

Engineering Services Division

Traffic Operations Committee

Meeting Minutes - November 20, 2012

Attendees: Rob Mack, PE, PTOE, Engineering Services

Ed Roberge, PE, Engineering Services

Steve Henninger, Planning Jim Major, General Services

Greg Taylor, Concord Police Department Rick Wollert, Concord Fire Department

Dick Lemieux, TPAC Chair

Regular Discussion Items

1) Overview of city-wide accident data, including prior-month accident summary and discussion of select accident locations, circumstances and potential action.

<u>DISCUSSION / ACTIONS</u>: Traffic accident data for October 2012 was reviewed. There were 127 reportable accidents in October 2012. This compares with 94 and 108 reportable accidents in October 2011 and 2010, respectively. 35 accidents resulted in total of 38 people injured, 4 of which occurred on Loudon Road. There were three fatalities: two fatalities resulting from collision between an eastbound Clinton Street vehicle and a vehicle turning out of Iron Works Road (under investigation); and one fatality resulting from a head-on crash between an empty school bus and an automobile which had crossed the centerline on N. State Street near Peabody Street (under investigation).

There were four accidents involving pedestrians: a pedestrian aged 42 years standing in the street next to his vehicle at 80 West Street and being struck by a vehicle travelling westbound on West Street (injury, driver fled scene and was later apprehended); a pedestrian aged 52 years working on a construction site at 119 Old Turnpike Road and being struck by a dump truck (injuries, report forwarded to OSHA for further action); a pedestrian aged 16 years walking eastbound on Clinton Street and crossing in the crosswalk at S. Spring Street and being struck by a vehicle turning left from S. Spring Street (injuries, driver at fault); and a pedestrian aged 61 years walking eastbound along Park Street and crossing N. State Street in the crosswalk and being struck by a vehicle turning from Park Street onto N. State Street southbound (injury, driver at fault).

There was one accident involving a bicyclist: reported two months after the August 18 incident, a bicyclist aged 70 years travelling westbound along West Street and being struck by a vehicle turning out of the McDonalds driveway (minor injury, fault not established, helmet worn).

2) City Council meeting update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: At its November 13, 2012 meeting, City Council approved a resolution funding the design phase of CIP 460 Main Street Complete Streets Project.

3) Transportation Policy Advisory Committee (TPAC) update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: TPAC has been focusing its efforts on developing recommendations for the Main Street Complete Street Project Advisory Committee regarding potential street cross sections that comply with the 'complete streets' objective of the City's Comprehensive Transportation Policy

B. On-going Discussion and Action Items.

1) CIP Priorities: FY 2014-2023.

<u>DISCUSSION</u> / <u>ACTIONS</u>: Worksheets summarizing upcoming CIP projects for intersections, street corridors, new street construction and sidewalks/streetscapes were distributed in the agenda package. As was done in past years, Engineering was soliciting input from staff, TOC and TPAC on the ranking of CIP projects in terms of need and priority. Overall recommendations would be provided to City Council to assist in their consideration and approval of next year's CIP program.

After considerable discussion, TOC members generally concurred with the priorities established for most projects as approved in the current FY 2013-2022 CIP Program, with some suggested changes noted. If CIP 19 McKee Square intersection improvement is to remain a few years out, then a replacement signal control cabinet (approximately \$25,000) should be programmed in the interim as the existing cabinet equipment is very old and could fail at any time; this replacement cabinet could be reused elsewhere after the McKee Square project is done. Although CIP 18, Storrs Street Extension, remains as a long-term project, some funding should be considered in FY 2014 in the event an opportunity arises to acquire a potentially-needed property. It was suggested that CIP 267, South Main/Broadway signalization be discontinued; signals are not necessary here and were originally proposed as part of a proposed church development proposal that has since been withdrawn. It was generally felt that CIP 519, Manchester/Old Turnpike Road Intersection Improvements could be delayed a few years and become tied to potential land development on Black Hill Road.

2) Referral from City Council to consider establishing a No Parking/Standing/Stopping zone along Conant Drive between South and Rundlett Streets to mitigate adverse effects of parking by traffic related to school drop-offs/pick-ups at the Abbott-Downing Elementary School. (Council: 10/9/12).

<u>DISCUSSION</u> / <u>ACTIONS</u>: Before considering potential permanent parking restrictions along streets surrounding each campus, Engineering is exploring options with the School District that might improve efficiency at the student drop-off/pick-up lanes and within the parking areas on campus. If possible, on-campus student drop-offs/pickups should be made more attractive, thereby encouraging vehicles to use the campus facility rather than park on adjacent streets. This is a condition that has caused concern at both the Abbott-Downing and Mill Brook campuses.

Rob Mack and Dave Florence observed afternoon parking and student pick-up operations at both Abbott-Downing and Mill Brook schools. Student pick-up/drop-off lanes on each campus were filled with vehicles, with overflow vehicles queued across entrances to the parking areas. At Mill Brook School, pick-up vehicles were queued along S. Curtisville Road, or parked along the west side of the street. The long line of waiting school buses effectively closed off the main entrance to the northern parking area at Mill Brook School. Parking vehicles for student pick-ups were also observed on South Street (beyond the limits of the No Parking zone) as well as along Conant Drive near the walking path to the campus. No parked vehicles were observed along Conant Drive between South and Rundlett Streets, although a long traffic queue of vehicles waiting to turn left from Conant Street onto South

Street extended beyond the Rundlett Street intersection; potential on-street parking here would cause a significant problem with two-way street access.

