

**CITY OF CONCORD  
TRANSPORTATION POLICY ADVISORY COMMITTEE  
MINUTES OF MARCH 28, 2019**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 p.m., on March 28, 2019, in the Second Floor Conference Room, City Hall, 41 Green Street.

Attendees: Dick Lemieux, Chair  
Councilor Brent Todd  
Craig Tufts  
Ursula Maldonado  
Sheila Zakre  
Greg Bakos  
Rebecca McWilliams

Absent: Councilor Rob Werner - excused  
Jim Sudak - excused  
Ryan Buchanan - excused

Staff: Rob Mack, Traffic Engineer  
Dave Cedarholm, City Engineer  
Sam Durfee, Senior Planner

**1. Call to Order**

The Chair called the meeting to order.

**2. Approval of Minutes**

The minutes of the February 28, 2019 meeting were approved with minor amendment to Item 11a clarifying that this was to be a public outreach event for the Central NH Bicycling Coalition (Motion-Todd; Second-Maldonado; Unanimous).

**3. Public Comment**

None

**4. Presentations**

**a. Bicycle/Pedestrian Committee recommendations on potential new projects for CIP17, Sidewalk/Bikeway/Streetscape Improvements (Sam Durfee)**

Sam Durfee presented five potential bicycle/pedestrian enhancement projects conceptualized by TPAC-BP with the goal of recommending specific projects for CIP17 (CIP17 currently programs funds for improvements in the out-years but does not specify specific projects). Potential projects include:

- Centre/Washington Intersection Reconfiguration. This would reconfigure the Washington Street approach to intersect Centre Street at more of a right angle, substantially reducing the large size of the currently-skewed intersection. Resulting shorter crosswalks, addition of crosswalk bump-outs and slower traffic turns would enhance pedestrian crossing safety

at this busy intersection near the entrance to White Park. Attendees noted significant landscaping opportunities on the potential bump-out on the White Park corner. This intersection was also noted as a key location along the established route of the annual Concord Criterion Bicycle Race; future intersection design should be cognizant of this.

- Green Street Crosswalk Improvements. This would construct corner bump-outs at Green Street intersections with Warren Street, School Street and Capital Street. This would provide shorter and more visible Green Street crosswalks at these high-use crossings. An option would also reconsider constructing a raised intersection at the Capital Street intersection as was formerly included in CIP 65 City Hall Renovations during the steam plant retrofit. Staff noted that the state's steam project in front of city hall will be reconstructing the Green Street sidewalk at Capital Street this year, and that this would be a timely opportunity to consider some of the above crosswalk improvements. Staff will discuss this possibility with the state's project manager.
- Clinton Street Bike Lane and Crosswalk Improvements. This would construct bump-outs on the westbound side of Clinton Street near each of the two county courthouse driveways. The purpose would be to break up the overly-long westbound right - turn lane and lengthy westbound bike lane which is sandwiched between the through lane and the right turn lane. The bump-out located at the eastern courthouse driveway (opposite Harvard Street) would also reduce the crossing distance of Clinton Street here, a location at a bus stop and frequented by resident crossings from the neighborhood to the south.
- Broadway Crosswalk Improvements. This would construct bump-outs at the Broadway intersections with Allison Street, Pillsbury Street and the entrance to Rollins Park. These improvements would provide shorter and more-visible Broadway crosswalks at these locations, as recommended in the Abbott-Downing and Rundlett Middle School's Safe Routes to School Plan. This also addresses resident concerns over the years related to difficulty crossing Broadway due to long crossing coupled with perceived vehicle speeds. It was noted that these locations are also in the area of TPAC-BP's proposed bike lane demonstration project planned for later this year.
- Loudon Road (Gully Hill) Bicycle/Pedestrian Paths. This would construct multi-use paths along both sides of Loudon Road from the Merrimack River bridge, through both signalized intersections at the Everett Arena, and up Gully Hill to the Loudon/Hazen/Airport intersection. The paths on each side would consist of a 5-foot sidewalk, an adjacent 6-foot one-way bike path and a 5-foot buffer separation from the Loudon Road curb line. Enhanced bike lanes, bike boxes, and crosswalks would be introduced at signalized intersections for safer bicycle and pedestrian movement through the intersections. The pedestrian path along the Arena frontage might also be set further north of the Loudon Road travelway in the vicinity of the Arena building. It appears that all work could be done within the existing right-of-way. Staff will share this concept with the city's consultant currently designing the Loudon Road bridge-deck replacement project. This project may also be a candidate for a future Transportation Alternatives Program (TAP) grant application.

Attendees endorsed, by unanimous consent, the concepts presented with the understanding that each has yet to progress through a more-refined design and cost estimate. Dave Cedarholm noted that the Centre/Washington intersection reconfiguration was discussed with GSD as an option in the planning for next year's street paving program (CIP 78), although a detailed intersection design, public outreach and council review/approval are still needed.

