

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 20

MEETING MINUTES

DATE: July 7, 2008
DATE OF MEETING: June 24, 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
Kevin Morrow	Meredith Police Chief
Warren Clark	Meredith Citizen Representative
Ken Renoux	Meredith Citizen Representative
Michael Izard	Lakes Region Planning Commission
Robert LeCount	Meredith Conservation Commission
Rusty McLearn	Greater Meredith Program
Linda Johnson	Meredith Chamber of Commerce
Fred Hatch	Meredith Transportation Advisory Task Force
Robert Snelling	Town of Holderness
Roger Nash	Meredith Transportation Advisory Task Force
William Bayard	Lakes Region Planning Commission

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 explained the agenda and then discussed the e-mail Tim Drew had sent to the committee. Jim also reminded the committee that the initial analysis of alternatives is simply the design team's opinion, ultimately this is the committee's corridor and they have final say in regards to the screening.

2. Traffic/Travel Time

Jim then discussed travel times and urged the committee not to get hung up on them. He explained that travel times are far from exact and the difference between 2 minutes and 4 minutes is negligible in the big picture. Warren mentioned that in his profession, computer programming, there is a huge difference between people waiting 2 seconds compared to 4 seconds. While Jim did not disagree, he explained that a 2 minute difference is minute because travel times are not an exact science and should be interpreted as a "best guess".

3. Alternative Screening

Below is the scoring system used for the screening.

Scoring System				
				
Fatal Flaw Impact Serious Degradation Unreasonable Strong Opposition	Negative Impact Degradation Opposition	Neutral Not Applicable No Impact	Benefit Improvement Enhancement Support	Substantial Benefit Substantial Improvement Reasonable Strong Support

Gene first reminded everyone of the rules and then began screening the Capacity Scenario.

Rusty mentioned a couple of ideas, one was a covered bridge on Route 3 and the other was a left turn lane from Lake Street to Dover Street. Gene responded by saying both ideas were possible, there is enough room for an additional lane at that location.

Access

Rusty wanted to clarify what the Design Team's thinking was on the overall ½ red rating. Gene explained that the width of the roadway hindered access to pedestrians.

Rusty then asked if the 4-lane section fit within the Right of Way. Gene said the section did fit within the ROW but retaining walls would be necessary due to the steep slopes.

Bill wondered what the Roundabout impacts were on the ROW, Pizza Place, Lago, and Bootleggers. Gene explained that the Roundabouts were not yet designed to minimize ideal impacts on surrounding properties. He also mentioned that the single-lane Roundabout at the intersection of Route 3 and Route 25 was slightly outside the ROW which means the double-lane Roundabout would also be outside the ROW.

Linda believed that the Pedestrian Access should be rated full red saying the 4-lane section would be "Boston-like". Kevin mentioned that most pedestrians would not be crossing mid-block. Gene also reminded the committee that refuge could be provided at Dover Street. Fred brings up the point that components such as a pedestrian underpass could eliminate pedestrian problems. Fred continued saying that the committee should not lock in Pedestrian Access as a fatal flaw as there are opportunities to solve those problems further down the road. Gene agreed with this notion saying no alternative should be screened out because of pedestrians.

Bill stated that the corridor has too few parking spaces as it is and this alternative would take away even more. Warren mentioned that more parking spaces could be created with design. Rusty believes it is more important to save building locations than it is to impact a few parking spaces.

The committee agreed with the initial screening of ½ red performed for the "Access" category.

Aesthetics

Rusty stated that while the corridor could be more attractive between Dover Street and Route 25, the remainder of the corridor would be hurt aesthetically under this alternative. Gene believed that was not necessarily the case as there would be opportunities to landscape around medians, sidewalks, and Roundabouts. Roger then mentioned that there would be opportunities in every scenario.

The Committee agreed and the overall rating was moved from ½ green to ½ red.

Community Resources

There was much discussion as to whether Local Property Impacts should be rated ½ red or full red. Warren suggested changing the terminology for full red from "Fatal" to "Very Serious". The committee agreed with this change and in turn all agreed that Local Property Impacts should be rated full red.

Fred believed this alternative would have a positive effect on the schools as the improved flow of traffic would improve the bus routes. The committee agreed and Impacts on Schools was changed from neutral to ½ green.

The committee agreed with the overall rating of ½ green for the "Community Resources" category.

