

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 16

MEETING MINUTES

DATE: April 3, 2008
DATE OF MEETING: March 18, 2008
LOCATION OF MEETING: Meredith Community Center
DW Highway, Meredith, NH

ATTENDED BY:

Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Chuck Palm	Meredith Board of Selectmen
Carol Granfield	Meredith Town Manager
John Edgar	Meredith Town Planner
Michael Faller	Meredith Public Works Director
Kevin Morrow	Meredith Police Chief
Sandra Sullivan	Meredith Citizen Representative
Robert LeCount	Meredith Conservation Commission
Rusty McLearn	Greater Meredith Program
Linda Johnson	Meredith Chamber of Commerce
Tim Drew	NHDES
Chris Williams	Latchkey Group
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force

Others

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT, Project Manager
CR Willeke	NHDOT
Gene McCarthy	McFarland-Johnson, Inc.
Mike MacDonald	McFarland-Johnson, Inc.
David Saladino	RSG
Erica Wygonik	RSG

MEETING MINUTES:

The Agenda for the meeting is attached. These minutes are formatted to follow the Agenda Items.

1. Opening/Introduction

Jim Marshall opened the meeting. He mentioned that the focus of the meeting would be traffic and the traffic model. Erica from RSG would make a presentation and then questions would be answered.

2. Traffic and Traffic Modeling

Erica began by stating that she would give a brief overview of the traffic model development. She mentioned that this had all been presented at previous meetings so she would go over it quickly.

She began by explaining why we use a traffic model, they include:

- Can evaluate land use or network changes
- Analysis accounts for regional impacts
- Method projects travel changes

The demand model determines the impact a change in land use or the roadway network has on traffic throughout the model geography. Other tools can only analyze what happens on a specific roadway or intersection. Erica described the array of tools that are being used on the project including their strengths and weaknesses. She emphasized that the model produces “estimates” of potential future traffic volumes and it cannot determine “the” answer.

Erica then gave an overview of the model that included the following:

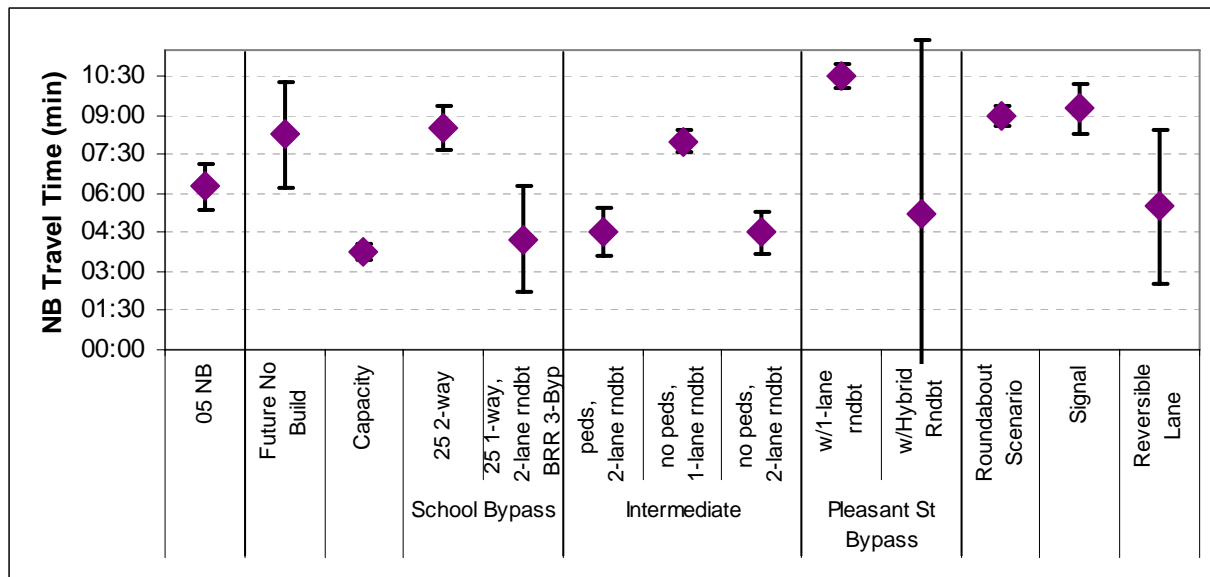
- Model Scope (geography)
- Transportation Analysis Zones (TAZ's)
- Traffic Data
- Roadway characteristics
- Pedestrian data
- Constructing the model network (roadway system)
- Establish land uses
- Estimation of origins and destinations
- Calibration

Erica then presented a list of the scenarios that have been modeled to date. She explained that it was decided to present two of these at the meeting, the Capacity Scenario and the Roundabout Scenario. These were chosen to illustrate the variety of options considered. On the next page there is a table of scenarios and their characteristics.

