

# Meredith US 3/NH 25 Improvements Transportation Planning Study

## Project Advisory Committee Meeting No. 5

### MEETING MINUTES

**DATE:** July 25, 2006  
**DATE OF MEETING:** July 18, 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
Pam Bliss	Meredith Planning Board
Robert LeCount	Meredith Conservation Commission
Chuck Palm	Meredith Fire Chief
Joanne Coppinger	Town of Moultonborough
Chris Williams	Latchkey Group
Tim Drew	NH Department of Environmental Services
Bill Bayard	Lakes Region Regional Planning Commission
Rusty McLearn	Greater Meredith Program
Linda Johnson	Meredith Chamber of Commerce
Lawrence McGourty	Meredith Transportation Advisory Task Force
Herb Vadney	Meredith Transportation Advisory Task Force
Ken Renoux	Meredith Citizen Representative
Dr. Philip McCormack	Meredith Superintendent of Schools
Trish Garrigan	EPA

#### Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
Bill Oldenburg	NHDOT
Cathy Goodman	NHDOT
Phil Myrick	Project for Public Spaces
Erica Wygonik	Resource Systems Group
Gene McCarthy	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 stated that the three main topics for the meeting were the vision statement, traffic model and screening criteria if time permits. She mentioned that there had been a great deal of e-mail correspondence concerning the vision statement with a diversity of opinions.

### 2. Project Vision Confirmation

Phil Myrick of PPS mentioned that several versions of vision statements had been developed and that he was very optimistic that a consensus could be reached. The most recent version (Version A) developed by the project team was sent out via e-mail and many committee members liked it.

#### Version A

"Meredith's village and rural settings will be enhanced by the US 3 /NH 25 corridor, which will encourage local and regional visitors to visit village destinations while moving traffic through in a slow and steady manner. People will feel safe and comfortable walking or cycling on the corridor, enjoying the town's social life, recreational offerings, historic features, and economic vitality. Stewardship of natural and cultural assets will remain a steadfast priority and water quality in Meredith Bay will be the best in all of Lake Winnepesaukee's harbors.

Traffic will safely flow through the corridor, with tolerable back ups occurring during anticipated, high volume events and periods. Travelers exercise choice and discretion as they take advantage of alternate travel routes throughout the region. A comprehensive transportation management plan will recognize the importance of all modes of transportation and minimize the negative impacts associated with seasonal traffic congestion while the positive aspects of high traffic volumes will be accentuated.

The physical attributes of the corridor, and the consensus- based approach that led to its improvement will be referred to as a model demonstrating how a state transportation agency, working closely with a local community, can plan for and implement a successful and sustainable Context Sensitive Solution."

Phil showed several comments received that stated members liked Version A. Some members suggested minor edits that would not change the overall meaning or structure.

There were two new versions that were developed by committee members. Phil presented these and also distributed copies.

#### Version B

"The route 3 & 25 corridor has been transformed into an attractive, tree-lined, pedestrian friendly corridor that enhances the social, recreational and economic activities of the community. At the same time the corridor has achieved its goals of mitigating peak traffic congestion and increased safety by creating a slow and steady approach to peak volume, educating the public to alternate traffic routes and it has utilized all manner of substitute transportation modes. The corridor has become a model for all those who realize that peak traffic congestion and the divisive issues that are associated with it can be managed if not completely eradicated by the cooperation and holistic approach undertaken by the NH DOT, and the people of Meredith and the surrounding communities."

### Version C

"Meredith's village and rural settings will be enhanced by the US 3/ NH 25 corridor will encourage local and regional visitor to visit village destinations while moving traffic though in a safe and steady manner. A comprehensive transportation management plan will recognize the importance of all modes of transportation and minimize the negative impacts associated with seasonal traffic congestion, while maintaining the character of Meredith's lake side community with its small town feel."

The first topic of discussion was whether the last paragraph of Version A was appropriate. The consensus from the members was that it was not necessary and they preferred that it be removed.

The appropriateness of the water quality statement was questioned. It was agreed that the specific language regarding the "water quality in Meredith Bay..." should be removed. It was felt that the "stewardship of natural and cultural assets" covered this adequately.

The term "village" was questioned because some in Meredith think it is a negative term. "Small town" was mentioned as an alternative. Most felt that "village" was appropriate.

There were several members who thought the tense should be changed.

Phil presented and distributed a new version (Version D) that he thought addressed many of the comments heard.

