



CITY OF CONCORD

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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 23, 2022, in the second-floor conference room, City Hall 41 Green Street.

Attendees: Craig Tufts, Dick Lemieux, Greg Bakos, Boyd Smith

Staff: Karen Hill, Transportation Engineer

Guests: Mayor Bouley, TPAC Chair

1. Minutes of the August 1, 2022

Bouley moved and Smith seconded to approve the minutes of the August 1, 2022 meeting. The minutes passed unanimously. Lemieux abstained.

2. I-93 Bow-Concord Project review and discussion

The meeting began with a review of Lemieux's comments that were circulated prior to the meeting. Lemieux stressed the importance of NHDOT's statement that "NHDOT is committed to Bike & Ped Connectivity." Lemieux also highlighted that the presentation proposed to expand the Merrimack River Greenway Trail (MRGT) through the project limits. It was discussed that the project limits are from Exit 12 through Exit 15, the City should ask for more trail to be constructed as a part of the project, not just focus on Exit 14/Loudon Road.

The committee then focused on various segments of the project, discussions below:

Exit 12 Area

- Design should accommodate safe bicycle-pedestrian access through the proposed roundabouts.

Exit 13 Area

- Proposed 2-lane NB Off ramp: concerns with two lanes of right turn on red traffic competing with bicyclists on Manchester Street.
- Safe transition needed between trail system and street system. For example, consider

a 10' wide shared-use path between the bridge and Old Turnpike Road, with bicycle slip ramps.

- Work with developer to extend the trail approximately 600 feet along NHDOT BMP property at the SE corner of the Old Turnpike/Black Hill intersection.

Exit 14 Area

Concept A

- Storrs Street Extension Roundabout will act as a bicycle pedestrian distribution area.
- Main Street connection will provide opportunity for economic development.
- Concerns about ROW impacts to the hotel on the corner.
- It was noted it would be important to maintain the existing Storrs Street and Main Street connections.
- Bringing the trail directly into downtown poses economic benefits.

Concept B

- Too long, doesn't connect users to downtown.
- Would likely provide a good transportation benefit as a supplement, but is not suitable as the primary route for the trail.

Concept C

- Concerned about the at-grade railroad crossing, questioned the logistics and design/feasibility and future of rail.
- Would provide a new access point to the Brady-Sullivan property and possibly other properties in the vicinity (bus station) from Storrs St.

Concept D

- Approximate 300' tunnel would be dark and unpleasant, especially with 90 degree turns at the ends.
- Economic connection is not provided close to downtown.

Concept E

- Stickney Ave is not inviting with parking lots and traffic.
- Would prefer a connection closer to downtown.
- Intermodal connection is a positive, if the area could be beautified.

Concept F

- FMRGT favorite, committee also preferred but would also like to see the Main Street connection as well.
- Concerns that it does not work with the proposed Roundabout, would like verification.
- Benefit is that it gets the trail over the railroad.
- Questions remain as to the aesthetics of the ramp from Loudon Rd to Storrs St and whether it would be a fill or preferably a structure.

The committee discussed the pros and cons of each alternative. Concept F was the preferred alternative given the information available. It was also agreed that any alternative that is ultimately selected should also include a connector trail along Loudon Rd up to the intersection of Main Street. This would enhance the trail's connectivity and

economic benefit. The committee recognized there are still several unknowns and unanswered questions that make it difficult to come to a firm conclusion on many of the alternatives.

Stickney Ave (RIRO)

- From a bicycle-pedestrian perspective it will have a minimal difference.

NB On Ramp

- From a bicycle and pedestrian perspective, having no NB on ramp is preferable
- A right turn only NB on ramp may be a reasonable compromise depending on design details
- A full access NB on ramp is least preferable from a bicycle and pedestrian perspective
- Safety concerns with free-flowing right turns and MRGT crossing.

Loudon Road Typical Section

- Needs to be revisited.
- Would like to see Loudon Road Bridge typical carried up to Main Street. (12' side path on north side, 6-8' sidewalk south side)
- Would like to see slopes versus vertical walls under the bridge to improve aesthetics and bicycle/pedestrian experience.

The subcommittee briefly discussed the deck park concept or a signature pedestrian bridge. There was conversation regarding feasibility, and whether it could provide a positive user experience worthy of the expense. The group concluded it would likely be worth a study for feasibility, cost, and to evaluate options. The committee recognized there is economic development potential. It was also discussed that a downtown connection to the east side of the river via a pedestrian bridge would be ideal, if feasible.

Meeting adjourned at 8:00 PM