

## History of S Curtisville Road Traffic Concerns – FOR REFERENCE ONLY

### 2010 Elementary School Consolidation Project

- Dame/Eastman elementary combined and expanded Broken Ground to add Mill Brook

### June 22, 2010 Staff Overview Comments

#### ***Dame/Eastman School***

1. *The proposed parent drop-off lane in front of Dame/Eastman circulates traffic in a south-to-north pattern which is both contrary and counterintuitive to the north-to-south one way flow generally developed through the rest of the school campus. The counter-directional flow exacerbates vehicle conflicts at intersection areas and may be problematic at peak times. For example, waiting afternoon pick-up vehicles at Dame/Eastman may easily stack back into the N. Curtisville/Broken Ground school driveway intersection, blocking campus ingress to both schools in addition to blocking egress for Dame/Eastman vehicles exiting southbound along N. Curtisville Road through this same intersection. Some confusing traffic operation may also occur at other internal intersections. An option would be to provide a continuous one-way (southbound) drop off lane parallel to the full length of the bus drop off lane. The proposed triangular intersection near the Broken Ground School driveway entrance would be replaced with a T-intersection, with the T being a roughly 100 ft long two-way access between the one-way drop-off lane and South Curtisville Road. Tighter corner radii could be used to better identify the no-right-turn condition.*
2. *Previous traffic studies recommended that the two schools would have staggered start/end times, to minimize peak period traffic impacts and reduce the potential for pick up and drop off conflicts. Now that the schools will start and end at the same time (roughly doubling the current schools peak traffic and parking impact), staff recommends revisiting the car queuing issues at the entrances. If there are more than 12 cars waiting for students at Dame/Eastman, the entrance to the Broken Ground pick up/drop off lane will be blocked.*
3. *The proposed speed bump on the entrance to the bus lane may be awkward while buses are turning. A suggestion would be some pavement lines and BUS ONLY marking delineating the entrance to the bus lane.*
4. *Is the proposed opening in the center sidewalk island (near the service/dumpster area) necessary? Could service vehicles be scheduled for off-peak periods to use the bus lane? This opening has great potential to encourage pedestrian crossings here rather than at the crosswalk locations as well as create an opportunity for vehicle crossover.*
5. *Slightly wider driveway widths may be beneficial at the Curtisville Road intersections to better facilitate turning traffic on the short driveway approaches between the South Curtisville Road and the parking lot openings. The center driveway must also accommodate turning buses.*
6. *The assignment of right-of-way should be identified at the merge between the bus and parent drop-off lanes. A suggestion is a YIELD sign and/or marking on the bus lane, perhaps coupled with a dotted pavement line that identifies the parent drop-off lane as the primary movement.*
7. *Tighter corner radii are suggested at the southerly parking lot exit to the one-way exit driveway to Portsmouth Street. This would better channelize traffic against making the illegal right turn.*
8. *The sidewalk on South Curtisville Road needs to be extended to the northernmost driveway.*

9. *Please extend the water main on South Curtisville Road to the existing driveway and loop the main with the proposed extension.*
10. *Show the relocated fitness trail stations as needed.*
11. *Given the increase in traffic and particularly the introduction of the wood chip plant requiring heavy truck traffic, the pavement width and condition along South Curtisville Road beyond the first driveway is inadequate. Please provide roadway design information indicating that the existing road base can support the proposed use as well as revise plans to show a pavement width of 26 feet with 7 foot grass panel and a 5 foot sidewalk to support the City's standard street design.*
12. *Detectible warning panels are required at all sidewalk/driveway intersections.*

#### July 22, 2010 TPAC Meeting

*School District Site Plan Review (Kimball/Walker, Conant/Rumford, Broken Ground/Dame/Eastman)*

*Rob Mack presented the latest site plans of the 3 consolidated school projects.*

#### ***Broken Ground/Dame/Eastman***

*Rob Mack outlined concerns that TOC expressed including the direction of the Dame/Eastman parent drop-off and pick-up driveway, stacking length of the parent driveways as well as the conditions of South Curtisville Road to support the increase in traffic impacts at 3 driveway locations.*

*TPAC echoed the concern with the driveway directions and stacking length of the driveways. Staff review comments included those items but have yet to be responded to.*

#### August 26, 2010 TPAC Meeting

*Concord School District Consolidation Program*

*Ed Roberge reported that staff continues to work with the Concord School District on consolidation program plan review. Engineering staff received a referral from Councilor Shurtleff requesting a detailed review of traffic impacts related to the Kimball School redevelopment project. Staff has reviewed the traffic impact report prepared by Vanasse Hangen & Brustlin (VHB) and prepared a report that was accepted by City Council at the August 9th meeting.*

