



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – March 17, 2015

Attendees: Rob Mack, PE, PTOE, Engineering Services
Jim Major, General Services
Greg Taylor, Concord Police Department
Kevin Partington, Concord Police Department
Rick Wollert, Fire Alarm Division

A. Regular Discussion Items

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

DISCUSSION / ACTIONS: Crash data for February 2015 was reviewed. There were 153 reportable crashes in February 2015. This compares with 119 and 94 reportable crashes in February 2014 and 2013, respectively. 13 crashes resulted in total of 13 people injured. There were no fatalities.

CPD noted that the above-average crash incidence this February was likely attributed to slippery roads and high snow banks due to the multiple heavy snow storms that month. A comparatively low incidence of reported injuries was likely due to overall lower traffic speeds. There were no crashes involving pedestrians or bicyclists.

Rob Mack noted a complaint received from a business tenant on the northwest corner of the Loudon/Ormand intersection regarding some Ormond Street traffic cutting across the corner of the parking lot to turn right onto Loudon Road as opposed to turning from Ormand Street. CPD indicated that they would be cognizant of this issue in their enforcement efforts on Loudon Road.

2) City Council meeting update.

DISCUSSION / ACTIONS: At its February 9, 2015 meeting, City Council accepted TPAC's report and recommendation to create a new CIP for the local 10 percent matching funds for Concord Area Transit's (CAT) purchase of three replacement buses over the next three years. CAT received a \$300,000 Federal Transit Authority grant for the purchase of the first bus in FY2016.

3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: At its January 22 and February 26, 2015 meetings, TPAC continued its discussion of potential updates/amendments to the city's Comprehensive Transportation Policy.

B. On-going Discussion and Action Items.

1) None.

C. New Discussion and Action Items

1) Request from a resident on Fisherville Road for additional traffic and pedestrian signal locations to cross Fisherville Road between Bog Road and Borough Road (*Engineering: 2/17/15*).

DISCUSSION / ACTIONS: At issue is a concern by Christin D'Ovidio, resident of Fisherville Road, regarding pedestrian safety along the segment of Fisherville Road between Bog and Borough Roads. Requested are the installation of additional signals at the existing mid-block crosswalks for pedestrians and at the shopping plaza/Irving Station to help vehicles turn out quicker. Additional concerns reported include winter sidewalk maintenance along this street segment and the need for covered bus shelters at bus stops.

Rob Mack summarized that this section of Fisherville Road was reconstructed in 2008, the first phase of a six-phase full reconstruction of the US Route 3 corridor from Penacook Street near Boutwells Bowling Center northerly through Penacook Village. The final phase of construction will occur this year and will complete the segment from Borough Road northerly to Stark Street. This is one of the city's first 'complete streets' project and fully changed the former overly-wide street to include narrower lanes, bicycle shoulders, sidewalk and crosswalk improvements, bus pull-offs and updated intersection traffic control. The safety and reasonable needs of pedestrians, cyclists, automobiles and bus transit were all considered in the design of these improvements.

TOC attendees reported that they had not observed, nor were aware of, any significant or unusual pedestrian crossing delays or safety issues along the subject segment of Fisherville Road. Besides the signalized pedestrian crossings at the Borough Road and Bog Road intersections, mid-block pedestrian crossings along this segment are enhanced by the presence of either a raised island (three locations) or a median turn lane area (one location) as a buffer between the through-travel lanes. Additional traffic signals would not be appropriate along this segment as there is insufficient volume of side-street and pedestrian crossing activity to justify signalization based on Federal criteria. TOC members concurred that appropriate and reasonable pedestrian facilities are now in place along this section of Fisherville Road and that safe pedestrian crossings can be made with appropriate crossing habits. A safe pedestrian crossing is greatly enhanced when the pedestrian makes him/herself amply visible to approaching traffic and makes 'eye contact' with approaching drivers. That's when the pedestrian is assured the driver(s) are slowing and stopping for the pedestrian and not something else.

Regarding winter sidewalk maintenance, General Services plows about 220 miles of streets and about 90 miles of sidewalks. A description of their winter maintenance operations and priorities is available at <http://www.concordnh.gov/index.aspx?nid=1369>. Along Fisherville Road, priority sidewalk plowing for walk-to-school routes extends north of Borough Road and south of Mayflower Drive; the short section of Fisherville Road where the resident resides is not included in that priority zone. General Services does its best in keeping streets and sidewalks passable and noted that we just had multiple major snow storms this past February which posed quite a challenge regarding keeping up with snow clearing city-wide.

Most bus stops in the city do not have covered shelters. Funding and limited right-of-way are considerations. It was suggested that the resident could discuss the potential for adding shelters with TPAC's Public Transit Subcommittee.

D. Open Discussion Items

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

DISCUSSION / ACTIONS: None.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on
Tuesday, April 21, 2015 @ 12:00 PM in the 2ND Floor Conference Room.***