

Pembroke Listens:

*What considerations are most important
for Improvements to the Pembroke Hill
Road intersection?*

Final Report

February 2012

Submitted to:

Pembroke Select Board
and the NH Department of Transportation

Project Team

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Introduction

In June of 1998, the Town of Pembroke requested a safety surveillance team from the NH Department of Transportation to review the safety of the Pembroke Hill Road intersection with Route 3. Two months later, the Town and safety team met to discuss intersection concepts that could improve safety. A year later, the Town and NHDOT met again to review design concepts, but no action was taken. A fatal crash at the intersection in 2003 prompted a new series of meetings between Town and NHDOT officials and a public informational meeting in 2005 was held to present potential options including left turn lane on Route 3 (unsignalized and signalized) and roundabout. The NHDOT has estimated that a project at the intersection could cost between \$1-\$1.5 million, but that a federal grant has already been obtained to pay for the work.

The Safe Routes to School committee, which is made up of many residents as well as Town and School District employees, has been working for the last two years to identify ways to make the community more accessible for children to walk and bicycle to school. A survey conducted by the Safe Routes to School committee of parents with children in Kindergarten through 8th grade showed that more than 70% of parents believe the speed of traffic are a reason why they do not allow their children to walk or bike to/from school. In addition, 50% of parents stated that safety of intersections and crossings are a reason why they do not allow their children to walk or bike to/from school. Route 3 is the primary road for residents to get to/from/around town and a majority of residents encounter the Pembroke Hill Road intersection as part of their travel around town. The intersection serves as an access point for two schools and the surrounding neighborhoods where many school-aged children live. The intersection was the location of a 2003 fatal traffic accident and the Pembroke Police Department reports several "near-misses" and five to eight accidents there every year.

As the funding for the project nears a time when it could be rescinded, NH Listens was asked to help train facilitators and create a community conversation to gather citizen input and to learn more about citizens' views on the Pembroke Hill Road intersection and the surrounding area. Participants were told that their input would be shared publically and with the Pembroke Select Board and the NH Department of Transportation. NH Listens is a civic engagement initiative of the Carsey Institute at the University of New Hampshire.

The goal of these community conversations was to create an opportunity for citizens to share their thoughts on the challenges, opportunities, issues, and needs relating to changes to an intersection with a history of accidents and assessments for change. An emphasis was placed on hearing citizen's views about unmet needs and innovative approaches to meeting those needs. The community conversations were open to all.

On January 23, 2012, Pembroke Listens comprised of local residents facilitated small group dialogues from 6:00 PM to 8:30 PM in the Pembroke Academy Cafeteria. Approximately 89 registered participants, 2 observers, 20 facilitators and 6 volunteers attended in addition

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to decision makers from the Department of Transportation and the Pembroke Select Board. These community members participated in the conversations and shared their views on the considerations they feel are most critical in making a final decision about the intersection.

Why dialogue and public engagement?

At a time when many citizens are feeling an increase in partisanship and a decrease in civility, the rules of typical public meetings are often ones that control dissent more than facilitate problem solving. Creating an opportunity for people to talk to each other constructively is a priority for the work of NH Listens. As noted in the 2010 Resource Guide for Public Engagement, *"these engagement techniques strengthen the traditionally distant relationship between citizens and government, mitigate conflict between groups, improve the quality of buy-in for public decisions, and tap into community assets and citizen potential."*

The 110 people who participated in this project spent three and a half hours of their evening in a discussion about the Pembroke Hill Road intersection. This is significant. We asked participants to share their top priorities and values for changes to the intersection (including no changes at all).

Public deliberation is most constructive when differences of opinion are expressed. This project worked to bring a group of people together in a conversation that normalizes disagreement, encourages curiosity, and yet discourages personal attacks. It is significant that our overall summary of input contains both issues of overlapping concern and issues of unique differences.

When done well, these techniques create the space for real dialogue so everyone who shows up can tell their story and share their perspective on the topic at hand. Dialogue which engages the public can improve relationships, improve institutional decision making, increase civic capacity, and improve community problem solving.

How New Hampshire Listens Collects and Reports Citizen Recommendations

The work of New Hampshire Listens is based on small-group facilitated dialogue that produces specific outcomes, often in the form of concrete recommendations for action on the part of local or state government. Depending on the topic, the outcomes might be at a more general level, articulating broad sets of values or criteria for decision-making. Whether a dialogue is constructed as a one-time event that stretches over several hours or multiple events occurring over several weeks, participants typically move through a four-stage process guided by the facilitator. These stages include:

1. Introductions and personal stories about how participants relate to the focus topic of the dialogue (including their prior experiences with and opinions about the topic);

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2. Review of the available data on the topic to assure common, comparable levels of knowledge among the participants
3. Analysis of the topic and its multiple dimensions, leading to selection by the group of a small number of key issues (3-4) that are seen as most important for discussion necessary for generating concrete actions or recommendations;
4. In-depth discussion of the selected key issues and articulation of a final set of views, values, or recommended actions directed at relevant decision-makers.

Throughout the dialogue, facilitators document the conversation and identify recurring statements or themes. That is, the information that is gleaned from each small group is inductively analyzed, moving from the specific comments made by group members to general statements that represent the shared sense of the group. Both agreements and disagreements are recorded, to assure that all points of view are heard and documented. Facilitators work with the group to draft final language reflecting areas of consensus or agreement. The group "owns" the final statements that emerge from this process. See Appendix C: Facilitator Guide and Appendix D: Participant Guide.

Framing Community Conversations

In conjunction with the members of the Safe Routes to School committee members, the Pembroke Select Board, and the NH DOT staff, NH Listens developed a set of focus questions to guide the discussion on the intersection. These questions were used as the basis for developing the framework for the community conversations.

Focus Questions

- What has been your experience using the Pembroke Hill Road intersection?
- What do you think are the most important parts of the intersection to preserve?
- What would make it easier for you, your family and neighbors to travel and use Route 3 and Pembroke Hill Road?
- What have been your experiences using different types of intersections like the one at Pembroke Hill Road?
- What changes might improve economic development?
- What changes might discourage economic development?
- How can changes to the intersection help all of us, young and old, natives and newcomers, be safer and more physically active?
- What changes/improvements would you like to see at the intersection and other trouble spots?
- What keeps you from walking on Route 3, especially around the intersection?
- Think of a community either in NH or somewhere else that you enjoyed walking around. What was it about that place that should be copied in Pembroke?
- Are your walking needs (recreational or transportation) currently being met in Pembroke?
- Are there particular populations that would be unequally impacted by certain improvement strategies?

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Participants

Pembroke Listens had a goal of recruiting 50 participants across the community (Appendix E: Promotional Flyer). There was much interest in the topic and over 120 community members participated in the session.

Findings

Pembroke Listens collected data and transcribed it for each small group (Appendix A). NH Listens also surveyed all participants about their experience of the process and received 82 responses back (Appendix B). The data from all small groups indicates that participants identified similar key issues and priorities for consideration. The findings below are a compilation of the data. The Key issues identified across all groups were:

1. Safety
2. Traffic
3. Action
4. Aesthetics
5. Convenience considerations

Safety

A concern for safety was mentioned by all groups and considered a top priority for most. Concerns included pedestrian, bike, and vehicle safety issues. Of note:

- Several groups had questions about which option (light or roundabout) would be safest for pedestrians and vehicle traffic. In particular, participants were not clear on how to safely cross the street at a roundabout.
- Most sidewalk improvement comments were related to safety and the ability of students to walk to school.
- The general speed on Rt. 3 is considered an important safety factor and participants are interested in slowing traffic (to a reasonable degree) and reducing high risk situations with waiting, turning, and pulling out into traffic (including improving visibility).
- A number of groups wondered about first responders (police, fire, etc.) negotiating a roundabout and wanted to know more about how they are impacted.

Traffic

A significant number of specific and general concerns related to traffic flow. When not directly related to safety concerns, traffic issues included ease of access, managing peak traffic times, and decreasing congestion. Of note:

- Several participants mentioned the need to improve access for the lesser traveled roads into the higher traffic Rt. 3. (make it easier to pull out into the high traffic road)
- Buses and school traffic were mentioned often.

Action

At some point in the process, almost every group mentioned the need take action. While discussing the option of "no changes" was on the table, few participants were interested and instead emphasized the need for a decision to be made in time to take advantage of the available funding. Of note:

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- Comments regarding action included the desire for considering traffic and safety in the long term and not just a temporary fix.

Aesthetics

While the prior three issues were the most emphasized and discussed, it was nevertheless important to participants that the solution be one that consider the rural nature of the area and one that is visually appealing. Of note:

- There is a granite water trough, dating from 1884, located on the southeast corner of the intersection on Parcel 14, which was mentioned as an example of something worth preserving (even if moved).
- Participants feel if it is pleasant to look at people will be more likely to walk in the area.

Convenience Considerations

The final key issues mentioned by many participants were a variety of convenience considerations about the impact of a change on residents: These include issues from the length of construction time, concerns about plowing, to respect for abutters in the adopted plan. Of note:

- Participants were concerned about the impact on neighbors and abutters.
- Participants are looking for ease of access around school drop off and pick up hours.

Conclusion

An engaged and committed group of Pembroke residents came out on a weeknight to discuss their concerns with the Pembroke Hill Road Intersection. Decision makers utilizing this report can consider both the priority of items, the clarity where there is common ground, and the areas in need of further exploration. For example, when asked why they chose to attend the session, most participants mentioned they have concerns about a variety of safety issues and their desire to see something done. These are clear areas of priority and common ground. Information and illustrations about the relative safety of signalized versus roundabout intersections are issues in need of information and education. In the end, the event was reviewed extremely favorably by participants and this report has been compiled to assist decision makers in moving forward.

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Compilation of Group Charts

Group A

What brings you here?

- Safety
- Left turn during peak time (Pembroke Hill Rd.& Bow Lane)
- 2 lanes or 1 @ bottom of P. Hill?
- Visibility-telephone pole-snow
- Wait time >risk>leads to>risk
- Impatient people behind
- Options for safety
- Every car needs to stop @ sign
- Green Valley one way out onto Pembroke Hill Rd.-timing-congestion
- Width of road-trailers/bus
- Green Valley parking on side of Pembroke Hill Rd.
- Sharp Corner
- Bus letting you out.
- Rt.3 traffic flowing & not worried about cars turning onto Rt. 3
- Speed of cars on Rt. 3
- Bus schedule time change impact? Still about the same since change @ Route3 time can't get out use alternate route-leave extra time to accommodate delays
- Alter time to leave to avoid trouble 7-8:30 & 2:30-6 TRAFFIC
- Bow Lane, Donna Dr. One Way?
- Village – One ways, How is it working?
- How would roundabout impact Donna Dr?
- Plowing?
- \$ Allocated-will it be lost?
- AG trucks-impact (52' trailers) most go North, some South
- Size of roundabout
- Horse trailers-t. trailers-fire trucks
- Concord-Dewey School-
- Buses and tractor trailers can't fit
- Criteria-size for roundabout
- Land available? Green Valley?
- Make roundabout as big as possible
- Red house on corner of P.H.R-impact

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- Inside roundabout landscaping could be nice. Impact?
- Light in both intersection on peak hours then flash during off peak.
- Lights slow people down-yes/no
- Coordinate lights with PA lights???
- ?? State doesn't want to do lights?
- Traffic count not done at peak time.
- Sound??
- Who owns old gas station property? (State)
- Design won't impact (limited) Green Valley School and Red House

Thoughts/ ?'s/ Comments

- What about opening 4th range? Sent 3rd, 1st on list, 4th is on list.
- Feel better about roundabout being bigger
- Does roundabout create a break in traffic so car can yield into roundabout
- Do North/South Route 3 traffic have right away? (1st one into roundabout goes)
- Epsom not a roundabout- bigger traffic flows
- Space???
- If big enough- in favor
- Construction-time frame (April –Sept.)-Redirect/Detour concern!!
- Ready in 2007- Must have had plan
- State owns land @ corner (Size would be like Boscawen/Meredith)
- Signal-prefer because won't impact neighbors, save \$\$, turn lane
- Police officer @ bottom of P.H.R. on combined school day, worked wonderfully-no waiting.
- If police at bottom hill-Crime???
- Would police want to be there at 7am?
- Horse trough? Saving it?
- Telephone pole @ bottom of P.H.R on left. Relocate?
- Academy lights coordinating lights-approximately 3 miles (106/P.H.R.) (1 mile P.A. Bow Lane)
- North or South always one way busy
- Economic impact-not a concern
- Population impact-school children-walk??
- How do you cross at a roundabout? Sidewalk? Crossing guards?

