



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

January 8, 2018 5:30 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Craig Tufts (Co-Chair)
Ursula Maldonado (Co-Chair)
Robert Baker
Dick Lemieux
David Sky
Greg Bakos
John Stoll, Senior Planner
Jeffrey Warner (staff representative)

Members Not Present:

Karen Craver

Guests:

Committee – review / accept minutes

The December minutes were reviewed and accepted.

Demonstration Project

After much discussion, the following was noted:

1. If the City has an interest in moving from a Bronze Bicycle Friendly Community to Silver, infrastructure beyond establishing bike lanes by reallocating space within the existing roadway will be necessary;
2. A demonstration project may be an avenue to establishing #1;
3. The target audience are non-cyclists and decision makers;
4. Robert will work on a concept of what a bicycle boulevard on Spring Street may look like;
5. Rather than pushing the demonstration project concept for the sake of completing a demonstration project, the committee should review the corridors and hot spots identified in the Bicycle Master Plan and make a proposal on how to improve those corridors and hot spots. If a demonstration project should be used to convey the desired change, TPAC-BP should pursue a demonstration project. :: Start with a location, find a solution.
6. The City's Master Plan (CMP) will be revised in 2020. It was noted that the revised Bicycle Master Plan (BMP) will take its direction from the CMP. However, initiating the updating of the BMP prior to 2020 may be advisable. The BMP should use the Level of Traffic Stress concept to help identify weakness in the current infrastructure.

Traffic Signals

Craig will invite Rob Mack, Traffic Engineer to the next meeting to learn about the state of traffic signals in the City: current CIP Plans, past and current technology, how to establish uniformity in the city, lead pedestrian intervals, data collection and the potential to do so.

Rundlett School

John will continue to reach out to Matt Cashman to facilitate a discussion between Matt and TPAC-BP regarding the plans to renovate/replace/relocate the middle school.

Roadway Evaluations

Currier Road: David received an email through the Central NH Bicycling Coalition from a twelve-year old requesting assistance in having bike lanes added to Currier Road. Jeff informed the group that Currier Road is a State maintained road and that the request would need to be directed to NHDOT. NHDOT indicated that such a change would need to start with a request from the community. The street is between 24' and 26' feet wide and is not wide enough for bike lanes. The committee felt that if the white edge lines wear over the winter, a request could be made to stripe 10' lanes, but did not support pursuing bike lanes.

Exit 16 Roundabout: David noted that the roundabout at Exit 16 was constructed without any pavement markings or signage to assist people riding a bike on how to navigate a roundabout or to assist people driving how to share the roundabout with a person riding a bicycle. It was David's understanding from TPAC/public meetings that sharrows and signing would be incorporated into the project. If the records show that to be the case, the City should revisit the commitment and implement the features as discussed.

Portsmouth Street / Old Loudon Road: The committee discussed the configuration of the subject intersection. The consensus was that the change has resulted in operational improvements with lower speed and improved sight distance.

Pleasant Street: The property at 230 Pleasant Street (east of Rum Hill) was cleared, stumped, graded, seeded, and irrigation installed last summer. As a result of the work, the topsoil spilled onto the shoulder resulting in a reduction in usable shoulder width. Jeff indicated that the City will investigate the site in the Spring and work with the home owner to address the encroachment.

Bike Share Update

The committee discussed what the next steps were for establishing a bike share. Before a bike share is established, a collective discussion should establish the criteria which the program will be assessed. Criteria may include ridership and sponsor satisfaction. Funding without City share was not viewed as a measure of success. The committee also viewed the program as an opportunity to consolidate the efforts of organizations which have/had a bike share program and reduce redundancy (NHTI, NHDES, St. Paul's School, Homeless Resource Center). To advance the program, John will discuss Nashua's desire for a bike share program and their discussions with LimeBike. Planning will continue to gather data and if the program is looking promising, reach out to vendors for a proposal which will help to determine how many bikes / stations would be appropriate for Concord.

Form Based Code

John reported that the Planning Department selected Code Studio from Austin Texas to develop Form Based Code for the urban areas/villages of the City. Code Studio is scheduled to begin public outreach in February and John encouraged everyone to participate.

Assistance Clearing Private Sidewalks and Driveways of Snow

After a resident reached out to the City for input, Ursula asked if there was an opportunity for the city or fellow residents to clear private sidewalks and driveways of snow for those who are not physically able to. It was reported that TPAC tried to implement such a system a few years ago, but it did not take hold. No further action was suggested.