

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 18

MEETING MINUTES

DATE: June 17, 2008
DATE OF MEETING: May 20, 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
Kevin Morrow	Meredith Police Chief
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Robert LeCount	Meredith Conservation Commission
Linda Johnson	Meredith Chamber of Commerce
Al Bolduc	Town of Meredith
Tim Drew	NHDES
Bill Bayard	Lakes Region Planning Commission
Michael Izard	Lakes Region Planning Commission
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force
Herb Vadney	Meredith Transportation Advisory Task Force
Robert Snelling	Town of Holderness

Others

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT, Project Manager
CR Willeke	NHDOT
Cathy Goodmen	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 handed out awards to committee members who have performed exceptional public service. Jim announced that the Public Informational Meetings would be held on Saturday, August 16 in the morning/early afternoon and on Tuesday, August 19 in the afternoon/evening. He mentioned that the focus of the meeting would be to address revised travel times, the Sunday/Friday peak, and to give an overview of the screening process.

2. Traffic and Traffic Modeling

Gene began by stating that only a few choice scenarios were chosen to be analyzed with the revised travel time limits. The new limits were defined by the Route 104/Foundry Ave. intersection and the intersection of Route 25 and Barnard Ridge Rd. The results were as follows.

Scenario	Travel Time (minutes)	
	Northbound	Southbound
Future No Build	22	18
Capacity	12	8
Intermediate, With Peds, 2-Lane Roundabout	12	6
Intermediate, No Peds, 1-Lane Roundabout	20	16
Roundabout	24	14
School Bypass: One-way Circulation	12	12

There was concern that the times were for only the Friday peak period.

3. Friday vs. Sunday Traffic

The next item of the Agenda Gene focused on was the difference between Friday and Sunday traffic peaks. Gene presented information on the traffic data available for both Friday and Sunday traffic. He presented count data collect on US 3 in front of Heskey Park in August 2005 and September 2007. A summary of this data was presented and is on the next page. This data clearly shows that the overall peak occurs on Friday. Gene stated that he looked at this data for several other years and Friday was always the peak. He then stated that intersections counts that were done for the key project intersections for Friday, Saturday and in some cases Sunday. These counts were used to develop factors for assigning Sunday volumes to volumes generated by the Friday peak hour model. It was determined that the Sunday turning volumes were between 87% and 95% of the opposing Friday turning volume. It was decided to use 95% for all volumes to be safe.

Daily Traffic on US 3 at Heskey Park

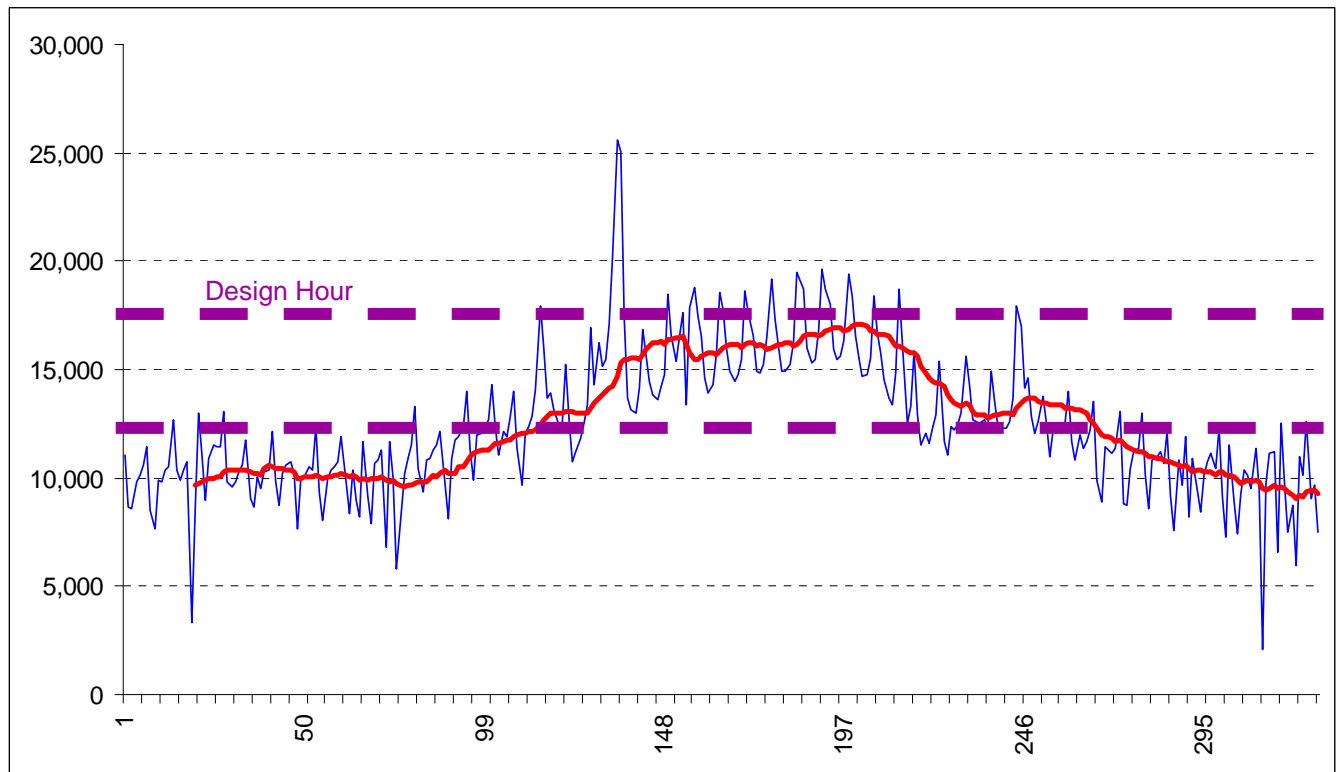
<u>Day of Week</u>	<u>August 16-21, 2005</u>	<u>September 18-23, 2007</u>
Sunday	22,783	17,067
Monday	No Data	No Data
Tuesday	24,548	17,956
Wednesday	24,850	18,151
Thursday	26,048	19,070
Friday	28,680	22,129
Saturday	25,981	18,942

