

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF AUGUST 17, 2021**

The Traffic Operations Committee (TOC) met at 9:05 am on August 17, 2021 in the Second Floor Conference Room, City Hall, 41 Green Street.

Attendees: David Cedarholm, Karen Hill, Sam Durfee, Jim Major, Rick Wollert, John Thomas

Absent: Matt Cashman, Terry Crotty, Fred Reagan

Guests: Councilor Candace Bouchard, Sandy Lee, Felicia Gennetti, Rob Normandin, Megan Fecteau, Michelle Foss

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – June 15, 2021*

The meeting minutes of June 15, 2021 were approved. *Motion:* Durfee. *Second:* Thomas. *Unanimous.*

b. *Overview of City-Wide Crash Data*

Thomas discussed that accident numbers are increasing to more normal levels after the pandemic. There were 101 accidents during the month of July, corrected typo of 74 accidents on the data sheet provided to members. He stated that it is concerning but not unexpected with more traffic back on the roads. He mentioned that there was one bicycle accident that actually involved a scooter on Manchester Street. He discussed that the operator stated that a vehicle had swerved towards him, in an attempt to avoid getting struck by the vehicle the operator of the scooter went as far to the shoulder of the road as he could, but lost control of the scooter due to the uneven pavement.

c. *City Council Meeting Update*

None.

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

Hill stated that TPAC discussed the shared-use path on the Loudon Road Bridge. Cedarholm confirmed that the preferred alternative includes the shared-use path along the north side of the bridge, with three lanes westbound and two lanes eastbound, and 5-foot shoulders on both sides. He discussed that the proposed configuration better aligns the lanes at the intersection. He mentioned

that the City and NHDOT will be meeting in September to discuss the project since the estimated cost is 2x the original budget.

3. Ongoing Discussion and Action Items

a. *Discuss Bennett Funeral Home request for additional signage at Bouton/393/N Main.*

Megan Fecteau and Michelle Foss attended the meeting as guests representing Bennett Funeral Home. It was discussed that the most recent accident was in July, during the middle of the day. A prior accident resulted in a car flipping over the wall and catching on fire on the funeral home property. With uninsured drivers hitting their sign costing them \$8000 in repairs, high speeds on 393 approaching the intersection, and safety concerns for their guests, the funeral home asked the committee if there is anything that can be done.

Hill also mentioned that the vehicles are driving over the sidewalk during these accidents introducing a concern for pedestrians in the area as well.

Thomas mentioned that in 2018, the City requested the state to install the blinking light on 393 due to past safety concerns.

The committee discussed that adding another sign on the property likely will not stop these accidents from happening. It was discussed that the driver involved in the last accident was driving while upset, making them “miss” the turn.

Cedarholm mentioned that there are signs like the one requested elsewhere in the City but they are at T-intersections without traffic signals. Signalized intersections do not typically need these signs.

Councilor Bouchard asked if a blinking speed limit sign could be placed approaching the intersection, possibly on the signal ahead mast arm.

Wollert mentioned the causes of a past accidents included a driver under the influence of drugs and another who had a foot cast that made their pedal stick, stating that a sign wouldn't have stopped either of these accidents from occurring. He also mentioned that the City's signal post has been hit on several occasions as well.

Cedarholm suggested that the funeral home move their sign further north in the future to avoid collision. It was discussed that the accidents are occurring in various places along their frontage and they still have safety concerns for their guests.

Wollert suggested that the funeral home consider painting their garage door a different color, suggesting it may make it stand out.

The committee ultimately decided that the City should reach out to the State and ask them to add a "Road Ends" sign to the overhead mast arm approaching the intersection. Hill to discuss with NHDOT.

- b.** *Discuss resident concern through SeeClickFix for additional signage and/or modifications to the N Main Street approach to the 393/Bouton Street intersection.*

Hill discussed the history of concerns and prior mitigation measures. Wollert confirmed that the confusion is related to the placement of the signal heads. He also suggested looking into adding louvers to the supplemental signal head to make it not as visible from the middle lane. Wollert to discuss with signal contact. Cedarholm suggested adding a lane designation sign to the mast arm. Thomas discussed that at that point, the driver is already in the wrong lane and a sign will not be effective in making all drivers go in the right direction. It was discussed that drivers are already ignoring the signs and signal markings approaching the intersection. Hill to reach out to the State to discuss the proposed solutions.

