

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 21

MEETING MINUTES

DATE: July 17, 2008
DATE OF MEETING: July 15, 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
Robert LeCount	Meredith Conservation Commission
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
Ken Jones	Meredith Fire Chief
John Moulton	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Tim Drew	NH DES

Others

<u>Name</u>	<u>Affiliation</u>
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

CR Willeke opened the meeting. He explained the agenda and then the committee went around the room and introduced themselves to Ken Jones, the new Fire Chief.

2. Traffic/Travel Time

Gene then discussed revised travel times and displayed a graphic showing where vehicles were queuing during the 2030 Friday P.M. peak for select scenarios. During his presentation Gene answered questions from the committee. Below are the questions, answers and the discussion that arose.

Bob Snelling wondered whether the School Bypass Scenario and the Intermediate Scenario with Pedestrians and a Two-Lane Roundabout were the only logical scenarios. He brought up this point due to the fact that those scenarios were the only two that significantly reduced travel times. Gene responded by explaining travel times are only one tool used to analyze traffic and that traffic is only one of thirteen categories considered during screening. There was then much deliberation about traffic and how it can properly be evaluated. Gene explained how a corridor can accommodate more volume yet still have the same travel times. Fred then added how the amount of unreleased vehicles was changing greatly between scenarios. The committee then agreed that as long as traffic is moving, even slowly, it is bearable.

CR wanted to remind the committee that the model was sending the same volume at all of the scenarios and none of the data was being manipulated. John then questioned what was happening on the side roads during the scenarios. Gene explained how that level of detail was not taken but did mention the scenarios were designed to accommodate more volume through the corridor and queuing could occur on side roads trying to enter the model.

5. Next Steps

Carol had another meeting to attend later that night causing Gene to move a few things ahead in the agenda. While Carol was in attendance Gene wanted to review the first draft of the newsletter created for public meeting awareness. Other ideas were discussed in order to draw people to the town meetings, they included:

- Roger suggested informing service clubs and giving small presentations during their meetings.
- Carol suggested doing a cable show which could include people with different interests.
- Warren believed the best way to draw attention would be to get an article on the front page of the newspaper.

This discussion then turned over to what was going to be presented at the public meetings. Gene believed the best option would be to show the public alternatives and components then listen to what they have to say. Gene then agreed to send out a PDF file of the newsletter for the committee's review.

The topic of the conversation then shifted to the availability of Michael Wallwork. Gene explained that Wallwork wanted to meet with the committee on the afternoon of Friday, August 15th. During the meeting the committee and Wallwork could exchange their ideas on the Route 3 and Route 25 intersection.

The committee then discussed further ideas for the public meeting. Warren believed that the Roundabouts should be placed more carefully on the plans when shown to the public. The committee agreed that the Roundabouts should be massaged to avoid the shoe store and push impacts towards the parking lot and the pizza place. Warren then believed that the traffic information should be itemized somewhere.

3. Alternative Screening

Gene first deferred back to the Capacity Scenario in order to finish the evaluation of the Natural Environment category. After some discussion Tim agreed with the initial screening for Natural Environment.

Before beginning the Alternate Scenario screening, the committee agreed that multiple scenarios can be screened for the same category at once.

4. Dinner Break

3. Alternative Screening

Intermediate Alternatives

Gene first reminded everybody about the changes to the scoring system where "Fatal Flaw Impact" for the full red score was changed to "Serious Impact" and "Balanced" was added to the yellow scoring. He then explained the first category to be screened would be Natural Resources due to Tim Drew's availability.

Natural Resources

After some deliberation and examination of the wetland impact map, Tim agreed with the initial screening for Natural Resources.

Access

The pedestrian access was first discussed by the committee. Chuck and Kevin had doubts about the effectiveness of the pedestrian island. After some discussion the committee agreed to change Pedestrian Access from ½ green to neutral.

There was discussion of how the handling of pedestrians crossing Route 3 would impact the score. Gene explained that for the purpose of the corridor alternative assume an at-grade crossing. Fee was concerned that an alternative could be reasonable with a graded separated pedestrian crossing and unreasonable without it. In the end it was agreed that this would not change the overall Access score.

The committee then noticed access problems with the convenience store and town docks while examining the rolled out plan.

Aesthetics

After some discussion the committee agreed any scenario with a roundabout should be rated ½ green due to the opportunities to improve the landscaping while any scenario with a signal should be rated neutral.

Community Resources

The committee expressed concern for the trees along Scenic Park but ultimately agreed with the original rating of ½ red for the Impacts to the Parks category. There was then discussion as to why the design team rated "Impacts to Local Property" ½ green. Gene explained that because there were limited impacts to local properties compared to the amount of improvements taking place, a ½ green was given. The committee disagreed and changed the rating for local property impacts as well as the overall rating from ½ green to a balanced yellow score. The committee then decided any alternative with a single-lane roundabout at the Route 3 and Route 25 intersection should be rated ½ green for Local Property and Overall Impacts.

Economic Vitality

There was discussion regarding the impact of construction on the local businesses. Roger believed there would be major impacts to businesses along the corridor but minor impacts to businesses off the corridor. Ultimately the committee agreed to change the rating for local businesses during construction from ½ red to full red. The overall score however remained rated as ½ green.

There was then discussion as to why Alternative Option 2 was rated ½ red while all other options were rated ½ green. Gene explained that Option 2 had a single-lane roundabout at the Route 3 and Route 25 intersection which was not handling the traffic volumes. This caused a great deal of congestion which the Design Team believed was ultimately a negative impact on the economic vitality of the corridor. The committee agreed with this explanation and ultimately no changes were made to the overall score of any option.

Historical Resources

The committee agreed with the initial screening for Historical Resources.

Implementation

After some discussion the committee agreed to change the rating for “Effect on the Community During Construction” from ½ red to full red for all alternatives. The overall score however remained the same for all options.

Mobility

There was discussion regarding the relationship between pedestrian travel and automobile travel. The committee agreed to change the rating for pedestrian travel from ½ green to neutral and the rating for the amount of time autos are stopped from ½ red to ½ green. The use of alternate routes was also changed from ½ red to neutral. The overall scores did not change.

Public Health

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

Safety

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

5. Next Steps

Due to time constraints the screening for Alternative Option 1 was not completed. Gene then discussed future screening plans. He recommended getting through the Alternate the committee started and then moving on to some components. Gene believed it would be a good idea to show the public they have taken a look at the whole corridor. The committee agreed with this thought. Gene then discussed the next meeting date and also scheduling a meeting on August 5th.

6. Adjourn

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



GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee
July 15, 2008
Tuesday, 5:00 to 8:00 PM

Meredith Harley Davidson
DW Highway, Meredith, NH

AGENDA

1. Opening / Introduction: Gene McCarthy
2. Traffic/Travel Time
3. Alternative Screening
4. Dinner break (6:15 PM +/- to 6:45 PM +/-)
5. Next Steps
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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