

Meredith US Route 3/ NH Route 25 Advisory Committee

Meeting Minutes

August 21, 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)
Sandra Sullivan
L. Michael Hatch
Fred Hatch
Warren Clark
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 August 21, 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 3:00 PM by Chairman Kahn.

Approval of Minutes. The draft minutes of July 24, 2014 were reviewed. Rusty McLear made a motion to approve the minutes. Liz Lapham seconded the motion. Fred Hatch indicated that it was his understanding that the results of the meeting between property owners and NHDOT would be brought back to the committee. Chairman Kahn indicated that was his understanding as well. Rusty McLear indicated that he could report on that meeting. The minutes were approved as presented.

Rusty McLear reported on a meeting held between Al Miltner (Bootleggers), Sam Laverack (Meredith Village Savings Bank), NHDOT representatives (including Gene McCarthy, Project Manager for McFarland Johnson) and himself. Views were expressed at the meeting that we need to address pedestrian conflicts and left turn friction first. Addressing the intersection alone is not the entire solution. Regarding a double right turn lane onto NH Route 25 eastbound, there may be opportunities to lessen impacts to Scenic Park and the Inn at Bay point by shifting the alignment towards the bank slightly. Regarding pedestrians, this is a primary issue not a secondary one.

US Route 3/ NH Route 25 Intersection- Double Lane Roundabout. There was discussion regarding the pros and cons associated with a two-lane roundabout. Gene reiterated the need to project traffic volumes to 2035. Chairman Kahn noted that we were looking for something acceptable and better, not necessarily a perfect solution. Chairman Kahn asked members to express whether they had interest in continuing to consider this alternative. It was the consensus of the committee not to pursue this alternative further.

US Route 3/ NH Route 25 Intersection- Single Lane Roundabout. There was discussion regarding the pros and cons associated with a single-lane roundabout. Single lane roundabouts are more accommodating of pedestrians and require less area than a two- lane roundabout but would result on

significant back-ups during peak periods. Warren Clark indicated his view that the pedestrian and left turn issues need to be addressed first, and when they are addressed, then the single-lane alternative would perform better. Chairman Kahn asked if members had interest in continuing to pursue the single-lane roundabout alternative. It was the consensus of the committee to continue to consider this alternative further.

US Route 3/ NH Route 25 Intersection- Signalization. Gene presented a slightly revised signalization alternative that carries two right-turn lanes eastbound onto NH Route 25 with the alignment NH route 25 shifted to the north based on the meeting with property owners.

Phil Warren pointed out the approximate location of a Winnepesaukee River Basin Project (WRBP) valve cluster at the 3/25 intersection and cautioned about the extent of local and regional underground utilities in the area. Jeff confirmed that he has information from the Meredith Water and Sewer Department.

US Route 3/ NH Route 25 Intersection- Adaptive Traffic Signal. Gene provided an overview of an “Adaptive Traffic Signal” where advance detection of traffic results in real time optimization of signal timing efficiency.

Pedestrian Accommodations. Throughout the meeting there was discussion regarding a pedestrian accommodations including single-lane roundabouts, a pedestrian underpass, pedestrian signals and pedestrian island refuges. Several members noted that this consideration has to be addressed. While not disagreeing, Gene noted that pedestrians are a big factor contributing to congestion, but not the biggest factor. The consultant and the committee will continue to work on this.

Pleasant Street Intersection. There was discussion regarding possible improvements at Pleasant Street and NH Route 25. Gene advised that if signals were proposed at the US Route 3/ NH Route 25 Intersection then any intersection control at Pleasant Street would likewise be signalized. Alternatively, if a single-lane roundabout were proposed at the US Route 3/ NH Route 25 Intersection then intersection control at Pleasant Street would likewise be a single-lane roundabout. Jack Carty expressed his view that based on his experience there is no need to make any improvements at this intersection. There was discussion regarding improved access to nearby businesses. Chairman Kahn asked if members had interest in continuing to pursue options at Pleasant Street. It was the consensus of the committee to continue to consider options at this location. Lou asked John to follow up with the owner of the shopping center to solicit his input.

Gene summarized that he will continue to work on: (1) minimizing the impacts of a single lane with a right turn slip lane, (2) signalization, (3) refinement of an underpass option; and (4) options as Pleasant Street (depending on options at US route 3/ NH Route 25 Intersection).

Next Meeting. The next meeting of the 3/25 Advisory Committee was scheduled for Thursday, September 18st at 3:00 PM.

With no further business to come before the Committee, the Chairman adjourned the meeting at 5:00 PM.