

**City of Concord  
Transportation Policy Advisory Committee**

**Meeting Minutes**

Thursday, July 23, 2015 - 6:00pm to 8:00pm  
City Hall 2<sup>nd</sup> Floor Conference Room

**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)  
Byron Champlin (Council Representative)  
Ursula Maldonado (At-Large)  
Craig Tufts, (Bicycling Community)  
Tom Irwin (At-Large)  
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)

Staff, Visitors and Guests Present:

Ed Roberge (City Engineer)

**2. Approval of May 28, 2015 meeting minutes**

The May 28, 2015 meeting minutes were approved as submitted (Motion-Champlin; Second-Todd; Unanimous).

**3. Presentations**

There were no presentations.

**4. Public Comment**

There was no public comment.

**5. New business**

- a. **TPAC Report and Resolution requesting Council to authorize the City Manager to submit an application to the League of American Bicyclists for renewal of the Bicycle Friendly Community Status.**

Craig Tufts noted that the city was awarded the Bicycle Friendly Community designation at the bronze level in 2010. As this designation expired in 2014, he suggested it could be desirous for TPAC to reapply to the League of American Bicyclists for an updated designation. City Council would need to authorize the Manager to reapply for this designation, thus a draft report and resolution was prepared by staff and included in the agenda package. Craig would work with Engineering staff and

select members from TPAC-Bike-Ped to assemble the data required for the on-line application.

After considerable review and discussion, TPAC members concurred on the following amendments to the draft documents: amend the third 'Whereas' in the resolution to include reference to the updating of the Comprehensive Transportation Policy; add a sixth 'Whereas' in the resolution stating that, "Concord was awarded the designation as a Bicycle Friendly Community at the Bronze level as was accepted by City Council in October 2010"; and correct a minor typographical error in the report from TPAC. The report and resolution was approved as amended (Motion-Maldonado; Second-Irwin; Unanimous).

## 6. Old Business

### a. Potential use of vehicle-bicycle lateral clearance signs.

Craig Tufts reported that TPAC-Bike/Ped discussed this referral from TPAC at its last meeting. Subcommittee members felt that the item was of low priority on its list of action items and decided to defer it to a future discussion. A parallel concern was NHDOT's current lack of consensus on the potential use of this or similar signs for use state-wide.

## 7. Consent Reports

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

The following subcommittee reports were accepted by unanimous consent: Bicycle/Pedestrian – December 1, 2014 and April 6, 2015; and Traffic Operations – June 16, 2015.

## 8. City Council Meeting Update

At its June 11, 2015 meeting, City Council approved TPAC's revised recommendation for an Amended Comprehensive Transportation Policy.

## 9. TPAC Referrals from City Council, Staff and Chair

### a. Referral by the Chair to discuss the status of the sections of N. and S. Main Street immediately north and south of the Downtown Complete Streets Project

Rob Mack noted that the original limits of the Main Street project were from Storrs Street (South) to Storrs Street (North). Due to limited construction budget, the project was reduced to between Concord Street and Loudon Road. Project plans were displayed showing the deferred end-section of the project from Storrs Street to Concord Street. One set of plans showed the original pavement marking layout which revised the lane use to one lane in each direction with tactile median (like the rest of the project). Another set of plans prepared by the project consultant indicated a low-cost improvement that keeps existing curb and sidewalks but repaves and remarks the pavement area to include the one-lane in each direction, a painted median divisor, and painted changes to on-street parking similar of intent similar to the original proposal (less the sidewalk and curb revisions). The latter option allows for a continuation of shared-lane travel for bicycles much like the project lane use to be constructed north of Concord Street. This latter option may be considered if funding is available toward the end of the construction project. This option would mitigate TPAC's concern last month

that the revised project limit at Concord Street would require an inconsistent transition back to the old four-lane section for a few blocks in advance of Storrs Street.

The Chair suggested that TPAC be proactive in providing City Council with some options on how to best deal with the above noted segments of Main Street that were deferred from the overall Main Street Complete Streets project. TPAC discussion explored the potential opportunity to consider a 'test strip' of back-in angled parking somewhere in the area south of Concord Street. Perhaps the back-in angle parking could be marked early in the project as a 'test' so that parkers have a chance to try it out. The final pavement marking at the end of the project could be adjusted to either retain the back-in markings if they were popular, or go back to the front-in angle parking as per the current plans.

It was suggested that back-in angle 'test' areas might have better public exposure if they were located in the heart of the downtown area, for example in front of the state house or on Pleasant Street Extension. These locations could be marked for back-in angle parking with temporary tape for a few weeks or months, before the final project markings (thermoplastic) are applied. For example, temporary lines could be installed in November after the paving is done and used through the winter before the decision on final line painting is made in the spring. Attendees concurred this would be a good time for a test as Louis Carno is coordinating the Main Street Project publicity and any back-in angle options could dovetail in with their ongoing public relations efforts.

Ed Roberge suggested that he could bring TPAC's suggestions on testing back-in angle parking to the City Manager and get an opinion on how to best move the idea forward. TPAC concurred and moved to keep this item on the agenda pending additional feedback from Ed Roberge on process. The Chair suggested that the September 24 TPAC meeting could be devoted to this item.

## 10. Status report on subcommittees

### a. **Bicycle/Pedestrian Committee, Craig Tufts**

Craig Tufts reported that the committee discussed the proposed pedestrian master plan update. The next public meeting on the master plan update is scheduled for August 25, 2015. Craig noted that there was poor attendance at the first public meeting with the Penacook Village Association (PVA), and that a follow-up meeting with the PVA is being considered.

Craig noted that the committee also discussed reports of several recent pedestrian accidents at the Pleasant/State intersection and inquired if the current signal operation with concurrent pedestrian crossing phases could be changed to provide exclusive pedestrian crossing phases similar to Main/Pleasant. Rob Mack noted that a detailed engineering study of the intersection was conducted a few years back following up on a similar concern referred to TOC. A copy of the former findings and recommendations would be distributed to members for further discussion.

### b. **Public Transit Committee, Tom Irwin**

Report not given.

- c. **Traffic Operations Committee, Rob Mack**  
Report not given.

**11. Staff Updates**

- a. **Downtown Complete Streets Improvement Project - TIGER 2012 (CIP460)**  
Update not given.
- b. **US Route 3 North Improvements (CIP 35)**  
Update not given.
- c. **Sewalls Falls Bridge Replacement Project (CIP 22)**  
Update not given.
- d. **Loudon Road Corridor Improvements (CIP 19)**  
Update not given.
- e. **I-93 Bow-Concord (NHDOT)**  
Update not given.

**12. Other Discussion Items**

There were no discussion items.

**13. Adjourn**

The meeting was adjourned by unanimous consent at about 9:00 PM.

Upcoming Meeting Dates:   August 27, 2015  
  September 24, 2015  
  October 22, 2015