CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF AUGUST 19, 2025

The Traffic Operations Committee (TOC) met at 9:00 am on August 19, 2025
in the Second Floor Conference Room, 41 Green Street

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Matthew Casey, Kevin Demers, Harold Palmer

Absent: Fred Reagan, Matt Cashman

Guests: Maurice Delisle (35 Woodcrest Heights Dr), Chip Nadeau (14 Chesterfield Dr), Tom Harrison (39.5 Concord St), Denis O'Connell (4 Fuller St), Nick Wollert (27 Woodcrest Heights Dr), and Lonny Zorko (16 Woodcrest Heights Dr)

1. Introductions

2. Approval of Minutes

a. *June 17, 2025 TOC Draft Meeting Minutes*
The meeting minutes of June 17, 2025 were approved.

3. Review City-Wide Crash Data
Accident data was provided to the Committee in the agenda packet prior to the meeting.

a. *June 2025*
There were 84 reportable crashes in June 2025. This compares with 101 and 104 reportable crashes in June 2024 and 2023, respectively. 19 crashes resulted in injuries. There were no fatality involved accidents. There were zero reported accidents involving pedestrians and two involving bicyclists.

b. *July 2025*
There were 84 reportable crashes in July 2025. This compares with 117 and 69 reportable crashes in July 2024 and 2023, respectively. 20 crashes resulted in injuries. There were no fatality involved accidents. There were three reported accidents involving pedestrians and two involving bicyclists.

The Committee noted that the bicycle accident at S State Street and West Street was an electric bike.

4. Council/Committee Updates
None.

5. Project Updates

Hill mentioned that construction will begin soon on the Clinton Street, Centre/Washington, and Sewalls Falls/Abbott improvements.

6. New Business

a. *Referral from City Council in regards to a resident's concern about speed and pedestrian safety concerns on Cemetery Street*

Hill confirmed there is a 25 mph speed limit sign on either end of Cemetery Street. She shared TomTom speed data on Cemetery Street averaged during the month of May 2025, summarized below:

Direction	Avg (mph)	85th (mph)
Eastbound	28	34
Westbound	26	32

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

Bezanson shared that the City is currently looking to secure a sidewalk easement between 61 Cemetery Street and Shawmut Street.

The Committee acknowledged that sidewalk on Cemetery Street it is ranked #55 out of 117 in the City's Pedestrian Master Plan. The 2021 ranking effort evaluated locations based on criteria including safety, school proximity, new access, latent demand, connectivity, and existing demand.

It was discussed that at this time, this sidewalk segment is not indicated as a "priority" segment and would typically be considered for construction when the street is reconstructed (not yet programmed in upcoming years as it was recently resurfaced in 2017).

Casey shared that currently officers are working to fill directed patrol requests in the Penacook area. He also shared, that the times the directed patrol is being requested is in the busiest hours for the Department. Additional enforcement could be conducted as resources are available.

b. *Referral from City Council in regards to a request from the Woodcrest Heights Homeowners Association for street reclamation and safety evaluation at Loudon Road @ Woodcrest Heights*

This item was heard first in the agenda order as members of the public were present to discuss this item.

Chip Nadeau, 14 Chesterfield Drive, shared concerns with knowledge of growing development at the end of Loudon Road that something needs to be done and that the neighborhood resurfaced in over 40 years.

Demers responded that the City is tentatively proposing to reclaim the neighborhood in FY 2030.

Nadeau and Maurice Delisle also both stated that the pedestrian signal needs to be relocated to the other side of this intersection, adding that every time it is used it blocks the intersection of Woodcrest Heights Drive making it more difficult to exit.

Hill shared that this request was referred from City Council to TOC, General Services, and TPAC. She mentioned that it would need to be discussed at the various Committees and a report would then be presented to Council once a recommendation is reached.

Nick Wollert, 27 Woodcrest Heights Drive, shared that he would like to see a double yellow line added to the Woodcrest Heights Drive exit to clearly delineate the turning lanes, and a general touch up of all of the markings and symbols at the intersection of Loudon Road and Woodcrest Heights and the development across the street. He also requested a lane designation sign to be added along Woodcrest Heights Drive. He feels as though some of the issues are caused by driver confusion as it is unclear which way vehicles plan to turn and there are many conflicts.

Lonny Zorko, 16 Woodcrest Heights Drive, echoed that she has lived in the neighborhood for more than 20 years, and feel that it is a very dangerous intersection.

Hill shared accident data from 2021 through 2024, noting a noticeable increase in accidents at this intersection after 2022, which could correspond with the development across the street.

Casey agreed that the corridor was a safety concern and mentioned that officers do not even feel safe pulling vehicles over on Loudon Road. He said it is the most dangerous roadway in the City to pull a vehicle over and that traffic volume, weather, and officer discretion all weigh into decision making.

Tom Harrison, 39.5 Concord Street, added that speeding, running red lights, and general traffic behavior is out of control and a contributor to a lot of the safety problems throughout the City.

Nadeau concluded that he really thinks that the traffic signal needs to be relocated to the intersection of Woodcrest Heights Drive and Loudon Road before needing to leave the meeting at 9:30am.

