



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

December 3, 2018 5:30 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Craig Tufts (Co-Chair)
Ursula Maldonado (Co-Chair)
Dick Lemieux
Robert Baker
Greg Bakos
Sam Durfee, Senior Planner
Jeffrey Warner (staff representative)

Members Not Present:

Karen Craver
David Sky

Guest

Matt Henry

Committee – review / accept minutes

The November minutes were reviewed and approved.

Loudon Road

Matt attended the meeting to discuss Loudon Road, specifically the “pinch point” for east bound traffic just past the NB off-ramp at the bridge over the Merrimack River. Matt rides from downtown to the National Guard on Airport Road on a regular basis. Matt recognizes that riding a bicycle or driving along Loudon Road is not easy. A recent encounter while riding along this location resulted in a road rage incident with a person driving a car.

The committee discussed options such as: reconfiguring the lane widths, creating a green bike lane or advisory bike lane, sharrows and reconstructing the approach to the bridge to remove the pinch. It was recognized that the pavement markings wear quickly. Jeff indicated that Engineering has reviewed the location and did not find any easy solutions. Jeff will review the location to see if there may be a short term solution between now and Bow-Concord or the reconstruction of the bridge.

CIP 17 Discussion

Jeff presented a design for Pleasant Street from Rum Hill to North Fruit Street which redistributes lane and shoulder widths to create a street with uniform, predictable geometry and establishes minimum 5’ shoulders throughout. The committee supported the design but also asked if any construction should be considered to improve upon / meet the minimum requirements for the bus stop that is located along the westbound side of the street.

Jeff presented design concepts for: Loudon Road from the Merrimack River to Hazen Drive and Green Street from Warren Street to Park Street. The Loudon Road concept includes one-way protected cycle tracks on each side of the street. To accomplish this, the median island will be removed and the lane widths redefined. The Green Street concept focuses on pedestrian safety and traffic calming with bump outs at each of the intersections. Prior to continuing on with the concepts, Jeff asked the committee for initial review and concurrence. The committee supported the concepts. The committee will discuss Broadway at the next meeting.

Demonstration Project

Sam presented a preliminary budget for the South Street Demonstration Project. The cost of tape for roughly 1,600' of striping is \$503.25. Other items that may be needed are white chalk spray cans (\$6.76/each), green chalk spray cans (\$3.99/each), bollards/delineators (cost varies – minimum \$20.95/each, may pursue borrowing bollards and other delineation options such as hay bales, planters, etc.), and signage, the cost for which will be determined once exact signage is identified by TPAC-BP.

CNHBC Update

Nothing to report.

Bike Share Update

Sam provided an update on bike share which included a recent phone call with Todd Fahey of AARP who expressed interest in providing some funding for such an effort and a call with a representative from Zagster (docked system - bike share provider) which Jeff participated in. Sam will be meeting with AARP and other City staff later in the week to talk about bike share in Concord.

I-93 Bow-Concord Update

Craig reported that the Manager submitted a letter to NHDOT requesting additional studies and including City staff in the process. NHDOT is accepting comments on the current concepts until December 14.

Private Development Update/Plan Reviews

74-76 South Main Street: The subject property was scheduled to appear before the Zoning Board request variances needed to change the use on the property to a bank with a drive through. Jeff reported that due to the need for additional variances, not previously identified, the project will be tabled until a future meeting.

Main Street Back-in Angle Parking

Robert requested that the committee revisit the concept of back-in parking along Main Street. At the NH Complete Streets Conference, Carlos Baia indicated that he was not aware of any movement to convert Main Street to back-in-angle parking. He indicated that if there was a desire, it would come through TPAC as a recommendation to City Council.

Robert indicated that the current parking layout does not allow the street to operate as a complete street and as such, should not be considered a complete street. Robert indicated that the current layout poses risk a person riding a bicycle by: exposing them to a right hook crash from drivers pulling into parking spaces, left hook crashes from drivers turning left into parking spaces from the opposite lane, and that the use of the cobbled median for deliveries results in a narrowing of the street which can pinch a person riding a bicycle between through traffic and parked vehicles.

Other members disagreed with Robert and have found Main Street to be more friendly to all modes of transportation, including cycling, than it used to be. Many find the street to be more complete than it used to be and noted that the project was a success as evidenced by the number of awards the City has received. Of the four north-south corridors (Storrs, Main, State, Green) members have found Main to be the safest. Robert suggested that Spring Street could

be developed into a bicycle boulevard and be a safe north-south route which all users would be comfortable using.

The committee discussed Main Street and back-in-angle parking. All members agree that back-in angle parking has benefits over head-in parking. Questions were asked: whether the political climate is right to suggest a change, if there is an opportunity for a demonstration project, what does the current research indicate. Ursula volunteered to look into the current research states and what the best practices are. Jeff suggested that a report be drafted that summarizes the current state of practice and conveys why, if it is, in the best interest of the City to pursue back-in-angle parking.