Rob Mack met with Matt Cashman of Concord School District to discuss various options to improve operational efficiency of the drop-off lanes within each school campus. Options to modify bus parking to ensure that parking lot access remained open for arriving parents was also discussed. Matt felt that there was merit in following up with individual schools on potential implementation of changes. To date, waiting buses at Mill Brook School have been instructed to pull deeper into the bus lanes to ensure the parking area access remains open. Feedback from CSD on potential options to improve efficiency within the pick-up/drop-off lanes is pending.

3) Referral from City Council to consider installing Multi-Way STOP at the intersections of Broadway and Allison Street, and Broadway and Pillsbury Street. (Council: 10/9/12).

<u>DISCUSSION / ACTIONS</u>: Rob Mack noted that Engineering completed an engineering study of both intersections regarding pedestrian safety and potential warrants for multi-way STOP control. Automatic traffic recorder counts of vehicle volumes and speeds were conducted for 48-hour weekday period in October. Pedestrian crossings were also observed during the morning and afternoon peak hours. Key findings include:

- Traffic and pedestrian volumes at each intersection fall well below the minimum Federal thresholds for warranting use of multi-way STOP.
- Sight lines are very good at each intersection. Each intersection has crosswalks, signs and overhead street lighting. Safe pedestrian crossings can be made with proper crossing practice
- Broadway speeds seem to be appropriate in the vicinity of Allison Street with 85th percentile speeds ranging from 27 to 30 mph).
- Crash history is low. In last five years there was an average of 1.4 crashes/year at Broadway/Allison and 0.4 crashes/year at Broadway/Pillsbury. No crashes involved pedestrians.
- Observed pedestrian crossings of Broadway were fairly low during peak hours, amounting to about 5 or less at each intersection. Crossing delay to pedestrians was limited to a few seconds.

TOC members discussed the findings and concurred that multi-way STOPS were not warranted. Furthermore, the City's STOP sign policy states that use of multi-way STOP on Collector/Arterial streets should be minimized to the extend practical so as to promote and maintain safe and efficient travel along these routes. TOC did feel, however, that potential installation of corner bump-outs at each intersection location could enhance crosswalk safety by reducing crosswalk width and improving pedestrian visibility. This was also a recommendation in the 2008 Safe Routes to School Travel Plan for Conant/Rundlett Schools. Construction of bump-outs at these intersections is not currently programmed. This inquiry and findings will also be discussed with TPAC at their November 29, 2012 meeting.

4) Referral from City Council to consider removal and installation of STOP signs at two Heather Lane intersections, including: installation of a STOP sign on the New Meadow Road

eastbound approach to Heather Lane; installation of a STOP sign on the Gabby Lane eastbound approach to Heather Lane; and removal of the STOP sign on the Heather Lane northbound approach to Gabby Lane. (Council: 10/9/12).

<u>DISCUSSION</u> / <u>ACTIONS</u>: Engineering has discussed this inquiry with the Ward Councilor. A meeting will be scheduled with local-area residents (Heather Lane, New Meadow Road and Gabby Lane) to discuss the request and get neighborhood feedback.

5) Request from Riverbend Community Mental Health, Inc. to establish an exclusive pedestrian crossing phase at the State/Pleasant signalized intersection. (Engineering: 10/9/12).

DISCUSSION / ACTIONS: Discussion deferred pending additional evaluation by Engineering.

C. New Discussion and Action Items

1) Discussion of potential removal of the overhead flashing beacon at the intersection of Pembroke Road and Canterbury Road. (Engineering: 11/14/12).

<u>DISCUSSION / ACTIONS</u>: At issue is the need for continued use of the overhead flashing beacon at the Pembroke Road/Canterbury Road intersection. Utility pole replacement at the intersection is underway and the flashing beacon needs to be removed and reinstalled on the new poles. The flasher was apparently installed years ago when the intersection was a two-way STOP and Sprague Electric had substantial numbers of employees. In 1997, the intersection was converted to a multi-way STOP and the beacon was changed to all-red flashing. Sprague traffic generation has substantially reduced since then, and students at the nearby Dame School have relocated. Pembroke Road traffic volumes have also substantially reduced due to diversion to Regional Drive which opened in 2004. The intersection still operates as a multi-way STOP intersection; the flashing beacon is a supplemental device not subject to Ordinance.

TOC felt that the need for the flasher is substantially gone given the historic changes in intersection traffic noted above. Furthermore, sight lines to the intersection are very good. Crash history is very low at the intersection, averaging about 1 reported crash/year since 2007. Rick Wollert noted that the current flasher unit has been disabled for the last two weeks due to the utility pole work and that he has not received any comments from the travelling public. TOC concurred that that the flashing beacon could be removed, thereby saving the expense of reinstalling it on the new utility poles and continuing electric power service.

D.

1) Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).

DISCUSSION / ACTIONS: None.

Respectfully submitted,

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Robert J. Mack, PE, PTOE, Traffic Engineer Chair, Traffic Operations Committee

The next Traffic Operations Committee meeting will be held on Tuesday, December 18, 2012 @ 12:00 PM in the 2ND Floor Conference Room.