

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 8

MEETING MINUTES

DATE: December 22, 2006
DATE OF MEETING: December 13, 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
Joanne Coppinger	Town of Moultonborough
Tim Drew	NH Department of Environmental Services
Trish Garrigan	EPA
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Kevin Morrow	Meredith Police Chief
Chuck Palm	Meredith Fire Chief
Michael Faller	Meredith Public Works Director
Linda Johnson	Meredith Chamber of Commerce
Pam Bliss	Meredith Planning Board
Bill Bayard	Lakes Region Planning Commission
Mike Iazard	Lakes Region Planning Commission
Ken Renoux	Meredith Citizen Representative
John Moulton	Meredith Citizen Representative
Sandra Sullivan	Meredith Citizen Representative
Warren Clark	Meredith Citizen Representative
Rusty McLear	Greater Meredith Program
Chris Williams	Latchkey Group
Dr. Philip McCormack	Meredith Superintendent of Schools
Roger Nash	Meredith Transportation Advisory Task Force
Herb Vadney	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
Bill Oldenburg	NHDOT
Cathy Goodmen	NHDOT
John Kallfelz	NHDOT
Ann Bogart	NHDOT
Phil Myrick	Project for Public Spaces
David Saladino	Resource Systems Group
Bruce Leish	Carol R. Johnson Associates
Michael Wallwork	Alternate Street Design
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 thanked everyone for showing up for the earlier meeting time. She stated that the first part of the meeting would consist of a series of presentations on a variety of topics ranging from roundabouts to community character. The second part of the meeting would be a workshop where the PAC would develop potential alternatives.

2. Corridor Cross Section and Traffic Calming

Gene McCarthy began the discussion by reviewing the steps that must be taken in determining the Reasonable Alternatives. He showed a graphic that represented the process where all potential alternatives are reduced to a range of reasonable alternatives in Part A by using the qualitative screening criteria developed for the project. The preferred alternative would be determined in Part B by using quantitative criteria developed in Part B. He stressed the need to evaluate any and all potential alternatives in Part A in order to avoid needing to evaluate them in more detail in Part B.

Gene then presented slides showing the existing cross section of the corridor and all of the components of the roadway cross section that need to be evaluate. These include the number of lanes, width of lanes, shoulder width, sidewalk treatment, bicycle accommodation, traffic calming, turning lanes and pedestrian accommodation. He then showed layouts of two, three and four lane sections with different sidewalk and bicycle configurations.

Phil Myrick presented the concept of traffic calming. He presented many images of Meredith and other locations showing how the treatments along a corridor remind drivers of the context of the environment they are traveling through. Many of the images show how to remind drivers that they are entering a village by calming their approach. This is done with medians, buffers,

pavement contrasts, landscaping, on-street parking, crosswalks, sidewalk extensions, crosswalk treatment, roundabouts and mental speed bumps. Mental speed bumps relate to the activities that surround a place. Pedestrians, parks, benches, signs, and other community specific elements can remind drivers about the type of environment they are in.

Phil then described what makes a great waterfront. He emphasized the power of ten where there are ten destinations, ten places and ten things to do. Waterfronts need great access with walking paths and bike lanes.

Phil finished by reminded the group about the Placemaking Workshop that was held in May. He went over the recommendations that came out of the workshop and let the group know that copies of the results would be available for the alternatives workshop.

3. Access Management

Bill Oldenburg of the NHDOT presented the concept of Access Management. Access Management is a “process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed”. Bill explained that Access Management preserves the flow of traffic while reducing the number of accidents. This is done by through several key practices:

- Limit Conflict Points
- Separate Conflict areas
- Remove turning vehicles from through traffic
- Reduce conflicting volumes
- Improve roadway operations
- Improve Driveway operations

Bill discussed how different classifications of roads would have different degrees of access management. Much of this is determined by the type of right of way set for a roadway. Interstates, for example, use limited access right of way where access is only provided at interchanges. He discussed that corridors, intersections, and driveways all need to have access management considerations.

Bill ended by showing two examples, Loudon Road in Concord and Route 3 in Tilton, of how access management can be implemented. He also stated that there are places along US 3 and NH 25 in Meredith where Access Management principles could be investigated.

