



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – August 19, 2014

Attendees: Rob Mack, PE, PTOE, Engineering Services
Steve Henninger, Planning Division
Jim Major, General Services
Greg Taylor, Concord Police Department
Eric Crane, Concord Police Department
Rick Wollert, Concord Fire Department

Visitors: Julie Petty, Visitor
Lee Lamson, Visitor

A. 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.**

DISCUSSION / ACTIONS: Traffic accident data for July 2014 was reviewed. There were 85 reportable accidents in July 2014. This compares with 85 and 101 reportable accidents in July 2013 and 2012, respectively. 22 accidents resulted in total of 34 people injured. There were no fatalities.

There were no accidents involving pedestrians.

There was one accident involving a bicyclist: a bicyclist aged 14 years crossing Walker Street from Walker Street Extension and being struck by an eastbound vehicle on Walker Street (minor injuries, bicyclist at fault, no helmet worn).

- 2) **City Council meeting update.**

DISCUSSION / ACTIONS: There were no TOC items on the August 11, 2014 Council meeting agenda.

- 3) **Transportation Policy Advisory Committee (TPAC) update.**

DISCUSSION / ACTIONS: TPAC did not meet in July 2014.

B. On-going Discussion and Action Items.

- 1) **Referral from Councilor Herschlag requesting that additional traffic calming methods be considered on Wildflower Drive between Abbott Road and Woodbine Avenue and on Woodbine Avenue between Mayflower Drive and Sorrell Drive (Council: 4/14/14).**

DISCUSSION / ACTIONS: A summary of TOC's discussion and preliminary findings was provided to Councilor Herschlag. Also provided was an outline of the approval process necessary to build traffic

calming devices per the city's Traffic Management Policy. Further action pending feedback from Councilor Herschlag.

- 2) **Referral from Councilor Herschlag requesting that additional traffic calming methods or stop signs be used at the Washington/Borough/River intersection, and that consideration be given to filling sidewalk gaps and enhancing pedestrian travel along Borough Road between Alice Drive and River Road (Council: 6/09/14).**

DISCUSSION / ACTIONS: Regarding potential improvements at the Washington/Borough/River intersection, Rob Mack reported that a sketch of the potential intersection reconfiguration discussed by TOC last month was mailed to the property owners at 1 River Road to solicit their feedback. Staff is still awaiting a reply. General Services indicated they could coordinate the removal of pavement and installation of signs and markings to make the new intersection configuration. The planting of a few trees in the abandoned roadway area was also recommended to provide an enhanced visual indication to drivers of the intersection change. Staff would need to look into a potential funding source for any trees/plantings.

Rob Mack also reported that copies of sketch plans of Borough Road sidewalk alternatives discussed with area residents back in 2007 could not be located. Staff recollection of the investigation is as follows. Options for installing sidewalk along Borough Road from Alice Drive to Millstream Lane were considered on both the north and south sides of Borough Road. This was part of an investigation of prospective sidewalk improvements in the Penacook area under a state-funded CMAQ-TE program. There was considerable opposition from select residents on either side of the street regarding an option that would place sidewalk along their particular frontage. Staff's recommendation was sidewalk construction generally along the south side of Borough Road as the north side had substantial construction challenges: utility poles located where the sidewalk would need to go and a culvert, guardrail and side-slopes along the north side near Blueberry Lane where substantial reconstruction would be required to accommodate space for a sidewalk. With no consensus from abutting residents, installation of Borough Road sidewalk was limited in 2008 to the short segment between sidewalks at Millstream Lane and Primrose Lane; this was along the north side of Borough Road from Millstream Lane to a crossing to the south side at Primrose Lane. For now, staff remains mindful of future sidewalk opportunities along borough Road as individual parcels come under review for proposed redevelopment.

C. New Discussion and Action Items

- 1) **Referral from Council regarding a concern by a resident of Snow Street on traffic speeds and cut-through movements and requesting stop signs to slow traffic. (Council: 7/30/14).**

DISCUSSION / ACTIONS: Julie Petty of #48 Snow Street addressed TOC with her concerns on traffic speeding along Snow Street and using it as a cut-through route to avoid the signal at the Village/Manor intersection.

Rob Mack reported that Engineering staff deployed the radar speed counters on Snow Street between the intersections of Welch Street and Bean Street for four days including a weekend. Average speeds were 23 mph and 85th percentile speeds were 29 mph; a 25 mph speed limit is posted. Several vehicles with high recorded speeds were noted on the four-day count and time-of-day data was provided to CPD. Rob Mack also reported that he had observed traffic flow along Snow Street for about 20 minutes during the afternoon commuter peak. 10 vehicles were observed: 7 were local residents on Snow Street; 3 appeared to be cutting through between Village Street and Manor Road; and all appeared to be travelling at reasonable

speeds. Daily traffic volumes along Snow Street are very light, averaging 130 vehicles during the weekday and 190 during the weekend; that is the equivalent trip generation of less than 20 single family homes.

