

**CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF MAY 29, 2025**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on May 29, 2025, in the Second Floor Conference Room at Concord City Hall, 41 Green Street.

Members Present: Councilor Todd (Vice-Chair), Councilor Brown, Nicole Fox, Ian McGregor, Chris Nadeau, Peter Roth, Craig Tufts

Members Absent: Greg Bakos (Chair), Councilor Foote

Guests: Bryan Christiansen – Pembroke Board of Selectman
Jon Huntington – Pleasant View Gardens, 830 Pembroke Road
Lou Cote – 434 Rosedale Lane Pembroke, NH
Maurice Regan – 717 Borough Road Pembroke, NH
Kim Pooler – Roy St Concord NH

City Staff: Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner – Community Planning)

- 1. Call to Order**
Vice-chair Todd called the meeting to order at 6:02 pm.
- 2. Introductions**
- 3. Approval of Minutes**
Approval of Minutes – March 6, 2025
On a motion made by Tufts, seconded by Fox, the meeting minutes of March 6, 2025 were approved by unanimous consent.
- 4. Public Comment**
None.
- 5. New Business**
 - a. Appointments**
 - i. Peter C.L. Roth**
Todd welcomed Peter Roth as the newest at-large member of TPAC, appointed by City Council on May 12, 2025.
 - ii. Crosswalk Policy**
This item was deferred to the June 26, 2025 TPAC meeting.

6. **Old Business**

None.

7. **TPAC Referrals from City Council, Staff and Chair**

- a. *Referral from City Council regarding a communication from the Pembroke Town Administrator requesting consideration be made to removing no thru trucking signage near the North Pembroke Road bridge*

This item was moved to the top of the agenda and heard first as representatives, business owners, and residents from the Town of Pembroke were in attendance to discuss.

Hill provided a summary of the request, the location, and shared a map of the surrounding area. She stated that this section of North Pembroke Road, from the Pembroke T/L to Sheep Davis Road (Route 106) was posted with signage in 2007 to reinforce the no trucking overnight ordinance. This was a result of one of the two Concord residents living on North Pembroke Road who had written to the City expressing concerns with noise.

Hill shared that the Town of Pembroke (Town) is requesting that the City lift the time restriction and allow trucking along North Pembroke Road in the off hours. The Town has at least one business nearby which operates outside of the hours of 7am – 7pm. Currently, during those hours the trucks are detouring down Borough Road, passed a far greater number of residences through Pembroke to reach NH Route 106 when the Town states that instead they could be traveling passed two residential homes in Concord to get to Route 106 over approximately 1,000 feet.

Hill mentioned that this item was also discussed at the most recent TOC meeting. TOC agreed that it would be best to give the Concord residents the opportunity to attend the next meeting and weigh in on the request. TOC agreed to continue discussions to a future meeting.

Nadeau inquired if this item came up, or was restricted through Pembroke's Planning Board process and whether it was a Development of Regional Impact when the business first moved into the Town of Pembroke.

Bryan Christiansen, Pembroke Board of Selectman, replied that when the Pleasant View Gardens began operating business, development of regional impact was not a requirement, though they did come before the town for Site Plan approval.

Roth inquired about the number of trips and destination/direction of the off-hour trucks. Jon Huntington, Pleasant View Gardens, shared that some of the traffic leaves the business in the early morning, anywhere as early as 2 AM through the early morning hours.

Hill shared a document provided to TOC from the business showing the number of trips broken down by hours of operation.

Roth recommended a traffic study be conducted to determine how many additional vehicles from other businesses may also utilize the off-hour trucking opportunity to access Sheep Davis Road directly.

Christiansen believes that since the bridge on North Pembroke Road crossing the Soucook river has been replaced, the noise has greatly been reduced caused by trucking. He also stated that the residents in the area are likely already hearing the noise coming from the loading operations at the facilities.

Christiansen added that the current detour is over 3 miles of road and passed approximately 70 residents in Pembroke which are subjected to the off-hour trucking, whereas only approximately 875 feet and 2 residents would be impacted in Concord. Adding that those 3+ miles of roads are not designed for trucking.

Hill referenced a 2004 Town of Pembroke zoning map, which appears to show the area of North Pembroke Road in Pembroke as being zoned residential. She mentioned that she would follow up with the Town for their most current map.

