

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MARCH 19, 2019**

The Traffic Operations Committee (TOC) met at 12:00 p.m., on March 19, 2019, in the Second Floor Conference Room, City Hall, 41 Green Street.

Attendees: Rob Mack, Chair
Dave Cedarholm
Jim Major
Sam Durfee
John Thomas
Rick Wollert
Fred Reagan

Absent: Matt Cashman

1. Regular Discussion Items

a. Overview of City-Wide Crash Data

Crash data for February 2019 was reviewed. There were 141 reportable crashes in February 2019. This compares with 115 and 111 reportable crashes in February 2018 and 2017, respectively. 10 crashes resulted in a total of 11 people injured. There were no fatalities.

There were no reported crashes involving pedestrians or bicyclists.

b. City Council Meeting Update

Rob Mack reported that at its March 11, 2019 meeting, City Council revised the Ordinance to include both Regional Drive and Langley Parkway as designated truck routes.

c. Transportation Policy Advisory Committee (TPAC) Update

At its February 28, 2019 meeting TPAC discussed: the Kensington Road cut-through traffic concern (Item 2a, below); the East Side Drive illegal left-turn issue at the CVS driveway (Item 2b, below); and a recommendation on transportation project priorities for the upcoming FY2020-2029 Capital Improvements Program.

2. Ongoing Discussion and Action Items

- a. **Referral from City Council regarding a communication shared by Councilor Werner from Kensington Road residents with concerns about cut-through traffic and speeds on Kensington Road – Further discussion on hold pending traffic data collection.**
- b. **Referral from City Council regarding a communication from Councilor Bouchard on resident safety concerns about illegal vehicle left turns from East Side Drive northbound into the CVS/Burger King driveway - Further discussion on hold pending additional engineering evaluation.**

3. New Discussion and Action Items

a. Pedestrian crossing operation at the Main/Pleasant intersection

Rob Mack noted that over the last few years, Engineering staff has been aware of substantial positive feedback from pedestrians using the new crosswalks, bump-outs and WALK signal sequence as developed for the Main Street Complete Streets Improvement Project. On the other hand, staff has also received occasional concerns from some pedestrians that feel that the newly-configured crosswalk operation at the Main/Pleasant intersection (pedestrians walking with parallel traffic movements after an exclusive advance WALK indication) feels unsafe and that it should be converted back to the exclusive pedestrian crossing phase that formerly operated at the intersection prior to the Main Street Complete Streets Project.

Staff has been following up on safety and traffic operational characteristics of the Main Street Complete Street Project since its construction, a formal requirement of the City's TIGER funding agreement with the FHWA. Regarding pedestrian crashes, there was an average of 0.8 pedestrian crashes per year reported in the five-year pre-construction period from September 2009 to August 2014. However, in the two-year post-construction period (2017-2018) there were no reported pedestrian crashes. Regarding volume of pedestrian traffic using the intersection, pedestrian counts have been conducted annually during May, July and September periods for purpose of estimating daily pedestrian traffic at the intersection. Counts conducted in 2013 and 2014 (pre-construction condition) indicated daily pedestrian traffic at the intersection of between 1,375 and 2,098 persons. In the two, post-construction years of 2017 and 2018, counts indicate between 4,185 and 5,540 persons approaching the intersection daily.

The above data supports findings of increased pedestrian safety (reduction in reported pedestrian crashes) as well as increased pedestrian-friendliness of the current intersection reconfiguration (more than double the volume of pedestrians using the intersection). TOC attendees concurred that the current pedestrian-crossing operation at the intersection continues to be reasonable and appropriate. The noted TIGER post-construction follow-up reporting will continue annually thru 2021, with findings assisting staff in monitoring and assessing traffic operations and safety along the Main Street Complete Street project.

b. Weeble Map Update

Attendees reviewed the city-wide locations for weeble (in-street pedestrian crossing sign) deployments within the context of the City's policy that limits the number of weeble deployments to 24 or less. Weebles are generally deployed in April after street sweeping and picked up late in the year prior to snow season. Attendees concurred on the addition of several new weeble locations including: Village Street crosswalk at Canal Street (near Chiefs); Village Street crosswalk at Charles Street; N. Main Street crosswalk at Franklin Street (on the raised median); and Centre Street crosswalk on the west side of Washington Street (White Park corner). As per past practice, new weeble locations will be monitored by staff during the year to ensure that turning traffic is not significantly impeded by the portable traffic control device. With the above additions, there will be 19 weeble deployments in 2019.

4. Open Discussion Items

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

Not discussed.