



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Bicycle and Pedestrian Subcommittee of the Transportation Policy Advisory Committee

February 5, 2018 5:30 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Members Present:

Craig Tufts (Co-Chair)
Robert Baker
Dick Lemieux
David Sky
Greg Bakos
John Stoll, Senior Planner
Jeffrey Warner (staff representative)

Members Not Present:

Karen Craver
Ursula Maldonado (Co-Chair)

Guests:

Rob Mack, City Traffic Engineer

Committee – review / accept minutes

The January minutes were reviewed and accepted.

Traffic Signals

Rob Mack, City traffic Engineer, summarized the state of signal technology in the City including proposed projects in the CIP.

General:

- a. CIP 283 is the project where traffic signal improvements are funded.
- b. There are 63 traffic signals in the city, 14 are state owned. 41% of the signals are controlled by video detection.
- c. It costs approximately \$10,000 to replace loop detectors in an intersection, and \$20,000 for a single camera which can control the entire intersection. Funds from CIP 283 and CIP 78 Highway Improvement Program are often combined when the City is resurfacing a street through a signalized intersection so that the loops can be replaced with video.
- d. Video provides the City with more flexibility to aid with traffic flow when there is construction or a public event in the area.
- e. Upgrading from loop detection to video is scheduled to be completed in approximately 10-years.

Technology:

- a. The city currently uses Aldis single camera intersection detectors which can detect cars, trucks, motorcycles, and bicycles.
- b. The technology can count cars, cannot differentiate between motorcycles and bicycles, and does not recognize pedestrians.

- c. The State of NH has started to use the same detectors as Concord.
- d. Technology upgrades are expected through software updates without the need to replace hardware.
- e. The City currently has one technician who maintains the signals and keeps a supply of replacement parts in stock for emergency repairs.

Lead Pedestrian Interval:

A lead pedestrian interval (LPI) is a tool that can be used at traffic signals where the pedestrian crossing phase is concurrent with the vehicle phase. An LPI initiates the pedestrian phase three to seven seconds before the vehicle phase and “enhance the visibility of pedestrians in the intersection reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict.” NACTO Urban Street Design Guide. As part of the Main Street project, LPI’s were included at the Main/Pleasant intersection. In order to implement it at other intersections, equipment and software upgrades are necessary. Washington D.C. allows people riding bicycles to enter an intersection when the walk signal is initiated. In cases where an LPI is being used, the cyclist can get a jump on the motor vehicles and often clear the intersection before the motor vehicles thereby improving safety. The committee was unsure if there if the State Laws would allow people riding bikes to take advantage of the LPI. See additional summary below.

Capital Improvement Program (CIP 283)

As noted above, CIP283 is aimed at upgrading traffic signals. Each year, funds are being used to upgrade the signals in the downtown core with new hardware and software, including pedestrian countdown signals and accessible push buttons. Upcoming projects include: North Main / Bouton, Clinton / Broadway, State / Pleasant, State / Centre, and Pleasant / Green. Included in the upgrade program will be an effort to bring uniformity to how the signals operate, especially when there are other signals immediately adjacent (FY ’22 Pleasant Ext. / FY ’23 Storrs, Pleasant / State).

Pleasant Street / Spring Street Intersection

The signal at the Pleasant/Spring intersection does not meet warrants. TOC is considering removing the signal rather than upgrading. The signal is along the north-south bike route and is beneficial for cyclists. It also attracts cut-through traffic as people use it as a bypass to other north-south routes.

Bike Boxes

Rob indicated that the City is open to the idea of bike boxes, but there are a number of design elements that need to be included into a location before a bike box can be installed. For example: right turn on red would need to be implemented and there needs to be 50’ minimum of bike lane leading up to the intersection.

Coordination with NHDOT

The City and NHDOT continue to work together regarding traffic signals. While many of the traffic signals along Loudon Road are state owned, the City maintains the timing.

Unresponsive Traffic Signals for Cyclists

The committee noted that it was difficult for cyclists to obtain a green light at the following locations and asked if anything could be done to improvement situation: North State / Penacook / Horseshoe Pond, eastbound approach Pleasant Street to northbound on North Main Street, North State Street and the Concord Group Insurance driveway approaches to Bouton Street.

