



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

The Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee met virtually at 4:30 p.m., on August 3, 2020, via Zoom.

Attendees: Craig Tufts, Ursula Maldonado, Dick Lemieux, Greg Bakos

Guests: Boyd Smith

Staff: Sam Durfee, Senior Planner, Staff Representative
Karen Hill, Transportation Engineer

Members of the subcommittee welcomed Boyd Smith to the meeting. Introductions were made and Boyd expressed his interest in furthering impactful projects to make Concord more bike-friendly.

1. Minutes of the June 2, 2020 Meeting

Ursula motioned to approve the minutes of the June 2 meeting, Greg seconded. The motion passed unanimously.

2. Sidewalk Priority List

Sam Durfee provided an overview of the process for developing a sidewalk priority list. The impetus for which is a constant stream of sidewalk requests, but the lack of a priority list to program specific projects into CIP 17 for construction. Karen had put together a spreadsheet listing sidewalk projects by neighborhood that had been identified by various plans. Sam explained a draft set of ranking criteria and opened it up to the Subcommittee for comment and revision. The agreed upon criteria and score values are as follows:

1. Safety – 25 Points
 - a. Shoulder and roadway width, presence of bike lanes
 - b. Crash history
 - c. Vehicle speeds and traffic volumes
2. School Proximity – 15 Points
 - a. Elementary School within 1 mile (15 Points)
 - b. Middle School within 1.5 miles (10 Points)
 - c. High School within 2 miles (5 Points)
3. New Access on Arterials and Collectors – 10 Points

4. Latent Demand (Dwelling units within ¼ mile of sidewalk project) – 15 Points
5. Connectivity – 15 Points
 - a. Along arterial roadway and connects to existing side (15 Points)
 - b. Along collector roadway (10 Points)
 - c. Along local street (5 Points)
 - d. Does not connect to other sidewalks (0 Points)
 - e. Fills a gap in existing sidewalk network BONUS (take respective roadway class points again)
6. Existing Demand – 20 Points
 - a. Transit stops
 - b. Parks/Community Centers
 - c. Greenways & Trails
 - d. Transportation Disadvantages Housing
 - e. Employment Centers
 - f. Commercial Centers
 - g. Placemaking Areas

The subcommittee tested the scoring criteria on a Manor Road sidewalk as a test run. Members of the subcommittee will score sidewalk projects independently and then come together to discuss scores and rank sidewalks into a master priority list based on mean scores from members' rankings. Karen mentioned that the current budget shows that funding for CIP 17 was pushed out another year to 2023. This strengthens the need to have a priority sidewalk list so that specified projects are programmed to make it more difficult to push out funding.

3. Transportation Alternative Program Grant Round

Sam mentioned that Tim Blagden from the Concord-Lake Sunapee Rail Trail called him asking if the City will be submitting a Transportation Alternatives Program (TAP) application for a rumored fall round. The Subcommittee discussed the importance of submitting an application as the City has a complete streets policy, but has not submitted a TAP application for a few rounds. Staff will talk internally to put together an application. One option could be the Concord-Lake Sunapee Rail Trail.

4. Other Business

Dick raised concerns over The Draft's outdoor dining area encroaching into the bike lane on South Main Street beyond the parking lane. Karen stated that she has brought this to the City's Licensing Officer and shared that the permit does not allow for the use of the bike lane for outdoor dining. She will follow up with the Deputy City Manager.

The Subcommittee briefly discussed the Loudon Road bridge project. The City's consultant, HDR, presented design alternatives to full TPAC in July. Members expressed disappointment over the slim chance of providing shared use paths on both sides of the bridge as a result of cost. This bridge is a key connection between The Heights and Downtown. Bicycle connectivity is very much subject to the principle of the weakest link. If the bridge is not accommodating to bicyclists, it will remain a barrier to bicycle transportation.

Meeting adjourned at 6:00 PM