

**City of Concord  
Transportation Policy Advisory Committee**

**Meeting Minutes**

Thursday, July 25, 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)  
Ursula Maldonado (At-Large)  
Craig Tufts, (Bike Community)  
Jim Sudak (Concord Area Transit) (Public Transit)  
Jennifer Kretovic (City Council)  
Tom Irwin (North/West Concord)  
Rob Mack, Traffic Engineer - Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council  
Rob Werner, City Council  
Brent Todd (Penacook)  
Alex Vogt (Pedestrian Community)

Staff, Visitors and Guests Present:

None

**2. Approval of April 25, 2013 and June 27, 2013 meeting minutes**

The April 25, 2013 minutes were not yet available. A motion to approve the July 27, 2013 minutes as submitted was made by Ursula Maldonado, seconded by Jennifer Kretovic, and unanimously approved.

**3. Presentations**

There were no presentations at this meeting.

**4. Public Comment**

There were no members of the public in attendance.

**5. Review of TPAC Accomplishments**

An updated draft document was distributed that included updated accomplishments through July 2013 provided by the subcommittee chairs. An alternative format for the document was also suggested by the Chair which would provide information in three levels. The first level would be a page reproducing the text of the City's Comprehensive Transportation Policy. Key words in that document would be highlighted such as 'bicycle', 'pedestrian', or 'neighborhood traffic' and a link to each of the respective-category accomplishments would be provided, taking the reader to a second-level bullet list of

general accomplishments. If possible, the bullet list would be set up so that if the cursor was placed over a specific bullet line, a 'drop down box' would appear with a more detailed description of that particular general accomplishment. This would be the third level of information and would providing specific details for readers interested in more detail on that topic. For example, a second-level bullet noting a TPAC-Bike accomplishment such as 'restriping lane lines to include space for bike lanes' might have a drop-down third level of information listing a dozen or so specific streets in the city where this has been done. The addition of select photographs should also be considered.

Attendees concurred with the above three-level format. Dick Lemieux offered to take the first cut at reorganizing the updated list of accomplishments into such a format. Rob Mack will verify if the drop-down menus are doable on the city's web page design. An updated draft document, at least to the second-level bullet lists, will then be submitted to subcommittee chairs who would be asked to provide the third-level 'details' for applicable bullets. Review of the advanced draft will continue at the next meeting.

A bullet list of 'complete streets' accomplishments will also be added to the next draft to accommodate the TPAC efforts on the Main Street Complete Streets Project.

## **6. Consent Reports**

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

Submitted were the following subcommittee minutes: Pedestrian - April 18<sup>th</sup>; Bicycle - April 1<sup>st</sup> and June 3<sup>rd</sup>; Public Transportation - April 30<sup>th</sup> and May 28<sup>th</sup>; and Traffic Operations - April 16<sup>th</sup>, May 21<sup>st</sup>, and June 18<sup>th</sup>. A motion to approve the above subcommittee minutes as submitted was made by Jennifer Kretovic, seconded by Craig Tufts, and unanimously approved.

## **7. TPAC Referrals from City Council, Staff and Chair**

There were no new referrals to consider.

Regarding past referrals to TOC/TPAC, Rob Mack noted that on July 8, 2013, City Council voted to remove the two STOP signs on Heather Lane at the Gabby Lane intersection.

The Chair requested that an overview of TPAC-related Council actions be included as a regular discussion item in future TPAC agendas.

## **8. Status report on subcommittees**

### **a. Pedestrian Committee, Alex Vogt**

Rob Mack relayed notes provided by Alex Vogt reporting that the Pedestrian Committee met this past month to review and comment on the draft TPAC Accomplishments. Alex also wanted to relay that he observed the sample street lighting on Main Street and found the color and height acceptable but thought it could be a little brighter and more uniform with respect to other ambient lighting. He also noted a concern that the sidewalks along Loudon Road should be reconstructed and brought into ADA compliance.

Rob Mack noted that the 2014 Loudon Road Corridor Improvement Project does not include funding for full sidewalk replacement; this first phase of the project is

generally a curb-to-curb resurfacing project with only minor sidewalk/curb modifications at select driveway locations. Sidewalk and streetscape improvements are the third phase of this corridor improvement which is programmed in the out-year. Several attendees noted that it would be desirable if such a sidewalk improvement could be incorporated in the Phase 1 project.

**b. Bike Committee, Craig Tufts**

Craig Tufts reported that the Bike Committee did not meet last month.

