



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

July 27, 2017, 6:00 PM
2nd Floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Dick Lemieux (Vehicle Traffic Safety Operations; Chair)
Brent Todd (Council Representative)
Craig Tufts, (Bicycling Community)
Ursula Maldonado (Pedestrian and Trails Community)
Sheila Zakre (At-Large)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

Rob Werner (Council Representative)
Jennifer Kretovic (Council Representative)
Jim Sudak (Public Transportation Representative)

Staff and Guests:

Heather Shank - City Planner
Laura Bailey – Resident

1. Call to Order

The Chair called the meeting to order with introductions for all attendees. The attending guest was present for the Item 6 discussion.

2. Approval of Minutes

The minutes of the June 22, 2017 meeting were approved as submitted (Motion-Todd; Second-Zakre; Unanimous).

3. Presentations – None

4. Public Comment

Laura Bailey, resident of 295 Pleasant Street (abutting the east side of the lot with the proposed surgical center), spoke on behalf of herself and her neighbors in opposition to the proposed rezoning. She noted that it was difficult to get out of her driveway on Pleasant Street now and that additional traffic growth due to the rezoning would make access even more difficult in the future. The Chair noted that TPAC's role is to express factual information on transportation impacts but is not to express an opinion on whether to rezone or not.

5. New Business - None

6. Old Business

a. Pleasant Street Rezoning Proposal

Following up on TPAC's discussion last month, the Chair distributed a suggested text for a TPAC finding based on last month's staff presentation regarding the traffic study for the rezoning proposal. He noted that the objective of the response should be to inform the Planning Board of transportation-related impacts of the rezoning proposal and what infrastructure improvements would be needed to mitigate those impacts. Attendees spent considerable time discussing and modifying the draft response, with the latest revision reproduced below. Due to time constraints, attendees concurred to suspend further editing of the draft document until the next meeting, possibly a supplemental meeting scheduled earlier than TPAC's regular August meeting. Craig Tufts also suggested that further consideration of the draft include a statement on potential rezoning impacts on livability and walking/bicycling along the nearby Pleasant Street corridor.

Draft text as of 7/27/2017:

Based on TPAC's review of the traffic study prepared by Stephen G. Pernaw & Company, Inc. and the July 6, 2017 traffic review prepared by Rob Mack, TPAC finds that, if the rezoning of the corridor is approved as proposed, increased traffic due to the rezoning would require three significant infrastructure investments by 2035, the presumed full build-out date, which would not be realized without the rezoning.

First, Pleasant Street, from Dunbarton Road to Langley Parkway, would need to be widened to add two-way left turn lane and a bike lane in each direction; right of way would need to be acquired. Without rezoning, the existing two-lane section would be adequate through the long term. *Langley Parkway Phase 3 would not mitigate the need for this widening.*

Second, three right-turn lanes would need to be added to the Pleasant/Langley intersection. Without rezoning, the existing intersection would be adequate through the long term. *Langley Parkway Phase 3 improvements would mitigate part of this impact by providing two of these three right turn lanes.*

Third, a two-lane roundabout would have to be built to handle increased traffic at the Pleasant Street-Warren Street-North Fruit Street-South Fruit Street intersection; right of way would need to be acquired at significant cost. Without the rezoning, a single lane roundabout, likely with a slip lane(s), would be adequate in the long term. *Langley Parkway Phase 3 project would divert enough traffic away from this intersection so that the smaller one-lane roundabout would be adequate.*

7. Consent Reports

a. Acceptance of Subcommittee Minutes

The following subcommittee reports were accepted by unanimous consent: Bicycle/Pedestrian – June 5, 2017; Public Transportation – May 16 and June 27, 2017; and Traffic Operations – June 20, 2017.

8. City Council Meeting Update

Not discussed

9. TPAC Referrals from City Council, Staff and Chair

a. Referral from Councilor Kretovic regarding a resident request for review of the curb line constructed at the driveway to #244 N. State Street

Not discussed.

10. Status Report on Subcommittees

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

Craig Tufts reported that TPAC-BP met earlier this month and discussed two time-sensitive items for which TPAC action was requested. The first item involved NHDOT's ongoing repaving projects on: NH Route 106 in the vicinity of I-393 Exit 3 and Loudon Road; and the US 202 Connector from N. Main Street to South Commercial Street. This section of NH 106 has inadequate shoulder width for safe bicycle travel, whereas the roadway to the north and south, including the easterly end of Loudon Road does provide reasonable shoulder width. Similarly, bicycle travel is allowed on the US 202 Connector from N. Main Street to S. Commercial Street but there is inadequate shoulder area available. As the repaving projects make possible a new pavement marking layout, TPAC-BP was investigating if NHDOT could restripe the through traffic lanes to be 11 feet wide instead of the NHDOT's 12-foot typical so that the striped shoulder could be wider for bicycles. Craig Tufts noted that NHDOT was amenable to the option but would require a formal letter from the City with the request. TPAC members concurred with the recommendation to widen the shoulders to the extent practical and noted this would be consistent with the City's Complete Streets Policy. TPAC approved a motion to have staff draft a letter requesting the NHDOT to consider installing 11-foot wide lanes in these repaved areas of both projects so that wider shoulders can be provided for bicycles (Motion-Tufts; Second-Todd; unanimous). Heather Shank would verify if this letter should ultimately be submitted by the City Manager and if a report to Council would also be needed.

Craig Tufts also noted that TPAC-BP had discussed the potential availability of Pan Am railroad right-of-way along N. State Street in the vicinity of the Smokestack Center (former Concord-to-Clairemont line). TPAC-BP inquired if TPAC would consider sending a letter to the Conservation Commission in support of the City acquiring the right-of-way for purpose of a recreational trail. Heather Shank noted that the Conservation Commission would not find value in this land as a conservation resource, but might support the acquisition for trail purposes if it was supported by TPAC and if the acquisition process was administered by others. Craig Tufts made a motion that TPAC send a letter to the Conservation Commission in support of purchasing the Pan Am owned properties in the vicinity of Smokestack Center for the purpose of developing a shared use path. The letter will demonstrate the transportation value of a trail on these parcels, and also address administrative roles in acquiring the properties (Motion-Tufts; Second-Todd; unanimous). Craig Tufts offered to draft the letter and would coordinate with Heather Shank regarding the submission to the Conservation Commission.

b. **Public Transportation Committee (TPAC-PT), Sheila Zakre**

Not discussed.

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

Not discussed.

11. Staff Updates

a. **Loudon Road Corridor Improvements (CIP 19)**

Not discussed.

b. **Mountain/Shawmut/East Side/Exit 16 Roundabout (CIP 24)**

Not discussed.

c. **Merrimack River Greenway Trail (CIP 543)**

Not discussed.

d. **I-93 Bow-Concord (NHDOT)**

Not discussed.

e. **Storrs Street Extension North (CIP 18)**

Not discussed.

12. Other Discussion Items - None

13. Adjourn

Due to the lateness of the hour, the Chair suggested that the meeting be recessed and continued at a following meeting. Attendees agreed by unanimous consent to schedule a follow-up meeting on August 10, 2017 at 6:00 PM to complete the discussion of the agenda as well as continue the discussion of Item 6. Staff would verify the meeting place tomorrow. The meeting was adjourned by unanimous consent at about 9:30 PM.

Upcoming Meeting Dates: **July 10, 2017**
 July 27, 2017
 August 24, 2017
 September 28, 2017