



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Public Transportation Subcommittee of the Transportation Policy Advisory Committee

October 16, 2018, 5:30 PM
2nd Floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Sheila Zakre, Chair
Karen Davies
Dean Williams (CNHRPC)

Staff and Guests:

Rob Mack (Traffic Engineer)
Chuck Willing (Energy and Conserv. Comm.)
Jim Sudak (CAT)

Members Absent:

Brent Todd
Dick Lemieux

1. Call to Order

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

2. Approval of Minutes

The minutes of the August 7, 2018 meeting were approved with minor typographical correction (Motion-Zakre, Second-Davies, unanimous).

3. Referrals - None

- 4. Public Comment** – Chuck Willing of the City’s Energy and Conservation Committee wanted to share his committee’s plans to develop a recommendation that the city set a goal to convert to non-fossil, renewable-energy sources by 2030 (electric energy) and 2050 (transportation and thermal energy). The committee’s plan is to draft an initial resolution by the end of 2018 and present a final resolution by early summer 2019 for public feedback prior to being presented to City Council for consideration. As part of the committee’s outreach on this resolution, it hoped to eventually solicit an endorsement from TPAC-PT. TPAC-PT attendees were generally supportive of such an initiative and encouraged the Energy and Conservation Committee keep in touch as the draft resolution is refined. The Chair noted that any formal endorsement of such a resolution would need to come from TPAC.

The NHDES's DERA (Diesel Emission Reduction Act) program, including available Volkswagen settlement funds, was discussed regarding potential upgrading of the older diesel vehicles in the CAT bus fleet. Dean Williams noted that since CAT has already ordered replacements for its three aging diesel buses, it would not be eligible for this funding program. One of the old Trolley buses might be eligible, but CAT has no current plan to replace it. CAT has three small buses that are close to the end of their service lives, but these are gasoline powered and ineligible for the program. It was noted that CAT buses were not owned by the city and were under the jurisdiction of CAT.

5. Updates/Old Business

a. CAT Web Site Update

Jim Sudak reported that CAT staff is currently learning the software necessary to update and maintain their new web site.

b. CAT Vehicle Replacement Program

Jim Sudak reported that one of the two new buses recently went into service on the Penacook Route. The second bus is close to starting its service pending resolution of a mechanical issue.

c. CAT Quick Report

Attendees reviewed the CAT Quick Report for September 2018. Items noted included: CAT would be undergoing some organizational changes and improvements over the next few months; the hiring of part-time and full-time bus drivers has been challenging; the programming of the stop-announcement system on the new buses needs to be completed; the advertising for a replacement CAT Mobility Manager continues (current staff is presently handling these duties.); and CAT continues to work with NHDOT, CNHRPC and RLS on the CAT Service Study (Item 5.d below).

d. NHDOT's CAT Bus Service Study

Dean Williams noted that RLS is working on the next task of the CAT study which considers potential CAT service route changes based on the updated service-area demographics and user surveys presented in the Task 1 report. A draft map with potential routes and alternatives was discussed among attendees. All routes considered a loop downtown comprised of N. Main Street and Storrs Street, with a potential bus-route transfer point being located on Storrs Street under the overhead parking garage below Eagle Square. Bus service to Main Street stops would be retained on all routes and would allow direct rider access to Main Street in case climbing up the hill from Storrs Street was a difficulty. The transfer point on Storrs Street under the parking deck allows riders to wait without being exposed to the elements, and there is less potential delay to buses along Storrs Street, especially during the winter. Lighting and aesthetic improvements under the existing parking deck would be needed.

A potential Penacook Route would extend from Briar Pipes in Penacook, southerly along Route 3 to the downtown loop, then westerly along Pleasant Street to Concord Hospital with a loop to the County Courthouse on Clinton Street then back via Pleasant Street. A potential Crosstown Route paired a northerly loop through Horseshoe Pond/ NHTI Campus, the Fort Eddy Plazas and downtown with options for southerly loop that serviced either: Manchester Street; a loop through the South End including medical offices on Pillsbury Street; or an extended downtown loop southerly to the Storrs/Perley intersection. A potential Heights Route would begin with the downtown loop, then head easterly along Loudon Road with current routing along Christian Avenue, then continuing easterly to Walmart and the Mall, then southerly on NH 106 to service the back of the mall, Triangle Park Drive and the Community Action Program offices on

Industrial Park Drive (an on-demand loop to the NH Health and Human Services office on Terrill Park Drive is included).

Attendees felt that the Manchester Street option might have light user demand. Karen Davies noted that Granite State College (Hall Street near the Burger King) has many classes for local residents and that a stop on Manchester Street at Hall Street might be very beneficial; she will contact the college for more information on potential demand. Several attendees liked the South End loop option for the Crosstown Route as it provides new service to the medical offices on Pillsbury Street. Rob Mack noted that potential bus frequency and Saturday service had yet to be evaluated by RLS.

6. Other Discussions

Karen Davies noted that she has not recently seen the ‘comment boxes’ on the fixed-route buses. Jim Sudak responded that locations for comment boxes on the new buses are being considered.

7. New Business – None

8. Upcoming Meetings

The next meeting is scheduled for November 20, 2018.

9. Adjourn

The meeting was adjourned by unanimous consent at about 7:45 PM.