Bezanson shared that he spoke with a resident named Gloria Leighton as she could not attend the meeting but wanted to communicate that she believes Dairy Queen, not the car wash, contributes to more traffic. She also mentioned that the southern neighborhoods of Loudon Road have far greater interconnectivity network, allowing more flexibility to navigate around Loudon Road to other destinations, and increasing the interconnectivity on the north side would greatly

help. She also wondered that with all of the Loudon Road development, if another Exit off of I-393 would be considered. She also stated that she was not in support of reducing Loudon Road to a 3-lane roadway.

Delisle shared that he also was not in support of reducing Loudon Road from 4 lanes to 3 lanes.

Demers shared that he will revisit the paving schedule. He will also look to refresh the public roadway markings at the intersection. It was discussed that the development across Loudon Road will need to maintain their own markings.

The Committee reviewed the potential relocation of the pedestrian crossing; however, it was discussed that there are associated challenges without proposing a full intersection traffic signal. Consideration could be made to relocate it further east toward the Goodwill business, where a request has also recently been made.

The Committee agreed to continue to explore options to increase safety in this area.

c. *Resident request for additional signage or improvements to address wrong-way drivers on Oak Street*

Denis O'Connell, 4 Fuller Street, was present to speak to his concerns. He mentioned even as recent as this past Friday, he noticed a driver enter the wrong way on Oak Street. He is not sure if it is the new wayfinding GPS devices confusing drivers or what may be the circumstances leading to more drivers entering the wrong way, as they typically do not stop in the neighborhood and exit out Marshall Street. He is requesting additional signage, including stop signs and more do not enter signs installed further up in the street to increase visibility.

The Committee discussed possible solutions, but determined that there is limited right-of-way available for additional signs and did not feel that additional signs would mitigate the issue.

Demers said GSD will look to see if they could possibly fit a flanking one-way sign on the south side of Oak Street.

d. *Resident request through SeeClickFix for an RRFB at the crosswalk on N State Street at Curtice Ave*

The Committee acknowledged the concerns, however felt that until a crosswalk policy, to include RRFBs installation and priority locations, and a funding source is established, it is premature to install them at this location over potential others in the City. The location has been added to the list for further evaluation in the future.

e. *Resident request through SeeClickFix for crosswalk signage on Borough Road at Primrose Lane*

Hill shared that Borough Road is a Collector Street and reminded the Committee of the history of concerns along the corridor.

The Committee discussed the geometry of the roadway and the location of the crosswalk at the crest of the hill when traveling east. Hill felt that signage would help with conspicuity at this location as drivers might not expect a crosswalk since there is no sidewalk.

The majority of the Committee voted to place a single pedestrian crossing sign in each direction at the crosswalk on Borough Road at Primrose Lane.

f. *Resident request for a WEEBLE at the crosswalk at #219 S Main Street*

The Committee discussed that in the past, there was a WEEBLE in this location, however, it was frequently hit or moved from the site. The Committee discussed that because of the challenges in the past, it has been determined to not be a good location. Hill noted that this area would be a good candidate for future pedestrian improvements, such as bump outs, to improve pedestrian safety. The Committee agreed that these improvements should be considered at future date when paving is programmed on S Main Street.

The Committee unanimously agreed not to install a WEEBLE in this location.

g. *Resident request for all-way stop control at the intersection of S State Street and Concord Street*

Tom Harrison, 39.5 Concord Street, was present at the start of the meeting but had to leave during item 6b. While he was in attendance, he stated that his concerns are with speed, distracted driving, and that there is no traffic signal or traffic control on S State Street between Pleasant and West Streets to slow motorists down.

Hill shared speed data on S State Street during the month of April 2022, summarized below:

Direction	Avg (mph)	85th (mph)
Southbound	25	29
Northbound	27	32

Hill then shared speed data on S State Street during the month of April 2025, summarized below:

Direction	Avg (mph)	85th (mph)
Southbound	24	30
Northbound	24	30

Hill discussed that the roadway was paved and bumpouts were added at various intersections in 2022, including at Concord Street. She noted that speeds on S State Street, since paving, between 2022 and 2025 have roughly stayed the same. With average speeds going down 1 mph and 3 mph depending on direction, and overall average speeds of 24 mph.

The Committee reviewed accident data and although there were three reports accidents in 2023 and 2024, number did not appear to trigger consideration for an all-way stop at this time. Hill will continue to monitor accidents at the intersection.

The Committee discussed that increasing sight lines would result in loss of parking and the Parking Committee has already reviewed this corridor.

Discussions concluded that based on accident and speed data at the intersection in the last five years, that an all-way stop is not warranted per Federal Guidelines and the City's Stop Sign Policy. The Committee acknowledged that although there are other all way stops in the civic district and downtown area at similar intersections, that they were likely installed prior to the policy being adopted.

h. *Resident request for Children at Play signs on N State Street near Curtice Ave neighborhood*

The Committee discussed that the City does not install Children at Play signs. They did note the proximity to the Kimball Park, and discussed that the City Parks and Recreation Department should be consulted about how they provide signage for their parks or if they have a consistent plan moving forward.

7. Unfinished Business

None.

8. Other Discussion Items

None.

Next Meeting: September 16, 2025
Meeting adjourned at 11:12 am.