



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Transportation Policy Advisory Committee

August 23, 2018, 6:00 PM
2nd Floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Dick Lemieux (Vehicle Traffic Safety Operations; Chair)
Brent Todd (Council Representative)
Craig Tufts (Bicycling Community)
Rebecca McWilliams (At-Large)
Greg Bakos (At-Large)
Ryan Buchanan (At-Large)
Rob Mack, Traffic Engineer (City Manager's Designee)

Members Absent:

Ursula Maldonado (Pedestrian and Trails Community) - excused
Jim Sudak (Public Transportation Representative) - not excused
Rob Werner (Council Representative)-not excused
Sheila Zakre (At-Large)- excused

Staff and Guests:

Dave Cedarholm (City Engineer)
Sam Durfee (Senior Planner)
Tom Burrill (resident)
Robert Baker (resident)

1. Call to Order

The Chair called the meeting to order with introductions for all attendees. He noted that Ryan Buchanan was formally appointed to TPAC by City Council as an at-large member.

2. Approval of Minutes

The minutes of the June 28, 2018 meeting were approved with minor typographical correction (Motion-Tufts; Second-Todd; Unanimous).

3. Public Comment

Tom Burrill, resident of Guay Street, presented a petition to City Council last week from a number of residents on Guay Street, Cricket Lane, Temi Road and Dennis Drive asking for a reduced speed limit or sidewalks in the neighborhood. His primary concerns resulted from a close and uncomfortable encounter with an inconsiderate and speeding driver, who was soon after identified and spoken to by the police

department. His concerns include some traffic driving too fast, streets narrowed by on-street parking potentially restricting access by emergency or other large vehicles, lack of stop and speed limit signs, and walking safety as there is no sidewalk. Rob Mack noted that staff and TOC will begin a review of this request and report back to TPAC next month.

4. Presentations

a. Langley Parkway Phase 3 Overview (Rob Mack)

Rob Mack presented an overview of the 2015 Transportation Feasibility Study for Langley Parkway Phase 3, using the slide show as was presented at three public information meetings on the project held in late 2014. Overviewed was the project's purpose and need, traffic demands in the central and western portions of the city, and alternatives considered. Key life-safety benefits of the project include providing secondary access to the regional medical campus and reducing emergency-response time for areas north and east of the city. Neighborhood benefits include substantial reduction in traffic currently cutting through the residential street network north and west of downtown. Another benefit is a reduction in the need for otherwise significant street and intersection widening projects along the Pleasant Street corridor in order to service increasing traffic demands. Large-scale conceptual plans of the corridor alternatives were displayed. The full corridor study is available on the city's CIP 40 project webpage.

There was considerable discussion of the project among TPAC members. Noted was the need to enhance public safety by providing secondary access and reducing emergency response times to the medical campus. The need for corridor improvements was also highlighted in the recent Pleasant Street rezoning study which showed that without the Phase 3 project, traffic and neighborhood impacts along the Pleasant Street corridor would continue to increase. A multi-use path proposed along the Phase 3 corridor was felt to be a significant enhancement to the area and would provide increased flexibility to residents to make non-motorized travel choices. Also noted was the unanticipated popularity of recreational use along the Langley Parkway Phase 2 extension to Clinton Street by walkers and bicyclists; the proposed Phase 3 project will continue and extend such recreational opportunities. Opposition by residents near the corridor voiced during the 2014 public meetings was also discussed. It was suggested that this project will have a mix of positive and negative impacts for many community residents and businesses, and that the city should strive for a reasonable balance in accommodating the varied needs of the overall community.

Resident Robert Baker spoke in opposition to the project, noting concerns with the loss of currently-wooded trails along the corridor and impacts to the natural environment. He felt that the project encourages a culture of driving rather than promoting alternate travel modes. Also noted were substantial impacts to the residential neighborhood abutting Penacook Street near the project terminus at N. State Street.

5. New Business – None

6. Old Business - None

7. Consent Reports

b. Acceptance of Subcommittee Minutes

The following subcommittee reports were accepted by unanimous consent: Bicycle/Pedestrian – June 4, 2018; and Public Transportation – June 19, 2018.

