



## Meeting Notes

Attendees: Sign-In Sheet Available  
Upon Request

Date/Time: October 21, 2004 – 7:00PM

Project No.: 09023.00

Place: Ossipee Central School

Re: Ossipee Transportation Center Feasibility  
Study – Public Meeting #3

Notes taken by: R. Swierk

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David Wilcock of VHB introduced the meeting by providing an overview of what was discussed at the last Public Meeting in August and the last Project Advisory Committee (PAC) meeting in September. At the August 26<sup>th</sup> Public Meeting, the Study Team provided an overview of existing conditions in the study area and began a discussion of potential sites to be evaluated for the Transportation Center. At the September 24<sup>th</sup> PAC meeting, the PAC discussed the evaluation of the alternative sites, examples of other Transportation Centers, and potential building programs.

Mr. Wilcock then briefly ran through the agenda for the meeting. The meeting agenda is attached to these minutes for reference. The slides from the presentation will be posted on the project website.

### Overview of Alternative Sites

David Wilcock provided an overview of the ten alternative sites that were evaluated for the Ossipee Transportation Center. He noted that these sites were identified based on input from the public and the PAC. Mr. Wilcock pointed out that the slides identify the total size of each site in acres. These figures are provided as a reference point, but only a portion of any site would be used for a Transportation Center because it is likely the facility will only require approximately 1½ to 2 acres. Maps of each site are contained in the presentation slides.

### Site Evaluation Criteria/Screening and Ranking of Alternatives

David Wilcock provided an overview of the evaluation criteria that were used to screen and rank the alternative sites. These evaluation criteria fall into three areas: Transportation, Site/Location Considerations, and Environmental. The individual criteria are listed in the presentation slides.

Mr. Wilcock then presented the completed evaluation matrix showing the results of the site screening and ranking process. He stated that the alternatives were given a score of +1, 0 or -1 in each area, with +1 meaning the alternative is favorable or meets the objective, 0 meaning the alternative is neutral in that area, and -1 meaning the alternative is unfavorable or fails to meet the objective. Mr. Wilcock stated that the Study Team assigned the initial scores, and then discussed these scores with the PAC at the September 24<sup>th</sup> meeting. Through this process, Site 5, the plaza in West Ossipee containing the Post Office and the McDonald's, emerged as the site with the highest ranking.

Several questions were asked during the discussion:

- Bill Grover asked if the rankings presented in the slides are updated based on the input received at the last PAC meeting. Mr. Wilcock replied that they are the updated rankings. He stated that at the last PAC meeting, the PAC approved several changes to the initial rankings, such as changing all the ratings for Historical/ Archeological Resources from +1 to 0 to reflect the fact that resources may still be found when further site investigation is performed.
- Bruce Boutin asked for clarification on the Land Availability rankings, particularly in relation to Site 5. David Wilcock replied that the Land Availability rankings were based on information the Study Team was able to gather in its initial investigation of the sites. A site was generally rated +1 if the land was either for sale or it appeared that there was enough undeveloped area on the site to construct the Transportation Center. For instance, Site 5 was given a +1 rating because there is some undeveloped space on Parcel 45 (the tramway plaza) and additional undeveloped land on Parcel 46 (containing the concrete pad of the former ice cream stand). Sites were given a -1 rating if they were in litigation (such as Sites 1 and 3); otherwise, sites were given a neutral score.
- Lyn Slanetz asked if the Study Team considered the fact that there is currently a vacant space in the tramway plaza building. David Wilcock replied that hypothetically this space could be converted and used for the Transportation Center; however, the circulation and parking around the space would not be ideally suited for a Transportation Center.
- Lyn Slanetz asked how much traffic the Transportation Center might generate. David Wilcock replied that it would probably not generate much more traffic than what is currently generated by the bus stop at Watson's Store. This would also depend on what other uses might be included in the Transportation Center.

## **Transportation Center Examples/Building Program**

David Wilcock briefly described two Transportation Center examples that the Study Team researched to provide reference information for the PAC and the public. These two examples are the Amesbury Transportation Center in Amesbury, MA and the Brockton Intermodal Center in Brockton, MA. Mr. Wilcock summarized some of the key characteristics of these facilities, including the size of the site, the size of the building, and what uses are included in the building. He then presented a table showing possible building program scenarios. Further descriptions and drawings of these examples, and the table of building program scenarios, are included in the presentation slides.

