



MEETING MINUTES

Hooksett U.S. 3/NH 28 – Project 29611

WSP 100 Commercial Street, 2nd Floor, South, Manchester, NH 03101 Tel: (603) 644-5200

Date: January 20, 2021
Time: 9:00 AM
Location: Zoom Video Conference
Re: Working Group Meeting #2

Attendees:

NHDOT

Tobey Reynolds, Roadway Section Chief
Don Lyford, Project Manager
Stephanie Micucci, Roadway Section Group Leader
Rebecca Martin, Environmental Coordinator

WSP

Liviu Sfintescu, Project Manager
Tim Higginson, Deputy Project Manager
Delia Makhetha, Public Involvement
Erin Williams, Civil Engineer

Working Group Participants

Richard Radwanski, District 5
Andre Garron, Town of Hooksett Administrator
Bruce Thomas, Town of Hooksett Engineer
William Rearick, Hooksett Schools Superintendent
Jake Robie, Hooksett Police Department
Nate Miller, SNHPC
Nicholas Williams, Town of Hooksett Planner
Lawrence Yassanye, SNHU (not present)
David Boutin, Hooksett Town Councilor (not present)
Joseph Stalker, Hooksett Fire Department (not present)

Meeting Discussion:

Team introductions were made, and the agenda was reviewed before the discussion shifted to reviewing the PowerPoint prepared by WSP.

1. Vision Statement and Purpose and Need Statement review and consensus

Discussion: WSP presented the results from the WG Meeting #1 survey



- Reviewed the Vision Statement and Purpose and Need Statement presented in the survey
- Five (5) Working Group Members completed the post-meeting survey
- The majority of the votes received confirmed agreement with the Proposed Vision Statement and Purpose and Need Statement
- Called for consensus on the Vision Statement from all meeting attendees– All in attendance approved, no objections
- Called for consensus on the Purpose and Need Statement from all meeting attendees– All in attendance approved, no objections
- The Public Involvement Plan will be updated to reflect the project’s Vision and Purpose and Need Statement

2. Recap of identified issues

Discussion: WSP presented a review of identified corridor issues, including; poor access management, inadequate bike lane width, lack of sidewalk access and continuity, outdated traffic signal system, traffic signal backups, inadequate sight distances, and inefficient use of center turn lanes. WSP and NHDOT will begin with proposed design alternatives development.

3. Traffic volumes and suggested improvements

Discussion: WSP presented existing and projected traffic volumes. Traffic counts were completed in September 2020. Traffic models were developed in January 2021. The project design year is 2045 and considers COVID and its impact on traffic for SNHU and area schools in-person/remote learning. Suggested improvements at three intersections were presented to the Working Group:

- Intersection 1: Alice Avenue
 - Traffic suggestions (WSP/NHDOT): Add second northbound left-turn lane on Route 3; Split movements on Alice Ave (dedicated left-turn lane + combined right-thru lane); Add dedicated green arrow for right turns from West Alice Ave
 - Question (Q): (Town of Hooksett Planner) Did the traffic study consider SNHU not in session?
 - Answer (A): Yes, traffic counts have been adjusted.
 - Comment (C): (Town Administrator) SNHU has also relocated main access to Alice Ave
 - Q: (SNHPC) If a second lane was added on Route 3, what are the property impacts?
 - A: (WSP) These impacts have not been analyzed yet
 - Q: (SNHPC) In terms of access management, is it possible to extend Bell Avenue to the commercial property on the north side of West Alice?
 - A: WSP will look into this.
 - C: (District 5) If lanes are added on the Alice Ave approach, the signal will need to be changed from a single-phase to a split-phase, which will affect Route 3 thru traffic times.

- Response (R): (WSP) Next step is to analyze and see if the suggestions presented affect other items
 - C: The southbound Route 3 left turn lane is empty most of the time, possibly because it is blocked by thru traffic
 - C: (District 5) Left most thru lane is poorly utilized. Maybe it gets blocked or is too short. The overall approach of a five-lane section should help.
- Intersection 2: Mammoth Road
 - Traffic suggestions (WSP/NHDOT): Add second northbound lane on Route 3; seems second Route 3 southbound lane may not be needed since there is currently more green signal time for the Route 3 southbound thru traffic. Increase storage lengths of the northbound right turn lane on Route 3 and the right turn lane on Mammoth Rd
 - Q: (NHDOT) Are people experiencing southbound backups more than northbound?
 - A: (Hooksett Police & District 5) Agreed that northbound backups are predominant.
- Intersection 3: Martin's Ferry Road/Whitehall Road
 - Traffic suggestions (WSP/NHDOT): Split movements on Whitehall Road (dedicated left-turn lane + combined right-thru lane); CVS retaining wall and ROW impacts to be evaluated
 - Q: (SNHPC) Did we identify potential access management around this intersection?
 - A: (WSP) No, not yet.
 - C: (SNHPC) Given a large number of curb cuts (each corner has two access points), it might make sense to evaluate and consolidate them.
 - Q: Any crash history to support the suggestions?
 - A (WSP): We will need to look
 - Q: (SNHPC) Is there a way to connect adjacent developments to a single point of shared access? The curb cuts are really wide; can we define these better?
 - C: (Hooksett Police) When heading southbound on Route 3, the access point left into the Supreme Pizza Plaza is an area of concern. At this location, there are two southbound lanes of traffic, no center turning lane, plus traffic back-ups created by northbound vehicles turning left onto Martins Ferry Rd. SB traffic turning left into the Plaza needs to cross three (3) northbound lanes.
- Additional discussion from Working Group regarding the corridor:
 - Q: (Town Admin) The focus of this meeting has been on intersections and motorized vehicles. Will pedestrian and bicycle issues be discussed at another meeting?
 - A: (WSP) Yes, pedestrian and bicycle issues will be discussed in more detail at future meetings.
 - C: (Hooksett Police) Two southbound lanes at Mammoth Road may also be a good idea. Agway, Convenient MD, and the cinema generate a lot of traffic.
 - C: (Hooksett Police) The Sunoco station is an issue; two lanes through here would help. Two lanes in both directions all the way from Mammoth to Martin's Ferry should be considered.
 - C: (Town of Hooksett Planner) On Whitehall Road, several developments are pending:

- West of McDonald's, a 6-12 unit 55+ housing community is being planned
- Near CVS on Whitehall Road, a subdivided 10-12 multi-family development is in the works
- The Stonehouse property is currently a multi-family. Discussions are underway for the property to become a self-storage facility.
- C: (SNHPC) The left turns into Sunoco create queueing and backups. The center turn lane is not striped correctly at this location (it is a double yellow line), and tire marks are visible in Google street view over the double yellow line. Access management should be considered at this location.

4. Meeting Wrap Up

Discussion: Next Steps in preparation of the upcoming Working Group meeting #3

- The next Working Group meeting is tentatively planned for May 2021. As the date approaches, a calendar invite will be sent to all Working Group members
- Working Group meeting #3 will focus on the alternative rating criteria, and the team will present and gather input on preliminary design alternatives
- Other surveys may be sent out prior to Working Group meeting #3 to gather any additional input from Working Group participants.

ACTION ITEMS

1. WSP will send a copy of the PowerPoint to Nicholas Williams, who can forward it to David Boutin