Recommendations

- 2 options are viable
- Roundabout feasible-size, construction time detour?

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- Permanent
- Sidewalk improvements
- Light cheaper, turn lane, less impact on neighbors time to construct (less)
- Sidewalk improvements
- SAFETY

Group B

Concerns

- The effect of the roundabout on Donna Dr./ More traffic on Bow Lane
- Speed on Route
- Fire truck access
- School bus access
- Are there any roundabout examples like one proposed?
- Traffic flow most efficient
- Danger pulling out of Pembroke Hill Rd.
- Sightlines
- Concerned that truckers will have issues with any roundabout
- Band-aid? Worse down the road
- Need for long-term planning
- Green Valley School drop-off issues
- Two lanes going down Pembroke Hill Rd.
- Signal-Move Bow Lane over
- Nothing different
- Larger radius of roundabout
- Sidewalks from Donna Dr.
- What would roundabout look like?
- How complicated?
- Mountain landscape?
- Two options look very different
- Light-back up on Pembroke Hill Rd.
- 24 hrs. for light operation/flashing?
- Roundabout slow down traffic
- Speed through yellow
- 560th & 1.4 million are combined federal money
- Streetlights?
- How does pedestrian crossing happen at roundabout?

Areas of Focus

- Solving intersection important but long-term planning future use of Route 3

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- Efficient and safe movement of traffic
- Preserve trough
- Pedestrian safety and sidewalk
- Maintenance including plowing

Group C

Hazards (H) Pros (p)

- Pedestrian traffic, bicycles and joggers (H)
- Turning safely out of roads and housing
- Commercial traffic – wider
- Overage costs
- We need timeline for results
- Emergency response
- Construction time
- Decision time line before start
- Town taking too long to decide
- Need something done
- Lighting
- Traffic
- Pedestrians
- Green Valley School
- Snow Removal

Questions

- More info
- 3rd Range Rd.
- Additional \$ to be used to improve Route 3

Group D

14 years? We want something done

Lights

Safety

Children Crossing

First Responders

Circle

Traffic Constant

Ped. Crossing uncontrolled crosswalks

No Pullovers/No Controls

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Equal Access

N and S has more access than resident

Left Hand Turn Lane on Donna Dr.,

1 vehicle every 4-6 seconds

Pembroke Hill Rd., Bow Lane

Works in a power failure

- Community?
- Residents Vote not just selectmen
- Light – turn lanes
- Bicycle lanes aren't sufficient
- Fire safety-lights can stop all first responders
- Rent or test traffic lights to see efficacy

Concerns

- Out of balance traffic cycles
- A light would give right of way vs, slipping in every- 6 sec. N.bound/4 sec. S. bound
- Bow Lane Pedestrian safety-circle
- Lights for pedestrians walking
- Visibility needs to be increased

Reflect on presentation

- Roundabout-where do people cross?
- Is it true DOT is pro roundabout? And selectman signals? Why?

Priority

- 1: Safety (children and first responders)
2. Flow of traffic
3. Aesthetics
4. Ease and convenience

Group E

- Side road accessibility
- School traffic
- Controlling speed on Route 3
- Pedestrian safety
- Nothing is not an option

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- Signalized preferred
- Roundabout acceptable
- Something has to be done
- Visibility when entering/exiting speed
- Green Valley School-children exit and enter
- School bus safety
- Multiple busses
- Bow Lane/Route 3/Pembroke Hill-Offset
- Vehicle /Pedestrian interaction
- Turns against traffic problems
- Difficulty for trucks
- Time of day problems
- Pedestrian safety
- Controlling steady stream of traffic

Group F

Safety

- Egress
- Property encroachment
- Site distance (water trough)
- Turning restraints
- Abutter safety
- Pedestrian-use
- Speed enforcement on Route 3
- Traffic queuing on Pembroke Hill Rd.
- Traffic flow on Route 3

Brainstorming

- Jug handle
- Additional lanes on Pembroke Hill Rd.
- Traffic light-conditioned
- Sidewalk on west side of Route 3
- Re-align Bow Lane
- Locate roundabout to the west
- Open up railroad bed
- Open 3rd Range Rd. to Church Rd.
- Population growth impacting traffic

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- Other infrastructure improvements-bridge?
- Funding?

Dot Presentation

- Relevancy of data for "our" roundabout
- People friendly charts-needed
- Construction challenges
- Perceived preference by DOT for roundabout
- Length of construction between two alternatives
- DOT more open to our needs
- Light create gaps
- Roundabout traffic is more continuous-steady
- Why not @ Pembroke Hill but light at Pembroke Academy?
- Where could we inspect a roundabout similar to the one we would get?
- Data on various roundabout sizes throughout the state
- Safety mitigations to abutters
- Noise issue to neighbors-make brake
- Light pollution
- Any intersections improvement
- Creating 4th Range Rd cutoff

Key Topics

Lights

- Less disruption to traffic
- Quicker construction

Roundabout

- Keep traffic moving
- Division on how well roundabout will work
- Encroachment of Green Valley School and Property

Group G

- Now Safety-Kids, pedestrians, cars, autos

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- Sidewalk locations-push button/walk sign
- Size of rotary
- Noise concerns
- Speed
- Respectful of abutting property
- Flashing light? With motion or weight sensor provides time for folks up the street to get onto road.
- Improve safety for residents and traffic
- Walkways for pedestrians
- Consideration for abutters
- Come to a decision and move forward
- Indecisive ? both
- Strong belief in light
- Difficulty going North from Pembroke Hill Rd.
- Sidewalk from Donna Dr. to Bow Lane
- Size of roundabout too small
- Roundabout/safety to kids @ Green Valley School in front and traffic

Recommendations

- Respect abutters
- Emergency vehicles control light
- Pedestrian crosswalk with light
- Safety for kids
- Horse trough??

Group H

- Slow traffic
- Not safe-now or with roundabout
- Property value decrease
- Easier to get out
- Have seen roundabouts work in other towns/cities
- Alternate ideas: Police direction, lights, widen road for turn lanes
- Preserve buffer between Green Valley School and road
- Not many other alternate routes to avoid traffic on Route 3

Light

- Cause traffic backup
- Lighter impact on properties next to road
- Traffic will flow more smoothly on Rt. 3

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Roundabout

- Will cause more traffic-faster speeds before and after
 - Back up traffic
 - Keep traffic moving
 - Easier to get out from side street
 - Moves road unsafely close to Green Valley School
 - Slows traffic down on Route 3
 - A light for peak hours, flashing light for other hours
1. Safety
 - A. Pedestrian safety
 - B. Children on playgrounds at Green Valley School-proximity to school
 - C. Currently, driver safety is a concern
 2. Way traffic moves and time wasting to go
 - A. Minimize time waiting, maximize traffic flow
 3. Something is better than nothing-either roundabout or traffic light
 - Prefer roundabout for better traffic flow, better visibility, proven in other communities
 - Prefer not to have roundabout because of safety flaws in plan
 - Prefer light to help with traffic flow on Route 3

Do something!

Group I

Concerns

- Kids and Adults Crossing Street Safely "Community Walkability"
- Crosswalks-with signals
- Left turns from Pembroke Hill and Donna Drive, Elderly Housing and Bow Lane
- Montessori School Impact
- Continuous traffic at heavy times
- What is the safest alternative?
- How to slow traffic without bottle necking
- Bring traffic to a stop for turns and pedestrians
- Commuter safety-taking risks
- Snow removal and high banks
- On route 3- difficult to see feeding traffic

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- Awkward position Bow Lane/Pembroke Hill
- Feeding traffic from 106/Main corridor Manchester to Concord
- How would Donna Dr. be affected? Heavier traffic?
- Empty lot-old gas station
- Safer way to get buses to schools

Roundabout

- Substantial amount of land for roundabout
- Rerouting of traffic through construction
- Houses impacted during construction
- Pedestrian traffic? Bicycle traffic? Optional ramps?
- Sidewalks around whole roundabout?
- Who receives the land from Bow Land and what will it be? Aesthetics?
- Signaled crosswalk-needed
- Consider extra Donna Dr. Traffic through roundabout instead of left turn on Route 3

Signal

- Length of turning lanes-only left turn or center turn?
- Least impact-land wise
- Donna Dr. needs to be considered-middle turning lane
- Maintenance cost of light-yearly paid by state
- Continue to pursue opening 3rd range rd.

Recommendations

- Do something-Do not let it lie!
- Safety of pedestrian crossing/drivers
- Construction impact
- Land taken
- Time-work period (short-term)
- Slowing speed of traffic with minimal delays
- aesthetics
- 6 prefer signal
- 2 prefer roundabout
- 1 more detailed info(roundabout)

Group J

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- With roundabout and sidewalks, more pleasant to walk on if traffic was slower
- Roundabout visually more appealing
- Roundabout could encourage traffic to go on 93 –revenue for state
- Traffic light ability to turn right on Rt. 3, Pedestrian Signal
- Another light would be 7 traffic lights from Allenstown to 106
- Roundabout, slow traffic, no chance of running red lights, visually appealing
- 1.2 million for roundabout
- 900,000 lights
- Would children be able to walk to school
- With either alternative, would it cause increase on Pembroke Hill Rd.
- Turning lane on Pembroke Hill
- Blinking light during peak hours
- Roundabout could you merge?
- Smart light
- Roundabout to slow traffic
- Size?
- Sidewalks, crosswalks both plans west side to Donna Drive
- Left turn lanes
- Roundabout visually more pleasant to look at-might help speed issue.
- Not sure if it will help with pedestrians
- Negative impact on Bow Lane cue time and Donna Dr.
- Safety: cars, bicycle, walkers
- Visually appealing
- Slower traffic
- Sidewalk on west side for pedestrians
- Would like to encourage traffic to go back to 93
- Congestion with a roundabout
- Certainty of timing of light
- Concerned about pedestrians with roundabout

Group K

Questions/Concerns

- Safety
- Why is the State set on a roundabout?
- Will this ever die?
- What will the cost be to residents?

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- What are the plans for the gas line?
- Will the state have to purchase the two houses at the bottom of the hill in order for busses to enter the roundabout
- What is the broader impact on speed and traffic flow?
- Emergency vehicles
- What are the concerns of the emergency vehicles?
- Wouldn't a traffic light make more sense since it can be controlled during peaks hours/ blinking reds-yellows

Recommendations

Signal Light Group K - believe this is the only way!

- Less invasive- safer for pedestrians
- More streamline
- Greater control of traffic-more or less
- Less costly-will not need to move utilities not covered by federal funds
- We get to keep Route 3/no construction
- We need to hear the voices from:
- Less impact on businesses
- Have we heard from our schools, large trucks, police, and fire safety
- Who have put their thoughts out there?

