

DISCUSSION POINTS
DECEMBER, 7 BICYCLE MASTER PLAN PUBLIC MEETING

The following is a list of comments that were made at the first public meeting for the Bicycle Master Plan. This is a rough, unedited, and complete as possible list of comments. If you wish to add comments contact Craig at ctufts@cnhrpc.org or 226-6020. A more refined summary of findings from this meeting will be available for Meeting 2 where we will prioritize the points made here.

The comments are organized by topic, representing the 6 “topic tables” present at the meeting.

Table 1: Route Map

The concept is to have a network of bicycle routes made up of bike paths, sharrows, bike lanes, and other markings to connect all parts of the City and all major destinations. At this table groups mapped out suitable routes and routes that are important but need improvements for bicycling.

City Streets/corridors

Loudon Rd – general problem area with numerous mentions along the entire length

Exit14 area difficult and not safe

Bridge is difficult and not safe

East of East Side Dr. is particularly difficult

Is a wider shoulder possible?

Dedicated path along Loudon Rd- (more than one mention)

Bike path paralleling Loudon Rd S. of 393 (more than one mention)

General improvements to Loudon Rd. (reduce lanes?)

Have some sort of lane/path along Loudon Rd, Airport Rd, Pembroke Rd corridor

Open sidewalks to bikes?

Bike Path down to Alton Woods from 393 path and Portsmouth St as connection to Loudon Rd.- maybe use utility ROW

393 path is a good choice for a route

Storrs St.

can make a good route

Has no land for bike path?

Add bike shoulder?

Connection to Loudon Rd Bridge

Sewalls Falls Bridge

Wider

Make so bikes can go both ways

Make better for bikes

Clinton St

W of Silk Farm Rd- difficult for bikes

Difficult to cross at Silk Farm Rd

blind spots west of Exit 2

Difficult to cross at Langley Pkwy.

State St./N State

Intersection with Bouton St to Penacook

When NB take right to avoid Bouton St intersection (going NB take N Main to Horseshoe Pond Ln to Penacook St. Intersection)

Penacook St.

Penacook St W of N State

(Right lane R turn only) rough pavement at intersection with N State

Light won't change for bikes at intersection with N State

Pleasant St.

To HS- Difficult corridor- Need for better access/safety around HS

W of Langley needs improvement

Fisherville Rd-

Granite curbs are dangerous- widen shoulder

Routes bypassing Fisherville Rd. on each side (Borough and Lilac SB, Sewalls Falls, Abbott Rd NB)

Refugees

Manchester St

Manchester St/Old Tpk./Loudon Rd, Hall St.(potential route)

Add shoulder at the bridge

Basin Street and East Sugarball, add "except bikes" to no outlet sign

Langley Pkwy

Share easement for bike path- have bike path along route north from

Hospital (they used it now)

Intersection with Clinton St. is difficult

Horseshoe Pond Ln

Sidewalk connector has no snow removal

Comments on Rural Roads:

Shaker/Mountain Rd (sharrows)

Carter Hill Rd.

Add to route map

Pleasant on northward- add to route map

Mountain Rd, increase shoulder

Bog Rd- ok when not at peak hours

Horse Hill Rd/River Rd Improve River Rd by making 1-way

Existing or proposed Paths:

Better signs for Paths along I89

I89 bike path in Bow (makes a good route)

Path along 93 –proposed idea

Delta Dr/93 path/bridge-

Good for a bike route

Curve where path starts near Delta Dr.

Improve entrance to Delta Dr.

Destinations to keep in mind/have a route connection to:

Rundlet School
High School
Library

Other Comments:

East Side Dr 393 Bridge (Difficulty with northbound lane)
State Office Park South (use for cut thru-good for routes)
Roundabouts
 Support for roundabout at exit 16
 Require education on how to use roundabouts
Ferry St. Behind Stickney ave/under Highway (dangerous)
Bridge over River
Horseshoe Pond Ln sidewalk- no snow removal
Need for better access/safety around HS
Recreational Path around Penacook Lake and Turkey Hill Pond
Advertise Recreational routes in NW corner

Table 2: Hot Spots

The purpose of the group was to identify problem spots and intersections that should be addressed for bicycles, and discuss potential solutions.

