



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Karen Hill, P.E., Transportation Engineer, staff representative for the Traffic Operations Committee.

DATE: August 21, 2023

SUBJECT: Greenwich Street/Crestwood Residential Community Traffic

Recommendation

Accept this report recommending that Greenwich Street, between Marion Street and the westerly terminus of Greenwich Street, remain one-way, eastbound, per Ordinance 2432 (7-8-02).

Background

For the overall history on the Greenwich Street/Crestwood Residential Community (Crestwood) traffic issues, see attached *Memorandum dated March 10, 2023*.

On May 8, 2023, City Council referred to the Traffic Operations Committee (TOC) a request from Councilor Matson on behalf of residents of Crestwood Manufactured Housing Park located on Manchester Street regarding:

1. The status of the gated access to Greenwich Street (including ownership of the gate),
2. The history of the one-way configuration of Greenwich Street and status thereof,
3. The condition of pavement on Greenwich Street southwest of Marion Street and ownership of said street segment,
4. The status of CIP #36 Manchester Street Corridor Project and review of any potential intersection improvements relative to Crestwood Drive and Manchester Street associated therewith.

At their June 20, 2023 meeting, the Traffic Operations Committee (TOC) opened the meeting up for public comment on the Greenwich Street referral. Members of the public shared their support and opposition for converting the westerly end of Greenwich Street back to two-way traffic, see *Traffic Operations Committee meeting minutes*, attached.

Discussion

After reviewing prior documentation and actions, receiving public input, the Traffic Operations Committee (TOC) discussed the referral and associated traffic data.

1. Gated Access

Prior research concluded that the gate is located on private property and was intended to restrict public traffic from coming into the private park. There was no documentation found

that indicated that the Planning Board required the gate when the Crestwood Community was built out. The existing gate is owned and operated by Crestwood management.

2. Greenwich Street

Greenwich Street is classified as a local road connecting Airport Road and Marion Street. The City maintained portion of Greenwich Street is approximately 1,040-feet long and 22-feet wide, serving as a residential street for 16 homes. Its westerly terminus connects to the driveway of the back exit to the Crestwood Community. The segment between Marion Street and Crestwood is 20-feet wide and serves only those exiting the Crestwood Community. It was made one-way, eastbound, in 2002 per Ordinance 2432 (7-8-02). TOC discussed that if Council decides to make this section of Greenwich Street two-way, then it will need to be widened to a minimum of 22-feet for two-way traffic to comply with City Standards. The Crestwood electronic gate and chain link fence opening would also need to be made wider.

At the request of City Staff, Central New Hampshire Planning Commission collected traffic and speed data on Greenwich Street, between Airport Road and Marion Street, during the week of June 13, 2023. Greenwich Street heading east towards Airport Road had an average speed of 19 mph, 85th percentile speed of 23 mph, and average daily traffic (ADT) of 441 vehicles per day (vpd). Greenwich Street heading west towards Marion Street had an average speed of 15 mph, 85th percentile speed of 19 mph, and an ADT of 59 vpd. The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles are observed to travel.

3. Pavement Condition

General Services recently examined the section of Greenwich Street between Marion Street and the Crestwood entrance. They confirmed that the potholes have been filled and determined that the road is in similar shape to other roads in the area. In accordance with CIP #78 as funded in the FY2024 Budget, the General Services Department will be implementing a paving and sidewalk project on Airport Road next summer. They also plan to place a shim overlay on this section of Greenwich Street while they are mobilized in the area.

4. Manchester Street

NH Route 3 (Manchester Street) is classified as a Major Arterial and provides for traffic movement through the commercial/industrial area generally between the town of Pembroke and I-93 Exit 13. Manchester Street from Airport Road to Exit 13 is within the City's Urban Compact. In the vicinity of the Crestwood driveway, Manchester Street is marked with two 11-foot travel lanes and a 12-foot wide center two way left turn lane (TWLTL) and 5-foot wide shoulders for a total paved width of about 44 feet, 5.5-foot sidewalks also exist on both sides. The posted speed is 30 mph.