Report Outs

Group A

1. Both options viable
2. Discussed larger vehicles through roundabout
3. Roundabout permanent
4. Like a turn lane
5. Construction time an issue
6. Sidewalk on west side a great idea

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Group B

1. Solving intersection important
2. Need to look to future of Route 3-longer approach needs to be researched
3. Solution needs to solve efficient movement of traffic
4. Sidewalk maintenance (plowing) for pedestrians a concern

Group C

1. Pedestrian safety needs to be addressed
2. Turning safety-traffic light needs to be with light
3. When will we know about next step
4. Street Lighting and construction a concern

Group D

1. Residents want to vote
2. 14 years come up with a solution
3. Favor a light
4. Safety
5. Traffic light for pedestrians
6. First responders can trigger lights
7. Allows for equal access
8. Left hand turning lane

Group E

1. Nothing is not an option
2. Signaling preferred

Group F

1. Taking private property
2. Favor signalized intersection with sensors
3. Disruptions of traffic with light minimal
4. Taking of land at Green Valley School
5. Concerned about pedestrian safety

Group G

1. Safety is a concern
2. Discussed crosswalk/signal

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3. What land would need to be taken
4. Make a decision
5. Lean towards a traffic light

Group H

1. #1 concern is safety
2. Way traffic moves
3. Something is better than nothing
4. Some felt traffic light better, others roundabout

Group I

1. Something needs to be done
2. Majority want signal
3. Safety for pedestrians crossing and drivers passing through
4. Construction is a concern between time and land
5. Aesthetics were a concern

Group J

1. Safety main concern
2. Slow traffic down
3. Sidewalk from Donna Dr. to Bow Lane great
4. Congestion around roundabout is a concern
5. Adding this light would make 7 lights from Allentown to Concord
6. This group stressed sending drivers back to 93

Group K

1. Signal light only choice they support
2. Less invasive, more streamlined
3. Safer for pedestrians
4. Less costly
5. Concern for cost to town
6. Further research to be done on impact to businesses, schools, police, fire, and safety

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Registration Summary

Pembroke Listens

Organizers

Jennifer Jones-Teacher/Safe Routes to School Leader
Nik Coates-Central New Hampshire Regional Planning Commission
Michele Holt-Shannon-New Hampshire Listens

Facilitators

Betty Bouchard-Group A
Sue Demanche-Group A
Carole Lewis-Group B
Mark Hopkins-Group C
Mark J. Simmons-Group D
Paul Gagnon-Group E
Harold Paulsen-Group E
Erik Paulsen-Group F
Chester Martel-Group F
Kimm Phillips-Group G
Jonathan Proulx-Group H
Cristle Gordon-Group H
Crystal Tilton-Group I
Cynthia Proulx-Group J
Mona Sandberg-Group k

Registration Volunteers

Liz Duclos
Trois Montana
Julie Azevedo
Renee Callison
Bridgette Lee

Guests

Selectmen

Fred Kline
Robert Samson
Justine M. Courtemanche

David Jodoin

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Department of Transportation
John Butler
Don Lyford

Residents

89 Registered Participants (See Registration)
1 community observer

Donations

Lavallee Store
Kimball's Cav'ern
Bi-Wise Market
Veano's Italian Restaurant
Jacques Pastries

Community Information Night Participation Evaluation

Number 1

The facilitator(s) were prepared.

0 1=Disagree Strongly
1 2=Disagree
1 3=No Opinion
28 4=Agree
52 5=Strongly Agree

82/89 Responses

Number 2

The facilitator(s) helped the group set ground rules and stick to them.

0 1=Disagree Strongly
0 2=Disagree
2 3=No Opinion
27 4=Agree
51 5=Strongly Agree

80/89 Responses

Number 3

The facilitator(s) made us all feel welcome.

0 1=Disagree Strongly

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0 2=Disagree
0 3=No Opinion
7 4=Agree
75 5=Strongly Agree

82/89 Responses

Number 4

The facilitator(s) did not take sides.

0 1=Disagree Strongly
0 2=Disagree
0 3=No Opinion
12 4=Agree
69 5=Strongly Agree

81/89 Responses

Number 5

The facilitator(s) helped us talk about different points of view.

0 1=Disagree Strongly
0 2=Disagree
3 3=No Opinion
21 4=Agree
55 5=Strongly Agree

79/89 Responses

Number 6

The facilitator(s) made sure everyone took part in the dialogue.

0 1=Disagree Strongly
0 2=Disagree
3 3=No Opinion
14 4=Agree
63 5=Strongly Agree

80/89 Responses

Number 7

The facilitator(s) helped us come up with our own ideas for action and change.

0 1=Disagree Strongly
0 2=Disagree
2 3=No Opinion
27 4=Agree
52 5=Strongly Agree

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81/89 Responses

Number 8

The facilitator(s) explained how our input fits into future decisions.

0 1=Disagree Strongly
1 2=Disagree
13 3=No Opinion
27 4=Agree
38 5=Strongly Agree

78/89 Responses

Number 8

What was especially helpful about the way the facilitator(s) worked with your group?

Listened

Clarified

Included everyone in discussion

Allowing us to talk freely, with little structure

Kept us on track

Patient

Very Pleasant and good listener

Good listener and good questions

Getting answers to questions

Very unbiased and helpful to keep us focused

Open Mindedness-positive but neutral stance

Everyone had a chance to speak

Kept bringing us back to topic

Promoted open and honest discussions

Got us talking-open up

Encouraged participation

Very pleasant and fair to each of us in our group

Helpful and did not give her opinions either way, and kept us all involved

Able to get us going

Free flowing conversation and lots of good ideas

Interpreting and taking neutral notes

Kept the conversation moving

Listened

Brought us back to task at hand

Kept conversation going-repeated our ideas and tried to dig into them

Kept feelings under control

Very attentive to our concerns

Attention to our concerns

Discussion

Called upon all members to speak

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Neutrality combined with careful listening and good distillation of our conversations
Personal knowledge of area and overall history
Knows how to work with people
Kept the discussions focused on the task
Kept the discussion only and the group focused
Helped us work through and prioritize items and concerns
Took and active interest
Empathetic and objective
Welcomed opinions to be discussed
Addressed each person individually-everyone had an opportunity to speak
Encouraged all to talk
Friendliness pleasant and interested
Organized and respectful
Listened
Encouraged conversations
Recognized and acknowledge everyone's input
Friendly, open and encouraging
Easy going and made everyone in the group feel comfortable
Impartial
Helping to organize group
Encouraged everyone to else to express their ideas
Kept us on track
Maintained conversation
Organized
Repeated "main idea" question to keep us on track
Focused participants on identifying issues and potential solutions

Number 11

I am glad I participated in these community conversations.

0 1=Disagree Strongly
0 2=Disagree
2 3=No Opinion
24 4=Agree
52 5=Strongly Agree

78/89 Responses

Number 12

I would attend another community conversation on this or a different topic.

1 1=Disagree Strongly
0 2=Disagree
6 3=No Opinion
30 4=Agree
39 5=Strongly Agree

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76/89 Responses

Number 13

The Participant guide was easy to understand.

0 1=Disagree Strongly
4 2=Disagree
14 3=No Opinion
41 4=Agree
16 5=Strongly Agree

75/89 Responses

Number 14

Our group identified the most important steps that should be taken.

1 1=Disagree Strongly
0 2=Disagree
15 3=No Opinion
34 4=Agree
22 5=Strongly Agree

70/89 Responses

Number 15

The participant guide would have been more useful if:

There were highlights of why it was turned down in 2007

If we had it earlier

Day or two to read materials before meeting

More detailed plans of both plans (light/roundabout)

Larger diagram of intersection designs with detail

Had been available ahead of time or if we were aware of "pre-registration"

Spell out acronyms

Updated plan drawings

It included the plans

Better diagrams

More info on roundabouts in NH

The charts were very difficult to understand

Technical data needed to be explained better

More up to date

More bulleted/condensed for ease of review

Analysis sheets need definition of terms

Made available on-line before meeting

Had it ahead of time

Everyone read it ahead of time

Shorter

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Made available before the meeting to give time to read it all prior to discussion
Good Job
Nothing
Traffic pattern pages had some explanations on a "key"

Number 16

Our group carefully considered the information from the participant guide and used the information to inform our conversation.

0 1=Disagree Strongly
2 2=Disagree
13 3=No Opinion
28 4=Agree
28 5=Strongly Agree

71/89 Responses

Number 17

Our group talked about the most important issues.

0 1=Disagree Strongly
1 2=Disagree
1 3=No Opinion
22 4=Agree
49 5=Strongly Agree

73/89 Responses

Number 18

Our group worked well together, even when we disagreed.

0 1=Disagree Strongly
0 2=Disagree
3 3=No Opinion
15 4=Agree
56 5=Strongly Agree

74/89 Responses

Number 19

It seemed as though everyone had an equal chance to express their views.

0 1=Disagree Strongly
0 2=Disagree
0 3=No Opinion
16 4=Agree
59 5=Strongly Agree

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75/89 Responses

Number 20

No one dominated the conversation and kept others from expressing their ideas.

- 0 1=Disagree Strongly
- 0 2=Disagree
- 3 3=No Opinion
- 27 4=Agree
- 42 5=Strongly Agree

72/89 Responses

Number 21

Our group identified the most important steps that should be taken.

- 0 1=Disagree Strongly
- 0 2=Disagree
- 3 3=No Opinion
- 27 4=Agree
- 42 5=Strongly Agree

71/89 Responses

Number 22

This conversation helped me to become better informed about the issues.

- 0 1=Disagree Strongly
- 0 2=Disagree
- 5 3=No Opinion
- 23 4=Agree
- 45 5=Strongly Agree

73/89 Responses

Number 23

Because of this conversation, I had a better understanding of people who I disagree with and their opinions.

- 0 1=Disagree Strongly
- 0 2=Disagree
- 7 3=No Opinion
- 27 4=Agree
- 39 5=Strongly Agree

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73/89 Responses

Number 24

I believe these community conversations will have a good impact on issues addressed.

- 1 1=Disagree Strongly
- 1 2=Disagree
- 5 3=No Opinion
- 19 4=Agree
- 47 5=Strongly Agree

73/89 Responses

Number 25

The time allotted for a session(s) (Circle one) were:

- 1 Not Enough Time
- 58 Just the right amount of time
- 10 Too much time

69/89 Responses

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*What Considerations are Most Important
for Changes to the
Pembroke Hill Road Intersection?*

Community Conversation

Monday January 23, 2012

Pembroke Academy

Everyone Welcome!

Pembroke Hill Road Intersection Facilitator Guide

A Community Conversation to consider the needs, challenges and opportunities in Pembroke at the Pembroke Hill Road intersection.

Background:

The Pembroke Safe Routes to School (SRTS) committee, which is made up of many residents as well as Town and School District employees, has been working for the last two years to identify ways to make the community safer and more accessible for children to walk and bicycle to school. A survey conducted by the committee of parents with children in Kindergarten through 8th grade showed that 70% of parents believe the speed of traffic is a reason why they do not allow their children to walk or bike to/from school. In addition, about 50% of parents stated that safety of intersections and crossings is a reason why they do not allow their children to walk or bike to/from school.

The SRTS committee has asked the Board of Selectmen to help convene residents to discuss *how the intersection at Route 3 and Pembroke Hill Road impacts all residents and to identify considerations for a community-supported plan for the intersection*. An important component of the planning process is to involve as many Pembroke residents as possible in assessing the current state of the intersection and creating concrete recommendations for improvement. A group has convened under the name Pembroke Listens. New Hampshire Listens (developed by the University of New Hampshire) is supporting this community-wide small group dialog.

The recommendations that come out of the community conversations will guide the Selectmen and the NH Department of Transportation (NH DOT) as to what to do at the intersection. The Town of Pembroke has a federal grant that could cover the project cost of \$1-\$1.5 million.

Who is involved in this project?

The Pembroke Listens team is made up of the following people:

- Bill Clark, Pembroke Resident
- Cyndi Proulx, Acting Assistant Principal, Pembroke Village School
- Elizabeth Duclos, Teacher, Pembroke Village School
- Fred Kline, Chairman, Board of Selectmen
- Jennifer Jones, Teacher, Pembroke Village School
- Michele Holt-Shannon, Project Manager, New Hampshire Listens
- Nicholas Coates, Principal Planner, Central New Hampshire Regional Planning Commission
- Sue Seidner, Pembroke Resident

General principles:

Community Conversations work best when the members trust each other, commit themselves to a process of respectful listening and dialogue and develop a sense of ownership of the process itself. Therefore, the primary role of facilitators is to create conditions that foster trust, participation and shared responsibility for the actions and decisions of the group. The facilitator is not the one who controls or leads the group. Rather, he or she helps to establish these necessary conditions in the early stages of the discussion, and then assumes a less directive role, occasionally interjecting to assure equitable participation or to help the group stick with a particular topic. The only tools you will need are a newsprint pad, tape and markers for recording ideas.

