



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

February 28, 2019, 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)
Rob Werner (Council Representative)
Craig Tufts (Bicycling Community)
Sheila Zakre (At-Large)
Greg Bakos (At-Large)
Ursula Maldonado (Pedestrian and Trails Community)
Rebecca McWilliams (At-Large)
Jim Sudak (Public Transportation Representative)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

Ryan Buchanan (At-Large) - unexcused

Staff and Guests:

Dave Cedarholm (City Engineer)
Sam Durfee (Senior Planner)
Joan Goshgarian (Resident)

1. Call to Order

The Chair called the meeting to order with introductions of all attendees.

2. Approval of Minutes

The minutes of the January 24, 2019 meeting were approved as submitted (Motion-Todd; Second-Sudak; Unanimous).

3. Public Comment - None

4. Presentations - None

5. New Business - None

6. Old Business - None

7. Consent Reports

a. Acceptance of Subcommittee Minutes

The following subcommittee reports were accepted by unanimous consent: Traffic Operations – January 15, 2019.

8. City Council Meeting Update

Councilor Todd reported that at its February 11, 2019 meeting, City Council tabled the Senior Planner's report on TPAC-BP's planned bike-lane demonstration project on South Street. At issue was a concern that the report was predicated on an 'approval' by TPAC-BP at a meeting that was noted in its minutes as not having a quorum. Council tabled further consideration of the report pending clarification of the quorum concern.

TPAC attendees discussed the quorum issue and noted that TPAC-BP is an advisory subcommittee to TPAC and that the subject report was appropriately approved by TPAC at its January 24, 2019 meeting, with necessary quorum. As such, TPAC attendees felt that the report was appropriately approved. However, in light of the concerns voiced by Council, TPAC approved a motion to reaffirm TPAC support of the subject report (Motion-Zakre; Second-Maldonado; Unanimous).

9. TPAC Referrals from City Council, Staff and Chair

a. Referral from City Council regarding a communication from Councilor Werner on Kensington Road residents' concerns about cut-through traffic and speeds on Kensington Road

Joan Goshgarian, resident of Kensington Street, was unable to attend last month's TPAC meeting but wanted to relate her and her neighbors' concerns on cut-through traffic and speeds. She is a long-time resident of the street but did not participate with the similar neighborhood discussions in 2008, including corresponding TOC/TPAC considerations. She asked if some creative solutions could be considered to address the cut-through traffic issue such as prohibiting left turns into Kensington Road from Pleasant Street or installing bump-outs at the Kensington Road/School Street intersection to slow traffic turns. She also suggested that changes be considered at the signalized Pleasant/Warren/Fruit Street intersection to reduce delays such as reinstating the exclusive eastbound right-turn lane (onto S. Fruit Street) that was removed a number of years back. She felt that the next phase of Langley Parkway would probably help the situation in the long run, but that something else should be done in the short term. The Chair noted that such a proposal would need to be considered by the entire neighborhood per the city's Traffic Management Policy, and that neighbors on adjacent streets might voice different opinions as they had in the past.

Rob Mack noted that Engineering plans to measure current traffic volumes and speeds along Kensington Road and School Street and compare same with data compiled in the past. Winter conditions are delaying this effort, but data should be compiled and reviewed by April. He suggested that the updated traffic data would be helpful in further discussions with TPAC and the neighbors. A first course of action after review of the speed data will be to share the speed and time-of-day data with the police department to aid in speed enforcement efforts. Councilor Werner suggested that a follow-up meeting with the entire neighborhood could also be considered later in the spring, as had been done this past November with the Community Drive neighborhood regarding similar traffic concerns.

b. Referral from City Council regarding a communication from Councilor Bouchard on resident safety concerns about illegal vehicle left turns from East Side Drive northbound into the CVS/Burger King driveway

Dave Cedarholm reported that staff had observed traffic movements at the subject driveway intersection during a lunch time and an afternoon commuter peak period. More illegal left turns in from East Side drive were observed during the lunch time traffic peak. A considerable volume of left-turn exits from the site were observed during both periods.

Engineering staff needs to refine the site developers' 2011 design for potential raised median along this section of East Side Drive. Two issues are: the need to extend the raised median further north of the CVS driveway to ensure no left turns here; and the consideration of relocating the Red Apple Buffet's driveway further north of the raised median area so that turns do not become restricted to that site. An updated cost

estimate for the updated improvements will also need to be developed and compared with the \$15,000 funds which are currently available for this potential work.

c. Referral from the Chair regarding FY2020-29 Priorities

This discussion item reflects TPAC's annual review of transportation-related projects in the Capital Improvements Program (CIP) and consideration of which projects should be given priority consideration. TPAC's recommended priorities would be provided to City Council in support of its upcoming consideration of the FY2020-29 CIP. A copy of last year's TPAC recommendation to City Council dated April 27, 2018 was reviewed by attendees, and formed the a basis for updating this recommendation for the coming year.

Rob Mack presented an overview of transportation-related projects in the current Capital Improvements Program. Attendees discussed the transportation and community benefits of each project and in consideration of the objectives of the City's Comprehensive Transportation Policy. Most of the projects felt to be of priority concern by attendees were also included in last year's recommendation, but a few additional projects were also considered.

