

*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**

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

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## **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 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 (NHDOT) 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

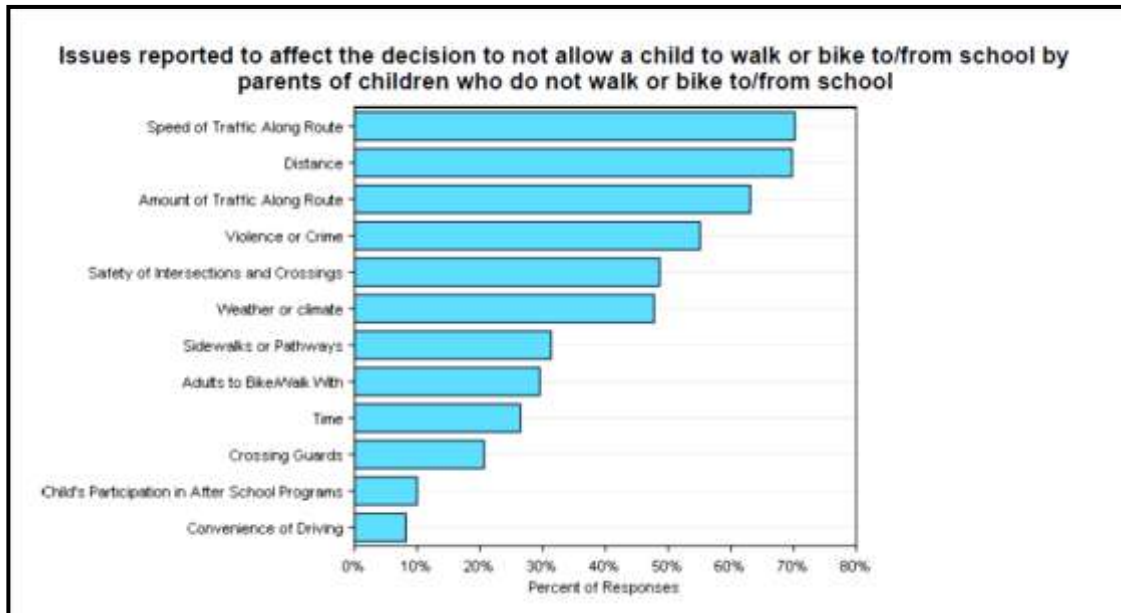
## Resources:

### 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

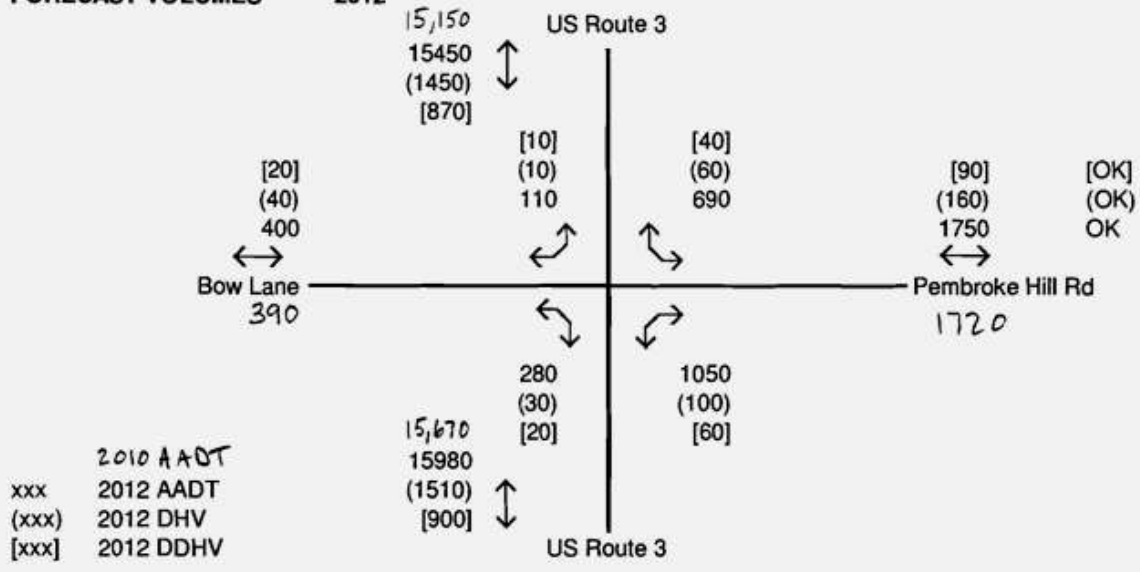
Counts done on:  
Wed. 9/8/10 - PM  
Thur. 9/9/10 - AM

