

# Meredith US 3/NH 25 Improvements Transportation Planning Study

## Project Advisory Committee Meeting No. 3

### MEETING MINUTES

**DATE:** May 23, 2006  
**DATE OF MEETING:** May 16, 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
Robert LeCount	Meredith Conservation Commission
Joanne Coppinger	Town of Moultonboro
Pam Bliss	Meredith Planning Board
John Edgar	Meredith Town Planner
Tim Drew	NH Department of Environmental Services
Mike Faller	Meredith Public Works Director
Robert Snelling	Town of Holderness
Chuck Palm	Meredith Fire Chief
Mike Iazard	Lakes Region Regional Planning Commission
Chris Williams	Latchkey Group
John Moulton	Meredith Citizen Representative
Rusty McLear	Greater Meredith Program
Jeanie Forrester	Greater Meredith Program
Linda Johnson	Meredith Chamber of Commerce
Lawrence McGourty	Meredith Transportation Advisory Task Force
Herb Vadney	Meredith Transportation Advisory Task Force
Roger Nash	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
Sandra Sullivan	Meredith Citizen Representative
Dr. Philip McCormack	Meredith Superintendent of Schools
Trish Garrigan	EPA
Mark Morrill	NHDOT

## Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
Bill Oldenburg	NHDOT
John Kallfelz	NHDOT
Mark Hemmerlein	NHDOT
Juliette Michaelson	Project for Public Spaces
Gene McCarthy	McFarland-Johnson, Inc.
Jed Merrow	McFarland-Johnson, Inc.
Vicki Chase	McFarland-Johnson, Inc.

## **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/Project Overview

Nancy Mayville, NHDOT Project Manager opened the meeting and gave a brief overview of the project. She mentioned how Context Sensitive Solutions (CSS) is being used to develop a solution that balances transportation, community and environmental concerns. She defined CSS and how consensus will be used to make progress. The CSS steps to be undertaken were also described. Nancy discussed the Public Participation activities that will take and encouraged everyone to use the project website [www.meredith3-25.com](http://www.meredith3-25.com).

### 2 Review of Placemaking

Juliette Michaelson of Project for Public Spaces (PPS) presented the results of the Placemaking Workshop that was conducted on May 6. A *Results of the Placemaking Workshop* document was distributed to all attendees and was the basis for Juliette's discussion. Juliette described how there was a presentation at the beginning of the workshop, groups were sent out to the seven Placemaking Locations to conduct a Place Audit, came back to the Community Center to discuss their site and finish the audit, and then all attendees heard a presentation from each group about their site. She then went through the results of each site highlighting the significant findings from each group. The *Results of the Placemaking Workshop* document is available on the project website.

### 3. Project Problem Statement

Gene McCarthy began this discussion by stating the Project Problem Statement is meant to be a broad statement of the problems along the US 3 and NH 25 corridors. The problem statements developed during the Placemaking Workshop were focused statements dealing with a specific site. He presented the Draft Project Problem Statement that was developed by the project team and sent to the PAC late last week. The draft is shown below.

### Draft Project Problem Statement

The US 3/NH 25 corridor through Meredith is a vehicle-oriented facility that often does not meet its varied transportation and safety demands or the needs of the communities in the Lakes Region. There are frequent conflicts between automobile traffic traveling along the corridor and pedestrians wishing to cross the corridor. The corridor does not appropriately balance the need for vehicular mobility with the desire of the Lakes Region communities to maintain their character, preserve and maintain access to natural and historic resources, foster economic vitality, and sustain their quality of life.

Gene asked for comments from the PAC on the statement. Below are comments heard during the discussion.

- It doesn't adequately address pedestrian safety, this is critical
- Pedestrians interrupt traffic flow
- Need to manage and accommodate pedestrians
- Not enough time for pedestrians to cross when given green light
- Should it be the needs of the Lakes Region or just Meredith? (the response was that it is a regional project and needs a regional approach)
- It is not just pedestrians, there are bikes and even horse drawn carriages
- Make travel a good experience
- What is a good balance; get the traffic through or slow it down?
- It should be economic and social vitality
- Need more emphasis on the environment
- Should say preserve, protect, maintain, and enhance access to natural and historic resources
- State problem clearly, it is too long
- Community is divided by roadway
- Pedestrians don't feel safe
- The problem is seasonal
- The road fails 365 days a year: it is ugly and has no sidewalks, works only for cars most days
- Add safely to second sentence regarding pedestrians
- Seasonality compounds the problem – vehicular problem seasonal, year-round operational problems
- Problem is how to get the traffic through while maintaining the small town character and aesthetics
- Traffic in Meredith is the problem, people wanting to cross the road is a problem, more vehicles than the corridor can handle
- Last sentence sums it up
- Should cars get through quickly or do we want them to stop and stay? Different solutions for these
- The getting cars through quickly approach did not work, that is why we are here
- The statement is missing the constraints issue that limits the possible solutions, no free hand in developing solutions
- Limitations due to the proximity of the lake, developed properties and historic boundaries challenges creative solutions