Maurice Regan, a resident on Borough Road in Pembroke, provided a schematic handout to the Committee that he prepared. It depicts impacted residents based on travel routes taken, and included known fatalities along the route. The schematic also included decibel readings from his residence on the route. Regan commented that the two homes in Concord are set back from North Pembroke Road, whereas many of the Pembroke homes are closer to the road. He noted that none of the trucks use "Jake brakes" or excessive speed.

Brown inquired if the Town would be willing to install a sound dampening fence for the two Concord residences. Christiansen replied it is something that could be explored further.

Lou Cote, a resident on Borough Road in Pembroke, noted that this detour has essentially turned their residential district into a commercial zone. And while all the trucks go at appropriate speeds, you can hear them come by when windows are open. Cote stated that the two residential homes in Concord are already sandwiched between all these industrial uses and are likely already subject to this type of noise.

Brown asked if the Pleasant View Gardens business has seen any recent growth. Huntington stated his business has been growing over the years, stating they have expanded about 7 acres within the last 5 years. Huntington went on to share that there is a detour hardship for his business, and they want to be good neighbors. He recently went on a delivery at 4 AM through the detoured route, and described it as a winding route. He also mentioned that all of his vehicles are monitored for speed, etc. Huntington shared that they employ Concord residents and deliver to Concord businesses. Huntington said they would prefer the route be opened up to trucking, but would be willing to compromise with an agricultural exemption if necessary.

Cote stated, that they do not typically notice the truck traffic until about 4 AM, clarifying a previous comment made by John Huntington that trucks could begin as early as 2 AM.

McGregor asked if they service many of the big box retailers along Sheep Davis Road? Huntington stated that they service just about every one of them.

Roth stated he thinks it would be important to hear from the Concord residents on North Pembroke Road. Hill stated she will notice the residents of the June meeting. She added that one of the residents' complaints from 2010, was specific to the off-hour traffic and associated noise.

Hill shared a prior response letter from TOC after the Farm Bureau sent a letter to the City of Concord in 2008, asking to remove the restriction. At the time, TOC maintained its commitment to limiting truck traffic through residential districts and did not support the request to change the previous recommendation to restrict truck travel during late and overnight hours.

McGregor asked if the Town of Pembroke has a trucking policy? Christiansen stated that they do not have a trucking policy, but are looking into it, at least to assist agricultural operations.

Fox mentioned that box trucks can be significantly quieter than dump trucks.

Tufts cautioned the unintended consequences of a permanent change making this a truck route, if in the future the Town ever started to develop this area differently.

Huntington shared that the State has many agricultural exemptions.

The Committee agreed that it would be best to give the Concord residents the opportunity to attend the next meeting and weigh in on the request. The Committee agreed to continue discussions to a future meeting.

- b.** Referral from City Council regarding a communication from Kimberly Pooler, a resident of Ward Eight, requesting consideration for the installation of one or more crosswalks to enhance pedestrian and cyclist safety along Regional Drive, in particular at the end of the sidewalk on Chenell Drive, crossing Regional Drive to the adjacent street
This item was also moved to the top of the agenda and heard second as a member of the public was in attendance to discuss.

Hill provided a summary of the area and shared a map. She mentioned that Regional Drive was essentially built as a bypass for Loudon Road to alleviate truck traffic. She discussed that there is a Capital Project (CIP #541) to install a roundabout at the intersection of Regional/Chenell to calm traffic and improve safety at the intersection. Historically, it has not risen to a priority over other projects due to inconsistent/low accidents rates. She stated that it ranked #17 of 18 in TPAC's scoring process this year. However, she did inform the Committee that she has been tracking accidents at the

intersection and that they are beginning to trend upward. She mentioned that the project is important or else it would not be in the CIP; however, it just is not rising above other priorities at this time.

Hill shared that typically crosswalks should connect to existing sidewalks on either side and that there are specific criteria for when they would not. She shared a TomTom speed report averaged over the month of April 2025, below:

Direction	Avg (mph)	85 th (mph)
Both	37	45

She mentioned that the speed limit is 30 MPH and average daily traffic is approximately 10,000 vpd.

Nadeau shared that there is a large amount of pedestrian activity in the area, particularly crossing Regional to access Chenell or Pembroke Road, coming from or to the butterfly reserve area.

Kim Pooler, a resident of Roy Street, spoke in favor of a crosswalk, and that this intersection is extremely dangerous. Pooler also would recommend a crosswalk to be placed at the intersection of Regional Drive and Industrial Park Drive.

Fox cautioned that providing crosswalk in these locations would essentially state this is a safe place to cross, where the data appears to show it would not be.

