

**CITY OF CONCORD  
TRAFFIC OPERATIONS COMMITTEE  
MINUTES OF JUNE 20, 2023**

The Traffic Operations Committee (TOC) met at 9:00 am on June 20, 2023  
in City Council Chambers, 37 Green Street.

*Attendees:* Michael Bezanson, Martha Drukker, Karen Hill, Alec Bass, Jim Major, John Thomas, and Harold Palmer.

*Absent:* Terry Crotty, Matt Cashman, and Fred Reagan.

*Guests:* Members of the public, see attached sign in sheet.

**1. Introductions**

**2. Regular Discussion Items**

**a. *Approval of Minutes – May 16, 2023***

The meeting minutes of May 16, 2023 were approved.

**b. *Overview of City-Wide Crash Data***

April and May crash data was submitted in advance of the meeting. Crash data for April and May 2023 were reviewed.

Hill asked about the 2 accidents in May at the Hoit/Whitney roundabout. Thomas stated that he would need to look into them further. Drukker asked for more information to assist with the monitoring of the intersection since it is newly operational. Thomas to follow up.

There were 81 reportable crashes in April 2023. This compares with 79 and 92 reportable crashes in April 2022 and 2021, respectively. 10 crashes resulted in injuries. There were no fatalities. There were 2 reported crashes involving pedestrians in April.

There were 96 reportable crashes in May 2023. This compares with 88 and 93 reportable crashes in May 2022 and 2021, respectively. 16 crashes resulted in injuries. There were no fatalities. There were 2 reported crashes involving bicyclists and pedestrians in May.

**c. *City Council Meeting Update***

Hill mentioned that Council approved funds for the study of a bridge/deck park over I-93 in between Exits 13 and 14.

- d. *Transportation Policy Advisory Committee (TPAC) Update*  
None.

**3. Ongoing Discussion and Action Items**

- a. *None.*

**4. New Discussion and Action Items**

- a. *Referral from Councilor Matson on behalf of residents of Crestwood Manufactured Housing Park located on Manchester Street regarding the status of the gated access to Greenwich Street (including ownership of the gate), the history of the one-way configuration of Greenwich Street and status thereof, the condition of pavement on Greenwich Street southeast of Marion Street) and ownership of said street segment, as well as status of CIP #36 Manchester Street Corridor Project and review of any potential intersection improvements relative to Crestwood Drive and Manchester Street associated therewith.*

Hill provided a brief summary of past TOC discussions and action and then opened the meeting up to the public.

Delores Flanders, a resident of Crestwood voiced her concerns with the safety of pulling in and out of Crestwood's driveway on Manchester Street. She requested that the City consider allowing two-way traffic on Greenwich Street to allow Crestwood residents to enter the park from Greenwich and avoid the intersection with Manchester Street. She polled all residents in the park and all but 10 were in favor of allowing two-way traffic to their back entrance. She also mentioned that the gate would only work for park residents so she wasn't concerned with increased cut-through traffic. She has experienced a lot of near misses at the Crestwood/Manchester Street intersection. She believes that as tax paying residents of Concord, they should be able to use Greenwich Street to feel safe pulling in and out of their neighborhood.

Wayne Glidden, a 6-year resident of Crestwood, discussed his concerns with high traffic volumes and difficulty getting to and from their driveway on Manchester Street. He also had concerns about the speed at which vehicles travel on Manchester Street and that folks are using the center lane to pass. He shared information on a few near misses that he experienced at the intersection.

Tom Fuller, a 12-year Crestwood resident, mentioned that he believes traffic has gotten worse on Manchester Street over the years, and with new development and more trucks, it will only get worse. He mentioned that it is very difficult to take a left turn on Manchester Street from Crestwood. He

also discussed that a town engineer suggested that he use the middle lane in turning left but stated that the result is people beeping at you or giving you the finger. He also discussed the condition of the pavement on Greenwich Street Extension between Marion Street and the gate at Crestwood, and asked that the City repave it properly instead of just filling in pot holes when requested.

