



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

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

DATE: September 26, 2014

SUBJECT: Report from the Traffic Operations Committee in response to a communication from Councilor Herschlag requesting consideration be given for filling the sidewalk gap along Borough Road between Primrose Lane and the Sandwood Crossing development near Alice Drive and for pedestrian-friendly improvements along the section of Borough Road from the Washington/Borough/River intersection heading easterly to Primrose Lane.

Recommendation

Accept this report.

Background

On May 17, 2014, Councilor Herschlag submitted a communication to City Council requesting consideration be given for filling the sidewalk gap along Borough Road between Primrose Lane and the Sandwood Crossing development near Alice Drive, and for pedestrian-friendly improvements along the section of Borough Road from the Washington/Borough/River intersection heading easterly to Primrose Lane. City Council referred this request to the Traffic Operations Committee (TOC) on June 9, 2014. TOC considered this request at its June 17 and August 19, 2014 meetings. TOC findings were also discussed with the Transportation Policy Advisory Committee on September 25, 2014. This request was considered in tandem with a request by Councilor Herschlag to consider traffic safety and pedestrian-friendly improvements at the Washington/Borough/River intersection (reported to Council under separate cover).

Discussion

Borough Road is an urban collector street about one mile long and located within the Urban Growth Boundary. One travel lane is provided in each direction and a 30 mph speed limit is posted. It intersects with Fisherville Road to the east and Washington Street to the west and provides access to a mix of residential properties, with density generally higher toward the east. 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.

A similar request for sidewalk in the area of Blueberry Lane was referred by Council to Engineering staff in 1998. At that time, staff prepared a comprehensive review of options for sidewalk improvements in this area on either the north or south sides of the road. The investigation included reaching out to property owners on both sides of the street to solicit feedback on the various options. Staff's findings were summarized in a November 5, 1998 report to Council (attached) which generally concluded that widening Borough Road on either the north or south side to accommodate adequate pedestrian travel would require the City to obtain public highway easements and pay damages or negatively impact abutting properties. Staff's recommendation, accepted by Council on November 9, 1998, was that the construction of sidewalk should be incorporated into the CIP or be constructed as development along Borough Road occurs.

Following that report, gravel shoulders on Borough Road were slightly upgraded by the City in the area of the curves near Blueberry Lane. Sidewalk was later constructed along the south side of Borough Road in the vicinity of the Sandwood Crossing development. In 2008, funding was available for additional sidewalk construction in the area under CIP 17. Due to continued concern by select property owners to the construction of sidewalk along their frontages, only a short 200-foot segment of sidewalk was built along the north side of Borough Road to connect existing sidewalks in the Millstream Road and Primrose Lane subdivisions (a crosswalk to the south side was constructed at the Primrose Lane intersection). The potential for additional sidewalk along the south side of Borough Road near Lilac Street is currently being considered by staff in the review of the potential redevelopment of #61 Borough Road (reference to: ZBA Application 19-14).

Challenges in constructing sidewalk or pavement widening along the westerly end of Borough Road are similar to those reported for the Blueberry Lane area in the 1998 study. A particular constraint is the 33-foot wide right-of-way along the segment between Washington Street and Fowler Street. A pedestrian-friendly enhancement, however, is realistically feasible at the Washington/Borough/River intersection and is reported to Council under separate cover.

TOC concurs with the recommendations of the 1998 report, and in particular, to continue to explore opportunities to construct additional sidewalk segments along Borough Road in conjunction with property redevelopments.

RJM/rjm

attachment

cc: Traffic Operations Committee
Transportation Policy Advisory Committee