



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Transportation Policy Advisory Committee

**DATE:** July 28, 2016

**SUBJECT:** Report from the Transportation Policy Advisory Committee on current levels of bicycle and pedestrian usage along Loudon Road.

### **Recommendation**

Accept this report.

### **Background**

The Transportation Policy Advisory Committee's (TPAC) Bicycle-Pedestrian Subcommittee (TPAC-BP), in coordination with staff from Central New Hampshire Regional Planning Commission and volunteers from Central NH Bicycle Coalition, conducts periodic counts of bicycle and pedestrian traffic at select locations city-wide. Because of further consideration of the Loudon Road Corridor Improvements Project (CIP 19), TPAC felt it would be helpful to share with Council the subcommittee's findings on current bicycle and pedestrian usage along the corridor. TPAC-BP's report (attached) was endorsed by TPAC at its July 28, 2016 meeting.

### **Discussion**

The Loudon Road corridor generates substantial demand for non-vehicle travel modes. Substantial high-density residential development mixes along the corridor with nearby commercial, recreational and institutional uses. Notable is a significant residential population, both children and adults, which does not have ready access to private motor vehicles thus creating a need for alternative travel modes such as walking, bicycling or public transportation.

The attached report summarizes periodic counts of bicycle and pedestrian traffic along the Loudon Road corridor at four intersection locations: Stickney Avenue; Hazen Drive and Airport Road; East Side Drive and Canterbury Road; and Old Loudon Road and Branch Turnpike. Counts were conducted in good weather conditions during the 4-6 PM afternoon commuter peak period on the following weekdays: May 19, 2015; September 22, 2015; and May 24, 2016.

Key findings include:

- Pedestrian and bicycle traffic on Loudon Road is relatively high compared to other parts of the city.
- Walking and bicycling trips appear to be for utilitarian rather than fitness/recreational purposes.
- A significant percentage of the observed trips in the center of the Heights neighborhood is made by children, likely due to the close proximity of high-density housing, Keach Park and the community center.
- Substantial bicycle travel is along the sidewalk rather than in the street, not only illegal but unexpected by vehicles turning to/from driveways compounding safety problems

Demand for walking or bicycling along and across Loudon Road on the Heights will likely increase as residential housing opportunities grow as well as with enhancement of the community center on Canterbury Road. As such the need for a complete-streets type of improvement on this corridor becomes even more profound. TPAC continues to strongly endorse the proposed 3-lane conversion project as a practical and readily implementable near-term solution that both mitigates current vehicle crash problems and introduces needed complete-streets improvements for non-vehicular travel modes. An alternative that retains the current 4-lane configuration fails to significantly address either need.

RJM/rjm

Attachment: Loudon Road Bicycle and Pedestrian Count Report

cc: Transportation Policy Advisory Committee