend. Jim will work on dates in early August.

Jim also mentioned the idea of scheduling more PAC meetings before the public meeting to be sure there is ample time to get the alternatives screened. Mike Faller asked the best scenario for the public meeting in regards to alternatives. Gene stated that he felt it would be best for the committee to screen alternatives and present the results to the public for confirmation. He also stated that it would be acceptable to present the alternatives and get public opinion before the screening.

2. Break

3. Alternatives Development

Curved Intersection - Gene presented a new concept developed by Michael Wallwork for the Route 3/25 intersection. The concept would connect the southern portion of Route 3 to the eastern portion of Route 25. This “curved” alignment would connect the prominent travel routes such that vehicles would be traveling through rather than making turns. There is more capacity for a signal with this configuration because the higher volumes are traveling through.

Gene emphasized that this was a concept at this point and there are improvements that could be made. He stated that the team wanted to get feedback from the committee before spending more time on it.

Sandra asked how this compared to the roundabout options. Gene stated that it functions better than the Single-Lane Roundabout but not as well as the Two-Lane Roundabout.

The consensus is that it is an interesting idea and deserves further consideration.

Alternate Routes – Gene presented a map with several routes previously identified as potential alternates for travel along Route 3 and 25. He presented each of the routes. Fred mentioned that he had discovered the connection from Livermore Road near Waterville Valley was no longer possible. Gene then presented travel times for each of the routes. He explained that these were standard travel times from Mapquest and did not take into account congestion. These assumed travel from Manchester to North Conway. Gene mentioned that they were surprised at how close the travel times were for each of the routes. There was only a 14 minute difference for a trip of over 2 hours.

John Edgar mentioned that the problem was as much Meredith travel as travel to North Conway. Fred mentioned that even a 10% reduction in traffic would be helpful.

Gene presented several ideas for how to notify travelers of these Alternate Routes. Currently, Mapquest directs travel through Meredith. It could possibly be re-programmed to include the Alternate Routes. Gene presented a permanent static sign that could let motorists know there are Alternate Routes. He also presented changeable message signs that could be used only when congestion occurs. These would be used along with loops in the road and cameras that could be monitored in Concord at the Operations Center. Gene also mentioned tourism websites, maps and other information that could inform visitors.

Concept from a Summer Resident – Gene presented a sketch prepared by a Meredith Summer Resident that proposed an elevated deck spanning over Route 3. The deck would act as a pedestrian crossing as well as a destination. The sketch identified the potential for benches, tables, a grassed area and even shops.

Sandra thought it had a very urban feel to it. Linda mentioned the town's three story limit. The consensus was that it was an interesting idea but did not warrant further development.

Concept from a Resident – Gene presented another concept proposed by a Meredith resident. This concept would make Route 3 and Main Street one-way streets during the summer. Route 3 would handle northbound traffic from Route 104 to Route 25 and Main Street would handle southbound traffic from Route 25 to Route 104. There was concern from the committee about Main Street as a thoroughfare. It was felt the community would not like it. No further development was requested.

Fire Station Issues – Gene presented sketches of the three lane and four lane sections in front of the Meredith Fire Station. The issue was whether either option would now be precluded due to the approved expansion of the fire station. Chuck Palm stated that the four-lane scenario could be accommodated but with a different operation for the trucks entering and exiting the station. The current permit requires fire staff and equipment to stop traffic on Route 3 when trucks are entering and exiting the station. A signal or other device would likely be necessary if there were four lanes on Route 3. There was a misunderstanding concerning a concrete barrier that Jim corrected.

Boat Launch Issues – Gene explained that the Alternatives list includes several ideas pertaining to the boat launch. He stated that the team feels this is an issue beyond the scope of this project. All options presented have attempted to accommodate the boat launch in its current configuration. Only one option required it to be closed due to grade issues. Warren stated that he thought it would be hard to remove. Jim mentioned that the project could remove it if the Town makes this request.

Parking Issues - Gene mentioned that all options to date had preserved the municipal parking along the town docks. He wondered if other possibilities should be considered for this land. The idea of finding other land for parking was mentioned. Bill Bayard mentioned using some of the land for parking and converting some to other uses.

5. Next Steps

The committee agreed to meet more often in the coming months to make progress before the public meeting. Jim would look at dates and places and inform the group once these have been confirmed.

6. Adjournment

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



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

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

PROJECT ADVISORY COMMITTEE

April 15, 2008

Tuesday, 5:00 to 8:00 PM

Meredith Harley Davidson
DW Highway, Meredith, NH

AGENDA

1. Opening / Introduction: Jim Marshall, NHDOT Project Manager
2. Friday and Sunday Traffic
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Alternatives Development
5. Next Steps: Jim Marshall, NHDOT Project Manager
6. 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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