



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Traffic Operations Committee

November 15, 2016, 12:00 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Staff Present:

Rob Mack, Engineering Services (Chair)
Jim Major, General Services

Guests:

Dick Lemieux, TPAC Chair

1. Regular Discussion Items

a. Overview of City-Wide Crash Data

Crash data for October 2016 was reviewed. There were 106 reportable crashes in October 2016. This compares with 116 and 98 reportable crashes in October 2015 and 2014, respectively. 20 crashes resulted in total of 27 people injured. There was one fatality.

There were three crashes involving pedestrians: a pedestrian aged 65 years walking in the Target parking lot and being struck by a vehicle traveling through the lot (no injuries reported, driver at fault); a pedestrian aged 79 years walking on the sidewalk on the north side of West Street and being struck by a vehicle backing out of the driveway at #15 (injuries, driver at fault); and a pedestrian aged 83 years crossing Loudon Road near Allard Street not in a crosswalk and being struck by a westbound vehicle on Loudon Road (fatality, still under investigation).

There was one crash involving a bicyclist: a bicyclist aged 53 years traveling northbound along the west sidewalk (wrong-way) of N. State Street and striking a vehicle turning out of Tremont Street (minor injuries, bicyclist at fault, helmet not worn).

b. City Council Meeting Update

At City Council's November 14, 2016 meeting, Council approved a revised appropriation for the CIP19 Loudon Road Improvements Project as a 4-lane access management project. Council also accepted TOC's recommendation to retain the current northbound one-way on Federal Street and approved the installation of multi-way STOP sign control at the Warren/Rumford intersection.

c. Transportation Policy Advisory Committee (TPAC) Update

TPAC did not meet in October 2016.

2. Ongoing Discussion and Action Items

a. Referral from Councilor St. Hilaire regarding a constituent request to pave Tallant Road and realign the Hoit/Tallant intersection (*Engineering: 8/26/16*).

Following up on last month's discussion of the resident concern that emergency-response vehicles cannot turn left into Tallant Road from Hoit Toad, Rob Mack reported that CFD drove the subject left turn with both a mid-size fire truck and the ladder truck. The mid-size vehicle made the turn with no issues. The ladder truck made the left turn but required some vehicle repositioning. CFD staff noted that delays to the large vehicle were minor; such repositioning delays for the large truck can occur at numerous city-street locations due to constraints such as narrow roadways or parking. They also felt that the unpaved nature of Tallant Road had no significant effect on emergency vehicle access to Tallant Road.

Regarding the request to pave Tallant Road, Jim major noted that GSD regrades the road regularly. They once tried regrading it with a layer of reclaimed pavement, but that treatment did not hold up for much longer than the regular surface regrading. Paving the road would require full construction of a new road bed per city standards and would require Council approval. TOC felt that potential paving of Tallant Road, including the option of reconfiguring the Hoit/Tallant intersection, would most appropriately be considered as a programmed CIP project. TOC felt that the small number of homes on this street could factor into programming priority when compared to other street-paving needs across the city.

3. New Discussion and Action Items

a. Inquiry from Councilor Grady Sexton regarding vehicle speeds along Mountain Road (*Engineering: 10/21/16*).

Rob Mack provided an update of staff efforts pursuant to Councilor Grady Sexton's concern on Mountain Road speeding, particularly on the hill north of I-93 Exit 16. Since the October 21 inquiry, CPD has conducted 11 directed patrols in that area of Mountain Road totaling 4 hours and 13 minutes. They issued two summonses and two warnings. CPD is in the process of purchasing a new speed feedback trailer. It will be a few more months until it arrives, but this location on Mountain Road would benefit from occasional deployments.

Traffic, truck and speed counts have been scheduled for after the Thanksgiving holiday so that traffic-pattern changes associated with the recent opening of the Sewalls Falls Bridge can settle in. Results will be shared with CPD to aid in future enforcement efforts. When the new Exit 16 roundabout is opened later next year, staff will plan to repeat these counts for do a before/after comparison.

b. Request by Carol Breault, resident of Penacook, to install signs to slow traffic on Village Street at Canal Street and on Abbott Road at Manor Road (*Engineering: 11/7/16*).

At issue is a concern that traffic is driving too fast at the referenced intersections for a driver to safely turn out of the side street. Additional signing is requested to slow traffic down on the through streets. Engineering plans to deploy radar speed counters to measure vehicle travel speeds at these locations. Results will be reviewed to ascertain the extent of the speeding issue and to assist CPD in enforcement efforts. Results will be reviewed at next month's TOC meeting.

4. Open Discussion Items

a. Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).

General Services and Engineering staff coordinated a reply to a resident request to relocate existing School Bus Stop signs at #152 Elm Street to his driveway at #133. Staff contacted the MVSD Transportation Director who visited the area and felt that a School Bus Stop sign was not necessary at the residential driveway at #133. He also noted that school buses no longer stop near the farm house at #152. TOC concurred that a School Bus Stop sign at #133 is not necessary. Furthermore, General Services should remove the two existing school bus stop signs located in the vicinity of #152.

General Services and Engineering staff coordinated a reply to a resident request for a Deer Crossing sign on Sewalls Falls Road near the golf course. The city does not generally use deer crossing signs as deer can be expected at almost any location along any street. TOC considered a resident request last year (through City Council) for a deer crossing sign on Borough Road where folks were seeing a deer grazing in a front lawn. A sign there was not recommended for these same reasons. These signs are most effective when used very infrequently and only at select high-crossing locations.

General Services and Engineering staff coordinated a reply to the resident at #80 Carter Hill Road for a Hidden Driveway Sign. TOC had reviewed this same request at its February 16, 2010 meeting, at which time staff found that sight lines were appropriate to both #76 and #80. Furthermore, the city does not use the Hidden Driveway sign as it is not a Federally-endorsed sign. Furthermore such a sign can instill a false sense of security for driveway users.

Councilor Herschlag forwarded a note of appreciation from a River Road resident thanking staff for a quick response to his concerns at the Washington/Borough/River intersection.

Next meeting date: December 20, 2016