

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 4

MEETING MINUTES

DATE: June 22, 2006
DATE OF MEETING: June 20, 2006
LOCATION OF MEETING: Meredith Community Center
DW Highway, Meredith, NH

ATTENDED BY:

Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Robert LeCount	Meredith Conservation Commission
Joanne Coppinger	Town of Moultonborough
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Tim Drew	NH Department of Environmental Services
Mike Faller	Meredith Public Works Director
Robert Snelling	Town of Holderness
Mike Iazard	Lakes Region Regional Planning Commission
Bill Bayard	Lakes Region Regional Planning Commission
John Moulton	Meredith Citizen Representative
Rusty McLear	Greater Meredith Program
Linda Johnson	Meredith Chamber of Commerce
Lawrence McGourty	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force
Fred Hatch	Meredith Transportation Advisory Task Force/ Meredith Historical Society
Warren Clark	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Ken Renoux	Meredith Citizen Representative
Dr. Philip McCormack	Meredith Superintendent of Schools
Trish Garrigan	EPA
Rich Roach	Army Corp of Engineers
Mark Morrill	NHDOT

Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
Bill Oldenburg	NHDOT

<u>Name</u>	<u>Affiliation</u>
John Kallfelz	NHDOT
Cathy Goodmen	NHDOT
Juliette Michaelson	Project for Public Spaces
Russ Thibeault	Applied Economic Research
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.

1. Opening/Project Overview

Nancy Mayville, NHDOT Project Manager opened the meeting and asked that everyone introduce themselves because there are new members present.

2. Project Problem Confirmation

Juliette Michaelson of PPS described the process that has taken place to date. She mentioned that a revised Project problem Statement was sent to all members last week and that a few comments had been received. The following was displayed at the meeting; the bold text was shown in a different color to indicate comments that had been received:

Draft Project Problem Statement

“The US 3/NH 25 corridor is subject to seasonal congestion caused by vehicle numbers in excess of its capacity. **(and)** Conflicts between vehicles and pedestrians **(that)** compromise the safety and efficiency of the corridor(.) and it **(The highway)** does not reflect **(respect)** the context of the area as it passes through Meredith. US 3/NH 25 in Meredith does not appropriately balance the multiple goals of: serving the Lakes Region **(New Hampshire)** as a major east-west corridor **(arterial)**; maintaining Meredith’s character; preserving and enhancing its natural and historic resources; fostering economic and social vitality; accommodating a range of transportation modes; and sustaining a high quality of life for residents, visitors, business owners and commuters ”

Juliette stated that the goal for this meeting is reach consensus on the Problem Statement. She then asked for comments. The following are the main points from this discussion.

- One member questioned whether seasonal congestion was appropriate for the first sentence of the statement. The consensus was that seasonal congestion is the main problem and should remain at the beginning of the statement.
- Several members like it as it exists
- The need for the problem to be a regional problem was mentioned and that the statement only reflects the problems in Meredith. Juliette commented that the vision statement could deal with it needing to be a regional evaluation.

- One member did not completely understand the term “context”. It was agreed to change “context” to “character”.
- The consensus was to use “reflect” not “respect”.
- There needs to be a balance between the local and regional perspective. The recommendation was to add “and a lack of other east-west regional routes” to the end of the first sentence. There was consensus that this was appropriate. The east-west corridor statement was eliminated from the last sentence.

Juliette asked if all members were comfortable with the new statement and gave a last chance for comments. All present agreed and therefore consensus was reached, the problem statement reads:

Project Problem Statement

“The US 3/NH 25 corridor is subject to seasonal congestion caused by vehicle numbers in excess of its capacity and a lack of other east-west regional routes. Conflicts between vehicles and pedestrians compromise the safety and efficiency of the corridor. As it passes through Meredith the corridor does not reflect the character of the area. US 3/NH 25 in Meredith does not appropriately balance the multiple goals of: maintaining Meredith's character; preserving and enhancing its natural and historic resources; fostering economic and social vitality; accommodating a range of transportation modes; and sustaining a high quality of life for residents, visitors, business owners and commuters.”

3. Vision Discussion

Juliette began the Vision Discussion by displaying a graphic listing the main points made during the Vision Brainstorming at the last meeting. The points were organized into six categories; Vehicular/Pedestrian Traffic, Economic Vitality, Resources, Community Character, Multi-Modal, and Miscellaneous. A copy of the graphic is included with these minutes. Juliette first asked if there were any comments about the list or items that were missing. The following are the main points from the Vision discussion.

- The term “slow and steady” was questioned, but it is better than “stop and go”. It was also mentioned that slow is better in the off-peak when the speeds are currently too fast.
- The question of whether the vision is to move traffic through the town as quickly as possible or to move it at a steady pace so that Meredith is a destination.
- It was mentioned that with the exception of regionality, all of the problem statement items are listed for the vision. Could the Vision Statement simply be a reversal of the Problem Statement?
- The term “sustainability” needs to be mentioned.
- There needs to be a regional solution, there is a limit to what the corridor through Meredith can handle.
- Include “Human Scale” to the list.
- Rename “Resources” category “Natural and Cultural Resources”.
- Include Management under Traffic category, includes ITS, Traffic cops, etc.
- Include “provide” and “develop” under Multi-modal, not much exists currently.

- Does the vision have to be a statement? Can it be a list as is? Juliette stated that the vision should be a positive statement of what the community wants. The consensus was to use a statement to be able to describe the intent of the vision.
- Include “regionality” under miscellaneous.
- A recommended vision stated “it’s to fix the stuffs that’s wrong while considering the following...(the six categories).
- It was mentioned that the vision will guide the process of developing solutions. It needs to be for the entire project.

