



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

May 24, 2017, 6:00 PM
2nd Floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Dick Lemieux (Vehicle Traffic Safety Operations; Chair)
Brent Todd (Council Representative)
Jennifer Kretovic (Council Representative)
Sheila Zakre (At-Large)
Craig Tufts, (Bicycling Community)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

Rob Werner (Council Representative)
Jim Sudak (Public Transportation Representative)
Ursula Maldonado (Pedestrian and Trails Community)

Staff and Guests:

Ed Roberge – City Engineer
Heather Shank - City Planner
Bob Carey – Orr & Reno
Steve Pernaw – Stephen G. Pernaw & Co.
Carl Moskey – Concord Orthopaedics
Tim Paris – Concord Orthopaedics
Brett St. Clair – Western Skyline

1. Call to Order

The Chair called the meeting to order with introductions for all attendees. Attending guests were present for the Item 5 discussion.

2. Approval of Minutes

The minutes of the April 27, 2017 meeting were approved as submitted (Motion-Kretovic; Second-Todd; Unanimous).

3. Presentations – None

4. Public Comment – None

5. New Business

a. Pleasant Street Rezoning Proposal

The Chair noted that this topic was introduced to TPAC last month by Planning staff for purpose of getting TPAC feedback on the transportation implications of the proposed rezoning proposal. The proposal would be presented to the Planning Board in the near future, and a traffic study of the Pleasant Street corridor near the rezoning area would be part of that presentation. The Concord Orthopaedics' design team was in attendance to describe the rezoning proposal and present the traffic study findings.

Bob Carey overviewed Concord Orthopaedics' proposal to rezone portions of several properties along Pleasant Street about one-third of a mile west of the Langley Parkway intersection. A potential change in area zoning from medium density residential to institutional would allow initial development of a proposed 20,000 square foot ambulatory surgical center, a facility that would support the existing Concord Orthopaedics facility at the corner of Pleasant Street and Langley Parkway. It was estimated that the rezoning could allow, in the long term, a maximum development of about 262,000 square feet of medical, office and educational uses. Heather Shank presented the history of zoning changes in this area, but noted that staff was seeking an opinion from TPAC on only the transportation aspects of the rezoning proposal. This opinion, together with others from various city committees, would be provided to the Planning Board to support their review of the proposal.

Steve Pernaw presented an overview of a draft traffic study that would be finalized in the coming weeks. The requirements of the study were coordinated with Engineering and Planning staff. The study area extended from the rezoning area eastward through and including the signalized intersections at Pleasant Street/Langley Parkway, Pleasant Street/Concord Hospital East Driveway and Pleasant Street/Warren Street/Fruit Street. Traffic counts were conducted at all study-area intersections to document current AM and PM commuter peak-period traffic flows. The traffic impact of the proposed surgical center was assessed for a 2018 opening year and a 2035 horizon year. The 2035 horizon year analysis also considered both: the implementation (or not) of the proposed Langley Parkway Phase 3 extension to Bouton Street; and the estimated build-out (or not) of the proposed rezoning area. The City's 2015 Transportation Feasibility Study for the Langley Parkway Phase 3 project was used to develop traffic projections for the 2035 horizon year analysis.

TPAC members discussed aspects of the study and noted several items that might be further considered in the TPAC review. What are the costs of future roadway and intersection improvements necessary for the full development of the rezoned area and who would pay for them? What would be the impact of additional rezoning-area traffic on traffic cutting through the upper School Street neighborhood? Will there be less traffic impact if higher development density was continued within the existing institutional zone rather than add additional developmental area by rezoning? It was felt that a comparative matrix of alternatives and impacts would assist TPAC in its review. The Chair tabled further discussion until next month when the finalized traffic study, and staff's review of same, was available for TPAC review.

6. Old Business

a. Review of TPAC-Bike/Ped plans for a bike-lane/cycle-track demonstration

Craig Tufts reported that TPAC-BP met earlier this month and cancelled further planning for a demonstration project this year. Consideration of a demonstration on Broadway in conjunction with the National Night Out event this August resulted in concerns from the police department related to the National Night Out event. Another issue was the unexpectedly-high cost of temporary pavement marking changes along Broadway that would be needed to re-delineate the street for temporary bicycle lanes and revised parking areas.

TPAC members discussed alternative venues for a potential future bike-lane demonstration. Options included: the summer farmers market downtown; an event in Penacook coordinated with the

Penacook Village Association; and an event on Storrs Street. Ed Roberge would explore potential funding that might facilitate such a demonstration project. Heather Shank offered more staff support from Planning if needed.

7. Consent Reports

a. Acceptance of Subcommittee Minutes

The following subcommittee reports were accepted by unanimous consent: Bicycle/Pedestrian – April 3, 2017; and Public Transportation – April 18, 2017.

8. City Council Meeting Update

Rob Mack reported that at its May 8, 2017 meeting, City Council forwarded the referral on Franklin Street speeding (Item 9b, below) to TPAC.

