

**CITY OF CONCORD
TRANSPORTATION POLICY JANUARY 23, 2025**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on January 23, 2025, in the Second Floor Conference Room at Concord City Hall, 41 Green Street.

Members Present: Greg Bakos (Chair), Nicole Fox, Chris Nadeau, Ian McGregor, Craig Tufts, Councilor Foote, Councilor Brown

Members Absent: Councilor Todd (Vice-Chair)

Guests: Terri Paige (Concord Area Transit), Marcy Charette (128 Loudon Road)

City Staff: Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner)

1. Call to Order

Chair Bakos called the meeting to order at 6:01 pm.

2. Introductions

3. Approval of Minutes

Approval of Minutes – December 5, 2024

On a motion made by Tufts, seconded by Fox, the meeting minutes of December 5, 2024 were approved as amended by unanimous consent.

4. Public Comment

Marcy Charette, resident of 128 Loudon Road, attended the meeting to discuss a public transportation request. She provided a handout to the Committee explaining her request. In summary, Charette is requesting that the public transportation in Ward 9 be expanded. She discussed that the Heights has a large population of folks who do not have a vehicle and they depend on alternate modes of transportation. She further discussed that the Community Center and Keach Park are currently not serviced by the Heights bus route.

Charette had reached out to Concord Area Transit (CAT) requesting a revised bus route to service these locations, but was informed due to many factors that it was too difficult under present conditions.

Charette is now requesting the consideration of a smaller, shuttle bus to service the area to allow residents of the Heights better access to public transportation from where they live to community spaces, events, and even places of work.

Paige indicated that most importantly, if a new service is considered, in order for it to be eligible for State funding, it would need to be carefully planned as to not duplicate any existing services. She also mentioned that it would need to be studied for feasibility and be validated in a City or Regional plan.

Paige added that currently, the fixed route does not pass by Keach Park as the route deviates from Loudon Road onto Christian Ave in this area. Paige also added, that there have been other requests for similar services, such as Beaver Meadow Golf Course and the Penacook Community Center; so perhaps a City-wide service could be considered.

McGregor asked what the demand response bus service in the Heights area currently is. Paige responded that the demand response criteria in that area is generally for anyone over the age of 60 or someone with a qualifying disability.

The Committee thanked Charette for attending and bringing the item before them. The Committee agreed that they recognize the need, however a lot of conversations need to occur before the topic is brought back to TPAC. The Committee recommended that Charette continue to work with CAT in the meantime.

5. New Business

a. *Discuss upcoming CIP project scoring/ranking process*

Hill shared the new process for CIP scoring and mentioned she would circulate to members to complete scoring before the next meeting.

Councilor Brown asked how members should rank CIP projects that have multiple subprojects, such as CIP 17. Hill replied that the focus should be on projects to be funded in the upcoming year while keeping in mind the importance of the project as a whole.

b. *Discuss newly added CIP #78 paving program streets*

Bezanson mentioned that due to project scheduling and other factors, some streets in CIP #78 are recommended to be pushed and other streets are being considered. He added that Staff is looking for feedback to assist in the development of the CIP program.

Hill shared that she went through the proposed list and identified five streets that are ranked in the sidewalk priority list. Hill asked the Committee for input

to better determine if the street should be paved now without sidewalk or be pushed out for sidewalk to be further considered.

Bakos commented that one thing to consider is the difficulty of adding a sidewalk in these locations, citing Airport Road as an example.

Haig Street – Ranked 100 of 117

The Committee reviewed a map of the area and discussed that it is a low volume-low speed street and did not recommend sidewalk be added at this time over other City-wide priorities.

Prescott and Thomas Streets – Ranked 97 of 117

Hill shared that the two streets were ranked together as they are connected and Thomas Street is a dead-end. She shared a map of the area and noted that Prescott Street already has segmented sidewalks from prior development.

The Committee discussed that adding sidewalk to Prescott Street may be worthwhile to pursue as it would just be filling gaps. They discussed that there are apartment complexes and walkable destinations in the area. Adding the sidewalk would provide service, and may also aid traffic calming. Hill mentioned there appears to be right-of-way constraints at the end of the street where it meets Ormond.

Broad Ave – Ranked 45 out of 117

The Committee reviewed a map and discussed that it is a low volume street and feels very walkable today. The Committee did not recommend pursuing sidewalk at this time.

Clinton Street – Ranked 4 out of 117

Bezanson mentioned that the proposed limits of paving should be considered against the sidewalk ranking. He discussed that the proposal is to cold plane and overlay Clinton Street from Avon Street to Langley Parkway. There is already an existing sidewalk on the south side from South Street to Langley Parkway. He explained that the sidewalk was ranked, including new sidewalk to Mandevilla Lane, but noted that the paving project is not scheduled to go that far.

Tufts shared that the TPAC Bicycle-Pedestrian Subcommittee had reviewed this corridor previously and felt it was important to improve some existing crosswalks and locations; particularly adding a crosswalk near the Courthouse.

McGregor added that he would like to see pavement markings revised as there is a designated bike lane in the area that vehicles tend to not recognize.

The Committee recommended improving crosswalks, but not extending any new sidewalk segments at this time. The Committee felt that other new sidewalk segments in the City would be more important than duplicating sidewalk on Clinton Street in a lower density residential area.

