



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

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**REPORT TO THE MAYOR AND CITY COUNCIL**

**FROM:** Transportation Policy Advisory Committee (TPAC)  
**DATE:** August 11, 2017  
**SUBJECT:** Request to NHDOT to revise the painted lane widths on the I-393 Connector to eleven (11) feet, twelve (12) feet, and fifteen (15) feet during the scheduled 2017 summer repaving to allow safer shoulders for bicycle travel.

**Recommendation**

Accept this Report.

**Background**

In January of 2010 the Concord City Council unanimously adopted a Comprehensive Transportation Policy based on “complete streets” principles, which guide street design to reasonably accommodate all users: pedestrians, bicyclists, automobiles and public transit. TPAC reviewed the subject project and made these recommendations at its July 27, 2017 meeting.

**Discussion**

The New Hampshire Department of Transportation (NHDOT) is currently conducting a paving preservation project (Project Number 40405), on I-393 that includes the I-393 Connector.

The New Hampshire Statewide Bicycle and Pedestrian Plan, adopted by NHDOT in May of 2000 includes the objective: “The NHDOT will, as part of its normal road striping operations on resurfaced roads, restripe roads to allow for paved shoulders where none exist now, as long as travel lanes meet width requirement.” The Department’s standard practice is to re-stripe 12-foot lanes where more than 24 feet of pavement width is available.

The Eastbound lanes of the I-393 Connector that run from North Main Street to South Commercial Street, and the Westbound lanes of the I-393 Connector that run from Commercial Street to North Main Street currently exceed the NHDOT requirement of 24 feet of pavement required to request lane width reallocation. TPAC has reviewed concerns of cyclists who pass through this area that there is currently no defined separation from traffic. Travel lanes could be restriped to widths of 11, 12, and 15 feet along this segment, thus allowing greater shoulder-area width for bicycle travel. This will greatly improve bicycle safety in this area and enhance multimodal travel between N. Main Street and the Horseshoe Pond area via North and South Commercial Streets.