COMPLETE STREETS ACCOMPLISHMENTS

TPAC developed "complete streets" compliant alternatives for the Main Street Complete Streets Project with recommendations presented to the city's Project Advisory Committee.

TPAC met three times in three weeks, for a total of nearly 10 hours, considering and debating the complete-street merits of 16 alternative street layouts and parking configurations. Each alternative was ranked by TPAC, based on factors indicating how each one would make the street more bicycle friendly, more pedestrian friendly, more transit friendly, and even more motor vehicle friendly. TPAC also evaluated the relative contribution each would make toward "livability." That process distilled the 16 alternatives down to four "TPAC Recommended Alternatives." TPAC presented them to the Main Street Complete Streets Project Advisory Committee (PAC) in written form and at a public meeting. The alternative ultimately recommended by the PAC and chosen for implementation by the City Council was, for all practical purposes, a variation of TPAC's fourth preferred alternative.

Rendering of the approved layout of Main Street based on an alternative recommended by TPAC.

TPAC reviews and advises staff and Council on the city's annual Capital Improvement Program (CIP), as well as on complete streets compliance aspects of active CIP projects.

TPAC, with its subcommittees, reviews annually the city's proposed transportation infrastructure projects in the CIP program. TPAC's recommendations and project rankings are provided to City Council to assist in their consideration and approval of the CIP program for the upcoming fiscal year.

Major CIP project designs reviewed by TPAC for Complete Street compliance since 2008
- US Route 3 North Corridor Improvement Project (CIP 35)
- Langley Parkway North-Phase 3 (CIP 40)
- Main Street Complete Street Project (CIP 460)
- Loudon Road Corridor Improvement Project (CIP 19)
- McKee Square Intersection Improvement Project (CIP31)
- Pleasant/Warren/Fruit Intersection Improvement Project (CIP283)

Since adoption of the Comprehensive Transportation Policy, staff and the city's design consultants routinely consider roundabouts as intersection improvement options, and move on to more traditional options such as traffic signals and lane widening only after determining that roundabouts are not reasonably feasible.

Roundabouts are fully considered as alternatives to traffic signal control in design studies for intersection improvement projects, including:

- Village Street in Penacook Village
- McKee Square
- Langley Parkway North Phase 3
- Main Street Complete Street Project
- N. State Street/Sewalls Falls Road intersection
- Mountain Road at Exit 16
- I-93 Exit 12
- Pleasant/Warren/Fruit intersection

During the above design studies, a few intersections could not be reasonably reconstructed to a roundabout configuration, such as the Main Street intersections and the N. State Street/Sewalls Falls Road intersection.

Roundabout at the Franklin/N. State intersection.

TPAC, through its subcommittees and staff, reviewed and, when warranted and supportive of "complete streets" principles, recommended innovative enhancements and solutions.

Rockingham Street was striped to provide narrow nine-foot lanes and three-foot shoulders as an interim measure to encourage appropriate traffic speed and better accommodate pedestrians and bicycles prior to sidewalk and curb construction.

Left: Lane narrowing and shoulders prior to sidewalk construction. Right: After sidewalk construction.

In an effort to address difficulties at some traffic signal intersections in detecting bicycles, signal hardware was adjusted in the field with bicycles present. Small paint markings indicating the pavement detector 'sweet spot' for bicyclists were installed at the N. Main/Penacook/Horseshoe Pond intersection as a test case.

The new traffic signal at the N. State/Sewalls Falls intersection can detect and respond to bicycles when they stop at a designated spot in the bike lane.