

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF FEBRUARY 20, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on February 20, 2024
in the Second Floor Conference Room, 41 Green Street.

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Kevin Demers, Harold Palmer,
John Thomas

Absent: Terry Crotty, Matt Cashman, Fred Reagan, and Jim Major

Guests: Linda Schmidt, Loraine and Jeff Follansbee

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – December 19, 2023.*

The meeting minutes of December 19, 2023 were approved.

b. *Overview of City-Wide Crash Data*

December and year-end crash data were submitted in advance of the meeting and reviewed. January data will be reviewed at the next meeting.

There were 1,133 reportable crashes in 2023. This compares with 1,260 in 2022 and 1,171 in 2021. 232 crashes resulted in injuries. There were five fatality involved accidents. There were 21 reported crashes involving pedestrians and 19 involving bicyclists in 2023.

Hill highlighted there may be a typo at the Hoit and Whitney and Hoit and Mountain intersections. Thomas to confirm this data.

c. *City Council Meeting Update*

Hill mentioned that a consent report went to Council in February to move forward with Airport Road and Chenell Drive sidewalks. The Pembroke Road sidewalk was pushed out due to cost overages and proposed future sewer work. Hill added that public hearings will be held for additional funding for the Sewalls Fall/Abbott intersection improvements, and funding for full traffic signal replacement at the intersections of N Main/Washington/Ferry and N State/Centre.

d. *Transportation Policy Advisory Committee (TPAC) Update*

Hill mentioned that TPAC was responding to a few City Council referrals and discussing the CIP program. The N Main Street effort was discussed under item 4a.

3. Ongoing Discussion and Action Items

- a. *None.*

4. New Discussion and Action Items

- a. *Resident request through SeeClickFix in regards to safety concerns at N Main Street crosswalks.*

Hill provided a summary of the SeeClickFix concern which mentioned concerns with placement and conspicuity of crosswalks on N Main Street north of Loudon Road.

Hill mentioned that there has been 14 recorded bicycle and pedestrian accidents along the corridor over the last 10 years.

Hill shared that TPAC and TPAC-BP have been looking at this corridor ahead of the GSD resurfacing program. She mentioned that it will likely be studied further as a part of the Storrs Street extension study, but the Committees would like to see shorter term safety improvements at crosswalk locations considered with the upcoming paving project.

- b. *Resident concerns in regards to pedestrian safety and vehicle speeds on Sewalls Falls Road.*

Linda Schmidt, 30 Sewalls Falls Road, provided a summary of her request for curbing on the east side of Sewalls Falls Road between First Street and Beaver Meadow School. She submitted a letter with supporting signatures which mentions concerns with increased traffic, vehicle speeds, and lack of separation and pedestrian safety in regards to a very narrow grass strip between the travel way and the sidewalk.

Loraine Follansbee, 24 Sewalls Falls Road added concerns that vehicles park on the narrow gravel shoulder which leaves them half in the road and half on the shoulder. In the past school buses would also do this at times, though recent school traffic plans and calls to the school district have helped that.

Jeff Follansbee asked if the 16 total accidents is correct, as he feels that is high. Thomas confirmed that is intersection accident data, for the year of 2023.

Schmidt stated that she understands the process of getting curbing would be a lengthy process and if in the interim, if a speed monitoring sign and flasher be installed.

Schmidt mentioned she spoke with the principal of the Beaver Meadow School, and they did mention that sometimes there are parents who drop off on the West side resulting in the school kids having to cross the road.

Hill mentioned that Sewalls Falls Road was just recently overlaid in 2018.

Schmidt added an additional concern that in the summer months, out of state traffic has increased with GPS programs rerouting traffic through town as a faster alternative than the congested interstate. She added that once traffic backs up at the Route 3 signal, that folks turn around, often driving over the sidewalk to make their maneuvers.

Hill stated that the Monitor Way project will be conducting a comprehensive traffic study of the area. Thomas will increase directed patrols in the area and will deploy the speed trailer in the Spring. Hill will collect traffic and speed data in the Spring as a starting point to analyze if curbing might be warranted.

c. *Resident request through SeeClickFix for radar feedback signs on Portsmouth Street.*

Bezanson left the meeting around 9:45 and before this item.

Hill provided an update after speaking with the resident. The Committee unanimously agreed that a radar feedback sign in this location would likely not mitigate the issue. Thomas will increase directed patrols in the area. Hill will ensure all speed limit signs are visible. Hill also mentioned that the area will be studied further with the middle school project.

d. *Resident request through SeeClickFix in regards to vehicle speeds and cut-through traffic concerns on Wilson Ave.*

Thomas provided history of a similar request from 2018. He mentioned that at that time, the speed trailer was placed in the neighborhood and folks were surprised that vehicles were not driving as fast as perceived. At that time the residents were requesting to revise the posted speed limit on Wilson Ave from 30 mph to 25 mph.

Hill will research the history of the previous concern and conclusions to discuss with the resident, however it appears as though the speed limit was reduced to 25 mph on Wilson Ave in 2005.

5. Other Business

Thomas requested No-Thru trucking on Pembroke Road be placed on the March agenda.

Next Meeting: March 19, 2024.

Meeting adjourned at 10:20 am.