



# CITY OF CONCORD

*New Hampshire's Main Street™*

## MINUTES

### Transportation Policy Advisory Committee

August 10, 2017, 6:00 PM  
2<sup>nd</sup> Floor Conference Room  
City Hall, 41 Green Street, Concord, NH

#### **Members Present:**

Brent Todd (Council Representative)  
Jennifer Kretovic (Council Representative)  
Ursula Maldonado (Pedestrian and Trails Community)  
Rob Mack, Traffic Engineer (City Manager's Designee)

#### **Members Absent:**

Rob Werner (Council Representative)  
Dick Lemieux (Vehicle Traffic Safety Operations; Chair)  
Jim Sudak (Public Transportation Representative)  
Craig Tufts, (Bicycling Community)  
Sheila Zakre (At-Large)

#### **Staff and Guests:**

None

#### **1. Call to Order**

Councilor Todd, acting as Chair in Dick Lemieux's absence, called the meeting to order. The purpose of this meeting was to continue discussion of the agenda items suspended at the July 27, 2017 meeting. However, as there was not a quorum of voting members present, he noted that tonight's meeting would be a workshop to continue consideration of Item 6. Consideration of remaining agenda items would be deferred to the next meeting.

#### **2. Approval of Minutes – July 27, 2017**

Not discussed

#### **3. Presentations – None**

#### **4. Public Comment - None**

#### **5. New Business - None**

## 6. Old Business

### a. Pleasant Street Rezoning Proposal

The Acting Chair noted that the full TPAC committee had an opportunity to review and comment on TPAC's draft text as compiled at the last meeting. Members forwarded some minor edits and included a statement on neighborhood livability as requested at the last meeting. After further consideration, attendees concurred on the final draft statement below.

Draft text as of 8/10/2017:

Based on TPAC's review of the traffic study prepared by Stephen G. Pernaw & Company, Inc. and staff's traffic review memorandum, the Transportation Policy Advisory Committee (TPAC) finds that, if the rezoning of the corridor is approved as proposed, increased traffic due to the rezoning would require three significant infrastructure investments by 2035, the presumed full build-out date, which would not be required without the rezoning.

First, Pleasant Street, from Dunbarton Road to Langley Parkway, would need to be widened to add a two-way left turn lane and a bike lane in each direction; right of way would need to be acquired. Without rezoning, the existing two-lane section would be adequate through the long term. *Langley Parkway Phase 3 would not mitigate the need for this widening.*

Second, three right-turn lanes would need to be added to the Pleasant/Langley intersection. Without rezoning, the existing intersection would be adequate through the long term. *Langley Parkway Phase 3 would mitigate part of this impact by providing two of these three right turn lanes.*

Third, a two-lane roundabout would have to be built to handle increased traffic at the Pleasant Street-Warren Street-North Fruit Street-South Fruit Street intersection; right of way would need to be acquired at significant cost. Without the rezoning, a single lane roundabout, likely with one or more slip lanes, would be adequate in the long term. *Langley Parkway Phase 3 would divert enough traffic away from this intersection so that the smaller one-lane roundabout would be adequate.*

TPAC believes traffic volume increases, and associated intersection expansions necessitated by the proposed rezoning and build-out, would likely have negative impacts on the livability of nearby neighborhoods without corresponding positive impacts here, or elsewhere in the community. The expanded intersections and the increased traffic volumes would likely increase noise and degrade the walking and bicycling environment. Langley Parkway Phase 3 would mitigate some of these negative effects, particularly east of the Langley/Pleasant intersection.

TPAC arrived at these conclusions based on review of the subject traffic studies, including public and committee discussion through our meetings on June 22, July 27, and August 10, 2017.

The Acting Chair noted that timely submission of TPAC's recommendation to the Planning Board was very important as their next meeting on this item is August 16, 2017. Because of TPAC's lack of quorum tonight, the draft recommendation, well vetted by the membership as it is, has yet to be formally approved by TPAC. Staff was requested to inform Chair Lemieux of tonight's considerations and request his guidance on the appropriate way to expedite TPAC's recommendation to the Planning Board.

**7. Consent Reports**

- a. **Acceptance of Subcommittee Minutes - None**

**8. City Council Meeting Update**

Not discussed

**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**  
Not discussed.

**10. Status Report on Subcommittees**

- a. **Bicycle/Pedestrian Committee (TPAC-BP), Craig Tufts**  
Not discussed.
- b. **Public Transportation Committee (TPAC-PT), Sheila Zakre**  
Not discussed.
- c. **Traffic Operations Committee (TOC), Rob Mack**  
Not discussed.

**11. Staff Updates**

- a. **Loudon Road Corridor Improvements (CIP 19)**  
Not discussed.
- b. **Mountain/Shawmut/East Side/Exit 16 Roundabout (CIP 24)**  
Not discussed.
- c. **Merrimack River Greenway Trail (CIP 543)**  
Not discussed.
- d. **I-93 Bow-Concord (NHDOT)**  
Not discussed.
- e. **Storrs Street Extension North (CIP 18)**  
Not discussed.

**12. Other Discussion Items - None**

**13. Adjourn**

The meeting was adjourned by unanimous consent at about 7:30 PM.

Upcoming Meeting Dates:            August 24, 2017  
   September 28, 2017  
   October 26, 2017