

BICYCLE ACCOMPLISHMENTS

TPAC-Bike and CNHRPC, through TPAC, developed Concord's first Bicycle Master Plan.

TPAC-Bike collaborated with the CNHRPC and Concord 2020 to develop a bicycle master plan and presented it to the Concord City Council and the Concord Planning Board. The City Council accepted it and the Planning Board incorporated it into the City's 2030 Master Plan.



In Concord, like in many other cities across America, more and more people are using bicycles for economical, clean, and healthy transportation and recreation. Concord, through TPAC, has been proactive in providing safe infrastructure. There is more to do.

TPAC-Bike, reacting to suggestions heard at three Bicycle Master Plan public hearings, led in a study to determine the feasibility of building a multi-use path along the Merrimack River.

Using a Federal grant obtained through Concord 2020, TPAC-Bike collaborated with an engineering design consultant to study the feasibility of developing a multi-use path along the Merrimack River from the Pembroke town line to the Boscawen town line. The Feasibility Study: Merrimack River Greenway Path – Concord, NH (2010) was presented to the Concord City Council and the Planning Board together with the Bicycle Master Plan discussed above. The result is the [Merrimack River Greenway Trail](#) (MRGT), which has been endorsed by Council and included in the City's Capital Improvement Program. A nonprofit group called Friends of the MRGT has been established and work is underway to fund, design and build the project.

TPAC-Bike applied for and received national recognition of Concord as New Hampshire's first "Bike Friendly Community" in 2010.

In 2010, the League of American Bicyclists designated the City of Concord as New Hampshire's first Bicycle Friendly Community at the bronze level. Concord was noted for: implementation of the Bicycle Master Plan; a Comprehensive Transportation Policy; off-road cycling opportunities;

bicycle-related training for city staff; bicycle donations and classes offered to underserved populations; and participation in the Bike to Work/Commute Green Week.



Concord is proud to have been designated New Hampshire's first 'Bicycle Friendly Community' by the League of American Bicyclists

TPAC-Bike supported city staff initiatives to design and implement over 18 miles of compliant bike lanes / shoulders.

Consistent with the Comprehensive Transportation Policy, TPAC-Bike works with staff and Traffic Operations to design and implement compliant bike lanes/shoulders wherever feasible. Compliant facilities have been constructed as part of the US Route 3 North corridor project as well as incorporated into street resurfacing projects (South Main Street, Water Street, Pleasant Street, and Clinton Street).



One of Concord's most visible examples of its new 'Complete Streets' policy is the US Route 3 North Improvements Project which will include fully-compliant bike lanes from downtown Concord to Penacook Village

TPAC-Bike supported city staff initiatives to design and implement street restriping to narrow overly-wide travel lanes and enhance shoulder width for bicycles.

Resurfacing of streets is a routine activity and there are opportunities to update the striping configuration to reflect current guidelines/standards. TPAC-Bike reviews the annual paving list to find opportunities to enhance the complete street network. The city has implemented approximately 11 miles of enhanced shoulders. Also, pursuant to discussions initiated with the NHDOT, enhanced shoulders have been incorporated along NH Routes 13 and US Route 202/NH Route 9.



Pleasant Street is an example of restriping the shoulder line location, achieved at no additional expense, to enhance travel space for bicycles by reclaiming excess road space that was previously allocated to motor vehicles.

TPAC-Bike collaborated with city staff to study, design and receive Council approval for construction of the “North-South Bike Route,” a three-mile long designated shared-use street network providing access to and through the downtown area.

In January 2009, discussion began around the idea of designating certain streets as part of a bicycle network. The selected route, which was constructed in 2010:

- encompasses designated Safe Routes to School,
- provides a designated route for novice riders and commuters in a low-traffic neighborhood setting,
- discourages neighborhood cut-through traffic, and
- promotes a healthy, physically active lifestyle for the entire community.



Concord's 'North-South Bike Route' is delineated with destination signing such as this.

TPAC-Bike developed a “Bicycle Safety” video presentation for broadcast on Concord Cable TV.

Working together with the Police Department, the 'Roll Together Concord Bicycle Safety Video' was produced and aired on Concord Cable TV in 2010. The video highlights safety tips and rules of the road for cyclists and motorists.

TPAC-Bike supports and participates in annual spring bike swaps that helps people acquire used bicycles for transportation and raises funds for the Central New Hampshire Bicycling Coalition.

Since 2009, the Central NH Bicycle Coalition, S&W Sports, and members of TPAC-Bike have been hosting a bike swap. Funds raised by the event have been reinvested back into the community with a focus on enhancing the quality of and accessibility to bicycling for users of all ages. This event has supported: the Recycled Cycles program; bike safety education at local elementary schools; “Learn-a-Bike” programs for disadvantaged Concord residents; parking garage bike racks; a bike-lane pavement marking stencil; bike share programs at local institutions; Biketoberfest; and bike valet parking at downtown events like Market Days and Rock ‘n Race.



About 600 shoppers descended on S&W Sports during the May weekend event, 400 of which bought a bike.

TPAC-Bike and TPAC-Ped cooperated with outside organizations on a citywide pedestrian and bicyclist count program.

In May 2013, TPAC-Bike and TPAC-Ped planned and conducted the first round of a regularly updated city-wide bicycle and pedestrian count program. Sixteen locations were counted by volunteers and staff. Counts were performed in accordance with the National Bicycle and Pedestrian Documentation Project (NBPDP). The goal of the program is to count cyclists and pedestrians twice a year, in May and September on the dates specified by the NBPDP, and to create a database from which trends in bicycle and pedestrian use can be determined. These results can be helpful in identifying the need for future improvements.



Pedestrians and bicyclists are subjects of a regular city-wide count program.

TPAC-Bike worked with city staff to enhance detection of bicycles at select traffic signal intersections.

After receiving feedback from the public that some older traffic signals were not detecting bicyclists, and resulting in some bicyclists running red lights, TPAC-Bike worked with city staff to locate the “sweet spot” on the pavement where the signal could best detect a waiting bicycle, and optimize the sensitivity of the vehicle detectors to better sense the presence of a waiting bicycle. Newer traffic signal locations utilize video detection and are generally responsive to bicyclists anywhere near the stop line.



Bicyclists at the stop line receive the green light at the Clinton/Langley intersection.

TPAC-Bike, through TPAC, provided feedback to Council on bicycling-related referrals.

TPAC-Bike has provided guidance to TPAC on various referrals including: informing the public on laws pertinent to cycling; ways to improve bicycle safety/education; and the configuration of Rumford/North State intersection.