



# Main Street Meredith

## Safety and Revitalization Project

June 23, 2025





# Agenda

- Project Purpose and Need
- Project History
- Understanding of the Issues
  - 2021 Road Safety Audit
  - November 2024 Listening Session
- Alternatives Considered
- Recommendations and Concept Review
- Next Steps



# Project Purpose and Need

## Purpose

The purpose of the project is to develop necessary infrastructure improvements along the Main Street corridor to support economic vitality by improving safety and accessibility for all users of Main Street.

## Need

The corridor has documented pedestrian crashes including a fatality as well as pedestrian facilities that do not meet ADA guidelines. Furthermore, the community has noted high vehicular speeds during off-peak times.

# Project History



# Project History

## 2005 Plan NH Charette

## Address the following:

- Traffic calming
- Pedestrian access
- Beautification

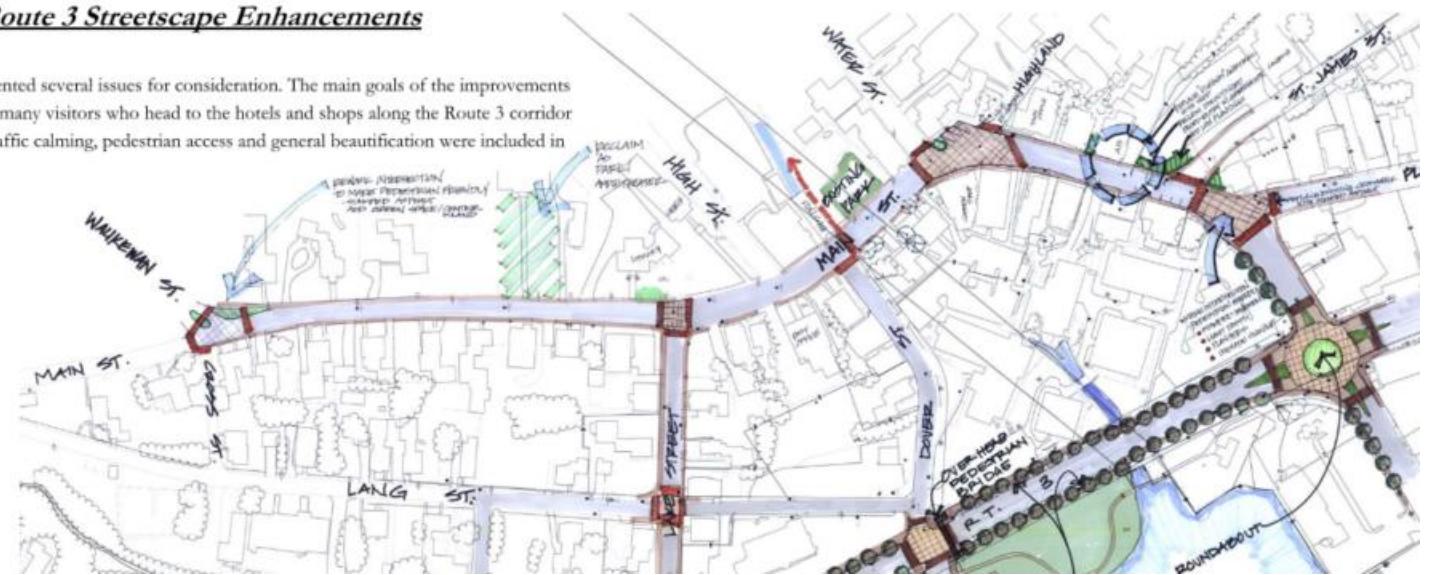
# Meredith Village Core Revitalization Design Charrette

May 20 & 21, 2005



## Main Street and Route 3 Streetscape Enhancements

Main Street and Route 3 presented several issues for consideration. The main goals of the improvements are centered on attracting the many visitors who head to the hotels and shops along the Route 3 corridor to Main Street. In addition, traffic calming, pedestrian access and general beautification were included in the issues to be addressed.



# Project History

## Road Safety Audit (RSA) - January 29, 2021

### Issues identified:

- Intersection and mainline sight distance inadequacies
- Lack of centerline pavement markings
- Lack of appropriate signings such as pedestrian warning signs
- Non-compliant sidewalks, crosswalks, and wheelchair ramps
- Inadequate clearance between parking and crosswalks
- Wide pavement widths at intersections
- Driver and pedestrian behaviors



### Road Safety Audit - Meredith

Main Street including intersections with Highland Street, Water Street, Dover Street, High Street, and Lake Street

January 29, 2021

Prepared for:



