City of Concord Transportation Policy Advisory Committee

Meeting Minutes

Thursday, June 28, 2012 - 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)

Ursula Maldonado (At-Large)

Jim Sudak (Concord Area Transit) (Public Transit)

Brent Todd (Penacook)

Craig Tufts, (Bike Community)

Committee Members Not Present:

Keith Nyhan, City Council

Rob Werner, City Council

Tom Irwin (North/West Concord)

Alex Vogt (Pedestrian Community)

Peter Rhodes (Bicycling Community)

Ed Roberge, City Engineer - Staff Representative

Staff, Visitors and Guests Present:

Rob Mack, Traffic Engineer - Staff Representative

2. Approval of April 26, 2012 meeting minutes

The draft minutes were not yet complete and would be made available for TPAC review and approval at the next meeting.

3. Presentations

There were no presentations at this meeting.

4. Public Comment

There were no members of the public in attendance at this meeting.

5. Consent Reports

a. Approval of Subcommittee Minutes (Pedestrian, Bicycle, Public Transportation, Traffic Operations).

Minutes of the following subcommittee meetings were distributed this evening: Pedestrian (3-15-2012); Bicycle (4-23-2012 and 6-4-2012); and Traffic Operations (4-17-2012). As there was insufficient time for TPAC members to fully review these minutes tonight, Dick Lemieux deferred their consideration until the next TPAC meeting.

6. TPAC Referrals from City Council, Staff and Chair

a. Request by Robert Baker to consider re-routing the North-South Bike Route along Rumford Street to North State Street where the current route uses Penacook Street to North State Street (TPAC: 4/2/2012).

Rob Mack noted that the current North-South Bike Route is routed differently to/from N. State Street based on direction of travel. For southbound travel on N. State Street, bike route signage begins on Rumford Street at the N. State/Rumford intersection (this requires an easy right-turn for bicyclists exiting N. State Street). For northbound travel, the bike route directs bicyclists to Penacook Street and the signalized N. State/Penacook intersection in order to make a safe left turn onto N. State Street northbound. Mr. Baker's request is to revise the northbound bike route signage to direct northbound bicyclists to the N. State/Rumford intersection.

Staff advised that such a change would require improved accommodation for cyclist left turns onto N. State Street northbound at the Rumford Street intersection. Such accommodation is possible based on planned improvements to be constructed this year at the intersection (CIP35 Phase 4b), including raised-median island along N. State Street to limit Rumford Street to right turn in/out only. Engineering staff worked with TPAC-Bike (with Mr. Baker attending) to develop a potential minor revision to the upcoming CIP 35 construction at the N. State/Rumford intersection that would enlarge the planned median island to allow a crosswalk to be installed crossing N. State Street (copy of plan attached to TPAC agenda package). Such an island would provide crossing pedestrians and bicyclists a safe haven area between crossings of the northbound and southbound travel lanes on N. State Street. With these improvements in place, TPAC-Bike indicated support of the requested change in bike route signage (see Item 5a, TPAC Bike minutes of June 4, 2012).

However, recent findings of the Langley Parkway Phase 3 study point to a likely option that the N. State/Rumford intersection becomes signalized and functions to carry Langley Parkway traffic destined to/from US 3 North. These Langley movements would use Rumford Street (from the Rumford/Langley intersection) rather than turn at the Langley/Penacook/N. State intersection which would otherwise require significant intersection enlargement to accommodate these movements to/from the north. This being the case, staff suggests that the currently-planned changes to the N. State/Rumford intersection (intersection realignment and raised median with right in-out only to Rumford Street) be revisited before CIP35 construction occurs this year so that anything built at the intersection this year is generally compatible with the future design needs of the Langley Parkway project (CIP40, currently programmed in FY2017-18). This will avoid building intersection changes this year under CIP35 that may need to be removed and rebuilt in a few years for the Langley project (e.g. currentlydesigned raised median and delta island may not be compatible with future signalization and substantial future left turns from Rumford Street).

Staff will, in the coming weeks, review the current design plans for the N. State/Rumford intersection with the needs of potential future signalization in mind. The intersection design will be revised accordingly as it relates to this year's construction project. If installation of raised median does not occur, then staff would recommend that the North-South bike route signage stay as it currently is (northbound bikes using Penacook Street). If it is possible to design and construct a raised median and delta island now that is compatible with a future fully-signalized intersection, then it may be feasible to consider the TPAC-Bike recommendation and allow the northbound bike route signage to terminate at the N. State/Rumford intersection. In any event, with future signalization of this intersection under the Langley project, staff feels it would be reasonable to revise the northbound bike route signage to use this new signal location to access N. State Street northbound. Staff will keep TPAC informed of this design issue as it becomes better resolved in the coming weeks.

TPAC members concurred with staff suggestions above. Dick Lemieux suggested that staff respond directly to Mr. Baker and inform him of the above findings related to TPAC and staff review of his request.

