



**TOWN OF DURHAM**  
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**DURHAM ENERGY COMMITTEE**  
**APRIL 12, 2011**  
**DURHAM POLICE STATION, RTE. 108N**  
**7:00PM**  
**— MINUTES —**

- I. Call to Order and acknowledge absent members
  - A. Called to Order 7:10 P.M.
  - B. Attendees:
    - i. All members present
    - ii. Members of the Public: Kate Glanz; Cecily Buckely; Filson Glanz
    - iii. Presenters: David Cedarholm; April Talon, Town of Durham, Engineers
- II. Approval of Agenda
  - A. Added Coupon to UNH Students Coupon Booklet (UNH Orientation Coupon Booklet) Moved to after Master Plan Chapter
- III. Presentation and discussion on Bicycle Route Proposal—David Cedarholm and April Talon, Town Engineers
  - A. David and April presented
  - B. Tasked with couple up with plan for Bike Lane on Madbury Rd from Main street to Garrison Avenue
    - i. Would be accomplished primarily through repainting the road in question over the summer
    - ii. Presented diagram to lay out the amount of space available.
      - 1. Found sufficient space for two 12 ft wide lanes of traffic and a 5' bike lane.
      - 2. Would include sidewalk on both sides from Main to Woodman Rd.
      - 3. Discussion of
        - a. Benefits to children to traveling to and from school
        - b. Arrangement of traffic calming elements
          - i. limited traffic calming potential due to no budget for elevating the bike lane; only painting the lanes into existence.
        - c. Challenges
          - i. Reducing parking spaces to 8 feet wide would leave only 11.5 ft travel lanes above Pettee Brook

Comment [RM1]: PLEASE CLARIFY

- d. Potential to reduce to one lane of northbound travel following on success of Pettee Brook trial where one lane was removed
  - i. Would provide additional space for sidewalks, parking and bikes.
  - ii. Concerns from town engineers that merge that would occur where two lanes merge from Main feeding onto Madbury Road
  - iii. Thought that drivers would change behavior through forced yield on one lane and “go” lane. Would see a reduction in drivers jockeying for position as they negotiate merges in advance of split at Pettee Brook... would improve safety for all (e.g., drivers, bicyclists, pedestrians).
  - iv. Discussion that the section in question needs to be addressed through larger discussion of
    - 1. Whether to reduce the travel lanes to 1 lane
    - 2. Add two 8 ft bike lanes – one on either side
    - 3. Add in “landings” to facilitate crossing by younger students
    - 4. Drop under-utilized parking from one side of Madbury Road above Pettee Brook down to a few spots between Main and Pettee
      - a. Could replace lost parking places with angled parking (possibly back-in entry) on the west side
    - 5. Reduced parking may incent students to use the Wildcat Transit
    - 6. Need to manage students coming to UNH and to the Middle and High schools in vehicles ... these populations would typically cross to the east lane at or before Pettee Brook
    - 7. Changing the nature of this traffic pattern and making it more bike/pedestrian friendly would support the civic (e.g., church and post office) and commercial (e.g., Wildcat Pizza) activities that occur in the area.
      - a. a “Skinny Piazza”/“Child Safety Zone” could be created by a bump-out at the post office that fades just before the intersection with Pettee Brook
  - v. This discussion would be facilitated by a Traffic Study with some modeling.
- e. There could be a set of trials over the summer in which scenarios “A,” “B,” and “C” are tested in sequence dialing back from the most idealistic, bike-friendly environment based on observed success and challenges.
- f. Changes to the crossing at the island across from the Post Office to provide direct access to the south side of Main would complement these changes.
- g. Discussion of how to manage bike traffic in recognition of the potential for bicyclists to be traveling in the same bike lane but in opposing directions.
- h. Advice from Town engineers to do what is realistic at low cost – would be accomplished with painted lines. Potentially could use pillons for initial training.

Comment [RM2]: DO YOU MEAN BOLLARDS?

