



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Transportation Policy Advisory Committee

DATE: May 29, 2015

SUBJECT: Supplemental Report from the Transportation Policy Advisory Committee recommending the adoption of an amended Comprehensive Transportation Policy.

Recommendation

Accept this supplemental report and adopt an amended Comprehensive Transportation Policy.

Background

On May 11, 2015, City Council considered a recommendation from the Transportation Policy Advisory Committee (TPAC) to amend the City's Comprehensive Transportation Policy (Resolution No. 8333, adopted January 11, 2010). Pursuant to the public hearing on this item, City Council questioned the wording in TPAC's proposed policy amendment, specifically: the appropriateness of the word 'incidental' in Item 1.b regarding fully integrating bicyclists into the City's transportation system; and the applicability of the 'policy exceptions' statement at the end of the document. City Council moved to table consideration of the item pending clarification and/or amended language from TPAC on these two items.

TPAC reconsidered these items at its May 28, 2015 meeting and approved revised language for both items as described below. An updated policy amendment is attached for City Council's continued consideration.

Discussion

Item 1.b of the amended policy considered by City Council on May 11, 2015 stated in part that the City's Complete Streets initiative would *"fully integrate bicyclists into the City's transportation system, via improvements as incidental parts of street building and resurfacing projects, as well as by separate projects for that specific purpose."* Public comment included a statement of concern that the word 'incidental' could imply that bicycle improvements were considered minor or by chance.

The word 'incidental,' as used in the original policy statement, was intended to mean something that is likely to happen in subordinate conjunction with street improvement

projects. This has been city practice since adoption of the original policy in 2010, one result of which was the city earning national recognition as a Bike Friendly Community in 2010, the first in New Hampshire. However, to avoid potential misinterpretation of this policy statement, TPAC recommends the following rewording for Item 1.b: *“Fully integrating bicyclists into the City’s transportation system, both through opportunities that arise as part of street building and resurfacing projects, and through separate projects for that specific purpose.”*

City Council also questioned the need for the proposed statement on policy exceptions as approval of such exceptions would be under their purview; the statement being, *“exceptions to this policy are allowed only where it is documented that rigid implementation would be inappropriate, such as accommodating users where they are prohibited; where the cost is excessively disproportionate to the need or probable public value; in the absence of current or future need; or for routine maintenance that does not change mobility, safety, street geometry or operations.”*

Recognizing that this Comprehensive Transportation Policy is authorized by City Council, TPAC also concurs that any exceptions to the policy are subject to the same review and authorization. As such, TPAC recommends the following rewording for this item: *“Exceptions to this policy shall be approved by the Concord City Council.”*

TPAC appreciates the thoughtful feedback provided by City Council, and feels that the revisions proposed herein enhance and strengthen the policy statement. Other than these two items, the language of the amended policy statement, resolution and TPAC report as considered by City Council on May 11, 2015 remains the same.

attachment

rjm/RJM

cc: Transportation Policy Advisory Committee