

Meredith US 3/NH 25 Improvements Transportation Planning Study

Project Advisory Committee Meeting No. 26

MEETING MINUTES

DATE: November 26, 2008
DATE OF MEETING: November 18, 2008
LOCATION OF MEETING: Meredith Community Center
One Circle Drive, Meredith, NH
ATTENDED BY:

Advisory Committee Members

<u>Name</u>	<u>Affiliation</u>
Chuck Palm	Meredith Board of Selectmen
John Edgar	Community Development Director
Fred Hatch	Meredith Transportation Advisory Task Force
Roger Nash	Meredith Transportation Advisory Task Force
Robert Snelling	Town of Holderness
Rusty McLear	Greater Meredith Program
Chris Williams	Latchkey Group
Linda Johnson	Meredith Chamber of Commerce
Warren Clark	Meredith Citizen Representative
Bill Bayard	Lakes Region Planning Commission
Tim Drew	NH DES

Others

<u>Name</u>	<u>Affiliation</u>
Jim Marshall	NHDOT
Cathy Goodmen	NHDOT
CR Willike	NHDOT
Gene McCarthy	McFarland-Johnson, Inc.

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 would be to finish the screening.

2. Alternative Screening

Gene presented the four alternatives and one component that remain to be screened. He stated that it should be possible to complete these during this meeting.

Pleasant Street Bypass Alternative

Gene reminded the committee that this alternative was discussed at the end of the previous meeting but that no screening was completed. Gene explained that the alternative was modeled as a one-way couplet where the existing Route 25 was for eastbound traffic only and the new bypass was for westbound traffic only. Route 3 was maintained as a two way roadway. He stated that all three intersections were single lane roundabouts.

The new bypass would cross Hawkins Brook and require a bridge. Gene stated that the bridge would be between 150' and 170' and would cost between \$1.3 and \$1.5 million. This cost does not include the roadway cost or any mitigation costs.

Gene stated that the alternative as presented functioned in a similar way as the Intermediate Alternative Option 2, which includes a single lane roundabout at Route 3/25.

Several ideas were mentioned to refine the layout or configuration of this alternative, they include:

- Make the new intersection at Route 3 and the bypass a Two-Lane Roundabout where there is more room to accommodate it. Gene mentioned that this could work but that the high volume of traffic heading for southbound Route 3 on a Sunday would still have to pass through the existing Route 3/25 intersection.
- The alignment of the bypass should be shifted north to pass north of the sewer pump station. This would preserve the municipal parking lots. Some building impacts would result.
- Close the Main Street connection to the existing Route 3/25 intersection. Make a connection at the new Route 3 intersection with the bypass road using Plymouth Street. Could a single lane roundabout at Route 3/25 function well without Main Street.
- The original concept for the bypass had the bypass as a two-way roadway and the existing Route 25 one-way. The bypass would become Route 25 and the existing Route 25 between Route 3 and Pleasant Street would be a one-way local street with on-street parking. The added distance for the southbound traffic prior to the merge to one lane made this concept perform better when it was analyzed in the past.
- The bank parking lots and the shopping center parking lots should be connected to the bypass to enhance access.
- The concept of a single lane roundabout at Route 3/25 in the near term and a two-lane roundabout in the future was mentioned.

It was decided to proceed with the screening understanding that there are some questions to be answered about this alternative.

Access

The consensus was that the scores were too low for automobile access and parking. The automobile score was changed from half red to yellow and the parking score was changed from half red to yellow/half green.

Aesthetics

The consensus was to change the views of the lake and surrounding mountains from yellow to half green, but the overall the score remained half green.

Community Resources

The consensus was that the scores were all too low and they were all improved. The overall score was changed from half red to yellow.

Economic Vitality

The consensus was that the scores were all too low and they were all improved. The overall score was changed from half red to half green.

Historic Resources

The consensus was the scores were good and the overall should remain yellow. There was one comment to ensure there would be no impact to the historic district.

Implementation

The consensus was the scores were good and the overall should remain half red.

Mobility

The consensus was that mobility would be less impacted than the initial screening indicated. All of the criteria that were scored half red were changed to yellow. The overall score was change from half red to half green.

Natural Environment

Smart Growth Principle 6 was changed from half red to neutral, but the overall score remained half red.

Public Health

The consensus was that the scores were good and that overall public health remained half green.

Safety

The consensus was that the scores were good and that overall safety remained half green.

Transportation Choice

The consensus was that the scores were good and that transportation choice was improved with a half green score.

The last two categories were screened by the PAC.

Community Vision

The Character of the Meredith Village received a half green score. The rural character also received a half green score. The remaining five items all received half green scores. The overall score was half green.

Support

The Public support questions for Meredith and the Lakes Region received half green scores while the resource agency question received a yellow score. The overall score was half green.

Overall

The final determination was that the Pleasant Street Bypass Alternative was Reasonable.

School Bypass

Gene described the elements of the School Bypass Alternative. He stated that it was modeled assuming no improvements along the Route 3 or 25 corridors. The model indicated minimal use during the peak Friday period. Gene mentioned that the expectation is that there would be more use during the weekends.

Several points were made regarding this alternative, they include:

- Bypass provides enhanced access for traffic entering and leaving Meredith Neck.
- The connection to True Road addresses the safety issue that exists at the current True Road intersection with Route 25.
- Access to the school complex is improved and this is a safety issue.
- Safety of the school access to Route 25 is improved.

After much discussion, it was decided that the School Bypass should be a component and not a standalone alternative. The initial screening was conducted assuming a standalone alternative so each category was re-evaluated. The results of the revised screening are below.