Economic Vitality

There was discussion regarding Local Businesses in the Long Term, some believed the improved flow would help business while other believed it would hurt. Ultimately the committee agreed to move Local Businesses in the Long Term from green to ½ red.

Due to the fact that the Capacity Alternative would require 2 construction seasons the committee agreed to move the rating for Local Businesses during construction from ½ red to full red.

Rusty believed that as Meredith goes, so goes the region. The committee agreed with this philosophy and the Lakes Region Businesses in the Long Term was changed from full green to ½ red.

The committee agreed the overall rating for “Economic Vitality” category should be changed from full green to ½ red.

Historical Resources

The group agreed with the initial screening of ½ red performed for the “Historical Resources” category.

Implementation

Bill questioned whether the Cost should only be rated ½ red. He believed that it should be rated full red as he understood they would not be able to pay for this whole corridor. Jim stated that while the Capacity alternative would be expensive it is not beyond reason. Jim also mentioned that because it is in the planning phase it has a leg up on other state projects. The committee agreed to keep Cost rated at ½ red.

To remain consistent with previous screening criteria the committee agreed to change Adaptability/Flexibility for the Future from ½ green to neutral.

The committee agreed with the overall initial ½ red screening of the “Implementation” category.

Mobility

There was much discussion as to whether the improved safety of the Roundabouts would outweigh the negative safety impact of a 4-lane section. In the end the committee agreed to move Pedestrian Travel from ½ green to neutral.

The committee then discussed “Time Automobiles are Stopped” item. Warren believed because it was the best solution with regards to moving traffic it should receive a full green rating. Chuck was not convinced the Southbound Sunday traffic problem was being addressed. After some deliberation the committee agreed the item should remain ½ green.

The Design Team had previously decided to combine the Alternate Routes Category and the ITS category into one category called Overall Mobility. This was due to the confusion that occurred during the Category's evaluation. The committee agreed with this notion and also agreed to leave Overall Mobility at ½ green.

Gene then passed on comments he received from John Edgar regarding the Mobility screening. After some discussion the committee agreed to move the overall rating from full green to ½ green.

Natural Environment

Gene bought up Tim Drew's e-mail and stated he intended to get in contact with him to discuss it further. The Natural Environment screening was then deferred to a later date.

Public Health

The committee agreed with the initial screening of ½ green performed for the "Public Health" category.

Safety

The committee then deliberated about the safety of single-lane and double-lane Roundabouts. Gene explained that double-lane Roundabouts are safer than signals but not as safe as single-lane Roundabouts. Kevin then stated that there have only been 3 accidents since 2006 at the Roundabout intersecting Parade Road and Route 3. Gene then forwarded comments made by John Edgar stating that while the Roundabout would improve safety the 4-lane section would promote faster speeds. After some discussion the committee agreed to move the Automobile Safety from ½ green to neutral and the Pedestrian safety from ½ green to ½ red.

The committee then agreed to move balance from ½ green to neutral.

After much consideration the committee agreed to move the overall screening of safety from ½ green to neutral.

Transportation Choice

The committee agreed with the initial screening of ½ green 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.

The committee agreed to rate the Character of the Village at ½ red.

The committee then discussed in depth how the Character of the Region was being affected. Some believed that by lessening the traffic the character will improve, others believe that the

Capacity Alternative will create a more urban feel throughout the region. After much debate the committee agreed to rate the Character of the Region ½ red.

The committee was confused by the item “Efficient Land Use Patterns” and decided to move on.

The committee agreed to rate Smart Growth Principle 1 full red.

The committee agreed to rate Smart Growth Principle 3 full red.

The committee agreed to give Community Vision an overall rating of ½ red.

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 support as ½ red. There were no resource agencies present therefore no rating was given. All agreed on a full red score for the overall category score.

Overall

It was agreed that the final ruling would state that the Capacity Alternative is viewed as Unreasonable.

3. Next Steps

The Design Team is going to revise their initial screening for the alternatives now that they have a better understanding of the committee’s vision. The next meeting was set for July 15th at the Harley Davidson Dealership with the following meeting on July 29th at the Community Center.

4. Adjourn

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



GEORGE N. CAMPBELL, JR.
COMMISSIONER

JULIE BRILLHART, P.E.
ASSISTANT COMMISSIONER

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee

June 24, 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. Traffic/Travel Time
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."

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@mjincc.com

James A. Marshall
Project Manager, NHDOT
TEL: 603-271-6472
JAMarshall@dot.state.nh.us

Website: www.meredith3-25.com