



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Michael Bezanson, PE, City Engineer  
Matthew R. Walsh, Deputy City Manager - Development

DATE: July 31, 2024

SUBJECT: Concord Area Transit (CAT) Bus Stop at #220 North Main Street

### **Recommendation:**

- 1) Accept this report.
- 2) Set the attached revisions to the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18.1, Stopping, Standing and Parking; as follows, for public hearing on September 9, 2024:
  - a. Schedule I, Parking Prohibited at All Times in Designated Places;
  - b. Schedule III, Parking Time Limited in Designated Places;
  - c. Schedule VII, Bus and Taxicab Stands.
- 3) Set the attached resolution appropriating the sum of \$10,000 from the Highway Reserve Fund for the design of a new bus stop and related improvements on North Main Street for public hearing on September 9, 2024.

### **Background:**

At their June 10, 2024 meeting, the City Council received reports from the Transportation Policy Advisory Committee (TPAC) and Public Safety Advisory Board concerning the Concord Area Transit (CAT) bus stop located at the corner of North Main and Ferry Streets. These reports were prepared in response to a request from Attorney Ari Pollack of the Gallagher Callahan Gartrell law firm, which owns property located at 220 North Main Street directly adjacent to the bus stop, to relocate said stop due to loitering and other nuisance behavior occurring on their private property allegedly associated therewith.

The bus stop was moved to the current location in October 2021.

The TPAC report include an analysis of ten potential bus stop locations along the east side of North Main Street between Storrs Street and Bouton Street/I-393. TPAC concluded that none of the identified locations were ideal, or provided public safety or operational advantages over the current location. Therefore, based upon said analysis, TPAC recommended that the bus stop remain in its current location at 220 North Main Street.

The Public Safety Board's report recommended that the bus stop be relocated to address Mr. Pollack's concerns. However, the Public Safety Board did not provide a specific recommendation concerning where to relocate the bus stop within the North Main Street corridor.

During public testimony at the City Council's June 10, 2024 meeting, Mr. Pollack stated that he and his law firm would support relocating the bus stop southerly to be along the frontage of Gallagher Callahan and Gartrell's other property located at 214 North Main Street. This was one of the locations included in TPAC's analysis, but was not recommended for a variety of reasons, including insufficient shoulder width for the bus (7.5' vs. bus width of 8.5' without side mirrors), as well as lack of paved surface in sidewalk grass panel (other than GCG's walkway to curb line) for ADA access to the bus.

Following its review of this item, the City Council voted to accept both reports and to act on the recommendation of the Public Safety Board to relocate the bus stop elsewhere within the North Main Street corridor.

### **Discussion:**

- 1) Analysis: This particular section of North Main Street carries approximately 11,000 vehicles per day within four lanes of traffic. There are multiple driveways, side streets and pedestrian crossings in this area. On-street public parking is also present on both sides of the street. Additionally, the width of the shoulder on the east side of the road is inconsistent due to a variety of factors, including roadway geometry.

Given these factors, staff further reviewed potential sites on the east side of North Main Street to relocate the bus stop, while ensuring safety and accessibility.

Staff concluded that relocating the bus stop further to the north was infeasible due to the absence of a shoulder for a bus to pull out of the travel lane, inadequate space between driveways for a proper bus stop, as well as negative traffic impacts of the bus stopping in a travel lane for loading activities within close proximity to the North Main / Bouton / I-393 intersection. Staff also notes that these are the same reasons for which the bus stop was relocated to 220 North Main Street.

Staff examined other locations for the bus stop further to the south; these locations are less desirable for the following reasons:

- further from the signalized crosswalk,
- further from overhead lighting,
- negative impacts to on-street parking,
- less width for the bus to pull completely out of the travel lane; and,
- the need to construct an ADA accessible platform constructed in the grass panel for patrons to access the bus.

Based upon review, staff believes the best solution to address this issue would be to work with the neighborhood and abutting property owners to identify a suitable location for a new bus stop, and to design the new bus stop to include a formal pull-off for the bus to

conduct loading / unloading operations, as well as required ADA improvements therewith. This approach will be consistent with City's recent practice for bus stops associated with, or affected by, City capital improvement projects or private development projects. Examples include bus stop improvements recently constructed, or planned for:

- North Main Street at Park Street / Capitol Street as part of CIP #460 (the Main Street Complete Streets Project) (completed in 2017)
- Canal Street at Community Drive as part of CIP #567 (Canal Street Riverfront Park Project) (under construction, to be completed in fall 2024)
- 150 Fisherville Road as part of the Tanager Circle private development project (64 Townhomes) (currently under construction)
- 159 Fisherville Road, as part of an 84-unit townhome private development project (approved, to be constructed when project commences)

2) Recommendation: Staff recommends the following course of action:

- a. Part 1: Short-Term Interim Relocation of Bus Stop: To immediately address the concerns of Mr. Pollack, the Public Safety Board, and City Council, staff recommends that the bus stop be relocated to the frontage of 214 North Main Street as shown on the attached map. This would be done as a temporary, interim measure.

To implement this approach, the aforementioned ordinances would need to be approved to remove on-street parking (5 spaces impacted), as well as formally establish the new bus stop and terminate the stop at the current location. (Due to the location of the current bus stop between two signalized intersections, it is not practical to replace these on-street parking spaces at the former bus stop location).

To be successful and compliant with ADA standards, the bus will need to utilize the portion of CGC's walkway within the grass panel between the curb and sidewalk for loading operations. Said walkway is within the City's rights-of-way.

Staff notes that the roadway shoulder at this proposed is 7.5' +/- wide. The CAT bus is 8.5' wide, excluding side mirrors. Although workable on a short-term, interim basis, this location is not recommended as a permanent solution as the bus will not be able to fully pull out of the travel lane.

- b. Part 2: Permanent Solution: Recognizing the challenges of the interim bus stop location, staff recommends that the City Council appropriate the sum of \$10,000 to design a proper bus stop (complete with pull off, required ADA features, as well as potential pedestrian enclosure) on the east side of North Main Street generally between Court Street and 214 North Main Street. Said funds would be allocated to CIP #17 (Sidewalks, Bikeways, and Streetscape Improvements).

Staff notes that this section of North Main Street is programmed to be repaved in FY2026 as part of CIP #78 (Annual Highway Paving Program). As such, the new bus stop improvements could be constructed in conjunction with CIP #78.

Staff also notes that \$10,000 was appropriated as part of the FY2025 Budget for CIP #17 for sidewalk improvements in this area, to be constructed as part of CIP #78 in FY2026. Therefore, these additional funds to design a new bus stop would be very timely with these efforts.

Working with CAT, the Engineering Services Division of the Community Development Department will hold a neighborhood meeting to review and receive feedback on potential locations for the new bus stop as part of the design process. The final design and associated ordinance changes to establish the new bus stop (as well as terminate the interim stop and restoration of on-street parking) will also be presented to City Council for approval prior to construction. Funds to construct the bus stop would be requested as part of the FY2026 Budget process.

Staff believes this two-part approach will be advantageous to the community as it will address immediate needs of Mr. Pollack, the Public Safety Board, and City Council, while simultaneously providing a path forward to work with the neighborhood and CAT to identify an appropriate location for a permanent bus stop that will provide for appropriate separation from vehicular travel lanes thus maintaining public safety, reducing operational challenges for CAT, minimize impacts to abutters to the extent feasible, and improve the ridership experience for CAT's customers.

Attachments: Ordinances  
Location Map