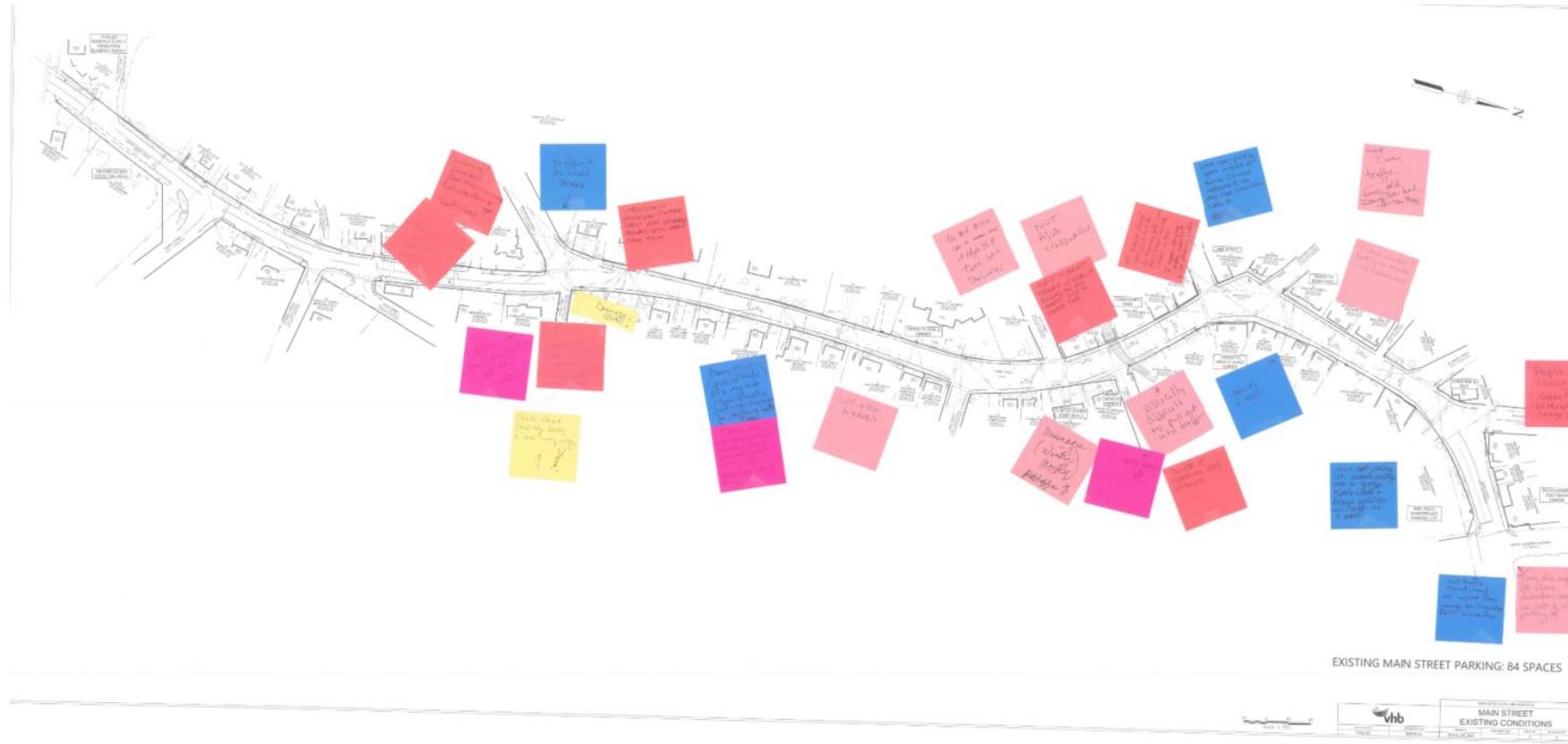
Prepared by:





# Project History

Listening Session at Imagine Meredith – November 7, 2024



# Project History

Listening Session at Imagine Meredith – November 7, 2024

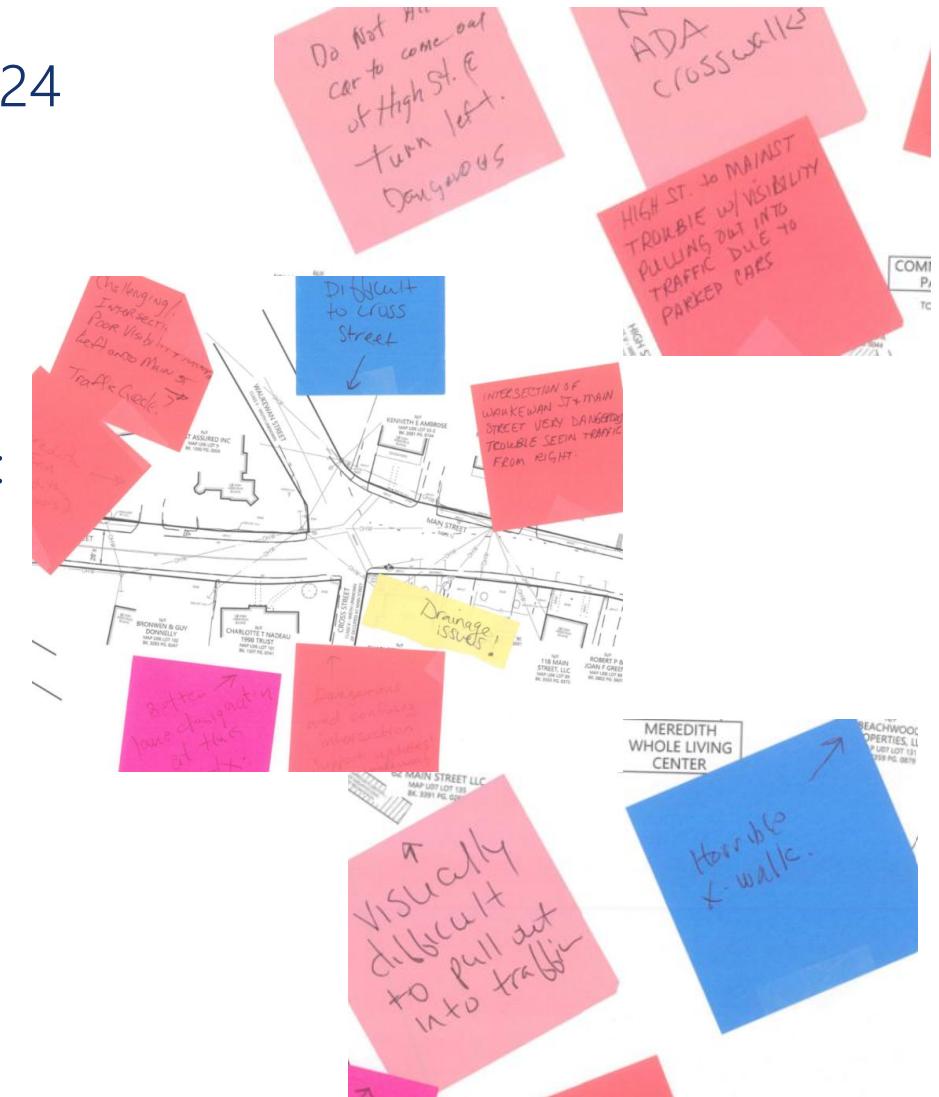
Issues we heard:

- Pedestrian safety (2 pedestrian crashes)
- Sight distance for vehicles approaching Main Street (multiple)
- Crosswalks non-compliant
- Sight distance for peds due to adjacent parking spaces
- Narrow roadway between

Waukewan and Lake Streets

- Waukewan St intersection: sight distance, confusing, drainage
- Vehicular speeds high especially in off season
- Snow removal timeliness

LOST A FEW MIRRORS





# Alternatives Development

Two Traffic Pattern Alternatives Considered

Alternative #1: Convert Main Street to One-Way Traffic

Alternative #2: Maintain Two-Way Traffic on Main Street



# Alternatives Development

## Alternative #1: Convert Main Street to One-Way Traffic

### Pros

- Would allow for opportunities to prevent cut-through traffic from US 3.
- Compatible with most of the recommendations and concerns presented.

### Cons

- Would need to consider impacts to traffic network on US 3 and other surrounding roadways. Likely roadway work on US 3.
- Minimum roadway width would be 20' for emergency vehicles, which is essentially same width as today. Effectively no additional width for pedestrians.
- Wider travel lanes encourages higher speeds when little traffic is present.



# Alternatives Development

## Alternative #2: Maintain Two-Way Traffic on Main Street

### Pros

- With appropriate striping, can help facilitate lower speeds, especially during off-peak times.
- Allows for full access along Main Street for businesses.
- Compatible with most of the recommendations and concerns presented.

### Cons

- Stretch between Waukewan Street and Lake Street will remain narrow.
- Current amount of conflict points remain.



## Alternatives Development

Alternative #1 does not address stated concerns with speed and safety. It has been determined that this does not meet the purpose and need of the project.

Alternative #2 best meets the stated goals of the project, and most importantly, allows for measures that better reduce motor vehicle speeds in off-peak hours.

Alternative #2 is recommended.



# Alternatives Development

## General Recommendations from Public Input and Safety Audit

- Additional signing for pedestrian crossings
- Adjust parking to meet sight distance requirements
- Construct bumpouts at key intersections
- Consider pedestrian level lighting
- Reconfigure Waukewan Street / Main Street intersection



## Recommended Alternative

Key Elements to this alternative include:

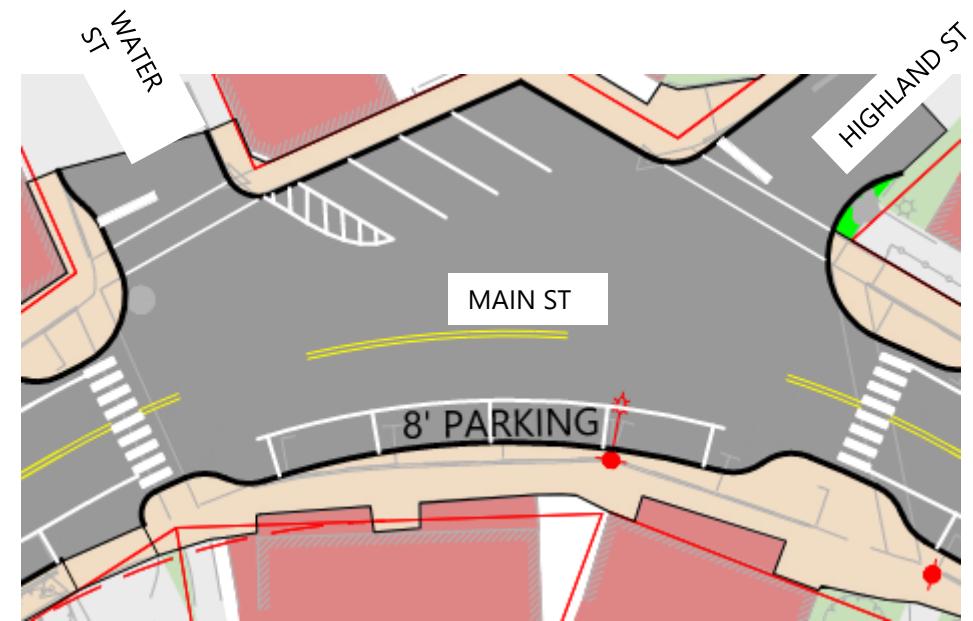
- Two-way traffic with double-yellow center line
- Additional signing for pedestrian crossings (recommended in RSA)
- Bumpouts (curb extensions) at Lake St, High St, Dover St, Water St, Highland St, and Plymouth St
- Provide ADA-compliant sidewalks, wheelchair ramps, and crosswalks
- Remove parking spaces adjacent to crosswalks
- Reconfigure Waukewan St / Main St intersection