Abby Jenness, Manager of Crestwood (Sun Communities), spoke in support of two-way gated access on Greenwich Street. She mentioned that 320 sites were polled and that 290 would like two-way access to the back gate. She stated that management is in support of funding gate improvement and transponders to allow residents to enter from Greenwich Street if the City allows. She also voiced concerns with the width of the existing road, the condition of pavement, and she mentioned that the Community is plowing Greenwich Street between the park and Marion, not the City.

JoAnn Spaulding, a Crestwood resident, mentioned that she does not have concerns with cut-through traffic, her concerns are with getting in and out onto Manchester Street.

Mike McGill, a resident of 17 Greenwich Street for 25 years, stated that this issue was extensively discussed in 2002 and the compromise has been working for everyone for 20 years. He has concerns with the existing width of Greenwich Street between the park and Marion Street, he brought measurements that described it as a 19-foot wide roadway with only 18'-6" between chain-link fence posts. He has concerns with the safety of the resident on Greenwich Street, mentioned that there is only 16 of them and 320 units would then be using their road. He mentioned when this happened in the past, it was like a flood gate of vehicles speeding, not stopping, and having no respect for the residents of Greenwich Street. He believes that the one-way and gate combination, fixed everything. He is asking that Crestwood Management complete a Traffic Impact Study to analyze their request. He believes the request is a convenience rather than a necessity.

McGill asked if the City had an ordinance that would restrict a greater density neighborhood or development to exit through a lower density neighborhood. Drukker responded that there is not a specific ordinance but that Planning Board can place certain restrictions on new developments for gated access or completion of a traffic study as a part of the Planning Board process.

Drukker then discussed the status of the Manchester Street corridor project (CIP #36). She explained that the scope of the project is to widen Manchester Street from Garvins Falls Road to Airport Road to a 3-lane section, a travel way in each direction with a two way left turn lane (TWLTL), with 5' shoulders and sidewalk on both sides. She explained that traffic volumes have not really changed since the project was originally studied. She mentioned that there would be signal hardware installed at the intersection of Old Suncook for a future signal, when warranted. She also mentioned that a signal is not warranted at the intersection of Crestwood Drive and Manchester Street and that it was budgeted many years ago into the project in case it was warranted. She also confirmed that although there has been some development along the corridor, most of it has not been new development, rather re-development of existing sites.

She described the Manchester Street project as a phased project, that will begin in 2026, or as otherwise programmed in the City's CIP program. It will begin with Right-of-Way acquisitions, followed by utility relocations, and then construction.

John Butler, an 8-year Crestwood resident, mentioned that "you are taking your life in your hands coming onto Manchester Street." He stated that having Dunkin's driveway across the street makes the intersection more difficult. He did thank the Police Department for patrolling this section of Manchester Street recently. He also discussed that there would not be additional cut through traffic because the only folks using the back gate would be Crestwood residents. When asked if he would still use the Manchester Street entrance if the back entrance was two-way, he discussed that he would likely go both ways, depending on time of day, direction of travel, and traffic on Manchester Street.

Elizabeth McGill, a resident of 17 Greenwich Street for 25 years, mentioned the huge amount of traffic that was travelling both ways on Greenwich Street, back in 2002 when the gate was open, with no respect, speeding, etc. She understands the Crestwood residents' concerns but she also has concerns for the safety of her neighborhood. She understands that they are only requesting access for their residents but that is still a lot of additional traffic on their road. She also mentioned that their other neighbors did not attend the meeting because they have given up.

Flanders spoke again, stating that not all traffic on Greenwich Street is from the Crestwood community and that there won't be 320 vehicles using Greenwich Street all day, every day. She mentioned that some times of the day are easier than others to use the Manchester Street driveway.

Glidden spoke again, mentioning that the gate would prevent folks from using Greenwich as a short cut because it would only be used by vehicles with transponders. He discussed that there are some younger people in the park, but most are retired and don't travel every day. He mentioned that the gate would make everyone have to stop so he doesn't believe that the width of the opening is as much of a concern. He discussed that it is hard to judge speed of vehicles on Manchester Street, and asked the Committee to consider the elderly population. He believes the request is all about safety first and convenience second.

Thomas mentioned that the increased patrols on Manchester Street are in response to the City receiving a highway safety grant. They are patrolling for speeds and improper use of the center turn lane.

