

## **Meeting Minutes**

**Meredith US 3/NH 25 Improvements Project 10430  
January 14, 2016 7:00 PM  
ILHS Cafeteria**

### **Attendees:**

Don Lyford	NHDOT- Highway Design
John Butler	NHDOT- Highway Design
Marc Laurin	NHDOT- Environment
Alan Hanscom	NHDOT - District 3
Gene McCarthy	McFarland Johnson (MJ)
Jeff Santacruce	MJ
Public (See attached sign in sheet)	

The purpose of the meeting was to present the latest preferred alternative to the public.

Don L.

- Introduced the project and the key staff in attendance.

Marc L.

- Briefly described the Environmental review process and outlined some of the natural and cultural resources that would be considered as the project moves forward. He also described the process for anyone interested in becoming a Consulting Party relative to the project's potential effects on Historic Resources.

Gene M.

- Briefly described the efforts the project team has made since the public meeting last year when the roundabout option was presented. He explained the Selectboard made it clear that there was to be no widening and any proposed improvements would need to stay within the existing footprint. Therefore, the proposed changes to the signal and geometry of the 3/25 intersection would be minor and would not solve the congestion issue as no significant capacity improvements are proposed, however we were going to be providing some safety and pedestrian access improvements. He went on to explain the three different options for the pedestrian crossing along Route 3 using Pedestrian Hybrid Beacons (PHB) indicating Option A was the preferred alternative of the Meredith Board of Selectmen.

Option A includes installing all new traffic signal equipment at the Route 3/25 intersection. This equipment consists of mast arms, signal heads, pedestrian equipment, emergency vehicle pre-emption, and a new adaptive signal control system. While there is no proposed widening of Route 3, the northbound approach geometry will be altered to remove one of the northbound through lanes. The pavement width that was used for this lane will be utilized on the southbound through lanes by shifting the pavement markings to provide increased space for the westbound left-turn movements and increased length for the lane merge. In order to facilitate these lane changes the roadway will be repaved.

In addition, this option will install a new Pedestrian Hybrid Beacon (PHB) between Dover Street and Lake Street. The old crosswalks will be removed. The project will make improvements to the existing sidewalks, curbing, and ADA ramps along Route 3 as well as improvements to the entrance and exit of the Town Dock Public Parking area. The installation of the PHB at the midblock location will result in a loss of approximately six parking spaces in the Town Dock Public Parking lot. However, with the proposed changes to the exit area of the Town Dock Public Parking lot, three new parking spaces will be created so the total loss would be three parking spaces. Along Route 25 the existing sidewalks, curbing, and ADA ramps will be upgraded and the roadway will be repaved from the 3/25 intersection to Pleasant Street to facilitate the replacement of the existing conflicting pavement marking in the shared left/through/right-turn lane on the westbound approach. In addition, the project will review the existing signage on the Route 25 westbound approach to determine if any improvements can be made to increase driver awareness of the lane usage approaching the intersection. Lastly a new Emergency Hybrid Beacon will be constructed at the Fire Station to facilitate Fire Trucks entering onto and exiting from Route 3.

Option B includes the same improvements at the Route 3/25 intersection, along Route 25, and at the Fire Station as Option A. The main change is the location of the proposed PHB. In this option the PHB would be located at the existing crosswalk on Route 3 at Dover Street. The Lake Street crosswalk would be maintained with some minor improvements to reduce the existing crossing length. While this option does still provide a signalized pedestrian crossing, the location is closer to the Route 3/25 intersection so this crossing will have more of an effect on the operations of that intersection. Normally PHB's are not installed at intersections, but rather located a recommended minimum of 100 feet from the

intersection. When placed at the intersection, additional mast arms and signal heads will be required to control traffic exiting Dover Street and the Town Docks Public Parking area. This operation will get confusing for motorist on the roadway and side streets when the walk phase terminates and the signal goes into dark mode as each of the motorist tries to enter into the intersection first.

Option C includes the same improvements at the Route 3/25 intersection, along Route 25, and at the Fire Station as Option A. In this option there would be a PHB located at both of the existing crosswalks at the Dover Street intersection and at the Lake Street intersection. In addition to the issues noted above under Option B about placing these PHB's at an intersection, trying to coordinate the two PHBs with the signal at the Route 3/25 intersection will be difficult and may result in additional vehicle delay and congestion when the PHB are both in operation.