*The Concord School District presented the consolidation program to the Planning Board at a special meeting on August 11th where public comment was heard. The Planning Board deliberated and made recommendations to the School Board at its meeting on August 25th. Some of those recommendations include considering a loop traffic pattern at the Conant/Rundlett School campus so as to keep traffic entering and exiting on South Street, eliminating the on-site parking and internal driveway at Kimball School as well as recommending improvements to South Curtisville Road to support the new school development at Broken Ground. A letter report will be forwarded to the school district for their consideration.*

#### April 16, 2013 TOC Meeting

*At issue is ongoing parking, traffic backups and restricted traffic movement on S. Curtisville Road during the afternoon school pick-up period due to congestion on the school campus. Engineering, Parking Enforcement and school district staff have been discussing traffic and safety concerns and potential on-campus operational enhancements over the last few months. Areas of concern include: vehicles lining*

*up along S. Curtisville Road to turn left into the Mill Brook driveway for extended periods since there is no room left in the Mill Brook student pick-up lane; the aforementioned turning vehicles restricting S. Curtisville Road to one-lane for two-way traffic movement or totally blocking traffic movement, a concern for heavy flows of other Mill Brook vehicles needing to exit back to S. Curtisville Road from the campus driveways further north; waiting buses that block the driveway entrance to the northern Mill Brook parking area, reducing the desirability of that lot for waiting pick-up vehicles; parking and boarding of vehicles along S. Curtisville Road simultaneous with the on-street congestion period; and limitation of Broken Ground campus access by vehicles unable to bypass vehicles stopped in S. Curtisville Road otherwise waiting to get into the congested Mill Brook campus area.*

*Engineering staff has observed traffic and parking operation at the campus on a number of occasions and offered some suggestions to enhance on-campus traffic operation, potentially making it easier to access the campus area thus averting the need for vehicles to stop or stand along S. Curtisville Road. Options suggested include: relocation of employee parking to the furthest ends of the parking areas to allow vacant visitor spaces to be a more-convenient option for parents waiting to pick up students; better control of bus parking/standing to not impede visitor access to the parking areas; instituting (and enforcing) some 'do not block intersection' areas to alleviate potential vehicle blockages at the common Mill Brook/Broken Ground driveway. School district staff added that on-campus management of buses and various groups of student dismissals also needed to be included in any consideration of changes.*

*Matt Cashman felt that a separate working meeting with select city and school district staff, including principals from both schools, would be an appropriate next step to further discuss these potential options to enhance campus traffic management. This meeting would be arranged in the near future.*

#### May 20, 2014 TOC Meeting

*Parking issues on S. Curtisville Road near Broken Ground School: Ed Roberge reported the Parking Committee's current efforts to respond to resident concerns on parking and traffic flow issues along S. Curtisville Road during school dropoff and pickup times. The committee met with the neighborhood and school district representatives to discuss the concerns. The Parking Committee endorsed restriction on on-street parking on S. Curtisville Road near the schools. This recommendation would be submitted to City Council in June for a July 14, 2014 public hearing.*

#### June 17, 2014 TOC Meeting

*Concern by Claire Michlovitz of #47 S. Curtisville Road on excessive speeds along S. Curtisville Road during school times, including concerns on speed limit sign location and school zone flashers (Engineering: 6/02/14).*

*DISCUSSION / ACTIONS: Rob Mack reported that he observed traffic operation along S. Curtisville Road during the morning school drop-off period. Traffic speeds appeared quite reasonable in the vicinity of the schools. A crossing guard controlling school crossings at the Dominique Drive intersection noted that this particular morning was about normal in his experience, and was not aware of a traffic-speed issue along this section of S. Curtisville Road. Engineering staff deployed speed radar counters on S. Curtisville Road during the week of June 16 and the results would be available in a few days. (Subsequent to the TOC meeting, recorded speeds near Tocci's Path for 48 hours averaged 21-22 mph with 85th percentile speeds of 27-29 mph. Speeds were somewhat lower in the 16-25 mph range during school peaks due to the 20 mph flashing school zone signs and the crossing guard stopping traffic near Dominique Drive).*

*Rick Wollert confirmed that the school zone flashers were timed to flash for 45 minutes before the start of classes at 7:45 AM and for 45 minutes after the end of classes at 2:30 PM, all times being in*

accordance with state RSA's. TOC members discussed the current locations of the school zone flashers, one on each Portsmouth Street approach to S. Curtisville Road and one on the S. Curtisville Road eastbound approach to the intersection at Portsmouth Street. TOC felt that some of the flashers might be located somewhat far in advance of the school zone, although the availability of electric service might be a factor. Greg Taylor noted that the sign locations were adequate for appropriate speed enforcement. He also noted that traffic enforcement is done annually at the Portsmouth/S. Curtisville intersection, usually around the start of the school season in September. Rob Mack noted TOC's past recommendations for a uniform city-wide school zone signage system. If a future grant opportunity arises, that would afford an opportunity to review the locations of these school zone flashers and make adjustments as necessary.