# Recommended Alternative Features

## Double-Yellow Center Line

- Recommended by the RSA
- Provides direct visual cues as to travel lane width
- Provides additional cues to horizontal curvature

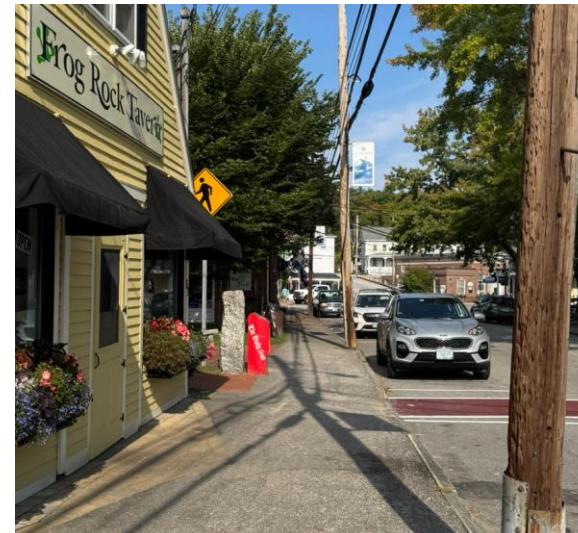




# Recommended Alternative Features

## Additional Signing for Pedestrian Crossings

- Recommended by the RSA
- Alerts motorists to location of pedestrian crossings.
- Additional options include enhanced LED signing and RRFB devices.



W11-2 and W16-7p

# Recommended Alternative Features

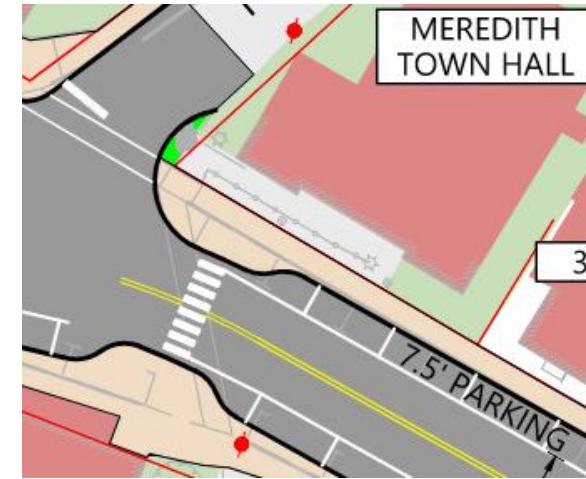
## Bumpouts at Critical Intersections

### Advantages of bumpouts:

- Reduce ped crossing distances (and time)
- Make pedestrians more visible
- Make cars more visible
- Room for PROWAG-compliant ramps
- Room for additional streetscape amenities

### Crosswalk at Town Hall:

- Existing: 55 feet (14 seconds)
- Proposed: 25 feet (6 seconds)



# Recommended Alternative Features

## ADA-Compliant Wheelchair Ramps

Creation of bumpouts will allow for implementation of ADA-compliant crosswalks



Main St at St. James St



Main St at Marketplace Entrance



Main St at Lake St





# Recommended Alternative Features

## Removal of Parking Spaces Adjacent to Crosswalks

Parking should be located 20' away from crosswalks and intersections.



Main St at Dover St



Main St at Plymouth St. (Sunshine and Pa's)