**c. Public Transit Committee, Jennifer Kretovic**

Jennifer Kretovic reported that at its last meeting, the committee worked on updating the public transportation section of the draft TPAC accomplishment list. It was noted that CAT ridership has had a noticeable drop in ridership in May and June. It was suggested that an overall drop in ridership for the year may be partly due to discontinuing the Concord Hospital stop on the Crosstown Route. CAT has also had to deal with several issues that have an adverse impact on patron comfort such as: some passengers consuming alcohol on the bus, or riding for extended periods (with the ride-all-day pass) during hot weather to enjoy the air conditioning.

**d. Traffic Operations Committee, Rob Mack**

Rob Mack reported that the Traffic Operations Committee met on July 16, 2013 and discussed a Council referral from a resident concerned with speeding along Church Street between Bouton and N. State Streets. Engineering conducted speed counts for two days on this street segment and found 85<sup>th</sup> percentile speeds to be 19-23 mph, where 25 mph is posted. TOC did not find speeding to be a prevalent issue, and that excessive speed by a few inconsiderate individuals was an enforcement issue (time-of-day data related to high speeds was provided to the police department).

TOC also considered a resident concern on speeding near the westerly end of Portsmouth Street near the Eastman Street intersection. Engineering conducted speed counts for three days on this street section and found 85<sup>th</sup> percentile speeds to be 24-26 mph, where 30 mph is posted. TOC did not find speeding to be a prevalent issue, and that excessive speed by a few inconsiderate individuals was an enforcement issue (time-of-day data related to high speeds was provided to the police department). Since the Portsmouth/Eastman intersection operates as a non-stopping right-angle turn, TOC recommended installation of curve advisory signs and 10 mph advisory plaques on both approaches to the turn.

**9. Staff Updates**

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

Rob Mack provided a brief update on the status of the Downtown Complete Streets Improvement Project. A request for bids for construction would be posted tomorrow with bids to be opened on August 29<sup>th</sup>. The project plans also received tentative approval from FHWA today. Sample street lights were just installed for public comment (several TPAC members planned to see them after tonight's meeting). The snow-melt system was being bid as three alternates: sidewalks-only in the core; sidewalks-only from the core east to Theatre Street; and both street and sidewalks from the core east to Theatre Street.

**b. US Route 3 North Improvements (CIP 35)**

Rob Mack provided a brief update on the status of the US Route 3 North Improvements Project. Work on the underground utility work will begin around August 5<sup>th</sup>. Advertisement for bids will occur tomorrow for the Contoocook River bridge deck work, with start of construction anticipated in early September. Ironwood Design has been hired by the city to develop the streetscape design plans for the Phase 5 work in the village area that will be constructed next year. Ed Roberge attended the Penacook Village Association meeting last week to discuss the upcoming utility work. The final pavement overlay for Phase 4 (Call Street south to Penacook Street) will occur around the last week of August.

**c. Loudon Road Corridor Improvements (CIP 19)**

Rob Mack noted that the NHDOT planned to go to Governor and Council in August for approval of funding for this HSIP project (90% state, 10% city). Project funding should be available in October. Staff plans to reach out to businesses and residents along the project corridor in late summer/early fall.

**10. Old Business**

**a. Review of Comprehensive Transportation Policy**

At issue was a request by Tom Irwin that TPAC consider formulating a policy or other statement that would support the consideration of roundabouts as a viable, if not preferred, alternative to traffic signals where intersection improvements are considered. The Chair summarized a prior TPAC discussion of the matter with member concurrence that the city's Comprehensive Transportation Policy was written broadly enough to support the consideration of roundabouts where appropriate. It was noted that staff practice is to consider a roundabout alternative on all intersection improvement studies. It was noted that staff and TPAC preference was for a roundabout alternative (as opposed to a signal alternative) in intersection improvement studies for McKee Square, Village/Washington intersection, and Pleasant/Warren/Fruit intersection. It was also noted that roundabouts were considered as alternatives in the engineering design of four major intersections in the Main Street Complete Streets project; in this case, physical space to construct appropriately-sized roundabouts was not reasonably available and the design maintained traffic signal controls.

TPAC members acknowledge and embrace the safety, operational, complete-streets, and energy-savings benefits of roundabouts. It was noted that the cost-savings associated with roundabouts can be profound when the value of user costs are considered. Substantial reductions in user delay provided by roundabouts, as opposed to traffic signals, equate to large savings in energy (fuel) consumption, vehicle emissions, and personal or business cost of travel time. Members recommended continued outreach to educate the public on the benefits of roundabouts versus traditional traffic signal control.

**11. New Business**

There was no new business.

**12. Adjourn**

There being no other items to discuss, the meeting was adjourned by unanimous consent.