Specific Intersection/Location

North Main and 393
Main and Center Street
Main and Pleasant (advanced green for left turn? Difficult to navigate particularly due to advance green signal without proper signal head)
S Main and West (by vinnie's pizza)
N. State and Washington- Difficult for bikes or anybody
N. State and Rumford- Left turn onto N State
N. State and Penacook – Proceeding from Penacook to Horse Shoe Pond or left on N. State is difficult with a long queue
Pleasant St, Rum Hill Rd- Speed, difficult
Pleasant at Dunbarton – Left turns are difficult due to speed of vehicles and limited sight distance
Clinton St and Langley stop sign- cars don't yield to westbound bikes
Clinton St and Langley – difficult to turn left from Langley
Clinton St and Silk Farm – difficult turns for all movements in any direction
Near McGee Square- Allow LT from Clinton St to S. Spring (towards NS Route)
Loudon and Hazen Left turns are very difficult- fast and uphill
Loudon and East Side Dr – difficult to proceed south. Provide additional width?
East Side Dr. Bridge over 393 going north- NB vehicle conflict
Hazan Dr. and East Side Dr.-Difficult LT onto East Side Dr
Any bridge across the Merrimack is difficult

Specific Corridors

Main St

diagonal parking causes problems

Change from 4 lanes to 3

Storrs St. as an alternative

Have Main St be one way south and Storrs St be one way north

Loudon Rd

Exit 14 is difficult to navigate

Especially the hill

Reduce lanes- may still be a problem due to turning traffic

Use Pembroke Rd as an alternative

Accommodate bikes on sidewalk somehow- especially at gully hill

Manchester St-

hill at Pembroke town line- there is a long, fast right turn only lane up hill

Exit 13 area is unfriendly

North State St

Parking at prison forces cyclists into the street

Winter maintenance of shoulder

Ft Eddy Rd

Silk Farm Rd maintenance (N of 89)

Path under 393 from Tech to Ft Eddy Rd- Large curb and poor surface

High School area- High school students in cars or bikes that don't always follow rules of the road- safety and education issue

Traffic Signals

Traffic signals in general Citywide- lights don't always change for bikes

Mark traffic signal detection spot so bicyclists know where to stop

Penacook St and North State St/Horseshoe Pond-light doesn't change

Borough rd N State- light doesn't change

Fruit St and Clinton St- lights don't change

Washington and N. Main – lights don't change

General Topics

4 way stops are problematic

School and Liberty intersection

Roundabouts are preferable to 4 way stops

Driver education at 4 way stops- people often try to wave you on early

Roundabouts are better than 4 way stops as long as ridden properly by taking the lane

Support for roundabout at Exit 16

Support for roundabouts in general

Crossing the Merrimack anywhere is difficult

Loudon Rd

Manchester St

Sewalls Falls- improve for bikes when re-built

Shoulder Issues

Storm grates

At Mtn Rd

Other utilities sunken in the pavement

Drainage problems in the shoulder force bikes into the travel lane

Clinton St beyond Silk Farm Rd- narrow shoulder

Loudon Rd hill- scary shoulder while uphill- tempted to use sidewalk

Create some sort of separation on shoulder

Reduce to 3 lanes with wider shoulder

Dedicate portion of sidewalk on Gully Hill for bicycles

East Side Dr N of Shaker Rd.: narrow shoulder w/ curb

Maintenance

All commuter routes should be maintained for 24/7/365 use

Snow Removal/winter maintenance

93 bike bridge snow removal

Horseshoe Pond Ln sidewalk snow removal

North State Street at Sewalls Falls (new road and it wasn't plowed clean)

Street Sweeping- remove debris from shoulder

Connections/Alternatives

Need an alternative route from Heights to Downtown

Cross RR tracks by Storrs/Stickney Ave area- Formalize a crossing

New Bridge over Merrimack River adjacent to RR Truss near Exit 16

Pembroke St. alternative to Loudon Rd

Cross Loudon rd at diamante Dr. to Old Loudon Rd- construct short path

Shortcuts through State Hospital/Office Park South

Other comments:

Motor Vehicles seen on bike paths

Bikes often ride in wrong direction one way

Warren St

State Street- prohibit cars and make bike-ped only

Support for a Bike Path along River

3A in Bow at end of bike path (problem spot) Poor connection to Route 3A

Random parking spaces like those on Schools St push cyclists into traffic where they otherwise can stay to the side of the street

TABLE 3: END OF TRIP FACILITIES AND TRANSIT CONNECTIONS

PARKING, PARKING, AND MORE PARKING:

The purpose here was to discuss the needs for bicycle parking, workplace facilities, bikes on CAT buses and bus station on Stickney Ave.

