



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

REPORT TO THE MAYOR AND CITY COUNCIL

From: Transportation Policy Advisory Committee
Date: March 26, 2021
Subject: Sidewalk Priority List

Recommendation

Accept this report recommending acceptance of the attached sidewalk priority list as a guiding document for the prioritization of future public sidewalk construction.

Background

The Transportation Policy Advisory Committee (TPAC) and the Bicycle and Pedestrian Subcommittee (TPAC-BP), with the assistance of City staff, developed a sidewalk priority list in response to requests from the public for new sidewalks at various locations across the City.

To be included in the scoring list, a sidewalk location must have been identified as a Walk to School Route, a priority in the Pedestrian Master Plan, or be located within the Urban Growth Boundary (UGB). There are a few instances where locations outside the UGB made the list. This is due to the history and volume of requests by members of the public for sidewalks in these locations.

TPAC-BP, working with staff, developed a set of criteria for evaluating sidewalk locations. The criteria are as follows:

- **Safety** - based on shoulder width, posted traffic speed, traffic volume, and the presence or lack thereof an existing sidewalk on one side of the roadway;
- **School Proximity** – locations within 1 mile of an elementary school scored the highest;
- **New Access** – scored if the roadway has no existing sidewalk on either side, with points ranging based on roadway functional classification;
- **Latent Demand** – determined by the population density around a sidewalk location;
- **Connectivity** – points were awarded to sidewalks based on the functional classification of the roadway the sidewalk would serve and for the classification of the roadway the sidewalk connects to, if applicable. Bonus points were awarded to a sidewalk location that fills an existing gap in the sidewalk on a roadway;
- **Existing Demand** – determined by the proximity of the sidewalk's location to transit stops, parks/community centers, greenways and trails, transportation disadvantaged housing, employment centers, commercial centers, and placemaking areas.

Discussion

Staff and volunteers from the subcommittee scored 117 sidewalk locations using these criteria to develop a list that quantifies the need for a new sidewalk. The scores solely reflect the need for a sidewalk and do not contemplate the cost, community or abutter preference, or difficulty of constructing a new sidewalk in any specific location. This list is in no way intended to supplant the repair and rehabilitation of existing sidewalks also funded by CIP 17.

This data-driven, need-based priority list is intended to be used as a reference document to help identify sidewalk locations that are best suited for programming in CIP 17 as standalone projects, for coordination with the CIP 78 paving program, or for other funding mechanisms such as the Transportation Alternatives Program (TAP).

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