According to New Hampshire Department of Transportation (NHDOT) Transportation Data Management System, average daily traffic on Manchester Street in the vicinity of the Crestwood driveway is 17,556 (2022). Historical traffic data indicates that traffic volumes have fluctuated up and down between 16,000-18,000 vehicles per day (vpd) from 2009-2022,

indicating that traffic has not significantly increased on Manchester Street over the past ten plus years.

TOC also reviewed speed data on Manchester Street that was received from New Hampshire Department of Transportation. During the month of May 2023, average speeds were 35 mph and 85th percentile speeds ranged from 41 to 44 mph. Concord Police Department has recently increased patrols on Manchester Street in response to the City receiving a highway safety grant. They are patrolling for speeds and improper use of the center turn lane.

At the intersection of Crestwood Drive and Manchester Street, Concord Police Department crash reports for the five-year period from April 2018 to May 2023 indicate 3 reported crashes, or an average of about 0.6 crashes per year. As an intersection crash rate of five or more per year typically justifies further engineering investigation, the current rate of about 0.6 per year is not indicative of significant crash history.

The intersection of Crestwood Drive and Manchester Street is also subject of many public discussions between 2002-2005. For the overall history on the Manchester Street / Crestwood Driveway, see attached *Memorandum dated August 4, 2023*.

When said discussions occurred in 2002, signal warrants were not met for the intersection of Crestwood Drive and Manchester Street. After much discussion, City Council voted in 2005 to move forward with a concept that included installation of a traffic signal with pedestrian activation at Crestwood Drive and Manchester Street; roll call vote passed 6-5. Proposed funding of \$550,000 was programmed into the Manchester Street Corridor Improvement Project (CIP#36) for a future year for the consideration of a traffic signal at this location; however, no funds have ever actually been appropriated for this purpose.

Reconstruction of Manchester Street (Garvins Falls Road to Airport Road) is programmed in the City's Capital Improvement Program (CIP) as CIP #36. The project has existed for decades, and design / permitting was substantially completed several years ago. The FY2024 Capital Improvement Program calls for CIP #36 to proceed during FY2024-FY2027. The project will also be partially funded by the NH Department of Transportation (NHDOT), and is presently included in the State's 10 Year Transportation Improvement Plan. As part of the FY2024 Budget, the City appropriated \$300,000 (\$240,000 State, \$60,000 City) to begin acquisition of rights-of-way for proposed roadway improvements.

The Crestwood Drive/Manchester Street intersection is not included in the geographic limits for CIP #36. Nor does the intersection satisfy required warrants for signalization. Given these circumstances, it is unlikely that NHDOT would partner with the City to signalize said intersection. Additionally, no design has been completed for intersection.

Notwithstanding the preceding, in accordance with City Council's 2005 directive, the FY2027 of the current Capital Improvement Program for CIP #36 includes \$550,000 for "review and potential construction of intersection improvements at Crestwood Manufactured Home Park." See CIP #36 detail, as attached, for more information. It is important to note

that item was first carried in the FY2007 CIP, and has remained essentially unchanged in the Capital Improvement Program over the ensuing 17 years.

As such, staff recommends that the City Council review its 2005 policy decision concerning potential design or construction of intersection improvements for the Crestwood Manufactured Housing Park during its normal and customary annual budget process as future outyears of CIP #36 are considered for funding. Additionally, the Traffic Operations Committee (TOC) cautions that if intersection improvements are implemented to benefit the Crestwood community that do not meet required engineering warrants, a precedent could be established which would result in unintended consequences for the community in the future.

Conclusion

TOC felt that the prior compromise in allowing one-way traffic on Greenwich Street exiting the Crestwood Community has been effective for the past 20 years. After concluding that the traffic volumes and accidents have not substantially increased in twenty years, TOC unanimously recommends that the City Council leave Greenwich Street as is, one-way traffic exiting Crestwood. TOC felt that the TWLTL on Manchester Street is adequate to allow vehicles to make a two-stage left turn in and out of the driveway.

It was also discussed that regardless of the City Council action, the City should coordinate with Crestwood management and the City's emergency services on whether they need access through the existing gate.

Attachments:

Memo – History of Greenwich Street
June 20, 2023 Traffic Operations Meeting Minutes
Memo – History of Manchester Street/Crestwood Driveway
CIP #36 (FY2024 Budget)

cc: Traffic Operations Committee