

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 19

MEETING MINUTES

DATE: June 17, 2008
DATE OF MEETING: June 3, 2008
LOCATION OF MEETING: Meredith Harley Davison
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
John Moulton	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Ken Renoux	Meredith Citizen Representative
Michael Izard	Lakes Region Planning Commission
Robert LeCount	Meredith Conservation Commission
Rusty McLear	Greater Meredith Program
Al Bolduc	Town of Meredith
Linda Johnson	Meredith Chamber of Commerce
Tim Drew	NHDES
Fred Hatch	Meredith Transportation Advisory Task Force
Robert Snelling	Town of Holderness
Mark Morrill	NHDOT

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 mentioned that the focus of the meeting would be Alternative Screening and traffic would be addressed at a later date.

2. Alternative Screening

Gene begins by introducing the guidelines and recommending a 75% super majority if consensus could not be achieved. Below are the questions, answers, and discussion that followed.

- The committee agreed that 75% was reasonable if a consensus could not be met. Warren believes that if one person is adamant about something his or her opinion should carry more weight. Gene responded by saying it should be up to that person to convince the group that he is correct. Rusty then asked what would happen if 75% consensus could not be met as was the case with Bow/Concord Warren believes if 75% can not be met the discussion should be tabled and the group should move on.
- John asked who was involved in the initial screening and if they ever went back to a previous item and changed a ranking. Gene explained that they went back several times as things became clearer the further they went in the process. He also listed the initial screeners as himself, Jim, CR, Mike and Vicki Chase.

After discussing the ranking procedure the Committee began screening the “No-Build” scenario.

No Build Screening

Access

The group agreed with the initial screening performed for the “Access” category.

Aesthetics

John mentioned that the Village Corridor could become less aesthetic in other alternatives because more pavement would be added. However, there would be opportunities to improve the aesthetics with landscaping and other methods with a proposed alternative.

Fred believed all of the items should be moved to ½ red as no one will enjoy the views when they are stuck in traffic.

The Committee agreed and all items were moved to ½ red.

Community Resources

John questioned whether the physical limit of the corridor limited their ability to analyze whether the school was being affected. Fred believed the congestion would hurt the schools as the bus routes are within the corridor. The committee agreed to move the schools to a ½ red.

Warren believed the parks should also be moved to ½ red. Fred agreed citing the fumes. Rusty also believed the park experience would be deteriorated due to the high congestion level. The committee agreed to move the parks to ½ red.

Due to the schools and parks moving to half red the committee agreed to move the overall score to ½ red as well.

Economic Vitality

Chuck Palm believed tourists would drive straight through town in an effort to get out of traffic. Also, locals would stay home and avoid down town all together. The Committee agreed and moved local business, lakes region business, and overall to full red.

Historical Resources

Gene mentions that Bootleggers is an 18th century building, but it has been altered a great deal. The larger concern is to the historic district that it is part of.

The group agreed with the initial screening performed for the “Historical Resources” category.

Implementation

Fred thought the cost for doing nothing will be huge by 2030. While everyone agreed, John explained that this was simply construction cost. Jim then explained that the “Economic Vitality” category addressed the overall cost of doing nothing.

The group agreed with the initial screening performed for the “Implementation” category.

Mobility

The Committee agreed that the “Pedestrian Travel” item should be moved from neutral to ½ red.

Bob mentioned that the boat launch would be more difficult to manage with more congestion. The Committee agreed and moved the “Balance” item from ½ red to full red.

Rusty believed that the amount of time pedestrians would have to wait on a Tuesday in the future will be equal to the amount of time they have to wait on a Saturday presently. There was then discussion of how pedestrians may have less wait time if there is more congestion as they could cross at will.

The Committee agreed to have “Pedestrian Wait Time” remain neutral.

John asked Gene how they were supposed to quantify failure, should it be based on travel times, congestion, or unreleased vehicles. Gene explained that they should use a little bit of everything, whether it is traffic numbers, modeling, or to base it against other alternatives.

The Committee agreed that “The Ability to Provide Adequate Mobility” should remain full red.

Gene questioned whether Alternate Routes and the consideration of ITS should be included in the “Mobility” category. Warren, Mike, and John thought they should receive their own category while Fred wasn’t sure. It was decided that the project team should revise the questions to deal with the impact to regional traffic and that references to Alternate Routes should not be used.

Natural Environment

The group agreed with the initial screening performed for the “Natural Environment” category.

Public Health

Warren believed if Cost of Construction was rated “full green” due to the fact that there was no construction, then by the same logic Air Quality should be rated “full green” as well. The Committee agreed with this thought and after some discussion decided to go back to the “Implementation” category and rate Cost of Construction neutral.

The group agreed with the initial screening performed for the “Public Health” category.

Safety

The Police Chief believed although traffic would slow down with more congestion, road rage and other factors would degrade safety.

The group agreed with the initial screening performed for the “Safety” category.

Transportation Choice

The group agreed with the initial screening performed for the “Transportation Choice” category.

Community Vision

The Community Vision category was not initially screened by the Design Team and left for the members of the community to rate.

All of the Community Vision questions were screened ½ red by the committee except for the one pertaining to Rural Route 25. The committee felt that doing nothing would degrade the village and this was not the vision the town has. The overall score was ½ red for Community Vision.

Support

The Support category was not initially screened by the Design Team and left for the members of the community to rate.

The committee scored Meredith support as full red and the Lakes Region and resource agency support as ½ red. All agreed on a full red score for the overall category score.

Overall

Gene explained that the No Build was required by NEPA for comparison purposes and is therefore designated as Required. John was concerned by this characterization because the public might not realize that the committee feels this is unreasonable. It was agreed that the final ruling would state that the No Build is viewed as Unreasonable but is required for comparison purposes.

3. Next Steps

The next meeting was set for June 24 at the Harley Davidson Dealership.

4. Adjourn

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

June 3, 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. Alternative Screening
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Next Steps: Jim Marshall, NHDOT Project Manager
5. 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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