Several questions were asked during the discussion:

- Bill Grover asked if the Council on Aging, which is to occupy part of the Amesbury Transportation Center, is part of the Town of Amesbury or is an independent organization. George Katsoufis of DHK replied that the Council on Aging is a part of the Town of Amesbury.
- Bill Grover asked if the Amesbury Council on Aging provides transit services. David Wilcock replied that the Council provides some on-demand/dial-a-ride services, but the largest transit user at the facility will be the local transit district (MVRTA) which operates several bus routes in the area.
- Bruce Boutin asked if the Amesbury Transportation Center is proposed or if it has been completed. David Wilcock replied that it is currently designed.
- Bill Grover asked what types of businesses are located in the Brockton Intermodal Center. George Katsoufis replied that there is a coffee shop, intended mainly for transit patrons, in the facility. David Wilcock added that at the Anderson Regional Transportation Center in Woburn, MA, there are several small retail businesses including a Dunkin Donuts and a convenience kiosk/newsstand, which complement the transit uses in the building.

## Public Discussion

After concluding the presentation, David Wilcock mentioned the two upcoming study meetings: the PAC meeting on Friday, October 22<sup>nd</sup>, and Public Meeting #4 on November 18<sup>th</sup>. The dates of these meetings are posted on the project website. Mr. Wilcock then invited attendees to offer comments and ask questions regarding the materials presented at the meeting.

The following is a summary of the public discussion:

- Lyn Slanetz asked what timetable the project might proceed on if the Transportation Center were to move forward. Ken Hazeltine of NHDOT replied that NHDOT has asked the state's Congressional delegation to extend the Federal Transit Administration (FTA) grant for the project, which was set to expire this fall, for another year. Mr. Hazeltine stated that, if the Transportation Center were determined to be feasible and approved, he hoped that it could be completed within about two years. He mentioned that NHDOT is currently planning a similar facility at the Exit 4 Park-and-Ride on Interstate 93, and the goal there is to complete construction by 2006.
- Bruce Boutin asked what the composition of the PAC for this project has been, and what the nature of the PAC discussions have been to date. David Wilcock replied that the PAC has about 15 members representing a variety of groups. The group has met several times so far and the discussions have been productive and have offered a lot of useful input for the direction of the study. Mr. Wilcock stated that the next PAC meeting will be held on Friday, October 22<sup>nd</sup> at Town Hall.
- Lyn Slanetz asked if the Study Team expects the level of bus service to increase if the Transportation Center is established. David Wilcock replied that in the short term, the level of service is not expected to increase based on input from the bus companies, but in the longer-term there is a possibility as ridership grows. Ms. Slanetz followed up by asking why a Transportation Center is being considered for Ossipee given the limited level of transit service. Ken Hazeltine of NHDOT replied that there are several reasons for implementing a project such as this one: (1) to make the existing transit service more identifiable so it can attract more riders, (2) to encourage the private bus operators to provide more service, and (3) to act as a catalyst to establish human-services community transportation.
- Marge Webster pointed out that the FTA grant that funded this study and would fund the Transportation Center if it is constructed was earmarked specifically for Ossipee and can't be used in another community. She stated that she has heard more positive comments about the Transportation Center idea and about transit in Ossipee in general over the past few weeks.
- Bruce Boutin asked what the next steps after the completion of the Feasibility Study are. David Wilcock replied that the next steps would include an environmental analysis that would meet Federal requirements, followed by Preliminary Design and Final Design.
- Bruce Boutin asked whether other modes of transportation such as snowmobiles are being considered for the Transportation Center. Ken Hazeltine replied that they would only be considered if they could generate revenue to operate the facility and if they would be viewed as an ancillary use in the facility by the FTA.
- Kimon Koulet of LRPC suggested that the Transportation Center could potentially include a recreational use such as snowmobile or bicycle rentals if it were a profit-generating business set up to complement the transit service in the facility. He pointed out that there would be further opportunity for discussion of the ownership and operations of the facility at the October 22<sup>nd</sup> PAC meeting.

Seeing that there were no further comments from the public, David Wilcock adjourned the meeting at approximately 8:05 PM.

# ***Ossipee Transportation Center Feasibility Study***

## **Public Meeting #3**

**Thursday, October 21, 2004  
7 to 9 PM**

*Purpose: To present the ranking process and alternatives.*

### **Agenda**

- Overview of Alternative Sites
- Review of Site Evaluation Criteria
- Screening and Ranking of Alternatives
- Building Program
- Public Comment Period
- Next Meeting