

# Complete Streets Analysis

Concord NH

**Let's look at the ordinance**

# Complete Streets

<http://www.concordnh.gov/1327/Traffic-and-Transportation>

- Inception in 2008, latest revision 2015
- “Comprehensive transportation policy”
- Outlines a number of key objectives

## CITY OF CONCORD

*In the year of our Lord, two thousand and fifteen*

### COMPREHENSIVE TRANSPORTATION POLICY

*The goal of the City of Concord is to have a complete multi-modal transportation system that serves residents, employees, visitors and businesses, and achieves the overarching goals of safety, economic vitality, enhanced quality of life, community health and environmental and fiscal sustainability.*

It shall be the policy of the City of Concord to proactively:

1. Plan, design, build and operate its network of roads and streets to provide users of all ages and abilities with multiple choices of safe transportation modes – the so called “Complete Streets” initiative – by:
  - a. Fully integrating pedestrians, including people requiring mobility aids, into the transportation system with walkable neighborhoods and promoting improvements to sidewalks and trail systems that provide safety and convenience;
  - b. Fully integrating bicyclists into the City’s transportation system, both through opportunities that arise as part of street building and resurfacing projects, and through separate projects for that specific purpose;
  - c. Fully integrating public transit into the City’s transportation system to serve the needs of the community and provide transportation choice; and
  - d. Continuing to provide for motorized travel, including automobiles, commercial vehicles, and emergency vehicles to provide safe, efficient and cost-effective motorized mobility for residents and visitors, including commercial vehicle operators.
2. Enhance neighborhood livability by promoting:
  - a. Connectivity between neighborhoods via local streets;
  - b. Motor vehicle through-travel along arterial and collector streets; and
  - c. Traffic management measures that lessen the adverse impact of traffic.
3. Plan, promote and support public transportation to enhance mobility for Concord residents and visitors, including those who cannot or choose not to rely on personal vehicles.
4. Use the best applicable standards and guidelines to devise solutions that balance modal and user needs and that are sensitive to the context of surrounding neighborhoods and commercial districts.
5. Apply Complete Streets principles in reviewing and approving transportation improvements within the public right of way that may be developed by the private sector, the State of New Hampshire or

# Outlined policies

## Summarized into main points

- Plan, design, build and operate its network of roads and streets to provide users of all ages and abilities with multiple choices of safe transportation modes – the so called “Complete Streets”
  - Fully integrating pedestrians, cyclists, public transit, motorized vehicles and emergency travel
  - Into the city’s transportation systems



# Policies cont'd

- Enhance livability by
  - Increasing connectivity between streets, moving motor traffic through arterials
  - Traffic management measures that *lessen the adverse impact of traffic*

# Policies cont'd (2)

- Plan, promote and support public transportation
- Use the ***best applicable standards and guidelines*** to devise solutions that balance modal and user needs
- ***Inform and update city staff and community leaders*** on Complete Streets principles and best practices through workshops and other appropriate means
- ***Monitor the success of this policy*** using performance measures such as miles of bike lanes, transit ridership and crash history
- ***Partner with community programs***, the Concord School District, and the Merrimack Valley School District, to improve safety, while encouraging more children to walk and bicycle to school.

# Complete Streets (abstract)

# Complete Streets policy (2015) analysis

- Policy does not add any specifics - only overarching goals
- Made with love, but not with intention
- Need to specify how to get there as well as that we want to get there



# Noted accomplishments

<http://www.concordnh.gov/1327/Traffic-and-Transportation>

- Main Street (it's pretty pleasant)
- Slightly narrowed Rockingham street - added sidewalk
- Sharrow and painted bike lane on route 3 north
- New traffic signal - no right on red at one light

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.



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





# Noted accomplishments (cont'd)

<https://cnhrpc.org/transportation-planning/complete-streets/>

- On this road reconstruction project some of the main objectives were to **increase pedestrian and bicycle safety**
- Updating existing and building new sidewalks while addressing safety concerns at key intersections
- At the intersection with Sewalls Falls Rd. **there is a bike lane** as well as sidewalks with a crosswalk at the light.
- Other improvements to make Fisherville Road complete included adding Bus Stop pull offs along the road to accommodate transit.





