

**City of Concord
Transportation Policy Advisory Committee**

Meeting Minutes

Thursday, September 25, 2014 - 6:00pm to 8:00pm
City Hall, 2nd Floor Conference Room

1. Call to Order/Introductions

Dick Lemieux, Chair, called the meeting to order and introduced members and guests. Those in attendance included:

Committee Members Present:

Dick Lemieux (At-Large - Chair)
Byron Champlin (Council Representative)
Craig Tufts, (Bicycling Community)
Brent Todd (Council Representative)
Ursula Maldonado (At-Large)
Tom Irwin (At-Large)
Jim Sudak (Public Transportation Representative)
Sheila Zakre (At-Large)
Rob Mack, Traffic Engineer (City Manager's Designee)

Committee Members Not Present:

Rob Werner (Council Representative)

Staff, Visitors and Guests Present:

Ed Roberge, City Engineer (Staff Representative)
Julie Petty (Resident)
Jason Petty (Resident)

2. Approval of June 26, 2014 meeting minutes

The June 26, 2014 minutes were approved as submitted (Motion-Zakre; Second-Todd; Unanimous).

3. Presentations

There were no presentations.

4. Public Comment

Public comment noted in Item 9c.

5. New Business

There was no new business.

6. Old Business

a. Review/update Comprehensive Transportation Policy.

Copies of the complete streets policy scoring methodology included in Smart Growth America's (SGA) 2012 Complete Streets report was distributed to members, along with a copy of the score breakdown given on Concord's 2010 Comprehensive Transportation Policy. The city's policy received a score of 27.4 out of 100 in that ranking. Staff also distributed potential

edits to the city's policy that add wording suggested by SGA for higher ranking potential. The intent of the alternate wording was to better-describe current city practice on complete streets.

Councilor Champlin suggested that a policy with a higher ranking, on a nation-wide basis, would be valuable to the city in promoting the attractiveness of living in Concord to the younger-aged population (millennials). Recent statistics indicate that the younger segment of New Hampshire's population has been increasingly relocating to other states. Another growing trend in the younger population is an affinity for living in an urban center with alternative travel modes (bicycling, walking and public transit). Ed Roberge added that our complete streets policy was a key reason that the city was awarded the \$4.1M TIGER Grant for Main Street.

The Chair asked that members review potential edits to the policy in concert with the SGA methodology. Comments and suggestions should be shared with all members over the coming week, with results compiled by staff for further discussion at the next meeting.

b. Report from the Bicycle and Pedestrian Subcommittees with recommendations for improved access to the Friendly Kitchen.

Rob Mack reported that the city's potential closing on the purchase of the Tunis property had been pushed to mid-October. TPAC members concurred to wait until after the closing to redraft a recommendation to consider providing for non-motorized travel between S. Commercial Street and Storrs Street.

7. Consent Reports

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

The following subcommittee minutes were approved as submitted (Motion-Todd; Second-Maldonado; Unanimous): Bike/Ped - March 3, April 7, June 2 and August 4, 2012; Public Transportation - June 17, 2014; and Traffic Operations - June 17, July 15 and August 19, 2014.

8. City Council meeting update

None.

9. TPAC Referrals from City Council, Staff and Chair

a. Referral from Councilor Herschlag regarding excessive traffic speeds in the West Village neighborhood in Penacook. (Council: 4/14/2014).

Rob Mack reported that staff had shared TOC findings with Councilor Herschlag regarding actual speeds and traffic cut through, as well as applicable aspects of the city's traffic management policy, particularly with regard to a request for neighborhood traffic calming. Councilor Herschlag noted that he would meet with constituents to discuss the new information and would reply back to staff on potential next steps.

b. Referral to TOC from Councilor Herschlag requesting that additional traffic calming methods or stop signs be used at the Washington/Borough/River intersection, and that consideration be given to filling sidewalk gaps and enhancing pedestrian travel along Borough Road between Alice Drive and River Road. (Council: 6/09/2014)

Rob Mack distributed a November 1998 report to Council outlining staff's comprehensive study of potential sidewalk construction alternatives along Borough Road in the vicinity of Blueberry lane. Included were options for sidewalk on either side of the street, costs, right-of-

way implications and neighborhood outreach. Staff's 1998 report to Council generally concluded that widening Borough Road on either the north or south side to accommodate adequate pedestrian travel would require the City to obtain public highway easements and pay damages or negatively impact abutting properties. Staff's recommendation, accepted by Council, was that the construction of sidewalk should be incorporated into the CIP or be constructed as development along Borough Road occurs. In its consideration of this referral over the past several months, TOC generally concurred with this prior finding and recommendation. TPAC also indicated its concurrence. Staff will submit a report on this referral from Council in October outlining the above findings and recommendations.

Rob Mack presented the potential intersection reconfiguration plan prepared by Engineering and General Services staff and endorsed by TOC. The plan is to essentially remove existing (excessive) paved area at the intersection and revise signs and markings to reconfigure the Borough Road approach to intersect Washington-River Road at a right angle. TPAC members endorsed the plan as a low-cost solution that not only makes the intersection easier to navigate for drivers, but enhances safety for bicyclists and pedestrians by reducing intersection size and slowing down turning traffic. Staff will submit a report to City Council in October with the recommended intersection reconfiguration which will be designed and constructed by staff.

