

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF JUNE 18, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on June 18, 2024
in the Second Floor Conference Room, 41 Green Street.

Attendees: Alec Bass, Michael Bezanson, Karen Hill, Jim Major, Harold Palmer, John Thomas

Absent: Terry Crotty, Matt Cashman, Fred Reagan

Guests:

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – April 16, 2024 and May 21, 2024.*

The meeting minutes of April 16, 2024 and May 21, 2024 were approved.

b. *Overview of City-Wide Crash Data*

May crash data was submitted in advance of the meeting and reviewed.

There were 100 reportable crashes in May 2024. This compares with 96 and 88 reportable crashes in May 2023 and 2022, respectively. 18 crashes resulted in injuries. There were no fatality involved accidents. There were no reported crashes involving a pedestrian and 2 involving a bicyclist.

Hill noted a few minor typos that Thomas will address. The Committee discussed that the two bicycle related accidents involved E-bikes, which seems to be a trend. Hill mentioned that they are being tracked separately for future reference.

c. *City Council Meeting Update*

Hill shared that City Council voted to have the North Main Street at Washington Street bus stop be relocated. The request was referred to Staff with instructions to find a suitable alternative location.

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

Hill mentioned the bus stop relocation as discussed above. She also mentioned that TPAC is considering an update to the City's Complete Streets Policy.

3. Ongoing Discussion and Action Items

- a. *Request from Unitarian Universalist Church of Concord at 274 Pleasant Street to relocate street lights on Pleasant Street closer to their driveway entrance.*

Hill reviewed discussions from the May meeting. Due to the close proximity of the three driveways, Hill would recommend that the two street lights be relocated as requested.

The Committee discussed and determined that although it may be better to shift the lights closer to the driveways that it was not necessary. It was suggested that the City request an estimate for the relocation of the lights from Unitil and to see if the Church would be willing to pay for the relocation costs.

- b. *Referral from Councilor Schlosser in regards to resident request for sidewalk and reduced 25 MPH speed limit on Iron Works Road.*

Hill reviewed discussions from the May meeting. The Committee then reviewed the April 2024 speed data on Iron Works Road between Birch and Madison, in the table below (in mph).

Direction	Weekday		Weekend	
	Avg (mph)	85 th (mph)	Avg (mph)	85 th (mph)
Eastbound	33	39	32	39
Westbound	33	40	33	41

85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

Avg = Average speed

mph = miles per hour

Hill mentioned that the requestee attended the May TOC meeting and expressed concern, particularly in regards to Sundays during ski season and other events when traffic is using Iron Works Road to bypass traffic on I-89.

Hill shared that she pulled weekend data for the same time period in April and speeds averaged about the same, shown in table above.

The Committee discussed increased police presence, in the form of directed patrols, and placement of the speed trailer as mitigation at this time.

Thomas shared that Iron Works Road is next on the list for deployment of the trailer.

In regards to the sidewalk request, Hill shared that Iron Works Road between South Street and Birch Street is ranked #34 out of 117 in the City's Pedestrian Master Plan.

Bass mentioned that there does not appear to be a park master plan for Martin Park. Major mentioned that Iron Works Road was recently resurfaced.

The Committee agreed that the sidewalk priority should be considered during the upcoming master planning process.

c. *Resident request through SeeClickFix for radar feedback sign on Little Pond Road near #50-98.*

Hill reviewed discussions from the May meeting. Thomas had previously shared that he pulled the accident data for Little Pond Road between #86-#26 and there were 3 reported accidents over the last 3 years.

Hill shared the April 2024 speed data for Little Pond Road between #86-#34, in the table below. The speed limit on Little Pond Road is 35 mph until the urban compact line where it becomes 30 mph. There are also 20 mph advisory speed curve warning signs, in both directions and chevron signs along the curve.

Direction	Avg (mph)	85 th (mph)
Eastbound	42	47
Westbound	41	46

Due to the high speeds collected, the Committee discussed that increased police enforcement would be the best mitigation at this time as there is adequate signage in place. Recognizing that there is no existing policy in place for these types of signs, the Committee agreed that this location would not be appropriate for a pilot installation. The Committee noted that a radar feedback sign policy should be created as these types of requests are intensifying. The Committee could revisit the request after a policy is in place.

d. *Referral from Councilor Schlosser in regards to resident request for reduced 15 MPH speed limit on Birch Street.*

Hill reviewed discussions from the May meeting. Hill mentioned that after speaking with the City Solicitor, she believes that the City could regulate speed on Birch Street under RSA 265:60, under which circumstances, Birch Street would be posted at 35 mph. She shared that per NH RSA 265:63 would allow the City to determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which: (c) Decreases the limit outside an urban district but not to less than 25 miles per hour.

Speed data presented had a very low penetration of about 100 vehicles during a one month period of time.

Direction	Avg (mph)	85 th (mph)
Southbound	19	25
Northbound	18	24

The Committee recommends no action. The data does not support a traffic study on this seasonal road.

- e. *Resident request for In-Street Pedestrian Crossing signs (R1-6) to be placed at the crosswalks on South Street at Wall Street and Pleasant Street at Federal Street.*

Hill reviewed discussions from the May meeting, stating that the letter requests weebles be placed at the crosswalks on South Street at Wall Street and Pleasant Street at Federal Street, per 12a,12c, 12d, and 12 e, in the City’s In-Street Pedestrian Crossing Signs (Weebles) policy.

Hill mentioned that the current policy permits no more than 24 weebles to be installed throughout the City, while the current map only accounts for 14.

The Committee agreed to place weebles at these locations for a trial period for the duration of the Summer. GSD will report back if any issues are encountered, and the Committee will review permanent placement at that time.

Major recommended that the Policy be revised, due to improvements made since the Policy was first generated, particularly around the High School and on Main Street, and that the recommended quantity should be reduced accordingly.

4. New Discussion and Action Items

- a. *Resident request through SeeClickFix for STOP sign on Bishopsgate at Columbus Ave.*

Hill shared that there have been no recorded accidents at this intersection in the last 5 years. She made a site visit and observed adequate sight lines. She confirmed this intersection is a standard “T” intersection of two local roadways.

The Committee agreed that based on the City's policy, minimal accidents reported at the intersection in the last five years, it was determined that the "T" geometry of the intersection suggests the normal right-of-way rule would be followed.

- b. *NHDOT proposal to convert the intersection of Hoit and Mountain Roads to an all-way stop intersection.*

Hill discussed that on Wednesday May 22, 2024, NHDOT State Safety Engineer, Bill Lambert and members of his team and District 5 presented to a few members of City Staff, a proposal to convert the intersection of Hoit and Mountain Roads (Route 132) to an all-way stop intersection. A summary of Lambert's presentation was circulated in the meeting packet. She mentioned that this was in response to the City's application to the State for a Road Safety Audit (RSA) at the intersection.

Bass brought up the intersection of NH-140 and NH-107, in Gilmanton, appears to operate safer since the State implemented a similar solution, but he does not have accident data to support his perception.

Major asked if the accident data for Bog Road and Horse Hill shows a reduction since the conversion to a 4-way stop. Hill and Thomas indicated that the initial data appears to show that accident numbers have gone up, but a comprehensive review of the incidents has not been conducted.

5. Other Business

None.

Next Meeting: July 16, 2024.

Meeting adjourned at 11:02 am.