

**City of Concord
Transportation Policy Advisory Committee**

Meeting Minutes

Thursday, January 22, 2015 - 6:00pm to 8:00pm
City Council Chambers

1. Call to Order/Introductions

Dick Lemieux, Chair, called the meeting to order. Those in attendance included:

Committee Members Present:

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

Committee Members Not Present:

Rob Werner (Council Representative)
Byron Champlin (Council Representative)
Tom Irwin (At-Large)

Staff, Visitors and Guests Present:

Ed Roberge, City Engineer (Staff Representative)
Carlos Baia, Deputy City Manager - Development (Staff Representative)

2. Approval of December 18, 2014 meeting minutes

The December 18, 2014 minutes were approved as submitted (Motion-Todd; Second-Maldonado; Unanimous).

3. Presentations

There were no presentations.

4. Public Comment

There was no public comment.

5. New business

There was no new business.

6. Old Business

a. Review/update Comprehensive Transportation Policy

Carlos Baia addressed attendees regarding language in Item #2 in the policy statement that related to maintaining a program that attracts through travel to the collector/arterial street network to enhance livability in residential neighborhoods. While this statement embodies the 2030 Master Plan's objectives for maintaining a

collector/arterial street network as well as traffic calming in neighborhood areas, a concern was a potential conflict between the statement as written and the vision of the Master Plan which also states, "New Streets are designed to be interconnected and reinforce the street network. Dead ends or cul-de-sacs are discouraged." Because of the city's commitment to promote future development within the urban growth boundary rather in outlying rural areas, it is important to allow for consideration of new street connectivity that may or may not be in direct proximity to the collector/arterial street network. A summary of select sections of the Master Plan related to street connectivity and development within the city's Urban Growth Boundary was distributed to attendees.

There was considerable discussion by attendees on ways to reword statement #2 to better reflect the three principle objectives related to the subject goal of enhancing neighborhood livability: the need to make travel along collector and arterial street attractive to through traffic; the need to lessen the adverse impacts of undue traffic on local residential streets; and the need to provide connectivity for travel between neighborhoods. The discussion also included policy statement #3 which embodies development of transportation solutions that are sensitive to the context of surrounding neighborhoods and commercial areas. Attendees also discussed suggestions from Tom Irwin (unable to attend) regarding expanding the wording of the policy to more specifically promote the provision of public transportation.

Due to the lateness of the hour and lack of consensus on a rewording of statement #2, the chair suggested that the discussion be tabled until next meeting. This would also allow Tom Irwin the opportunity to join in the discussion of his suggestions regarding public transportation. TPAC moved to rescind its November 20, 2014 approval of the amended Comprehensive Policy and bring it back to the table for further reconsideration (Motion-Todd; Second-Maldonado; Unanimous). The Chair requested that staff compile several options for rewording statement #2 based on tonight's discussion to help facilitate next month's discussion.

- b. **Report from the Bicycle and Pedestrian Subcommittees with recommendations for improved non-motorized access between downtown and the Horseshoe Pond area.** Carlos Baia asked for the opportunity to address TPAC on the subject recommendation, and in particular, to describe Administration's ongoing efforts to promote the future extension of Storrs Street northerly to Commercial Street. He described the city's recent efforts regarding the purchase of the Tunis property and negotiations with the state and the railroad company regarding potential changes in track and grade-crossing locations as would be needed to plan for the future northern extension of Storrs Street to the Commercial Street area. After some discussion, members concurred that the subject recommendation from TPAC was consistent with Administration's current efforts. So as to not duplicate efforts, TPAC moved to rescind its November 20, 2014 approval of a report to City Council on the subject matter (Motion-Zakre; Second-Sukak; Unanimous).
- c. **Report from the Public Transit Subcommittee outlining TPAC's recommendation to develop and implement a multi-year capital replacement program for CAT fixed-route buses.**