- c. **Referral from City Council regarding a concern by a resident of Snow Street on traffic speeds and cut-through movements and requesting stop signs to slow traffic. (Council: 8/07/14).** *This agenda item was discussed out of order and followed Item 2.*

Julie and Jason Petty of #48 Snow Street noted their concerns on traffic speeds along Snow Street as well as the use of Snow Street as a cut-through route for some Village Street southbound traffic wanting to head east on Manor Road and wanting to bypass the left-turn signal at the Village/Manor intersection. Requested was: the installation of multi-way stop signs at Welch Street and Bean Street to slow traffic on Snow Street; the striping of additional crosswalks at Snow Street intersections; and consideration of limited sight lines at the Snow/Welch intersection due to vegetation.

Rob Mack summarized staff and TOC efforts to date following up on the Petty's July 11, 2014 request. Engineering staff deployed the radar speed counters on Snow Street between the intersections of Welch Street and Bean Street for four days including a weekend from August 8 to 12, 2014. Average speeds were 23 mph and 85th percentile speeds were 29 mph; a 25 mph speed limit is posted. Several vehicles with high recorded speeds were noted on the four-day count and time-of-day data was provided to CPD. Staff observed traffic flow along Snow Street for about 20 minutes during the afternoon commuter peak. 10 vehicles were observed: 7 were local residents on Snow Street; 3 appeared to be cutting through between Village Street and Manor Road; and all appeared to be travelling at reasonable speeds. Daily traffic volumes along Snow Street are very light, averaging 130 vehicles during the weekday and 190 during the weekend; that is the equivalent trip generation of less than 20 single family homes.

Pursuant to the August 19, 2014 TOC meeting (with Julie Petty in attendance), Concord Police Department performed targeted speed enforcement along Snow Street on several occasions. The officer reported that overall speeds appeared appropriate and that no unreasonable

driving was observed. Several drivers (a mix of local residents and through drivers) were spoken to and a few warnings given.

TPAC members concurred with TOC's findings and felt that overall speeds along Snow Street were reasonable and appropriate, although enforcement was recommended for the few inconsiderate drivers noted. The use of Snow Street as a cut through was considered minor and may be related to a driver's choice approaching the left-turn signal at Manor Road. TPAC fully endorsed staff's suggestion that the exclusive left-turn phasing at that signal may not be appropriate for the moderate volume of traffic using the intersection and that it might be beneficial to revise the signals (under CIP 35, Phase 6) to implement a flashing yellow arrow operation as has been done further south at Bog Road and Sewalls Falls Road. Reduced left-turn delay may attract drivers back to the left turn at the Manor Road signal versus deciding to turn at the last moment onto Snow Street. TPAC members concurred that the potential use of STOP signs for speed control would not be appropriate as traffic conditions fall far below the minimum traffic volume warrants under Federal guidelines. It is also possible that potential additional stop signs at intersections would result in increasing the mid-block (near #48) speeds of speeding drivers as they try to make up lost time. Rob Mack noted that the sight-line restriction at the Snow/Welch intersection as reported by the resident appeared to be related to a conifer on private property, but that sight lines were observed to be adequate. Regarding crosswalks, Rob Mack noted that sidewalk and crosswalks were constructed several years ago along the east side of Welch Street between Manor Road and Abbott Road in conjunction with providing a school walking route. As there is no other sidewalk in the immediate neighborhood area along Snow Street, the installation of additional crosswalks would not be appropriate.

TPAC members endorsed the above findings, and particularly the option of considering a revision to the left-turn traffic signal at the Village/Manor intersection to a flashing yellow arrow. Also endorsed were the targeted enforcement efforts conducted by the Concord Police Department. The Pettys were appreciative of the opportunity to speak to both committees and participate in the discussion. In the end, they understood that the committee's recommendations were appropriate.

10. Status report on subcommittees

a. Pedestrian Committee, Ursula Maldonado

Not discussed.

b. Bike Committee, Craig Tufts

Not discussed.

c. Public Transit Committee, Tom Irwin

Tom Irwin reported that the subcommittee will have a recommendation for TPAC next month regarding funding for new CAT buses. Jim Sudak noted that CAT is currently looking for matching funds for potential grants to purchase smaller-size buses to replace aging Orion buses.

d. Traffic Operations Committee, Rob Mack

Not discussed.

11. Staff Updates

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

Ed Roberge reported that a stakeholder meeting on downtown way-finding signage was held earlier this evening. Excavation related to utility work along Main Street will commence shortly.

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

Ed Roberge reported that Phase 5 work in Penacook Village is almost complete, with a ribbon-cutting event being scheduled with the Penacook Village Association for November 15, 2014. December 3 is scheduled for the first lighting of the new tree in Boudreau Square. The design of Phase 6 is progressing in-house by staff, with construction anticipated next season.

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

Ed Roberge reported that final design of the new bridge is underway and that state funding for the project (currently delayed) is anticipated in the near future.

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

Rob Mack reported that a formal report summarizing the engineering study of the project was submitted to NHDOT in August, and that preliminary engineering design will commence shortly following NHDOT approval of the study. It is expected that design will continue through 2014. Construction is anticipated in spring 2015.

e. **I-93 Bow-Concord Study (NHDOT)**

Rob Mack reported that the project consultant is currently developing the regional traffic model for the project. Census data has been compiled and the modeling of the road network is underway.

f. **TAP application for funding for the MRGT (due at NHDOT 9/26)**

Rob Mack reported that staff is finalizing the TAP application and will submitted it tomorrow. CNHRPC scoring of the applications is anticipated by mid-fall. Final NHDOT scoring is anticipated by December, with final approval of project awards by the Commissioner anticipated in January 2015.

12. Other Discussion Items

None

13. Adjourn

The meeting was adjourned at about 9:15 PM by unanimous consent.

Upcoming Meeting Dates: Oct. 23, 2014
 Nov. 20, 2014
 Dec. 18, 2014