



















COMPONENT SCREENING SUMMARY

BIKE LANES



















Bike Lanes would be provided on both sides of US Route 3.

Category	Score					
						
Access				X		
Aesthetics			X			
Community Resources			X			
Community Vision					X	
Economic Vitality			X			
Historic Resources			X			
Implementation			X			
Mobility				X		
Natural Environment			X			
Public Health					X	
Safety					X	
Support					X	
Transportation Choice					X	
Comments: Bike Lanes are deemed Reasonable because they provide alternate forms of transportation at a time when fuel prices are at an all time high. They are consistent with the vision the town has for the corridor; they improve public health because they provide access for emergency vehicles; they improve safety for bicycle riders, and improve mobility for many modes of travel.	Reasonable					

COMPONENT SCREENING SUMMARY

PEDESTRIAN SIGNALS




















This component proposes placing pedestrian signals at the approaches to the Route 3/25 Intersection. The signals would control pedestrian crossings to minimize their disruption of traffic.

Category	Score					
						
Access			X			
Aesthetics		X				
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic Resources			X			
Implementation				X		
Mobility		X				
Natural Environment			X			
Public Health			X			
Safety				X		
Support				X		
Transportation Choice				X		
Comments. This component was deemed Reasonable because it addresses a key concern to minimize the impact pedestrians crossing the corridor has on vehicle traffic.	Reasonable					

COMPONENT SCREENING SUMMARY

PEDESTRIAN UNDERPASS



















This component proposes creating a grade separation between vehicles and pedestrians on Route 3 by raising Route 3 over a pedestrian underpass (tunnel).

Category	Score					
						
Access			X			
Aesthetics	X					
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic Resources			X			
Implementation	X					
Mobility				X		
Natural Environment			X			
Public Health			X			
Safety				X		
Support		X				
Transportation Choice				X		
Comments. This component was deemed Reasonable because it addresses a key concern to minimize the impact pedestrians crossing the corridor has on vehicle traffic. There is concern that raising Route 3 would block views of the Lake. It was felt that one of the grade separation components should be carried forward for further consideration.	Reasonable					

COMPONENT SCREENING SUMMARY

PEDESTRIAN BRIDGE



















This component proposes creating a grade separation between vehicles and pedestrians on Route 3 by constructing a pedestrian overpass (bridge) over Route 3.

Category	Score					
						
Access			X			
Aesthetics	X					
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic Resources			X			
Implementation	X					
Mobility				X		
Natural Environment			X			
Public Health			X			
Safety				X		
Support		X				
Transportation Choice				X		
Comments. This component was deemed Unreasonable because it would require a handicap ramps on both sides of Route 3 to provide access to the bridge. The ramps would require a large area. There was strong belief that a bridge was out of character for Meredith and that it would not be attractive.	Unreasonable					

COMPONENT SCREENING SUMMARY

PEDESTRIAN BRIDGE




















This component proposes creating a grade separation between vehicles and pedestrians on Route 3 by constructing a pedestrian overpass (bridge) over Route 3.

Category	Score					
						
Access			X			
Aesthetics	X					
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic Resources			X			
Implementation	X					
Mobility				X		
Natural Environment			X			
Public Health			X			
Safety				X		
Support		X				
Transportation Choice				X		
Comments. This component was deemed Unreasonable because it would require a handicap ramps on both sides of Route 3 to provide access to the bridge. The ramps would require a large area. There was strong belief that a bridge was out of character for Meredith and that it would not be attractive.	Unreasonable					

COMPONENT SCREENING SUMMARY

PEDESTRIAN TUNNEL


















This component proposes creating a grade separation between vehicles and pedestrians on Route 3 by constructing a pedestrian tunnel under Route 3.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic Resources			X			
Implementation	X					
Mobility		X				
Natural Environment			X			
Public Health			X			
Safety				X		
Support		X				
Transportation Choice				X		
Comments. This component was deemed Unreasonable because it would not be utilized enough to solve the problem. The tunnel would likely require a pump to keep it dry as it would be below the water level of the Lake.	Unreasonable					

COMPONENT SCREENING SUMMARY

CLOSE MAIN STREET AT THE ROUTE 3/25 INTERSECTION




















The Main Street access to the Route 3/25 Intersection would be closed. This would eliminate traffic from this busy intersection.

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision	X					
Economic Vitality		X				
Historic Resources			X			
Implementation			X			
Mobility		X				
Natural Environment			X			
Public Health			X			
Safety			X			
Support		X				
Transportation Choice			X			
Comments: Closing the Main Street connection to the Route 3/25 Intersection is deemed Unreasonable because it would have a negative impact to the local businesses (Economic Vitality) and close access to Routes 3 and 25 from Main Street	Unreasonable					

COMPONENT SCREENING SUMMARY

ELEVATED DECK OVER US ROUTE 3








This component was proposed by a Meredith Resident. It proposes a large elevated deck over Route 3 where landscaping, shops, park area, gardens, cafes, etc. would be placed for public use.

Category	Score					
						
Access		X				
Aesthetics	X					
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic Resources			X			
Implementation	X					
Mobility		X				
Natural Environment			X			
Public Health			X			
Safety		X				
Support	X					
Transportation Choice			X			
Comments. This component was deemed Unreasonable because it does not fit the character of Meredith. It was felt this was appropriate for an urban setting but not a New England Village setting.	Unreasonable					

COMPONENT SCREENING SUMMARY

SCHOOL BYPASS

This component proposes a new bypass road from the NH Route 25/Barnard Ridge Road intersection to the US Route 3/Greenmore Road intersection. The bypass would be located north of Inter-Lakes High School. A connection to True Road is included.

Category	Score					
						
Access				X		
Aesthetics		X				
Community Resources				X		
Community Vision				X		
Economic Vitality			X			
Historic Resources			X			
Implementation		X				
Mobility				X		
Natural Environment	X					
Public Health			X			
Safety					X	
Support				X		
Transportation Choice			X			
Comments. This component is deemed reasonable because it addresses key safety issues along NH Route 25 related to the Meredith School complex and True Road. Access and Community Resources are also improved. The aesthetics are degraded because the new roadway would cut through wooded areas. Implementation will be difficult because it is a new roadway. The natural environment would be impacted because the bypass crosses wooded areas and potential wetlands.	Reasonable					