



CITY OF CONCORD
New Hampshire's Main Street™
Community Development
Department

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Transportation Policy Advisory Committee
Sam Durfee, Senior Planner

DATE: January 12, 2022

SUBJECT: S. State St & South St. Reclamation – Pedestrian Improvements

Recommendation

Accept this report and recommendation from the Transportation Policy Advisory Committee (TPAC) to set the attached resolution appropriating the sum of eighty-eight thousand five hundred seventy five dollars (\$88,575) for bump-out construction and associated drainage improvements at six intersections along S. State Street and South Street in conjunction with a roadway reclamation project (CIP #78) and authorizing the use of eighty-eight thousand five hundred seventy-five dollars (\$88,575) in Highway Reserve Funds for this use.

Background

The Planning and Engineering Divisions, in conjunction with the Transportation Policy Advisory Committee, and the Bicycle and Pedestrian Subcommittee thereof, have been studying the projects listed in the paving program (CIP 78) for opportunities to make improvements on streets scheduled to be reclaimed.

The impetus for the current request is the scheduled pavement reclamation of S. State Street from Pleasant Street to S. Main Street and South Street from Pleasant Street to Clinton Street in FY 2022. During a pavement reclamation, the existing granite curb is reset and any new requested curb is installed. Existing sidewalks are also repaired or replaced. This presents a lower-cost opportunity to reset curbing in a way that improves pedestrian safety and meets the goals articulated in the Pedestrian Master Plan and aligns with the City's 2010 Comprehensive Transportation Policy.

TPAC has reviewed the South and S. State Street corridors and recommends improvements at the following intersections:

1. S. State & Fayette (Pedestrian Master Plan Recommendation)
2. S. State & Thompson (Pedestrian Master Plan Recommendation)
3. S. State & Concord (Pedestrian Master Plan Recommendation)

4. South & Fayette
5. South & Thompson (Pedestrian Master Plan Recommendation)
6. South & Concord

These improvements would include construction of curb/sidewalk “bumpouts” on the southern side of the six intersections along with any necessary drainage improvements. The benefits of installing bump-outs include:

- Improving pedestrian safety by increasing pedestrian visibility,
- Decreasing pedestrian exposure by shortening crossing distances and reducing vehicle turn speeds,
- Traffic calming,
- Improving pedestrian connectivity (Pedestrian Master Plan),
- Reducing instances of illegal parking,
- Improving aesthetics by providing opportunities for landscaping and placemaking in the urban core.

On October 13, 2021 a Neighborhood Meeting was held at Abbott Downing School to solicit public input on the intersection improvement concepts. The City’s Planning Division sent written notice to the direct abutters of all six intersections. Only two members of the public responded to these notices. One individual had concerns over the impact of a bump-out on parking in front of her business. This conflict could be resolved by a Parking Committee recommendation and Council action to stripe and sign a loading zone in front of her business. The business owner has initiated a review of the proposal with the Parking Committee.

The other respondent cited concerns over the size of the Main Street bump-outs and their impacts on turning movements. The proposed bump-outs would be 6-feet in depth, less than half the depth of the bump-outs on Main Street. Main Street bump-outs are directly tied to the angled parking configuration on Main Street, while South State Street has parallel parking. It is important to note that the South Street corridor already has bump-outs at the intersections of



South and Thorndike and South and Monroe. There have been no known complaints about these existing intersections or bump-outs.

With the addition of bump-outs at the six proposed intersections, a pedestrian coming from South Spring Street to Main Street can make all necessary crossings at intersections with bump-outs. The Tree Committee has expressed interest in establishing landscaped areas within the bump-outs. Exact locations are still being determined.

Discussion

The City has received bids for the FY 2023 Paving Project. The total cost of the project is estimated to be \$2,193,890. The bump-outs as described above, including five new trees, have been bid as an alternate with a total price of \$ \$88,575, a 4% addition to the project budget. Staff is proposing to fund these improvements with Highway Reserve funds.

w/att: Intersection Concept Plans

cc: Thomas J. Aspell, Jr., City Manager
Carlos P. Baía, Deputy City Manager for Development
Brian Lebrun, Deputy City Manager for Finance
Jim Major, Highway and Utilities Superintendent
Transportation Policy Advisory Committee (TPAC)