Gene explained that once there were intersection volumes for both Friday and Sunday, an intersection analysis was performed using other pieces of software. Gene presented results from the Roundabout analysis conducted by Michael Wallwork. Gene stated that the analysis was done for the key intersections for the different configurations proposed by the project alternatives.

Gene then discussed the variance in traffic over the course of a year. This was to respond to questions concerning how much of the year a single-lane roundabout could operate at an acceptable level. Michael Wallwork determined that the single-lane roundabout could handle about 68% of the predicted future peak hour demand volume. Gene presented a graph of the year 2007 traffic at the permanent counter located on Route 104 north of Wickwas Lake. He then showed the same graph with lines that represented the peak hour and 68% of the peak hour to show how much of the year would fall below 68%. The intent was to show the relationship between the peak hour and 68% of it. The graph is shown on the next page.

There was a great deal of discussion about this graph. It was not clear to the committee members that this was a comparison between the peak and 68% of the peak. The volumes shown on the graph made it appear these were the peak volumes. It was requested that the graph be revised to eliminate the numbers and use it to show the shape of the graph only.

Yearly Traffic on Route 14 North of Wickwas Lake



At the end of his presentation, Gene answered questions from the committee. Below are the questions, answers and the discussion that followed.

- John Edgar believed it would be helpful if the more important data was highlighted so it wouldn't be so overwhelming, he was also curious to see if the information collected in the 1990's supported the current data. John also wanted to remind everyone that weather greatly affects the counts as less people would travel to the lakes region during a rainy weekend compared to a sunny weekend.
- Warren observed that while the Friday traffic is greater in number, the Sunday traffic is hindered by the left turning movement from Route 25 to Route 3. Gene explained how 95% of Friday's right turn movements North onto Route 25 were assumed to take a left turning movement South onto Route 3 on Sundays.
- Fred believed the daily traffic totals did not have much meaning as turning movements were not taken into consideration.
- Bill asked if more counts were going to be taken. Jim explained that more counts can be taken at a later date, but they are not needed for screening alternatives.
- There was much discussion and confusion about the graph depicting the capabilities of the single-lane roundabout. Gene explains that the traffic numbers were not what was important rather the trend of the curve.
- Fred wondered where the two-lane roundabout fit into the same curve. Gene explained that it had a LOS C which indicates that it would work sufficiently throughout the year.

- Herb believed it would be worth the effort to collect traffic counts for the specific turning movements.

4. Break

5. Screening Overview

After the break, Gene explained the criteria for alternative screening. He suggested screening the US 3/NH 25 Village Corridor, NH 25 Rural Corridor, Alternative Routes, and Components Separately in order to move through the process more efficiently. The ranking system was then explained followed by questions and discussion.

- John believed it was important to involve the sub-consultants in the process of screening, they would provide more insight into such issues as economics, landscaping, and environmental impacts. Gene agreed they would be an asset.
- There was then a brief discussion on whether the Meredith Village Corridor would be an Urban Compact situation. Mike stated that there were other Urban Compacts in the area including Gilford and Laconia. CR believed that Urban Compact Situations have population limits that the town of Meredith did not meet.
- The ranking system was then discussed and Gene explained that each Alternative and Component would be subjected to its own ranking. Herb asked where he would get information on each Alternative/Component as it was being screened. Gene explained that during the process all of those things will come up and be discussed.
- Carol wondered what the process was if the public was to bring up new ideas that had not been discussed. Gene stated that new ideas could still be brought forward and screened and if an old idea is brought up there would be documentation of how it was already screened out.
- Bob wondered if the Advisory Committee was supposed to fill out the ranking sheets and bring them to the next meeting. Gene said that the initial screening would be done by the project team and then posted on the website for the Advisory Committee's review. John believed any comments the Design Team could add to the screening would help the committee understand what the thought process was.
- Herb then asked if the Winona Road Route should be added to the alternatives and if the state would even allow this. Gene suggested making it a component. Herb stated that in 1993 the town agreed that they did not want to eliminate business traffic, the current committee also agreed with this belief. John then stated that it should still be screened out in order to show the public that it received a "fair shake".

5. Next Steps

Jim mentioned that June 3rd and June 24th would be good times for future meetings. Linda agreed to allow the committee use of the Harley Davidson Dealership on those dates. Jim also mentioned looking into collecting more traffic counts as requested by the committee in order to better understand the turning movements.

6. Adjourn

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



GEORGE N. CAMPBELL, JR.
COMMISSIONER

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

Meredith 10430 US 3/25 Improvements
Transportation Planning Study



JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Project Advisory Committee

May 20, 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. Revised Travel Times
3. Friday and Sunday Traffic
4. Dinner break (6:15 PM +/- to 6:45 PM +/-)
5. Screening Overview
6. Range of Alternatives
7. Next Steps: Jim Marshall, NHDOT Project Manager
8. 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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