



## **CITY OF CONCORD**

*New Hampshire's Main Street™*

### ***Community Development Department***

## **REPORT TO THE MAYOR AND CITY COUNCIL**

**FROM:** Sam Durfee, Senior Planner

**DATE:** October 25, 2019

**SUBJECT:** Summary of the October 2<sup>nd</sup> Bicycle & Pedestrian Demonstration Project

### **Recommendation**

Accept this report.

### **Background**

Wednesday, October 2<sup>nd</sup> was international bike/walk to school day. The City of Concord's participation consisted of a bump out on the south side of the Broadway/Pillsbury Street intersection and bike lanes on South Street between Pillsbury Street and the driveway for Rundlett Middle and Abbot Downing Elementary School. The weather the day of the demonstration project was mild to cool, with intermittent showers resulting in wet pavement for the duration of the project (6:00am – 6:30pm).

### **Summary**

#### *Bike Lanes – Supervised by City Staff and other volunteers*

The Central New Hampshire Regional Planning Commission (CNHRPC) provided counters to track the number of cyclists through this segment of South Street before, during, and after the demonstration project. To gather baseline data, CNHRPC deployed these counters along this segment from September 28 through October 19 of 2018. During this time 409 cyclists were counted along this segment at an average of 19 per day with a peak of 31 on September 28.

The day of the demonstration, a total of 56 cyclists rode this section of South Street. The peak period of activity was between 3:00pm and 4:00pm, when a total of 20 cyclists rode through the segment. This peak is a result of school dismissal. In addition to the riders counted in the bike lane, staff counted an additional 22 riders on the sidewalk during the day. These riders were all students riding to and from school.

In the three weeks after the demonstration project, a total of 609 bicycles were counted along this route at an average of 28 per day with a peak of 51 on Monday October 14<sup>th</sup>. While the sample size is small, the count data between 2018 and 2019 shows an increase in bicycle use along this

segment of South Street.

#### *Bump outs – Supervised by CNHRPC staff and other volunteers*

The nature of this facility, walking as opposed to biking, provided an opportunity for greater interaction between pedestrians and the project supervisors. Many pedestrians expressed a positive reaction to the temporary bump out and no conflicts were reported between the temporary bump outs and the turning movements of cars and trucks

#### *Survey*

In addition to count data and anecdotes from project supervisors, CNHRPC administered a survey to participants of the two demonstration projects. Voluntary respondents were provided with a paper copy of the survey which included a URL to an online survey. Some respondents completed the survey online and others completed the survey on the spot and CNHRPC staff entered their responses into the online portal where all the respondent data was tabulated and summarized. 16 people completed the survey.

#### **Bike Lane Survey Results:**

Eight respondents held either positive or very positive opinions of the bike lane, one respondent was neutral, and two respondents were very negative. Out of ten respondents, six reported that they felt much safer when in the bike lane and four reported that they felt as safe as without the bike lane. Of the seven respondents with young children, five said they would be more willing to let their child cycle to school if a protected bike lane was available. Seven respondents reported they would like to see a permanent installation of a bike lane along South Street, two reported they would not want to see one, two were not sure. The elimination of parking was the primary concern over a permanent bike lane. When asked which streets would benefit from protected bike lanes, respondents suggested Warren, Main, Clinton, State, Centre, Broadway, West, Storrs, Manchester, and Loudon Road.

#### **Bump Out Survey Results:**

Ten respondents held either positive or very positive opinions of the bump outs, one was neutral, one was very negative. Nine respondents said they would like to see a permanent installation of bump outs at this location, two said they would not, and one was not sure. Ten out of eleven respondents said they felt safer crossing with bump outs than without. Of eight respondents with young children, six said they would be more willing to let their child walk to school if bump outs were present to aid in crossing busy streets. An open response question asked respondents what other locations could benefit from a bump out. Answers included Green Street by City hall and the library, Broadway and Carter Street, and various locations on Clinton and Pleasant.

Pictures of the bike lanes and bump outs are attached to this report and links to videos of the facilities are provided below:

[Bike lane 1](#)

[Bike lane 2](#)

[Bump outs](#)