

**City of Concord
Transportation Policy Advisory Committee**

Meeting Minutes

Thursday, August 22, 2013 - 6:00pm to 8:30pm
City Council Chambers

1. Call to Order/Introductions

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

Committee Members Present:

Dick Lemieux (Downtown - Chair)
Jennifer Kretovic (City Council)
Brent Todd (Penacook)
Craig Tufts, (Bicycling Community)
Jim Sudak (Public Transit - Concord Area Transit)
Tom Irwin (North/West Concord)
Rob Mack, Traffic Engineer - Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council
Rob Werner, City Council
Alex Vogt (Pedestrian Community)
Ursula Maldonado (At-Large)

Staff, Visitors and Guests Present:

Ed Roberge, City Engineer - Staff Representative

2. Approval of April 25, 2013 and July 25, 2013 meeting minutes

A motion to approve the April 25, 2013 minutes as submitted was made by Jim Sudak, seconded by Brent Todd, and approved by unanimous vote. A motion to approve the July 25, 2013 minutes as submitted was made by Jennifer Kretovic, seconded by Tom Irwin, and approved by unanimous vote.

3. Presentations

a. Langley Parkway North (CIP 40)

Rob Mack presented the latest concept design alternatives for the Langley Parkway North project. The alignment of the corridor is generally fixed to match the location of right-of-way or easements already obtained, from the existing corridor through the Concord Hospital campus northeasterly to the terminus at the Penacook Street/N. State Street intersection. The parkway generally includes two travel lanes, shoulders and sidewalk, similar to the Langley Parkway segment constructed south of Pleasant Street; additional turn lanes will be required at major intersections. Primary intersections are with Pleasant Street, two driveways through the medical campus, and intersections with Auburn Street, Rumford Street and N. State Street. Alternatives evaluated for the corridor include: two lane roadway with shoulders (like Langley South); two lane roadway and shoulders but with a planted median

separator; traffic signals at all major intersections; or a mixture of signals and roundabouts (signals generally along Pleasant Street and along N. State Street, with roundabouts along the central portion of the corridor and in the more residential areas. Staff preference is for the corridor option without planted median due to reduced maintenance requirements, lower cost and slightly reduced environmental impact. Staff also recommends roundabout intersections as opposed to signalized intersections at intersections where roundabouts are feasible.

All alternatives considered a 10-foot multi-use path along the corridor, separated from and slightly meandering from the roadway alignment. The multi-use path would take the place of traditional sidewalk and would be appropriate for combined pedestrian and bicycle travel (for example, walking or jogging plus bicycling with small children). Five-foot safety shoulders would be provided along the roadway portion for both vehicle safety and well as for compliant bike lanes for bicyclists comfortable with traveling with traffic.

TPAC members discussed the substantial public benefits of the project including: significant reduction in cut-through commuter traffic in West End neighborhoods; reduced travel time to the regional medical campus with life-safety implications for emergency responders; a redundant second access corridor to the medical campus in case of an incident that might block one access (say Pleasant Street); and development of the multi-use path as a non-vehicle transportation/recreational corridor with connections to multiple neighborhoods as well as to area trails. TPAC members indicated general consensus on the concept corridor alignments and indicated a very strong preference for roundabout intersections rather than signalized intersections due to better performance, longer service life, safety, and better compatibility with neighborhood areas.

4. Public Comment

There were no members of the public in attendance.

5. Review of TPAC Accomplishments

Rob Mack distributed an updated draft of the Accomplishments document which included substantial input from the Bicycle, Public Transportation and Traffic Operations Committees. Additional input from the Pedestrian committee was pending and would be available by next month. Additional photographs were sought for most accomplishments that could visually convey the substance of the particular accomplishment description. Rob Mack will develop a list of potential photograph needs and coordinate with Dick Lemieux who offered to take some of the photographs. Committee members liked the updated format of the latest draft document which was crafted for future display in the TPAC section on the city web site. Some suggestions for the document included: considering a watermark/photograph for the front page; shorten subcommittee names to acronyms and include links to their respective web pages; add some traffic simulation videos to an appropriate accomplishment; and inquire if General Services has some historic photographs of street sections that might be used for 'before/after' comparisons in select accomplishments.

6. Consent Reports

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

Submitted were the following subcommittee minutes: Bicycle – August 5, 2013; Public Transportation – July 16, 2013; and Traffic Operations – July 16, 2013. The above-noted minutes were approved by unanimous consent.

