

3/25 ADVISORY COMMITTEE

POINTS FOR POSSIBLE DISCUSSION

1. WHY WAS THE COMMITTEE SET UP?

The Committee was organized by Meredith's Select Board at the request of NH DOT. DOT had a \$4 million federal grant that it wanted to apply to traffic congestion in Meredith. Only Meredith residents were eligible to serve. The Committee was to make recommendations to the Select Board.

2. WHY WAS THE AREA CONSIDERED LIMITED FROM 104 TO PLEASANT ST.?

Although a larger area previously had been studied, DOT felt that the grant wasn't large enough to go beyond Route 104 to Pleasant St.

3. WHAT ARE THE COMMITTEE'S RECOMMENDATIONS?

The existing traffic light would be replaced by a single lane roundabout with an extra right turn lane for traffic turning from Route 3 northbound onto Route 25 eastbound. There also would be single lane roundabouts at Lake St. and Pleasant St. It is thought that the roundabouts could be fit in without major damage to properties. Center islands would prevent left turns into and out of Dover St. or into and out of MVSB and the Hannaford shopping center.

4. WILL THESE CHANGES SOLVE THE TRAFFIC CONGESTION PROBLEM?

The proposals aren't seen as a complete "solution," but rather as IMPROVEMENTS. Traffic during non-Summer months will flow more freely. In the Summer, northbound traffic on Route 3 going eastbound onto Route 25 on Friday evenings and Saturday mornings is expected to see much less congestion. On Summer Saturday mornings and Sunday afternoons, traffic going westbound on Route 25, turning southbound onto Route 3, may still see congestion, but it is hoped will move more smoothly and continuously because of the absence of the traffic signal.

5. WHY ISN'T THE WESTBOUND ROUTE 25 PROBLEM SOLVED?

The only "solution" that DOT offered would be a 2-lane roundabout at the 3/25 intersection. The Committee felt that it would do too much damage to properties there, would be out-of-proportion for the town, particularly when empty in non-Summer months, and, during heavy Summer traffic would make it impossible to safely drive from Main St. to Route 25.

6. WERE BY-PASS SOLUTIONS CONSIDERED?

Several in-town by-passes were considered. They all sent traffic ultimately to the Main St./Route 3 intersection and without a 2-lane roundabout at that location (which the Committee rejected) would not have changed the situation. An out-of-town by-pass was not considered because the area for which DOT had funding was limited to downtown Meredith.

7. WHAT WILL BE DONE ABOUT PEDESTRIAN CROSSINGS?

Each of the roundabouts will have pedestrian crosswalks. Each will be designed so that pedestrians will have to cross only one lane of traffic at a time and DOT believes that the slower traffic speeds through the roundabouts will permit pedestrians to safely cross without causing significant traffic delays. Also, a crosswalk will be placed at Dover St., but pedestrians will cross only one lane of Route 3 before reaching a center island and then crossing another single lane. Traffic will not have to stop in both directions at one time. A pedestrian tunnel and a bridge were considered and rejected as there is not enough space for graded walkways compliant with disabilities laws and both installation and town maintenance of these facilities would involve significant expense.

8. WHAT IS THE PURPOSE OF THE LAKE ST ROUNDABOUT?

It is intended to permit northbound traffic on Route 3 to turn onto Lake St. and traffic on Lake St. to turn onto Route 3 northbound. These left turns will not be permitted at Dover St. As a safety factor, the Lake St. roundabout will also slow traffic before it comes to the Dover St. crosswalk.

9. WHY IS A PLEASANT ST. ROUNDABOUT NEEDED?

There would be a wide driveway off the roundabout leading to the MVS and shopping center parking lots. This would permit entry for northbound Route 25 traffic without left turns and eastbound exits from those parking areas again without left turns.

10. WHAT WILL ALL OF THIS COST?

DOT estimates total construction cost at \$5 million, which they now have from the federal grant and other state funds. This doesn't include land acquisition costs, which DOT will have to fund. The town will not be contributing to these costs.

11. WHEN WILL THIS HAPPEN?

Subject to Select Board approval after a public hearing on January 26, DOT hopes to do engineering and land acquisition in 2015. Construction could be completed in 2017 or 2018.