



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Transportation Policy Advisory Committee

**DATE:** March 25, 2024

**SUBJECT:** Report from the Transportation Policy Advisory Committee recommending transportation project priorities for the FY 2025-2034 Capital Improvements Program.

### **Recommendation**

Accept this report.

### **Background**

The Transportation Policy Advisory Committee (TPAC) reviewed the transportation-related projects in the current CIP at its February 29, 2024 meeting and recommends that select projects be considered by City Council as they plan project priorities for the FY 2025-2034 Capital Improvements Program (CIP).

Each year, TPAC ranks proposed projects within specific categories below, including: bridges, intersections, sidewalks/streetscapes, street corridor improvements, and new street construction. The projects listed in this report were ranked the highest through this effort and are listed in no particular order.

### **Discussion**

#### Bridges

**Loudon Road Bridge Improvement Project (CIP 588).** TPAC supports this project as a priority project to improve the safety of pedestrians and bicyclists traveling across the bridge. The addition of the 14-foot wide shared-use path is supportive of the City's vision to complete the Merrimack River Greenway trail in Concord and will provide a separated travel path connecting the east side of the river to the west.

Other projects are supported as maintenance is required and to remove/keep from red list, in coordination with bridge funding and New Hampshire Department of Transportation (NHDOT) Ten Year Plan (TYP).

## Intersections

**Broadway/West/McKee Square Intersection Improvements (CIP 31).** TPAC supports this project as a priority project to improve safety and reduce delays for high volumes of motor vehicles, pedestrians and bicyclists. The intersection is a major travel hub in the South End, services a village commercial center and lies along a major walk-to-school route.

**Traffic Signals and Traffic Operations Improvements (CIP 283).** TPAC supports elements of this ongoing project that enhances vehicle, bicycle and pedestrian safety. With recent failures and inspections resulting in a need to replace mast arms at many locations, the Committee has set this project as a higher priority. Included would be: updated pedestrian signals and pushbuttons; signal heads with reflectorized back plates; video vehicle/bicycle detection; and other improvements that promote consistency of intersection traffic operation across the City.

**Intersection Safety Improvements (CIP 520).** TPAC supports elements of this ongoing project that improves intersections City-wide in conjunction with the City's street paving program. TPAC notes that the intersection of Centre/Washington was delayed due to the COVID-19 pandemic, but still remains a high priority project due to its proposed pedestrian safety improvements, high traffic volumes, and vicinity to the park entrance.

**Pleasant/Warren/Fruit Intersection Improvements (CIP 570).** TPAC supports this project as a priority project to improve safety near Concord High School and reduce delays for high volumes of motor vehicles, pedestrians and bicyclists. TPAC acknowledges this project needs to be reconsidered now that Langley Parkway has been removed from the CIP, as prior studies have assumed Langley Parkway to be completed prior to these improvements, which would have lowered intersection traffic volumes due to traffic diversion to the new parkway and would have resulted in smaller intersection improvement needs. This project may be a candidate for a future NHDOT CMAQ application.

## Sidewalk/Streetscapes

**Sidewalk, Bikeway and Streetscape Improvements (CIP 17).** TPAC supports elements of this ongoing project that enhances sidewalk, bikeway and streetscape improvements City-wide in conjunction with the City's street paving program.

**Downtown Civic District Sidewalk Replacement (CIP 590).** TPAC supports traffic calming improvements on Green Street and sidewalk/crosswalk enhancements in the Green/School/State/Capitol block in conjunction with the City's street paving program and the completion of the State's Legislative parking garage.

**Merrimack River Greenway Trail (CIP 543).** TPAC supports continued efforts to promote and develop the Merrimack River Greenway Trail.

**Downtown Corridor Streetscape Improvements (CIP 589).** TPAC recognizes that the sidewalks in the Civic District could use upgrades, but unlike Main Street, the side streets do not present a lot of opportunity to add bump outs and/or make storefronts ADA accessible due to the narrowness of rights-of-way and parking on both sides. The Committee feels that CIP 589 may be better proposed to extend streetscape improvements north and south along North and South Main to better transition from the Main Street project.

### Street Corridor Improvements

**Manchester Street / Route 3 South (CIP 36).** TPAC supports this project as Manchester Street is in dire need of “Complete Streets” improvements.

**North Main Street Improvements (New CIP).** TPAC supports a new CIP project to study the N Main Street corridor between Loudon Road and Bouton Street. TPAC recommends that the study identify any issues and provide recommendations for long-term improvements of N Main Street (from Loudon Road to Bouton Street) including street corridor improvements, pedestrian and ADA improvements, confirmation of lane configuration, and streetscape improvements. TPAC recognizes that this project would need to be coordinated with CIP #18 and the NHDOT I-93 Bow-Concord project.

### New street construction

**Storrs Street Extension North (CIP 18).** TPAC supports the development of Storrs Street extension to Commercial Street/Constitution Avenue. This project is fundamental to promoting and encouraging economic redevelopment in the Opportunity Corridor. A transportation-oriented development should build upon the regional connectivity available via the freeway, bus station and rail corridor. Improved connectivity for non-motorized travel between this area and both the Downtown and Fort Eddy Road areas should be vital components of the redevelopment plan. The Committee also recognizes that this project may be delayed due to the railroad relocation being tied to the I-93 Bow-Concord Project.

These recommendations are consistent with the City’s Comprehensive Transportation Policy, and in particular its stated goal to *“have a complete multi-modal transportation system that serves residents, employees, visitors and businesses, and achieves the overarching goals of safety, economic vitality, enhanced quality of life, community health and environmental and fiscal sustainability.”*

kmh/TPAC