Hill stated that intersection improvements and traffic calming measures would likely need to be in place before a crosswalk could safely be placed at the intersection of Chenell and Regional. She mentioned that a painted crosswalk can create a false sense of security and without other traffic calming measures, she does not recommend a crosswalk at this time.

McGregor recommended temporary traffic calming measures such as flexible bollards be installed along Regional Drive in the area to make the road feel narrower.

Hill shared that TOC did not recommend a crosswalk be installed without other traffic calming measures in place.

Todd recommend the Police Department get the speed data and that they increase directed patrols.

Fox added to McGregor's suggestion, that a product similar to "TUFF Curb" could be considered as a temporary, smaller cost measure to assist in traffic calming measures.

Todd commented that additional information would need to be available before deciding on implementation of any temporary calming measures. He asked that Staff look into costs and placement and report back to the Committee for further discussion.

Tufts made a motion to recommend no crosswalk be installed due to the speed and safety concerns present on Regional Drive, but recommended the speed data be shared with the Concord Police in hopes that they can increase directed patrols along Regional Drive to reduce speeds and improve safety in the short term. Seconded by Fox. All in favor. The motion passed unanimously.

8. Consent Reports

- a. *None.*

9. General Updates

a. *City Council Meeting*

Todd mentioned that the two consent reports regarding Broadway/Wiggin and Mountain/Fernald were approved by consent. Hill circulated the reports in the agenda packet. Hill confirmed that both of those improvements have been completed. Todd shared that the TPAC priority rankings were also accepted by Council.

b. *Bicycle/Pedestrian Subcommittee (TPAC-BP)*

No update provided, the Subcommittee has not met since the last meeting, citing lack of quorum.

c. *Traffic Operations Committee (TOC)*

Hill circulated the latest agendas for information.

Brown asked for more information about the traffic concerns at Christa McAuliffe School.

Hill mentioned that there were concerns about students being dismissed from school before the school zone beacons begin flashing. Staff is confirming that the timing is correct on the existing beacons and will adjust if necessary. In regards to the request for additional beacons, she mentioned that beacons are generally only located along the roadways with entrances to schools.

Hill shared that the residents of the Metalak Drive are having trouble attending the TOC meeting due to the meeting taking place during the work day and asked TPAC if they would be willing to hear it at one of their meetings.

Nadeau stated that this sounds more like a Planning Board issue where they would need an amendment to their previous approvals, which would be a more applicable venue for the evening public hearing. The Committee agreed and Bass will follow up.

Todd asked about the TOC conversations pertaining to the Rolfe Park area safety referral. Hill shared that the TOC did support efforts to try to reduce speeds, but did not support adding stop signs or bump outs.

d. *Public Transportation (CAT)*

No updates provided.

10. Project Updates (Staff)**a. CIP #17 – Sidewalk Projects**

No update.

b. CIP #31 – McKee Square Intersection Improvements

Bezanson shared that the City is currently communicating with the State because the project is funded through CMAQ. He mentioned that the State has requested additional information and does not want the City to hold a public meeting yet. A meeting will likely be scheduled in the Fall.

c. CIP #520 – Intersection Safety Improvements (Centre/Washington)

Hill shared that a public meeting was held for this project. She mentioned that homeowners had expressed concerns about the elimination of on-street parking. Hill stated that a revised plan has been accepted by the neighbors and the Fire Department has performed their turning movement test. She mentioned that if funding is approved by Council then construction is hopeful for this season, to be completed by the General Services Department and their paving contractor.

d. CIP #588 – Loudon Road Bridge

Bezanson shared the project planning and preliminary design continues, and that they are currently working with a water consultant analyzing the two water mains which currently cross the bridge.

e. CIP #590 Green Street Pedestrian Safety Improvements

Hill shared that a public meeting was held for this project. She mentioned that there were concerns raised about loss of parking in front of City Hall as well as Fire Department concerns about maneuverability of the corridor because it is a primary emergency response route.

f. CIP #657 – Deck Park Feasibility Study

Todd mentioned that a presentation was made before Council.

11. Other Discussion Items

Fox asked for a status update on the review of the Complete Street Policy.

Bezanson shared there is no update at this time, though funding for the Master Plan is in the budget and he anticipates this being a part of those discussions.

12. Adjourn

On a motion made by Vice-Chair Todd, seconded by McGregor the meeting adjourned at 8:38 PM by unanimous consent.

13. Next Meeting

June 26, 2025