CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF MAY 28, 2026

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on May 28, 2026 in City Council Chambers, 37 Green Street

Members Present: Greg Bakos (Chair), Councilor Todd (Vice-Chair), Councilor Schultz, Mickey Shoemaker, Ian McGregor, Nicole Fox, Erika Rydberg-Hall, and Ganesh Sharma, Chris Nadeau, and Craig Tufts

Members Absent: Councilor Foote, Marcus Flynn

Guests: Terry Paige (Concord Area Transit), Mark Davie (City Councilor Ward 4), Gerard Bedard (66 South Fruit St)

City Staff: Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner – Community Planning)

1. Call to Order

Bakos called the meeting to order at 6:01 pm.

2. Introductions

3. Approval of Minutes

Approval of Minutes – April 23, 2026

On a motion made by Schultz, seconded by McGregor, the meeting minutes of April 23, 2026 were approved. 7 in favor, 0 opposed. Tufts abstained from vote for not having been present.

Nadeau arrived at 6:05 pm after the approval of the April 23, 2026 minutes.

4. Public Comment

None

5. TPAC Referrals from City Council, Staff and Chair

a. Referral from City Council in regards to a communication from Gerard Bedard suggesting the removal of Exit 14 on I-93 as well as improvements to Loudon Road for safer, more connected community

Gerard Bedard shared his concerns with the Committee, including several items that were sent in a communication to City Council. Noting that all his comments are from him acting as a resident of Concord, and not as an employee of the State of New Hampshire.

Bedard shared his safety concerns for bicycles and pedestrians along Loudon Road, specifically in the Gully Hill area, citing that the speed alone makes Loudon Road

unsafe. Bedard wanted to add his voice that change is needed, he supports the road diet previously envisioned.

Bedard also shared his thoughts that Exit 14 should be removed from Loudon Road. He shared that Exit 14 is only ¼ mile from downtown. Removing it could open up a connection between downtown and Kiwanis Park and the Merrimack River.

Bedard shared that other municipalities do not have interchanges so close to their downtown and river areas, and all of those communities have adjusted to alternative routes.

Councilor Todd arrived at 6:11 pm.

Bakos opened it up to the Committee for discussion. He mentioned the relationship between downtown and the river and that there have been conceptual plans completed in the past to assist in this, particularly for the Loudon Road at Gully Hill area.

Tufts shared that a concept came out of the Bike-Ped Subcommittee for a separated cycle track along Gully Hill, which was never placed in the CIP as it was discussed to be included in future master planning efforts.

Bedard shared that Loudon Road is wide enough to allow for safe bicycle routes. Bedard shared that one of the most difficult and dangerous areas would be coming up Loudon Road and having to turn left onto Hazen Drive. He believes the roadway needs to be made safer, not just a with a multi-use path.

Hill added that during the last resurfacing project, the lane widths were reduced to accommodate a slightly larger shoulder in the area.

Fox mentioned that removing the median and narrowing the roadway and adding street trees would likely lower speeds.

Councilor Schultz added that the Loudon Road at Fort Eddy intersection is particularly bad, and has a lot of accidents. She added that along Loudon Road there have been recent pedestrian and bicycle accidents which resulted in fatalities. Schultz thought maybe a roundabout could be considered.

McGregor mentioned that if Exit 14 were to be removed, it may reduce the amount of traffic in the area allowing for a reduction in number of lanes.

Councilor Todd thanked Bedard for his previous letter. He added that he thinks that if they looked into the 2016 Loudon Road diet plan, they may see a lot of the improvements the Committee would ultimately come to if they looked at it, and is curious what changes would need to be done to that plan to meet the needs of today. Adding that Main Street project induced a lot of fear about traffic and business concerns, which did not become reality.

Bedard added that NHDOT does reduce lane widths to reduce speeds and supports that action, however because there are 2 lanes in one direction, the safe passing law is difficult for motor vehicles to move over. Typically, he thinks about 95% of vehicles will move over as they should, but observed that on roads with 2 lanes, drivers are less likely because they are concerned about merging where a vehicle may be.

Bedard added that the extra lanes are likely there due to the large amount of traffic signals in the area, and a roundabout may reduce the need for signals near the Loudon Road and Gully Hill area.

Hill mentioned CIP 283, Loudon Road at Everett Arena east is in the CIP 10-year plan, along with Loudon at Hazen. She mentioned these projects are typically signal replacements in kind, and any discussion about alternatives are timely.

McGregor asked about the Loudon Road Bridge replacement project limits of work and if any of the traffic signals will be modified.

Bezanson shared that the City tried to limit the scope to reduce costs, and it is essentially one intersection to the other, without impacting the signal infrastructure/mast arms, leaving the scope of the project limited to the approach lanes.

Todd shared that Loudon Road projects to improve safety and congestion may be eligible for various types of funding alternatives.

