



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

April 26, 2018, 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)
Sheila Zakre (At-Large)
Craig Tufts, (Bicycling Community)
Ursula Maldonado (Pedestrian and Trails Community)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

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

Staff and Guests:

Dave Cedarholm (City Engineer)
Heather Shank (City Planner)
Sam Durfee (Senior Planner)
Mayor Jim Bouley
Greg Bakos

1. Call to Order

The Chair called the meeting to order with introductions for all attendees.

2. Approval of Minutes

The minutes of the March 22, 2018 meeting were approved with minor edit (Motion-Todd; Second-Tufts; Unanimous).

3. Public Comment - None

4. Presentations - None

5. New Business – None

6. Old Business

a. Continued Discussion of NHDOT's I-93 Bow-Concord Project

The Chair summarized TPAC's discussion last month leading to its report to City Council suggesting that staff complete TPAC's review of NHDOT's Preferred Alternative (Concept F2) in light of Council's previously-adopted reports on the Exit 14/15 area. Rob Mack reported that pursuant to City Council's acceptance of TPAC's report last week, Administration arranged for a May 2, 2018 meeting between staff and NHDOT's project design team to further discuss concerns noted by TPAC regarding Concept F2. Heather Shank suggested that TPAC consider some 'more-specific' suggestions for the NHDOT rather than the broad goals stated in last week's report to Council. Attendees concurred that they found the NHDOT's Preferred Alternatives for Exits 12 and 13 to be acceptable; the significant concern was with the Exit 14/15 alternative.

Mayor Bouley noted that the City's Technical Advisory Committee (TAC) established for this project had discussed with NHDOT the same shortcomings of the Preferred Alternative as noted in TPAC's recent report. The TAC noted to NHDOT that Concept F2 failed to provide key elements of the design as envisioned by the City in past studies, including improvements to non-motorized east-west access over I-93. He also noted the importance of maintaining good bus access to Stickney Avenue and the bus station.

Attendees suggested the following specific proposals for Concept F2: relocate the railroad tracks eastward to along the interchange ramps to maximize redevelopment area; provide a separated multi-use path along Loudon Road at Exit 14; consider the potential for a multi-use path/bridge connecting downtown with the east side of the river; and maintain reasonable bus access to Stickney Avenue and the bus station. Redevelopment of this portion of the Opportunity Corridor should focus on Transit-Oriented Development (TOD) such as a bus/rail terminal with a mix of commercial/office/residential uses.

The Mayor suggested that the NHDOT's design consultant could be requested to attend the next TPAC meeting for a presentation and discussion of Concept F2. Attendees concurred wholeheartedly. The Chair suggested that TPAC consider a working meeting in advance of the TPAC meeting for purpose of refining specific suggestions for Concept F2 in advance of the TPAC meeting with the NHDOT project team. Staff will coordinate.

7. Consent Reports

a. Acceptance of Subcommittee Minutes

The following subcommittee reports were accepted by unanimous consent: Public Transportation – February 20 and March 20, 2018; and Traffic Operations – February 20, 2018.

8. City Council Meeting Update

Councilor Todd reported that at its April 9, 2018 meeting, City Council: set a May 14, 2018 public hearing for TOC's STOP sign request on Willard Street; and accepted TPAC's report on the I-93 Bow-Concord project. He had pulled the latter report for Council discussion and recommended that the City accept TPAC's recommendation for the City to further discuss concerns with the NHDOT regarding the Preferred Alternative (Concept F2), particularly in light of prior-reported findings and recommendations for the Exit 14/15 area as documented in a number of earlier studies.

9. TPAC Referrals from City Council, Staff and Chair

- a. None

10. Status Report on Subcommittees

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

Not discussed

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

Not discussed.

c. Traffic Operations Committee (TOC), Rob Mack

Not discussed.

11. Staff Updates

a. Merrimack River Greenway Trail (CIP 543)

Dick Lemieux reported that bids for project construction came in well over the budgeted amount (\$258-300K bids vs. \$130K budget). The project is now on indefinite hold. Continued permitting of the project is a concern and LWCF grant funding will expire at the end of 2018. Another concern is a growing difficulty in raising donations for the project; potential donors are interested in also seeing a commitment from the City with regard to potential funding. Councilor Todd suggested that FMRGT discuss the concerns and possible next steps with the City Manager.

12. Other Discussion Items

a. CIP Priorities

The Chair moved discussion of this item to the end of the meeting; Mayor Bouley was not in attendance at that time. Staff distributed a summary worksheet of transportation-related CIP projects in the current FY18 CIP. Attendees shared their initial priority rankings of projects as listed in the following categories: intersections, street corridors and sidewalks/streetscapes. After considerable discussion of each project, attendees reconsidered their individual priorities, and collectively concurred on the following overall priority recommendations, in the order listed, for each project category.

Street Corridor Projects

Langley Parkway (CIP 40). Attendees concurred on a highest priority for construction of the Phase 3 extension of Langley Parkway from Pleasant Street to N. State Street. Development of an alternative access route to the regional medical center is critical in terms of maintaining reliable access for emergency responders as well as to service increasingly heavy regional traffic flows to/from the medical and office complexes in that area, much of which is currently overwhelming the local residential street network in the West End.

Storrs Street Extension North (CIP 18). Attendees also concurred on a high priority for development of the 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.

Intersection Projects

Broadway/West/McKee Square Intersection Improvements (CIP31). Attendees concurred on a highest priority for this project to improve safety and reduce delays for high volumes of motor vehicles, pedestrians and bicyclists. This 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). Attendees also concurred on a high priority for elements of this ongoing project that enhances vehicle, bicycle and pedestrian safety.

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.

Pleasant/Warren/Fruit Intersection Improvements (CIP 570). Attendees also concurred on a high priority for this project to improve safety and reduce delays for high volumes of motor vehicles, pedestrians and bicyclists. As reported in prior area studies, this intersection improvement would be most effective if done after Langley Parkway is complete; lower intersection traffic volumes due to traffic diversion to the new parkway results in a smaller intersection improvement need.

Sidewalk and Streetscape Projects

Sidewalk, Bikeway and Streetscape Improvements (CIP 17). Attendees concurred on a highest priority for elements of this ongoing project that enhances sidewalk, bikeway and streetscape improvements city-wide in conjunction with the City's street-paving program.

Merrimack River Greenway Trail (CIP543). Attendees also concurred to endorse continued efforts to promote and develop the Merrimack River Greenway Trail.

Staff will prepare a consent report with TPAC's recommendations, above, for inclusion on City Council's May 14, 2018 meeting agenda.

b. TPAC 10-Year Anniversary in April

Attendees took a moment to celebrate 10 years since TPAC's first meeting in April 2008. A copy of TPAC's 'Accomplishments' summary was circulated. A celebratory cake featuring the Main Street Complete streets project was also shared among attendees.

c. TPAC Membership

Mayor Bouley noted that he was still considering the TPAC membership applications for Rebecca McWilliams and Greg Bakos. He invited attendees to suggest additional applicants to fill the several open positions. The Chair asked if an additional Council representative could be considered to fill a currently-vacant position.

13. Adjourn

The meeting was adjourned by unanimous consent at about 9:40 PM.

Upcoming Meeting Dates: May 24, 2018
 June 28, 2018
 July 26, 2018