

**Meredith US 3/NH 25 Improvements Transportation Planning Study**

**Project Advisory Committee Meeting No. 25**

**MEETING MINUTES**

**DATE:** November 5, 2008  
**DATE OF MEETING:** October 21, 2008  
**LOCATION OF MEETING:** Meredith Community Center  
One Circle Drive, Meredith, NH

**ATTENDED BY:**

**Advisory Committee Members**

<u>Name</u>	<u>Affiliation</u>
Chuck Palm	Meredith Board of Selectmen
Kevin Morrow	Meredith Police Chief
Mike Faller	Meredith Public Works Director
John Edgar	Community Development Director
Robert LeCount	Meredith Conservation Commission
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force
Robert Snelling	Town of Holderness
Rusty McLearn	Greater Meredith Program
Sandra Sullivan	Meredith Citizen Representative
Chris Williams	Latchkey Group
Tim Drew	NH DES
Angela LaBrecque	Meredith Town Planner

**Others**

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT
Cathy Goodmen	NHDOT
CR Willike	NHDOT
Gene McCarthy	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 he spoke to staff about the success of the Plymouth Roundabout for pedestrians. Jim stated that the feedback is positive and that it appears to be working well. There does not appear to be any impact to traffic from pedestrians.

Jim mentioned that the Route 3/25 signal timing has been revised based on the analysis presented in the spring. The timing was changed to function better with off-season traffic volumes. He asked all to pay attention and we can discuss at the next meeting (It was later determined that the signal timing was not changed until the following Monday).

Jim mentioned that there has been a request to revisit the traffic and modeling results.

## 2. Alternative Screening

Gene stated that the goal is to complete all alternative and component screening in the next two meetings. He presented a list of the remaining alternatives and components.

### *Roundabout Alternative*

Gene presented a detailed plan of the new Roundabout Alternative. He mentioned that the plan began with Michael Wallwork, has input from PPS and McFarland-Johnson, as well as input from Rusty McLear and Chris Williams on sidewalk placement. He stated that all the roundabouts are single lane except at Route 104/3. All the roundabouts accommodate large trucks for the through movement. The roundabout at Mill Street accommodates trucks turning onto Mill Street.

The typical section is 20-foot curb to curb in each direction with a raised median between 8 and 12 feet wide. The 20-foot wide pavement accommodates one 12-foot traffic lane, shoulders and a bike lane. The 20-foot width provided enough width for vehicles to pull over and allow emergency vehicles to pass.

The plan also includes a recommendation from PPS to extend the Main Street character down to Route 25. Potential in-fill buildings are shown with possible people friendly places. A concept presented by Rusty McLear and Chris Williams promotes more separation between the corridor and sidewalks. In some places the sidewalks have been placed closer or next to buildings and away from the corridor.

Access Management was utilized near the Christmas Loft in addition to sidewalks next to the building. Access management items included eliminating and narrower driveways and combined parking. This configuration eliminated some parking.

There was a question about the width along Route 25. Gene stated that the bike lanes were not extended up Route 25. It was determined that there needs to be adequate width for emergency vehicles to pass.

There was concern that an 8-foot bike lane may look like parallel parking. Gene stated that signing could be used or some type of pavement marking or even textured pavement to let people know parking is not allowed.

There is no roundabout at Dover Street shown on the plan. PPS had suggested one at Dover because of the high pedestrian traffic. They counted 278 pedestrians crossing at Dover Street in 1 ½ hours on the Saturday of Labor Day Weekend. (Michael Wallwork feels it would be better to handle the high pedestrian traffic at Dover Street with a signal, not a roundabout. The signal would deal with the pedestrian more effectively and help the operations of the roundabouts.)

Chuck Palm asked about the median in front of the Fire Station. Gene mentioned that there would be a paved mountable median in front of the Fire Station to allow Fire Trucks to turn left out of the station. There was a question about a signal at the Fire Station. Chuck explained that the conduit was placed in case a signal was needed in the future. The current plan is to use fire personnel to stop traffic when the trucks need to exit.

Gene explained that RSG ran the model for the new Roundabout Alternative. The model was run for both current traffic volumes as well as future (2030) traffic volume projections. The single lane roundabout at Route 3/25 does not accommodate 2030 traffic. It works well for existing traffic volumes. The Roundabout Alternative operates very similar to the Intermediate Alternatives with three lanes. The configuration of the Route 3/25 intersection determines how well the entire corridor would operate. The Roundabout Alternative with a two-lane roundabout at Route 3/25 would operate similarly as Intermediate Alternative Option 1 that has the two-lane roundabout. The Roundabout Alternative as shown with the single lane roundabout would operate better than existing but would not function at a high LOS in 2030.

The question of proposing a single lane roundabout now and widening to a two lane roundabout in the future when it was needed was posed. This could be possible but the impacts of the future two-lane roundabout would need to be identified. Right of way would need to be secured for the two-lane roundabout. Determining how long the single lane roundabout could work would be difficult because the model has only an existing and 2030 basis. Some felt it would be better to construct a two-lane roundabout now knowing it would be needed in the future.