9. TPAC Referrals from City Council, Staff and Chair

a. Referral from Councilor Kretovic regarding a resident request for review of the curb line constructed at the driveway to #244 N. State Street

Following up on TPAC's discussion of this request last month, Ed Roberge reported that he had received an estimate from the contractor to revise the curb location along Mr. Rascka's side of the driveway. The final price for this work is still being negotiated. It is anticipated that this work can be performed by the contractor together with the remaining punch-list items for Route 3 North project. Ed Roberge will report back to TPAC at the next meeting.

b. Referral from Councilor Champlin regarding a constituent concern on Franklin Street speeding

Rob Mack reported that TOC discussed this item at its May 16, 2017 meeting. At issue is a resident concern with speeding traffic on Franklin Street and a request to consider installing multi-way stop signs at Rumford, Lyndon and Jackson Streets to slow traffic. Franklin Street in this area is 40 feet wide with parking on both sides and painted center and edge lines. Crosswalk bump-outs are located at the Franklin/Rumford and Franklin/Jackson intersections. The street is classified as an Urban Collector Street and services about 3,500 daily vehicles. Much of that volume is commuter traffic from the I-393 corridor that uses Franklin Street as an intermediate route to get to the regional medical campus and state office park to the west. Franklin Street is also listed as one of the City's emergency response routes. A speed study conducted in 2013 indicated average speeds of about 30 mph and 85th percentile speeds of about 35 mph (the speed limit is 30 mph). A small percentage of traffic was recorded as travelling at excessive speeds.

Regarding the request for stop signs, traffic volumes and crash history at the subject intersections were well below the Federal thresholds for considering multi-way stop control. Additionally, City policy precludes the addition of stop signs solely for the purpose of 'speed control'. Also per city policy, vertical deflection to control speed, such as bump-outs, are inappropriate on a street like Franklin Street as it is both an emergency response route and an urban collector route. Another consideration related to the request to add more stop signs would be the added stop-and-go noise of accelerating and decelerating Franklin Street traffic for residents living near affected intersections.

TOC did not support the addition of multi-way stop signs for speed control at the requested intersections. TOC also felt strongly that the proposed Langley Parkway Phase 3 project could make a long-term improvement to livability along this section of Franklin Street by diverting away a substantial volume of traffic, and particularly the daily commuter cut-through between I-393 and the medical campus area. TOC noted that overall speeds seemed reasonable, but recommended speed enforcement to target the more-aggressive speeders. CPD would conduct targeted enforcement and report progress back to TOC next month. The Chair tabled discussion of this item and asked for staff to report back to TPAC next month with the results of the targeted enforcement.

10. Status Report on Subcommittees

a. **Bicycle/Pedestrian Committee (TPAC-BP), Craig Tufts**

Craig Tufts reported that TPAC-BP met earlier this month and discussed the proposed bike-lane/cycle-track demonstration project on Broadway (see Item 6a, above).

b. **Public Transportation Committee (TPAC-PT), Sheila Zakre**

Sheila Zakre reported that TPAC-PT met last week and discussed the CAT Bus Service study being conducted by RLS. RLS is developing a user survey for distribution in June. Attendees reviewed the draft questionnaire and suggested a few modifications which staff will submit to RLS. Sheila also noted that the subcommittee would like to consider occasional meetings in other venues to be more accessible to transit users that might not otherwise have the opportunity to come to City Hall for regular meetings. It was thought that public feedback from this outreach could be helpful in augmenting RLS's study efforts. Staff would see if RLS has set any dates yet for public information meetings. TPAC members concurred with the subcommittee's efforts.

Sheila Zakre also reported on the subcommittee's investigation into the issue of sidewalk snow maintenance at bus stops. The subcommittee is recommending consideration of making snow plowing a 'high priority' at the top-ten high-use bus stops in the city. 'High priority' would be the same as the sidewalks in the downtown area. Of the ten stops, four were already high-priority due to their downtown location. One stop on Ormond Street with 'normal priority' was felt acceptable due to low street traffic volumes. The remaining five stops (on US 3 North, and Loudon Road) would be increased from 'normal and school-route' priorities to 'high priority. TPAC members concurred with this recommendation. The Chair suggested that the subcommittee draft a recommendation to priority-clear these top-ten bus stops for TPAC review at the next meeting. TPAC would then formally consider forwarding this recommendation to City Council.

c. **Traffic Operations Committee (TOC), Rob Mack**

Rob Mack reported that TOC met on May 16, 2017 and discussed: the Franklin Street speeding referral (see Item 9b, above); and traffic operations at the Pleasant/Green/South intersection following the recent change in signal phasing there.

11. Staff Updates

a. **Loudon Road Corridor Improvements (CIP 19)**

Ed Roberge reported that construction bids on the project would be opened tomorrow. A mid-June construction start is anticipated. The engineering estimate was about \$1.5M.

b. **Mountain/Shawmut/East Side/Exit 16 Roundabout (CIP 24)**

Ed Roberge reported that construction is underway with current efforts focused on utility relocation.

c. **Merrimack River Greenway Trail (CIP 543)**

Ed Roberge reported that the design team would meet with NHDES on May 31, 2017 to discuss alternative alignments for the trail as requested by NHDES to facilitate review of potential environmental impacts and avoidance.

d. **I-93 Bow-Concord (NHDOT)**

Ed Roberge noted that NHDOT would be hosting two public information meetings on the project: a meeting in Bow on May 31, 2017; and a meeting in Concord on June 1, 2017.

e. **Storrs Street Extension North (CIP 18)**

Ed Roberge reported that further development of this project has been put on hold until the NHDOT better defines its intended alternative(s) for the I-93 Bow-Concord study. He noted that staff had met with both Pan-Am Railroad and NHDOT to discuss implications of the project's alternatives on Pan-Am's rail facilities there. At that meeting, Pan-Am appeared agreeable to using their 'south yard' (area south of the Capital Plaza Shopping Center) for future train operations, while their 'north yard' (area between Stickney Avenue and Storrs Street North) could become available for city use. Ed Roberge noted that these options would be documented in the study's final report.

12. Other Discussion Items - None

13. Adjourn

The meeting was adjourned by unanimous consent at about 9:40 PM.

Upcoming Meeting Dates: **June 22, 2017**
 July 27, 2017
 August 24, 2017