US-3

ONLY



NORTH  
3





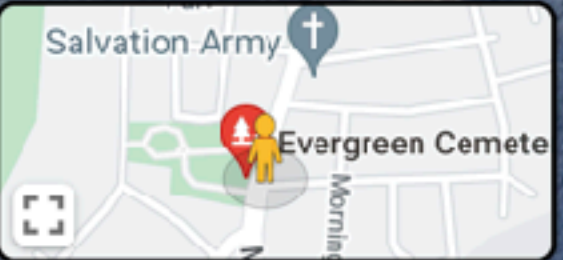
US-3

ONLY

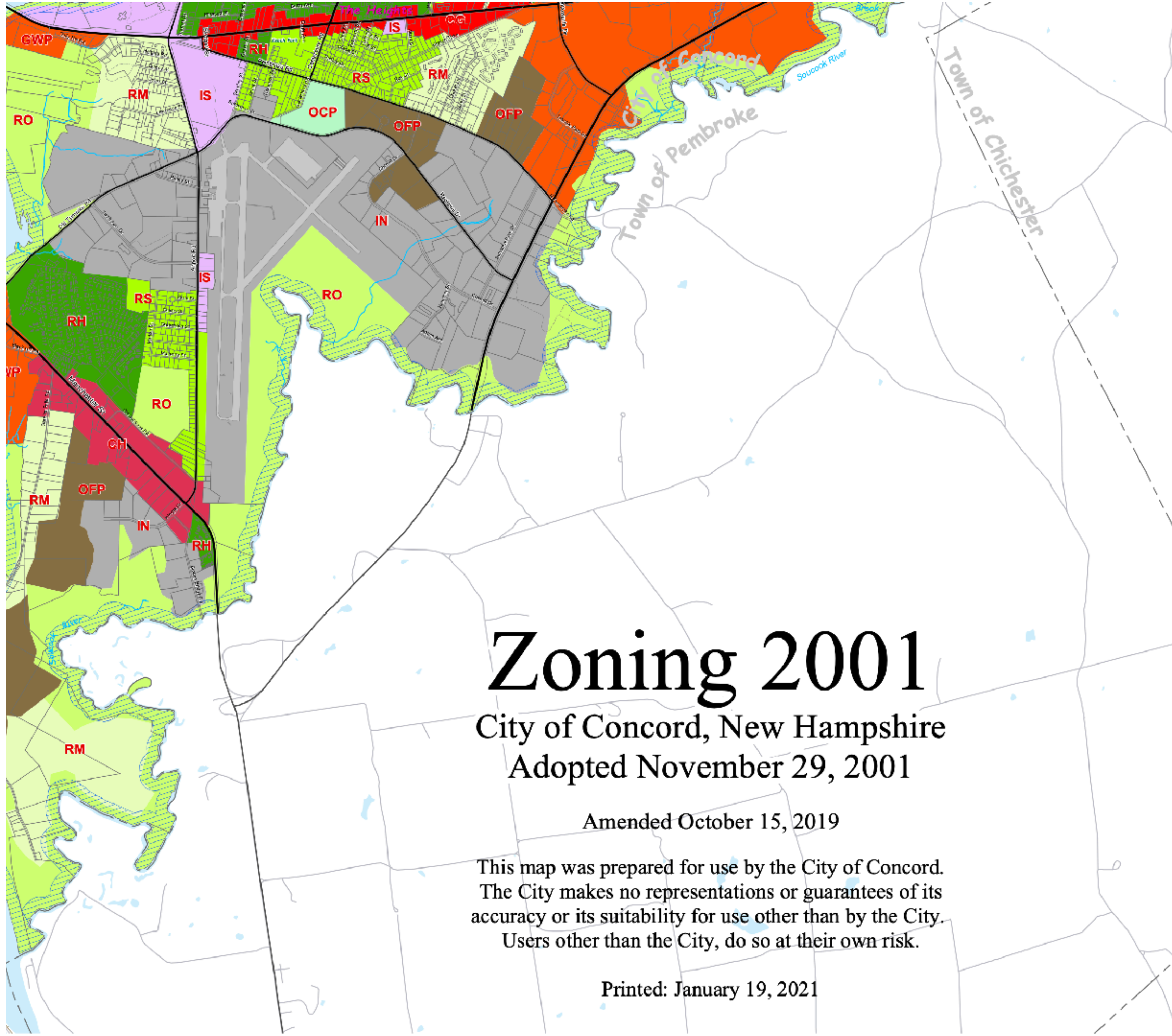


NORTH  
3









# Zoning 2001

City of Concord, New Hampshire  
Adopted November 29, 2001

Amended October 15, 2019

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# Noted accomplishments (cont'd)

<https://cnhrpc.org/transportation-planning/complete-streets/>

- Lots of subcommittees made (cycling, pedestrian, etc.)
- Lots of education campaigns

One mostly

**“Complete Street”**



News > Local

# New bike lane goes up in South End of Concord



AARP and the City of Concord are teaming up to work on getting a bike lane along South Street in the South End.



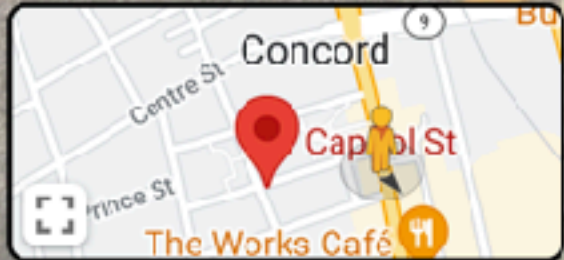
Monitor staff

Published: 10/4/2019 6:39:28 PM

Modified: 10/4/2019 6:39:15 PM

The temporary lane creates safe passage in the area around Rundlett Middle School and Abbot-Downing Elementary School.