A question was asked as to whether the queuing from a single lane roundabout would back up into the other roundabouts. Gene was not sure but said he would find out from RSG.

How much of the alternative could be built for the available funding was discussed. It is certain that the current funding could not construct all that is presented. The project would have to be constructed in phases. A question was asked whether a partial project would function the way it is intended. Gene stated that the entire project would be preferred, but that as long a few intersections were constructed, it would function.

The statement was made that this alternative would work great for the off season traffic. Traffic would be slow and steady with limited delays at intersections. Also, access to Routes 3 and 25 would be greatly improved.

There was discussion about placing a roundabout at Ladd Hill Road rather than at Terrace Avenue. Gene stated that the layout was done to balance the roundabouts, it could be refined later if there was a strong desire.

The idea of 9 roundabouts as being too many was raised. Gene mentioned that there is a corridor in NY where five roundabouts replaced signals. Rusty mentioned that there were places in Italy where t every intersection had a roundabout. Gene mentioned Ireland was the same way.

Gene then presented the initial screening performed for the Roundabout Alternative. He mentioned that the screening was done when the Roundabout Alternative had roundabouts at Route 104, Lake Street, Route 3/25, Pleasant Street, and Barnard Ridge Road. The design team decided not to re-do the screening based on the new layout to avoid confusion. Screening then began on the Roundabout Alternative.

### Access

The consensus was that the scores were good and that overall access was a full green.

### Aesthetics

The consensus was that the scores were good and that overall aesthetics was a full green.

### Community Resources

The consensus was that the scores were good and that community resources would be impacted and the overall score was half red.

### Economic Vitality

The consensus was to change the score of the Lakes Region businesses from half red to half green. All felt that the benefit seen in Meredith would also be felt in the region. The overall score was kept at half green.

### Historic Resources

All of the scores in this category were changed from half red to neutral. The original roundabout at Route 3/25 for this alternative would have impacted the historic structure at the intersection. The revised design does not.

### Implementation

The score for ability to adapt to future energy use was changed from half green to full green. The overall score remained a half green.

## Mobility

The effect on pedestrian travel score was changed from half green to full green to account for the upgraded pedestrian accommodation. The amount of time automobiles are stopped score was changed from half red to half green. The access management score was changed from half green to full green. The effect on automobile travel in the Lakes Region score was changed from half red to half green. The overall score remained half green.

## Natural Environment

The surface waters score was changed from half red to neutral. It was felt there were no real new impacts. The protecting environmental quality score was change from half red to half green. The overall score was changed from half red to neutral.

## Public Health

The consensus was that the scores were good and that overall public health was improved with a half green score

## Safety

The improve conflicts between all modes score was changed from half green to full green. The overall score was also from half green to full green.

## Transportation Choice

The consensus was that the scores were good and that transportation choice was improved with a half green score.

The last two categories were screened by the PAC.

## Community Vision

The Character of the Meredith Village received a full green score. The rural character did not apply and received a neutral score. The remaining five items all received half green scores. The overall score was half green.

## Support

All the Public support questions received a half green scores and the overall was half green.

## Overall

The final determination was that the Roundabout Alternative was Reasonable.

#### *Intermediate Alternative Option 4*

Gene mentioned that this alternative had been screened previously except for the overall. The committee wanted to confirm that the signal at Route 3/25 would operate as described knowing that the southbound Route 3 traffic must merge from two to one lane just south of the intersection. Gene explained that RSG analyzed this configuration with their tools. They determined that the signal would have an LOS C on a peak Friday afternoon in 2030 and LOS D on the corresponding Sunday. These values assume a coordinated pedestrian signal at Dover Street.

The final determination was that Intermediate Alternative Option 4 was Unreasonable.

#### *Intermediate Alternative Option 5*

This alternative is the same as Option 4 except that at Route 3/25 the predominant movement between Routes 3 and 25 would be made through the movement by connecting them with a curve. Gene presented a new layout that he felt was more reasonable. Connecting these movements helps the function of the intersection. The LOS on Friday is C and Sunday D with less pavement. Most present did not like this option because of the impacts and the odd connection to Main Street.

The final determination was that Intermediate Alternative Option 5 was Unreasonable.

#### *Pleasant Street Bypass*

The Pleasant Street Bypass Alternative was discussed. Several key points were made including:

- The town parking lot would be impacted.
- Prime wetlands would be impacted. John Edgar stated that the town's update may demote this wetland because of the impairment.
- Mitigation would still be required because of the wetland impact.
- A bridge would be required to span the wetlands, bridges are expensive.
- The model indicated that even with the one-way components, a single lane roundabout at Route 3/25 could not accommodate 2030 traffic.

The screening was not begun.

#### 5. Next Steps

The project team will discuss the environmental classification. Next PAC Meeting scheduled for November 18.

6. 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

October 21, 2008

Tuesday, 5:00 to 8:00 PM

Meredith Community Center  
One Circle Drive, Meredith, NH

**AGENDA**

1. Opening / Introduction
2. Alternative Screening
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Continue Alternative Screening
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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