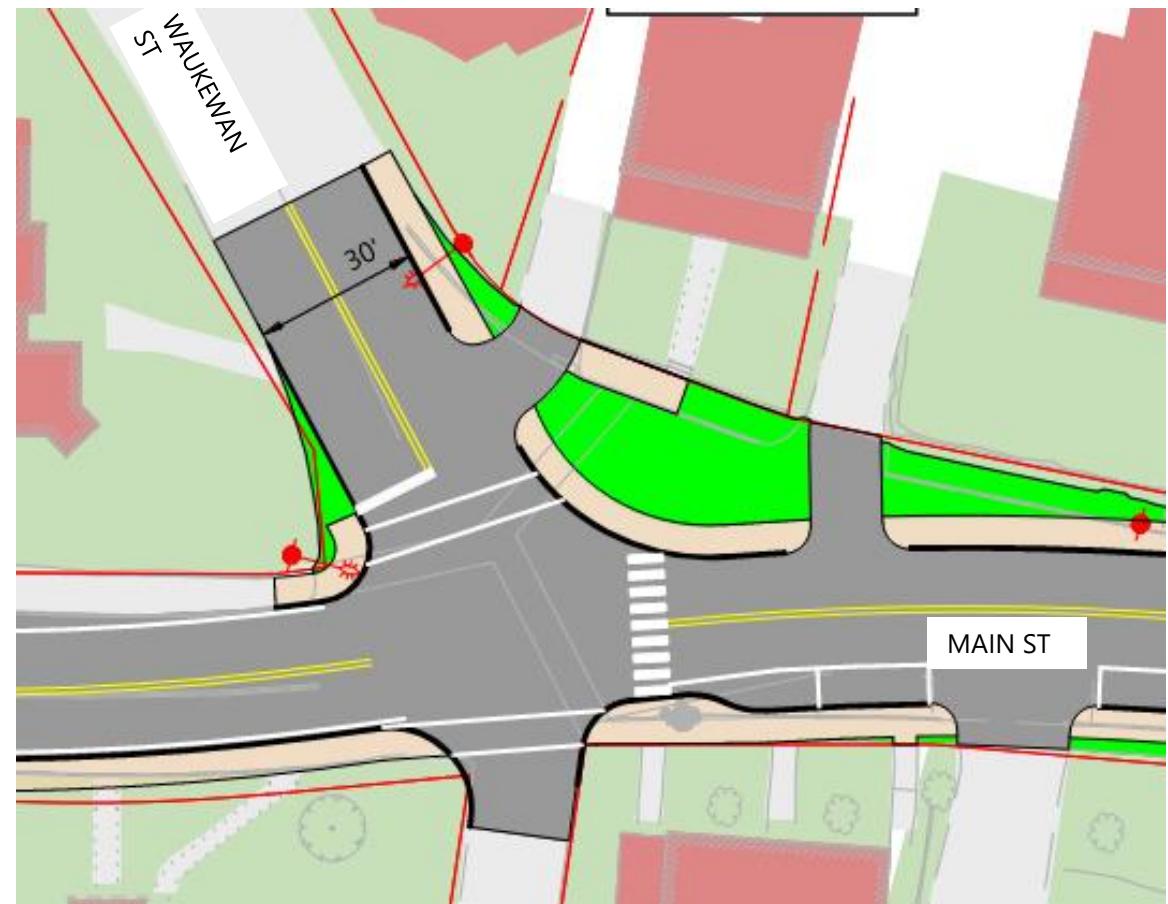


Main St at Plymouth St

# Recommended Alternative Features

## Waukewan Street Intersection

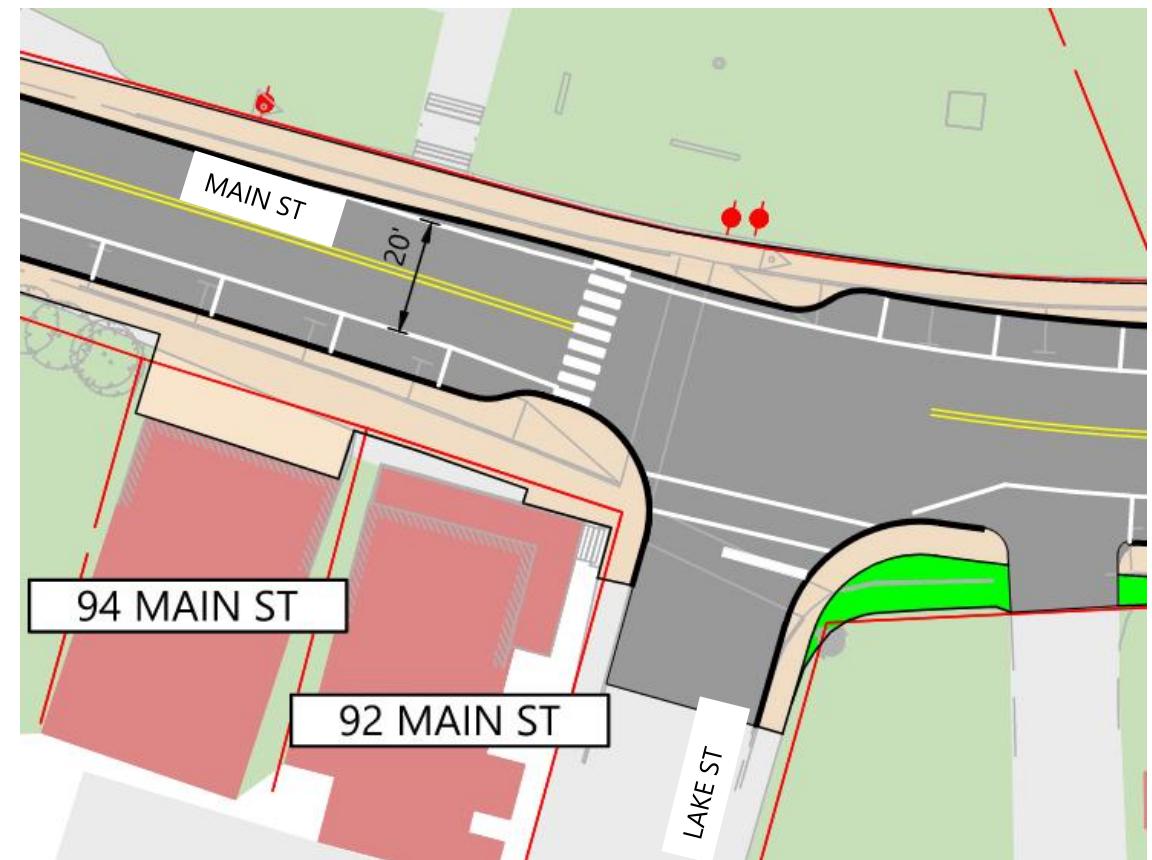
- “Tee up” Waukewan St at Main St.
- Slow traffic making SB right turns onto Waukewan St.
- Provide simple geometry.
- Safer and shorter crosswalks.
- Additional public space