- i. Will need to be some consideration of access to and egress from the post office. Mostly considered to be improved by the proposed single travel lane/dual bike lane/“skinny piazza”
- iii. Next step would require a diagram to take to the Traffic and Safety Committee
- 1. Proposal: develop single travel lane/dual bike lane/“skinny piazza” scenario
  - a. Crosswalks through two islands (post office and Pettee Brook)
  - b. Option A – DRAFT to be re-designed by Town Engineers
    - i. One lane between Main and Pettee
    - ii. One 5’ bike lane with 8’ bike lane on west side and bump-out on west side in front of parking lot and Wildcat Pizza across from post office and church
    - iii. Two opposing vehicular lanes between Pettee and Garrison
    - iv. Two 5’ bike lanes north of Pettee
    - v. Lose one lane of parking spaces
  - c. Option B – DRAFT to be re-designed by Town Engineers
    - i. Two lanes between Main and Pettee
    - ii. One 5’ bike lane with 8’ bike lane on West side in front of parking lot and Wildcat pizza across from post office and church
    - iii. Two opposing lanes between Pettee and Garrison
    - iv. Two 5’ Bike Lanes North of Pettee
    - v. Lose one lane of parking spaces
  - d. Option C – DRAFT to be re-designed by Town Engineers
    - i. Two lanes between Main and Pettee
    - ii. Two 5’ Bike Lanes
    - iii. Two opposing lanes between Pettee and Garrison
    - iv. Two 5’ Bike Lanes North of Pettee
    - v. Lose one lane of parking spaces
  - e. Option D – DRAFT to be re-designed by Town Engineers
    - i. Two lanes between Main and Pettee
    - ii. One 5’ Bike Lane
    - iii. Two opposing lanes between Pettee and Garrison
    - iv. One 5’ Bike Lane North of Pettee
- 2. A run of the traffic model showing feasibility would be required for Town Engineers to be comfortable with “Option A”

- a. Look at data due from impending release of data from related study
- b. Determine whether model would be helpful
- c. Get quote from consultant for model
- d. Secure funding for the proposal to be modeled to develop some projections of impact on travel
- e. Success: if the model showed more traffic being pushed onto other roads (e.g., come into campus from Rte 4 onto 155 into A-lot or abandon driving altogether in favor of Wildcat Transit, plus reduced traffic volume on Madbury Road and safer environment for pedestrians/bicyclists

iv. Present to Traffic and Safety Committee a set of scenarios

- 1. Scenario Option B through D would largely just require paint

IV. Review of Planning Board Quarterly Meeting 3/16—presentation on energy checklist

- A. Update on the inventory presentation to the Planning Board where it was greeted favorably with some suggestions
- B. The Planning Board meeting can be viewed on streaming video
- C. The document is still open for discussion.
- D. Item tabled with comments to be emailed to Robin and committee to vote on it at the May meeting.

V. Energy inventory plans

- A. Constellation Energy has indicated that they can provide data for the past energy use to allow for future inventory plans
- B. Meeting is scheduled with Todd Selig and Revolution Energy to discuss the options for municipal energy projects
- C. Discussed enrolling in the Energy Technical Assistance Program and adding the Durham Municipal Energy Inventory to Peregrine Energy's Municipal Energy Database, which has the capability to:
  - i. Allow comparison between municipalities
  - ii. Develop instant reports
  - iii. Allow the Durham residents to access the data – especially if they are not Excel “literate”
- D. Can use the energy data, because so much energy goes to water and wastewater treatment, to promote water conservation as an energy conservation measure
- E. Data will be sent to Revolution Energy to enable analysis of energy consumption and identification of opportunities for effort
- F. The Lee Energy Committee will be contacted to identify what Lee learned from their work with MEAP (SDES, CACP, JT&A) and Revolution Energy

VI. Master Plan Chapter: Schedule work date, task lists

- A. Current version to be redistributed for comment
- B. Committee to come prepared with comments to be shared with editor of the final version.

VII. UNH Students Coupon Booklet (UNH Orientation Coupon Booklet)

- A. Tabled for future meeting.

VIII. Approval of Minutes

- A. February 17, 2011
- B. March 14, 2011
- C. March 22, 2011

Tabled for next meeting.

IX. Next meeting date: May 9, 2011 unless otherwise determined

X. Adjournment

- A. 9:15 PM

*Chris Skoglund, minutes taker*