



Working Group Meeting #5

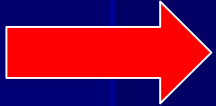
July 19, 2007

Meeting Agenda

- Introduction (Chris)
- Public Workshop / Info Mtg Discussion (Chris)
- Communications Sub-Committee (Jeff)
- Review Reasonable Alternatives (Trent)
- Group Breakout - Alternatives Ratings (Kerrie)
- Group Report - Alternatives Ratings (Kerrie)
- Assignments (Chris)

Project Development Process for Pelham

- Preliminary Design (2006-2008)
 - Placemaking
 - Problem/Vision/Goals
 - Alternatives
 - Public Hearing
- Final Design (2008-2009)
 - Detailed Design
 - Purchase Right of Way
 - Secure Permits
- Begin Construction (2010)



Context Sensitive Solutions

“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.”

Consensus

“Consensus does not mean that everyone agrees, but that the principal groups and individuals can live with a proposal.”

CSS Steps



Public Participation

■ Public Involvement Plan

- Introduction
- Project Background
- Project Team
- Project Process
- Working Group
- Communication



■ Project Website

- www.nh.gov/dot/projects/pelham14491/index.htm

Format for Public Workshop / Informational Meeting

- Public Workshop - Afternoon Session (2:30pm – 5:30pm)
 - Informal, One-on-one Discussion
 - Laptops – Alternative traffic simulations, signal & roundabout presentations, roundabout video
 - Display Reasonable Alternatives – comment board
 - Handouts – screening criteria, PIP, project schedule
 - Comment Sheets
 - Refreshments

Format for Public Workshop / Informational Meeting

- Public Informational Meeting - Evening Session (6:30pm – 9:00pm)
 - Informal Presentation – CSS, PIP, Problem & Vision Statement, Screening Criteria, Alternatives, Alternative Ratings, Historic Resources
 - Q/A Session – Feedback from attendees
 - Clear Preferred Alternative???
 - Comment Sheets

Communications Sub-Committee Report

Review Reasonable Alternatives

Reasonable Alternatives

- Roundabout Alternatives
 - Dual Roundabout Alternative A
 - Dual Roundabout Alternative B
 - Single 5-Leg Roundabout Alternative
- Signal Alternatives
 - Dual Signal Alternative A
 - Dual Signal Alternative B

Alternative Screening Criteria & Summary

Alternative Screening Summary

Consensus Reached

| Category | Score | | | | |
|---|--------------|---|------------|---|----|
| | VP | P | N | G | VG |
| Access | | | | | |
| Aesthetics | | | | | |
| Community Resources | | | | | |
| Economic Vitality | | | | | |
| Historic and Archeological Resources | | | | | |
| Implementation | | | | | |
| Mobility | | | | | |
| Natural Environment | | | | | |
| Public Health | | | | | |
| Quality of Life | | | | | |
| Residential Neighborhoods | | | | | |
| Safety | | | | | |
| Support | | | | | |
| Transportation Choice | | | | | |
| The concept satisfies all element of the Project Vision Statement | Unreasonable | | Reasonable | | |

Problem Statement



*Consensus
Reached*

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No “sense of place” exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

Vision Statement



*Consensus
Reached*

The Pelham town center will be enhanced by changes to multiple intersections, which will make the town center safer and more welcoming to drivers, pedestrians, and bicyclists. These changes will enhance and preserve the small town character, historic setting and community aesthetics. Traffic movement for all approaches through the Pelham Town center will flow at a slow, steady, safe, and efficient manner for pedestrians, bicycles and vehicles.

Gateway treatments will provide an announcement to drivers that they are entering the Pelham Town center. The Town center will become a focal point that has connectivity and amenities, which contribute to a sense of “place”, history, and pride.

Scoring Criteria

The purpose of the screening is to evaluate whether a concept is effective in addressing the problems and goals defined for the project. The following scoring criteria should be used to determine if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria should be applied to each of the individual items listed within the fourteen categories.

| Scoring Criteria | | | | |
|---------------------|-----------------|----------------|-------------|-------------------------|
| (VP) – Very Poor | (P) - Poor | (N) - Neutral | (G) - Good | (VG) – Very Good |
| Fatal Flaw Impact | Negative Impact | Neutral | Benefit | Substantial Benefit |
| Serious Degradation | Degradation | Not Applicable | Improvement | Substantial Improvement |
| Unreasonable | Opposition | No Impact | Enhancement | Reasonable |
| Strong Opposition | | | Support | Strong Support |

Alternative Screening Group Reports

Next Meeting & Assignment

Public Workshop

Thursday, August / September xx, 2007

Location TBD

Working Group Meeting # 6

Thursday, October 18th, 2007

Pelham Police Training Room

Assignments

1. Review Alternatives
2. Spread the Word
3. Attend Public Workshop / Info Mtg