

# Meredith US 3/NH 25 Improvements Transportation Planning Study

## Project Advisory Committee Meeting No. 2

### MEETING MINUTES

**DATE:** May 19, 2006  
**DATE OF MEETING:** April 4, 2006  
**LOCATION OF MEETING:** Meredith Community Center  
DW Highway, Meredith, NH

#### ATTENDED BY:

#### Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Frank Michel	Meredith Board of Selectmen
Carol Granfield	Meredith Town Manager
Robert LeCount	Meredith Conservation Commission
Joanne Coppinger	Town of Moultonboro
Pam Bliss	Meredith Planning Board
Tim Drew	NH Department of Environmental Services
Mike Faller	Meredith Public Works Director
Robert Snelling	Town of Holderness
Bruce Whitmore	Town of Holderness (alternate)
Chuck Palm	Meredith Fire Chief
Bill Bayard	Lakes Region Regional Planning Commission
Mike Izard	Lakes Region Regional Planning Commission
Scott Davis	Town of Center Harbor
Chris Williams	Latchkey Group
John Moulton	Moulton Farm
Lawrence McGourty	Meredith Transportation Advisory Task Force
Fred Hatch	Meredith Transportation Advisory Task Force/ Meredith Historical Society
Kevin Morrow	Meredith Police Chief
Warren Clark	Meredith Citizen Representative
Paul Tierney	Town of New Hampton
Bill O'Donnell	FHWA
Mark Morrill	NHDOT

## Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
Bill Oldenburg	NHDOT
John Kallfelz	NHDOT
Mark Hemmerlein	NHDOT
Phil Myrick	Project for Public Spaces
Gene McCarthy	McFarland-Johnson, Inc.
Jed Merrow	McFarland-Johnson, Inc.
Vicki Chase	McFarland-Johnson, Inc.
Steve Whitman	Jeff H. Taylor & Associates

## **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. Items noted on the flip charts during the meeting are included with these minutes.

### 1. Opening/Self Introductions

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

### 2 Project Advisory Committee Role

Nancy stated that this Project Advisory Committee (PAC) is comprised of stakeholders who represent an interest in the project. Each member has a constituency that they represent and they need to be the conduit to bring the concerns of their constituency to the committee. Nancy asked if any member thought there was a group or interest missing, none were mentioned.

Nancy mentioned that each member has been given a Project Notebook for their use throughout the project.

There were no comments on the draft meeting minutes from Meeting No. 1.

Nancy mentioned that future meetings would be scheduled for the third Tuesday of each month unless this presented a problem for anyone. There were no objections. Nancy also mentioned that the primary correspondence method would be e-mail and that the project website would also be used to distribute information.

Nancy mentioned "consensus" and presented the definition that will be used for the PAC.

### 3. Project Overview

Nancy reviewed the NHDOT Project Development Process for this project. She discussed the components of Parts A, B and C and stated that the project is currently starting Part A. She presented the objectives for Part A which are:

- Develop Project Vision
- Develop a Purpose and Need Statement
- Develop a Range of Reasonable Alternatives
- Recommend the Level of Environmental Document for Part B

She reviewed the project activities to date that include the assembly of the PAC and holding the first PAC meeting.

### 4. CSS Review

Nancy presented the Part A CSS Steps. She mentioned that this meeting will begin the first step by discussing the problems that exist along US 3 and NH 25. She also mentioned the Placemaking Workshop scheduled for May 6.

### 5. Project Team and Scope

Gene McCarthy of McFarland-Johnson presented the consultant team and discussed the scope of services defined for Part A. He reminded the PAC that the current contract and scope is for Part A only. He presented a Project Team chart and said that it is included in their Project Notebooks. Gene noted each firm on the team and their role and expertise.

A question was raised concerning the Town of Meredith's role in the project. Nancy stated that the NHDOT and FHWA would make the final decisions based upon input from the PAC. Meredith has a voice through the PAC along with the other towns represented on the PAC.