7. City Council meeting update

Rob Mack noted that at its August 12, 2013 meeting, Council accepted TOC reports on Council referrals regarding safety at the S. State/Thorndike intersection and Church Street speeds.

8. TPAC Referrals from City Council, Staff and Chair

There were no new referrals to consider.

9. Status report on subcommittees

a. Pedestrian Committee, Alex Vogt

Rob Mack relayed a note from Alex Vogt that the Pedestrian Committee did not meet this past month.

b. Bike Committee, Craig Tufts

Craig Tufts reported that the Bike Committee and CNHRPC are planning to collaborate on a few more area bicycle/pedestrian counts this September. Count times will be 2:00 to 4:00 PM and 4:00 to 7:00 PM on a weekday. The committee continued its work on developing recreational bicycle routes in the Concord area. Consideration was given to the potential addition of bicycle lane markings along the bicycle-compliant five-foot shoulder areas constructed along the US Route 3 North corridor. Advisory signage related to the state's 3-foot rule was discussed following observation of such signage recently installed in Newport NH. The NHDOT has assembled a new bicycle-pedestrian advisory committee composed of mostly NHDOT staff, with Nik Coates (CNHRPC) acting as chair.

c. Public Transit Committee, Jennifer Kretovic

Jennifer Kretovic reported that at its last meeting, the committee refined its list of TPAC accomplishments. The committee also drafted a FY 2013 'wrap-up' report on CAT which will be eventually submitted to Council in lieu of the typical Quarterly Report. Following internal promotions of CAT staff, the Mobility Manager position is now vacant and will need to be filled.

d. Traffic Operations Committee, Rob Mack

Rob Mack reported that the Traffic Operations Committee met on August 20, 2013 and discussed four new referrals. Two referrals from the Police department were related to resident concerns with speeding, one along Oak Hill Road near Maplewood Farm and the other on Ormond Street. Speed counts conducted by Engineering found no significant speeding issue at the Ormond Street location, but did find a small percentage of highly-excessive speeds (50 to 70+ mph) at the Oak Hill Road location. Speed data was provided to the police department to aid in enforcement efforts.

TOC also discussed a referral from Council regarding safety at the Regional/Chenell intersection. This issue was discussed by TOC in 2008 with an intersection improvement project added to the CIP out year. Engineering will perform an updated intersection evaluation in September following summer vacation season. At the request of the state and Concord Coach Lines, TOC also recommended repainting of a former crosswalk on Stickney Avenue between the bus terminal and the overflow parking area to the west.

10. Staff Updates

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

Ed Roberge provided a brief update on the status of the Downtown Complete Streets Improvement Project. Bids for construction bids were advertised on July 27, 2013 and will be opened on August 29. A pre-bid conference with interested contractors was held August 19. Construction activity will consist of mostly utility work and is anticipated to begin around the end of September and end for the season around Veterans Day (November 11).

b. US Route 3 North Improvements (CIP 35)

Ed Roberge provided a brief update on the status of the US Route 3 North Improvements Project. Work on underground utilities has begun. Bids were opened today for the bridge repairs. Work in the village area should be done around Thanksgiving. Plans for the Phase 5 street improvements in the village area have been completed by staff for bids next year. Ironwood Design is enhancing the design of the streetscape elements of this plan. The final pavement overlay and pavement markings for Phase 4 (Abbotville Road south to Penacook Street) will occur in the next few weeks.

c. Sewalls Falls Bridge Replacement (CIP 22)

Ed Roberge noted that the sign postings for the new bridge weight limit (3 tons) have been installed and that an education/enforcement effort is being provided by the police department. Ed suggested that potential reuse of the old bridge structure, if an appropriate location in the city could be found, might be responsive to historic preservation concerns and possibly eligible for federal funds. TPAC members discussed various potential bridge-use locations including the along the planned Merrimack River Greenway Trail.

11. Old Business

Rob Mack noted that signs restricting parking in the neighborhood around Abbot-Downing School have been placed. Modified lane markings have also been recently added to the school's entrance driveway and student drop-off lane. Engineering staff is awaiting a reply from school district staff on their plans for revised on-campus traffic control which will commence with the start of classes next week.

12. New Business

There was no new business.

13. Adjourn

A motion to adjourn was made by Jennifer Kretovic, seconded by Brent Todd, and approved by unanimous vote.