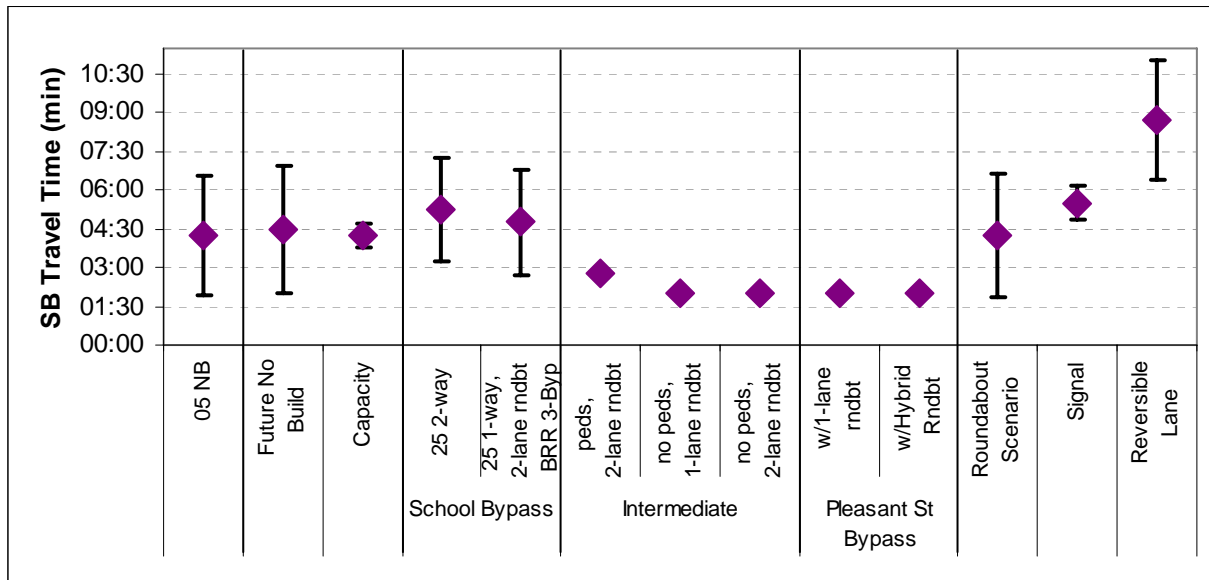
	Roadway Designs		Intersection Control Measures		
	US 3	Bypass	US 3-NH 25	US 3-NH 104	Bypass terminus
No Build	as is	none	as is	as is	none
Future No Build	as is	none	as is	as is	none
Capacity Scenario	4-lane cross section	none	2-lane roundabout	2-lane roundabout	none
Intermediate Scenario	3-lane cross section	none	2-lane roundabout	upgraded signal	none
School Bypass	as is	past school, 2-way traffic	as is	as is	1-lane roundabout at Barnard Ridge
Intermediate Scenario w/2-lane roundabout w/o pedestrians	3-lane cross section, no ped xings	none	2-lane roundabout	upgraded signal	none
Intermediate Scenario w/o pedestrians	3-lane cross section, no ped xings	none	1-lane roundabout	upgraded signal	none
Pleasant Street Bypass: One-way Circulation	3-lane cross section, no ped xings	opposite Pleasant St, 1-way WB	1-lane roundabout	2-lane roundabout	1-lane roundabouts at either end
Pleasant Street Bypass: One-way Circulation, extra right turn	3-lane cross section, no ped xings	opposite Pleasant St, 1-way WB	1.5-lane roundabout	2-lane roundabout	1-lane roundabouts at either end
Roundabout Scenario, force Main Street use	3-lane cross section, ped cross at Dover	none	2-lane roundabout	2-lane roundabout	none
Roundabout Scenario	3-lane cross section, ped cross at Dover	none	2-lane roundabout	2-lane roundabout	none
Signal Scenario	3-lane cross section, ped cross at Dover	none	upgraded signal	upgraded signal	none
Reversible Lane	3-lane cross section, no ped xings	none	2-lane roundabout	2-lane roundabout	none
School Bypass	3-lane cross section, no ped xings	past school, 2-way traffic	2-lane roundabout	upgraded signal	1-lane roundabout, 2 lane roundabout

Erica presented short videos of the two chosen scenarios. She then presented two tables of travel times, one for northbound and one for southbound traffic, for all the scenarios. The travel times were from the Route 104/3 intersection to the Route 3/25 intersection. Below are the two tables.