City Fiscal Year 2019 Paving Program

The committee reviewed the list of streets to be paved based on the current bid posting: B16-18, 2018 Shim/Overlay and Pavement Reclamation Project. The following was noted:

1. Washington Street full length, Penacook:
 - a. The street appears to vary in width with some areas having parking on one or both sides.
 - b. Areas with parking on both sides should be painted with 8’ parking areas with the remaining width split between the northbound and southbound lanes.
 - c. Areas with parking on one side should be painted with an 8’ parking area, two-10’ lanes, with the remaining width available for an unofficial bike shoulder. The parking in this area

- appears to be low turnover such that the use of 10' lane adjacent to parking should be adequate.
- d. Areas without parking should be painted with 10' lanes centered in the pavement to influence drive behavior/speed with the remaining width available for an unofficial bike shoulder. Placing the lanes in the center of the pavement will be important to create uniform shoulders throughout.
2. Community Drive full length, Penacook:
 - a. The City completed a water main replacement project during the 2017 construction season. Base pavement was placed at the conclusion of the project. The 2019 project will place the wearing course of pavement. The street was previously painted with a double yellow line with no white edge lines.
 - b. Dick reported that TOC has discussed citizens' concerns of excessive speed along the street. The City responded with speed studies and targeted enforcement. It was undetermined if there is currently a concern being investigated.
 - c. The committee recommends that the street continue to be painted similar to prior to construction with only a double yellow line.
 - d. Craig will review the Safe Routes to School Travel Plan for Penacook to see if the Plan suggested changes to the street.
 - e. The committee discussed the idea of placing stop signs and/or speed tables at intersections along the street. Jeff reported that two of the intersections have approach grades that may preclude these interventions. Jeff also reported that standalone mid-block stop signs have been found to not be effective at reducing speeds unless there are multiple stop signs placed at close spacing (300'-).
 3. Bog Road full length
 - a. Bog Road is approximately 24' wide and painted with 2-11' lanes. The committee recommends that it be painted with 2-10' lanes to influence drive behavior/speed with the remaining width be available for bike shoulders.
 - b. Jeff will evaluate the intersection with Fisherville Road to see if changes should be made to use the space more efficiently for all users.
 4. Sewalls Fall Road from North State Street to Second Street
 - a. Sewalls Falls Road is approximately 24' wide and painted with 2-11' lanes. The committee recommends that it be painted with 2-10' lanes to influence drive behavior/speed with the remaining width be available for bike shoulders.
 5. Rumford Street from Highland Street to North State Street
 - a. North of Penacook Street, the committee recommends that it be painted with 10' lanes to influence drive behavior/speed with the remaining width be available for bike shoulders. Jeff will review the turn lane for Lincoln Financial.
 - b. South of Penacook Street, the street has on-street parking and sharrows. General Services should be reminded that the sharrows should be replaced.
 6. North and South Fruit Street full length
 - a. When the roundabout is constructed at the intersection with Warren/Pleasant, a contraflow bike lane should be added to North Fruit Street.
 - b. South Fruit Street should be painted with 10' lanes.
 7. Dunklee Street full length
 - a. The committee briefly discussed the merit of establishing Dunklee Street as a bike route alternative to Broadway and/or South Street but made no recommendations at this time.

Form Based Code

John reminded the committee that the Planning Department is scheduled to begin public outreach on Wednesday, February 7 encourages everyone to participate.

Bike Share Update

John reported that Administration is aware of the efforts of Planning relative to bike share and efforts will continue. Tim Farmer from S&W Sports has been discussing the idea with the business community. From those discussions, Steve Duprey is interested in hosting a bike share at his hotel(s).

Bikes of March

The Central NH Bicycling Coalition will host Bikes of March on Wednesday March 28, 2018 at Red Rivers Theatre. Lobby opens at 6:00, film at 7:00.

Cyclists Proceed with Lead Pedestrian Interval – Agenda Item Request

David requested that TPAC-BP discuss the merit of implementing a city ordinance that allows people riding bikes to proceed through the intersection at the same time as pedestrians, with the walk light, when a lead pedestrian interval is available.