Fort Eddy Road – Ranked 37 of 117

The Committee reviewed a map of the area and felt that the sidewalk connection under I-393 to campus was adequate at this time. However, they did discuss that if the City is responsible for repaving this path, that it is in disrepair and potentially could be added to the Fort Eddy paving efforts. The Committee also asked for consideration of sloped curbing and a bike ramp/bollard for bikes to be able to access the path.

6. Old Business

None.

7. TPAC Referrals from City Council, Staff and Chair

- a. *Referral from Councilor Foote in regards to resident safety concerns with the Mountain Road crosswalk at Fernald Street.*

Councilor Foote shared the request provided to him from his constituent.

Hill mentioned that she included an excerpt from the Traffic Operations Committee (TOC) minutes. She also added that this crosswalk was likely installed when the Eastman School was a public school and that it would likely not be warranted if requested today. She noted very low pedestrian volumes and the fact that it does not connect to sidewalk on Fernald Street.

The Committee discussed that this area of Mountain Road could be considered in the upcoming master plan update as it relates to other “gateway” areas in the City that are also of concern.

Councilor Foote mentioned that it may be time to reengage the State about an I-93 half-exit at Sewalls Falls Road, to help to alleviate traffic volumes on Mountain Road, Sewalls Falls, and Route 3.

The Committee recommended flanking crosswalk signs be added. They also discussed potential traffic calming measures with pavement markings when Mountain Road is repaved. The Committee recommends supporting the I-93 Bow-Concord widening project and consideration of current traffic diversions and ways to alleviate the unnecessary traffic in these residential areas.

- b. *Referral from Councilor Brown in regards to resident safety and speed concerns on N State and Lake Streets.*

Hill shared that the resident who submitted the request attended the December TOC meeting to speak to his concerns. Since then, the City has installed flanking crosswalk signs at this location. Hill mentioned that she included an excerpt from the TOC minutes on this item.

Councilor Brown added that her understanding is that a lot of families have recently moved into the area, with children wanting to access the nearby park or having to cross N State Street to get on the school bus, safety concerns are now heightened.

Hill shared that TOC discussed that when North State Street or Lake Street is resurfaced, that it would be important to improve the pedestrian connection from Lake Street to N State Street. Hill also mentioned that she will reach out to Unifit to see if the street light can be relocated to be closer to the crosswalk.

TPAC recommended relocating the crosswalk sign on the east side to the grass strip if it can be relocated without encroaching into the roadway, as well as shifting the crosswalk sign on the west side to improve visibility from both directions of travel.

c. *Referral from Councilor Schlosser in regards to resident safety concerns with the sharp corner on Broadway near # 366 S Main Street.*

Hill shared a summary of this request and a few associated plans. Hill mentioned that she included an excerpt from the TOC minutes in the agenda packet.

She summarized TOC's recommendations, which included: a short-term solution to replace chevron signs; a mid-term solution to improve pavement markings around the curve in the Spring; and a long term solution to reconfigure the intersection under CIP #520 to better define the configuration.

TPAC supported implementing TOC's recommendations, but had some additional changes to the proposed signage and pavement marking plan.

TPAC recommended relocating the existing north side chevron signs to the backs of the existing signs on the south side, as well as adding an additional chevron along the curve. The Committee also questioned the introduction of the stop condition and challenges with where to place a stop sign until the intersection can be reconfigured. TPAC ultimately recommended adding a fog line around the northern corner of Wiggin and a yield pattern instead of a stop line.

8. Consent Reports

None.

9. General Updates

- a. *City Council Meeting*
No update provided.
- b. *Bicycle/Pedestrian Subcommittee (TPAC-BP)*
Tufts mentioned that the next meeting has been rescheduled to February 10, 2025 and that the Subcommittee had not met since the last TPAC meeting.
- c. *Traffic Operations Committee (TOC)*
Hill circulated the latest agenda for information. No further discussion.
- d. *Public Transportation (CAT)*
No update provided.

10. Project Updates (Staff)

- a. *CIP #17 – Sidewalk Projects*
No update provided.
- b. *CIP #31 – McKee Square Intersection Improvements*
Bezanson shared that the Engineering study phase is nearing completion and a public meeting will be held in the Spring. He mentioned that preliminary engineering will follow with State funding beginning in October 2025.
- c. *CIP #520 – Intersection Safety Improvements (Sewalls/Abbott)*
No update provided.
- d. *CIP #543 – Merrimack River Greenway Trail*
No update provided.
- e. *CIP #588 – Loudon Road Bridge*
Bezanson discussed that the deck condition has been reviewed and the City will be meeting with the State next week to discuss the study findings. He mentioned that a public meeting will occur in early Spring.
- f. *CIP #657 – Deck Park Feasibility Study*
Hill provided an update that the team met with the State to discuss alternatives and a public meeting is scheduled February 4, 2025 at 6pm.

11. Other Discussion Items

Fox inquired if the complete street policy has been reviewed by staff. Bezanson mentioned that there is no update at this time but it has not been forgotten.

12. Adjourn

On a motion made by Bakos, seconded by Brown, the meeting adjourned at 8:54 PM by unanimous consent.

13. Upcoming Meeting Dates

February 27, 2025

March 27, 2025