

Meredith US Route 3/ NH Route 25 Advisory Committee

Meeting Minutes

October 9, 2014

Committee Members Present:

Lou Kahn, Chairman, Board of Selectmen Rep.
Liz Lapham, Planning Board Rep.
Jack Carty, Greater Meredith Program Rep.
Rusty McLear, Greater Meredith Program Rep. (Alternate)
L. Michael Hatch
Fred Hatch
Warren Clark
Sandra Sullivan
Phil Warren, Town Manager
John Edgar, Community Development Director

Project Team Members Present:

Don Lyford, Project Manager, NHDOT
Gene McCarthy, Project Manager, McFarland Johnson
Jeff Santacruce, McFarland Johnson

The October 9, 2014 meeting of the US Route 3/ NH Route 25 Advisory Committee was held at the Meredith Community Center. The meeting was brought to order at 3:05 PM by Chairman Kahn.

Approval of Minutes. The draft minutes of September 18, 2014 were reviewed. Jack Carty made a motion to approve the minutes as written. Mike Hatch seconded the motion. All voted in favor of the motion.

Lou advised that input had been received regarding two possible bypass routes; one behind the school and a one way pattern on Main Street. He indicated that similar concepts had been screened out under Part A.

Warren Clark advised of several conditions and characteristics that he knows of and concluded that a roundabout would address each of the issues (pedestrian conflicts, left turns, improved traffic flow, etc.). Rusty McLear added that we know that the peak congestion periods are limited to two days per weekend, 3-4 hours per day for 10 weekends out of the year.

US Route 3/ NH Route 25 Intersection- Hybrid Single Lane Roundabout Option.

Rusty and Gene indicated that they had spoken with Michael Wallwork P.E., a traffic sub-consultant specializing in roundabout design. Wallwork has suggested that signals on the US Route 3 northbound approach and the Main Street approach to the 3-25 intersection would increase the capacity of the roundabout to handle the Sunday PM southbound traffic. The signals would be tied to some form of queue detection on NH Route 25 and would only operate when necessary. Gene noted that this hybrid approach has only been implemented in one other location in the country (Clearwater, Florida) and would require additional analysis by McFarland Johnson. Slip lanes were also discussed as a means to maximize the capacity of the roundabout

Several members expressed interest in having the single lane roundabout hybrid option evaluated further.

Gene advised that the methodology to evaluate roundabout performance has changed from what it was 5-6 years ago. How an engineer looks at them today is more restrictive than in years past.

Lou asked if a hybrid single lane roundabout with signals could fit and to what extent would private properties be impacted.

Pleasant Street Intersection. Chairman Kahn inquired whether the owners of Meredith Village Savings Bank and the Meredith Bay Shopping Center would agree to restrict access to and from NH Route 25 in favor of full access via a roundabout at Pleasant Street. Rusty reported on his conversation with John Hueber of Crosspoint Associates, owner of the shopping center. John indicated that he would be willing to look at anything that improved the customer experience; i.e. safety, comfort, aesthetics, etc. Gene noted that providing intersection control at this location would introduce a level of delay that currently does not exist.

Pedestrian Options. There was discussion regarding a pedestrian bridge as a means to manage pedestrians in and around Dover Street. The bridge would have to provide truck clearance of 18-20' plus the height of the bridge structure. In addition to stairs, elevators could be provided in lieu of handicap ramps. Installation of elevators could approach \$250,000 and the town would be responsible for potentially expensive elevator maintenance and for keeping the bridge and stairs clear of snow.

There was discussion regarding possible planted median strips that could lessen left turn friction while providing a safe refuge for pedestrians. The committee viewed alternatives at Lake Street including a roundabout and a re-aligned, at-grade pedestrian crossing. Phil Warren advised that whatever is done in the vicinity of Lake Street must keep in mind the turning movement requirements of the Fire Department. Gene noted a cross section view that included 12' lanes and an 8' shoulder designed to allow enough room for people to pull over and a fire truck to proceed.

While the main focus is the US Route 3 and NH Route 25 intersection, several members reiterated the importance of looking at the performance of a system of intersection and pedestrian improvements.

Next Meeting. The next meeting of the 3/25 Advisory Committee was scheduled for Thursday, November 6, 2014 at 3:00 PM.

With no further business to come before the Committee, the Chairman adjourned the meeting at 5:10 PM.