

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 6

MEETING MINUTES

DATE: October 5, 2006
DATE OF MEETING: September 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
Chuck Palm	Meredith Fire Chief
Kevin Morrow	Meredith Police Chief
Pam Bliss	Meredith Planning Board
Robert Snelling	Town of Holderness
Chris Williams	Latchkey Group
Tim Drew	NH Department of Environmental Services
Mark Morrill	NHDOT
Bill Bayard	Lakes Region Regional Planning Commission
Mike Izard	Lakes Region Regional Planning Commission
Carol Granfield	Meredith Town Manager
Michael Faller	Meredith Public Works Director
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
John Moulton	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Fred Hatch	Meredith Transportation Advisory Task Force/ Historical Society

Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager
Bill Oldenburg	NHDOT
Cathy Goodmen	NHDOT
John Kallfelz	NHDOT

Phil Myrick
David Saladino
Gene McCarthy
Jed Merrow
Vicki Chase

Project for Public Spaces
Resource Systems Group
McFarland-Johnson, Inc.
McFarland-Johnson, Inc.
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 gave a brief update of progress made to date. She stated that the three main topics for the meeting were a traffic update, screening criteria brainstorming and an introduction to the environmental studies to be conducted for the project.

2. Traffic Update

David Saladino of Resource Systems Group (RSG) began with a report on the license plate survey that was conducted in July. He presented a graphic that indicated 46% of the northbound US 3 traffic and 15% of southbound US 3 traffic in downtown Meredith pass through on their way out of Meredith. The survey was conducted on a Friday afternoon in July.

David continued with information on the mid-block pedestrian crossings at Dover and Lake Streets. Counts were taken at these two crossings on a Friday afternoon in August. At Dover Street, 26 people crossed in a 15 minute period and 27 people crossed at Lake Street. The evaluation determined that pedestrian crossings stopped US 3 traffic for 2 minutes and 44 seconds out of 15 minutes which accounts for about 18% of the time. There were comments from the committee that pedestrian volumes are greater on the weekend than on a Friday and that the delays to traffic could be more significant on the weekend.

Lastly, David presented an evaluation of the existing US 3/NH 25 intersection. The project team received a request to evaluate this intersection in its current configuration but without pedestrians to determine its maximum capacity. RSG ran an intersection model with and without pedestrians to determine the difference. David presented three metrics to define the differences; level of service (LOS), queue length, and delay. The results show that the LOS would be the same, E, under both conditions, however, it would operate better without pedestrians. David stated that the LOS with pedestrians was nearly an LOS F (failure). Members of the committee mentioned that the more critical time for the intersection is on the weekends for the westbound approach that makes the left turn onto US 3. It was suggested that the LOS would be F on weekend afternoons. The delay and queues were worse with the pedestrians than without.

There was a strong support from the committee to conduct evaluations at the US 3/NH 25 Intersection for a Sunday afternoon. The project team stated that conducting intersection evaluations for other times would be possible. These would not be done with the simulation

model but rather with other modeling tools. Traffic volumes for these other time frames, i.e. Sunday afternoon, would be determined by factoring the model numbers based upon the trends that can be determined from the permanent traffic counters.

A question concerning the validity of a Friday afternoon peak period was raised. Gene McCarthy responded by saying that the peak volume and peak congestion at the US 3/NH 25 Intersection might not be on a Friday afternoon, but the peak volumes for the region may occur on a Friday.

3. Screening Criteria Brainstorming

Phil Myrick of PPS began the discussion by presenting the Project Problem and Vision Statements. He stated that the screening criterion needs to prove whether an alternative addresses the problems while adhering to the vision. Phil then asked for comments from the committee, the following were the main points made:

- Traffic measures should be delay, level of service and travel time
- Minimize impacts to the environment,
 - Prime wetlands
 - Water quality – lake
 - Air quality
- Manage and balance vehicles and pedestrians by limiting conflicts between the two.
- Maintain as many options as possible for all modes
- Facilitate a multi-modal transportation system
- Consider all Out of Box Alternatives
- Local Businesses and Destinations
 - Preserve Access (Peds and Cars!)
 - Parking
- Enhances Village Rural Character and Fabric
- Least Impact on Local Properties, Buildings, Historic, Infrastructure
- Enhances Cultural Resources and Social Settings, i.e. Village character and rural character
- Promote Safety for all Modes
- Promote Safety for the Study Area
- Consider Regional Alternative Routes
- Enhance Aesthetic Quality of corridor,
 - Landscaping, Lighting
 - Views of lake, hotels, gateways, mountains, etc.
 - Signage
 - Beautiful Road - Parkway
- Parkway
- Help Reduce Frustration by reducing amount of stop time
- Ensure EMS Access
- Promote access to community facilities for autos and peds, i.e docks
- Minimum Impact of Construction, Especially in Peak Season
- Alleviate Conflicts with Boat Launch Traffic
- Fails Gracefully – During Peak Congestion

