



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Robert J. Mack, PE, PTOE
Traffic Engineer

DATE: July 11, 2018

SUBJECT: Report from the Traffic Engineer on behalf of the Transportation Policy Advisory Committee in response to a referral from Councilor Herschlag requesting funding for sidewalk along Borough Road.

Recommendation

Accept this report.

Background

On May 14, 2018, City Council referred to the Transportation Policy Advisory Committee (TPAC) a request by Councilor Herschlag to consider funding for sidewalk along Borough Road. TPAC considered this referral at its May 24 and June 28, 2018 meetings, with input from TPAC's Bicycle-Pedestrian subcommittee that considered the matter on June 4, 2018.

Discussion

Sidewalk currently exists along the southern side of Borough Road from Fisherville Road to about 500 feet west of Alice Drive. A 200-foot segment of sidewalk was also constructed in 2008 along the north side of Borough Road between Millstream Lane and Primrose Lane, which in conjunction with a crosswalk at Primrose lane, provides a connection between sidewalks within the residential developments accessed by these two side-streets. A goal of the city's Master Plan is to fill in missing sidewalk gaps along collector and arterial streets within the urban boundary, which would include Borough Road.

Engineering staff and TPAC considered similar requests for Borough Road sidewalk in 1998 and 2014, culminating most recently with TOC's September 26, 2014 report which was accepted by City Council (attached). The subject referral again requests the continued extension of sidewalk along Borough Road westward from roughly the Sandwood Crossing area where sidewalk currently exists. At issue in past sidewalk investigations is the need to obtain right-of-way, pay damages, remove trees or otherwise negatively impact abutting properties for sidewalk construction, regardless of the side of the road that the sidewalk

might ultimately be installed along. Staff recalls significant concern from potentially-impacted property owners in earlier studies.

TPAC Bike/Ped considered this request at its June 4, 2018 meeting. The City's 2017 Pedestrian Master Plan includes a potential sidewalk extension from the Sandwood Crossing area westerly to Primrose Lane to be one of about fifteen 'priority' new-sidewalk segments. As such TPAC-BP recommended its implementation as one of the priority locations, although it did not rank this sidewalk segment in relation to the other priority segments identified in the Pedestrian Master Plan.

General Services Division (GSD) plans to do a shim overlay along Borough Road this year. This is not the type of work that GSD includes sidewalk and curb construction with. Projects with pavement reclamation and full-depth road reconstruction are typically those that GSD can effectively include substantial sidewalk construction. Given the complexity of issues noted in prior sidewalk studies here, Engineering staff suggests that potential development of this new sidewalk segment be considered as a new, stand-alone CIP project with funding to accommodate land survey, engineering design, necessary easements and construction.

At its June 28, 2018 meeting TPAC acknowledged the priority status of this sidewalk segment as well as others noted in the Pedestrian Master Plan. However, factors such as potential user demand, constructability and cost may make other segments across the city more desirable to implement first. Another option suggested would be to bundle a number of the priority sidewalk segments and include them in a grant application under an appropriate NHDOT sidewalk-funding program. It is staff's understanding that Ward 2 abutters along the south side of Borough Road are requesting sidewalk be located along the northern side of the road. It is not known if Ward 1 abutters along the north side have an opinion on the matter. Councilor Todd suggested that additional input is needed to gage overall public support.

TPAC approved a motion that it supports construction of this segment of Borough Road sidewalk as one of a number of priority-sidewalk locations identified in the Pedestrian Master Plan. It also acknowledges that significant additional investigation is needed due to a number of outstanding issues such as: design-location; right-of-way need; abutter acceptance; and cost. As a next step, it is recommended that a stand-alone CIP project be created for this sidewalk project with a defined budget to cover all the necessary design, easements, and construction for a complete project. Council could then decide, as part of their next CIP budget review, what priority to affix to this project in terms of placement in the CIP calendar.

attachment: September 24, 2014 report to City Council

cc: Transportation Policy Advisory Committee