8. City Council Meeting Update

Councilor Todd reported that at its August 13, 2018 meeting, City Council: accepted TPAC reports on a Borough Road sidewalk request by Councilor Herschlag and resident concerns on traffic enforcement at the Broadway/Rockingham intersection; set a September public hearing for the Rockingham Street 25

mph speed limit request; referred to TPAC and TOC resident requests to reduce the speed limit or install sidewalks in the Guay Street neighborhood and to make Thorndike Street one-way or improve sight lines at its intersection with N. State Street; appropriated \$1.4M for constructing Phase II of Taxiway A improvements at Concord Airport (CIP 468) by accepting \$1.2M in FAA grant funds, \$71,000 from the State of NH and issuing bonds for an amount up to \$63,510; and received a communication from the NHDOT Commissioner to Senator Dan Felts regarding the I-93 Bow-Concord project (copy distributed to TPAC attendees).

9. TPAC Referrals from City Council, Staff and Chair

- a. None**

10. Status Report on Subcommittees

a. Public Transportation Committee (TPAC-PT), Sheila Zakre

Rob Mack reported that TPAC-PT met this month. CAT has the two new buses but they are still a few weeks away from being put in service. Members reviewed a draft report on the data collection efforts for NHDOT's CAT Service Study. The Chair expressed dismay over the protracted length of time needed to get the new buses in service. CAT informed TPAC in February 2018 that the new buses were anticipated to be ready for service in April, but that reported service date has since then been continually pushed into the future.

b. Traffic Operations Committee (TOC), Rob Mack

Rob Mack reported that TOC met this month and considered: resident concerns with speeding on Plum Street, Broadway, Wilson Street, and Rumford Street; and a request from Christa McAuliff School for school-zone flashing lights on Rumford Street and additional mid-block crosswalks.

c. Bicycle/Pedestrian Committee (TPAC-BP), Craig Tufts

Craig Tufts reported that TPAC-BP met this month and continued planning for a potential buffered bike-lane demonstration project. A location being considered is along South Street between Pillsbury Street and the schools. Select projects are being considered that might be advanced by the committee to the point of being readily adaptable to a TAP or other grant application opportunity when it arises. Potential projects include sidewalk on Borough Road and bike lane enhancements on Loudon Road up Gully Hill.

11. Staff Updates

a. Merrimack River Greenway Trail (CIP 543)

Greg Bakos noted that the design team is working with Land and Water Conservation Trust staff to consider options of repurposing current grant funds to provide additional trail improvements in Terrill Park rather than on the initial boardwalk section. Dick Lemieux noted that MRGT representatives are also meeting with city administration to discuss options for moving the project forward. Craig Tufts noted that the appraisal of the Pan Am facility in the area of the potential MRGT is nearly complete.

b. I-93 Bow-Concord / Storrs Street Extension North

The NHDOT's next public hearing on the I-93 Bow-Concord project is not yet scheduled.

c. Langley Parkway Phase 3 (CIP40)

Discussed in Item 4a, above.

12. Other Discussion Items

Brent Todd reported that he received a constituent concern about the permissive pedestrian crossing movement at the Main/Pleasant intersection, where pedestrians walk concurrently with parallel traffic flow. Rob Mack noted that a few similar concerns had been considered by TOC and TPAC in the past. It was felt that the redesign of the intersection with the large bump-outs to shorten crossing distance coupled with advance pedestrian crossing times to give pedestrians a head start in advance of traffic flow has been very successful. Pedestrian crashes were reported under the old intersection operation (exclusive

pedestrian crossing phase) but none have been reported since the new intersection was put into operation several years ago.

Dave Cedarholm reported that he has met with Councilor Herschlag on Borough Road to conceptualize potential sidewalk construction between Alice Drive and Primrose Lane. He noted that there may be enough room along the north side to install curb and sidewalks if the street pavement is shifted a foot or two to the south. Attendees noted that it will also be important to get feedback from residents along both sides of the street as consideration of this potential project moves forward.

The Chair noted that the edgeline striping along Pleasant Street east of the medical campus was again restriped too close to the edge of pavement to allow for bicycles. Staff noted that the wider shoulder layout has been identified to General Services in each of the last several years, but it appears that the striping contractor continues to repaint the old original lines rather than the new wider-shoulder lines that were painted in recent years. At this point there continues to be two shoulder lines painted, with the incorrect one having again been repainted this spring. The Chair suggested that there should be consequences when the City's contractors fail to meet expectations, especially after several notices.

The Chair also wanted to note his appreciation for General Services' prompt attention to his request to rotate an inlet grate that he observed was reinstalled in an unsafe alignment for bicycles. The entire grate was replaced with a safer one.

13. Adjourn

The meeting was adjourned by unanimous consent at about 9:05 PM.

Upcoming Meeting Dates: September 27, 2018
 October 25, 2018
 November 15, 2018