7. Status report on subcommittees

a. Pedestrian Committee, Alex Vogt

Rob Mack read meeting notes provided by Alex Vogt. The Pedestrian Committee met on Thursday, June 21, 2012. Priorities from the Walk Friendly Report Card were reviewed and members picked items to work on. Topics included: pedestrian counting program; pedestrian master plan; and car-free days.

Input regarding the Friendly Kitchen sidewalk route was gathered and Alex will draft a letter to TPAC for final review at the next Pedestrian Committee meeting. The letter will include the recommended route that takes the sidewalk along I-393 to Commercial Street and that the NHDOT should have the sidewalk meet ADA compliance and be maintained along their highway jurisdiction. A crossing of the railroad tracks will be investigated as Ferry Street used to cross the tracks at grade prior to 1949; does a legal crossing remain?

b. Bike Committee, Craig Tufts

At its June 4, 2012 meeting, Robert Baker joined the committee for the discussion on the North-South bike route (discussed under Item 6, above).

The committee reviewed several recreational bike loops in June that were laid out in the May meeting. There are five routes, all mapped on mapmyride.com and can be found by searching "TPAC" on the site. The routes were accepted with some changes.

The committee also had an update on Central New Hampshire Bicycling Coalition (CNHBC) activities. They have worked out a plan with the City to have two inverted U racks installed in each parking garage; this will happen later this summer.

The committee also made progress on the plan to retrofit the bollards on Main Street; these projects started as TPAC-Bike and Bicycle Master Plan recommendations. They are also investigating "ride with traffic" signs. CNHBC informed that the Bike Swap in May raised approximately \$12,000.

TPAC Bike added some new members, while some past members had left. The committee will be updating its list of active membership, including some nominations, in the near future.

c. Public Transit Committee, Jennifer Kretovic

Jennifer Kretovic reported that the Public Transit Committee met on May 15, 2012. CAT's funding application to NHDOT was discussed. CAT and Advanced Transit (Hanover) shared Job Access Reverse Commute (JARC) funding from NHDOT for a one-year period, With CAT receiving 40 percent of the funds and Advance Transit receiving 60 percent. New bus stop schedule signs are gradually being installed on existing sign posts at bus stop locations city-wide. The committee's next quarterly CAT report to Council is in the works.

CAT received City Council concurrence for FY2013 funding at the June 6 public hearing. Brent Todd felt that the highly collaborative effort between CAT and the Public Transit Committee in appearing before Council was indicative of the effectiveness of the TPAC Public Transit effort to work together with CAT to make a more effective public transit system.

d. Traffic Operations Committee, Rob Mack

Rob Mack reported that the June 16, 2012 meeting of the Traffic Operations Committee considered the following. Initial conceptual alignments and intersection alternatives for the Phase 3 extension of the Langley Parkway to N. State Street were discussed. Feedback on design options would be given to VHB to assist in refining the conceptual corridor alternatives. A resident concern on traffic speed on Fowler Street was investigated with finding that overall speeds were reasonable however enforcement was a recommended action to address speeding by a few inconsiderate drivers. TOC also opened its prior discussion of a city-wide speed limit policy for purpose of reducing the current disparity in posted speeds on local residential streets (mix of 25 an 30 mph). TOC preferred consideration of a lower-cost option such as enacting a city-wide 25 mph speed limit within the Urban Compact *unless otherwise posted;* most streets functioning as collectors or arterials within the Urban Compact would remain posted at their current 30 mph. Staff will develop and cost out a potential city-wide plan in the coming months for further TOC and TPAC consideration.

8. Staff Updates

Rob Mack provided an update on select CIP projects. The Langley Parkway Phase 3 Study (CIP40) continued to refine the corridor alignment and develop options for intersections. It included an option for a multiuse recreational path and would be available for additional TPAC review later in the summer. The Loudon Road improvement project (CIP19) is scheduled for construction in FY2014; staff will be soliciting feedback from businesses and residents on the Heights this summer prior to beginning detailed design.

Staff will be designing intersection and signal improvements at the Pleasant/Warren/Fruit intersection in FY 2013 (CIP283); input will be sought from TPAC in the coming months regarding intersection improvement options. The design of Route 3 improvements in the Penacook Village area (CIP35 Phase 5) will begin in FY2014; alternatives will be refined and additional TPAC and public input will be sought over the coming months. The TIGER 3 grant award for the Main Street Streetscape project was discussed; the Mayor is in the process of developing an advisory committee to assist in the refinement of the project development.

9. Old Business

There was no old business to consider.

10. New business

Dick Lemieux noted that final approval by the Executive Council of the I-93 Exit 12 project was recently tabled in order to solicit additional public input from Concord. It is anticipated that discussion of the project will be included on City Council's July 9, 2012 meeting agenda.

11. Adjourn

There being no further items to discuss, Brent Todd made a motion to adjourn the meeting. The motion was seconded by Craig Tufts. The motion to adjourn was unanimously supported by attendees.