



**City of Concord
Transportation Advisory Committee
Bicycling Committee**

Meeting Minutes

Monday January 7, 2013 - 6:00
Central NH Regional Planning Commission

Call to Order/Introductions

Committee Members Present:

Craig Tufts (chair)
Dick Lemieux
Robert Baker
Jeff Warner (City staff representative)

Committee Members Not Present:

Tim Farmer
Andy Baldwin
Greg Bakos

Guests/Friends of the Bicycle Committee:

Sam Evens-Brown
Jim Rooney

TPAC Bicycle Committee - Review / Accept Minutes

Minutes from the December meeting were discussed and accepted by the committee.

Meeting Schedule

The next meeting will be held on March 4, 6:00 pm in the CNHRPC conference room.

Discussion and Action Items

Main Street: Bike Parking

The committee discussed the bike parking along Main Street relative to: need, location, type and number of racks. A summary can be found at the end of these minutes.

Bike Routes In and Around Concord

The committee discussed the latest revisions to the maps. It was suggested that the link request input from people who use the site. This will give us an opportunity to improve upon the routes and determine some level of usage.

Bicycle / Pedestrian Counting Program

Committee member were asked to put May 7-9 and September 10-12 on their calendars for days to count cyclists and pedestrians. These dates coincide with the National Bicycle and Pedestrian Documentation Project.



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REPORT TO TRANSPORTATION ADVISORY COMMITTEE

At the December TPAC meeting, Gloria McPhearson, City Planner, suggested that TPAC-Bike offer their recommendation for bike rack types and locations along Main Street. TPAC-Bike, The Friends of Main Street and Central NH Bicycle Coalition met on January 7 to establish criteria which best met the needs of “the customer”. The following is meant to be used as a guide for the selection of bike racks and placement locations. The 2010, Association of Pedestrian and Bicycle Professions, Bicycle Parking Guidelines appears to be the most comprehensive guide available and as such was the source of much of this information.

Recommendations

Type: The selected racks should be such that it:

1. supports a bicycle by at least two points separated by a desired minimum 24”, absolute minimum 16”,
2. allows locking of the frame and one or both wheels with a U-lock,
3. resists cutting (square tubing cannot be cut with a pipe cutter), rusting and bending or deformation while having a finish that is “kind” to a bicycle finish. Powder coat, stainless steel, or thermoplastic coated are acceptable options, and
4. is easily identified as a bike rack. (In a recent survey, approximately 25% of area cyclists could not identify the current bollard style racks as a bike rack.)

The above criteria lead TPAC-B to suggest one of three styles; inverted U, decorative (given the right shape and dimensions so that the rack is functional), or ring and post. If a post and ring style is selected, the dimensions of the rings shall be the same or larger than the post.

Installation:

1. The racks should be securely anchored to the ground. Embedded into concrete provided the ultimate in security however limits the ability to replace damaged or nonfunctioning racks.
2. Racks should not be able to be disassembled or installed with threaded anchors which allow for easy removal.
3. Per the 2011 Public Right-of-Way Accessibility Guidelines, since some bicycle handle bars are more than 27” above the ground and extend more than 4” from the bike and/or the rack, they constitute a hazard. Therefore, bike racks should be mounted to be



Carlsbad Village '13



City of Concord, '12



Unknown

perpendicular to the curb. There may be some modest angle (30°?) which racks could be installed at and not be a hazard.

4. Racks should be placed to not interfere with car doors.

Location:

General

1. With the removal of parking meters, the available bike parking has been significantly reduced. While it is unrealistic to provide a similar level of parking as the meters provided, reasonable accommodation should be provided.
2. As a minimum, racks should be located immediately adjacent to intersections and crosswalks where it is likely that cyclists would be dismounting and entering the sidewalk system. At crosswalks, racks should be placed on each side of the street.
3. Racks should be paired and separated by 42".
4. Ideally, a few locations should be provided for long bikes (bike with trailer, utility bikes, and tandems).



Ian Mahaffy Industrian Design, '13

North of Hills Avenue

1. In addition to the locations identified above, additional parking may be warranted along "long" blocks or near the bus stop(s).
2. A bank of racks should be provided along the frontage of the Coop and Capital Commons/Red River Theatre.



Creative Pipe, Inc. '13

South of Hills Avenue

1. While the general recommendation is for racks to be paired, single installations on each side of each crosswalk will likely be adequate. Allowance for additional racks should be provided adjacent to the single installations for future expansion.
2. A bank of racks should be provided along the frontage of the Smile/Bindery buildings, and the Employment Security building.

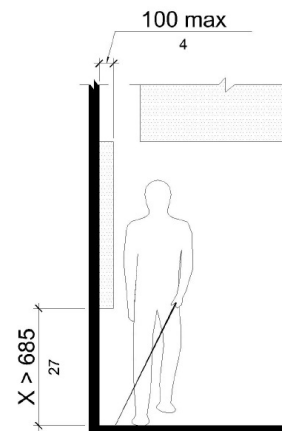


Figure R402.2
Protrusion Limits