



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

January 10, 2017 5:30 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Craig Tufts (Co-Chair)
Karen Paddleford
Robert Baker
Dick Lemieux
David Sky
Sheila Zakre
Jeffrey Warner (staff representative)

Members Not Present:

Tim Farmer
Heather Shank, Assistant City Planner
Ursula Maldonado (Co-Chair)
Greg Bakos

Guests:

None

Committee – review / accept minutes

The December minutes were reviewed and approved.

Pedestrian Master Plan (PMP)

Snow removal: Sheila recommended that additional emphasis be placed on snow removal from sidewalks, bus stops, etc.

Represent the four seasons: The committee felt that the PMP did not adequately represent Concord in all four seasons. Some photos, specifically on the cover, could be added of Concord during the winter.

Completion Date: Craig indicated that the PMP should be completed by the end of March.

Storrs Street Extension Project Update

Jeff explained that the design is progressing for the project. Details were not ready for sharing at the time of the meeting but that designs were being considered which included a shared use path along the Pan Am rail corridor.

I-93 Bow-Concord

The committee discussed the options presented to TPAC by McFarland-Johnson for NHDOT relative to the reconstruction of I-93 through Concord. The committee questioned what efforts the NHDOT/consultant were taking to evaluate the impact of traffic on the local streets. If the I-93 project improves how vehicles get onto and off of the interstate, how will that affect traffic flow on city streets?

Also discussed was the pedestrian/bicycle connection from west to east. The interstate is a significant high stress barrier and a low stress connection should be included in the design. Beyond a pedestrian/bicycle connection along Loudon Road, other options should be considered such as a pedestrian/bicycle overpass or underpass that would connect Stickney Avenue to Fort Eddy Road. A possible connection to Fort Eddy Road could be established immediately north of L.L. Bean. The connection would open an area of retail shopping to people who walk and ride a bike who may have otherwise not due to the high stress environment that currently exists. This could also be an economic advantage to the businesses along Fort Eddy Road.

Traffic Signals

David, Robert and Craig summarized the project to identify traffic signals which do not change for a person riding a bike and identifying the location on the pavement where a bike should be located to obtain a green light. A spreadsheet was developed to summarize the location, owner, technology, priority rating, etc. A column will be added to the spreadsheet to indicate which direction the signals defaults to green. Craig will discuss the idea of painting an MUTCD approved stencil at the signalized intersections with GSD. Once the location is identified, the stencils could be painted at the same time as the stop bars, crosswalks, or arrow symbols so that the additions labor required of GSD should be minimal.

Kimball Jenkins – Bicycle projects

Kimball Jenkins School of Art is working on a number of projects for 2017. One project is to paint bicycles and create sculptures from bicycle parts to display downtown and around Concord. Robert will reach out the Kimball Jenkins to learn more about the project and report back.

UNH First Impressions

Robert reported that UNH started a project to help communities improve and revitalize downtowns by using feedback from first time visitors. Using a phone app, visitors “select a characteristic from a list, fill out a description, observation, and choose a rating on a scale of poor to excellent from a drop down menu. Once they submit, the information is stored as a point on a map that other volunteers are able to see instantly. Using technology provides an easy way to quickly collect and aggregate data, and allows volunteers to pinpoint what they are assessing on a map.” For the pilot, UNH paired communities where representative from each visited the other and completed the evaluation. TPAC-BP recommends that TPAC consider participating in the program to aid in identifying the areas of strength and in need of improvement.