



Meeting Minutes
December 6, 2012 - 6:00 p.m.

Call to Order/Introductions

Committee Members Present:

Alex Vogt (Chair)
Colette L. Farland-Vogt
Dick Lemieux
Ursula Maldonado
Bill Hodges
Jeff Warner (City staff representative)

Committee Members Not Present:

Liz Richardson

Guests/Friends of the Pedestrian Committee:

Brent Todd

Review / Accept Minutes

Minutes from the October meeting were accepted.

Schedule of Future Meetings

The next meeting is Thursday, January 17, 2013, 6:00 p.m.

Discussion and Action Items

Pedestrian master plan

A copy of the Education section was distributed for review and comment. Alex is working on the Engineering section which should be ready for distribution soon. The master plan should also highlight the City's past efforts.

Ursula questioned which entity would be responsible for keeping the master plan will be kept fresh and used. It was proposed that a paragraph be added in the introduction that explains the intended use and need for updating. Once complete, it is expected that City Council will accept the report as guidance and the Planning Board will adopt it as part of the 2030 Master Plan. Once adopted, Planning, Engineering, the Planning Board and others will use it as the basis for future development, plan review, CIP development, etc.

Pedestrian counting program

The committee should target the spring for beginning a counting program. This fall, students from the Concord High School civics class participated in the parking study along Main Street. Students from St. Paul's School participated in the cleanup of the river's edge south of Loudon Road for the Merrimack River Greenway Trail. It may be possible to recruit these groups to assist in the counting program.

Car free days, road closures for events

The Friends of Main Street will be holding a Cash Mob on December 15 in support of downtown. Colette will discuss the idea of car free days with the Friends to see if they would be interested in teaming on the event along with Concord Wellness Coalition. Given the Main Street reconstruction project, pedestrians have taken center stage. Now is a good time to build on the momentum.

CIP 35 – Phase 5, Village Street, Penacook

The committee reviewed the conceptual drawings for the subject project. The following items were noted:

- Bill Hodges indicated that there was some kind of an agreement with Sam’s regarding the configuration of the parking area/driveway. We assume that the agreement came about the last time the city reconfigured the area. Bill wasn’t sure if it was written into their deed.
- Based on discussion during the charrette, it was recommended that the crosswalk at Bonney Street be moved to Stark Street.
- Crosswalks should be designed to provide the shortest crossing as reasonable.
- The city should make it clear during the public meetings what the proposed changes will include. i.e. The removal of the grass panel between Lilac and Coral Streets.
- When given the option of do-nothing, signalized intersections, or roundabout, the committee prefers the roundabout option. The roundabout will be more pedestrian friendly and give the village a focal point.
- An effort should be made to include a median island at the south end of the project similar to the island proposed to north. The island may provide a nice location for the village signs. Regardless of the islands, locations for village signs should be identified and included in the design.

Reconstruction of Main Street – CIP 460

Streetscape: The committee discussed streetscape issues/options that should be considered for the project.

- The committee questioned how the streetscape determination would be vetted to ensure that elements would be included in the project. Possibilities included using New Hampshire Listens or the Friends of Main Street.
- As presented by Gloria McPherson during the Downtown Complete Streets Project Advisory Committee meetings, furniture, walkway and building zones should be identified to help regulate the uses allowed within the right-of-way.
- The designers should review the practices of communities that have been identified as “walk friendly communities” to expand the streetscape options.
- There needs to be something of interest within sight of the previous point of interest so that visitors continue to be intrigued as to what else is further down the street.
- Statues scattered throughout.
- Playground type equipment, scattered. Swing, slide, climbing.
- Fire pits, scattered.
- A steam whistle – to celebrate our railroad past and the steam heated sidewalk/street.
- Information kiosks (with associated smart phone app and/or QR code).
- Icons for people to follow to help them reach a destination (garage, restroom, historic sites, parks, etc.)
- Benches, more, possibly a few gliding benches. During the Rethinking Main Street discussions, seniors spoke to the need for more places to rest.
- Restrooms. Consider teaming with an organization for the cleaning and maintenance.
- Bus stop with restrooms.

- Tables for laptop use or games.
- Bike racks
- Trash/recycling receptacles
- Newspaper corrals

Accessibility to Buildings:

The committee felt it was the expectation of the Downtown Complete Streets Project Advisory Committee that the project would make access into adjacent buildings as accessible as possible. As much as possible, the committee hoped this could be accomplished through changes in the roadway profile and “ramping” within the furniture and building zones and not by using right-of-way width for ramps.

Crosswalks: During the meetings with the Downtown Complete Streets Project Advisory Committee, the idea of removing a crosswalk was mentioned. The committee expressed concern over the loss of a crosswalk and asked if there were any details regarding the idea. Jeff presented a plan that conceptualized the shifting of a number of crosswalks and the bus stop. With a design similar to that shown, the committee was comfortable with the loss of a crosswalk.

Intersections: The committee encourages the design consider roundabouts at South Main/Storrs, Main/Pleasant, North Main/Centre, and North Main/Storrs. For the corridor to truly be pedestrian friendly the large intersections need to be roundabouts, or as a minimum redesigned with only the absolute minimum number of lanes. Roundabout or signalized, the traffic analysis should review the need for two northbound and southbound lanes at Centre Street

Bus Stop between Centre and Park Streets: Alex suggested that the all bus boarding and alighting near Park Street occur along the west side of Main Street. Eliminating the northbound bus stop may allow for wider sidewalks, an enhanced bus stop and/or additional parking due to the width that would be made available. From the stop along the west side of Main Street, buses can serve all directions of the city via the North Main, Park, North State, and Centre Street block. The block could serve as a “roundabout” of sorts.