



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – July 19, 2016

Attendees: Rob Mack, PE, PTOE, Engineering Services
Ed Roberge, PE, Engineering Services
Jim Major, General Services
John Thomas, Police Department
Rick Wollert, Fire Alarm Division
Dick Lemieux, TPAC Chair

A. Regular Discussion Items

- 1) Overview of city-wide accident data, including prior-month accident summary and discussion of select accident locations, circumstances and potential action.**

DISCUSSION / ACTIONS: Crash data for June 2016 was reviewed. There were 108 reportable crashes in June 2016. This compares with 85 and 87 reportable crashes in June 2015 and 2014, respectively. 25 crashes resulted in total of 31 people injured. There were no fatalities.

There were no crashes involving pedestrians.

There were two crashes involving bicyclists: a bicyclist aged 12 years traveling southbound on Fisherville Road in the bicycle lane and being struck by a vehicle turning out of Douglas Avenue (injuries, driver at fault, helmet worn); and a bicyclist aged 14 years traveling westbound along Loudon Road on the sidewalk and while crossing the eastern driveway to Everett Arena was struck by a westbound vehicle turning right into the driveway (injury, vehicle fled scene, helmet not worn).

- 2) City Council meeting update.**

DISCUSSION / ACTIONS: No TOC items were considered.

- 3) Transportation Policy Advisory Committee (TPAC) update.**

DISCUSSION / ACTIONS: TPAC met in June and discussed: a Bicycle-Pedestrian Subcommittee report on bicycle and pedestrian counts on Loudon Road; the Concord Street stop sign request; and the 4-way stop request at the Union/Maple intersection.

B. On-going Discussion and Action Items.

- 1) Inquiry from Jack Shields of the Friends of the Northern Rail Trail (FNRT) regarding the potential placement of advance trail signs on the public way in Penacook and heading out Canal Street toward Boscawen (*Engineering: 5/31/16*).**

DISCUSSION / ACTIONS: Further discussion pending receipt of additional information from FNRT regarding sign messages and requested locations.

- 2) Request from third grade students at Christa McAuliffe Elementary School for the installation of a 4-way stop at the intersection of Warren and Rumford Streets (*Council: 6/13/16*).**

DISCUSSION / ACTIONS: Further discussion with the school district has been deferred until classes resume in September.

C. New Discussion and Action Items

- 1) Request from Jayne Crevier of Shaker Road School regarding the potential placement of directional signing to the school along Mountain Road from Exit 16 (*Engineering: 6/12/16*).**

DISCUSSION / ACTIONS: At issue is a request from Shaker Road School to install directional signage along Mountain Road from Exit 16 to the Mountain Road/Shaker Avenue intersection. The school had approached NHDOT about getting directional signs on I-93 at Exit 16 and NHDOT said they could, but only if the city would approve installation of directional signing on Mountain Road from Exit 16 to the school. In her request to engineering, Ms. Crevier noted that similar directional signing is already provided within Concord to other schools such as St. Pauls School, UNH Law, and the Beech Hill School in Hopkinton.

The request would likely require two signs: one at the Mountain/Exit 16 intersection (new roundabout); and one at the Mountain/Shaker intersection in the vicinity of Pecker Park. TOC members concurred that it was important to weigh the general traveling public's need for directional signing to a private development versus the potential proliferation of signage throughout the community that might occur if this and other similar requests were routinely granted. TOC members expressed difficulty in finding the public benefit of directional signing to a private elementary school such as Shaker Road School. In this day and age, the need for such directional signage seems to be increasingly less necessary due to the growing ubiquity of cell phone/GPS way-finding devices. Regarding existing school signage cited by Ms. Crevier, it was noted that directional signing to St. Pauls School was installed as part of the land swap that enabled construction of Langley Parkway and significantly revised school access from I-89. UNH Law signing had been in place for many years as Franklin Pierce Law School; recently the city allowed the sign faces only to be updated to the new UNH name. Directional signage to Beech Hill School as may be located on Hopkinton Road or Currier Road would be under the jurisdiction of the NHDOT, not the city. Former directional signing requests from private entities not endorsed by TOC included the NH Lotto and the Centennial Inn.

Non-public signing within the ROW requires Council approval of a license agreement for the sign(s). It was suggested that if the school wanted to continue to explore the possibility of getting such a licensing agreement, that a formal request be submitted to the City Clerk. It would then be forwarded to City Council,

referred back to TOC for formal review, and then a staff recommendation would be returned for Council action.

- 2) **Communication from Councilor Herschlag regarding a constituent request to change the flashing yellow arrow signal at the Route 3/Borough/Manor intersection back to a red/green arrow signal (Council: 7/11/16).**

DISCUSSION / ACTIONS: At issue is a referral from Council to TPAC/TOC regarding a request from a resident of Borough Road to change the flashing yellow arrow (FYA) at the Fisherville/Borough/Manor intersection back to its former red/yellow/green arrow operation. The FYA operation was one of the improvements included in CIP35 phase 6 and installed in November 2015. The purpose of the change was to reduce unnecessary intersection delays due to the need for the signal to cycle through all the phases before being able to serve a left-turn vehicle call.

TOC members concurred that the FYA operation has so far seemed to operate very well and has been very effective at reducing delays. Observed queuing at the intersection, particularly in the left-turn lanes, has been dramatically reduced. Staff recalls a number of positive comments from the public since the change to FYA, but this is the first negative comment. It was also noted that Council accepted a September 30, 2014 TOC/TPAC report recommending the FYA operation here in part to alleviate signal delays which may have been inducing Fisherville Road southbound traffic to use Snow Street as a cut-through bypass of the red arrow left turn signal at Manor Road; this was in response to a referral from Council regarding a complaint from Snow Street residents. Staff will contact Councilor Herschlag to discuss the request in more detail. Members were asked to be cognizant of observed operations at this location over the coming weeks. Further discussion will be continued at the next TOC meeting.

D. Open Discussion Items

- 1) **Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).**

DISCUSSION / ACTIONS: None.

Respectfully submitted,

Robert J. Mack, PE, PTOE, Traffic Engineer
Chair, Traffic Operations Committee

***The next Traffic Operations Committee meeting will be held on
Tuesday, August 16, 2016 @ 12:00 PM in the 2ND Floor Conference Room.***