

**City of Concord  
Transportation Policy Advisory Committee**

**Meeting Minutes**

Thursday, January 23, 2014 - 6:00pm to 8:00pm  
City Council Chambers

**1. Call to Order/Introductions**

Dick Lemieux, Chair, called the meeting to order. He announced that Jennifer Kretovic was resigning from TPAC pursuant to the end of her term on City Council. Those in attendance included:

Committee Members Present:

Dick Lemieux (Downtown - Chair)  
Tom Irwin (North/West Concord)  
Ursula Maldonado (At-Large)  
Rob Mack, Traffic Engineer – Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council  
Rob Werner, City Council  
Brent Todd (Penacook)  
Craig Tufts, (Bicycling Community)  
Jim Sudak (Public Transit - Concord Area Transit)  
Alex Vogt (Pedestrian Community)

Staff, Visitors and Guests Present:

Ed Roberge, City Engineer – Staff Representative  
Jennifer Kretovic, former City Councilor

TPAC did not hold its regular meeting in November, with members instead attending the November 21, 2013 public information meeting on the Langley Parkway Phase 3 project. Similarly, TPAC did not hold its regular December meeting, with members instead attending the December 18, 2013 public information meeting on the Loudon Road corridor Improvements project.

**2. Approval of October 24, 2013 meeting minutes**

The October 24, 2013 minutes as submitted were approved by unanimous consent.

**3. Presentations**

- a. None

**4. Public Comment**

There was no public comment.

**5. New Business**

**a. Consideration of a TPAC report to City Council regarding TPAC's Accomplishments**

Rob Mack noted that the TPAC Accomplishments document approved by TPAC on October 24, 2013 would be submitted to City Council for their consideration at the February 10, 2014 council meeting. Staff was also working on developing a TPAC web page to display the document.

A draft cover report from TPAC (included in the TPAC agenda package) was reviewed by TPAC members with recommendation that the third paragraph of the draft document (related to viewing the document on the web site) be deleted. The amended draft report was approved by unanimous consent. Staff will submit the approved report, with Accomplishments report attached, to City Council.

**b. Consideration of a TPAC report to City Council recommending the Loudon Road Improvements Project (CIP #19).**

The Chair suggested that TPAC consider a unified statement to Council in support of the Loudon Road project in light of recent subcommittee endorsements of same. TPAC members concurred and crafted a brief recommendation for staff to compile into a report for submission to City Council. The following final wording was approved by unanimous consent.

The Transportation Policy Advisory Committee (TPAC) has reviewed the development of this project on a number of occasions over the past year. TPAC members have also attended the December 21, 2013 public information meeting. The recommendation and endorsement of this project, as herein reported, was made by TPAC at its January 23, 2014 meeting.

TPAC fully endorses the general design features proposed for the Loudon Road Corridor Improvements Project. In particular:

- The proposed three-lane conversion and related improvements fully comply with the "complete streets" provision of the city's Comprehensive Transportation Policy. The existing corridor has for too long been one of Concord's "least complete" streets.
- The proposed project will enhance safety for all users. The extraordinarily high history of vehicle, pedestrian and bicycle crashes along this section of Loudon Road has been the number one concern for this corridor for over a decade.
- We concur that it would be an effective and realistic solution for this corridor.
- The proposed project would enhance the 'livability' of the corridor while generally maintaining current traffic levels and local access. Any potential alternative project to improve capacity and 'solve' existing vehicle delays would act to attract higher and faster traffic volumes, possibly negating previous efforts that have successfully diverted to Regional Drive and I-393.

While TPAC understands the competing interests in additional roadway capacity and corridor safety improvements, the proposed project best balances accessibility, safety, and livability for all users, and in a timely and fiscally realistic way. As such, TPAC recommends that City Council endorse this important safety-improvement project and approve both resolutions regarding same.