Gene explained that there are three broad categories in the scope; System Planning/Engineering, Environmental and Community Resources, and Public Participation. For each category he listed the specific tasks that are included in the scope. He presented a slide showing the Project Study Limits and that there are actually two limits. The Physical Study Limits include US 3 from NH 104 to NH 25 and NH 25 from US 3 to the Center Harbor town line. These limits were determined because this is where the physical improvements are expected to occur. The Operational Study Limits are much broader. These limits will be used to evaluate regional issues such as traffic.

Gene mentioned that the Project Website has been established and is live. The website will be used to post project information. The address is [www.meredith3-25.com](http://www.meredith3-25.com).

### 6/9. Introduction to Placemaking

Phil Myrick of Project for Public Spaces (PPS) gave an introduction to Placemaking. A Placemaking Workshop for the project will be conducted on Saturday, May 6.

Phil gave an overview of the goals of Placemaking and then went through five important elements to running a Placemaking Workshop, they are:

1. Select Workshop Sites
2. Identify Key Participants
3. Prepare Logistics
4. The Placemaking Workshop
5. Share Workshop Findings

Because the presentations went well it was decided to discuss the Placemaking locations for May 6 before the dinner break.

Nancy and Phil presented a project map with eight orange dots showing locations the project team considered for Placemaking. The locations were:

- NH 104/US 3 Intersection
- Bridge over Railroad
- Town Docks
- US 3/NH 25 Intersection
- NH 25/Pleasant St. Intersection
- High School Near Barnard Ridge Road
- Moulton Farm Area on NH 25
- Patrician Shores Area on NH 25
- Main Street in downtown

There was a great deal of discussion concerning the dots and how to establish each location. The outcome of the discussion resulted in the following points:

- There should be a specific location, but the corridor should be broken up into segments for different Placemaking groups.
- The workshop should focus on the core area of the project from the US 3/NH 104 Intersection through the high school, but be prepared to do the rest of the corridors. It should also include US 3 north of the US 3/NH 25 Intersection.
- A workshop at the high school would need to be conducted during the week while school is in session to be meaningful.
- A map will be prepared by the project team showing each Placemaking location. The map will be distributed to PAC members for comments before May 6.

## 7. Dinner Break

There was a break for dinner.

## 8. Brainstorming for Problem Statement

Phil created 2-3 person groups made up of PAC members to discuss problems. He gave them a few minutes to discuss the problems and would then ask the groups to share their discussions. Below are the main issues that were mentioned. A complete list of those items listed is included with these minutes.

- Lake Winnepesaukee is a concern
- The interaction between vehicles and pedestrians is a significant issue
- There is too much traffic and not enough road
- Locals must stay at home during peak traffic times
- Limited space between lake and downtown, threading the needle
- Roadways limit access to Hesky Park
- There are insufficient boat launches in the area
- The one boat launch can cause traffic delays
- There are only three east-west roadways in a 100 mile radius

The final group developed a Problem Statement for consideration:

“The problem is the negative interaction of pedestrian traffic with vehicular traffic heading to and from Center Harbor and I-93, especially summer weekends because of poor pedestrian management control and outdated infrastructure.”

## 10. Assignment

There are two assignments for the PAC members. First, participate in the Placemaking Workshop on May 6. A brochure will be sent to all PAC members for them to share with their constituents and encourage participation.

The second assignment is to consider the question “What is your vision for the US 3/NH 25 Corridor?”

## 11. Next Meeting

The next meeting will be held on May 16 at the Meredith Community Center.

