

CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF January 28, 2020

The Traffic Operations Committee (TOC) met at 9:00 a.m., on January 28, 2020, in the Second Floor Conference Room, City Hall, 41 Green Street.

Attendees: Jim Major, Terry Crotty, David Cedarholm, John Thomas, Sam Durfee, Todd Welch, Rick Wollert, Karen Hill, Ashley Hamilton

Absent: Matt Cashman, Fred Reagan

Guests: Dick Lemieux, Gary Ford

1. Approval of Minutes

The meeting minutes of November 19, 2019 were approved with minor edits per Jim Major (Motion – Durfee; Second – Cedarholm).

The meeting minutes of December 17, 2019 were deferred until next meeting to allow for additional review time.

2. Regular Discussion Items

- a. Overview of City-Wide 2019 Crash Data showed that 1,383 accidents occurred in 2019, which is less slightly less than 2018. Three fatalities were reported. 25 incidents involved a collision with a pedestrian and 11 involved a bicyclist. 22% of the reported accidents occurred in a parking lot. John Thomas stated that the crash data numbers have gone down, but there is no clear trend.
- b. City Council Meeting Update: Karen Hill reported that City Council approved funds for the Loudon Road Bridge study and the North Pembroke Road Bridge replacement. David Cedarholm stated that the N. Pembroke Road Bridge replacement would be funded jointly by the City of Concord and Pembroke, and both projects are funded 80% by State Bridge Aid. The project will be administered by the City of Concord and will be put out to bid in the spring, with plans for a winter construction.
- c. TPAC updates: David Cedarholm indicated that all overlapping items would be discussed at TOC today.

3. Ongoing Discussion and Action Items

- a. Referral from City Council on illegal vehicle left turns from East Side Drive into the CVS driveway:

Karen Hill reported that the crash data collected from incidents at CVS shows that zero accidents have occurred from the illegal left turns into CVS, most accidents actually result from traffic making a legal left turn out of CVS onto East Side Drive. Hill agreed that this is an issue and supports a median installation as a viable solution.

Two options for temporary median test plans were presented to TOC members for review. One test included a longer median on East Side Drive, which would include impacts to the Red Apple Buffet's entrance. The other test option would include a smaller median design with no impact to the Red Apple Buffet entrance. TOC weighed the pros and cons of both options and was split on the preferred option. David Cedarholm indicated that it is expected that both options would be presented to the owners of CVS and Burger King.

David Cedarholm and Karen Hill also discussed that the test is proposing to use bolt down flexible bollards and would also include some minor pavement marking alterations.

Jim Major asked if anyone has reviewed the original design plans, and felt that CVS was responsible for any incurred expenses if alterations were needed. He also felt that the \$15k in escrow was based on a median cost projection from development and does not account for inflation. He also was not in support of the plastic bollards as a long term solution as they break easily and would be expensive to maintain over time.

David Cedarholm indicated that the bollards were meant as a temporary solution, but they are of would ideally be incorporated in the final design. He mentioned that all of the details have not been finalized, and added that the property owners still need to be contacted as the proposed test may require additional costs. The work may need to become a CIP project.

It was discussed that if the test did not use flexible bollards then the preferred option is to use jersey barriers. The test would be in place for a minimum of six months to gauge its effectiveness. TOC unanimously agreed that jersey barriers were a preferred test material and method for both maintenance and associated cost.

David Cedarholm and Karen Hill agreed to take the preferred test plan to Councilor Bouchard, to follow up on the next appropriate steps.

- b. Review of traffic/speed counts on Little Pond Rd around curve just west of Pond Place Lane and near 34 Little Pond Rd to address the resident concerns.
 - i. *John Thomas stated that the speed trailer has been repaired, but is not operating in the winter. Little Pond Road counts are the first on his list and will be deferred until spring.*
- c. Discuss traffic counter data for Hoit Rd, and consider painting “stop ahead” on the pavement and “crossing traffic does not stop” signs at the Hoit Rd - Mountain Rd intersection.
 - i. *Jim Major installed (4) MUTCD W4-4P “CROSS TRAFFIC DOES NOT STOP” signs mounted to each of the (4) stop signs on Hoit Road. Several TOC members commented on them being eye catching.*
 - ii. *David Cedarholm suggested that if the additional signs do not seem to help reduce the number of crashes, a potential could be to request that NHDOT install a second blinking yellow/red light to result in a pair of alternating blinking yellow/red lights.*
 - iii. *Karen Hill stated that she would be sending a notice letter the NHDOT regarding the safety concerns at the intersection with a request to relocate the cluster of signage that seems to be adding clutter to the intersection and may be affecting sight lines.*
- d. Discuss request by a resident, Jennifer Chase, for additional 25 mph speed limit sign and “Children at Play” sign at the intersection of Swett Street and Elm Street in Penacook.
 - i. *Jim Major confirmed that the City ordinance shows a 25 mph speed limit from Village Street to Chandler Street. He discussed that there is a speed limit sign westbound just after Webster Place and a “reduced speed ahead” sign as well as a 25 mph speed limit sign eastbound near Chandler Street. He noted that west of Chandler Street the speed limit changes to a 35 mph speed limit, which is also marked.*
 - ii. *TOC unanimously voted that no additional 25 mph signage was needed. Engineering would respond to the resident’s request.*
- e. Discuss request for crosswalk at South Street and Mooreland Ave.