# Recommended Alternative Features

## Lake Street Intersection

- Bumpout by 92 Main Street and wider sidewalk at frontage
- Lake Street crossing moved closer to Main Street
- Improved sight distance for pedestrians and motorists
- Shorter crosswalk (42'/26') (4 seconds)
- ADA-compliant wheelchair ramps
- Additional public space



# Recommended Alternative Features

## High Street and Dover Street Intersections

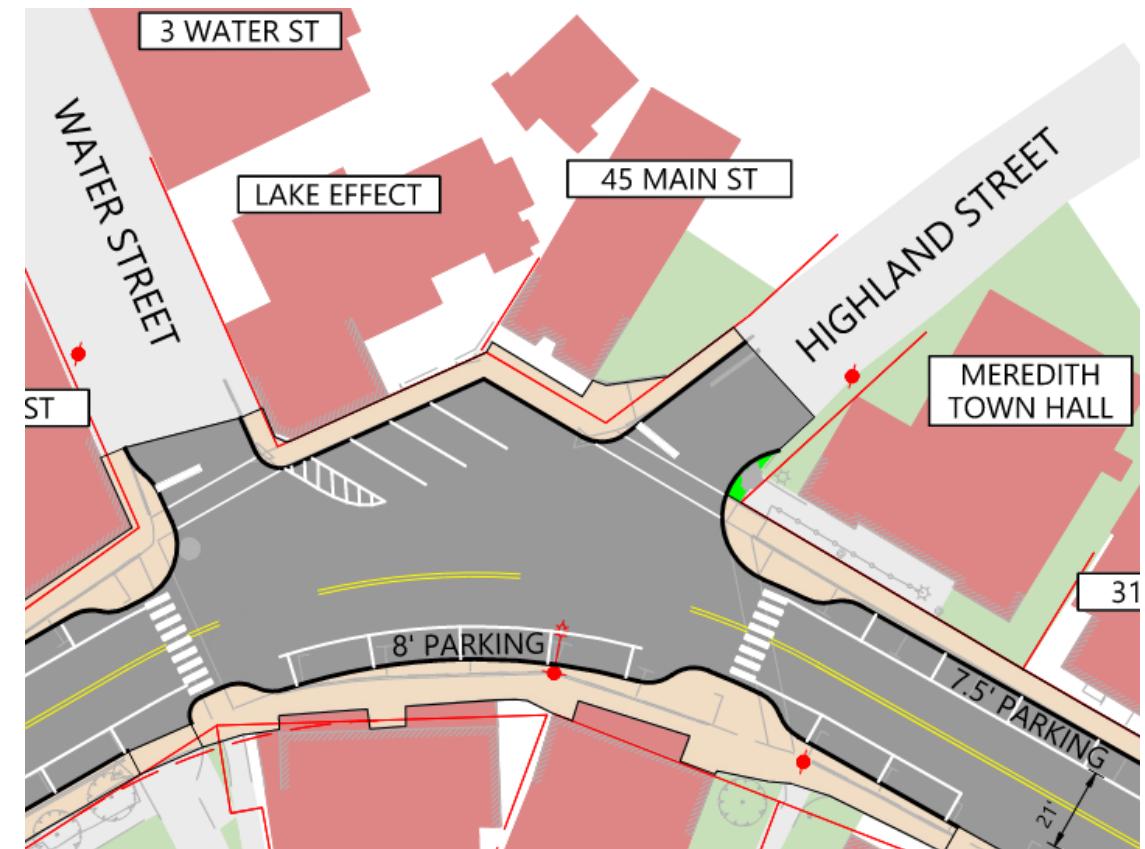
- Bumpouts at High Street/Post Office, and Dover Street/Frog Rock/Hermit Woods
- Improved sight distance for pedestrians and motorists
- Shorter crosswalks
  - High St (40'/26') (4 seconds)
  - Dover St (38'/26') (3 seconds)
- Wider sidewalks
- ADA-compliant wheelchair ramps
- Potential space at bumpouts for streetscape



