

CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF February 27, 2020

The Transportation Policy Advisory Committee (TPAC) met at 6:00 p.m., on February 27, 2020, in the Second Floor Conference Room, City Hall, 41 Green Street.

Members Present:

Dick Lemieux, Chair
Councilor Brent Todd
Councilor Meredith Hatfield
Councilor Rob Werner
Greg Bakos
Ursula Maldonado
Terri Paige

Members Absent:

Rebecca McWilliams
Ryan Buchanan
Craig Tufts
Sheila Zakre

Staff:

Dave Cedarholm, City Engineer
Karen Hill, Transportation Engineer
Sam Durfee, Senior Planner

1. Call to Order

The Chair called the meeting to order.

2. Approval of Minutes

The minutes of the January 23, 2020 meeting were approved (Motion-Paige; Second-Todd; Unanimous).

3. New Business

a. Discuss TPAC'S comments/ responses to Mayor Bouley's TPAC discussion on October 24th, 2019

TPAC members discussed the State's proposed garage project and decided in an advisory capacity to recommend that City Council encourage the State to provide a traffic circulation study if it's not already required. It's important for the City to know the State's objectives relating to traffic impacts, aesthetics, and design. An additional recommendation for consideration is for the State to hold a series of public meetings to solicit input on various aspects of the design.

Sam Durfee noted that the City is implementing many code based changes and it would be important for the State to comply. Councilor Todd agreed, but recommended that TPAC focus on the traffic flow, egress, and road changes and let the other committees review and focus their considerations and recommendations on parking, aesthetics and historic content. Ursula Maldonado also noted that non-vehicular pedestrian traffic may avoid this area if the garage development is "ugly" and is not made to feel inviting or safe. Councilor Todd agreed that for pedestrians that is very important.

Karen Hill agreed to compile all of the additional comments and recirculate the document, so Craig Tufts and the committee can review the final document. TPAC will vote on document approval at the next meeting.

b. Discuss sidewalk priorities for CIP 17

Karen Hill provided TPAC members with a copy of the proposed 2021-2022 paving program roadway list so committee members could review and prioritize sidewalks from the master plan with the identified streets in the paving program. Hill stated that Jim Major, the Highways and Utilities Superintendent, stated that he could include requested sidewalks with the paving projects but asked that Engineering handle all public outreach, design, Right-of-Way, and funding efforts.

Councilor Hatfield asked how the roads are selected for the paving program as she heard that Rundlett Street was like a roller coaster. David Cedarholm commented that Engineering completes a bi-annual assessment of all roadway pavement conditions in the City and grades them based on key variables. The list is then provided to General Services for consideration. Cedarholm said he would look into the current condition of Rundlett Street.

Dick Lemieux determined that it would be best to task the TPAC Bike and Pedestrian Subcommittee with reviewing the paving program list and making the determination for which streets need sidewalks. Maldonado and Durfee agreed to coordinate an adhoc meeting with Craig Tufts to review the data. Cedarholm commented that the goal is to align CIP 17 sidewalks with the CIP 78 paving program wherever feasible to reduce the cost, but reinforced that TPAC's priority is to determine which sidewalks are most needed whether on the list or not and should push to have them done either way.

Councilor Todd brought up sidewalk requests received for Dolphin Street in Penacook. He stated that a sidewalk would make it safer for pedestrian traffic when walking to and from the Penacook Community Center and the park. TPAC members reviewed the area and discussed possible sidewalk and parking options and considerations. Cedarholm commented that any changes would need to be made ADA compliant and take into account parking impacts and drainage. Lemieux said it would be a good candidate for review at the TPAC Bike and Pedestrian Subcommittee meeting.

4. Consent Reports

No Subcommittees meeting minutes were reviewed. Lemieux asked that Engineering get back in the habit of sending out approved Subcommittee minutes prior to the meeting so TPAC members have ample time to review. Hill agreed to do that moving forward.

5. City Council Meeting Update

Councilor Todd stated that City Councilors held a priority setting meeting in which programs and projects were discussed. Although the priority list was not finalized, I-93 and the paving program were highlighted as priority items to remain on the list. In addition, the Engineering 2020 Construction Standards were approved.

Councilor Hatfield commented that she would like to learn more about traffic and safety to help better focus her traffic priorities and concerns about traffic calming, speeds, pedestrian safety, etc. She agreed to attend the next TPAC Bike and Pedestrian Subcommittee to discuss issues further.

Councilor Todd mentioned that a City wide speed limit implementation program is pending. All City speed limits will be 25 mph, unless posted otherwise, to help reduce speeds. He also suggested bringing back the "Traffic Calming Subcommittee" if there was enough interest in it. Lemieux agreed that there could be value in it. It was commented that Langley Parkway could be a solution to the majority of referenced traffic concerns.