4. Roundabouts

Michael Wallwork of Alternate Street Design presented an overview on roundabouts. He began by explaining that traffic signals transfer time and as a result require more space to accommodate storage of vehicles. Roundabouts provide for more constant movement of traffic. Michael showed many examples of roundabouts, including small, large, plain, pretty, prettier, outstanding, natural and gateways. Many examples showed the before and after conditions. Several of the examples included calming strategies that greatly reduced the width of the roadways.

He continued by asking why roundabouts? The reasons include:

- crash reduction
- increase intersection capacity
- speed control
- pedestrianize
- beautify
- fix bad or unusual intersections
- reduce delay and travel time
- save maintenance and/or road money

Michael emphasized the improved safety at roundabouts. There are fewer accidents because there are fewer conflict points and the accidents are less severe due to the slower speeds. He gave examples of intersections that have far fewer accidents with the roundabout than when they had traffic signals. Michael did say that it can sometimes be difficult for the public to accept roundabouts because for some areas they are new. He summarized by saying “roundabouts are the safest form of traffic control in the world”.

Michael continued by showing that roundabouts are used around schools, can have odd shapes, can function in the snow, and can promote redevelopment. His presentation concluded with some ideas about handling pedestrians. He showed some examples of pedestrian bridges that are aesthetically pleasing and very functional.

5. Traffic Signals

Dave Saladino of RSG gave a brief overview of modern traffic signals. He outlined the components of a signal including the controller cabinet. He mentioned the general rules of limiting the number of phases and using shorter cycle lengths to optimize performance. He showed a cycle diagram of the current signal at the US 3/NH 25 Intersection. Dave showed that signals can be pre-timed (simplest), semi-actuated or fully actuated. He concluded with the signal warrants that need to be met to justify installation of a signal.

6. Community Character

Bruce Leish, Project Landscape Architect from Carol R. Johnson Associates presented the components of village and rural character. Bruce set up the discussion by stating community character can be defined by elements both Inside the right of way (Roadway) and Outside the right of way (Roadside). Roadway Character is defined by many of the following:

Roadway Character:

- | | |
|--------------------------|---------------------|
| - roadway width | - fencing and gates |
| - roadway curvature | - railings |
| - corner radii | - walls |
| - roadway edge condition | - roadway signage |
| - | - |

Roadway Character (cont'd):

- sidewalk location, alignment, materials
- crosswalk materials
- street trees
- street furniture
- traffic signals
- overhead wires
- lighting
- traffic calming elements

Roadside Character is influenced by:

- architecture (Style, height, materials, detailing)
- setbacks
- parcel size
- location and visibility of parking
- commercial signage scale and design
- landscaping
- walls and fences
- open space
- views to natural and historic features

Bruce stated that there are three distinct characters within the project limits; village, rural, and highway. Bruce presented many slides showing the roadway and roadside elements that define each character.

7. Break

8. Alternatives Workshop

The project was broken into six segments that would be evaluated separately. The six segments are defined as follows:

Segment 1	Route 3 Gateway to Meredith Village
Segment 2	Route 3 Meredith Village Lake Front
Segment 3	Route 3/25 Crossroads
Segment 4	Route 25 High School Hill
Segment 5	Rural Route 25
Segment 6	Lakes Region Routes

PAC members chose the segment they were most interested in and spent about an hour developing options and alternatives for consideration. Afterwards each group presented their findings to the entire PAC for questions and comments. A list of considerations was developed for each segment. This list is included as an attachment to these minutes.

9. Next Steps

Nancy explained to the PAC that the project team would now develop a list of Potential Alternatives to be evaluated. She mentioned that this will take some time and she expects the

next meeting would happen in April. A list of Potential Alternatives will be sent out for comments.