# Recommended Alternative Features

## Dog Leg Area, Water Street, and Highland Street Intersections

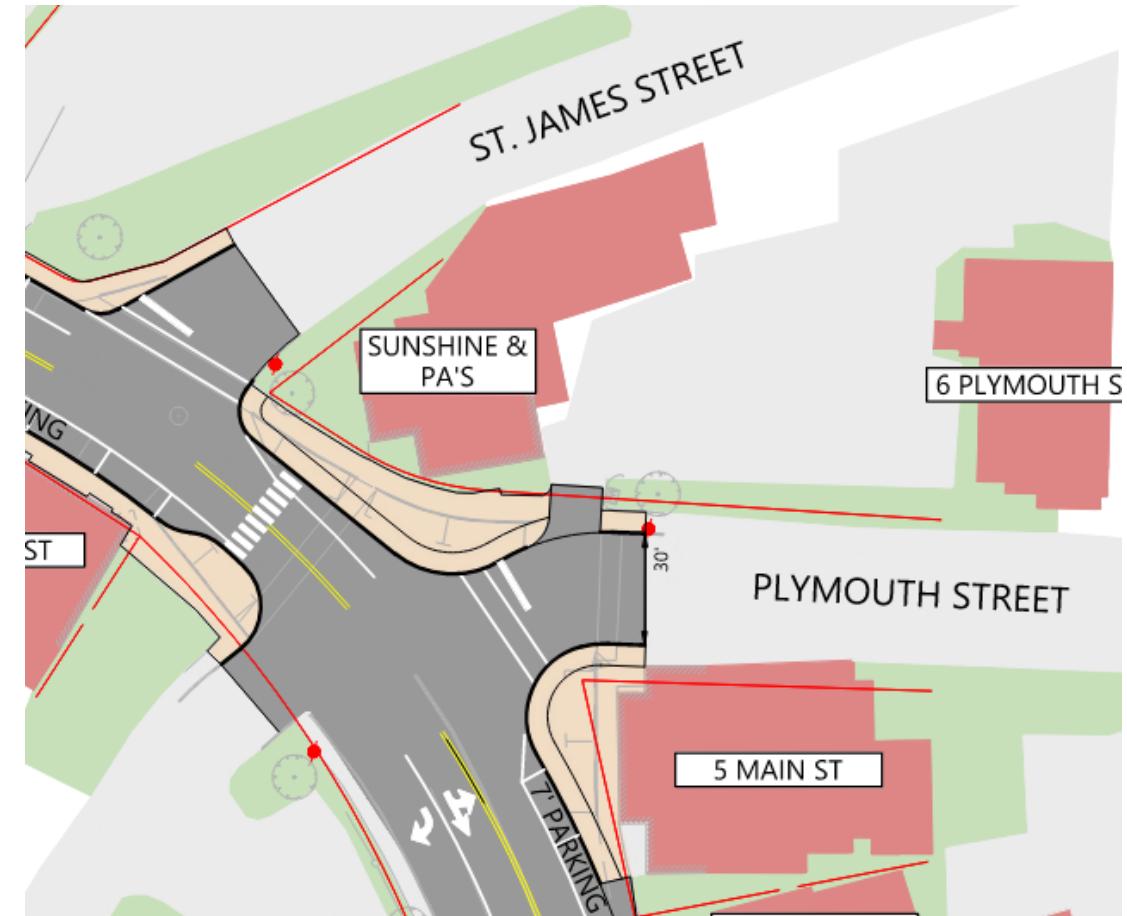
- Bumpouts at Water Street and Highland Streets
- Tighten curb geometry at 'dog leg'
- Improved sight distance for pedestrians and motorists
- Shorter crosswalks
  - Water St (46'/28') (5 seconds)
  - Highland St (55'/25') (6 seconds)
- Wider sidewalks
- ADA-compliant wheelchair ramps
- Potential space at bumpouts for streetscape



# Recommended Alternative Features

## St. James Street and Plymouth Street Intersections

- Bumpouts at St. James Street and Plymouth Streets
- Improved sight distance for pedestrians and motorists
- Shorter crosswalks
  - St. James St (52'/27') (4 seconds)
- Wider sidewalks
- ADA-compliant wheelchair ramps
- Potential space at bumpouts for streetscape/public space





# Recommended Alternative Features

## Extend Sidewalk to Maple Street

- ADA-compliant wheelchair ramps
- ADA-compliant sidewalk connectivity along Main Street from Maple Street to Daniel Webster Highway (2,600 feet or  $\frac{1}{2}$  mile)



# Parking

## Parking Space Impact Along Main Street

Location	Existing Spaces	Proposed Spaces	Difference
Waukewan St – Lake St	21	21	0
Lake St – High St	9	9	0
High St – Water St	18	13	-5
Water St – Highland St	9	8	-1
Highland St – St. James St	22	20	-2
St. James St – US Route 3	5	1	-4
<b>Totals</b>	<b>84</b>	<b>72</b>	<b>-12</b>

### Note:

These proposed parking space numbers reflect changes that should be made to meet current parking guidelines regardless of additional improvements.