Fox shared that if you were successful in reducing speeds by 5 mph, that could have significant impact on the seriousness of crashes/injuries.

Hill added that TOC had recently discussed the speed concerns on Loudon Road by Gully Hill, and that the Police Department had noted that enforcement is very difficult in this area specifically due to the median.

The Committee discussed speed feedback signs, but was unsure if they would be effective on 2 lane roads.

Schultz inquired about crash rates in the area.

Hill shared that within Concord, Loudon Road has the highest crash rates in the City, and Loudon at Fort Eddy is the highest crash intersection in the City as of 2025. Hill has data that was shared with the Public Safety Board in 2025.

Bakos summarized his understanding of the Committees discussion, including not just separating bicycles from traffic, but means to reduce the speeds and number of lanes.

Fox shared that the City is going through master planning efforts now, which only comes every 20 years and it will be important to get any support for changes to Loudon Road into that plan.

Todd shared that some Committees have already started to look at master planning issues that they think will be important and suggested that this Committee consider something similar. Adding that if reviewing the current projects within the master plan would be something the Committee would consider, and if any other projects should be considered to be included.

Hill shared that she has summarized projects and status that are in the current master plan to assist this effort.

Tufts shared that it will be helpful if the Committee already has a list of concerns and projects to be addressed, in advance of the process.

Fox shared that the existing master plan appeared to be very focused on capacity, and is curious if 20 years later the focus would be more on safety.

Hill also shared with Committee bicycle pedestrian crash data she and Officer Casey shared with the Public Safety Board, and noted that between 2016 and 2025 Loudon Road was the highest for bicycle crashes and second highest for pedestrian crashes.

Bakos stated that there does appear to be a corridor issue, and perhaps the master plan is the avenue for further discussion.

Tufts mentioned that a large City-wide traffic impact study would really need to be conducted to remove exit 14.

McGregor commented that the number of accesses the City has to the highway is very high for our population, and some of them are incredibly close to each other. Noting it is less than a mile between Exit 13 and 15.

Tufts shared concern that there may not be public support for the removal of Exit 14. Adding that once TPAC recommended only removing the northbound on ramp, and that did not move forward due to lack of public support and concern.

Fox mentioned that the City conducted a study for the deck park, and the advocates for that project had concern about there being no ability to safely cross the river without going through an interchange.

Bedard concluded that the community needs to envision what kind of road they want, and then design it to make that work. Instead of designing roads to meet capacity at the time.

Tufts added that he believes there is talk in the 10-year plan by the State to adjust toll rates to assist in interstate funding. Schultz shared she believes this is HB2026.

On a Motion made by Todd, seconded by Schultz, TPAC will continue discussion of Loudon Road through this Committee and the Master Planning process. All in favor. The motion passed unanimously.

Unfinished Business

a. Loudon Road Corridor discussion (continued from February 26, 2026)
The Committee agreed that this item was discussed above, and this will be an ongoing item for the Committee.

7. New Business

a. Resident request for a crosswalk at #111 Fisherville Road (McDonalds)
Hill provided a summary of this item to the Committee. The resident is in the area a lot and observes heavy foot traffic and jay walking between the gas station and McDonalds, he mentioned children safety concerns.

The Committee noted that both businesses appear to have their sidewalk connections in line with each other which is likely encouraging jaywalking.

Paige added that there is a bus stop in this location as well.

Fox was curious what the demand for the two existing crosswalks are, and if they can be relocated. Hill does not have pedestrian counts in this area.

Bass noted that it may be important to review the corridor to ensure crossing consistency and overall needs are being satisfied instead of just looking at this location.

Hill noted that the Route 3 corridor project was a large project to improve the safety of the corridor and is not sure if the crossings at the time were placed as a result of a study, or just replaced in kind. She agreed to look into it further.

The Committee discussed that the number of driveways and bus stops along the corridor, far exceeds the number of crosswalks.

Fox mentioned that creating concentrated pedestrian areas along the corridor could be done, and could be signed appropriately.

Nadeau recommended that the Committee review more data, specifically if there were certain design considerations for the Route 3 corridor and associated crossing locations.

Fox noted that it appears as though so many requests and referrals are associated with pedestrian safety and it is common that they also are not resolved and deferred for future study.

Todd agreed with Nadeau, that looking at the entire corridor, and any studies or consideration from the Route 3 corridor project is a good starting place. This may provide the opportunity to determine if more crossings are needed.

The Committee discussed the difficulty of needing to meet immediate safety and citizen concerns against comprehensive and long-term planning.

The Committee agreed that putting in a crosswalk with ramps and refuge island could be effective here. However, they also recognized the need to determine whether or not this location is a priority over others in the City.

On a motion made by McGregor, seconded by Bakos, the Committee would like to thank the resident for their request, and would like to consider it in part with the larger crosswalk guideline development process, and review this location and the rest of Fisherville Road for possible future improvements.

