



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

The Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee met at 5:30 p.m., on August 1, 2022, in the second-floor budget room, City Hall 41 Green Street.

Attendees: Craig Tufts, Dick Lemieux, Boyd Smith

Staff: Sam Durfee, Senior Planner, Staff Representative, Karen Hill, Transportation Engineer

Guests: Mayor Bouley, Councilor Brown – Ward 5

1. Minutes of the June 6, 2022

Boyd moved and Craig seconded to approve the minutes of the June 6, 2022 meeting. The minutes passed unanimously.

2. TPAC Bicycle & Pedestrian Subcommittee Priority Topics

The meeting began with a discussion of the topics that fall under the purview of this subcommittee and the relative priority of these topics. The group came up with the following list of topics, roughly organized by priority – in some cases driven by timing of paving, application, and budgetary cycles. These topics should individually be sole agenda items for future meetings so that they can be thoroughly discussed so that actionable information can be brought to full TPAC.

Topic	Timeframe	Notes
Map Network Visioning <ul style="list-style-type: none">• I-93• MRGT• East-West connections	Urgent - Ongoing	The subcommittee began discussing the bicycle network. This is imperative for the upcoming conversations with NHDOT regarding the Bow/Concord I-93 project.
Paving Program Coordination <ul style="list-style-type: none">• Annual meeting in Jan/Feb between planning/Engineering/GSD	Cyclical – early in calendar year with coordination during paving	This coordination is for the purpose of making incremental changes to infrastructure in conjunction with roadway reclamation, restriping, and

and a TPAC representative	season	intersection signalization projects. Coordination between CIP 17 & 78
Sidewalk Rehabilitation and Construction <ul style="list-style-type: none"> • Snow removal • Vegetation clearing 	Ongoing	Requires coordination with roadway reclamation projects and private development. Can identify gaps and needed restoration projects for inclusion in CIP 17.
Communications <ul style="list-style-type: none"> • General public • Neighborhood specific • Councilors 	Ongoing	A priority for building consensus on significant infrastructure changes for the purpose of implementing components of the bicycle and pedestrian master plans.
Master Plan Update – Transportation Chapter	After Zoning Code Adoption	Planning intends to initiate a master plan rewrite following the adoption of the new zoning code. The Transportation chapter has been prioritized and will require significant public outreach and involvement of TPAC and its subcommittees
Transportation CIP Projects <ul style="list-style-type: none"> • Manchester Street • McKee Square • Others 	Budget and CIP schedule based.	TPAC and subcommittees will provide valuable input on the design of these projects based on the network goals that will be further articulated.
(Annual) Bike Event	Annually	For the purpose of raising awareness for bicycling, growing a bicycling culture, and soliciting support for potential infrastructure improvements.
Transportation Grants <ul style="list-style-type: none"> • Bipartisan Infrastructure Law (BIL) discretionary • Transportation Alternatives (TAP) • CMAQ 	As rounds open	The Bipartisan Infrastructure Law provides significant funding opportunities for infrastructure to support non-motorized transportation. Once priority projects are identified, this, and other grants should be considered for sourcing funds
Certifications & Designations	Cycles based renewal periods	Bicycle Friendly Communities – designation needs to be renewed in fall of 2023. Consider Walk Friendly Community
Polices <ul style="list-style-type: none"> • Parking on shoulder • Placement of temporary construction signs 	As needed	For the purpose of codifying the presence of bike lanes and sidewalks as “travel ways” so that they remain unencumbered. Coupled with enforcement.

3. Bicycle and Pedestrian Network Visioning Session

Craig laid out several maps of roads, sidewalks, and the designated bicycle routes. Markers were provided so that members could make notes on the maps. The map that was marked up is attached.

Sam and Craig provided background context for the discussion, including the process for how the recommended bicycle routes came to be identified, how the Capital Improvements Plan functions and how the CIP is a vehicle for infrastructure improvements, the State Ten Year Plan, and the ongoing coordination with GSD & paving program.

Dick articulated that progress has been incremental. Sam added that this is demonstrated with the South and South State Street bumpout additions and stressed the importance of efficiency in efforts. In order to effectively coordinate with the paving program, corridor priorities need to be identified and the vision for which must be clearly articulated.

Craig provided a review of the 2010 Bicycle MP Network map and identified existing conditions:

- Local streets are frequently used for low stress environments (North/South bike route)
 - Some crossings can be challenging
- The Yellow east-west route was never formalized (Warren and Pleasant Street). Is signage necessary?
- The Merrimack River Greenway Trail as a separated North/South route.
- Recreational/connector routes in green.

The question was asked, what is the purpose of designating a specific bike route? The reason is if a bike route is identified and recognized as such, the hope is that there will be broader public support for transformative infrastructure projects that reduce the level of stress, making the bike route accessible for all. Education, outreach, and general communication about designated route will be an important part in gaining support. Annual bike events could play a significant part in growing support.

Dick commented on the need to have short, medium, and long-term plans and goals. These will be predicated on a clear network vision.

The group briefly discussed the opportunities the Manchester Street and McKee Square intersection present for improving the bike network. Also discussed was the Storrs Street corridor. Its downtown location, proximity to the MRGT, and upcoming development opportunities (both public and private) present opportunities. Parking reductions could be considered given the proximity of garages. Additional right of way width could broaden the range of possible configurations. This corridor will require significant visioning, in conjunction with CIP 18 – Storrs Street Extension, North & South.

The idea of designating additional one-way streets was shared. A 10-foot wide lane could be converted to a two-way cycle track. This would be a significant change, requiring community engagement. TPAC-BP has historically struggled to interface with those who are not bike advocates.

Mayor Bouley encouraged everyone present to attend the meeting with NHDOT and McFarland Johnson on August 9th to discuss the Bow/Concord I-93 project. He added that

TPAC has always provided very valuable input and has played an integral role in shaping the City's position on the project. A second meeting will be held on August 25th where a decision will be made on the layout for the I-93 project.

Mayor Bouley left at 6:45.

A discussion ensued regarding off-street network connections. Councilor Brown brought up the Langley Parkway path and its ability to connect Clinton Street to Horseshoe Pond and East Concord. The group concurred that such a connection is valuable and the route could help to identify opportunities for future intersection improvement projects. This route could be connected directly to the Merrimack River Greenway Trail north to Penacook and south to Downtown. A trail, cycle track, or other off-street connection could be woven through the opportunity corridor to the south end rail yard, which would have connections into the south end neighborhood. Improvements associated with I-93 Bow-Concord and improvements to Gully Hill of Loudon Rd could connect the safe and low stress bike access onto the heights. Feeding into this is the existing connection from Commercial St to East Concord via the I-93 bike path, which should be widened. These components would reach each Concord neighborhood with a connected low-stress bikeway and walkway, and would reach many existing low-stress local roads and sidewalks. Additional improvements along Clinton St west of McKee Square, and also along South Street could create more connectivity options. Improved connections along the Loudon Rd corridor east of Hazen/Airport Drive could reach into the Heights and the Mall, which could someday host mixed use redevelopment. Connections from the MRGT rail trail (between downtown and Penacook) to the Route 3 corridor in various places, as well as to the Concord to Lake Sunapee Rail Trail would also improve connectivity.

The route and various connections are roughly shown in the attached maps.

The group briefly discussed the upcoming meetings with NHDOT. The plan is to listen to the alternatives presented at the meeting on the 9th, potentially meeting as a group to discuss these alternatives, and then come to the meeting on the 25th prepared to advocate for a desirable alternative.

Meeting adjourned at 7:53 PM