Councilor Todd recommended considering priority support for the Hoit/Whitney Intersection Improvements (CIP 30). He noted that this intersection has been recently identified as the top regional transportation project in the 2019 Central/Southern Region of New Hampshire, Comprehensive Economic Development Strategy. This intersection: is of regional concern due to its location at the junction of Concord, Canterbury and Boscawen; serves as the sole highway access for existing businesses in Concord and Canterbury; provides access to commercial/industrial zoned vacant land along Whitney Road with municipal water and sewer; and intersection improvements would have a positive impact on the economic development potential for Whitney Road. He also noted that every constituent that has discussed the intersection with him has noted concerns on safety and inconvenience.

Attendees also felt that the Manchester Street Improvements project (CIP 36) should be added to the priority list due to safety and operational deficiencies of the current, heavily-traveled arterial. The project also includes needed complete streets improvements such as the addition of sidewalk, crosswalks and bicycle shoulders, all features that enhance multimodal travel and livability along the corridor which services business as well as substantial residential uses.

After considerable discussion of the transportation projects presented, TPAC attendees endorsed, by unanimous consent, the following projects as ones which should be given priority consideration in development of the FY2020-29 Capital Improvements Program. Staff will summarize TPAC's recommendation in a report for submission to City Council.

Sidewalk and Streetscape Projects: Merrimack River Greenway Trail (CIP 543); Sidewalk, Bikeway and Streetscape Improvements (CIP 17).

Street Corridor Projects: Langley Parkway (CIP 40); Storrs Street Extension North (CIP 18); and Manchester Street-Route 3 South (CIP 36).

Intersection Projects: Broadway/West/McKee Square Intersection Improvements (CIP 30); Hoit/Whitney Intersection Improvements (CIP 30); Pleasant/Warren/Fruit Intersection Improvements (CIP 570); and Traffic Signals and Traffic Operations Improvements (CIP 283).

d. Referral from the Chair regarding the City's Designated Truck Routes

Rob Mack presented a graphic illustrating the streets designated for through trucking as identified in the Ordinance (Section 17-6-7). These are also the streets upon which trucks may travel between the hours of 7:00 PM and 7:00 AM. As discussed at last month's meeting, TOC proposed the addition of Langley Parkway and Regional Drive to this list as housekeeping items pursuant to their construction several years ago.

10. Status Report on Subcommittees

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

Craig Tufts reported that TPAC-BP will meet next month and continue discussion of the bike-lane demonstration project. TPAC-BP has also been conceptualizing several potential bicycle/pedestrian improvement projects around the city, including a potential improvement on Loudon Road in the vicinity of Gully Hill. He asked if the concepts could be presented to TPAC. TPAC attendees concurred with the Chair suggesting that the item be added as a presentation at next month's meeting.

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

Sheila Zakre reported that TPAC-PT did not meet this month. RLS recommendations for the CAT Bus Service Study are not yet available.

c. Traffic Operations Committee (TOC), Rob Mack

Rob Mack reported that TOC did not meet this month.

11. Staff Updates

a. Merrimack River Greenway Trail (CIP 543)

Craig Tufts noted that a fundraiser for this project will be held at the Red River Theater on March 14, 2019. Included will be a video presentation of the MRGT project.

b. I-93 Bow-Concord / Storrs Street Extension North

The Chair noted an article in today's Monitor that spoke to the need for the NHDOT to better incorporate the community's historical desires to enhanced river access to the downtown area in this project. Attendees discussed aspects of the article as well as TPAC's position on the project as stated in its March 22, 2018 report to City Council. The Chair asked that next month's agenda include further discussion of TPAC's position.

Dave Cedarholm noted that a team of UNH civil engineering students is working on the conceptual design of a potential grade-separated multi-use path crossing of I-93 (tunnel or bridge) connecting Stickney Avenue with Fort Eddy Road. This UNH capstone project is being coordinated with Engineering staff and results should be available later in the spring. This study is timely and results will be shared with ongoing design efforts on the I-93 Bow Concord project as well as the city's Storrs Street Extension North project.

c. Langley Parkway Phase 3 (CIP40)

No report

12. Other Discussion Items

Greg Bakos reported that he will be giving a presentation on the MRGT at the upcoming meeting of the American Society of Civil Engineers Board of Governors (Northeast Region).

Councilor Werner suggested that the Energy & Environment Advisory Committee might be interested in attending the next TPAC meeting to discuss its recommendations regarding transportation projects with goals that may mesh with those of TPAC as discussed tonight. Attendees indicated support for such a discussion. Staff will coordinate with Councilor Werner regarding setting up this presentation for the next meeting.

Councilor Todd noted that City Council has scheduled a budget-review meeting for May 23, 2019 which may conflict with TPAC's regularly scheduled meeting for that same date. Staff will follow-up with potential conflicts when the subject meeting date gets closer.

13. Adjourn

The meeting was adjourned by unanimous consent at about 8:50 PM.

Upcoming Meeting Dates: March 28, 2019
 April 25, 2019
 May 23, 2019