# Pedestrian master plan

# Ped master plan

## Much more specific

- Raised crosswalks
- Bumpouts (curb extensions)
- Big sidewalks
- Big curbs and islands
- Roundabouts
- etc.
- But it is a master plan...

### INTERSECTION TREATMENTS: ROUNDABOUTS



#### WHAT THEY ARE:

- Well-designed roundabouts have safety benefits over traffic signals.
- Pedestrian crossings are short.
- Motor vehicle traffic is “calmed” and speeds are slower than at traffic signals.
- Pedestrians need not wait for a “walk” signal.
- Opportunities for landscaping.

### DESIRABLE SIDEWALK ELEMENTS FOR AN URBAN CORE



#### DESIRABLE ELEMENTS:

- Wide sidewalks.
- Street trees for shade.
- Street parking provides a buffer for pedestrians.
- No surface parking lots.
- A clear “walk zone” along building

### DESIRABLE SIDEWALK ELEMENTS FOR A RESIDENTIAL NEIGHBORHOOD



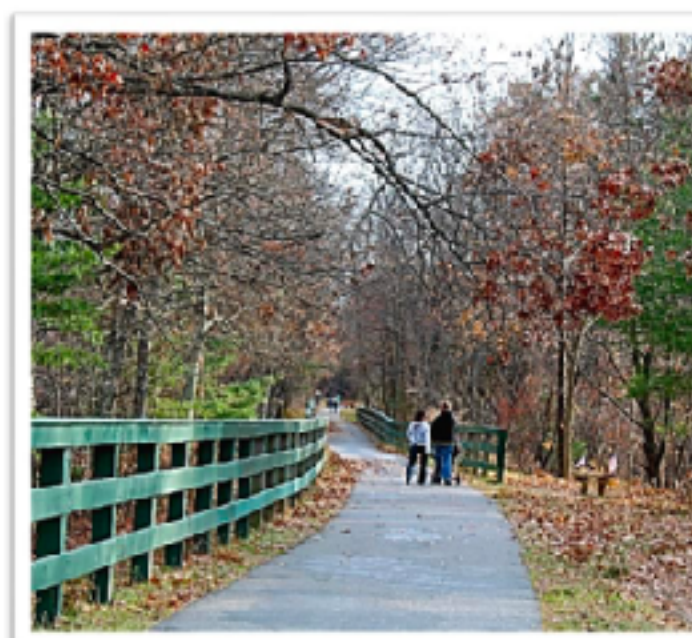
#### DESIRABLE ELEMENTS:

- Narrow sidewalks are acceptable with a minimum of 5 feet to allow people to walk side-by-side.
- Street trees of sufficient size and proximity to shade the street and sidewalk.
- Landscaped strip between street and sidewalk.
- On-street parking provides a buffer between sidewalk and motor vehicle traffic.
- Porches and building facades face the street.
- Landscaping that enhances aesthetics.

#### EXAMPLES AND RECOMMENDATIONS

- Many sidewalks with these elements can be found in the neighborhoods west of Main Street and near Penacook Village.
- Sidewalks in densely settled residential areas across Concord can benefit from such treatments.

### SHARED USE PATHS



#### WHAT THEY ARE:

- Shared use paths are two-way paths open to bicycles, pedestrians, and other non-motorized users.
- They are typically 10-12 feet wide.
- Are often known as bike paths and are often installed as “rail trails.”

#### EXAMPLES AND RECOMMENDATIONS

- Examples in Concord include the I-89 path at Silk Farm Road, the I-93 path from East Concord to Delta Drive, and a short path connecting Conant Drive to Abbot-Downing/Conant schools.
- Potential new paths include the Merrimack River Greenway Trail (CIP 543) and a Rail-Trail conversion from Downtown to Penacook.
- Install shared use paths to connect places in close proximity but not directly connected by streets.

**What can we learn?**



# Learnings

- Ensure there are **specifics success metrics** outlined in the policy
- X features of the road must be present to be considered a complete street
- Car lanes are expected, why not sidewalks or bike lanes?
- Let us propose **features that are required of every road** to make them complete
- If we need to compromise on features, can we do a point system like Northampton MA?





**Table 1: Project Evaluation Criteria**

	<b>Criterion (max. 5 points each)</b>	<b>Proposed Weighting</b>	<b>Weighted Point Total</b>
1	Traffic Volume (quantitative and qualitative)	2	10
2	Vehicle Speeds (quantitative and qualitative)	2	10
3	Level of Pedestrian/Bicycle Activity (qualitative)	3	15
4	Crash History	2	10
5	MassDOT's Complete Streets Program Goals (qualitative)	2	10
6	Proximity to Schools and Primary Business Districts	4	20
7	Available ROW/Readiness	2	10
8	Proximity to EJ Community (quantitative and qualitative)	3	15
9	Constructability (qualitative)	1	5
10	Traffic Calming (qualitative)	1	5
11	Connectivity (qualitative)	3	15
12	Project Construction Cost	1	5
	<b>TOTAL</b>		<b>130</b>





## Complete Streets in FHWA

A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network.