As a facilitator, your focus should be:

- Create a comfortable, welcoming environment
- Remain neutral and fair-minded on the issue – just focus on the process
- Ensure everyone has the opportunity to participate
- Ask yourself, what would serve the group best right now?

The goals of the Community Conversation are to:

1. Provide a context in which Pembroke residents can identify and discuss our key priorities and considerations regarding changes to the intersection.
2. Gather input from citizens and give the Selectmen and NHDOT an opportunity to get in-depth feedback about options for change to the intersection.
3. Create an opportunity for Pembroke residents to talk in small groups in order to ask questions and explore options about a variety of perspectives.

Detailed Outline

5:00 p.m. Check-In

- 5:30 p.m.

Make sure you know which circle you will be in to facilitate. Then, help greet folks as they arrive, get them checked in, and set a relaxed tone in the room. Greeters will have people distributed into groups to get the best mix we can. Those who have pre-registered will already be sorted into groups in advance, but we anticipate no-shows and walk-ins.

5:30 p.m. Introductions (20 minutes)

- 5:50 p.m.

By the time 5:30 rolls around, please help folks find their small group circles. Letters will be printed big and taped to the back of chairs to indicate their group so it's easy for people to find. The Pembroke Listens team will welcome everyone and Nik Coates and Jennifer Jones will explain how this will be part of the decision-making process. Moderator Michele Holt-Shannon will then go over logistics and review group agreements for the evening. This will also be a time to let people know there will be a 20-minute presentation from NHDOT staff to help people understand some of the more technical aspects of the intersection's issues. Also, make sure to refer participants to background information provided in their Participant Guide on Pages 4-14.

(5 minutes) Nik and Jennifer: Explain how resident comments will inform the decision-making process for Selectmen and NHDOT. Following this meeting, there will be a meeting between the Selectmen and NHDOT staff to chart a course forward based on the recommendations that are presented to them. The Selectmen have agreed to take your recommendations seriously and to use them accordingly. If the Selectmen and NHDOT staff agree to move forward, there will be subsequent public meetings to update you on the next steps.

(15 minutes) Michele: Little more about process, agreements, what comes next...

Agreements include:

- If you disagree, ask a question
- Share "air time"
- Speak up if the process doesn't seem fair
- Speak for yourself, not for others and not for the entire group (use "I" statements)

- It's OK to disagree, but don't personalize it. Stick to the issue, not the person who is disagreeing with you
- Personal stories stay in the group unless we all agree that we can share them (including the media – ask permission)
- We all share responsibility of making the group productive
- Be respectful and use respectful language
- Listen first...
- Others?

It will be important to emphasize participation as individuals/citizens, not as representatives of a particular group or interest.

**5:50 p.m.
- 6:40p.m.**

Personal Stake in the Topic and Identify Concerns (50 minutes)

In this section, you will go around the circle and start with basic personal introductions and then more in-depth introductions.

(2 minutes) Facilitator introduces him/herself and explains the role of the facilitator:

- to help with the process
- to serve as a reminder of our agreements to be fair and respectful, and
- to make sure everyone gets a chance to participate

(10 minutes) Participants introduce themselves with some identifying factors such as:

- Name
- How long you have lived in Pembroke
- One or two “hats” you wear in the community (business owner, parent with kids in schools, active in community organization/church, student, etc.
- One thing you like about living in Pembroke

(15 minutes) Personal Stake in the Topic: In this phase, go around the circle again for more in-depth, personal introductions. This time when we go around the circle we will ask:

“What brings you here?” and “How do you feel connected to this topic personally?” This is a chance for us to *get to know each other*, understand some of

the background and experiences you each bring to the topic. You might also include some of the *assumptions you hold about this topic*.

If you have a scribe, they can chart key concepts and values (not a lot of detail). If not, it is more important to focus on the speaker and staying sitting in the group rather than charting. This is laying the groundwork for future conversation. You can comment on similarities and differences that you hear from the group to create a sense of who is there and what they share in common.

After our next small group exercise, we will spend about 20 minutes hearing from NHDOT staff. They will share information about data, studies that have been done, and any planning that has taken place in the past.

NOTE: Make sure to let your group know that questions will not be taken at this time. *However*, in the next section there will be opportunities for your group to have a runner pose any technical and clarifying questions to the NHDOT staff members. (Reason: We don't want the majority of time spent listening to experts – we need them and are glad they are here – but we want to make sure the focus of our time is on citizens and what they think.

But first, our group will spend time identifying our primary concerns.

(15 minutes) Identify Concerns: This will be a brainstorming exercise where participants will be asked to identify any concerns they have with the Pembroke Hill Road intersection. Permit all ideas, chart them, and don't begin to edit yet. A few prompting questions might be:

- Walking in the door, what are your key questions and concerns?
- What do you want to make sure is addressed tonight?
- If you leave here tonight and X has not been talked about – what is X?

Reminders for Brainstorming:

- Reiterate that everyone's ideas, all ideas, are okay and should be offered
- Don't stop to talk about the ideas, get them up on the board
- Don't judge the ideas
- Write them down in the words spoken
- Make sure everyone has a chance to offer their ideas
- Don't worry if the offered idea is similar or repetitive, for brainstorming, get it up on the board

6:40 p.m. Presentation from NHDOT Staff (20 minutes)
- 7:00 p.m.

NHDOT Staff will explain:

- Location intersection and characteristics
- Status of funding available for any potential changes
- Useful data

Michele will thank the presenters and reiterate that questions can be asked by groups, but that we are prioritizing group discussion time.

7:00 p.m. Reflect on Presentation (20 minutes)
- 7:20 p.m.

In this section and the following sections, you will be charting regularly both as a way to reflect themes and ideas back to the group and as a way of taking notes throughout the discussion. Focus on keeping a record of key concepts, questions and summarizing statements. Make sure to refer participants to background information (Pages 4-14) provided in their Participant Guide.

When your small group first reconvenes, ask these questions thoughtfully giving time for participants to address each one that is salient for them:

- What did you notice? What stood out for you?
- Was there anything you heard that you didn't know or think about before?
- Is there anything you heard that you question or wonder about the validity of the information?
- Are there any clarifying questions that you need to ask NHDOT?

If there are questions for NHDOT, raise your hand and a runner will relay the question and bring the answer back for the start of the next section.

7:20 p.m. Brainstorm and Prioritization of Most Important Issues (45 minutes)
- 8:05 p.m.

(2 minutes) Explain the following to participants: Pembroke has the opportunity to consider changes to the Pembroke Hill Road intersection. In the next 45 minutes, you all have a chance to brainstorm and prioritize together the critical issues you feel should be considered in the making of a final decision. We won't all agree on the particularities, but this will give those making decisions about the future of the intersection a map to move forward after tonight. We will keep track of key areas of agreement AND disagreement.

(20 minutes) Areas of Focus: In this section you will ask folks what they think are the most important things to explore and talk about in order to give decision makers the best information representing your group. Note where there is shared interest and where there is divergence.

Before moving forward, make sure participants feel that all of the critical issues have been named. Your group should come up with **2-3 key topics** for the large group to discuss. You can use the following questions to jumpstart your thinking and discussion about the **2-3 key topics**. Keep the discussion on topic.

Focus Questions:

- What has been your experience using the Pembroke Hill Road intersection?
- What do you think are the most important parts of the intersection to preserve?
- What would make it easier for you, your family and neighbors to travel and use Route 3 and Pembroke Hill Road?
- What have been your experiences using different types of intersections like the one at Pembroke Hill Road?
- What changes might improve economic development?
- What changes might discourage economic development?
- How can changes to the intersection help all of us, young and old, natives and newcomers, be safer and more physically active?
- What changes/improvements would you like to see at the intersection and other trouble spots?
- What keeps you from walking on Route 3, especially around the intersection?
- Think of a community either in NH or somewhere else that you enjoyed walking around. What was it about that place that should be copied in Pembroke?
- Are your walking needs (recreational or transportation) currently being met in Pembroke?
- Are there particular populations that would be unequally impacted by certain improvement strategies?

After spending 20 minutes on each key question your group has chosen, take a couple of minutes to let people review and reflect upon the considerations that have been posted.

(20 minutes) Prioritize: Ask small groups to prioritize their top insights, etc. to report out to large group and select someone in each group to speak.

The reporting out should be specific action statements on each issue or it could be the group will report that it could not agree on anything and then list the range of views that have been expressed. To arrive at this point, the group should take a step back and look for both the unique ideas and those that seemed to recur. Group ideas together that seem to be related, but don't lose track of the unique ones. **You role is to help the group transform the brainstorming list into a workable, organized set of 2-3 key ideas to report out.**

Based on the conversations, you will ask, "Are there any common ground recommendations or key ideas in this group? If so, what do we want to say at the end of the day? If not, what diverse points of view do we want to convey?" Remind the group that a single consensus is not required, but if one emerges, or perhaps if the group wants to put forward two or three primary points of view, that is fine. Use whatever techniques you think appropriate to arrive at conclusions. Small caucuses might form within the group to develop specific action statements, or maybe the group will report that it could not agree on anything and then list the range of views that have been expressed. "Minority reports" are fine, if for example two or three people have strong disagreements with a consensus that has emerged. It is important to take note of all that is decided in this final segment.

8:05 p.m. Report Out and Final Recommendations (25 minutes)
- 8:30 p.m.

The next part is often fast and furious but critical. Each group will be asked to have a representative share their key action statements or recommendations. The scribe or facilitator should make sure the notes are accurate and approved by the group. Folks don't always say out loud the most accurate reflection of the group, but the notes should have group approval. Each group will have 2-3 minutes to report.

8:30 p.m. Final Debriefing with Participants – Michele, Jennifer and Nik

Please thank the participants for attending and ask them to complete a participant evaluation and turn it in before they leave. (Facilitators will also have an evaluation to complete). Collect evaluations and thank people for coming. Hang around to answer any remaining questions and let folks know where they can go to get additional information. Be sure to collect all of your flip chart notes – especially the final recommendations – and give those to Jennifer or Nik.

Additional Resources for Facilitators:

Please be sure you collect all relevant newsprint or other key documents from your group's discussions and turn them over to Jennifer Jones. Please keep each small group's materials distinct and together.

Remember that facilitators:

- Are impartial around the issues being discussed
- Do not interject their own beliefs or ideas, ever
- Help the group set ground rules
- Ask good questions
- Help the group find areas of agreement as well as disagreement
- Bring out points of view that might not otherwise be talked about
- Help everyone to participate as much as possible (and as much as they desire)
- Focus the conversation and keep things moving
- Summarize the discussion as it moves along and at the end of each session
- Only talk when necessary; 90% of the talk should be among group members

Group Agreements:

- Share "air time"
- If you disagree, ask a question
- Speak up if the process doesn't seem fair
- Speak for yourself, not for others and not for an entire group (Use "I" statements)
- It's OK to disagree, but don't personalize it. Stick to the issue, not the person who is disagreeing with you
- Personal stories stay in the group unless we all agree that we can share them
- We all share responsibility of making the group productive
- Be respectful and use respectful language
- Use language that people understand
- Participate in ways that you feel most comfortable

Helpful Tips:

- Reflecting and Clarifying—feeding back or restating an idea or thought to make it clearer.
 - "Let me see if I'm hearing you correctly...."
 - "What I believe you are saying is...."

- Summarizing—briefly stating the main thoughts.
 - “It sounds to me as if we have been talking about a few major themes....”
- Shifting Focus—moving from one speaker or topic to another.
 - “Thank you, John. Do you have anything to add, Jane?”
 - “We’ve been focusing on views 1 and 2. Does anyone have strong feelings about the other views?”
- Asking Probing or Follow-Up Questions—using questions to help people explore disagreements, understand multiple perspectives, and uncover common ground.
 - “What are the key points here?”
 - “What would someone with a different point of view say?”
- Managing Conflict—helping conflict and disagreement to be productive.
 - “Let’s refer to our ground rules.”
 - “What seems to be at the heart of this issue?”
 - “What do others think?”
- Using Silence—allowing time and space for reflection by pausing between comments.

What is New Hampshire Listens?

New Hampshire Listens is a resource for civic engagement and citizen dialogue located within the Carsey Institute of the University of New Hampshire. Its mission is to enhance citizen participation and strengthen public life through informed, productive community conversations.