**5. New Business**

None

**6. Old Business**

None

**7. Consent Reports****a. Acceptance of Subcommittee Minutes**

The following subcommittee reports were accepted by unanimous consent: Traffic Operations – March 19, 2019.

**8. City Council Meeting Update**

Councilor Todd reported that at its March 11, 2019 meeting, City Council accepted TPAC-BP's recommendation to develop a bike-lane demonstration project on South Street, with stipulation that the final proposed plan be subject to further Council review and approval. Council also approved a resolution to apply for Federal grant funding for a 'terminal area study' at Concord Airport.

**9. TPAC Referrals from City Council, Staff and Chair**

- a. Referral from City Council regarding a communication shared by Councilor Werner from Kensington Road residents with concerns about cut-through traffic and speeds on Kensington Road – Further discussion on hold pending traffic data collection.**
- b. Referral from City Council regarding a communication from Councilor Bouchard on resident safety concerns about illegal vehicle left turns from East Side Drive northbound into the CVS/Burger King driveway - Further discussion on hold pending additional engineering evaluation.**
- c. Referral from the Chair regarding FY20-29 CIP Priorities.**

Rob Mack noted that a report with TPAC's recommendations from last month's meeting was finalized and is included on City Council's April 8, 2019 consent agenda. There was no further discussion of the item by attendees.

**10. Status Report on Subcommittees****a. Public Transportation Committee (TPAC-PT), Sheila Zakre**

Rob Mack noted that TPAC-PT did not meet this month.

**b. Traffic Operations Committee (TOC), Rob Mack**

Rob Mack noted that TOC met last week and discussed: the City's weeble locations (in-street pedestrian signs) for 2019, including addition of crosswalk deployments on Village Street at Canal Street and Charles Street in Penacook Village as well as one new deployment on Centre Street west of Washington street at the entrance to White Park. TOC also discussed pedestrian safety and traffic operation at the Main/Pleasant intersection downtown. Since the intersection was reconfigured under the Main Street Complete Streets project (corner bump-outs, pedestrian crossing phase with parallel traffic movement and advance pedestrian walk interval), both safety and pedestrian travel at the intersection have improved. Reported pedestrian crashes have

dropped from 0.8 per year (2009-14) to none (2017-2018). And the estimated daily volume of pedestrians at the intersection has increased from less than 2,000/day prior to the Main Street project to over 4,000/day after the improvements.

The above before/after statistics are from staff's follow-up study of transportation operation and safety performance measures for the Main Street Complete Streets project as reported to FHWA per the TIGER grant agreement for the project. The latest report is the second year of a five year follow-up period that will be finalized in 2021. The Chair asked if staff could present an update of the latest report for the full Main street project area at an upcoming TPAC meeting.

**c. Bicycle/Pedestrian Committee (TPAC-BP), Craig Tufts**

Craig Tufts noted that the subcommittee would be meeting next week and would be discussing bicycle-pedestrian project priorities as well as the need to do additional public outreach for the bike-lane demonstration project on South Street, including coordination with the school campus.

**11. Staff Updates**

**a. Merrimack River Greenway Trail (CIP543)**

Greg Bakos noted that the Terrill Park project is still being reformulated to avoid wetland impacts. The project team's response to comments by the Land and Water Conservation Trust is nearly complete. Dick Lemieux felt that further conversation with Pan Am Railroad regarding the future disposition of railroad right-of-way is needed.

**b. I-93 Bow-Concord/Storrs Street Extension North**

It was noted that a city workshop was noticed on the city calendar for Monday, April 1, 2019, at 6:00 PM in City Council chambers. An agenda for the meeting was not available. Several attendees expressed interest in attending.

**c. Langley Parkway Phase 3 (CIP40)**

No update.

**12. Other Discussion Items**

The Chair inquired about coordination with GSD regarding the annual street-repaving program and the potential to restripe traffic lanes afterwards to better enhance bicycle travel at appropriate locations. The Engineering staff person that so coordinated with GSD in the past has recently left the city. Dave Cedarholm will follow up on the issue.

In the aftermath of last year's bicycle fatality on N. State Street, the Chair noted his concern that he still sees occasional vehicles parking in the bike lanes along N. State Street. Specifically, he noted the northbound-side bike lane between Penacook Street and Sewalls Falls Road. He noted seeing up to three or four cars parked either on or partially blocking the marked shoulder/bike lane. He asked if No Parking signs needed along the length of the corridor to enforce no parking on the bike lane, or if the currently-marked bike lane is sufficient for enforcement. It was noted that current laws specify that vehicles should not park in or block 'travel lanes' but don't specifically refer to bicycle facilities. Staff would follow up with CPD.

**13. Adjourn**

The meeting was adjourned by unanimous consent at about 8:35 p.m.