Increased parking was a topic that came up over and over again throughout the night (people also mentioned the need to teach people how to properly lock up their bikes so that the racks will be utilized):

- Use downtown parking garage for bicycle parking(racks, lockers, or cage)(consideration: surveillance)
- Increased bike parking at retail locations (in particular Fort Eddy Road)
- Install bike racks at Farmer's Market location
- Increase downtown bike parking
- Increase bike parking at parks
- Increase parking at State buildings
- Add parking at medical facilities, including Concord Hospital
- Increase/improve bike parking at school (away from where kids wait for busses to avoid vandalism)
- Provide overnight bike storage (for those who want to commute some days, but not all days)
- Mindful placement of parking (keep in mind sprinklers, keep them away from areas where people loiter)
- Trouble Spots: McKee Square, Fort Eddy Road, Grocery Stores (all need more parking!)
- Provide grant funded bike racks to employers

Improved Parking:

- Protecting bike from damage (carbon racks or bike lockers)
- Increase visibility of bike lockers at the bus station
- Invest in racks that have cables already attached so that bikers only have to carry a padlock (this would need to be consistent throughout the city so that riders aren't left unable to lock up their bikes)

OTHER FACILITIES:

Showers:

- Public: Possible partnership with YMCA or other gyms (shower/locker membership)
- Private: Encourage employers to put in showers and lockers (changes to building code, monetary incentive, public recognition- "**Bike Friendly Employer of the Month**")

Transit/Busses (CAT):

- Leave racks on busses through winter (one attendee said that doing so would allow him to extend his bike commuting season by 6 weeks!)

“Park and Ride” Lots:

- Partner with companies/parking lots to have designated “Park and Ride” lots (places for people to drive part way, leave their car, and continue on to their destination by bike) (near highway exits, in particular exit 16)- have organized rides from “Park and Ride” lots for bike to work week to raise awareness about their existence

OTHER (BIKE SHARE, FUNDING, BIKE FRIENDLY CONCORD):

- Use road improvement \$ for an alternative transportation fund
- Expand bike share program (Franklin Pierce Law School)
- Seasons are a factor that impact riding- host a Fall Bike to Work Week to keep people going or remind them to start again in the Spring (more activities to keep people going)
- Increase bike visibility in general (make it clear that Concord is “Bike Friendly”)

Table 4: Safety and Education

This table was intended to discuss problems and solutions for educating bicyclists, motorists, and ways to improve safety.

1. Motor Vehicle Training
 - a. Drivers Ed
 - b. Parent Training- PTO, Elks, VFW, Moose, etc
 - c. Safety Video played in schools, parole training, etc
 - d. Parole/Inmate Training/Refugees
2. Road Rage
 - a. How do we fix this?
 - b. Don't fight back
 - c. Share the road signs- more of them
3. “How To” signs at intersections
 - a. Signs about 3' rule, Mountain Rd, Clinton, Pleasant, Shaker, etc
4. Bump outs/cyclist is ahead of cars at stop signs
 - a. Or paint and signs to do the same thing
5. Bike register that includes training
6. Educate Bicyclists of rules
 - a. Reflective clothing is required by law dusk to dawn

7. Earn a bike program with inmates along with training (they can make the signs)
8. “Bike Box “at busy intersections
9. Follow up to bike to work week where police enforce bike laws for (two?) weeks
10. Flyer given to drivers at registration of vehicle

Table 5: Recreation

Here we discussed recreational opportunities for bicycling and trails.

1. Improve access and linkage to existing recreational trails
 - a. Everett Arena was noted for this. High Traffic Volumes on Loudon Rd. deter bike travel. Even if you drove to the park so your kid could use the skate park, there aren't any trails in the area for biking.
 - b. Need to strengthen the connection and communication between towns. There is a bridge in either Boscawen or Canterbury that could be utilized as an off-road connection between communities for recreational and commuting purposes.
 - c. For long-range planning, we should consider a Bike Path on both sides of the river.
2. Bike Facilities/Racks should be provided at all trailheads. A person could feasibly bike to a trail, then hike the trail.
 - a. City and State Landmarks should also provide facilities
 - b. Bike Lockers should be considered in parts of the city
3. Bike Share Program and Bike Stations should investigate successful programs to eliminate or reduce the learning curve. There have been a lot of problems and improvements since the programs began in other parts of the country.
 - a. Look at Chicago and Boston programs
4. The North-South Bike Route is an on-road connection to the Concord-Salem Trail and the Northern Rail trail. We need to make sure the off-road (off street) connection remains a priority so Concord can complete the connection from Hanover to Salem.
5. Trail Maintenance on Langley North – portions of the current trail are not usable due to past flooding. This should be addressed so it can be used while awaiting construction.
6. City should support off-road access and linkage from schools to parks for student safety.
7. Multi-use paths should be paved to encourage all users
 - a. A general recommendation was made for permeable pavement. Also noted was the pavement should be adequate to suit all styles of bike.