New Hampshire Listens works at the local, regional, and state level to facilitate and support civil, public deliberation of complex issues that are important to the residents of our state. It shares resources on dialogue design, train facilitators, and work with local and state leaders to create opportunities for informed conversation on social, economic, and policy matters.

Public dialogue opportunities augment formal, traditional means of engaging citizens by creating venues and resources for face-to-face and on-line deliberation. Its vision is to create a network of engaged communities in New Hampshire that can share their experiences and resources with each other.

New Hampshire Listens receives funding and in-kind support from the University of New Hampshire, the New Hampshire Charitable Foundation, the W.K. Kellogg Foundation, and the Rockefeller Brothers Fund.



*What Considerations are Most
Important for Changes to the
Pembroke Hill Road Intersection?*

**Community Conversation
Monday, January 23, 2012
Pembroke Academy
Everyone Welcome!**

Pembroke Hill Road Intersection Participant Guide

A Community Conversation to consider the needs, challenges and opportunities in Pembroke at the Pembroke Hill Road intersection.

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Background:

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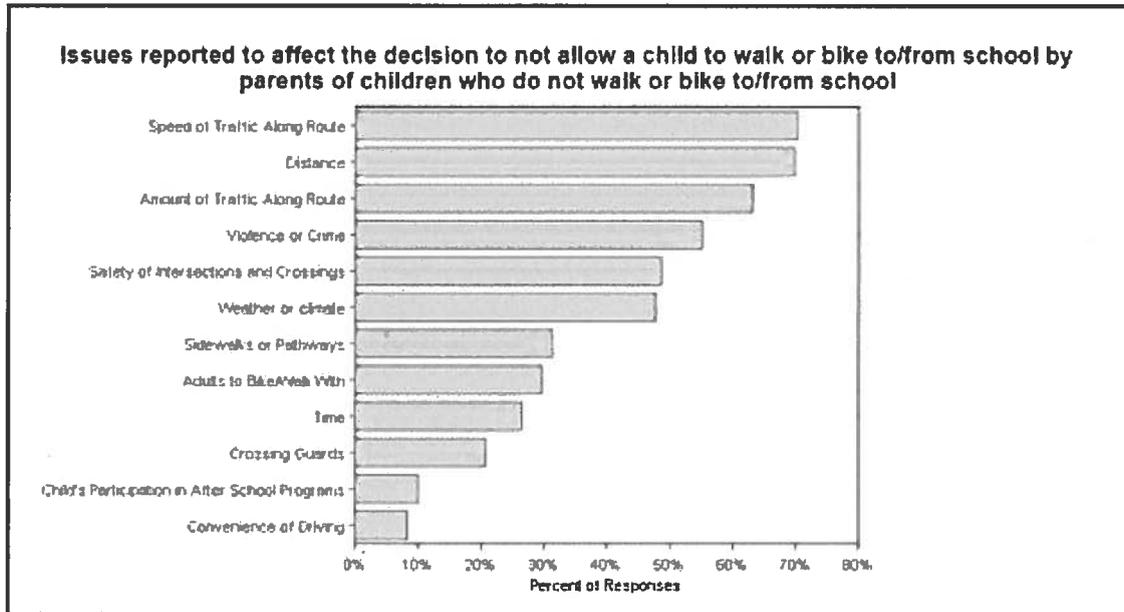
Resources:

Timeline

The Selectmen and NHDOT staff have worked since 1998 to identify a community-supported change to the intersection. The following is a timeline supplied by NHDOT of the work that has been done to date.

- 6/23/98 – Town requests Safety Surveillance Team review.
- 8/13/98 – Safety Surveillance Team meets with Town officials on site.
 - Short term actions: advance warning signs, vegetation clearing
 - Long term actions: Highway Design to develop intersection concepts
- 6/3/99 – Meeting with Town officials to review design concepts
 - Signals not warranted.
 - Concepts: left turn lane on US 3, relocate Bow Lane
 - Town was instructed to work with regional planning or Municipal Highways if they desire to pursue a Ten Year Plan or State Aid project. Neither pursued?
- 11/26/03 – Fatal crash at intersection.
- 3/16/04 – Meeting with Town officials, traffic signals requested
 - New study begins
- 1/18/05 – Public Info Meeting
 - Signals not warranted
 - Concepts: left turn lane on US 3 (unsignalized or signalized), roundabout
- 7/06 thru 8/06 – Meetings with Town Technical Advisory Committee (TAC) to refine concepts.
- 10/23/06 – Public Info Meeting – roundabout
- 8/9/07 – Public Hearing – roundabout
- 9/26/07 – Pembroke Selectmen’s Meeting Public Hearing - roundabout
- 9/28/07 – Letter from Selectmen, don’t support roundabout
- 1/18/08 – Letter from NHDOT to Selectmen, project will be put on hold.
- 8/18/08 – NHDOT attends Selectmen’s meeting, Selectmen request updating traffic data, revisit alternatives. Updated traffic data to be requested by Town through Central NH Regional Planning Commission.
- 7/29/10 – Letter from NHDOT to Councilor Shea, Department will revisit the alternatives.
- 9/10 – New traffic data collected by NHDOT. Showed a slight decrease in traffic.
- 1/3/11 – NHDOT attends Selectmen’s meeting. Discussion and public input on both roundabout and signalization alternatives.
- 3/25/11 – Letter from Selectmen to NHDOT requesting signals, not roundabout.
- 10/7/11 – Meeting between NHDOT, Central NH Regional Planning Commission, and Pembroke town administrator & police chief. Discussed roundabout and signalization alternatives.

Safe Routes to School Parent Survey:



Background information:

The data below are provided by NHDOT and intended to provide you tools so you can have a current picture of the intersection, its use, and history.

Pembroke Hill Rd
Bow Lane

STATE OF NEW HAMPSHIRE

-INTER-DEPARTMENT COMMUNICATION-

FROM: Robert E. Bollinger, P.E., PTOE
Traffic Operations Engineer

DATE: September 27, 2010

SUBJECT: Traffic Data

AT OFFICE:
Department of Transportation
Bureau of Traffic

TO: John D. Butler, P.E.
Bureau of Highway Design

The following traffic data is provided per your request of: August 30, 2010

I. PROJECT INFORMATION

- A. Town: Pembroke
B. Project No. 14477A
C. Locations: US Route 3 at Pembroke Hill Road & Bow Lane
D. Growth Rate: 1.0% per year

II. TRAFFIC INFORMATION

- A. See attached sheet(s)
B. Mean Year ADL =
340 at Location = US Route 3, south of Pembroke Hill Road # Lanes = 2
C. Percent Trucks:
3.4 % DHV ; 5.7 % AADT at Location US Route 3 at Pembroke Hill Road

Calculations by: SCK
Checked by: REB

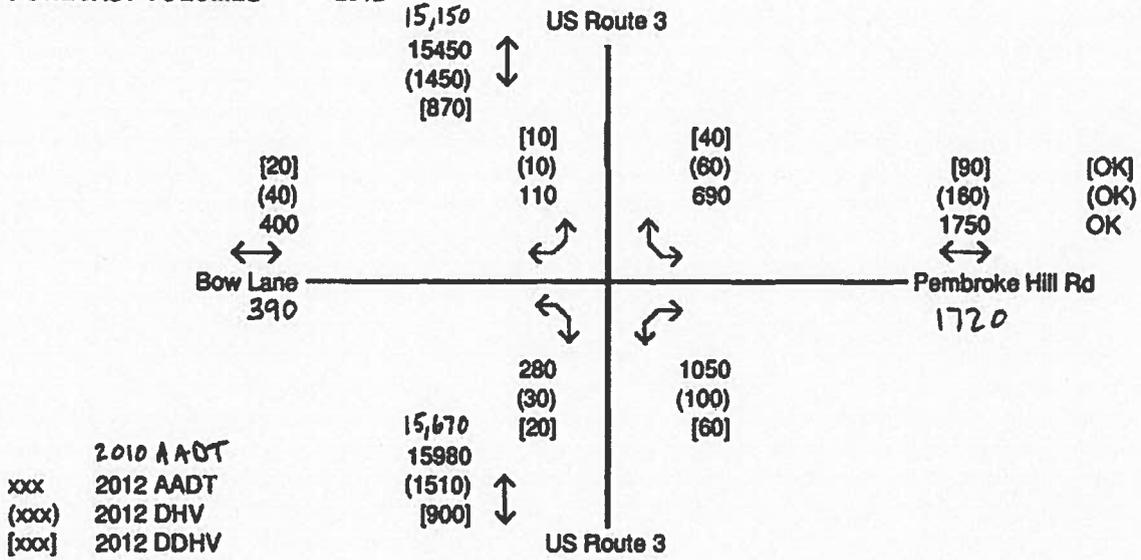
Counts done on:
Wed. 9/8/10 - PM
Thur. 9/9/10 - AM