6. TPAC Referrals from City Council, Staff and Chair

Referral from City Council regarding a communication from Councilor Bouchard on resident safety concerns about illegal vehicle left turns from East Side Drive northbound into the CVS/Burger King driveway. – Hill gave updates on the Engineering plan to propose a 75 foot long and 4 foot wide asphalt/bituminous median island. TOC approved the idea noting that the island installation would be priced through the City's paving program to reduce costs. It was discussed that the previous plans to install

jersey barriers would require crash protection on either end of the barrier and would likely exceed the budget. Councilor Hatfield stated that the outcome of this project will be very important for future determination on similar issues.

- a. **Referral from City Council regarding communications from Councilor Champlin on resident safety concerns with the intersection of Mountain Road and Hoit Road.** – Hill stated that she recently sent a letter to NHDOT regarding safety concerns to hopefully open a dialogue with the State about potential future improvements.
- b. **Status of intersection improvements for Centre/ Washington Street intersection.** – Hill stated that Engineering is coordinating a field test with the Concord Fire Department and Concord School District to ensure busses and trucks can make all turns and driving patterns scenarios. Once the design test is completed, abutter notifications will be sent to let residents know about the proposed changes and inform them of the proposed neighborhood meeting. Councilor Hatfield asked to extend the abutter notification radius beyond just Washington Street so all area residents will be made aware.

7. Status Report on Subcommittees

a. Public Transportation Subcommittee (TPAC-PT)

Terri Paige stated that there was no meeting in February but the March meeting is being coordinated with Engineering. She said that she hired more drivers and staff and is excited about the increased diversity of women in the field.

Hill gave updates about the ongoing bus stop relocation proposals discussed at TOC. TPAC offered additional comments on locations.

b. Bicycle/Pedestrian Subcommittee (TPAC-BP)

No updates were provided.

c. Traffic Operations Committee (TOC)

Hill reported that she is working with Matt Walsh on ongoing parking issues and sight distance complaints received on Dixon Ave/ Storrs Street. No additional items were discussed.

8. Staff Updates

a. Storrs Street Extension (CIP 18)

Cedarholm showed TPAC members the proposed design for the Storrs Street Extension and gave commentary on design challenges relating to Pan Am land negotiations and storm water drainage.

Lemieux asked that consideration be made for a roundabout, aligning Storrs Street with S Commercial and Commercial Street with an at-grade intersection with I-393. Cedarholm stated that roundabout designs are not without challenge and would need additional review if considered. Hill noted that cost would also significantly increase and double if Lemieux's two proposed roundabouts were considered. Lemieux stated that he was not opposed to signaling options, but requested full consideration as to not miss an opportunity.

Paige commented that the driveway elevation for the Friendly Kitchen, with this proposed change, could cause additional bus issues with pickup/drop off when using the wheel chair ramp. She requested consideration for a bus pull-off along Storrs Street Extension.

Cedarholm said that there will be minimal movement until the Pan Am dealings are settled. Once the land is acquired, HDR's design is currently ready to go, noting that Matt Walsh is also working on a proposal to expand the TIFF district in that area. Construction could be as early as 2021 if everything keeps moving along.

b. Whitney Road/Hoit Road Intersection (CIP30)

Hill stated that the traffic study was submitted to the State and noted that the study recommended the roundabout option as it could handle the projected traffic volumes better than the proposed six lane signal option. A sensitivity analysis was also provided. There are still some areas of concern regarding the effectiveness of lane utilization currently listed at 50/50, which was shown to work. In their review, HDR preferred a 70/30 split due to the close proximity to the SB On ramp, which caused the roundabout to fail on some approaches. The final decision is ultimately up to NHDOT, but there are some potential improvements that could be made to improve the roundabout functionality. Additional design improvements and funding would be needed to make the necessary changes. It may take NHDOT six weeks to review and make comments.

c. Merrimack River Greenway Trail (CIP543)

Terrill Park comments are with VHB for final plan revisions and will be put out to bid thereafter. Lemieux mentioned additional grant funds being available for invasive species removal. Hill suggested Cedarholm discuss this with Martha Drukker to confirm.

d. Langley Parkway Phase 3 (CIP40)

No items were discussed.

e. Loudon Road Bridge (CIP 588)

No items were discussed.

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

NHDOT and McFarland Johnson are looking to get in touch with the City's I-93 committee. It should be put on the Mayor's radar so it can be escalated.

9. Other Discussion Items

- a. Maldonado asked if anyone was aware of the Concord Coach border patrol search changes. Paige responded that Concord Coach is a for-profit private entity and has no City involvement.
- b. Councilor Hatfield commented on reading about the Starbucks drive thru request in the Monitor and was looking for TPAC input. Durfee noted that drive thrus are not permitted in the Opportunity Corridor and that Planning is opposed to the developer's variance request.

10. Adjourn

The meeting was adjourned by unanimous consent at about 8:45 p.m.