

## **Meredith US Route 3/ NH Route 25 Advisory Committee**

### **Meeting Minutes**

November 6, 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)  
L. Michael Hatch  
Fred Hatch  
Warren Clark  
Sandra Sullivan  
John Edgar, Community Development Director

#### **Committee Members Absent:**

Phil Warren, Town Manager (with notice)

#### **Project Team Members Present:**

Don Lyford, Project Manager, NHDOT  
Gene McCarthy, Project Manager, McFarland Johnson  
Jeff Santacruce, McFarland Johnson

The November 6, 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.

Chairman Kahn reminded the committee that their focus (study area) is between US Route 3/ NH Route 104 and Pleasant Street/ NH Route 25 as directed by the Board of Selectmen. A bypass alternative such as recently communicated by Miller Lovett may be interesting but will not be considered by this committee as it is beyond our scope. Chairman Kahn also advised that this is a public meeting and not a public hearing. Later in the process the committee would present its recommendations to the Board of Selectmen at a public hearing. Lou noted that January 26<sup>th</sup> has been set aside if the committee process can be completed in that time frame.

**Approval of Minutes.** The draft minutes of October 9, 2014 were reviewed. Mike Hatch made a motion to approve the minutes as written. Rusty McLear seconded the motion. All voted in favor of the motion.

Chairman Kahn summarized that based on the last meeting, the committee asked McFarland Johnson to look at (A) whether metering signals at the 3/25 single lane roundabout could improve performance, and (B) analyze the downtown core intersections (Lake Street, 3/25 and Pleasant Street) together from a systems perspective. The system analysis would include two alternative scenarios; signalization and single lane roundabouts.

**US Route 3/ NH Route 25 Intersection- Single Lane Roundabout w/ Metering Signals.**

Gene advised that Michael Wallwork, P.E., roundabout consultant for the project, was asked to analyze metering options to improve performance of a single lane roundabout. Wallwork has looked at several configurations and cannot get a significant queue reduction benefit. The metering analysis indicates that metering would not achieve any significant benefits. Chairman Kahn asked the committee if metering signals warranted any further consideration. Chairman Kahn noted that without objection, metering signals would not be considered further.

### **Lake Street/ 3-25/ Pleasant Street- Single Lane Roundabout System**

Gene presented the conceptual highlights of this system including the following:

- Single lane roundabouts located at three intersections in the downtown core; US 3 &Lake Street, US 3 & NH 25 and NH 25 & Pleasant Street
- Two (2) receiving lanes would be provided for eastbound traffic turning from US Route 3 onto NH Route 25
- A 3-lane section with a median would connect the 3 & 25 roundabout with the Pleasant Street roundabout
- A roundabout would be located at Pleasant Street to improve access to/from Meredith Village Savings Bank, the shopping center and Meredith Neck, lessening significant left turn friction particularly in the vicinity of the shopping center
- Pleasant Street roundabout will introduce new delay and associated queuing
- Left turns may be restricted where a nearby roundabout provides U-turn capability. Limiting left turns provides a safety benefit
- The US 3 intersection at Dover Street would be limited to right turns in/out
- There would be no pedestrian signal controls at Dover Street. There would be an at-grade crosswalk at Dover Street with a raised median/ pedestrian refuge
- A roundabout would be located at Lake Street. This roundabout helps improve performance of 3-25 roundabout as it helps meter arrival rates
- A leg of the Lake Street roundabout would connect to the municipal parking lot at the docks
- Additional queuing on US Route 3 northbound will occur at Lake Street as the roundabout will introduce new delay
- Pedestrian crosswalks provided at each roundabout.

### **Lake Street/ 3-25/ Pleasant Street- Signalization System**

Gene presented the conceptual highlights of this system including the following:

- A revised traffic signal at US 3 & NH 25 would operate similar to what is there today
- 2 lanes would be provided for eastbound traffic turning easterly from US 3 onto NH 25
- The lane configuration for westbound traffic on NH 25 approaching 3 & 25 intersection would remain as is
- A new signal would be located NH 25 & Pleasant Street which would provide access to/from Meredith Village Savings Bank, the shopping center and Meredith Neck
- The two signals would be coordinated to maximize performance
- A 4-lane section (11' lanes plus 2' shoulders) would connect the two signals
- The 4-lane section would exceed the limits of the existing ROW thus having impacts to Scenic Park and the MVSB properties (note 2' shoulders are provided to lessen impacts)
- There would be no signalized controls (for either vehicles or pedestrians) at Lake Street
- A left turn pocket on US 3 would be provided for northbound traffic turning left onto Lake Street,
- The crosswalk configuration at Lake Street would be revised and improved
- A pedestrian signal would be provided at Dover Street and coordinated with the US Route 3 & 25 signal.

Gene presented summary table indicating performance metrics associated with each system. There was discussion regarding the meaning of “peak hour”, length of queues and associated delay times.

Gene noted that there were details yet to be determined including the accessibility of businesses located on NH Route 25 east of the Pleasant Street intersection. Chairman Kahn inquired of Crosspoint Associates their views of restricting left turn access at the shopping center if a roundabout were to be provided at Pleasant Street. John Hueber, President of Crosspoint Associates responded that from his point of view he isn't worried about managing thru put traffic and feels that customer experiences such as safety, ease of access and aesthetic objectives are most important.

Gene reviewed a construction cost summary with the committee suggesting that the system improvements are generally within the ball park of what is currently available for construction. John suggested that if additional federal or state money is necessary to do the project correctly, completely and in a coordinated fashion, then we should pursue that. Chairman Kahn reiterated that this project is not being funded with local property taxes. John further suggested that we need to minimize construction-season impacts to the community. Rusty indicated that there is an opportunity to better manage delays, provide a safer environment, improve access to businesses and side streets and improve aesthetics. Chairman Kahn asked if any committee members were in favor of continuing to pursue the signalized system. There were none. Chairman Kahn asked if committee members were interested in pursuing the single lane roundabout system further. All were in favor.

**Next Meeting.** The next meeting of the 3/25 Advisory Committee was scheduled for Thursday, December 4, 2014 at 3:00 PM.

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