**c. Consideration of a TOC report responding to a referral from City Council regarding traffic operation concerns at the Regional/Chenell intersection).**

Rob Mack gave an overview of the engineering study conducted by staff and the TOC draft report to Council that was attached to the TPAC agenda package. At issue is a request by the Deputy City Manager-Development to examine the performance of the Regional/Chenell intersection. The request was based on concerns by several nearby business owners regarding intersection safety, particularly with regard to truck traffic in the corridor. Pursuant to this request, Engineering Services performed a comprehensive engineering study of intersection traffic operations.

Staff overviewed intersection peak operation, conducted intersection traffic counts, reviewed crash history, and assessed traffic control needs. Intersection crashes of about two per year over the last five years are not indicative of a significant crash history. The intersection appears appropriately designed to handle current traffic demands. However, there are increased side-street traffic delays for Chenell Drive vehicles during peak traffic periods. Current intersection traffic volumes continue to fall below the minimum thresholds for consideration of traffic signalization, a finding similarly reported by TOC in 2007. Current volumes are also below thresholds for multi-way stop control, although such control would be inappropriate (per city policy) on a major collector such as Regional Drive.

Traffic growth along the Regional Drive corridor has increased substantially over the years and is a testament to the success of the Regional Drive project. Since some further corridor growth is anticipated, delays for turns from Chenell Drive may get progressively longer during peaks without more advanced intersection traffic control. CIP 541 has been programmed in the out-year to provide for intersection reconstruction for additional lanes and signalization or a roundabout. Staff notes, however, that both TOC and TPAC have in the past recommended CIP 541 as a 'medium priority' intersection improvement, with 'higher priorities' recommended for needed safety projects such as CIP 24 (Exit 16/Mountain Road roundabout) and CIP 31 (McKee Square improvements). CIP 541 is currently programmed in FY 2020-21 and reflects the realities of fiscal constraint as well as prioritization based on safety needs and public benefit. Staff will continue to monitor traffic operations at this intersection.

TPAC members indicated that a roundabout would be preferred at this location versus a signalized intersection option, and requested that the TOC report indicate such. Attendees fully endorsed the draft TOC report by unanimous consent, with addition of the noted roundabout preference by TPAC.

**d. Consideration of a TOC response to a referral from City Council regarding a resident request to install stop signs to slow traffic on Governors Way at the intersection with Peterson Circle.**

Rob Mack gave an overview of the engineering study conducted by staff and a draft TOC report to Council that was distributed to TPAC attendees. At issue is a resident request to install a STOP sign to slow traffic on Governors Way at Peterson Circle. TOC considered this request at its January 21, 2014 meeting. TOC found that this

two-way STOP controlled intersection of two lightly traveled residential neighborhood streets was safe and appropriately controlled. A perceived speeding problem could be related to an individual, inconsiderate driver(s) rather than neighborhood traffic in general. The requested addition of a STOP sign to make a multi-way STOP intersection for sole purpose of 'speed control' would be inconsistent with city policy. TOC suggested the intersection as currently configured is both safe and appropriate. A 'speeding' concern at this location would appropriately be an enforcement issue for which the Concord Police Department encourages descriptions of offending vehicles or times of day to assist in enforcement efforts. TPAC members fully endorsed the draft TOC report and recommendations by unanimous consent.

## **6. Consent Reports**

### **a. Approval of Subcommittee Minutes (Pedestrian, Bicycle, Public Transit, and Traffic Operations)**

The following subcommittee minutes were reviewed and accepted by unanimous consent: Joint Bicycle/Pedestrian - November 4, 2013 and December 2, 2013; Bicycle - October 7, 2013; and Traffic Operations - October 15, 2013, November 19 and December 17, 2013.

## **7. City Council meeting update**

At its December 9, 2013 meeting, City Council amended the Parking Ordinance to reinstate parking on the north side of Knight Street near Hutchins Street.

## **8. TPAC Referrals from City Council, Staff and Chair**

### **a. Referral from City Council regarding a request from the Friends of White Park to consider removing the bus lane from the White Park parking lot as part of the proposed skate house project.**

Rob Mack noted that the subject request regarded on-site bus parking at the White Park parking lot, not related to CAT public transportation, and that it would be more appropriately addressed by Engineering Services. TPAC members concurred and requested that the City Engineer provide the appropriate review and response back to City Council.

