

**City of Concord
Transportation Policy Advisory Committee**

**Meeting Minutes
Special Meeting to Consider Concord Downtown Complete Streets Project**

Wednesday, October 3, 2012 - 6:30pm to 9:00pm
City Hall 2nd Floor Conference Room

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)
Alex Vogt (Pedestrian Community)
Brent Todd (Penacook)
Ursula Maldonado (At-Large)
Tom Irwin (North/West Concord)
Ed Roberge, City Engineer - Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council
Rob Werner, City Council
Jim Sudak (Concord Area Transit) (Public Transit)
Craig Tufts, (Bike Community)

Staff, Visitors and Guests Present:

Rob Mack, Traffic Engineer - Staff Representative
Greg Bakos (TPAC bike)
Robert Baker (Guest)

2. Overview

This is the first of three TPAC special meetings scheduled to discuss the Downtown Complete Streets Project and formulate a recommendation(s) to the Mayor's Downtown Complete Streets Advisory Committee on conceptual street cross-section (number of lanes, sidewalk width/pedestrian crossings, parking layout, bike lanes, and public transit). TPAC's recommendation will generally consider the transportation-user aspects of the corridor and its compliance with the City's Complete Streets Policy. The objective of TPAC's effort will be to provide the advisory committee with a range of potential street cross-sections, coupled with a comparative analysis of the vehicle, pedestrian, bicycle and public transit modes of travel. A TPAC recommendation on preferred alternatives, coupled with the comparative analysis, is anticipated to be presented to the advisory committee in late October 2012.

3. Discussion

Meeting discussion items included:

- a. TPAC members received and reviewed copies of the June 2011 Re-thinking Main Street Final Report, as well as the City's 2012 application for the FY2012 TIGER Discretionary Grant. Ed Roberge led a detailed discussion of the goals and objectives of both the study and the TIGER application. There was substantial discussion on aspects of the City's Complete Streets Policy and how it applied to elements envisioned in both of the above documents.
- b. Dick Lemieux charged TPAC with the development of a comparative matrix that would include a range of potential cross sections for Main Street, together with a comparative assessment of transportation elements for each alternative insofar as the ability to meet goals of the Complete Streets Policy. As an example, the 2008 comparative matrix developed by the Solid Waste Advisory Committee in their evaluation of solid waste collection alternatives ('purple bag' collection) was distributed to TPAC members.
- c. Members, staff and guests participated in a detailed discussion of key elements of a complete street (vehicle, pedestrian, bicycle and bus), including: lane-use arrangement and widths necessary to promote effective and safe travel and access to parking; effects of sidewalk width as related to accessibility and livability; use of bike lanes or shared-use lanes and appropriate widths for bicycle travel; and various arrangements/dimensions for on-street parking (angle, back-in angle or parallel). Discussion included: input from the TPAC subcommittees on pedestrian, bicycle and public transit; staff input on national design standards, guidelines and best practices; and individual input from members and guests.
- d. Members, staff and guests spent considerable time envisioning a list of potential cross sections for Main Street, beginning with the five alternatives suggested in the Rethinking Main Street Study. As the five initial alternates did not generally accommodate bicycle travel, a key aspect of the TIGER grant, additional alternatives that varied street, sidewalk and parking width were developed for further consideration in the matrix. An initial total of nine potential alternatives were drafted. Staff would formulate a spreadsheet with these alternatives, and potentially other, along with a methodology for documenting a comparative analysis of complete street factors to facilitate continued TPAC discussion at the next meeting.

4. Adjourn

Meeting to be continued on October 10, 2012 at 6:00 PM in the Fire Department Training Room.