



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

March 6, 2017 5:30 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Craig Tufts (Co-Chair)
Greg Bakos
Dick Lemieux
Jeffrey Warner (staff representative)

Members Not Present:

Tim Farmer
Heather Shank, Assistant City Planner
Ursula Maldonado (Co-Chair)
Sheila Zakre
Karen Paddleford
Robert Baker
David Sky

Guests:

Committee – review / accept minutes

The January and February minutes were reviewed and accepted.

Pedestrian Master Plan Update

Craig presented the draft Pedestrian Master Plan to the Planning Board on February 15. The Planning Board offered comment which Craig will incorporate. The Planning Board will consider adoption of the Master Plan at the March 15 meeting. Craig will not be available for the March 15 meeting and encouraged other members to attend the meeting.

The Big Bicycle Project at Kimball Jenkins

A meeting has been schedule for March 14 to share ideas for the project. All are welcome to attend.

Detection of Bicyclists at Traffic Signals

No new developments to report.

Demonstration Bike Lane Project

No new developments to report. Jeff will schedule a work group to further the project.

CNHBC Update:

Bikes of March: Tickets are free and now available online. Based on past years, the event is expected to sell out.

CIP and Private Development Update/Plan Review

Jeff presented plans for: Merrimack County Superior Courthouse, White Park skate house, and Loudon Road.

Court House: The committee noted that: 1) the site should be designed with the building at the front of the lot in conformance with the zoning regulations; 2) the site lacks adequate landscaping, especially shade trees; 3) the proposed 6' wall, which is proposed within the North Main Street right-of-way will detract from the North Main Street corridor and the walking environment. Designing the site with the building fronting on the Street would remove the need for the wall. If a wall is needed, efforts should be made to mitigate its negative effects on the pedestrian environment. 4) The committee was concerned about the amount of surface parking required. The committee encourages efforts to reduce surface parking by sharing spaces between institutions, potentially using parking structures or underground parking if possible in the future, or other creative measures to reduce surface parking. An abundance of surface parking degrades the walking/bicycling environment.

White Park Skate House: The committee offered no comments on the project.

Loudon Road: Jeff presented the current design for the Loudon Road project. Jeff asked if the City should continue with the usual practice of installing bike lanes when resurfacing a street and where adequate width is available to do so. Some on the committee felt that, in this case, part of the corridor lends itself to adding bike lanes but most of the corridor would not. Members wondered if the lanes would give a false sense of safety to bicyclists who come to the end of a bike lane and are faced with heavy traffic on narrow lanes ahead of them. The committee debated the benefits of calming traffic, similar to that of Clinton Street and South Main Street and the pros and cons to developing a partial bicycle facility. While the committee continues to back the three lane option as the safer option, it was decided that the project should be designed with the bike lanes where possible. If issues are identified in the future, the City can choose to not stripe the bike lanes.