Fcst Years

Pembroke - 14477A

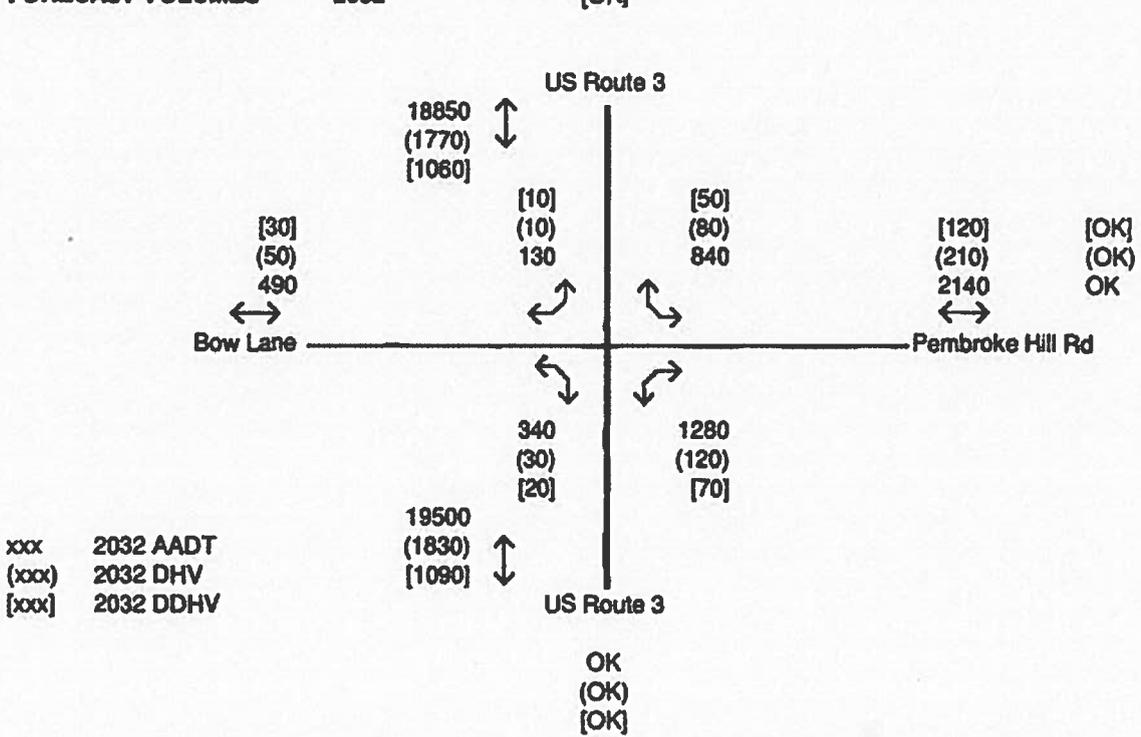
FORECAST VOLUMES

2012



FORECAST VOLUMES

2032



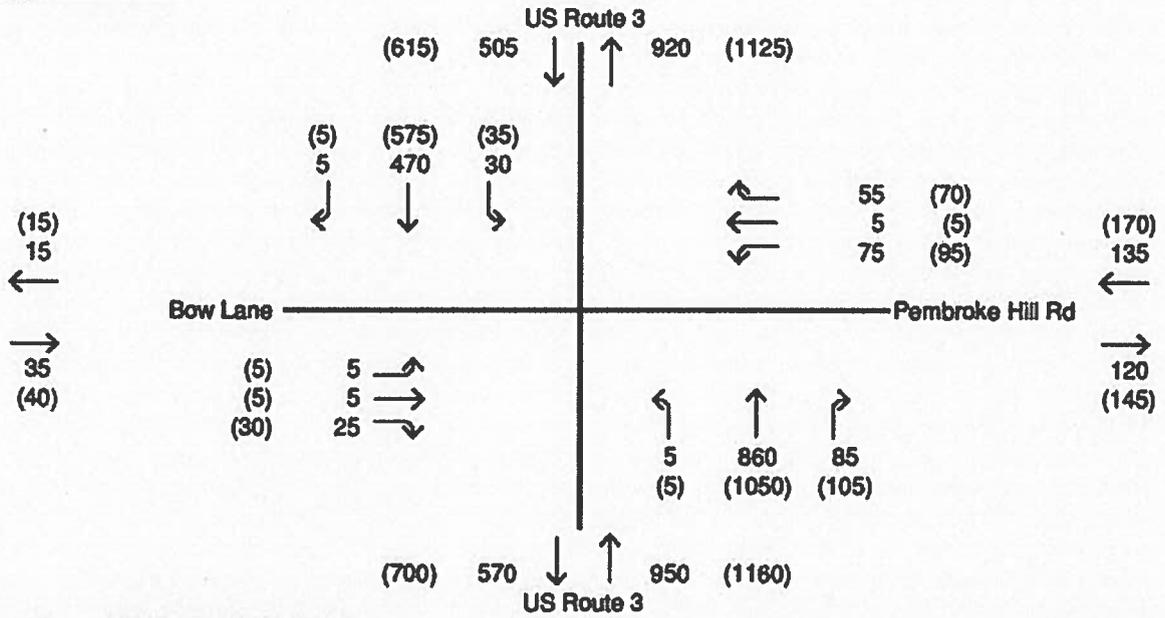
9/27/2010

14477A - Traffic Forecast

AM Pk Fcst

Pembroke - 14477A

AM PEAK HOUR



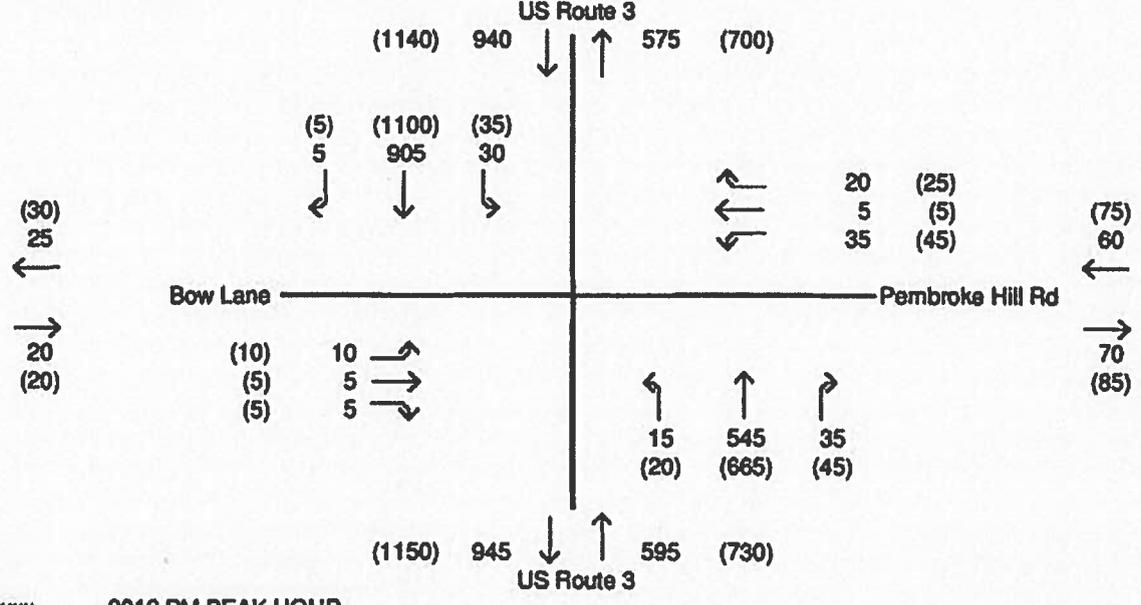
xxx 2012 AM PEAK HOUR
 (xxx) 2032 AM PEAK HOUR

Total intersection volume: 2010 = 1590 (red. 2012 volume by 10% by 10% by 10%)
 2012 = 1625
 2032 = 1985

PM Pk Fcst

Pembroke - 14477A

PM PEAK HOUR



xxx 2012 PM PEAK HOUR
 (xxx) 2032 PM PEAK HOUR

2010 = 1585 (reduce 2012 volume by 1% / yr.)
 Total intersection volumes: 2012 = 1615
 2032 = 1965

Signal Warrant Analysis:

US 3/Pembroke Hill Road Signal Warrant Analysis 2010 Traffic Data Projected to 2012			
		<u>Met?</u>	<u>Year Met</u>
Warrant 1	Eight Hour Volume	No	
Warrant 2	Four Hour Volume	Yes	2012
Warrant 3	Peak Hour Volume	Yes (AM)	2012
Warrant 4	Pedestrian Volume	No (?)	
Warrant 5	School Crossing	?	
Warrant 6	Coordinated Signal System	No	
Warrant 7	Crash Experience	No	
Warrant 8	Roadway Network	No	

Accident Data Summary:

2004 through 2009 (6 years): 12 accidents (2.0 accidents / year)

1994 through 2003 (10 years): 29 accidents (2.9 accidents / year)

Accident data is from State police database of reportable accidents. A reportable accident is one in which there is personal injury or greater than \$1000 in property damage.

US 3/Pembroke Hill Road Capacity Analysis Summary

2012 Traffic Data Projections

	Ave. Delay (sec.)		LOS		95% Queue
	AM	PM	AM	PM	
Unsignalized Intersection *	322	121	F	F	SB US 3 (PM) P.H. Rd. (AM) 275'
Signalized Intersection	10	6	B	A	380' 125'
Roundabout	12	13	B	B	280' 50'

2032 Traffic Data Projections

	Ave. Delay (sec.)		LOS		95% Queue
	AM	PM	AM	PM	
Unsignalized Intersection *	600+	588	F	F	SB US 3 (PM) P.H. Rd. (AM) ?
Signalized Intersection	24	9	C	A	1550' 545' 200'
Roundabout	14	15	B	B	365' 395' 90'

* Pembroke Hill Road approach

Considerations: Signals versus Roundabout

- Signal layout has less property impacts than roundabout layout.
- More difficult to maintain traffic on Route 3 while constructing a roundabout.
- Roundabouts typically have fewer and less severe accidents than signalized intersections.
- Roundabout is expected to have shorter queues on Route 3 during peak hours.
- Roundabout accommodates U-turns (benefit to Donna Drive).
- Roundabouts typically have less maintenance cost than signals.
- Roundabout requires all vehicles to slow down.
- Both would accommodate trucks on Route 3.
- Both would allow pedestrians to cross Route 3.

Crash data from Concord and Goffstown intersections:

Concord Intersection Crash Data (Before and after roundabout installation)

Centre Street & Liberty Street:

- Before: (2005-07) - 5.7 Crashes/yr
- After: (2009 present) - 0.8 crashes/yr

North State Street & Franklin Street:

- Before: (2005-07) - 5.0 Crashes/yr
- After: (2009-present) - 1.0 Crashes/yr

Goffstown Intersection Crash Data (Before and after roundabout installation)

Center Street and Henry Bridge Road:

- Before (2004-2007) - 2.9 crashes/yr
- After (2008-present) - 1.0 crashes/yr

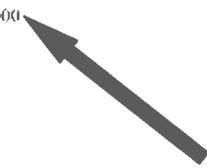
Funding available for project design and construction:

PUBLIC LAW 109-59—AUG. 10, 2005

119 STAT. 1287

Highway Projects
High Priority Projects—Continued

No.	State	Project Description	Amount
784	MI	Wayne, Reconstruct one quarter of a mile stretch of Laurenwood	\$100,000
785	GA	Construct the West Cleveland Bypass from U.S. 129 SR 11 near Hope Road extending west of Cleveland, on new and existing locations to SR 75	\$2,320,000
786	IL	Reconstruct Highway-Railway crossing over U.S. 14 and realignment of U.S. 14, Des Plaines	\$1,600,000
787	OR	Highway 22-Cascade Highway Interchange Improvements, Marlon County	\$400,000
788	VA	Widen Route 29 between Eaton Place and Route 123 in Fairfax City, VA	\$2,400,000
789	WI	Reroute State Hwy 11 near Burlington, WI (Walworth and Racine Counties, WI)	\$3,200,000
790	IL	East Peoria, Illinois Technology Blvd. upgrades	\$800,000
791	DC	Metro Branch Trail Construction	\$1,600,000
792	MA	Study and design: I-93/Mystic Ave. Interchange at Assembly Sq	\$400,000
793	NM	Widening of U.S. 491 from Navajo 9 to Colorado State border	\$1,600,000
794	FL	Construct access road to link Jacksonville International Airport to I-95	\$4,000,000
795	FL	Widening of SR 60 from 66th Avenue to I-95 in Indian River County, FL	\$800,000
796	GA	Widening of SR 133: Colquitt Co/Daughtery Co	\$800,000
797	IL	Upgrade streets, Stickney Township	\$2,205,400
798	PA	Widening of SR 1001 Section 601 in Clinton County	\$800,000
799	PA	Widening of Route 40 in Wharton Township, Fayette County, Pa	\$1,600,000
800	NJ	Widening of Route 1 and intersection improvements in South Brunswick	\$800,000
801	PA	Construct PA 706 Wyalusing Bypass Bradford County, Pennsylvania	\$800,000
802	IL	Construct four lane extension of IL RT29 from Rochester to Taylorville	\$480,000
803	IL	Widening of Old Madison Road, St. Clair County	\$1,600,000
804	NY	Construction of Bicycle Path and Pedestrian Trail in City of Dunkirk	\$400,000
805	PA	Design, engineering, ROW acquisition, and construction of streetscaping enhancements, paving, lighting, safety improvements, parking, and roadway redesign in Plains Township, Luzerne County	\$160,000
806	CA	Replace I-880 overpass at Davis St. in San Leandro	\$600,000
807	PA	DuBois-Jefferson County Airport Access Road Construction	\$1,200,000
808	GA	Streetscape project to improve accessibility and safety for pedestrians, Mount Vernon ...	\$400,000
809	IL	Replacement of Fullerton Avenue Bridge and Pedestrian Walkway	\$3,840,000
810	NH	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	\$560,000