TOC members discussed area speed limits. Street approaches to the school are generally 30 mph, although the segment of S. Curtisville Road between Portsmouth Street and East Side Driveways was one of the one hundred or so various streets reduced to 25 mph about 10 years ago. TOC felt that current speed limits seem appropriate, and are in fact overridden by the school zone flashers (20mph) during school times. Speed limit consistency would be a consideration under a future evaluation of speed limits city wide.

#### July 14, 2014 City Council meeting

City Council approved the following changes to the Ordinance: No Parking zone along S. Curtisville Road in the vicinity of Broken Ground School

#### April 19, 2022 TOC Meeting

Resident request through SeeClickFix to convert the 4-way stop intersection of Portsmouth Street and South Curtisville Road to a roundabout

Hill presented the request submitted by Mark Vattes. Hill reviewed the data from the speed counts that were collected in the area. Hill also reviewed the accident data at the intersection, stating there were 2 accidents in the last 5 years. It was discussed that the intersection is skewed and does not have sufficient space to construct a roundabout. Hill will reach out to John Thomas and request additional enforcement on Portsmouth Street.

#### February 21, 2023 TOC Meeting

Resident request for review of speed limit signage on S Curtisville Road near Broken Ground School as well as the 4-way stop intersection with Portsmouth Street.

The Committee first discussed the request for a do not block intersection sign or paint at the intersection of Dominique Drive. Thomas confirmed that it is a Rule of the Road under State RSA 265:69. The Committee agreed that the School District should send out a reminder to parents as a sign would not likely not be effective. After further discussion, a motion was made and seconded, to not install sign or paint. Unanimous.

The Committee also discussed drivers ignoring the stop signs on Portsmouth Street at the 4-way stop, Thomas confirmed that the intersection is occasionally enforced as well as Portsmouth Street speeds. Hill also reviewed the accident data at the intersection, stating there were only 2 accidents in the last 5 years. Major suggested that Hill look at the City's traffic calming policy and to see if any measures could be applied to the intersection. Hill made a site visit and discussed existing signage in the area. The Committee agreed that it was best to remove the 30 mph sign on the east side of S Curtisville that is within the school zone. Hill also observed a crossing guard during PM peak at the intersection with

*Dominique Drive. Hill confirmed that she will reach out to Terry Crotty and schedule a morning to meet at the school and observe traffic operations.*

#### April 18, 2023 TOC Meeting

*School zone traffic concerns on S Curtisville Road near Dominique Drive.*

*Hill, Thomas, and Crotty visited to observe traffic operations during AM drop off on April 4<sup>th</sup>.*

*The congestion on S Curtisville Road lasted approximately 9 minutes total. Observations included a bus driving recklessly, vehicles not blocking Dominique and some conflicts present at the entrance driveway. One resident complained about the lack of curbing between the roadway and the sidewalk. There was mention of reversing the pattern, but the Committee was reluctant to recommend any changes without more observation and information on the history of the site design. Hill will observe in the PM hour and collect traffic and speed data on S Curtisville this summer.*

#### 7/31/2023 Phone Notes

*Marian Lavoie of 144 Portsmouth Street has concerns with vehicles running the stop signs on Portsmouth Street at S Curtisville. She has lived there for many years and believes it is getting worse and is a safety concern.*

#### August 15, 2023 TOC Meeting

*Resident request to review the 4-way stop intersection of Portsmouth Street and S Curtisville Road.*

*Hill discussed the history of concerns at this intersection and existing signage from prior site visit.*

*Hill discussed that this intersection will likely be studied further if the middle school project moves forward in this location.*

*Thomas indicated he would initiate additional patrols at the intersection and along Portsmouth Street the week of August 28 through September 1. He also mentioned this could be a location to explore flashing stop signs.*

#### August 24, 2023 TPAC Meeting

*Discuss lighted stop signs and potential revisions to the City's Stop Sign Policy.*

*Hill presented a fact sheet for lighted or flashing STOP signs, which included statistics, cost, and a few options. She asked for Committee input on whether there was support to install these at specific problem intersections in the City. She also mentioned that it may be prudent to update the City's Stop Sign Policy in the future. The Committee discussed a few intersection options (Hoit/Mountain and Portsmouth/S Curtisville) that were candidates for a trial. Staff will propose purchase of a few in the next budget cycle.*