The discussion concluded with a plan for developing the Project Vision. Members of the PAC would submit their ideas for the Vision Statement to Gene within a week. The project team will assemble these statements and develop a Draft Vision Statement that reflects them. The draft will be distributed to all PAC members for their consideration. The intent will be to reach consensus on the statement at the next meeting.

4. Break

There was a short break for everyone to get dinner and bring it back to the table. The next presentation was given while dinner was finished.

5. Perspectives on Lakes Region Growth

Russ Thibeault of Applied Economic Research (AER) gave a presentation on the past and projected growth in the Lakes Region. The key points made in his presentation include:

- The Lakes Region is experiencing long-term employment growth
- The Lakes Region’s population has nearly doubled since 1970.
- The Lakes Region’s housing is growing but the trends are deceiving because many seasonal homes are becoming year round homes and this growth is not captured in the data.
- The pace of new housing in the region has doubled.
- The pace of development is quickening. The Lakes Region issued more permits for new single family units than any other planning region in the state for each year since 2001.
- The region is positioned to grow due to its attractive amenities, economic base, vacation units that can be converted to year-round occupancy, receptiveness to growth and affordability.
- Employment is projected to rise over the next 25 years.
- The population of the region will exceed 140,000 by 2025 when it is about 119,000 now.
- Housing stock will increase to accommodate the population growth.
- The synopsis projects strong regional growth.

6. Traffic Model Development

Gene McCarthy presented an overview of the Traffic Model Development for the project. He described the data collection, roadway network, design hour, base model, land use and testing steps that will be conducted. He presented a map showing the existing and proposed traffic data that will be used to develop the model. The team plans to conduct traffic counts the

Friday afternoon after the July 4th Holiday. He asked if this made sense to the members. There was some discussion of when the peak traffic volumes occur, but most agreed that a Friday afternoon is appropriate.

Gene described that transportation studies typically use a 30th highest hour volume as the design hour for a study. He stated that this project has unique traffic patterns that may make this inappropriate. Motorcycle Week causes the highest volumes of traffic in the region. In 2005, 12 of the 30 highest hours occurred during Motorcycle Week. This is not typical. The project team has consulted with FHWA to determine an appropriate approach to this situation. The results of this will be presented to the PAC at a later time.

A question was raised to how the model will be used. Would the design hour determine how much capacity is needed and how much pavement would be then be required? Gene stated that the model would be used to evaluate and analyze alternatives to determine their ability to address the traffic. This is only one of many evaluations that would need to be done to an alternative. He also mentioned that providing for future demand is no longer the only means for determining the success of an alternative. FHWA has stated that they recognize that a project can not always provide the capacity to meet the projected demand, they are more flexible.

It was stated that the model is a vehicle model but that all modes will be considered. Pedestrian counts will also be collected. Tools are available to evaluate pedestrians at intersections but not necessarily mid-block crossings.

A question was raised about safety issues that go beyond volume concerns. Gene stated that safety is always a factor in evaluating alternatives.

7. Future Public Involvement

Nancy Mayville mentioned that the project team is considering other means for engaging the public. Instead of having project meetings where the public is invited, the project could go to community events where the public is already present. The items discussed include:

- Set up a booth at the craft fair. It was mentioned that most participants at the fair are from out of town and this would not be a good forum.
- Carol Granfield hosts a local access cable show that could be used.
- Have articles in the local newspapers.
- Send e-mails to local groups who have distribution lists.
- Make presentation to local groups, i.e. Chamber of Commerce, Lions, etc.
- Public meetings should be on a weekend before Labor Day to capture the seasonal residents.
- There is a household hazardous waste day in July. Residents must wait in line to drop off material. A newsletter or questionnaire could be handed out while they are in line.
- Post information at the transfer station.
- Have a PowerPoint presentation run on the local access cable station.
- Encourage all interested parties to visit the website for project information.

8. Assignment

The assignment is to consider the criteria that should be used to screen alternatives.

The next meeting will take place on July 18. At the July 18 meeting the members will discuss whether to meet in August or postpone until September.

9. Adjournment

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



ROL A. MURRAY, P.E.
Commissioner

JEFF BRILLHART, P.E.
Assistant Commissioner

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee
June 20, 2006
Wednesday, 5:00 to 8:00 PM

Meredith Community Center
DW Highway, Meredith, NH

AGENDA

1. Opening/ Introduction Nancy Mayville, NHDOT Project Manager
2. Problem Statement Confirmation: Juliette Michaelson, Project for Public Spaces (PPS)
3. Vision Discussion: Juliette, PPS
4. Dinner break ?????
5. Perspectives on Lakes Region Growth: Russ Thibeault, Applied Economic Research (AER)
6. Traffic Model Development: Gene McCarthy, McFarland-Johnson
7. Future Public Involvement: Nancy
8. Assignment: What criteria would you use to screen possible alternatives?
9. 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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Vehicular/Pedestrian Traffic

Harmonize

Safe

Efficient

Slow and Steady

Resources

Respect

Improve

Maintain

Protect

Integrate

Multi-Modal

Integrate

Connect

Economic Vitality

Foster

Contribute

Promote

Maintain

***Project
Vision***

Miscellaneous

Reduce Frustration

Needs of Diverse Group

Social Vitality

Sustainability

Community Character

Enhance

Village Setting

Rural Character