- Sustainability/Flexible for Future Conditions
- Potential to Reduce Future Energy Consumption
- Allows Future Incorporation of Alternatives and Modes
- Consider Alternative Routes Now
- Access Management should be considered as on Route 104
- Reinforces a Vision for More Efficient Land Use Pattern (That Generates Less Traffic)
 - Refers to LRP
- Consider that Future Travel and Land Use Will Be Affected By Energy Costs, O and doesn't predict too far into the future
- Consider the Regional Impact

The project team stated that they would organize the input from the committee and present it for consideration at the next meeting. A draft would be sent prior to the meeting.

4. Break

There was a short break for everyone to have dinner.

5. Introduction to Environmental and Cultural Studies

Vicki Chase of McFarland-Johnson gave an overview of the resource identification and evaluation that will be done as part of the project. She stated that a macro-level resource evaluation would be conducted for this part of the project. The existing resources would be collected from existing data sources supplemented by field work by the project team. Vicki listed the resources that would be identified, they included the following:

- | | | |
|----------------------|------------------|-----------------------------|
| • floodplains, | • water quality | • significant habitats, |
| • parklands, | classifications, | • unfragmented habitat, |
| • important farmland | • wetlands, | • air quality, |
| soils, | • groundwater | • socioeconomic setting, |
| • surface waters, | resources, | and |
| • | • rare species, | • pedestrian/bicycle trails |

In addition to McFarland-Johnson, the project team consists of Liz Hengen for historic resources and Vicky Bunker the project archeologist. Vicki presented examples of resources maps that have been developed to date. She stated that the team would determine impacts to resources for the alternatives developed. Lastly, she stated that the team would look at potential enhancements that could be considered for this project or other projects in the area. All of the information gathered and impacts determined would be summarized as part of a Summary/Classification Report at the end of this phase. The level of environmental document would also be determined and mentioned in the report.

Questions from the committee included whether geologic and conserved lands would be part of the evaluations. Vicki confirmed that both are included in the data and will be evaluated. A question was asked as to whether air quality would be evaluated. Air quality will be considered

in a qualitative manner only. Detailed air quality analysis would be conducted in the next phase of the project.

6. Public Involvement Update

A project newsletter was prepared and copies were made available at the meeting. The newsletters were distributed at the Household Hazardous Waste Day on July 29. Nancy attended the St Charles Church Summerfest on July 29 and spoke to many people about this project and the Parade Road Project. Nancy also mentioned that Meredith is the host for the annual conference of the Northern New England Chapter of American Planning Association which begins July 21. This project will be used during the conference as an example of Context Sensitive Solutions. Gene and John Edgar will be touring the project site with conference members.

Nancy mentioned that a public meeting is on the schedule for the end of the year. It was also mentioned that the school may want to participate in the project in some capacity.

7. Assignment

The assignment is to continue thinking about the screening criteria.

8. Next Meeting

The next meeting is scheduled for Tuesday, October 17 at 5:00 p.m.

9. Adjournment

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



CAROL A. MURRAY, P.E.
Commissioner

JEFF BRILLHART, P.E.
Assistant Commissioner

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee
September 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. Traffic Update: Dave Saladino, Resource Systems Group (RSG)
3. Brainstorming Screening Criteria: Phil Myrick, Project for Public Spaces (PPS)
4. Dinner break
5. Introduction to Environmental Studies: Vicki Chase, McFarland-Johnson (MJ)
6. Public Involvement Update: Nancy and Gene
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.*”

Contacts: Nancy Mayville
NHDOT
Project Manager
TEL: 603-271-1609
NMayville@dot.state.nh.us

Gene McCarthy
Project Manager
McFarland-Johnson, Inc.
TEL: 603-225-2978
gmccarthy@mjinco.com

Website: www.meredith3-25.com

C:\Documents and Settings\n46sla\Local Settings\Temporary Internet Files\OLK2A\PAC Agenda 6.doc