



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – August 18, 2015

Attendees: Rob Mack, PE, PTOE, Engineering Services
Ed Roberge, PE, Engineering Services
John Thomas, Concord Police Department
Kevin Partington, Concord Police Department
Mike Adam, Concord Police Department
Dick Lemieux, TPAC Chair

A. Regular Discussion Items

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

DISCUSSION / ACTIONS: Crash data for July 2015 was reviewed. There were 110 reportable crashes in July 2015. This compares with 85 reportable crashes in both June 2014 and 2013, respectively. 22 crashes resulted in total of 22 people injured. There was one fatality due to a motorcycle crash on Manchester Street near the Pembroke town line; excessive speed was contributory.

There were no crashes involving pedestrians.

There was one crash involving a bicyclist: a bicyclist aged 54 years traveling southbound along Storrs Street in the right lane and being forced into the curb by a southbound vehicle passing too closely (minor injuries, vehicle not identified, helmet not worn).

TOC members reviewed and discussed copies of the 2013 Traffic Safety Facts published by the National Highway Traffic Safety Administration. John Thomas also led a discussion of the CPD's bicycle patrol unit, including efforts to enforce not only vehicle operation in the downtown area, but also appropriate pedestrian and bicycle operation. The latter includes warnings or citations for jaywalking or riding bicycles on sidewalks or wrong-way against traffic.

2) City Council meeting update.

DISCUSSION / ACTIONS: At its August 10, 2015 meeting, City Council accepted TOC reports on Pearl Street speeds and no-through-trucking on Borough Road. Council also authorized the Manager to reapply for Bicycle Friendly Community status from the League of American Bicyclists.

3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: At its July 23, 2015 meeting, TPAC discussed the Bicycle Friendly Community application as well as options to restripe the remaining segments of Main Street immediately adjacent to the Main Street Complete Streets project.

B. On-going Discussion and Action Items.

- 1) None

C. New Discussion and Action Items

- 1) **Referral from Councilor Matson regarding an employee's concern that cars don't fully stop at the Canterbury/Pembroke multi-way stop intersection and requesting increased enforcement or more prominent signage (Council: 8/7/15).**

DISCUSSION / ACTIONS: At issue is a concern by an employee of Community Bridges that cars don't fully stop at the STOP signs at the Canterbury/Pembroke intersection. Requested is increased enforcement or more prominent signage.

Rob Mack field viewed the intersection on Wednesday, August 12, 2015. The intersection is under multi-way stop control. Crosswalks are painted across the west leg of Pembroke Road and across both legs of Canterbury Road. The visibility of the stop signs, stop lines and crosswalks is appropriate and ample on all four approaches to the intersection. A street light is located on the southwest corner. An average of about two crashes per year has been reported at the intersection since 2010. Staff observed intersection traffic operation for about one-half hour during the afternoon commuter peak period on Wednesday, August 12, 2015. No unsafe movements were observed and there was no evidence of vehicles not reacting to the stop condition on any approach. In general, when multiple conflicting vehicles arrived at the same time, most vehicles came to a full stop and took turns proceeding through the intersection. However when no other conflicting traffic was present (commonly observed), the tendency for a driver to make a slow 'rolling stop' increased.

John Thomas reported that CPD conducted a total of six directed patrols (2.25 total hours spent) at the intersection from June 1 through August 20, 2015. During this directed patrols there were no citable violations. In the course of its regular patrols, CPD has issued three citations at this intersection since January 2015.

Rob Mack noted that the Ordinance for the current multi-way stop control was implemented in 1997 when traffic conditions were considerably different than today. In 1999, Pembroke Road just west of the intersection carried about 8,900 vehicles per day. Since the 2004 opening of Regional Drive, this volume has substantially reduced, with about 3,300 vehicles per day counted in 2012. Other changes tending to reduce intersection traffic demands since 1997 include a substantial reduction in the number of employees at the former Sprague facility on Canterbury Road, as well as the relocation of regular school activity from the former Dame School site. Current intersection traffic volumes may now be below the Federal threshold for implementing multi-way stop control. As noted in the past, use of multi-way stop control at lightly-travelled intersections, or intersections below the Federal volume threshold, tends to increase driver disregard of the STOP signs.

TOC concurred that the intersection is operating reasonably and that there are no significant safety concerns. A potential option, if requested, is to reconsider the Federal traffic volume warrants for multi-way stop control at this intersection; if threshold levels are not currently met, stop signs on both Pembroke Road approaches might be removed and the intersection returned to its former two-way stop control. Staff will continue to monitor intersection operation and regular enforcement efforts.

2) Referral to TPAC from City Council regarding a concern on wheelchair accessibility on Union Street (Council: 8/10/15)

DISCUSSION / ACTIONS: At issue is a concern from Peter Pilch of 24 Union Street regarding wheelchair accessibility along Union Street. Requested are: consideration of sidewalk condition near the Union/Maple intersection that complicates wheelchair travel; installation of signs on Union Street indicating wheelchair users; and potential for increased public transit opportunities for wheelchair users. Rob Mack attempted to reach out to Mr. Pilch on several occasions to better identify his concerns and needs, but has not yet heard back. John Thomas recalled that Mr. Pilch contacted CPD in the past regarding the three-hour parking limit on Union Street and difficulties posed to his wife's caregivers that need to park longer. CPD suggested to him that he could place his wife's handicap parking placard in the caregiver's automobile window for the duration of the visit.

Regarding sidewalk accessibility concerns near the Union/Maple intersection, Ed Roberge said that Engineering staff would coordinate with General Services to review sidewalk condition. Rob Mack noted that warning signs indicating 'handicapped person' (or for that matter 'blind person', or 'deaf child') are neither effective nor approved for use per Federal standards. They have not been found to provide relevant information to drivers and may foster a false sense of security for pedestrians.

Mr. Pilch's communication to City Council also requested information on potential funding opportunities for expanded wheelchair transit service for hours beyond those covered by CAT's regular service schedule. TOC members noted that the Volunteer Driver Program of the Community Action Program of Belknap and Merrimack Counties could be suggested to Mr. Pilch as an option. Staff will relay these discussion items to TPAC when it considers this referral at its August 27, 2015 meeting.

3) Referral from Councilor Nyhan regarding a constituent request to install a multi-way stop control at the Broadway/Allison intersection.

DISCUSSION / ACTIONS: At issue is a resident concern on vehicle speeds along Broadway and safety at the Broadway/Allison intersection following a vehicle crash that occurred there in July, 2015. Rob Mack reported that a similar resident request was considered by TOC and TPAC in 2012 at both this intersection as well as Broadway/Pillsbury. A detailed engineering study of both intersections, including operations and safety, was conducted with findings and recommendations summarized in a November 29, 2012 report to City Council (attached). In summary: a significant crash problem was not evident; overall measured speeds along Broadway near these intersections are reasonable; conversion to multi-way stop would not be appropriate at these locations; an appropriate future enhancement would be the construction of corner bump-outs.

The 2012 study indicated that the subject intersection experienced a crash incidence of 1.4 crashes per year for the five-year period from 2007-2012. That is considered fairly low for an intersection of collector streets in Concord. Since that study there has been one crash reported per year in 2013, 2014 and 2015, indicating little has changed since 2012.

Regarding the July 2015 crash that preceded the resident's request for a multi-way stop, the subject crash resulted from an Allison Street driver's inattention and failure to stop at the existing stop sign, travelling across Broadway without slowing. Adding more stop signs on Broadway would not have precluded this from happening.

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, September 15, 2015 @ 12:00 PM in the 2ND Floor Conference Room.***