(Identified in Road Safety Audit)

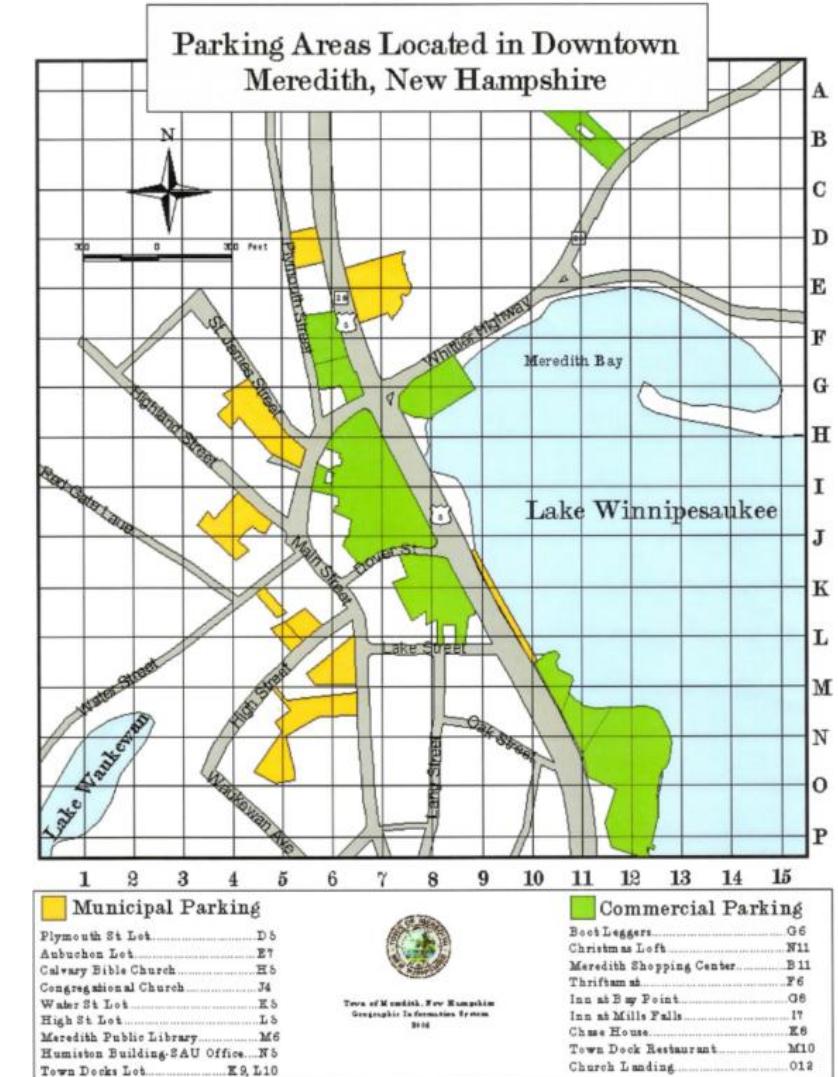
# Parking

## Parking Spaces Adjacent to Main Street (within 0.4 miles)

Municipal Location	Spaces
Next to Boot Leggers	62
Plymouth St Lot	72
Town Docks	64rr
Water St	9
High St	5
Lake St	8
<b>Totals</b>	<b>220</b>

Private Location	Spaces
Boot Leggers	22
Mills Falls Upper	52
Mills Falls Lower	67
Calvary Bible Church	40
First Congregation Church	20
Library	27
<b>Totals</b>	<b>228</b>

Source: Greater Meredith Program





# Cost Estimate

## Construction Cost Estimate

\$X,XXX,000

Cost excludes the following:

- Water and sanitary sewer reconstruction
- Pedestrian level streetlighting
- Undergrounding of aerial facilities
- Additional landscape/streetscape materials/furniture
- Rectangular Rapid Flashing Beacons (RRFBs)
- Raised crosswalks/intersections



# Other Considerations

## Ornamental Pedestrian Level Lighting

- Bumpouts allow additional space for pedestrian lighting
- Pedestrian streetlighting provides additional visibility for pedestrians at crosswalks



Ornamental Light on Madbury Road, Durham, NH



## Other Considerations

### Rectangular Rapid Flashing Beacons (RRFBs)

- RRFBs could be evaluated for additional safety.



# Other Considerations

## Raised Crosswalks/Intersections

- Raised crosswalks/tables could be evaluated for additional traffic calming and place making. High Street and Water Street may be good locations for consideration.



Courtesy NACTO Urban Street Design Guide



## Other Considerations

### Water and Sanitary Sewer Upgrades

- Town is currently performing a study on water and sanitary sewer condition and capacity.
- Consideration of replacing/upgrading these facilities should be made if roadway is being reconstructed.



## Other Considerations

### Undergrounding of Aerial Facilities

- Town has had discussions with NH Electric Co-Op on feasibility of undergrounding aerial facilities between Lake Street and Plymouth Street.
- Feasibility study is ongoing.
- Will require a considerable investment by Town and customers along Main Street.



## Other Considerations

### Potential Parking Study

With a net loss of 12 spaces, and with a parking inventory in hand, the Town may elect to perform a parking study to evaluate the true impact of the loss of these parking spaces.



# Thank you! Questions?



Main Street Meredith