#### Public Comments

- **Will there be lighting at the new crosswalk?** *Yes.*
- **How long do you expect construction to take?** *The construction is anticipated to start in 2017. The exact time of construction is difficult to determine at this time because we need to take into consideration the busy summer months. Maybe one construction season.*
- **What about the existing guardrail at the Town Docks parking lot? Will it remain?** *We are still working out the particulars on that. It may be new guardrail, a fence, or just a raised island.*
- **Will the PHB work in the winter?** *Yes it will work all year long.*
- **You mentioned another location in the State with a PHB near an intersection. Where is that?** *Route 125 in Epping near the Wendy's. It is for a rail-trail crossing.*
- **Will the timing of the pedestrian signal adjust with the adaptive signal?** *The actual timing for the PHB crossing will remain the same, but when it comes on in conjunction with the signal at 3/25 will adjust with the adaptive control.*
- **If you are doing construction on the curbs on Route 3 would it be possible to adjust the curb for the right turns from Route 25 turning right onto Route 3 north because the trucks are constantly running over the curb or are unable to make the turn because of the car sitting in the southbound left-turn lane?** *Because the back of sidewalk is located at the Right-of-Way line it may not be possible to make much of a change, but we can look at this*

*movement and see if there are any improvements that can be made as part of this project.*

- **The building on the corner of 3/25 is going to be torn down so what harm is there in taking a little land to fix the right-turn movement?** *The direction from the Selectboard was to avoid property impacts.*
- **Would it be possible to provide diagonal pedestrian crossings at 3/25 like they have in Concord so you don't have to wait twice to cross the road?** *Actually the one at Pleasant Street in Concord has been removed because it adds approximately 5-7 seconds to the cross time which has a negative effect on traffic. It is not proposed here because it would reduce green time for traffic and affect capacity.*
- **With this work will you change the timing of the pedestrian phase at 3/25?** *We will look to see if minor changes are required to meet the new standards, but there will be no change proposed to the phase where all pedestrians cross at one time.*
- **Will you be doing any work at Pleasant Street?** *Only repaving and upgrading the sidewalk and ADA ramps.*
- **Will the cones still be placed on Route 25 at Pleasant Street?** *Phil Warren indicated they would.*
- **Would it be possible to move the sidewalk on the west side of Route 3 further west and put a fence between the sidewalk and the roadway?** *This can be looked at, but the issue becomes one of maintenance, especially during the winter months with snow plowing. This will be looked at more as the project moves forward.*
- **The existing pedestrian island refuge at 3/25 that separates the northbound right-turn lane from the through lane appears to be small and I am concerned with the safety of pedestrians. Is there anything we can do?** *This island is old and after many years of pavement overlays, the curb appears to be non-existent. This project will upgrade the island with all new curbing and signage to improve safety.*
- **Occasionally the water district pulls into the area near the entrance to the Town Dock Public Parking lot to fill up from the Lake. The new island at the entrance to the parking area that you are proposing will prevent this. Can this island be changed or a dry hydrant installed some place?** *Phil Warren mentioned this activity is infrequent and a solution to install a dry hydrant somewhere in this area is possible. Placing a dry hydrant in the proposed island is also an option.*

- **Since people want to cross from the Mill Falls sidewalk to Hesky Park would it be possible to add a crosswalk at this location near the canal?** *One of the benefits of moving the crosswalk from Dover Street to the new midblock location is that it provides more distance between the merging vehicles and the pedestrian crossing to improve safety as drivers are not usually paying as much attention when they are trying to merge. Adding a crosswalk near the canal would be a worse condition than the existing because it would be in the middle of the proposed lane merge area.*
- **Would it be possible to add signs or pavement markings to help direct pedestrians to the new crossing?** *Options for signing and markings as well as wayfinding signs further up Dover and Lake Street will be explored to help guide pedestrians to the crossing.*
- **During busy Friday nights there are times when someone is stopped to turn into Church Landing and blocks all southbound traffic because no one in the northbound lane will let them through. Will the adaptive signal know this is happening and adjust?** *Because this is a movement that is occurring beyond the signal control on the outbound leg of the intersection, the adaptive signal will not be able to address this issue.*
- **Can the overhead signs on Route 25 heading west be moved further back?** *The condition and location of the signs will be evaluated but moving it east may be an issue because it may interfere with Pleasant Street.*
- **The crosswalk at Pleasant Street is unsafe. Would it be possible to make some improvements there?** *The original intent here was to replace the crosswalk in kind and only upgrade the ramps, but we can look into additional improvements.*
- **Will access to the boat ramp be affected by the changes in the parking lot?** *No it should not be.*
- **This project was originally thought of with Context Sensitive Design intent. Please keep in mind low maintenance designs and look at the area as a whole to make sure any improvements fit the character of the village.**
- **Is there any metric to measure success of the project?** *Because no capacity improvements are proposed, measuring success is difficult to quantify. This project is seen as a safety improvement with some minor geometric changes to make movements easier.*
- **Can you do anything along Route 25 at the Hannaford and Dunkin Donuts to improve operations since the traffic backups on Route 25 can affect the 3/25 intersection?** *Unfortunately any improvements for this area would require*