Discussion:
Bakos made a motion to amend the previous motion to instead state that the Committee would like to thank the resident for their request, and would like to consider it in part with the larger crosswalk guideline development process, and review this specific location in the context of the Route 3 corridor project. Seconded by Tufts. All in favor. The amendment passed unanimously.

b. Resident request through SeeClickFix for sidewalk along Hutchins Street between Knight Street and W Parish Road

Hill provided a summary of the request. Reviewing the location of Hutchins Street and the nearby park. There is sidewalk on both sides of Hutchins for a short segment before ending on the north side at a driveway and continuing on the south side to Knight Street. The sidewalk does not continue to the park on either side. Hill informed the Committee that this section of sidewalk is on the Pedestrian Master Plan and is ranked #12 (south side) and #16 (north side) from Knight Street to the park. Hill believes this section had been prioritized in the past for sidewalk construction but was not funded.

The Committee discussed if extending the sidewalk from the park to W Parish Road would be a high priority and noted that it was not yet ranked in the sidewalk priority list.

Todd noted that since the road was recently resurfaced in 2019, perhaps it could be considered to add the sidewalk to a future park improvement project.

The Committee sees the need to at least connect the sidewalk to the park and agreed this could be a good candidate for a future CIP created for segmented sidewalks.

On a motion made by McGregor, seconded by Fox, the Committee made a motion to recommend that Council consider funding the design and construction of a sidewalk on Hutchins Street between Knight Street and Garrison Park as part of any future CIP created for stand-alone funding for sidewalk and pedestrian safety projects. Or alternatively, Council should consider incorporating the funding for this sidewalk connection in a CIP for Garrison Park improvements. All in favor.

8. Consent Reports

None

9. General Updates

a. *City Council Meeting*

Todd shared the following Council updates:

- Bedard's referral as discussed above, and two items referred to TOC.
- MRGT project agreement with NHDOT for the design, permitting, right-of-way, and construction of the multi-use path on the City-owned rail corridor from Sewalls Falls Road north to the Boscawen town line and approval of the funding.

Budget items:

- During the 5/21 Finance Committee meeting, the City Manager recommended adding funding for the lighted stop signs at Portsmouth Street back into the budget, as recommended during TPAC's December meeting.
- Nicole Fox sent in a request to the Finance Committee for consideration of application of thermoplastic paint or some other method to allow for greater durability for sharrows and other similar bicycle/pedestrian pavement markings throughout the City.

The Committee discussed how it is their understanding that Staff currently maintains these symbols, but are completed after other essential markings such as crosswalks and stop bars, and due to staffing levels, they are typically not maintained until late in the year, if at all. The City should explore cost benefits for additional staff against contracting this work out to be able to keep up with this essential maintenance.

b. *Bicycle/Pedestrian Subcommittee (TPAC-BP)*

Tufts shared a summary of the recent meeting on May 4, 2026.

c. *Traffic Operations Committee (TOC)*

Fox noted that S Main at Broadway was on a recent TOC agenda.

Bezanson said that TOC heard this item, and since then Council has directed Staff to explore design considerations and associated cost estimate.

Erika Rydberg-Hall left the meeting at 8:40pm.

Hill provided additional context, that Council did place this intersection in a future year for improvement, and has since asked for additional details to be provided. The resident had brought forward certain concepts for improvement; however, TOC cautioned that those improvements would require larger consideration and have potential traffic impacts that would need to be studied further.

Todd asked if any certain temporary measures could be considered to provide short term relief and comfort to the resident.

Hill shared that there are certain restrictions of what fixed objects can be placed within the public right-of-way and certain safety considerations for both the homeowners and the drivers that need to be considered. Hill shared the plan that went to Council to be placed into CIP 520.

The Committee discussed the item. Including the four-way stop at Rockingham and Broadway, and how it is not always intuitive for drivers to stop here because they pass multiple side streets with no stop signs along the rest of the corridor.

Todd asked if the resident request for River Road attended the meeting. Hill shared that the resident was not at the meeting, and the draft minutes are available online.

d. *Public Transportation (CAT)*
Paige shared that CAT recently finished a boarding and alighting study, and thanked those that assisted with those efforts. She also shared a study was recently completed by a UNH student that reviewed some old studies and recommended future possible route changes.

Paige shared that CAT is actively fundraising and trying to launch a bus stop sponsorship program. They are also updating their software, which should provide more opportunity for their users.

Hill will share updated CAT reports with the Committee.

10. Project Updates (Staff)
None

11. Other Discussion Items
None

12. Adjourn
On a motion made by Schultz, seconded by Todd, the meeting adjourned at 9:08 PM by unanimous consent.

13. Next Meeting
June 25, 2026

Minutes prepared by Alec Bass and Karen Hill