Access	Half Green
Aesthetics	Half Red
Community Resources	Half Green
Community Vision	Half Green
Economic Vitality	Yellow
Historic Resources	Yellow
Implementation	Half Red
Mobility	Half Green
Natural Environment	Full Red
Public Health	Yellow
Safety	Full Green
Support	Half Green
Transportation Choice	Yellow

The final determination was that the School Bypass was a Reasonable component.

Reversible Lane Alternative

Gene presented the reversible lane alternative. This alternative would have a similar footprint as Intermediate Option 3. Route 3 would have three lanes and Two-lane Roundabouts would be used at Route 104/3 and Route 3/25. In peak seasonal periods the center lane would accommodate the peak direction of traffic. In the off-season, it would function as a center turn lane.

A question was asked as to how traffic would be shifted in the center lane. Gene mentioned that electronic signs could be used or cones to separate traffic. The screening was then conducted.

Access

The pedestrian score was changed from yellow to half red but the overall remained half red.

Aesthetics

The consensus was the scores were good and the overall should remain half red.

Community Resources

The consensus was the scores were good and the overall should remain yellow.

Economic Vitality

The consensus was to change both local business impacts to half red. The overall score remained yellow.

Historic Resources

The potential impacts at Route 3/25 due to the two-lane roundabout changed the historic impacts from yellow to half red which caused the overall to change to half red.

Implementation

The impact during construction was changed from full red to half red but the overall remained yellow.

Mobility

The consensus was that there would be more impacts to pedestrian than the initial screening reflected. Several of the pedestrian items were changed to half red. The ITS was changed from half red to half green. The overall was changed from half green to yellow.

Natural Environment

The consensus was the scores were good and the overall should remain half red.

Public Health

The emergency personnel question was changed from half green to yellow. The opinion is that the reversible lane would be congested and blocks access. The overall score was changed from half green to yellow.

Safety

The pedestrian question was changed from yellow to half red but the overall score remained half red.

Transportation Choice

The consensus was that this was an auto focused alternative and the scores were too high. Two questions were changed from half green to yellow and the overall was changed from half green to yellow.

The last two categories were screened by the PAC.

Community Vision

The character questions both received half red scores. Land use questions all received yellow scores. The overall score was half red.

Support

The Public support question for Meredith received a full red score. Support from the Lakes Region and resource agencies both received yellow scores. The overall score was full red.

Overall

The final determination was that the Reversible Lane Alternative was Unreasonable.

One-Way US 3/Main Street Alternative

Gene explained that this was an alternative submitted by a Meredith citizen. The concept is to use the existing Route 3 corridor for two-lanes of northbound traffic and Main Street for two lanes of southbound traffic. This would be done during the peak season only. Some modification along Main Street would likely be needed and on-street parking could be impacted.

The screening was then conducted.

Access

The parking question was changed from yellow to full red but the overall changed from half red to full red.

Aesthetics

The views of Meredith question was changed from yellow to half red but the overall remained yellow.

Community Resources

The consensus was the scores were good and the overall should remain yellow.

Economic Vitality

The consensus was to change local business in the long term from half red to yellow and change the overall score to yellow.

Historic Resources

The potential impacts along Main Street could affect historic buildings. The historic questions were changed from yellow to half red which caused the overall to change to half red.

Implementation

The cost score was changed from yellow to half red because of yearly operational costs. The impact during construction was changed from half green to half red, but the overall remained half red.

Mobility

The consensus was that there would be more impacts to pedestrian than the initial screening reflected. Several of the pedestrian and balance questions were changed to half red. The overall was changed from half green to half red.

Natural Environment

The consensus was the scores were good and the overall should remain yellow.

Public Health

The consensus was that the initial scores were high. Air quality during construction and the emergency personnel questions were changed to half red. The air quality question after construction was changed from half green to yellow. The overall score was changed from half green to half red.

Safety

All the safety questions were changed. Auto safety and the conflicts questions were both changed to full red to reflect the concern about changing direction for a portion of the year. Pedestrian safety was changed from yellow to half red and the overall score changed from half red to full red.

Transportation Choice

The consensus was that this was an auto focused alternative and the scores were too high. All questions were changed from yellow to half red and the overall was changed from yellow to half red.

The last two categories were screened by the PAC.

Community Vision

The Character of the Meredith Village received a full red score as well as Growth Principle 1. The other applicable questions all received half red scores. The overall score was full red.

Support

The Public support question for Meredith received a full red score. Support from the Lakes Region received a half red score and the resource agencies received a yellow score. The overall score was full red.

Overall

The final determination was that the One-Way US 3/Main Street Alternative was Unreasonable.

The members felt that the Dover Street right in/right out component was too detailed and could wait for Part B. No screening was therefore performed.

5. Next Steps

Gene mentioned that the draft report would be distributed to the members in early 2009. A meeting may be scheduled after the draft is circulated to discuss comments.

6. Adjourn

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



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Meredith 10430 US 3/25 Improvements
Transportation Planning Study

GEORGE N. CAMPBELL, JR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Project Advisory Committee
November 18, 2008
Tuesday, 5:00 to 8:00 PM
Meredith Community Center
One Circle Drive, Meredith, NH

AGENDA

1. Opening / Introduction
2. Alternative Screening
3. Dinner break (6:15 PM +/- to 6:45 PM +/-)
4. Continue Alternative Screening
5. Environmental Classification
6. Next Steps
7. 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."

Contacts: James A. Marshall
Project Manager, NHDOT
TEL: 603-271-6472
JAMarshall@dot.state.nh.us

Gene McCarthy
Project Manager
McFarland-Johnson, Inc.
TEL: 603-225-2978
gmccarthy@mjinc.com

Website: www.meredith3-25.com