Northbound



Southbound



The diamond represents the average travel time that was determined from several runs of the model for each scenario. The black lines represent the variation in the times from the multiple runs of the model. The longer black lines suggest less certainty in the travel times while short black lines suggest more certainty.

At the end of her presentation, Erica answered questions from the committee. Below are the questions, answers and the discussion that followed.

- Chris asked whether pedestrians taken into account. Erica explained that the No Build scenarios modeled the existing pedestrian crossings. The Route 3/25 intersection includes the pedestrian phase for the signal. The two cross walks on Route 3 were modeled by assuming a traffic signal at these locations. Erica also explained that each scenario had a pedestrian component that was modeled in some way.
- Rusty observed that the pedestrians do not appear to impact travel times. Erica explained that in the peak hour there is enough congestion that pedestrians can cross without traffic having to stop.
- There was a great deal of discussion concerning the limits of the travel times. The committee felt it was important to have travel times for a longer corridor so that the time for queuing at the two main intersections was taken into consideration. All agreed that the travel times should begin at the Route 104/Winona Road intersection and end at the Route 25/Barnard Ridge Road intersection. The consensus was to choose several of the scenarios and determine the travel times for the longer distance. The project team agreed to look into this and see if it is possible to do in an efficient way.
- The impact to local streets and access to the corridor was also mentioned as an important issue. Route 3 can work well but it may restrict access from the side roads.
- Rusty made the observation that it is better to be stuck in traffic in the village rather than out of town because at least you feel you have arrived somewhere. Being stuck in a queue outside of town makes you feel you will never get there.

3. Break

2. Traffic and Traffic Modeling (cont'd)

After the break, Erica made the statement that producing travel times for the longer distance would be time consuming. The committee agreed that it doesn't need to be overly precise. The times could be to the nearest 10, 15 or even 30 seconds. The team agreed to evaluate the request and come up with something.

Dave from RSG then gave a presentation on the evaluation of the existing signal at the Route 3/25 intersection. He explained that there is only one timing plan that the signal is running. This plan is based on the peak summertime traffic volumes and is appropriate for these volumes. Dave explained that they developed two scenarios to improve the operations of the signal during non-summertime peak conditions.

RSG developed two scenarios. Scenario 1 added just one off-peak plan and this could be accommodated with the existing equipment and controller. Scenario 2 added two off-peak plans for different times of the day. Scenario 2 would require some upgrade of the controller. Their analysis indicated that there was negligible difference between the two so Scenario 1 appears to be the best solution. Dave presented several graphs showing the reduction in vehicle queues and delay with both scenarios.

There was a great deal of discussion concerning the pedestrian activity at this intersection and how it impacts traffic. Several members commented on how the pedestrians impede vehicles getting through the intersection. Many pedestrians push the button to activate the pedestrian phase of the signal, but do not wait for their green light. They cross on their own and then the pedestrian phase occurs with no one crossing. The idea of concurrent pedestrian crossings was mentioned. This is when the pedestrians cross with the corresponding traffic phase. Dave was against this for this intersection because the pedestrians would be crossing against the heavy left and right turning traffic. He also said that with the shorter cycle length, pedestrians will be more patient.

All members agreed that initiating this plan was a good idea and requested that it be implemented as soon as possible.

There was also a request made to consider a pedestrian signal trial for this season. The idea would be to place a signal near a cross walk to see how effective it would be to control pedestrians crossing Route 3. Jim Marshall agreed to discuss this with the NHDOT Traffic Bureau.

5. Next Steps

The next meeting is scheduled for April 15 and will take place at Meredith Harley Davidson.

6. Adjournment

Submitted by,
Gene McCarthy, P.E.
McFarland-Johnson, Inc.



CHARLES P. O'LEARY, JR.
COMMISSIONER

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Meredith 10430
US 3/25 Improvements
Transportation Planning Study

Project Advisory Committee

March 18, 2008

Tuesday, 5:00 to 8:00 PM

Meredith Community Center
DW Highway, Meredith, NH

AGENDA

1. Opening / Introduction: Jim Marshall, NHDOT Project Manager
2. Traffic and Traffic Modeling
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Alternatives Development
5. Next Steps: Jim Marshall, NHDOT Project Manager
6. Adjourn (8:00 PM)

Context Sensitive Solutions (CSS) is defined as "a collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

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