TOC felt that overall speeds along Snow Street were reasonable and appropriate, although enforcement was recommended for the few inconsiderate drivers noted. The use of Snow Street as a cut through was considered minor and may be related to a driver's choice approaching the left-turn signal at Manor Road. Rob Mack suggested that the exclusive left-turn phasing at that signal is not appropriate for the moderate volume of traffic using the intersection and that it might be beneficial to revise the signals (under CIP 35, Phase 6) to implement a flashing yellow arrow operation as has been done further south at Bog Road and Sewalls Falls Road. Reduced left-turn delay may attract drivers back to the left turn at the Manor Road signal versus deciding to turn onto Snow Street. TOC members concurred that the potential use of STOP signs for speed control would not be appropriate as traffic conditions fall far below the minimum traffic volume warrants under Federal guidelines. It is also possible that potential additional stop signs at intersections would result in increasing the mid-block (near #48) speeds of speeding drivers as they try to make up lost time. Rob Mack noted that the sight-line restriction at the Snow/Welch intersection as reported by the resident appeared to be related to a conifer on private property, but that sight lines were observed to be adequate.

Officer Crane will follow up by scheduling some speed enforcement for the subject section of Snow Street.

2) Request from the resident at #67/69 Franklin Street with concerns about a recent vehicle crash damaging his porch and requesting installation of a protective barrier on the Rumford Street approach to Franklin Street (*Engineering: 7/28/14*).

DISCUSSION / ACTIONS: Lee Lamson of #67/69 Franklin Street addressed TOC with his concerns on safety of his tenants following the second crash in two years of a vehicle into his porch on the south leg of Rumford Street at its intersection with Franklin Street. Requested is the construction of a protective barrier or bollards along the east side of the Rumford Street sidewalk along his frontage.

TOC reviewed the circumstances of the two crashes that hit the porch. A July 2014 crash was caused by a southbound Rumford Street vehicle that stopped, but then failed to yield to an eastbound vehicle on Franklin Street; the collision ended up with one vehicle leaving the street and damaging the porch. The other collision occurred in October 2012 when a southbound Rumford Street vehicle initially stopped at the stop sign, but then failed to yield to an eastbound vehicle on Franklin Street; the eastbound vehicle veered to avoid the Rumford vehicle and ran into the subject porch structure.

TOC reviewed photographs of the intersection in question and the street set-backs to houses in the immediate vicinity of the intersection. Other nearby houses are similarly set back and there doesn't appear to be anything unusual about setbacks to the house in question. TOC members did not think it would be appropriate to install 'protective barriers' at this location; it has not been done in the past; it would set a precedent; and the city might inherit liability for any future crashes involving such a barrier. It was suggested that the property owner had the option to construct his own barrier on his property.

TOC discussed the two crashes and potential causative factors. Police staff felt the cause of both crashes was driver inattentiveness in crossing Franklin Street; both drivers stopped at the stop sign, but then drove across the intersection without yielding to oncoming Franklin Street traffic. Sight lines appeared appropriate, but care is needed in crossing the street as sight lines could be restricted by on-street parking as commonly occurs at intersections within the urban core. It was noted that Franklin Street is a significant commuter corridor, generating substantial cut-through traffic between N. Main Street/I-393 and the medical/institutional areas to the west; the potential future extension of Langley Parkway would divert some

of this traffic from the subject intersection. Officer Crane said he will plan to do some STOP sign enforcement at the intersection, particularly during commuter peaks. Staff will monitor.

D. Open Discussion Items

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

DISCUSSION / ACTIONS: None.

2) Review of potential changes to traffic circulation at the MVSD campus.

DISCUSSION / ACTIONS: TOC reviewed a concept plan received by Engineering that proposed changes to traffic access and circulation to and within the MVSD campus. The concept plan was prepared on behalf of the MVSD as part of the ongoing safe routes to school travel plan for the campus area. This latest in a series of alternatives considered for the campus indicated: sidewalk improvements between the campus and adjacent streets; changes to the main parking area to allow for parking aisles perpendicular to the building fronts rather than parallel as exists now; provision of one-way drop-off lanes next to the building fronts; reconfiguration of Beede Drive to allow two-way traffic movement; and reconfiguration of the Allen Street access to allow a one-way entrance only from Community Drive with all exiting traffic required to use Allen Street.

Regarding on-site circulation, TOC felt the changes were still somewhat non-intuitive and could remain a challenge for some visitors trying to circulate into and out of the campus area. However, the proposed changes to the parking aisles to be perpendicular to the buildings were considered a significant improvement. Proposed changes to the south end of Community Drive would require a short one-way southbound posting between the campus and the SAU office driveway. TOC felt that neighborhood feedback would be needed for this change, although it would appear that this type of change would halve the volume of traffic using Community Drive. TOC felt that school traffic diverted from using Community Drive might elect to use High Street instead; this could be precluded by considering a similar one-way southbound restriction at the south end of High Street. Engineering staff will provide TOC feedback to the consultants working on the SRTS travel plan.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on
Tuesday, September 16, 2014 @ 12:00 PM in the 2ND Floor Conference Room.***