

**City of Concord  
Transportation Policy Advisory Committee**

**Meeting Minutes**

Thursday, September 26, 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)  
Alex Vogt (Pedestrian Community)  
Ursula Maldonado (At-Large)  
Rob Mack, Traffic Engineer - Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council  
Rob Werner, City Council  
Tom Irwin (North/West Concord)

Staff, Visitors and Guests Present:

Ed Roberge, City Engineer - Staff Representative  
Dan Hudson - CMA Engineers (visitor)

**2. Approval of August 22, 2013 meeting minutes**

A motion to approve the August 22, 2013 minutes as submitted was made by Jennifer Kretovic, seconded by Brent Todd, and approved by unanimous vote.

**3. Review of TPAC Accomplishments**

Dick Lemieux and Rob Mack substantially refined the draft document over the past month, by adding text and photographs and with the objective of preparing the document for the TPAC section of the city's website. Due to its large size, staff set up a secure TPAC page on the city's FTP website where members can access the working document for review. Copies of the latest document were distributed at the meeting and members reviewed and discussed each section in detail with substantial comments and suggestions noted.

Rob Mack will incorporate member comments and suggestions into an updated draft and place it back on the FTP site for further member review. Brent Todd offered to overview the entire document again and would suggest enhancements where appropriate. Additional content would be provided by Alex Vogt and Craig Tufts. Members expressed very positive comments about the content and presentation of the evolving document and felt that it will

provide a unique picture of TPAC's proactive contribution to enhancing the city's transportation infrastructure.

#### 4. Presentations

##### a. Loudon Road Corridor Improvements Project (CIP 19)

Rob Mack presented the latest concept design plan for the Loudon Road Corridor Improvements Project. It is essentially a curb-to-curb repaving of the corridor between Hazen Drive and D'Amante Drive with new lane striping that will convert the current four travel lanes to a three-lane section providing: one travel lane in each direction; a center two-way left turn lane; and shoulders for bicycle travel. The lane conversion will occur along the narrow four-lane roadway segments. The existing five-lane sections at the three signalized intersections (Loudon/Hazen, Loudon/East Side and Loudon/D'Amante) will remain and are necessary to carry the heavy traffic demands at these intersections. Some overly-wide driveway openings will be reduced in width for safer pedestrian sidewalk travel. Raised pedestrian islands will also be constructed in the median lane at mid-block crosswalk locations, and the existing pedestrian signals will be replaced by new-technology pedestrian-activated beacons.

The Loudon Road corridor is not only the most crash-prone corridor in the city, it is considered by NHDOT to be among the most crash-prone corridor segments in the state. The lane conversion, funded in part by the state's Highway Safety Improvement Program (90% state/10% local match) will enhance motor vehicle safety by: providing a dedicated lane for left turns as opposed to existing turns slowing/stopping in the passing lane; requiring left-turns to cross one opposing traffic lane versus the current two opposing lanes; removing the opportunity for some drivers to 'weave' between the two current lanes in their direction in order to avoid other stopping or slowing vehicles in front of them; and providing greater separation from the opposing traffic lanes on the left and the raised curb on the right. Pedestrian safety is greatly enhanced by: removing the four-lane section and replacing it with one lane in each direction with raised pedestrian islands at crossings; and increasing the separation between sidewalks and moving traffic lanes. Bicycle safety is enhanced by providing a shoulder lane for bicycles to ride in, rather than mixing with traffic in the busy travel lane or riding on sidewalks where drivers and pedestrians do not expect them.

In terms of traffic operations, Rob Mack noted that traffic delays along Loudon Road at major signalized intersection will remain largely unchanged as there will be no lane conversion through these intersections. Overall speeds along the lane-conversion corridor segments are expected to be reduced slightly, with the greatest speed reduction occurring at the top-end speed range since traffic speed in the single through lane will be defined by the prudent driver. Loudon Road carries about 20,000 vehicles per day and is near the upper limit for a four-to-three-lane conversion based on experience with other similar projects across the country. A local comparison of traffic operation on similar three-lane facilities can be made with: Manchester Street just north of Garvins Falls Road (currently about 20,000 vehicles per day with one traffic lane in each direction and a two-way left turn lane); and North State Street north of Penacook Street (currently about 20,000 vehicles per day with one lane in each direction and short left turn lanes only where needed).

TPAC members concurred with the critical need for the lane-conversion project for safety. They also welcomed the already-needed complete-streets features that the project will bring to the corridor such as: bicycle lanes; better bicycle detection at signals; pedestrian crossing islands; shorter sidewalk crossings at some driveways; and CAT bus-stop pullouts. Alex Vogt inquired if more mid-block pedestrian crossing opportunities could be considered beyond the five currently indicated. Rob Mack noted that the numerous driveway openings limit potential locations for small raised pedestrian islands within the center turn lane area, but there are a few locations that could be further considered in the design phase. Alex Vogt also suggested if the design could consider moving the eastbound lane merge from the Airport/Hazen intersection to occur further west of Blodgett Street. Brent Todd inquired if the project considers consolidation of some driveways along the corridor. Rob Mack noted that a number of overly-wide driveway openings are proposed to be reduced in width to current city standards so that pedestrians are less exposed to traffic conflicts when crossing driveway areas; sidewalk and curb will be extended across areas of driveways to be reduced in width. Opportunities to consolidate driveways seem to be limited as many older businesses would need to have their sites substantially reconfigured and/or lose parking in order to make effective driveway consolidations. Alex Vogt also inquired if the project would be reconstructing all sidewalks. Rob Mack noted that NHDOT's current HSIP funding for this project does not include full sidewalk replacement along the corridor; sidewalk/streetscape improvements along this corridor are currently programed by the city in FY2019.

A public information meeting on the project has been scheduled for October 23 at 6:00 PM in the Heights Community Center. A public hearing and consideration of project approval is anticipated to be scheduled for the December 9 Council Meeting. NHDOT project funding is anticipated to be approved in mid-October. If approved by Council and NHDOT, project final design would occur in early 2014, with construction occurring in the summer/fall of 2014.

## **5. Public Comment**

There was no public comment.

## **6. Consent Reports**

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

Review of the following subcommittee minutes was deferred to next month: Pedestrian - July 18, 2013; Public Transportation - August 20, 2013; and Traffic Operations - August 20, 2013.

### **b. Approval of CAT FY2013 Annual Progress Report**

TPAC-PT's August 12, 2013 report to Council on the CAT FY2013 Annual Progress Report and Performance Indicator Report was reviewed, with minor typographical errors noted. A motion to approve the report as reviewed, with minor edits as noted, was made by Jennifer Kretovic, seconded by Ursula Maldonado, and approved by unanimous vote.

**7. City Council meeting update**

Not discussed.

**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**

Not discussed.

**b. Bike Committee, Craig Tufts**

Not discussed.

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

Not discussed.

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

Not discussed.

**10. Staff Updates**

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

Not discussed.

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

Not discussed.

**c. Langley Parkway North Study (CIP 40)**

Rob Mack noted that three public information meetings to overview the conceptual design study and alternatives were scheduled: October 8 at Bishop Brady High School (BBHS) at 6PM with a focus on the Auburn Street area; October 10 at Bishop Brady High School (BBHS) at 6PM with a focus on the lower Penacook Street neighborhood; and November 21 in Council Chambers at 6PM for an overall project presentation.

**d. Sewalls Falls Bridge Replacement (CIP 22)**

Not discussed.

**11. Old Business**

There was no old business.

**12. New Business**

There was no new business.

**13. Adjourn**

Due to the lateness of the hour, the meeting was adjourned by unanimous consent at about 9 PM.