Jim Sudak distributed copies of the updated 'Bus Option Matrix' comparing the capabilities/costs/amenities of three potential replacement models (buses less than 30 feet in length) for CAT's fleet: a New Flier Midi; an IC Bus HC Series; and an Eldorado National Transport. Jim noted that CAT's preference for overall performance and cost effectiveness was the 'midi'-type bus. TPAC members discussed the matrix and comparative factors including: bus types, numbers of passengers, fuel type, service life, and amenities such as level floors versus lifts, meters, and message signs. After a lengthy discussion, members concurred that the 'midi' style appeared the most effective overall choice of the three styles. These buses run on either diesel or gasoline. The options of compressed natural gas (CNG) or hybrid engines were considered unrealistic due to very high initial cost for the hybrids, or difficulty in obtaining timely and cost-effective CNG fueling.

Jim Sudak noted that a \$300,000 grant was approved for purchase of the first of three needed buses, with a single bus being purchased for each of the next three years. There was a 20 percent local match (\$60,000/year) required. NHDOT has historically provided a 10 percent contribution to this match with the municipality providing the other 10 percent. The current NHDOT budget has not yet committed to these funds for the new grant award, so there is the potential that they may not be able to contribute the 10 percent match for this new round of funding.

Ed Roberge suggested that a new project could be requested for FY 16 as well as the out-years of FY 17 and FY 18 that sets aside a 20 percent match (\$60,000) each year. If the state's budget allows their 10 percent match, then the CIP budget can be revised downward to 10 percent at a later time. TPAC moved to support a recommendation to City Council to budget the 20 percent match for the next three years associated with CAT's planned purchase of three replacement buses (Motion-Maldonado; Second-Zakre; Unanimous). Ed Roberge noted that staff will draft a TPAC report to City Council with its recommendation and concurrence with the CAT analysis of a preferred bus type.

7. Consent Reports

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

There were no consent reports.

8. City Council meeting update

Rob Mack noted that at its January 12, 2015 meeting, City Council accepted the TPAC/TOC report on the West Village traffic referral from City Council.

9. TPAC Referrals from City Council, Staff and Chair

a. None

10. Status report on subcommittees

a. Bicycle/Pedestrian Committee, Craig Tufts

No report given.

b. Public Transit Committee, Tom Irwin

No report given.

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

No report given.

11. Staff Updates

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

Ed Roberge reported that City Council approved a signing and lighting package for the project at its January 12, 2015 meeting. Construction of the N. Main Street segment of the corridor will begin this spring.

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

Ed Roberge reported that Engineering staff is well into the design of the Phase 6 corridor segment (Lilac Street to Borough Road). Construction is anticipated later this year.

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

Ed Roberge reported that the design of the new bridge is underway.

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

Ed Roberge reported that the design team is working on the preliminary design and environmental study. Bids for construction are anticipated in the late spring, with construction to follow in the summer.

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

Ed Roberge reported that the NHDOT's engineering study is underway and that the city has been contacted about developing a Project Advisory Committee.

f. **TAP application for funding for the MRGT**

NHDOT announcement of approved projects is pending.

12. Other Discussion Items

Craig Tufts reported that CNHRPC is submitting an application to NHDOT for a Federal Transit Administration grant to fund CAT's Boarding and Alighting Study. As the application review process considers local support for the request, he inquired if TPAC could provide a letter supporting CNHRPC's request. A draft letter with suggested wording was distributed to TPAC members. TPAC discussed the request and concurred that such funding would assist in gathering CAT performance data that benefits CAT, TPAC-PT and ultimately CAT ridership.

Ed Roberge suggested that TPAC send a recommendation to Council in February to authorize TPAC to submit a letter of support to NHDOT. Staff will craft the report to City Council. TPAC approved the recommendation (Motion-Maldonado; Second-Zakre; Unanimous).

Adjourn

The meeting was adjourned at about 9:00 PM (Motion-Todd; Second-Maldonado; Unanimous).

Upcoming Meeting Dates: Feb. 26, 2015
March 26, 2015
April 23, 2015