



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Traffic Operations Committee

November 20, 2018, 12:00 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Staff Present:

Rob Mack, Engineering Services (Chair)
Dave Cedarholm (Engineering Services)
Sam Durfee, (Planning Division)
Rick Wollert (Fire Alarm)

Guests:

1. Regular Discussion Items

a. Overview of City-Wide Crash Data

Crash data for October 2018 was reviewed. There were 135 reportable crashes in October 2018. This compares with 112 and 106 reportable crashes in October 2017 and 2016, respectively. 13 crashes resulted in a total of 15 people injured. There were no fatalities.

There were no reported crashes involving pedestrians or bicyclists in October. A report from CPD is not yet available regarding September's bicyclist fatality on N. State Street north of Hutchins Street.

b. City Council Meeting Update

At its November 13, 2018 meeting, City Council accepted TOC/TPAC's reports regarding resident concerns on sight-lines at both the South/Thorndike and N. State/Pearl intersections.

c. Transportation Policy Advisory Committee (TPAC) Update

Not discussed.

2. Ongoing Discussion and Action Items

a. None

3. New Discussion and Action Items

a. Inquiry from Councilor Matson regarding a constituent request for street lighting at the NH 106/Triangle Park Drive intersection

At issue is a concern by a Cobblestone Point resident that there is no street lighting along Triangle Park Drive from Cobblestone Point to the intersection at Sheep Davis Road. Sidewalk exists from the Cobblestone Point driveway easterly to D'Amante Drive and benefits somewhat from lighting located in commercial parking lots and on buildings along Triangle Park Drive. However, there is neither sidewalk nor street lighting to the southwest of Cobblestone Point towards the intersection with Sheep Davis Road. Since there are no utility poles along this corridor, any requirement on the City or future developers to install street lights in this area would create the need to dig up the right-of-way to install underground wiring infrastructure as well as acquire and install new poles and lamps.

In the planning and development of streets in this area, residential development was neither foreseen nor allowed by zoning. This area was planned for office park and large-scale (big box) commercial development. The Cobblestone Point residential developer sought and received a variance from the ZBA. In fact, when they first approached the City years ago with the idea for this residential development, staff advised them that the location was problematic since it was in the middle of a large-scale retail and office/commercial corridor that was not created for residential. Nonetheless, the developer moved forward clearly understanding the environment in which they were building. Should a future residential development be proposed for areas like this, staff will take a close look at the lighting situation and may recommend that some off-site lighting be required.

TOC attendees also considered was the option of adding street lighting to the Sheep Davis Road/Triangle Park Drive intersection since existing utility poles are available here on which to mount a potential street light and bracket. As the City maintains street lights at most intersections, and particularly at busier locations, TOC endorsed the installation of a cobra-head street light on one of the existing utility poles at the intersection. TOC's recommendation for this new light would need to be submitted to City Council for consent approval. The cost to the city would be the annual cost of power made out of the outdoor street lighting tariff account..

b. Potential pavement marking modifications at the Pleasant/Warren/Fruit intersection

As General Services was not available for the meeting, discussion of the item was tabled until the next meeting.

4. Open Discussion Items

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

In follow-up to a concern noted at the last meeting on a seeming increase in the number of crashes at the N. State/Pearl intersection, staff noted that 5 crashes were reported in 2018 so far. This compares with an average of about one crash per year reported in the previous three years. Attendees speculated that the only apparent change in intersection conditions this year may have been due to traffic diversion during the courthouse construction project. Signs indicating parking setbacks from Pearl Street were recently set back further from Pearl Street enhancing sight lines. Staff will monitor over the coming year.

It was also noted that a neighborhood meeting of Community Drive/High Street area residents was scheduled for November 29, 2018 at the MV High School cafeteria. The joint meeting between the Penacook Village Association and Engineering and Police staff will feature a discussion of neighborhood traffic concerns as well as proposed campus access modifications recommended in the MVSD's Safe Routes to School Travel Plan.

Next meeting date: December 18, 2018