8. Bike Signage
 - a. Set aside bike parking and sign as such
 - b. Sugarball Road and Basin Road signs read “No Outlet” and could read “No Outlet Except for Bikes”
9. Security Cameras installed on school grounds to monitor and deter theft/vandalism of student’s bikes.
10. All buses should have bike racks, including back-up buses used when regular bus comes out of service. Availability of bike racks should be consistent throughout the system.
 - a. Trailways/Greyhound buses should also have bike racks (if not already) so bicyclist can travel to other destinations for the purpose of recreational riding. (e.g. Boston, Nashua and Manchester)
11. Recreational Trail Maps should provide a Bikeability/Skill Level for each trail
12. Develop trails along the power lines
13. Develop trails along the State Hospital Grounds to connect Pleasant Street to Clinton Street
14. Develop a trail from St. Paul’s, under Langley, to Memorial Field.
15. Develop a recreational trail along Pleasant Street and Loudon Rd.
(Note: This comment came from concern that traffic volumes on these corridors created a barrier to riding in the road. A bike path, rather than a recreational trail, would be the appropriate terminology)
16. Stronger education for motorists. We should be educating people that when they enter a neighborhood, they will most likely encounter children riding bikes and drivers should respond appropriately.
17. Community Recreational Planning – Zoning Modifications
 - a. Consideration should be given to kids in the zoning and encourage development of off-road links between neighborhoods.
 - b. When sidewalks are required in new (residential) development, bike paths should also be included.
18. Expand the number of trails and improve access between them.
 - a. The current networks has a lot of stops and starts
19. Develop a multi-use trail along the river. (This was re-iterated by every group and most every person in every group)
20. Educate engineers about bicyclists and connections needs

a. Bike Turn Radius should be considered when connecting trails/links

21. Form a “Friends of” trails committee specific to biking or in conjunction with existing groups

Table # 6 Vision

The purpose in this section was to develop a vision for bicycling in Concord, and to identify goals, wishes, and objectives. It also discussed desirable city policy.

Overall Vision

- Have a concrete role model (i.e. Portland, OR)
- Bicycle friendly policies when working with new housing and business development and road construction and Park & Rides
- A city with an outer ring of hubs (Park & Rides and other parking lots) that can accommodate bikes, are striped accordingly and where people can leave their cars and ride the rest of the way
- Car free Main Street (i.e. Burlington, Vt.) and other road for bicycles only
- A safe, friendly place to ride anywhere for commuting and recreation – more acceptance of bicycling as transportation
- Having an informed and educated public where people understand low cost of bicycle infrastructure compared to car infrastructure
- Promotion of Concord as a tourism destination for cyclists
- Bicycling is integrated into daily activities (a “tool”) and making it as easy to get to locations as it is to drive there
- Traffic enforcement would play a critical role in safety
- Signage showing people where they can ride and informing drivers to allow for more safety
- Eliminate we vs. they mentality
- Lots of kids bicycling everywhere
- A growing bicycle sharing program with facilities like parking shelters
- A place where drivers are educated on the rules of the road (this should be done at the state level)
- Readily available information about the best way to get where you want to go
- Minuteman Trail north

Obstacles

- Stop lights not triggered by bicycles
- No dedicated lanes and signage
- Lack of education of basic laws, general ignorance of both cyclists and drivers
- Distracted drivers
- Cost of implementing changes
- Solar glare on East-West routes
- No facilities to wash-up or shower
- Lack of funding
- Bicyclist irresponsibility breeds public opposition to more bicycling
- Parents fear that bicycling is unsafe for their children

The City should...

- Develop maps and brochures for transportation and recreational trails and get them on the city’s website like the hiking/walking info

- Have kiosks similar to Rideshare
- Develop pavement markings and signage for bicycling
- When the planning board reviews housing and business projects, they should make sure there are bicycle connections from neighborhood to neighborhood and business to business
- Focus on building the necessary infrastructure and improve dangerous intersections
- Develop a safety video
- Continue to solicit public input
- Have more high visibility events like GCW
- Parade of new N-S route and other routes
- Better promote existing events
- Get the word out to the general public about bicycling as a safe and healthy transportation option

How to fund

- Include bicycle infrastructure improvements into general city budget
- Work to get 2 cents from gas tax for cycling projects
- Bicycle registration fee
- Bicycle events encouraging all to come out and participate like breast cancer awareness