



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

February 23, 2017, 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)
Jennifer Kretovic (Council Representative)
Ursula Maldonado (Pedestrian and Trails Community)
Craig Tufts, (Bicycling Community)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

Rob Werner (Council Representative)
Jim Sudak (Public Transportation Representative)
Sheila Zakre (At-Large)

Staff and Guests:

Ed Roberge - City Engineer
Heather Shank - City Planner
Byron Champlin - Ward 4 Councilor
Chris Carley - Resident
Steve Henninger - Resident
Nick Reid - Concord Monitor

1. Call to Order

The Chair called the meeting to order.

2. Approval of Minutes

The minutes of the January 26, 2017 meeting were approved as submitted (Motion-Kretovic; Second-Todd; Unanimous).

3. Presentations – Storrs Street Extension North (CIP 18)

Ed Roberge presented an overview of the ongoing study of alternatives to extend Storrs Street northerly to the Commercial Street/Horseshoe Pond area, including connection to I-393 via S. Commercial Street. The study also includes investigation of potential land redevelopment opportunities along this section of the corridor. City staff and its engineering consultant HDR are finalizing the engineering study and have outlined several conceptual alternatives. The design team has been coordinating its efforts with the NHDOT insofar as considering alternatives that are generally compatible with the array of options that the NHDOT is currently considering for I-93 Exits 14 and 15 in their ongoing I-93 Bow-Concord study.

Included also is a study of the disposition of NHDOT and Pan Am Railroad corridors which bisect the study area; the design team is in discussions with both owners. Ed Roberge noted that NHDOT is further considering TPAC's prior suggestion to consider I-93 Bow-Concord options that relocate the railroad tracks as close to I-93 as possible. All Storrs Street extension alternatives: are 'complete streets' compatible; consider potential rail-corridor conversion to rail trails (e.g. providing components for the Merrimack River Greenway Trail); and envision potential for an enhanced multimodal transportation center given the close proximity of downtown, freeway, bus transit and rail infrastructure. The engineering study is programmed in FY2017; programming of design and construction will be considered by City Council in its FY2018 budget planning. Presentation of study findings to City Council is planned for early this spring.

Concept alignment plans for three potential alternatives were presented. Alternative 1 was an at-grade alignment extending northerly from existing Storrs Street through to Constitution Avenue, with links connecting to N. Main Street and S. Commercial Street/I-393. Alternative 1 would cost about \$7.9M and would facilitate about 2.7 acres of new development area. Alternative 2 was on a raised alignment from its connection at existing Storrs Street, crossing over the railroad tracks and extending directly to the S. Commercial Street approach to I-393. Alternative 2 would cost about \$9.8M to 11.2M and would facilitate about 2.3 acres of new development area. An Alternative 3 was similar to the at-grade Alternative 1, but included two roundabouts along the corridor at links connecting to N. Main Street and S. Commercial Street/I-393. Alternative 3 would cost about \$10.0M to 11.5M and would facilitate about 4.7 acres of new development area.

TPAC members had a substantial discussion of the alternatives and offered the design team several suggestions and comments. It was felt that the at-grade Alternative 1 retained a railroad barrier that would limit development of available land, including potential use of land east of the tracks; the raised Alternate 2 concept which crossed over the tracks could allow better connectivity between future development areas east and west of the tracks. It was suggested that near-term land redevelopment consider surface parking, but that long-range development consider parking structures to maximize development potential. The design team should consider additional public meetings to foster feedback from the public and other organizations on redevelopment potential within the project area.

4. Public Comment - None

5. New Business

- a. Councilor Kretovic noted that in a recent public meeting regarding Concord Orthopedics' proposed development at 297 Pleasant Street, a number of residents expressed concern on potential traffic impacts of the proposed development. Rob Mack responded that a detailed traffic study was expected as part of the site plan application to the Planning Board. Staff would be reviewing this study and reporting findings to the Planning Board.

6. Old Business

- a. None.

7. Consent Reports

- a. **Acceptance of Subcommittee Minutes**
None.

8. City Council Meeting Update

Councilor Kretovic reported that at its February 13, 2017 meeting, City Council discussed an inquiry regarding agreed-to maintenance of the discontinued portion of Silk Farm Road by St. Paul's School. Ed Roberge added that the installation of additional decorative lighting for Main Street will be added as a separate project to the upcoming FY 2018 Capital Improvements Program.

9. TPAC Referrals from City Council, Staff and Chair – None.

10. Status Report on Subcommittees

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

Craig Tufts reported that TPAC-BP met this month and is working on a plan for a bike lane/cycle track demonstration project. A current option is to develop a demonstration area along Broadway in conjunction with the annual National Night Out event. The draft pedestrian master plan was presented to the Planning Board and was well received. It is possible that the document could be approved by the Planning Board as early as their March meeting.

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

Rob Mack reported that TPAC-PT did not meet in February.

c. Traffic Operations Committee (TOC), Rob Mack

Rob Mack reported that TOC met earlier this week and discussed: a resident request for a street light on East Side Drive at the northern Heritage Heights driveway; and a resident concern on the deteriorated condition of the Hooksett Turnpike bridge over Bela Brook.

11. Staff Updates

a. Loudon Road Corridor Improvements (CIP 19)

Rob Mack reported that staff is in the process of redesigning the corridor improvement plans to maintain the four existing lanes. Select driveway closures/consolidations/narrowings are being considered.

b. Mountain/Shawmut/East Side/Exit 16 Roundabout (CIP 24)

Ed Roberge reported that utility and right-of-way coordination is underway. Roundabout construction is anticipated this summer and could take about 12 weeks.

c. Merrimack River Greenway Trail (CIP 543)

Ed Roberge reported that VHB is developing alternative alignments for the trail at the request of NHDES to better facilitate their review of potential environmental impacts and avoidance.

d. I-93 Bow-Concord (NHDOT)

Ed Roberge reported that city representatives met again with the NHDOT project team today to review several new corridor alternatives in the Exit 14-15 area. He noted that NHDOT hopes to reach a consensus on a preferred alternative by the end of the year.

e. Storrs Street Extension North (CIP 18)

See discussion in Item 3 above.

12. Other Discussion Items

The Chair inquired if the new regional traffic model developed for the NHDOT's I-93 Bow-Concord project was running and available for use in other transportation studies. Of interest would be the use of the new model to verify future traffic demand for the proposed Langley Parkway Phase 3 extension to N. State Street. Craig Tufts noted that the model is nearing readiness for use by CNHRPC on other regional transportation projects, but it hasn't been used much yet. Rob Mack noted that the model was used recently to supplement traffic projections for the Storrs Street Extension North study.

13. Adjourn

The meeting was adjourned by unanimous consent at about 8:25 PM.

Upcoming Meeting Dates: **March 23, 2017**
 April 27, 2017
 May 25, 2017