10. Adjournment

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

Meredith 10430 US 3/25 Improvements Transportation Planning Study

Project Advisory Committee
December 13, 2006
Wednesday, 3:30 to 8:00 PM

Meredith Community Center
DW Highway, Meredith, NH

AGENDA

1. Opening/ Introduction: Nancy Mayville, NHDOT Project Manager
2. Corridor Cross Section and Traffic Calming: Gene McCarthy (MJ) and Phil Myrick (PPS)
3. Access Management: Bill Oldenburg, NHOT
4. Roundabouts: Michael Wallwork, Alternate Street Design (ASD)
5. Traffic Signals: Dave Saladino, Resource Systems Group (RSG)
6. Bruce Leish: Carol R. Johnson & Associates (CRJ)
7. Dinner break
8. Alternatives Workshop: Phil Myrick (PPS)
9. Next Steps
10. 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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Project Advisory Committee Meeting No. 8 Alternatives Workshop

Segment 1 Route 3 Gateway to Meredith Village

- Left turn lane at Mill Street
- Better left turn accommodation along Route 3
- Lower Ladd Hill Road a locally known bypass
- Coordinate traffic solutions with long term land use planning
- Provide pedestrian connections along Route 3
- Provide bicycle paths
- Provide pedestrian connections to Scenic Railroad
- Bridge replacement provides opportunity to improve aesthetics and pedestrian access
- Decide where village begins
- Improve aesthetics
- Improve continuity
- Roundabout at Route 104/3 Intersection
- Landscaped median island with roundabouts to allow U-turns
- Important access to new business district

Segment 2 Route 3 Meredith Village Lake Front

- Can the boat ramp be closed?
- Reduce parking at town docks
- More landscaping at town docks (trees and green space)
- Make Route 3 a Boulevard from bridge to Hesky Park with a landscaped third lane
- Improve entrance and exit from town docks
- Sidewalls along Route 3
- Better defined crosswalks (tucan type) with lighting
- Narrower lanes on Route 3
- A pedestrian underpass
- A pedestrian overpass with parking on Main Street
- Limit pedestrian crossing points
- Fencing in medians
- Shuttles with off-site parking
- More street parking on side streets
- Increase parking fee at town boat ramp
- Limit hours of operation at town boat ramp
- Have crosswalks “manned” during peak periods
- Manage crosswalks and boat ramp during predictable peak periods
- Better balance at town docks between parking and amenities
- Provide parking downtown with a walkway to the Lakefront

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Segment 3 Route 3/25 Crossroads

- Roundabout at Route 3/25 Intersection
- Roundabout at Route 25/Pleasant Street Intersection with a new road connector behind bank building to a roundabout at Route 3
- Shift Route 3/25 Intersection towards parking lots
- Fix signage turning left from westbound Route 25
- Provide green space with trees
- Evaluate pedestrian crossing over, under and managed at-grade
- Close Main Street (possibly during peak periods only)

Segment 4 Route 25 High School Hill

- New bypass road from Barnard Ridge Road around both schools and reconnect to Route 3 at Greenmore Road near Community Center
- Sidewalk from village to school
- Roundabout at Barnard Ridge Road
- Automatic de-icing on hill
- Close access at Laker Lane or Right in/right out
- Gateway treatment at top of hill with narrow lanes heading west
- Stonewalls along approach to village
- More street trees especially at schools
- Landscaped median island along Route 25

Segment 5 Rural Route 25

- Connect Leavitt Park Road and Patrician Shores to create one access onto Route 25 (possible roundabout)
- Close access for Hagopian Road onto Route 25
- Reinforce change in roadway character and speed at Center Harbor town line
- Improve sight distance at the True Road/Route 25 Intersection
- Realign Beattie Road and Quarry Road intersections with Route 25.
- Evaluate Keyser Road, Old Center Harbor Road, Sands Brookhurst Lane and Patrician Shore intersections with Route 25

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Alternatives Workshop**

Segment 6 Lakes Region Routes

- Regional and local alternate routes
- Potential northern alternate route using Exit 28 through Waterville Valley and a reconnection of Livermore Road to end on Kancamagus Highway (Route 112)
- Potential alternate route from Route 104 to Winona Road, Waukegan Road, north on Route 3 to Route 25B.
- Potential alternate route using Exit 24 through Ashland to Route 3, to Route 113 and then to Route 25
- Potential new bypass with a new Exit 23 ½ connecting to Waukegan Road.
- Potential redirection of traffic from either Manchester or Concord to send traffic to the east side of Lake Winnepesaukee utilizing Route 4, 28 and 109.

Miscellaneous

- Publicize and promote the new Parade Road Roundabout
- Publicize this project process in newspapers, town meeting, etc.