

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 7

MEETING MINUTES

DATE: October 24, 2006
DATE OF MEETING: October 17, 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
Frank Michel	Meredith Board of Selectmen
Robert Snelling	Town of Holderness
Tim Drew	NH Department of Environmental Services
Mark Morrill	NHDOT (Partial)
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Michael Faller	Meredith Public Works Director
Linda Johnson	Meredith Chamber of Commerce
Ken Renoux	Meredith Citizen Representative
John Moulton	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Dr. Philip McCormack	Meredith Superintendent of Schools
Roger Nash	Meredith Transportation Advisory Task Force
Fred Hatch	Meredith Transportation Advisory Task Force/ Historical Society

Others

<u>Name</u>	<u>Affiliation</u>
Nancy Mayville	NHDOT, Project Manager (Partial)
Bill Oldenburg	NHDOT
Cathy Goodmen	NHDOT
Ansel Sanborn	NHDOT
Phil Myrick	Project for Public Spaces
David Saladino	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 a traffic update, a discussion of the relationship between land use and transportation, and then a discussion about the screening criteria.

2. Traffic Update

David Saladino of Resource Systems Group (RSG) began by stating that the project team understood the concerns raised at the last meeting about pedestrian activity on weekends versus the counts that were done on a Friday. Gene McCarthy counted pedestrians on the afternoon of Saturday, October 7 which was the Columbus Day weekend. That was a busy holiday weekend with great weather. The results showed a significant increase in the number of pedestrians. The highest number of pedestrian crossed at the mid-block crosswalk opposite Dover Street. There were 63 pedestrians in a 15 minute period as compared to the 26 people who crossed on a Friday afternoon in August.

David presented traffic analyses for a Sunday afternoon at the US 3/NH 25 Intersection that included the higher pedestrian counts. This was in response to comments at the last meeting that the most significant delay and queues are on Sunday afternoons. The intersection LOS with pedestrians would be LOS E, however, the westbound left-turning movement would be at LOS F. It was stated that this movement was a "solid" LOS F meaning that it was not close to being an LOS E. The westbound queue would extend up the hill towards the schools.

There were several comments from PAC members that the queue often extends further than the hill and sometimes extends as far as Patrician Shores. David stated that the queue numbers represent vehicles that are stopped. A queue often has an additional length where vehicles are still moving slowly and these are not included in the length.

Davis presented a graph showing the growth in traffic at the NH 104 permanent counter for the period between 1994 and 2005. The graph shows on average a +2.3% growth in traffic per year for that period.

David finished with an update of the model stating that the model has been constructed, land use data is now under review, and that calibration should be complete by the end of the year. The model should be ready for runs by January and possibly sooner. One comment suggested that RSG consult with the Town of Meredith and LRPC about the land use so be sure it is reasonable.

There was a comment that much of the traffic in Meredith is not created by Meredith Land Use.

3. Land Use and Transportation

Ansel Sanborn of the NHDOT gave a presentation of the relationship between land use and transportation. He began by showing that NH's population is projected to grow to about 1.6 million by 2025. The rate of population growth is about 1.1% per year but miles traveled are increasing by 3.0% per year and freight travel is increasing by 3.5% per year.

Ansel then presented information about the growth in the Lakes Region. The region is projected to grow by 30,000 people by 2025 and add 18,500 new jobs. This growth will result in increased traffic.

The Land Use/Transportation cycle was presented showing how the current approach to planning results in a never ending cycle. The message is that "transportation is a huge influencer of land use and land use affects use and function of transportation". Therefore, "transportation planning should be actively used to achieve land use objectives and land use policy must anticipate its impact on the transportation system".

Ansel presented these key techniques to achieve these goals:

- Manage Access
- Insist on interconnected "grid" street networks
- Zone for "Nodal" Development
 - Villages & town centers (tiered-density zoning)
 - Transit oriented development
 - Development Density Transfers
- Allow Mixed Uses in nodal centers
- Build on Brownfields, not greenfields
- Build-in pedestrian, bicycle and transit facilities

He concluded by showing a pyramid graphic that presents the relationship between the complexity (detail) of the solution and how it can be implemented (short term versus long term).

Ansel mentioned several tools that have been prepared as part of the I-93 Salem to Manchester CTAP program. He mentioned that the links to these resource documents could be made available on the project website. (These links are now part of the Meredith Project website).

There was a discussion about the ability of local communities to affect land use changes. Ansel stressed a desire to make it a regional issue so that communities understand the effect their land use decisions may have on their neighbors. He also said that this is the biggest challenge with this issue. It was stated that the LRPC, DOT and local communities all need to work together on this issue and these types of projects can help this.

4. Break

There was a short break for everyone to have dinner.

5. Screening Criteria

Phil Myrick of PPS began the discussion by presenting several examples of screening criteria from around the country. The first was the criteria developed for the Bow-Concord I-93 Study in NH. After a discussion about the pros and cons of each example, the consensus was to use the Bow-Concord format for the Meredith Project.

Phil then asked the committee to comment on the list of criteria that the project team compiled based on the brainstorming session from the last meeting. Below are the main comments:

- Avoid starting each criteria with “evaluate”. Use the fewest words possible for each item.
- The cultural resource item in Community Resources is redundant.
- Under Community Vision, add that land use and transportation should be compatible.
- Eliminate the phrase “one that generates less traffic” from the efficient land use statement
- Place Access Management under Access not Mobility
- Add NHOEP Smart Growth principles

It was decided that the project team would update the criteria using the Bow-Concord format and distributed to the PAC members.

6. Next Meeting

The next meeting would fall on the Tuesday before Thanksgiving and it was concluded that this would not be a good time. Those present felt a meeting in early December made the most sense. Members suggested that meetings need to have more substance so that members will feel more inclined to attend.

7. 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
October 17, 2006
Tuesday, 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. Land Use and Transportation: Ansel Sanborn, NHDOT
4. Dinner break
5. Screening Criteria Discussion: Phil Myrick, Project for Public Spaces (PPS)
6. Next Meeting
7. 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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