Access to Friendly Kitchen Property, report for Chuck Schmidt, NHDOT

1. The Site

The prospective Friendly Kitchen property is bounded by South Commercial Street to the east, Pan Am Railroad to the west and I-393 to the north. The access to the site that is both legal and topographically feasible is through a driveway to South Commercial Street located at the south end of the property (see aerial attachment).

South end of property, looking from South Commercial Street Driveway

Looking out south end of property toward South Commercial Street

Looking across easterly rr line toward the driveway entrance onto South Commercial Street.

2. Getting from the Friendly Kitchen property to Downtown Concord

Due to the RR corridors and automobile-centered highway layout in the area, pedestrian access from anywhere to the site is not ideal. Pedestrians from downtown Concord must circumnavigate the site in order to enter without trespassing onto private property.

Pedestrian traffic to the site is hampered further by an extended run of guardrail. Pedestrian access to the site could be enhanced slightly by placing an opening in the guardrail.

Looking north toward I-393. South Commercial Street rises fairly quickly, rendering easy and convenient pedestrian access infeasible.

I-393 looking west from the South Commercial Street intersection. This section of sidewalk is not well maintained in the summer. Winter maintenance is challenging with the priority of I-393 plowing placing high windrows of slush and ice onto the existing sidewalk.

High Speed I-393 traffic close to the sidewalk makes the sidewalk experience unpleasant.

Example of needed sidewalk repairs/maintenance.

3. Another Way

Albeit illegal trespass, an alternative access via Storrs Street and the Pan Am Railroad Corridor would be far easier and much more likely to be used by patrons to the Friendly Kitchen.

Looking south (above) and then north (below) at the back driveway into the Rumford Press area demonstrates how impractical it would be to physically block Storrs Street access into the RR line just west of the Friendly Kitchen property.

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Evidence of illegal trespassing in this area abounds. Crossing the RR property occurs continuously.

Looking from behind the Rumford property (with its easy access to Storrs Street behind) toward the Friendly Kitchen property.

Looking into the Friendly Kitchen property. Notice the convenient filling of a driveway across a siding of the Northern Railroad line. the split to the Concord and Claremont Branch can be seen at the left of the picture.

4. Access to and from the East

Patrons could legally access the site from Bridge Street from a sidewalk along Stickney Avenue reaching a sidewalk along the I-93 southbound on-ramp and then reaching a sidewalk along I-393 (shown east of the I-393/South Commercial Street intersection above) then making their way down South Commercial Street. There are no accessible pedestrian ramps connecting the Southbound on ramp sidewalk to the Commercial Street sidewalk. A pavement rehabilitation project was just completed here in October, 2011 but the pedestrian ramps and other multi-modal considerations such as lane striping reallocation, unfortunately, were beyond the scope of this resurfacing project.

The level of summer maintenance priority placed on the Stickney Avenue sidewalk is evidenced from this picture. Winter, of course, is worse.

The more likely alternative for Friendly Kitchen patrons from the east will be from the intersection of Stickney Avenue and Bridge Street. This worn steep path is shown looking down from the sidewalk at the NW Bridge Street/Stickney Avenue curb return.

This picture is looking up to the Bridge Street/Stickney Avenue intersection from the State property (below).

The steep path leads westerly to a State property back driveway, which fronts Bridge Street.

The driveway leads further westerly, and then northerly behind the State buildings to a path that …

leads directly onto the Railroad corridor. The property is about 2000 feet north of this point, between the Northern Railroad and the easterly Railroad. (See **3. "Another Way."**

Questions, please call Larry Keniston, Intermodal Facilities Engineer, Rail and Transit Bureau, New Hampshire Department of Transportation, 7 Hazen Drive Concord, New Hampshire, 03302 (603) 271-1668 www.bikeped.nh.gov