



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Traffic Operations Committee

January 16, 2018, 12:00 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Staff Present:

Rob Mack, Engineering Services (Chair)
Bryant Anderson, Engineering Services
Jim Major, General Services
John Stoll, Planning Division
Rick Wollert, Fire Alarm Division

Guests:

1. Regular Discussion Items

a. Overview of City-Wide Crash Data

Crash data for calendar-year 2017 was reviewed. City-wide, there were 1,322 reportable crashes in 2017. This compares with 1,238 and 1,284 reportable crashes in 2016 and 2015, respectively. 206 crashes resulted in total of 248 people injured. There was one fatality. Loudon Road was the street with the highest number of reported crashes, with 261 in 2017 and compared to 226 in 2016.

In December 2017 there were three crashes involving pedestrians: a pedestrian running across Storrs Street near Theatre Street and running into the front right side of a passing southbound vehicle (pedestrian left scene and was not identified); a pedestrian aged 12 years running across Village Street from behind a northbound bus and being lightly impacted by a slowly moving southbound vehicle (no injuries, pedestrian at fault); and a pedestrian aged 24 walking westbound along Loudon Road, crossing in the Woodcrest Heights Drive crosswalk and being struck by a vehicle turning left into Woodcrest Heights Drive (minor injuries, driver at fault).

In December 2017 there was one crash involving a bicyclist: a bicyclist aged 39 years traveling north on Storrs Street and after looking over his left shoulder to check for approaching traffic, crashed into a legally parked car on Storrs Street (injury, bicyclist at fault, arrested later on multiple charges, no helmet worn).

b. City Council Meeting Update

There were no TOC items considered by City Council at its January 8, 2018 meeting. TOC's recommendation for a street light at the N. State/Franklin roundabout will be considered by City Council on February 12, 2018.

c. Transportation Policy Advisory Committee (TPAC) Update

At its meeting next week, TPAC will be considering recommendations on three referrals from City Council: a resident concern about delivery trucks parking in the median area of Main Street too close to crosswalks; a resident concern about increased volume and speed of traffic along Christian Avenue; and a resident concern about left turns at the Loudon Road/Woodcrest Heights/Dairy Queen driveway intersection.

2. Ongoing Discussion and Action Items

a. Referral from TPAC regarding a referral from Councilor Bouchard regarding constituents' concerns on the revised alignment of the Old Loudon Road/Portsmouth Street intersection (TPAC: December 11, 2017)

Rob Mack noted that Engineering was looking further into this referral pursuant to TOC's discussion last month.

b. Referral from Councilor Champlin regarding a resident request for 'Children at Play' signs on Chapel Street to slow traffic (Council: December 11, 2017)

As discussed last month, TOC attendees concurred that the requested signage is inappropriate. Speeds are fairly low along Chapel Street due to its narrowness, especially when cars are parked along it, although a few inconsiderate drivers could be perceived as driving too fast. Engineering staff forwarded the resident's concern on speeding to CPD who indicated an officer would reach out to the resident. Staff is awaiting feedback from CPD's efforts.

c. Referral from TPAC regarding a request by Rockingham Street residents for additional traffic calming measures on Rockingham Street (TPAC: December 14, 2017)

Engineering conducted follow-up speed and volume counts on Rockingham Street in January 2018. Near Donovan Street, average speeds are 29-30 mph and 85th percentile speeds are 33-34 mph. These speeds are similar to speeds recorded in 2008 and 2009. A few excessive vehicle speeds were recorded and the time-of-day data was provided to CPD to aid in enforcement efforts. A two-way weekday traffic volume of about 3,200 vehicles was also recorded and indicates a small increase from the 2,800 vehicles recorded ten years ago in 2008.

3. New Discussion and Action Items

a. Request from a resident on Willard Street to post a STOP sign on the Willard Street approach to Manor Road (Engineering: January 3, 2018)

For years, Willard Street had been the minor-street approach of a T intersection at Manor Road. Stop signs are not required at minor-street approaches to T intersections such as this since Willard Street would have come to an obvious end at Manor Road and NH Statutes require that all minor street vehicles yield to traffic along the major through street (i.e. Manor Road). However, the more-recent construction of Jonathan Drive (Oxbow Bluff) directly opposite Willard Street turned this intersection into a 'plus' configuration. As such, stop signs would be appropriate on both the Willard Street and Jonathan Drive approaches.

Rob Mack noted that the approved site plan for Oxbow Bluff dated August 2006 included a stop sign at the end of Jonathan Drive; apparently this sign had never been installed. As this is an active development, staff will check if the Oxbow Bluff development can install the missing stop sign on Jonathan Drive. TOC attendees concurred that a new stop should also be located on the Willard Street approach. This would require an Ordinance change. Staff will proceed with a request to City Council for the new stop sign pending resolution of the sign on the Oxbow Bluff side.

**b. Request from a resident on Franklin Street to post 30 mph speed limit signs on Franklin Street
(Engineering: January 8, 2018)**

At issue is a resident complaint about traffic driving too fast along Franklin Street. CPD initially received the request and sent an officer to reach out and speak with the resident. One item of the discussion was the resident's concern that there is no 30 mph speed limit sign posted on Franklin Street. TOC attendees noted that 30 mph is the statutory speed limit across the urban area of the city, posted or not. Many, but not all, streets are posted with signs. Attendees did not think that the addition of more 30 mph signs would affect speeds at all, and that enforcement was the appropriate response to actual speeding. Attendees concurred to hold off on the installation of more signs and let enforcement efforts continue.

4. Open Discussion Items

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

None.

Next meeting date: February 20, 2018