It was discussed that Greenwich Street is a City Street. Drukker confirmed that it was likely accepted by the City to allow access to the old horse track that formerly occupied the land on which Crestwood was eventually developed. Hill mentioned that the City has prior confirmation that the gate was not a part of the Crestwood planning process. Hill also reiterated that the one-way configuration was accepted 20 years ago, after much public testimony, with concerns on both sides, and was a compromise at that time.

The public discussion ended at 10:10.

Drukker discussed the next steps in which TOC will discuss the referral and make a recommendation to City Council. The report will then be sent to City Council for consideration in either July or August. Drukker asked everyone to sign in with email and Hill can send out future communications on this item.

Thomas mentioned that there is a large elderly population in park, and often times, with age, reaction times diminish. This was also discussed in 2002 which is why it was decided to allow access out of the park on Greenwich Street to help with safety concerns of folks taking a left out of the park onto Manchester Street. There is a center turn lane that allows vehicles to wait for a gap to make a left turn into the park. Thomas also had concerns that if accommodations were made for this neighborhood, then the City would set a precedent to have to accommodate others throughout the City.

Hill mentioned that current average daily traffic volumes are 17,556 on this section of Manchester Street. Hill also reviewed speed data on Manchester Street that she received from the State. With a posted speed limit of 30

mph, average speeds were 35 mph and the 85<sup>th</sup> percentile speeds were 41-44 mph.

Hill mentioned that there have been 3 accidents in the last 5 years at the intersection of Crestwood Drive and Manchester Street. Major mentioned that the section of Greenwich Street between Marion and the park, could be paved next summer, but would not be widened. He also mentioned that it is likely a lower priority roadway to be plowed and that the park likely gets to it before GSD.

It was discussed that if Council decides to make Greenwich Street two-way, then it will need to be widened to 24' minimum for two-way traffic. Drukker also mentioned that the gate would also need to be wider.

After discussions that the traffic volumes and accidents have not increased in twenty years, the Committee unanimously decided to recommend that Council leave Greenwich Street as is, one-way traffic exiting the park. It was also discussed that regardless of the City Council action, the City should coordinate with the park management and the City's emergency services on whether Opticom installation is required on the existing gate. The Committee feels that the TWLTL on Manchester Street is adequate to allow vehicles to make a two-stage left turn in and out of the driveway. TOC recommends that residents make provisions to alter their travel plans to make right turns, or use the entrance during lower traffic volumes. Hill to draft report to Council.

- b.** *Referral from Councilor Todd in regards to a resident's request for a curve warning sign before the sharp corner on Tanner Street (P).*  
Hill made a site visit and shared photos with the Committee. There are existing chevron signs at the curve which are visible from both directions. There is only 360' of roadway before the curve which makes it very unlikely for vehicles to get up to high speeds. The Committee agreed that the existing signage is adequate for such a low volume roadway. Hill mentioned some trimming of roadside brush may help increase sight lines on the corner.
- c.** *Referral from Councilor Todd in regards to a resident's request for a STOP sign at the intersection of Tanner Street and Charles Street (P).*  
Hill mentioned that there has only been one accident at the intersection in the last 5 years and it was in March 2023, before the roadways were reconstructed. After further discussion, it was recommended that Hill confirm sight lines from the southbound Charles Street approach and report

back. As discussed under Item 4b, trimming of roadside brush may help increase sight lines at the intersection.

- d. *Resident request through SeeClickFix to review traffic patterns on Charles Street and consideration of additional signage and measures to improve safety with the intersection of Franklin Street.*

Hill mentioned that there have been zero accidents at the intersection in the last 5 years. TOC reviewed a map and photos of the area, confirming that the intersection is a low-volume standard T-intersection. Based on the City's Stop Sign Policy and the intersection analysis, it was determined that the "T" geometry of the intersection suggests the normal right-of-way rule would be followed and the Committee agreed that the STOP sign not be added per the City's Stop Sign Policy and the analysis provided by Hill. It was also recommended that Hill collect traffic and speed data and report back.

Next Meeting: July 18, 2023.

Meeting adjourned at 11:05 am.



Traffic Operations Committee  
 City of Concord  
 June 20<sup>th</sup>, 2023 @ 9:00 am  
 City Council Chambers  
SIGN IN SHEET

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