- There are “assets” not constraints
- The highway outside the village has a different context
- Social problems will grow in the future, solution has to be sustainable
- The town will look different in 20 years
- Last sentence, who are they? Residents, visitors, commuters, etc.? – include in the statement
- Middle sentence could say “conflicts between the movement of vehicular traffic and pedestrians safely utilizing this corridor” – it is not just crossing the corridor
- There are incidents involving pedestrians along the corridor
- There is still a capacity problem without the pedestrians, need traffic numbers with and without pedestrians
- Some members liked balance, others did not – suggested “addresses”
- “The state wants to put more traffic thru Meredith than the residents want, what is the answer?”
- The word efficiency should be included, the goal should not be to move more traffic but move it more safely and efficiently

The items written on the flip chart during the meeting are included with these minutes. The project team will prepare another draft of the Problem Statement and send it via e-mail to the PAC members for comment and consensus.

#### 4. Dinner Break

There was a break for dinner.

#### 5. Project Vision Brainstorming

Juliette began by explaining that a Vision Statement should be a statement of desired characteristics that addresses transportation, community, scenic, aesthetic, historic and environments goals. She presented examples of Vision Statements prepared for other studies and additional examples were distributed. These are attached to these minutes. She then split the PAC members into five groups and asked them to discuss their ideas for a Vision for the project. Each group would select one person to report back. The visions heard from each group were:

##### *Group 1*

- Meet the needs of residents, commuters and visitors
- Fosters economic and social vitality and development
- Harmonizes vehicular and pedestrian traffic
- Minimizes congestion
- Enhances character of community while respecting natural, cultural, historic and environmental resources

### *Group 2*

- Have a slow, steady movement of traffic through the town
- Need trees and flowers to improve aesthetics and make it a desirable community
- Make it a village setting
- Multi-modes integrated
- Make it a steady pace so that people can accomplish goals and destinations
- Frustration of congestion to be reduced

### *Group 3*

- Multi-modal, pedestrians and bikes
- Corridor needs a sense of flow and continuity
- Safe
- Efficient
- Maintain community character and natural assets
- Contribute to economic vitality
- Protect small town values
- Protect environmental quality

### *Group 4*

- Safe and efficient movement of pedestrians and vehicles
- Meet the needs of a diverse group, i.e. residents, merchants, visitors and commuters
- Functional, attractive and inviting
- Maintain rural character
- Connectivity: connects community assets for pedestrians and bicycles

### *Group 5*

- Safe and efficient transportation system
- Integrate environmental assets – lakes and parks
- Community vision to be multi-modal (pedestrians and bikes)
- Promote and maintain social and economic vitality
- Sustainable into the future

Juliette summarized the group visions by saying there was consensus about economic and social vitality, multi-modal solutions, sustainability, and community character.

Other comments that were made include:

- Provide accessible parking off the corridor
- Make pedestrian connections that enable people to walk from facility to facility without needing to drive
- Make the town where no function is obnoxious to the other uses
- Sustainability – want the solution to work in 20 years so we don't have to do this again

6. Next Meeting

The next meeting will be held on June 20 at the Meredith Community Center.

7. Assignment

There are two assignments for the PAC members. First, consider the criteria you would use to screen possible alternatives. At the next meeting there will be a discussion concerning screening criteria. Second, consider the changes that have occurred and will occur in Meredith and the Lakes Region. This will help with the discussion on the future assumptions for growth in the region.

8. Adjournment

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



**CAROL A. MURRAY, P.E.**  
Commissioner

**Meredith 10430 US 3/25 Improvements**  
**Transportation Planning Study**

**JEFF BRILLHART, P.E.**  
Assistant Commissioner

Project Advisory Committee  
May 16, 2006  
Wednesday, 5:00 to 8:00 PM

Meredith Community Center  
DW Highway, Meredith, NH

**AGENDA**

1. Opening/ Project Overview: Nancy Mayville, NHDOT Project Manager
  - Scope of Project
  - Context Sensitive Solutions Overview
  - Project Advisory Committee role
2. Review of Placemaking: Juliette Michaelson, Project for Public Spaces (PPS)
3. Problem Statement for Project: Gene McCarthy, MacFarland-Johnson (M-J)
4. Dinner break: 6:30 to 6:50
5. Vision: Juliette
  - Introduction to Visioning
  - Brainstorming: "What is your Vision for the US 3/ NH 25 Corridor?"
  - Report back: Visioning
6. Next meeting: Tuesday, June 20, 2006, Gene
7. Assignments: Next questions, Gene
  - What criteria would you use to screen possible alternatives?
  - What changes have occurred and will occur in Meredith and the Lakes Region?
8. 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. 3  
Brainstorming Responses/Reactions**