Fcst Years

Pembroke - 14477A

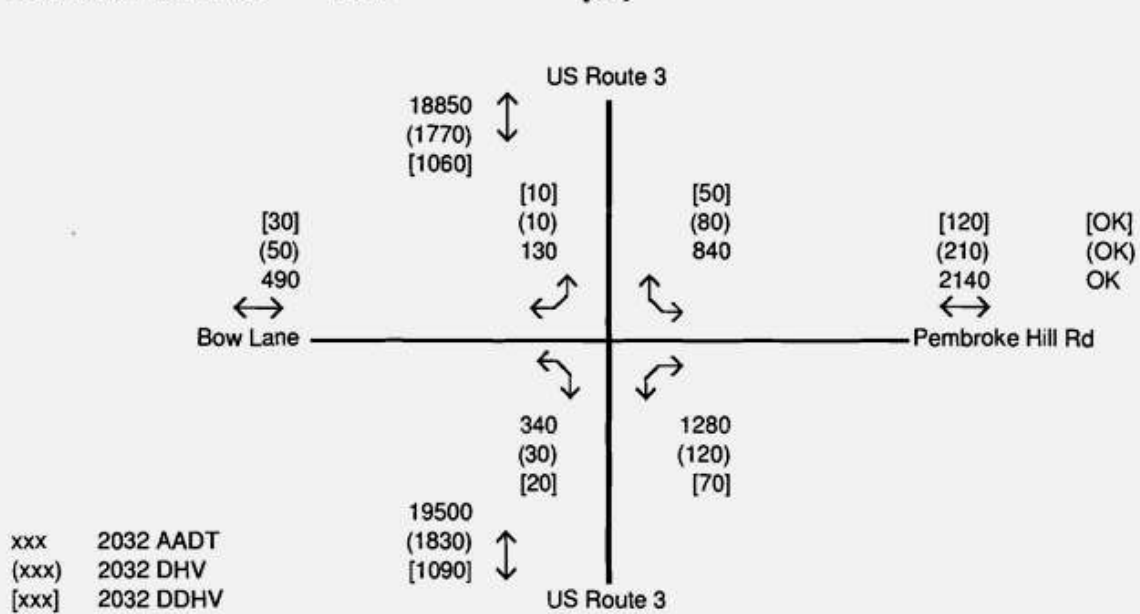
FORECAST VOLUMES

2012



FORECAST VOLUMES

2032



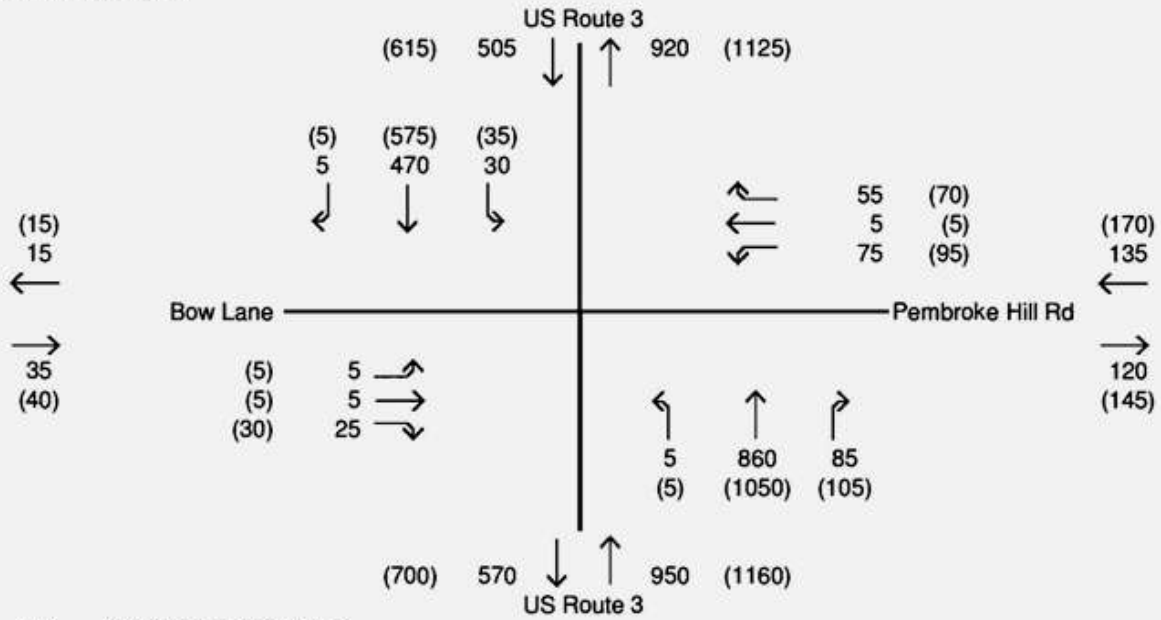
9/27/2010

14477A - Traffic Forecast

AM Pk Fcst

Pembroke - 14477A

AM PEAK HOUR



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

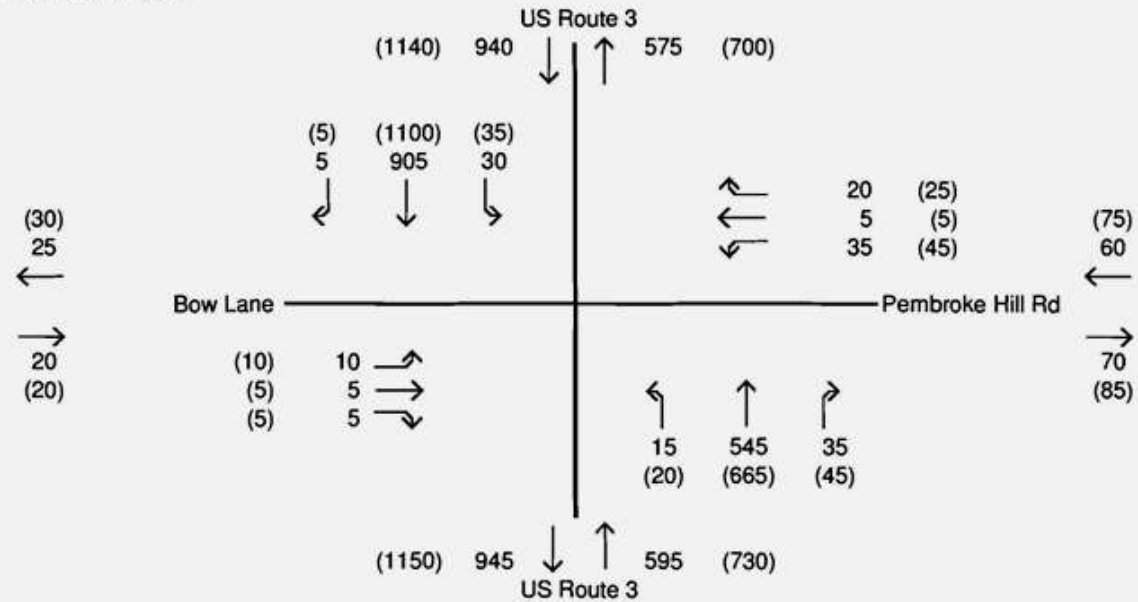
Total intersection volumes:  
 2010 = 1590 (reduce 2012 volume by 10% by 10% by 10%)  
 2012 = 1625  
 2032 = 1985



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 1/2 / yr.)  
 Total intersection volume: 2012 = 1615  
 2032 = 1465

Signal Warrant Analysis:

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

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		NB US 3 (AM)	95% Queue		P.H. Rd. (AM)
	AM	PM	AM	PM		SB US 3 (PM)		
<b>Unsignalized Intersection *</b>	<b>322</b>	<b>121</b>	<b>F</b>	<b>F</b>				<b>275'</b>
<b>Signalized Intersection</b>	<b>10</b>	<b>6</b>	<b>B</b>	<b>A</b>	<b>545'</b>	<b>380'</b>		<b>125'</b>
<b>Roundabout</b>	<b>12</b>	<b>13</b>	<b>B</b>	<b>B</b>	<b>250'</b>	<b>280'</b>		<b>50'</b>

### 2032 Traffic Data Projections

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

\* *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

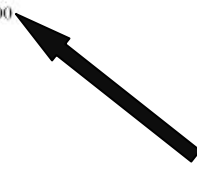
Funding available for project design and construction:

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, Marion 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 .....	\$2,206,400
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, UNI—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 Pflug 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 28 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 Rt. 101A and Rt. 13 in Milford .....	\$2,000,000
4520	NH	Relocation and reconstruction of intersection at Route 103 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:**

