



CITY OF CONCORD

New Hampshire's Main Street™

MINUTES

Traffic Operations Committee

August 21, 2018, 12:00 PM
2nd floor Conference Room
City Hall, 41 Green Street, Concord, NH

Staff Present:

Rob Mack, Engineering Services (Chair)
Sam Durfee, Planning Division
Rick Wollert, Fire Alarm Division
Dick Lemieux (TPAC Chair)

Guests:

1. Regular Discussion Items

a. Overview of City-Wide Crash Data

Crash data for June and July 2018 was reviewed. There were 119 reportable crashes in June 2018. This compares with 113 and 108 reportable crashes in June 2017 and 2016, respectively. 17 crashes resulted in a total of 19 people injured. There were no fatalities. Crash data for July 2018 was also reviewed. There were 91 reportable crashes in July 2018. This compares with 103 and 100 reportable crashes in July 2017 and 2016, respectively. In July, 7 crashes resulted in a total of 7 people injured. There were no fatalities.

In this two-month period there were three reported crashes involving pedestrians: a pedestrian aged 52 walking in the parking lot of the Irving gas station at 190 Pleasant Street and being struck by a vehicle driving between the two pumps (minor injuries, driver at fault); a pedestrian aged 32 years crossing Green Street in the crosswalk at School Street and being struck by a vehicle turning left from Green Street westbound (minor injuries, driver at fault); and a pedestrian aged 71 years crossing Storrs Street in the crosswalk at Hills Avenue and being struck by a vehicle turning left from Hills Avenue (minor injury, driver at fault).

In this two-month period there was one reported crash involving a bicyclist: a bicyclist aged 64 years riding southbound along stopped traffic on Manchester Street, crossing the Hall Street intersection on a red light, and being struck by a vehicle turning out of Hall Street on a green light (minor injuries, bicyclist at fault, helmet not worn).

b. City Council Meeting Update

At its August 13, 2018 meeting, City Council accepted TOC/TPAC reports on the following referrals: Rockingham Street 25 mph speed limit (public hearing scheduled for September 10,

2018); Borough Road sidewalk request; Old Loudon Road/Portsmouth Street intersection revised alignment; and stop sign enforcement concerns at the Broadway/Rockingham intersection.

c. Transportation Policy Advisory Committee (TPAC) Update

TPAC did not meet in July. An overview of the Langley Parkway Phase 3 project is planned for the August meeting.

2. Ongoing Discussion and Action Items

a. Referral from Councilor Matson regarding resident concerns on speeding along Plum Street

At issue is a concern by a Plum Street resident that one particular resident on Plum Street speeds constantly and poses a safety problem for other residents. The resident requests temporary speed bumps to slow traffic but that might also be removed in the winter to facilitate plowing.

Plum Street is a cul-de-sac street that is approximately 450 feet long and serves eight homes. TOC members felt that the street was too short to have an overall speeding problem and that the speeding issue appeared to be related to a specific driver's behavior. CPD noted that it had only one complaint on file dated 4/21/18. CPD sent an officer out to speak with the complainant and the suspected speeder at that time. CPD has received no other complaints since. TOC felt that the street was too short to have an overall speeding problem; the speeding issue appeared to be related to a specific driver's behavior. TOC did not support the installation of speed bumps or other measures in this case; it was felt that the response from CPD was appropriate.

b. Referral from Councilor Nyhan regarding a resident concern on traffic speed along Broadway at Allison and Pillsbury Streets

Engineering staff reviewed both intersections locations and found sight lines to be reasonable. Excessive speeds were not observed at the time. The stop sign facing the Pillsbury Street westbound approach was noted as becoming partially obscured by overhanging branches. General Services had just installed a 'Stop Ahead' sign on this street approach and would investigate if it could trim back the branches. It was noted that crashes had increased at the Pillsbury Street intersection over the last few years, while a decrease occurred at the Allison Street intersection. Staff is awaiting additional crash data from CPD to ascertain if there is any pattern associated with the recent crashes at the Pillsbury street intersection. CPD indicated that they had spoken with the resident regarding her concerns on speeding and that they recently targeted the area with speed-enforcement patrols.

c. Referral from Councilor Nyhan regarding a resident concern on traffic speed on Wilson Avenue and a request for sidewalk

CPD had deployed the speed-feedback trailer on Wilson Avenue in early July. A patrol officer also spoke with one of the residents regarding speed issues. The resident was pleased with the speed trailer deployment.

Engineering conducted a volume and speed count along Wilson Avenue. The weekday volume in early July was around 750 to 850 vehicles per day. A 2011 count in early June indicated about 950 vehicles per day, slightly higher as school would have been in session. Staff feels that the volume of traffic appears reasonable for this type of street that services a large neighborhood area and is not indicative of a substantial 'cut-through' traffic problem. Some cut-through traffic would be expected between South and Clinton Streets, for example South Street traffic accessing the churches at the Clinton/Norwich intersection. The city's Transportation Master Plan acknowledges the need to maintain connectivity through and between neighborhoods so that travelers have options to travel the city street network.

Speeds were recorded along Wilson Street over a several day period, with and without the presence of CPD's speed trailer. Prior to the trailer deployment, average speeds were 24-26 mph and 85th

percentile speeds were 30-32 mph. With the speed trailer deployed, average speeds were about 24-25 mph and 85th percentile speeds reduced to 28-31 mph. The street is appropriately posted with 25 mph speed limit signs. TOC and CPD concur that significant speeding does not appear to be an overall problem on this street. Inappropriate speed could certainly be attributable to a few inconsiderate drivers and that enforcement would be the appropriate action.

Regarding sidewalk, it was noted that the city's Pedestrian Master Plan indicates that sidewalk along Wilson Street from South Street to Norwich Street is planned for future implementation, but not as a priority. This sidewalk would typically be constructed when the street is reconstructed (not yet programmed in upcoming years).

d. Referral from City Council regarding a resident concern with excessive traffic speed along Rumford Street between Centre and Washington Streets.

CPD had spoken with the resident about the speeding concerns. Staff is awaiting further feedback from CPD regarding potential enforcement efforts and possible deployment of the speed-feedback trailer. Engineering is scheduling a speed measurement at this location to document actual speeds.

e. Referral from City Council regarding a request by a third grade class at Christa McAuliffe School to install school zone flashing lights on Rumford Street to slow traffic as well as additional mid-block crosswalks on both Rumford and N. Spring Streets

Staff contacted SAU 8 regarding the request. SAU 8 staff noted that it was not aware of the third grade teacher's action and wanted to first discuss it with the school principal in early September. TOC deferred the item pending additional feedback from SAU 8.

3. New Discussion and Action Items

- a. None.

4. Open Discussion Items

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

None.

- b. Rob Mack noted a request received yesterday for a new street light at 30 Portsmouth Street. Staff spoke with the resident who indicated that there was an attempted break-in at his house recently and that he would like the city to install a street light on the utility pole in front of his property. He noted that Portsmouth Street has street lights along it but there is a longer spacing between lights at his property. TOC attendees reviewed the location of street lights along the street but did not support the addition of a new city-funded street light here. Noted were Engineering plans to study street-lighting city wide, including potential to de-lamp certain locations to reduce substantial annual power costs. It was noted that the resident has the option to contract directly with Unitil to install and maintain a street light on his property.

Next meeting date: September 18, 2018