#### October 21, 2025 TOC Meeting

*S Curtisville Road traffic discussion (on-going)*

*Cashman provided a summary of the item, noting that the School District is aware of the pick up/drop off concerns along S Curtisville Road as it has been a long-standing issue. There is a dangerous situation occurring, as queuing starts at the school's entrance and goes past Dominique Drive. Cashman has witnessed impatient drivers who appear to speed past through the middle, passing buses, parked cars and going into the school. Parents and residents in the area seeking to exit the area add to the*

congestion and are often forced off the road into the grass strip creating sidewalk safety concerns as well.

Cashman noted that there is no solid double yellow line on S Curtisville Road, which if added may help discourage that cut through behavior.

Kathleen Scarpati noted that parent drop off and pick up queuing begins and stacks beyond the egress point, creating essentially three lanes of cars on a two lane road. The entire episode concludes at about 7:40 am. Both morning and evening times are short events, but create dangerous conditions.

Kyle Repucci added that pedestrians trying to cross S Curtisville Road to Dominique Drive have almost been hit, with 4 near misses reported to him already this year. This is partially due to the queuing of cars and faded crosswalk markings.

The two principals noted that the flashing school zone signs need to be examined, as they believe that the one on S Curtisville Road is not operational.

Cashman asked if the street has a double yellow line painted, would that make it enforceable if vehicles bypassed traffic?

Casey stated it would be tricky, as the stacked cars on the side for pick up, actually push those cars over the double yellow, and they want them to provide adequate passing space.

Casey stated at one pick up, a uniformed officer (Carl Notarangeli) was on site and he noticed a significant difference in overall flow and driver behavior.

Casey stated sending a uniformed officer consistently is challenging, as it is both shift change for the Department, it also coincides with heavy call volume times throughout the City.

Hill added that ultimately, the queuing on the street is the problem and needs to be addressed. Hill shared that Rob Mack, the City's previous Traffic Engineer commented that this exact problem would occur during the elementary school consolidation project and no changes were made in the planning stages of the school development. Hill asked Cashman if he could perform a traffic study to propose ways to get the queuing traffic off of the road.

Cashman stated they know they have an issue and are looking for help and ideas to mitigate this issue before an injury or accident occurs.

Claire Michlovitz stated that her and her husband have had been involved in two accidents in the area. Most recently, an accident while turning into their driveway being hit by a parent's vehicle bypassing the queuing vehicles. She also added that the beacon between East Side Drive and Portsmouth Street is not always working, or adjusted with daylight savings time. She has observed countless near misses of students and crossing guards almost being hit.

Repucci would like to see a double yellow line painted on S Curtisville Road and feels it would go a long way in demonstrating they are working towards addressing the problem as they continue to work and educate parents and staff on the matter.

Hill shared that flashing beacons can only flash 10 mph below the posted speed limit. Noting that the school zone has mixed speeds. Portsmouth Street and S Curtisville (east) are posted at 30 mph, while S Curtisville (west) is posted at 25 mph.

Demers asked if a variable message board (VMB) was placed out there, would it be beneficial?

*Cashman stated they are trying to change the culture. The VMB could assist in that, and adding the double yellow line on S Curtisville Road could also assist in those efforts.*

*Jeff Foote, speaking as a private citizen, and not in his capacity as City Councilor for Ward 10, asked if the District has explored adding a turn around at one of the properties they own further up S Curtisville Road and having the queue lines stack in the opposite direction.*

*Casey stated that until the queuing issue is addressed, there will be a higher risk of incident. Not to diminish some of the other items which may help, but removing the queuing traffic on the City street needs to be resolved.*

*The Committee discussed some ideas to improve traffic flow. Hill stated that it was initially called out in the original traffic study that the current circulation pattern creates a conflict with entering and exiting vehicles.*

*The Committee discussed that further consideration of this item will take place at a later meeting. In the meantime, General Services will work with Cashman to deploy a VMB, Hill will look into the requirements about adding a double yellow line on S Curtisville Road.*

*Demers stated that the City's long line pavement marking contractor is already completed for the season. Though they could look to install RPMs. Hill and Demers will look to meet out on site to review possibility about placing RPMs. Harold will look to fix the flashing school beacon.*

*Stephen Michlovitz raised an issue about safety at intersection of Portsmouth Street and S Curtisville Roads, and asked about adding lighted stop signs.*

*Bezanson shared that those improvements have yet to be funded.*