- c.** *Referral from Parking Committee in regards to traffic speed concerns in the vicinity of #210 Hoit Road.*

Thomas indicated that speed patrols will take place on Hoit Road next week. He also mentioned that the speed trailer was deployed recently. He will follow up with results at the next meeting. Hill discussed that Engineering will deploy the traffic counters near #210, this month.

4. New Discussion and Action Items

- a.** *Discuss resident request through SeeClickFix for a 4-way stop at the intersection of Carter Hill Road and W Parish Road.*

Guest Rob Normandin attended the meeting as a new resident in Concord, he submitted the request. Normandin confirmed that the eastbound approach to the intersection looking north to Carter Hill is the area of concern. Hill visited the intersection and discussed all other sight lines are adequate, the one of concern is due to brush overgrowth on private property along Carter Hill Road. Crash records do not show a significant issue at the intersection, 3 accidents in a 5-year period. Hill explained that according to the City's STOP Sign Policy, that a 4-way stop would not be recommended here because we would not want to stop the collector street traffic for a local road intersection if the sight line can be improved. Hill is hopeful that reaching out to the property owner to trim the brush will improve the safety conditions at the intersection. Hill agreed to draft a letter to the property owner.

- b.** *Request from resident regarding traffic speed concerns on Runnells Road.*
Hill shared the traffic count and speed summary collected on Runnells Road during July 2021. The mean (average) speed in both directions was 19 MPH, 85th percentile was 25 MPH. The average daily traffic is 54 vehicles, 4 vehicles were recorded going 36-40 MPH in a seven-day period. The committee discussed and agreed that this does not seem to be an enforceable issue. Hill to follow up with Baia.
- c.** *Request from resident through SeeClickFix for a STOP sign on Pillsbury Street at South Street.*
A map of the intersection was reviewed, as well as the City's Stop Sign Policy. The Committee noted that there are some stop signs in the area at similar intersections, and that they were likely installed prior to the policy being adopted. Based on the City's policy, it was determined that the "T" geometry of the intersection suggests the normal right-of-way rule would be followed. Thomas will report back with accident data, if the data shows minimal accident history, the committee discussed not installing a stop sign at the intersection in accordance with the Stop Sign Policy. Hill to follow up with requestor.
- d.** *Referral from City Council regarding traffic speeds, visibility, and illegal parking on Christian Ave.*
Guest Sandy Lee and resident of Heritage Heights, discussed her concerns with safety when pulling out of the driveways along Christian Ave, with legal and illegal parked vehicles along the north side of Christian Ave obstructing site lines. Thomas asked how often the residents see parking enforcement out there. The guest replied, rarely.

Anecdotally, guests hypothesized that most vehicles parking on Christian Ave are residents of the Gardens Apartments across the street.

Hill discussed the history of this request dating back to 1976, discussions occurred at TOC and the Parking Committee. The latest discussion occurred in 2018, where the Parking Committee expanded the parking setbacks at the driveways to 20-30 feet on either side.

It was discussed that there are only 3 driveways on the south side of the street and they are wider. Shifting the parking to that side would also make it safer for the Gardens residents, making it so they would not have to cross the street to get to and from their parked vehicles. Hill mentioned that the northern curb line bumps out near Ormand Street, which would require modifications or pavement markings if shifting parking to the south side.

TOC members agreed to recommend to the Parking Committee that the parking be moved from the north side of Christian Ave, to the south side with 30' setbacks. Thomas also discussed getting the Parking Enforcement Unit more involved with the area.

- e. *Referral from City Council regarding traffic speed concerns on Elm Street, near #242.*
Hill will deploy traffic counters in the vicinity. Thomas will follow up with crash data to discuss at next meeting.
- f. *Introduce City-Wide Striping Policy Initiative.*
No discussion. Pushed to the next meeting.
- g. *Adjourn*
Meeting adjourned at 10:55 am.