### Version D

"Meredith's village and rural settings will be enhanced by the US 3 /NH 25 corridor, which will encourage local and regional visitors to visit village destinations while moving traffic through in a slow and steady manner. People will feel safe and comfortable walking or cycling on the corridor, enjoying the town's social life, recreational offerings, historic features, and economic vitality. Stewardship of the natural environment and cultural assets will remain a steadfast priority.

Peak vehicle congestion will be managed for safe and slow traffic flow, and reduced by educating the public about alternate traffic routes and providing alternative modes of transportation. The corridor will become a model for all those who realize that peak traffic congestion and the divisive issues that are associated with it can be managed if not completely eradicated by a cooperative and holistic approach undertaken by the NH DOT together with local and surrounding communities."

Several recommendations were made to arrange and modify this version. During the dinner break Phil worked with several members to develop a version that reflected the recommendations. This version was presented to the members after dinner and after a few minor edits a final version (Version E) was developed. The committee agreed that they could live with it and therefore consensus was reached, the vision statement reads:

### Project Vision Statement

“Meredith's village and rural settings will be enhanced by the US 3 /NH 25 corridor, which will allow easy access to village destinations while moving traffic through in a slow, steady, safe and efficient manner. Peak congestion in Meredith and the Region will be mitigated by managing pedestrian flow, educating the public about alternate traffic routes and providing for various modes of transportation. People will feel comfortable walking or cycling on the corridor which will promote the town's social life, recreational offerings, historic features, and economic vitality. Long term viability of the corridor and stewardship of the natural environment and cultural assets will remain a steadfast priority.”

### 3. Break

There was a short break for everyone to have dinner.

### 4. Introduction to Traffic Modeling

Erica Wygonik of Resource Systems Group made a presentation about the traffic model that is under development for the project. She presented the following topics for the Traffic Simulation Model construction.

- Model Scope – The geographic coverage of the model
- Traffic Analysis Zones (TAZ's) – Areas designed to follow census geography, zoning districts, or other relevant geography
- Data Collection – traffic and pedestrian counts, number of lanes, signal timing, license plate survey
- Construct Roadway Network – accurate depiction of roadway network including functional class, lane widths, turning lanes, etc.
- Estimate Origin and Destination Flows – Use license plate survey and counts to determine flow of traffic
- Calibrate model – use counts to verify the model is accurately assigning traffic
- Perform Runs – The model will distribute traffic based upon changes to the roadway network and/or land uses.
- Prepare traffic simulations – simulations can be generated to show how traffic performs

The presentation generated many questions and comments. Below are highlights of the discussion.

- The recent traffic counts indicate that the alternate routes are not used by many vehicles.
- The term “special generator” was discussed. A special generator is a special land use that does not behave in a standard way. A school is a good example because during short periods of time there is a surge of traffic and during the remaining time of the day there is little traffic.
- It was mentioned that pedestrian traffic is a significant issue along the corridor. The model is a vehicle based model and will not model pedestrian movements. The project will count pedestrians and this information will be used in the analysis to determine the

effects of pedestrians on the efficiency of the corridor. Modeling pedestrian movements is a time consuming and costly task. The effects of pedestrian crossings can be included in the model by changing the capacity of a road.

#### 5. Screening Criteria

There was not sufficient time to start this item. It will be taken up at the next meeting.

#### 6. Future Public Involvement

Nancy Mayville mentioned that a project newsletter is being prepared and will be distributed during the Household Hazardous Waste Day on July 29. The project team has also been invited to participate at the St Charles Church Summerfest on July 29. The idea of setting up a booth at the craft fair was mentioned. There were members who felt this would not be a good forum. Nancy also mentioned that Meredith is the host for the annual conference of the Northern New England Chapter of American Planning Association. This project will be used during the conference as an example of Context Sensitive Solutions. Gene and Phil will participate.

#### 7. Assignment

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

#### 8. Next Meeting

The next meeting was tentatively scheduled for Wednesday, September 20. The members agreed that taking a break and skipping the August meeting was appropriate. The next meeting is on a Wednesday to coincide with the planning conference.

*The Wednesday, September 20 time was later confirmed.*

#### 9. Adjournment

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



AROL A. MURRAY, P.E.  
Commissioner

JEFF BRILLHART, P.E.  
Assistant Commissioner

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

Project Advisory Committee  
July 18, 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. Vision Statement Confirmation: Phil Myrick, Project for Public Spaces (PPS)
3. Dinner break ?????
4. Introduction to Traffic Modeling: Erica Wygonik, Resource Systems Group (RSG)
5. Brainstorming Screening Criteria: Phil
6. Future Public Involvement: Nancy
7. Assignment: Continue thinking about the screening criteria
8. Next Meeting
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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