Highway Projects
High Priority Projects—Continued

No.	State	Project Description	Amount
4499	NE	Midwest Roadside Safety Facility, UNL—Lincoln, NE	\$1,000,000
4500	NE	U.S. Highway 75 expressway, Plattsmouth to Bellevue, Nebraska	\$5,000,000
4501	NE	U.S. 275 So. Omaha Veterans Memorial Bridge	\$3,000,000
4502	NE	Lincoln East Beltway, NE	\$500,000
4503	NE	I-80 six lane (I-80 to 56th Street) Lincoln, NE	\$3,000,000
4504	NE	Antelope Valley Transportation Improvement Project in Lincoln	\$10,000,000
4505	NE	Design and construction of the South and West Beltway in Lincoln	\$5,000,000
4506	NE	Cuming Street Transportation Improvement Project in Omaha	\$5,500,000
4507	NE	Design and construction of Highway 35 between Norfolk and South Sioux City	\$9,500,000
4508	NE	I-80/Cherry Avenue Interchange and East Bypass in Kearney	\$8,000,000
4509	NE	Construction of the Heartland Expressway between Alliance and Minatare	\$5,000,000
4510	NE	Plan and design I-80 Interchange at Plug Road	\$1,000,000
4511	NE	Design and construction of Missouri River Bridges between U.S. 34, I-29 in Iowa and U.S. 75 in Nebraska	\$3,000,000
4512	NE	Construction of the North Arterial Road in Columbus	\$2,000,000
4513	NE	Design and construction of Meridian Bridge between Nebraska and Yankton, South Dakota	\$1,000,000
4514	NH	Construction, including widening and structural improvements, of Little Bay Bridge to eliminate congestion—Portsmouth, NH	\$20,000,000
4515	NH	I-93 water quality study project	\$4,000,000
4516	NH	Reconfiguration of Pelham Intersection to Improve Safety	\$2,000,000
4517	NH	Reconstruction of NH 11 and NH 23 Intersection in Alton	\$1,400,000
4518	NH	Construct and upgrade intersection of Route 3 and Franklin Industrial Drive in Franklin	\$2,000,000
4519	NH	Design and construction of intersection of RL 101A and Rt. 19 in Milford	\$2,000,000
4520	NH	Relocation and reconstruction of intersection at Route 109 and North Street in Claremont	\$2,600,000
4521	NH	Improve Meredith Village Traffic Rotary	\$1,600,000
4522	NH	Construct intersection at U.S. 3 and Pembroke Hill Road in Pembroke	\$1,400,000
4523	NH	Reconstruction and improvements to NH Route 110 in Berlin	\$3,600,000
4524	NH	South Road Mitigation in Londonderry	\$2,000,000
4525	NH	Construct Park and Ride, Exit 5 on I-93—Londonderry, NH	\$2,000,000
4526	NH	Reconstruction and relocation of the intersection of Maple Avenue and Charleston Road in Claremont	\$1,000,000
4527	NH	Replacement of Ash Street and Pillsbury Road Bridge	\$1,400,000
4528	NH	Hampton Bridge Rehabilitation—Hampton	\$3,000,000

General data on roundabouts and signalized intersections:

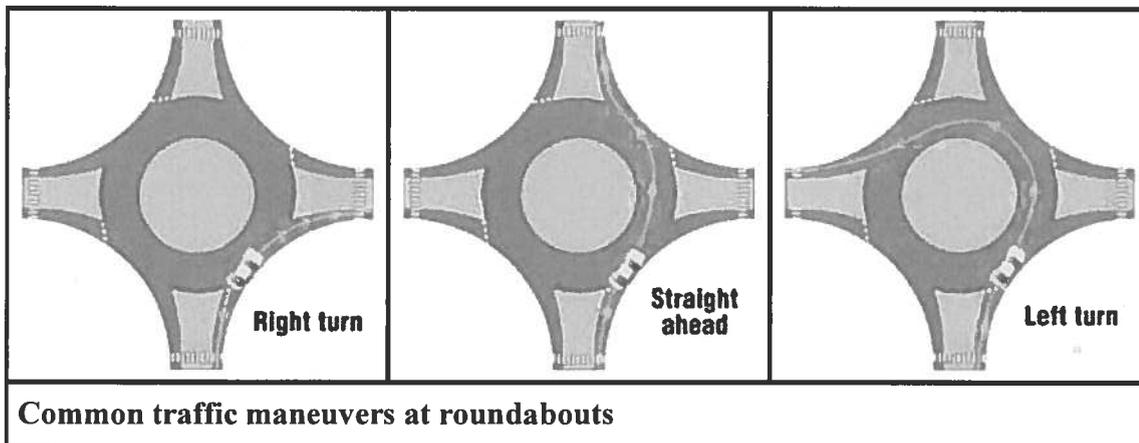
From the Insurance Institute for Highway Safety: March 2001 Roundabout Q&A:
www.iihs.org/research/qanda/roundabouts.html

What is a roundabout?

The modern roundabout is a circular intersection with design features that promote safe and efficient traffic flow. It was developed in the United Kingdom in the 1960s and now is widely used in many countries.

At roundabouts in the United States, vehicles travel counterclockwise around a raised center island, with entering traffic yielding the right-of-way to circulating traffic. In urban settings, entering vehicles negotiate a curve sharp enough to slow speeds to about 15-20 mph; in rural settings, entering vehicles may be held to somewhat higher speeds (30-35 mph). Within the roundabout and as vehicles exit, slow speeds are maintained by the deflection of traffic around the center island and the relatively tight radius of the roundabout and exit lanes.

Slow speeds aid in the smooth movement of vehicles into, around, and out of a roundabout. Drivers approaching a roundabout must reduce their speeds, look for potential conflicts with vehicles already in the circle, and be prepared to stop for pedestrians and bicyclists. Once in the roundabout, drivers proceed to the appropriate exit, following the guidance provided by traffic signs and pavement markings.



How do roundabouts affect safety?

Several features of roundabouts promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-

turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds – generally less than 20 mph in urban areas and less than 30-35 mph in rural areas.

A 2001 Institute study of 23 intersections in the United States reported that converting intersections from traffic signals or stop signs to roundabouts reduced injury crashes by 80 percent and all crashes by 40 percent.¹ Similar results were reported by Eisenman et al.: a 75 percent decrease in injury crashes and a 37 percent decrease in total crashes at 35 intersections that were converted from traffic signals to roundabouts.² A study of 17 higher speed rural intersections (40 mph and higher speed limits) found that the average injury crash rate per million entering vehicles was reduced by 84 percent and fatal crashes were eliminated when the intersections were converted to roundabouts.³ Studies of intersections in Europe and Australia that were converted to roundabouts have reported 41-61 percent reductions in injury crashes and 45-75 percent reductions in severe injury crashes.⁴

How do roundabouts affect traffic flow?

Several studies conducted by the Institute and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts. A study of three intersections in Kansas, Maryland, and Nevada, where roundabouts replaced stop signs, found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent.⁷ A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.⁸ A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed.⁹

A 2005 Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to intersections with signals.¹⁰ It was estimated that the use of roundabouts instead of traffic signals at these 10 intersections

would have reduced vehicle delays by 62-74 percent. This is equivalent to approximately 325,000 fewer hours of vehicle delay on an annual basis.

Are there other benefits?

Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption.

In one study, installing a roundabout in place of an intersection with signals reduced carbon monoxide emissions by 29 percent and nitrous oxide emissions by 21 percent.¹¹ In another study, replacing traffic signals and stop signs with roundabouts reduced carbon monoxide emissions by 32 percent, nitrous oxide emissions by 34 percent, carbon dioxide emissions by 37 percent, and hydrocarbon emissions by 42 percent.¹²

Constructing roundabouts in place of traffic signals can reduce fuel consumption by about 30 percent.^{11,13} At 10 intersections studied in Virginia, this amounted to more than 200,000 gallons of fuel per year.¹⁰

While the initial construction cost of a roundabout varies site by site, its maintenance is cheaper than for intersections with signals. Roundabouts also can enhance aesthetics by providing landscaping opportunities.

Can roundabouts accommodate larger vehicles?

Yes. To accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers, roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track. The truck apron generally is paved with materials like brick or cobblestone that have a different texture than the roadway to discourage smaller vehicles from using it.

Are roundabouts safe for pedestrians?

Roundabouts generally are safer for pedestrians than traditional intersections. In a roundabout, pedestrians walk on sidewalks around the perimeter of the circular roadway. If they need to cross the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent.^{16,17} Single-lane

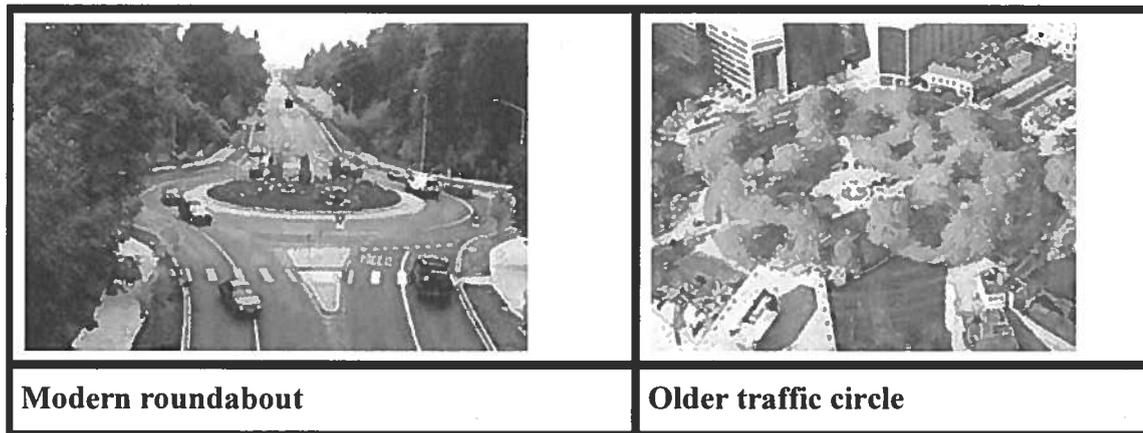
roundabouts, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals.¹⁸

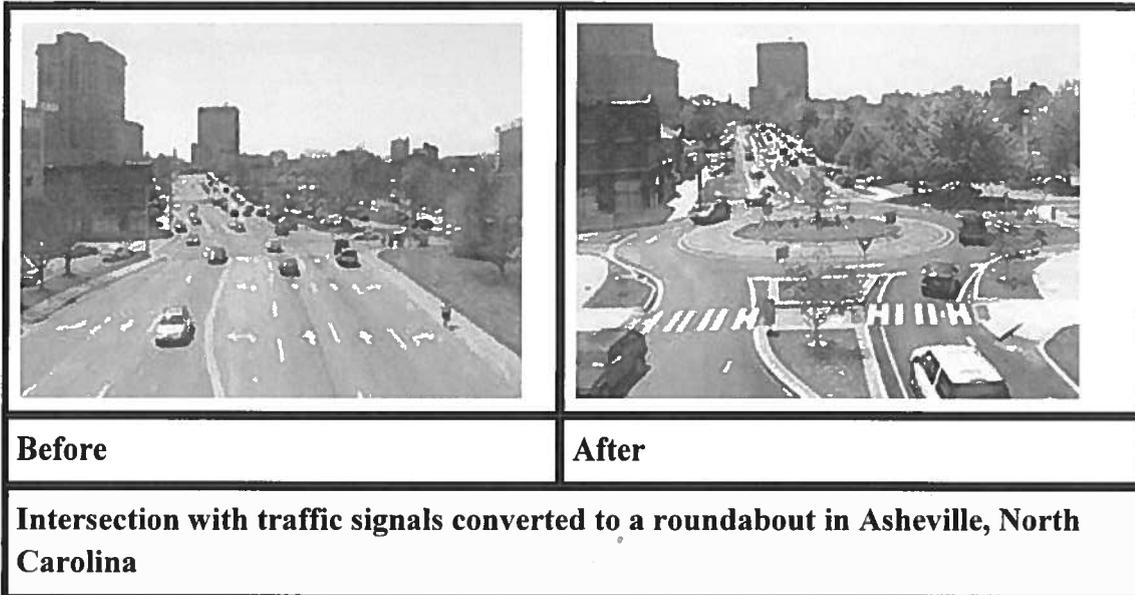
Do roundabouts require more space than traditional intersections?

Roundabouts do not necessarily require more space than traditional intersections. Geometric design details vary from site to site and must take into account traffic volumes, land use, topography, and other factors. Because they can process traffic more efficiently than traffic signals and stop signs, roundabouts typically require fewer traffic lanes to accommodate the same amount of traffic. In some cases, roundabouts can require more space than stop signs or traffic signals at the actual intersection to accommodate the central island and circulating lanes, but approaches to roundabouts typically require fewer traffic lanes and less right-of-way than those at traditional intersections. The following example from Asheville, N.C., illustrates that roundabout dimensions can be compatible with those of traditional intersections.

