



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Karen Hill, PE
Transportation Engineer

DATE: August 24, 2021

SUBJECT: Report from the Transportation Engineer on behalf of the Public Transportation Subcommittee of the Transportation Policy Advisory Committee recommending modifications to locations of CAT bus stops between the intersections of Storrs Street/N Main Street and N Main Street/I-393.

Recommendation

Accept this report and set a public hearing to amend the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Schedule VII, Bus and Taxicab Stands.

Background

A request to consolidate two Concord Area Transit (CAT) bus stops was recently submitted to the Public Transportation Subcommittee of the Transportation Policy Advisory Committee (TPAC-PT) to reduce the potential for traffic conflicts. The bus stop currently located on the east side of North Main Street in front of 238 North Main Street is only 330 feet south of the intersection of North Main Street, Bouton Street and I-393. Because of its close proximity to where vehicles begin stacking at the North Main/Bouton/I-393 traffic signal, it is frequently difficult for the bus drivers to pull away from the bus stop and quickly negotiate crossing two lanes of traffic to enter the left turn lane to head north on Bouton Street. The new location ends up being relatively close to the existing bus stop in front of 190 North Main Street, which apparently is infrequently used by bus patrons.

Discussion

Based on the above background, Engineering staff, in concert with TPAC-PT and CAT management, investigated alternative locations and the recommended solution is to consolidate the two existing bus stops at a new location just south of the signal at North Main Street and Washington Street. The new bus stop will be approximately 750 feet north of the existing bus stop at 190 North Main Street and 500 feet south of the existing bus stop at 238 North Main Street. Attached is an illustrated map. There is an existing 11-foot shoulder for the bus to pull off in an existing no parking zone, making it a more attractive location than the existing bus stop, which requires the bus to stop in the travel way. It also provides more distance for the driver to negotiate shifting over into the leftmost lane.

KMH/kmh/dc

w/att: Ordinance
Location Map

Cc: TPAC-PT Subcommittee
Terri Paige, CAT Transit