- i. *David Cedarholm reported that Engineering is working on developing a crosswalk policy that will help with future crosswalk requests. TOC members were in full support of this. Several questions on the criteria, the sidewalk master plan, and school zones were discussed. Engineering agreed to consider the discussions for additional review.*
- ii. *Karen Hill stated that her goal was to draft a two page policy document to be sent to TPAC for review. She felt that more data was needed to prove the case for a crosswalk exception being granted on Mooreland Ave. David Cedarholm stated that Engineering would be collecting vehicle and pedestrian counts on South Street and possibly on Mooreland Ave once spring weather arrives. Gary Ford and Terry Crotty both confirmed that they have received complaints, inquiries, and suggestions about installing sidewalks and crosswalks in this area. Both agreed to forward any emails they have received on this topic to date.*

4. New Discussion and Action Items

- a. Discuss request to examine Dixon Ave and Storrs Street parking and intersection sight distance.
 - i. *Deferred until next TOC meeting.*
- b. Discuss request to examine South State Street and Concord Street parking and intersection sight distance.
 - i. *Deferred until next TOC meeting.*
- c. Discuss request for “No Parking Here to Corner” Sign on High Street at the corner of Shaw Street.
 - i. *Deferred until next TOC meeting.*
- d. Discuss request for installation of Audible Pedestrian Signals at Pleasant/Green and Pleasant/State intersections regarding safety concerns for blind resident.
 - i. *TOC members briefly discussed that although the City does make a concerted effort to accommodate these types of requests, but noted they can be very expensive, so additional research is needed. Future CIP work is scheduled for these intersections, and Engineering agreed to evaluate what temporary solutions might be appropriate in the interim. It was also recommended that Engineering would follow up with the requestor/visually impaired resident to determine the exact issue and what modifications would be most helpful.*
 - iii. *Jim Major suggested that Engineering reviewing the proposed Paving Program as these roadways are all proposed to be re-paved in the near future and there may be a potential to save costs by combining projects.*
- e. Discuss bus stop relocations on Fort Eddy Road and N. Main Street.
 - i. *CAT proposed the relocation of a bus stop on N. Main Street that is currently located in front of 238 N. Main Street, as it is inconvenient for bus drivers to stop so close to the I-393 intersection and merge over to the left lane to turn onto Bouton Street, especially in peak traffic times. The proposed relocated bus stop is in the shoulder between 214 N. Main Street and Ferry Street, directly across the street from the Speedway gas station, and just before the Washington Street/ N. Main Street traffic light.*
 1. *TOC agreed that this location would be ideal and gave general consensus.*

2. *David Cedarholm said he would check with Carlos Baia to determine if Council approval was needed for CAT to move the location. Currently there is a no parking sign in this area that would need to be moved.*
- ii. *CAT proposed relocation of a bus stop on Fort Eddy Road, across the street from Market Basket, as there is currently no crosswalk and riders are crossing three lanes of traffic to get to Market Basket. The proposed location would be before or after the existing crosswalk in front of Planet Fitness, to allow for a safer pedestrian drop off and crossing spot.*
 1. *David Cedarholm suggested that CAT do a bus test to determine if the change would be feasible in the allotted space and to see what the impact on traffic would be. He said he would reach out to Terri Paige and follow up with TOC on the results next month.*
- f. *Discuss intersection improvement concept for Centre/Washington Street intersection.*
 - i. *Karen Hill and David Cedarholm stated that they would be meeting with Councilor Hatfield and Councilor Werner at the intersection this week to discuss the proposed improvements.*
 - ii. *TOC members discussed various design concerns for vehicles/busses turning right on to Centre Street from Washington. Several felt that the turning radius of a school bus and tower fire truck would not be accommodated.*
 1. *Todd Welch and Karen Hill requested the fire truck and school bus dimensions (length and wheel base) to ensure the turning software accounted for the sizes of the City's vehicles. They agreed to confirm the dimensions once received.*
 2. *Dick Lemieux suggested that Engineering staff make the turning movements red on the proposed plan so they stand out. Karen Hill agreed to making that revision.*
 3. *Jim Major proposed to have Engineering staff paint and cone off the proposed layout to allow for a school bus and possible fire truck test to ensure they can successfully make the turns. TOC agreed that a test was needed.*
 - a. *Gary Ford agreed to the test and Rick Wollert said he would reach out to the Concord Fire Department to see if they would be interested.*
 - b. *A test date will be scheduled on a weekday between 10am-12pm.*
- g. *Discuss request to examine lack of lighting and pedestrian safety concerns at the State Prison refuge island crossing U.S. Route 3 (N. State Street).*
 - i. *Deferred until next TOC meeting.*

5. Open Discussion Items

- a. *Referral from City Councilor Kretovic regarding drainage issues at Palm Street and North State Street.*
 - i. *Deferred until next TOC meeting.*
- b. *Referral from City Councilor Werner regarding safety concerns at the intersection of Route 13 and Hooksett Turnpike Road.*

i. Deferred until next TOC meeting.

- c. Referral from former City Councilor Cohen regarding drivers disobeying STOP signs on Liberty Street at School Street.

i. Deferred until next TOC meeting.