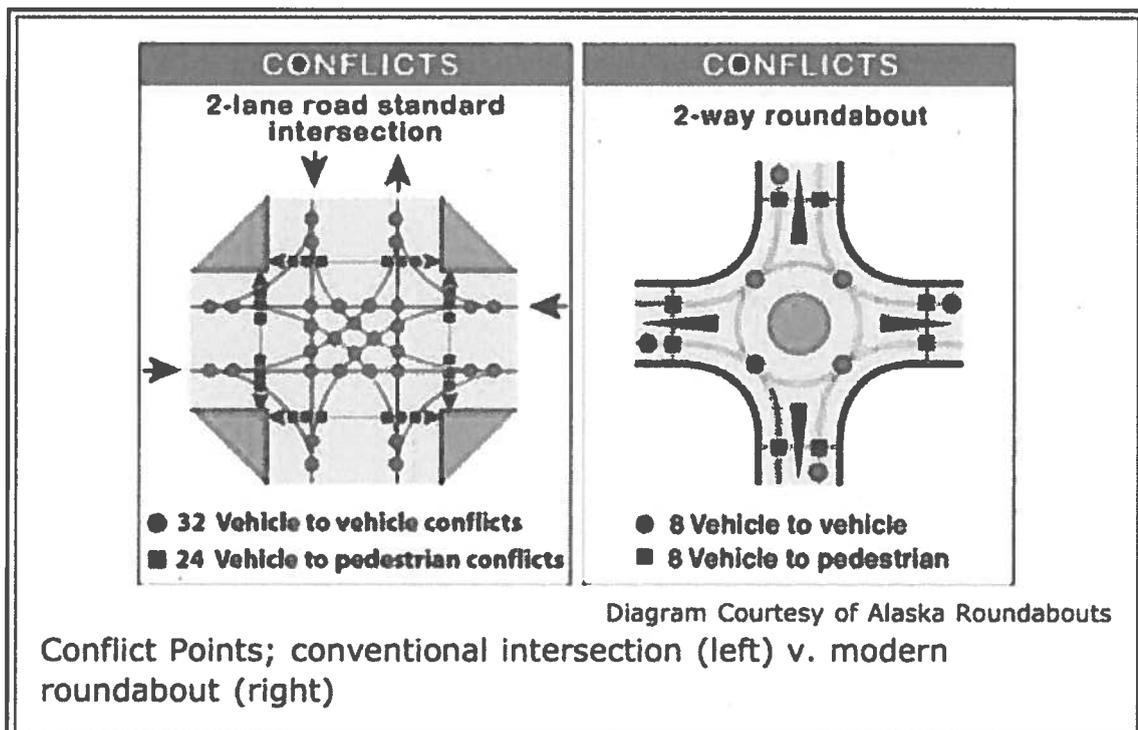
How do roundabouts differ from older traffic circles?

Modern roundabouts are much smaller than older traffic circles – also known as rotaries – and roundabouts require vehicles to negotiate a sharper curve to enter. These differences make travel speeds in roundabouts slower than speeds in traffic circles. Because of the higher speeds in older circles, many are equipped with traffic signals or stop signs to help reduce potential crashes. In addition, some older traffic circles and rotaries operate according to the traditional "yield-to-the-right" rule, with circulating traffic yielding to entering traffic.





Graphic of conflict points of conventional intersection v. modern roundabout:



NHDOT roundabout data:

www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/index.htm

How will this work?

On January 23, 2012, from 5:30-8:30 p.m., a Community Conversation will be held at Pembroke Academy.

Community Conversations work best when the members trust each other, commit themselves to a process of respectful listening and dialogue and develop a sense of ownership of the process itself. In small groups of 8 to 10 participants, you and your trained facilitator will decide how best to work through the key questions and information in order to arrive at a summary report at the end of the session. The primary role of your facilitator is to create conditions that foster trust, participation and shared responsibility for the actions and decisions of the group.

We have designed the evening so that you can get to know your fellow participants, share experiences that are relevant to the topic, listen to each other carefully, express your personal opinions, raise doubts, and see if there is common ground among you (and clarify your differences, too).

We do not expect that every small group will arrive at consensus or a shared set of views. Some groups might, but others might simply generate a set of quite diverse and even opposing points of view that will be reported out at the end of the day. In either case, we hope to capture the key considerations Pembroke citizens want weighed in when decision makers consider the next steps for the Pembroke Hill Road intersection.

The goals of the Community Conversation are to:

1. Provide a context in which Pembroke residents can identify and discuss our key priorities and considerations regarding changes to the intersection.
2. Gather input from citizens and give the Selectmen and NHDOT an opportunity to get in-depth feedback about options for change to the intersection.
3. Create an opportunity for Pembroke residents to talk in small groups in order to ask questions and explore options about a variety of perspectives.

What will happen as a result of all these small group dialogues?

The results of this Community Conversation will be presented publicly and to the Selectmen and NHDOT staff. Pembroke Listens will collect all of the recommendations from each of the small groups and compile those recommendations into a single report for use by the Selectmen, NHDOT and the general public for future decision making. Our report will summarize the key

considerations, but we will also attempt to list all of the topics, questions, concerns, and points of view expressed in the small groups so that the richness of the conversations will be preserved. The final report will also be posted on the websites of the Town and School District.

How will this process be evaluated?

Each participant will be asked to complete a brief survey at the end of the community conversation. We will include the results of the evaluation in our final report and we will use those results to inform future projects conducted by Pembroke Listens.

How the conversation will flow:

5:30-5:50 p.m. – Introductions:

From the start, you will be in your small discussion groups. The Pembroke Listens committee and the moderator Michele Holt-Shannon will welcome everyone, go over a few logistics and review group agreements for the evening. The first part of the conversation will allow everyone to *get to know each other* better, develop some basic *Group Agreements* to assure a productive conversation, and gain a general sense of initial concerns and questions regarding our topic. Also note that following this meeting, there will be a meeting between the Selectmen and NHDOT staff to chart a course forward based on the recommendations that are presented to them. The Selectmen have agreed to take your recommendations seriously and to use them accordingly.

5:50-6:40 p.m. – Personal Stake in the Topic and Identify Concerns:

In this part of the conversation, we will have time to understand how you are *personally connected to the topic*. We will start with basic introductions. After that, we will again go around the circle and ask: “What brings you here?” and “How do you feel connected to this topic personally?” This is a chance for us to get to know each other, understand some of the background and experiences you each bring to the topic. You might also include some of the *assumptions you hold about this topic*.

Our group will then spend time identifying the primary concerns we have about the intersection. On Pages 4-19 of this guide, there is data to help your conversation. There are bound to be remaining questions, and we are happy to point you in the direction for additional information. For this part of the discussion, it is important to focus on *what matters to you and what you notice* about the information. Following this exercise, we will spend about 20 minutes hearing from NHDOT staff. They will share information about data, studies that have been done, and any planning that has taken place in the past.

6:40-7:00 p.m. – Presentation from NHDOT Staff:

NHDOT staff will disseminate much of the information that you find on Pages 4-19 of this guide. Questions will not be taken at this time. *However*, in the next section there will be opportunities for your group to have a runner pose any technical and clarifying questions to the NHDOT staff members. We want to make sure the focus of our time is on what you think.

7:00-7:20 p.m. – Reflect on Presentation:

This will be a time to consider the presentation and think about the following:

- What did you notice? What stood out for you?
- Was there anything you heard that you didn't know or think about before?
- Is there anything you heard that you question or wonder about the validity of the information?
- Are there any clarifying questions that you need to ask NHDOT?

If there are questions for NHDOT, ask your facilitator to raise his or her hand and a runner will relay the question and bring the answer back by the start of the next session.

7:20-8:05 p.m. – Brainstorm and Prioritization of Most Important Issues:

Pembroke has the opportunity to consider changes to the Pembroke Hill Road intersection. You all have a chance to brainstorm and prioritize together the critical issues you feel should be considered in the final decision. We won't all agree on the particularities, but this will give those making decisions about the future of the intersection a map to move forward after tonight. We will keep track of key areas of agreement AND disagreement.

Your group should come up with **2-3 key topics** for the large group to discuss. You can use the following questions to jumpstart your thinking and discussion about the 2-3 key topics.

- What has been your experience using the Pembroke Hill Road intersection?
- What do you think are the most important parts of the intersection to preserve?
- What would make it easier for you, your family and neighbors to travel and use Route 3 and Pembroke Hill Road?
- What have been your experiences using different types of intersections like the one at Pembroke Hill Road?
- What changes might improve economic development?
- What changes might discourage economic development?

- How can changes to the intersection help all of us, young and old, natives and newcomers, be safer and more physically active?
- What changes/improvements would you like to see at the intersection and other trouble spots?
- What keeps you from walking on Route 3, especially around the intersection?
- Think of a community either in NH or somewhere else that you enjoyed walking around. What was it about that place that should be copied in Pembroke?
- Are your walking needs (recreational or transportation) currently being met in Pembroke?
- Are there particular populations that would be unequally impacted by certain improvement strategies?

After your group has identified and discussed the 2-3 topics, you will prioritize your top insights, etc. to report out to large group and select someone in each group to speak. The reporting out should be specific action or value statements on each issue or it could be the group will report that it could not agree on anything and then list the range of views that have been expressed.

8:05-8:30 p.m. – Report Out and Final Recommendations:

This final part is fast and furious but critical. Each group will be asked to have a representative share their key action statements or recommendations. Each group will have 2-3 minutes to report. The large group will end the evening with two to four concrete considerations to present to the Selectmen and NHDOT.

8:30 p.m. – Final Debriefing:

Thank you for attending. **Please make sure to complete an evaluation and turn it in before you leave.**

What is New Hampshire Listens?

New Hampshire Listens is a resource for civic engagement and citizen dialogue located within the Carsey Institute of the University of New Hampshire. Its mission is to enhance citizen participation and strengthen public life through informed, productive community conversations.

New Hampshire Listens works at the local, regional, and state level to facilitate and support civil, public deliberation of complex issues that are important to the residents of our state. It shares resources on dialogue design, train facilitators, and work with local and state leaders to create opportunities for informed conversation on social, economic, and policy matters.

Public dialogue opportunities augment formal, traditional means of engaging citizens by creating venues and resources for face-to-face and on-line deliberation. Its vision is to create a network of engaged communities in New Hampshire that can share their experiences and resources with each other.

New Hampshire Listens receives funding and in-kind support from the University of New Hampshire, the New Hampshire Charitable Foundation, the W.K. Kellogg Foundation, and the Rockefeller Brothers Fund.



Save the Date:

Jan. 23, 5:30 p.m., at Pembroke Academy

What should be done at the Pembroke Hill Road Intersection?



Save the Date:

Jan. 23, 5:30 p.m., at Pembroke Academy

What should be done at the Pembroke Hill Road Intersection?



Save the Date:

Jan. 23, 5:30 p.m., at Pembroke Academy

What should be done at the Pembroke Hill Road Intersection?



Save the Date:

Jan. 23, 5:30 p.m., at Pembroke Academy

What should be done at the Pembroke Hill Road Intersection?

Pembroke Listens is inviting you to participate in a Community Conversation to understand how to improve safety at the intersection of Route 3 and Pembroke Hill Road. The forum is Jan. 23, 5:30 p.m., at the Pembroke Academy Auditorium. Food and drinks will be provided to all participants.

There has been much discussion about what to do at the intersection such as a traffic light or roundabout, but no consensus has been gained after five years. This Community Conversation is meant to bring a fresh perspective where all ideas are considered and then presented to the Selectmen to help guide their process forward. The NH Department of Transportation has estimated that a project at the intersection would cost between \$1 million and \$1.5 million, and a federal grant would pay for the project. Members of NHDOT staff will be on hand to provide technical information and answer questions and they also have a project website at www.nh.gov/dot/projects/pembroke14477a/index.htm.

The idea for Pembroke Listens and the Community Conversation started with the Pembroke Safe Routes to School committee. The SRTS committee has been working for the last two years to identify ways to make the community safer and more accessible for children to walk and bicycle to school. The committee asked the Selectmen to help convene the non-affiliated diverse group of citizens called Pembroke Listens. This group's sole purpose is to provide a forum to discuss how the safety of this intersection impacts Pembroke and its residents and to identify a community-supported safety improvement at the intersection.

Walk-ins are welcome, but it is strongly encouraged that you preregister to help organizers plan ahead. Go to www.surveymoney.com/s/pembroke1istens. For more information, contact Nik Coates at ncoates@cnhrpc.org or 226-6020 or Jennifer Jones at jjones@sau53.org or 485-1807.

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