## 12. Adjournment

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



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



CAROL A. MURRAY, P.E.  
Commissioner

Meredith 10430 US 3/25 Improvements  
Transportation Planning Study

JEFF BRILLHART, P.E.  
Assistant Commissioner

Project Advisory Committee  
April 4, 2006  
Wednesday, 5:00 to 8:00 PM

Meredith Community Center  
DW Highway, Meredith, NH

AGENDA

1. Opening/ Self Introductions: Nancy Mayville, NHDOT Project Manager
2. Project Advisory Committee role: Nancy
3. Project Overview: Nancy
4. Context Sensitive Solutions Review: Nancy
5. Project Team and Scope: Gene McCarthy, McFarland-Johnson Project Manager
6. Introduction to Placemaking: Phil Myrick, Project for Public Spaces (PPS)
7. Dinner break: 6:30 to 6:50
8. Brainstorming for Problem Statement: "What are the problems along US 3 and NH 25 in Meredith?", Phil Myrick/Facilitator
9. Brainstorming: Approach to Placemaking, Phil, Gene, and Nancy
10. Assignments: Placemaking workshop Saturday, May 6, Nancy  
Assignment: "What is your Vision for the US 3/25 Corridor?", Nancy
11. Next meeting: Nancy
12. 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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Meredith US 3/NH 25 Improvements  
Transportation Planning Study

**Project Advisory Committee Meeting No. 2**  
**Brainstorming Responses/Reactions**

Placemaking

**Nancy:**

- 104/3 Intersection
- Bridge over RR (to replace)
- Dock area
- 3 & 25 Intersection – extend north?
  - Consider old idea of 3-25 connection (over swamp)
- Pleasant Street
- High School/Barnard Ridge
- Moulton Farm Area
- Patrician Shores area (stretch of 25)
  - Combine with Vesey Shores
- Main Street
- Meredith Bay Village area – east of Pleasant Street walking path
- Barnard Ridge to Pleasant Street
  - split at hill
  - extend high school site north?
- Barnard Ridge – east to Kezar?
- Segments vs. intersections
- Docks & 3/25 – combine?
  - but both key
- North on 3 to new police station
- Auto-pedestrian-bicycle traffic interaction
  - key is RR bridge to 3/25 & 25
  - School too
    - Connect to downtown
- Vesey = town beach; bad

- move up Main to get Plymouth Street
- Combine docks & bridge = segment
- not Patrician? is a problem, they have own facilities
- yes Vesey
- combine?
- do they warrant placemaking?
- sites: engineering issues vs. public issues
- downtown/core vs. less critical
- prioritize?
- 3 broad segments?
- Team re-select sites & put on web for comments
- Consider future growth in site selection
- when to evaluate
- Traffic data helpful
- core to focus on?: docks – or up Main to Barnard Ridge
- “stay & feel spot”
- maintain the dot
- If limit corridor, don’t lose sight of broader study area
  - future placemaking?

## Problems

- Lake concern
- Safety
- Access
- Parks/town assets
- Traffic & pedestrian interaction
- Thru vs. Local
  - east-west corridor
  - commuters
  - too much traffic for roads
- Downtown solution helps other areas
- Key is center

- Better regulate pedestrian traffic to improve flow
- Pedestrian – backs up auto traffic, even when pedestrian traffic is not heavy
  - interrupts flow
  - volume problem
  - 2 major pedestrian intersections
- Turning movements
- Pedestrian
- Volume – pedestrian & auto traffic
- Outsider traffic
- Locals stay in on weekends
- Rt, 3 markings cause unnecessary lane changes
- Too many cars
- Prime wetlands – constricts road
- Shoreline – constricts road
- Stormwater runoff management
- Road limits access to Hesky Park
  - limited space options
  - pedestrian/car conflicts
- (Seasonal alternative transportation)
- Air pollution/congestion
- Water quality
- Noise
- Number of pedestrians
- Boat – insufficient launches in area – launches downtown
- Traffic – pedestrians hinder it but want to increase it
- Boat launches – elsewhere?
- NHS road – constrained area – lakes, wetlands, pedestrians
- 3 E-W travel ways in 100 miles
- “threading a needle”
- “surge” nature of traffic
- want to enhance character of town

- “the negative interaction of pedestrians with vehicular traffic heading to and from Center Harbor/I93, especially in summer
- Weekends because of poor pedestrian management control – outdated infrastructure