

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF JANUARY 18, 2022**

The Traffic Operations Committee (TOC) met at 9:00 am on January 18, 2022
in the Second Floor Conference Room, City Hall, 41 Green Street.

Attendees: David Cedarholm, Sam Durfee, Karen Hill, Jim Major, John Thomas, Todd Welch

Absent: Terry, Crotty, Matt Cashman, Fred Reagan, Rick Wollert

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – December 21, 2021*

The meeting minutes of December 21, 2021 were approved. *Motion:* Thomas.
Second: Durfee. *Unanimous.*

b. *Overview of City-Wide Crash Data*

Thomas reported on the year-end crash data and summary. He stated that there were 1,171 total reportable accidents and 2 fatalities in Concord in 2021. He reported that nothing jumped out to him to be considered abnormal. Detailed reports were submitted in advance of the meeting.

c. *City Council Meeting Update*

Cedarholm noted that there were no transportation related items at the last City Council meeting.

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

Hill reported that TPAC discussed FY23-32 CIP priorities in order to produce an advisory report to Council.

3. Ongoing Discussion and Action Items

a. *None*

4. New Discussion and Action Items

a. *Resident request through SeeClickFix for 25 MPH Speed Limit on Runnells Road*

The committee discussed traffic and speed data that was collected on Runnells Road in July 2021. The data showed that 85% of the time, vehicles were traveling 25 mph or lower. Because the 85th percentile speed is 25 mph in both directions, changing the speed limit will likely be ineffective in slowing down those few

negligent drivers. The speed limit is posted in accordance with NH State RSA 265:60. Cedarholm moved that the speed limit remain as is. *Second: Durfee. Unanimous.*

b. *Resident request through SeeClickFix for additional signage at the intersection of Bog Rod and Fisherville Road*

The Committee reviewed the intersection. Discussions concluded that a sign will likely be ineffective in making negligent drivers follow the rules of the road as outlined in NH RSA 265. Thomas moved that the sign not be installed at this location. *Second: Cedarholm. Unanimous.*

c. *Resident request through SeeClickFix for STOP signs at various roadway intersections with Fisherville Road*

The committee reviewed and discussed all the subject intersections and associated accident data. Hill presented an analysis that was conducted comparing all the similar intersections in the area, including intersections with stop signs, and the data showed that the presence of a stop sign at an intersection does not necessarily make it safer or decrease the number of accidents. It was discussed that the other roadways intersecting with Fisherville Road that have stop signs, were likely installed prior to the adoption of the City's Stop Sign Policy.

Based on the City's policy and the intersection analysis, it was determined that the "T" geometry of the intersections suggests the normal right-of-way rule would be followed. It was also noted that Cremin Street is a private driveway. Major moved that the STOP signs not be added per the City's Stop Sign Policy and the analysis provided by Hill. *Second: Thomas. Unanimous.*

d. *Referral from City Councilor Nyhan in regards to safety concerns on various roadways in the south end*

The Committee reviewed the list of concerns. Hill mentioned a few of the concerns could be added for consideration on various priority lists. The committee discussed the West Street concerns and concluded that there is ample signage and pavement markings to indicate that West Street is one-way at Broadway. It will also be improved further with the proposed McKee Square improvements. Cedarholm made a motion to file concerns for future consideration. *Second: Durfee. Unanimous.*

Motion: Cedarholm. Second: Hill. Unanimous.

Meeting adjourned at 10:30am.