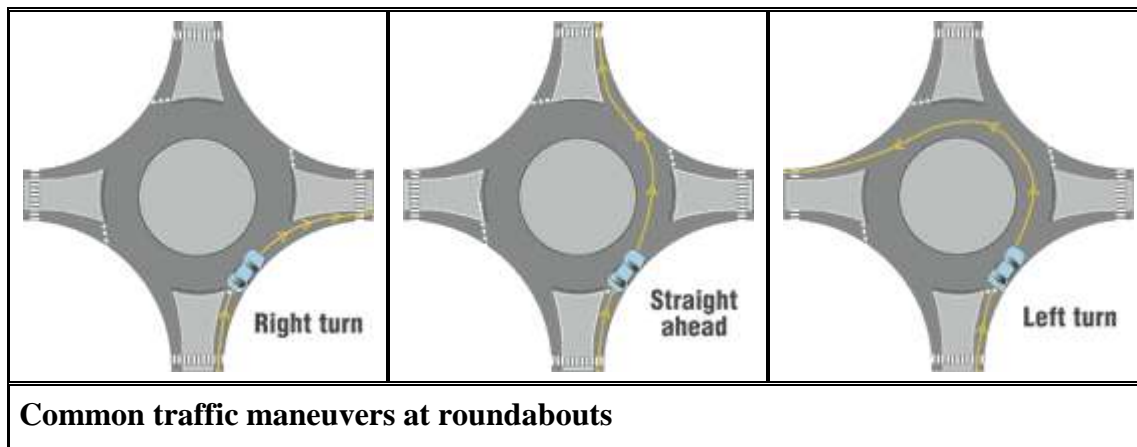
[www.iihs.org/research/qanda/roundabouts.html](http://www.iihs.org/research/qanda/roundabouts.html)

*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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup>

#### *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.<sup>7</sup> 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.<sup>8</sup> 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.<sup>9</sup>

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.<sup>10</sup> 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.<sup>11</sup> 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.<sup>12</sup>

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

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.<sup>16,17</sup> Single-lane

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

*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.





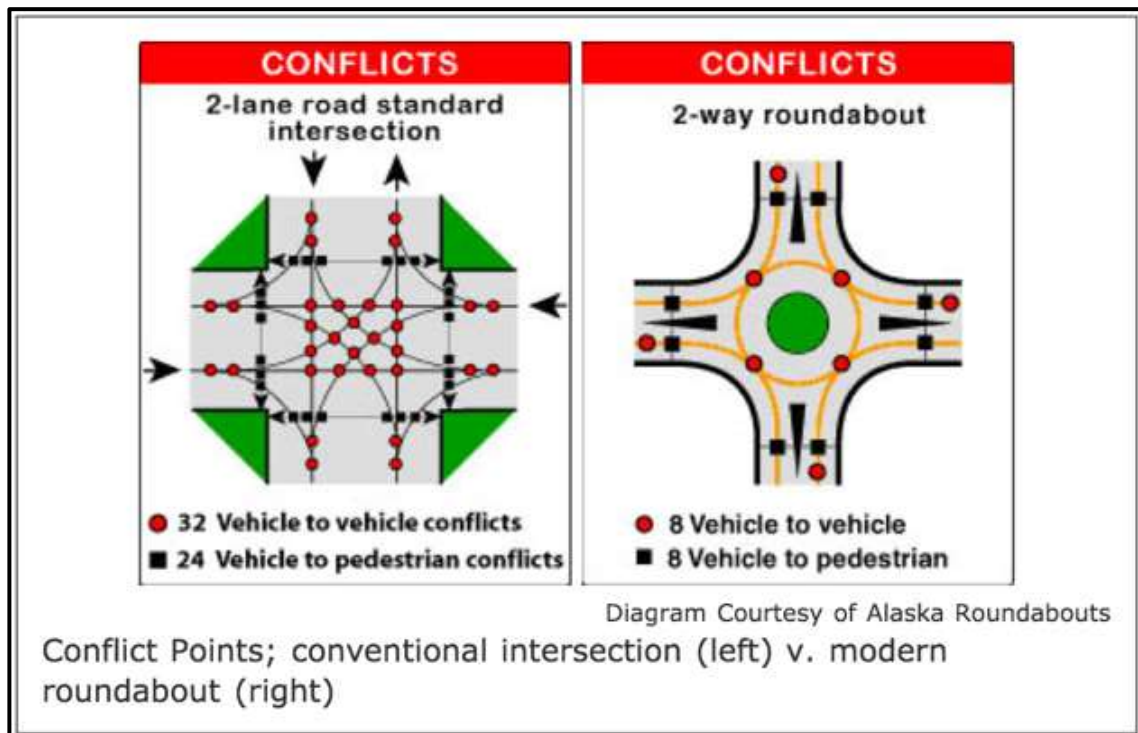
**Before**



**After**

**Intersection with traffic signals converted to a roundabout in Asheville, North Carolina**

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



NHDOT roundabout data:

[www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/index.htm](http://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.

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