*widening and land takings which we were directed by the Town not to undertake as part of this project.*

- **What is the funding source for this project?** *The project funding is primarily a Federal Earmark. No Town funds are anticipated to be required at this time, unless there are impacts to underground Town owned utilities as part of the installation of the new traffic signal foundations. Future maintenance of the PHB at the proposed midblock crossing and Hybrid Emergency Beacon at the Fire Station will be the responsibility of the Town.*
- **The sidewalk from Pleasant Street up to the High School is in bad shape. Can you extend your work to include fixing this sidewalk?** *That work is beyond the limits of this project, but there may be other funds available for that work.*
- **At one point we were talking about the possibility of upgrades to the signal at Route 104 including geometric changes to make it one signal. Is this still possible as part of this project?** *Unfortunately there are limited funds remaining for this project and the earmark specifically identifies the Route 3/25 intersection so it is believed the funds may not be able to be used at Route 104.*

*Any persons who take exception to any statement in these minutes or project clarifications shall notify the Preparer, in writing, within three (3) days from the date of receipt of this report, stating in detail the correction or omission. Otherwise, this document shall be considered correct and final.*

Cc: Project Team

1/14/16

ILHS  
7:00PM

## SIGN IN SHEET

NAME	AFFILIATION/ADDRESS
Nathan Tour	Select board
Stephen H Pedersen	Resident
Ray Maritz	Select Board
David Connor	old city Hb & Rd
Jonathan James	Selectman
Peter Brubaker	Former BOS ✓
Lauri Brothers	Meredith Resident
Patricia Morantz	320 S W Highway
Craig Maritz	01
Robert Acott Properties	Own Lot Corner DWH + LAKE 50
Tom Witham	Mike Point Meredith
Paul LaFare	Solace Pt Meredith
Dennis Bombardieri	Meredith Center Meredith
KEN JONES	FIRE CHIEF
LIZ LAPHAM	MEREDITH VILLAGE PATHWAYS COMMITTEE
Ben Lapham	Selectman
Mark Billings	Meredith Conservation Comm
John Butler	NH DOT
MARC Lavain	NH DOT - BOE
Alan Hanscom	NH DOT District 3
Gary Piper	Meredith
Merritt E. Webb	Meredith Resident
mt Valey	Select board
Betsy Marten Donovan	Livingston Road - Meredith
Kurt & Jessica Graustein	Tracy Way
ROSEMARY LANDEY	PATRICIA W. DE.

20F3

MEREDITH 3/25 MTE

1/14/16

DHS

7pm

# SIGN IN SHEET

NAME	AFFILIATION / ADDRESS
Jonda Wilson	Meredith Center Resident
Bob Powell	Merrion Ln, Meredith
BOB VOGLER	CENTER HARBOR, NH
Anna Whitting	Water St., Meredith
Tim Whitting	" "
Ed Touhan	Soley Ln., Meredith (Planning Board)
Tom Hughes	Ridge Rd, Meredith (PB)
AL MITCHELL	BOOTLEGGERS FOOTWEAR
JOHN LUDWICK SR.	322 D.W Hwy
Karen Sorbara	Rushing Brook Road
John Sirbera	ROCKY BROOK RD
Lissa Goodby	Powers Rd.
Rich Goodby	Powers Rd.
FRANK MURPHY	CHAPMAN POINT RD
Donna Murphy	Chapman Point Rd Meredith
DON MORTON	SPINDLE PT. RD., MEREDITH
John Moulton	18 QUARRY RD.
Bob Flanders	257 Meredith Neck Rd.
John Edgar	4 Main St.
Rod Leberman	Meredith Center
<del>Al</del>	Eaton Ave
Alison Dwyer	Tracy Way
ALAN ROBINSON	
Sylvia Detcher	59 Red Gate Ln
David Detcher	" " "
Chuck Bates	Wheatboro
Brian Allen	<del>28 Water</del> 28 Water



NAME	AFFILIATION / ADDRESS
Tom O'Neil	18 Chickadee Lane
Brad Feighton	185 WAUKEGAN ST
Denis Finnerty	113 Needle Eye Rd
Barry & Debbie VanZant	28 Old Follett Rd
Michael Foster	DIRECTOR OF P.W. - Meredith
Jim Wallace	44 Tracy Way PO Box 85 - Meredith
Bill Bayard	planning board 14 Dollott Brook Rd Meredith
Angela LaBrecque	Meredith Town Planner