Problem Statement

- Pedestrian safety is critical, add to statement.
- Better manage pedestrians, but also accommodate them.
- Need to manage pedestrians and vehicles together better.
- Regional issue?
- More modes, bikes, etc.
- Proper balance between local, regional and thru traffic.
- “Economic & Social vitality.”
- Solutions may be an environmental problem.
- “Preserve and protect resources.”
- “Sustain and enhance quality of Life.”
- Needs to be clearer & simpler.
- Statement is too long.
- Add “when is the problem, when does it start and end”.
- Even when it works for “cars” it fails the other modes (pedestrian, bike, etc.)
- Add “pedestrians wishing to “safely” cross”.
- How to get traffic thru Meredith while maintaining the character of the community.
- Statement assumes the problem is thru traffic.
- Problem is vehicles and pedestrians. First line says it all.
- Do we want people to pass thru Town, or to stop and stay?
- Many constraints exist on what can be done, this is a challenge that needs to be added.
- Engineering constraints are community assets.
- Problems also extend up NH 25 to the various intersections.
- Need to solve the social problems 365 days/year.
- We need to look at the Town 20 years out, not as it is today.
- “Sustain the quality of life for residents and visitors and commuters.”
- Movement of vehicular traffic & pedestrians safely utilizing the corridor”.

- You can't put all the constraints in the problem statement, need it simple.
- "Balance the need for vehicular and pedestrian mobility."
- "Address" → balance
- Missing statement about "efficiency" of movement of traffic.
- "Efficient, steady, safe flow of traffic from Center Harbor town line to NH 104."
- 12 weekend traffic problem. 365 days/year pedestrian problem.
- "Residents, visitors, and commuters."

## Visioning

### #1

- Meets needs of residents, visitors.
- Foster economic and social vitality.
- Vehicles and pedestrians.
- Minimize congestion.
- Enhances community character while respecting natural, cultural resources.

### #2

- Slow steady traffic flow thru village.
- Trees, flowers, aesthetics.
- Village setting should dominate road.
- Multi-modal that is integrated.
- Reduce frustration with congestion.

### #3

- Multi-modal considerations.
- Maintain community character.
- Protect small town values.
- Safe and efficient (cars and pedestrians).
- Focus on entire corridor, not just downtown.
- Enhance community character.

## #4

- Safe and efficient movement (cars and pedestrians).
- Meets needs of diverse group of users (merchants, residents, visitors, commuters).
- Functional and attractive.
- Connects community assets for pedestrian/bikes.
- Maintains rural character.

## #5

- Multi-modal, pedestrians and bikes.
- Safe and efficient transportation system.
- Integrate environmental assets (parks, lake).
- Maintain social/economic vitality.
- Sustainable for the future.

## Summary

- Economic and social vitality.
- Multi-modal.
- Sustainable.
- Community character.

## Cultural and Arts ??

- Arts and Crafts
- Plays
- Cultural/community art work
- Outdoor activity

## Comments

- Provide off corridor parking.
  - Location is difficult (constraint).
- In 20 years, no one function takes away from the other functions.
- Sustainability means different things, but is a goal to aim for.
- What is long term sustainability?

## **Vision Statement Examples**

### New Hampshire Transportation Business Plan

In the year 2030, transportation in New Hampshire plays a critical role in preserving the state's unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use.

Transportation in New Hampshire provides safe and secure mobility and travel options for all the state's residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.

### Loudon Road, Concord, New Hampshire (NHDOT CSS Training Example)

"Loudon Road will be an attractive, safe corridor that visually and physically connects at a human scale destinations east and west of the turnpike. It will be a uniquely Concord place that functions well for all modes of transportation and integrates Concord history, aesthetics and environment."

### Claymont, Delaware

"Implement transportation improvements along historic Philadelphia Pike that will help transform it into a revitalized Claymont with a discernable center. A functional and attractive transportation system will allow people to safely and conveniently walk, bicycle, drive and ride transit to places where people live, work, shop, learn, worship and recreate in a vibrant compact mixed-use community."

### Downtown Tampa, Florida

"Create a vibrant, pedestrian oriented downtown that successfully connects people to places through a safe, effective and accessible transportation network supporting seamless connections for all modes of travel."

### Cowichan Region, British Columbia, Canada

"Transportation infrastructure within the Cowichan Region meets the needs of all residents by providing a variety of affordable, reliable and environmentally acceptable modes of transportation that minimizes traffic congestion, supports the economic development, and is inclusive of cyclist and pedestrian needs."