## **9. Status report on subcommittees**

### **a. Pedestrian Committee, Ursula Maldonado**

See joint meeting discussion below.

### **b. Bike Committee, Craig Tufts**

Dick Lemieux reported that TPAC-Bike met jointly with TPAC-Ped in January. Lack of winter snow maintenance on the sidewalk along I-393 was discussed, particularly in regard to patrons walking to the new Friendly Kitchen facility on S. Commercial Street. Both subcommittees also endorsed the proposed Loudon Road three-lane conversion and provision of bike lanes. TPAC-Bike inquired if the project design could consider 6-foot bike lanes rather than the 5-foot lanes indicated in the latest concept design.

Regarding pedestrian access to Friendly Kitchen, Ed Roberge noted that the city is currently considering purchasing an additional parcel of land along the railroad

tracks near the former Agway property. This could present options for future walking access.

**c. Public Transit Committee, Jennifer Kretovic**

Jennifer Kretovic noted that the TPAC-PT subcommittee met in January and discussed the Loudon Road Corridor Improvement project. The subcommittee expressed its support for the project. It also suggested consideration of moving the bus stop nearest Hazen Drive a little further to the east. Also discussed was CAT ridership and the very low ridership that the Crosstown Route experiences. She also noted that she was resigning as chair of the subcommittee.

**d. Traffic Operations Committee, Rob Mack**

Rob Mack reported that TOC met on January 21 and considered Items 5c and 5d, above. TOC also reviewed the 2013 annual city-wide crash report. He noted that there were about 1,100 reported crashes in the city in 2013 which was below the average of about 1,300 annual crashes experienced between 2005 and 2012.

**10. Staff Updates**

**a. Downtown Complete Streets Improvement Project - TIGER 2012 (CIP460)**

Ed Roberge noted that the second round of bids for construction would be opened tomorrow. Since the dropping of the new steam plant proposal, he noted that the scope of the sidewalk-melt system has been reduced to include only the sidewalks between roughly Hills Avenue to Centre Street.

**b. US Route 3 North Improvements (CIP 35)**

Ed Roberge reported that underground utility construction in Penacook Village is complete and overhead utility reconnections and removals are underway. The roadway/streetscape construction project will go out to bid in February with a bid opening in early March.

**c. Sewalls Falls Bridge Replacement (CIP 22)**

Ed Roberge reported that the project is under final NEPA review and options for environmental mitigation are being developed. A bridge-type public meeting will be held in February.

**d. Loudon Road Corridor Improvements (CIP 19)**

Rob Mack reported that the public information meeting on the project was held on December 18, 2013 and attended by about 50 residents and city officials. A public hearing and consideration of project approval is scheduled for the February 10, 2014, City Council Meeting. If approved, construction is anticipated in late 2014 or early 2015.

**11. Old Business**

**a. Review/update Comprehensive Transportation Policy.**

The Chair suggested that TPAC might want to review the city's Comprehensive Transportation Policy in light of suggestions received a few years back from CompleteStreets.org that the policy statement could benefit by having stronger language regarding accessibility improvement. It was noted that TPAC subcommittees and staff have worked to create an accessibility 'transition plan' for

the city which has yet to be adopted by council. TPAC concurred that a review of the 2010 policy was appropriate in light of the accessibility item. Staff would distribute a copy of the 'report card' Concord received several years back on its complete streets policy for discussion at the next meeting.

**b. TPAC membership and recruitment**

The Chair reiterated that there are still several vacant positions on TPAC, and that participation in subcommittees has also been dropping. Members were encouraged to suggest names of individuals who might be interested in knowing more about TPAC.

**12. Adjourn**

On behalf of TPAC, the Chair acknowledged Jennifer Kretovic's dedicated commitment and substantial contribution to TPAC's efforts since June 2008. All attendees echoed their deep appreciation for her many contributions toward enhancing transportation within the greater Concord community.

The meeting was adjourned by unanimous consent.