

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF DECEMBER 17, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on December 17, 2024
in the Second Floor Conference Room, 41 Green Street.

Attendees: Alec Bass, Michael Bezanson, Karen Hill, Jim Major, Harold Palmer

Absent: Matt Cashman, Terry Crotty, John Thomas, Fred Reagan

Guests: Councilor Jim Schlosser (Ward 7), Trevor Berry (7 Lake St)

1. Introductions

2. Regular Discussion Items

a. Approval of Minutes – November 19, 2024

The meeting minutes of November 19, 2024 were approved.

b. Overview of City-Wide Crash Data

November data was submitted in advance of the meeting and reviewed.

There were 90 reportable crashes in November 2024. This compares with 90 and 95 reportable crashes in November 2023 and 2022, respectively. 10 crashes resulted in injuries. There were no fatality involved accidents. There were two reported accidents involving a collision with a pedestrian and one collision involving a bicyclist.

c. City Council Meeting Update

Hill shared that City Council approved the parking and bus stop ordinances on Canal Street. She also shared the northbound bus stop on Fisherville Road was approved to be relocated further to the south, near 150 Fisherville Road.

d. Transportation Policy Advisory Committee (TPAC) Update

Hill shared a brief update on the N Main Street public meeting.

Palmer mentioned that when the bus stops are placed close to the crosswalks, it is often unclear whether a pedestrian is waiting to cross or waiting for the bus. He asked Hill to consider placement with the proposed designs.

3. Ongoing Discussion and Action Items

a. Review speed data collected along Liberty Street, between Auburn and Forest Streets

Hill shared TomTom speed data on Liberty Street, from Auburn to Forest, during the months of April and September 2024, summarized below:

April 2024

Direction	Avg (mph)	85 th (mph)
Northbound	30	35
Southbound	30	34

September 2024

Direction	Avg (mph)	85 th (mph)
Northbound	29	34
Southbound	29	33

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

The Committee felt that with a posted speed of 30 mph, that speed was not an issue given the collector classification of the roadway. The Committee discussed that Liberty Street is largely used as a cut-through for Pleasant Street traffic. The Committee noted that if advanced, the Langley Parkway, Phase III project would reduce traffic on this stretch of Liberty Street.

4. New Discussion and Action Items

a. Resident request through SeeClickFix for additional speed limit signs on Beacon Street

Hill confirmed that posted speed limit on Beacon Street is 25 mph. She shared a map of existing signage locations. The Committee agreed that the four existing speed limit signs were sufficient and agreed that additional signs are not warranted at this time.

b. Referral from Councilor Foote in regards to resident safety concerns with the Mountain Road crosswalk at Fernald Street

The Committee reviewed the location and discussed existing signage in place, confirmed no recorded pedestrian accidents, and review speed data collected in 2021. The Committee agreed a policy for crosswalks, associated treatments, to include Rectangular Rapid Flashing Beacons (RRFBs) should be established, however this location would unlikely be a candidate or a

high priority due to the low volume of pedestrians. However, it can be added to the list to be considered in the future. The Committee also discussed that the existing crosswalk is not ADA compliant and does not cross to sidewalk on Fernald, which would not meet crosswalk criteria if installed with the future policy. The Committee agreed that the location has additional signage already and the intersection is lit with an overhead light. The Committee recommended no action at this time.

c. *Resident request through SeeClickFix for stop signs on Dakin and Badger at Allison*

The Committee reviewed photos from Hill's site visit. It was confirmed that Dakin Street stops in both directions at Allison Street per City Ordinance and existing signage in place.

The Committee concluded that a stop sign is not warranted at Badger Street at Allison Street per Federal Guidelines and the City's Stop Sign Policy. Based on the City's policy, and only one accident reported at the intersection in the last three years, it was determined that the "T" geometry of the intersection suggests the normal right-of-way rule would be followed. The Committee discussed that although there are some stop signs in the area at similar intersections, that they were likely installed prior to the policy being adopted.

d. *Referral from Councilor Brown in regards to resident safety and speed concerns on N State and Lake Streets*

Trevor Berry, 7 Lake Street, attended the meeting to speak to his concerns. He shared he and his daughter cross the crosswalk almost every day. He also mentioned that the elementary school bus stop for the area is on the east side of North State Street, which requires the residents from Lake Street and the west side of North State Street to cross at the existing crosswalk.

Berry discussed concerns with the existing crosswalk, coupled with vehicle speeds on N State. He mentioned that to access the crosswalk from Lake Street you have to walk in Lake Street and either jump the curb and walk down a slippery, un-plowed grass slope or walk out into the bike lane of N State, which he felt was extremely unsafe.

Berry added that in the mornings, southbound traffic on North State Street is blinded by the sun as they approach the crosswalk at Lake Street.

Berry also shared a letter by another resident friend who shared similar concerns. In addition, she also has concerns with another crosswalk located

at Knight Street, which she believes is even more unsafe due to the poor line of sight with the crest of the curve prior to the crosswalk.

Berry ultimately requested the installation of RRFBs at the Lake Street and Knight Street crosswalks, and for the sidewalk to be extended around the corner of Lake Street.

Hill shared that a similar request came before the Committee in November, further to the south on N State Street. She summarized that the City only has one RRFB, at Whitney Road that was installed in part with a capital improvement project. She agreed that they are a proven safety countermeasure, but added that the City does not have a current policy for placement or a dedicated funding source. She mentioned that they current cost about \$30k per installation, which is something that would need to be requested in the City' budget. She

The Committee agreed and recommended in the near term that the residents do not cross North State Street until the bus is present with its flashers on.

Hill confirmed the poster speed limit on N State Street is 30 mph. The Committee then reviewed speed data on N State Street, from Knight to Lake, during the month of May 2023, summarized below:

Direction	Avg (mph)	85th (mph)
Northbound	36	39
Southbound	36	42

Hill shared she will reach out to Unitil about relocating the street light south of the intersection to the light pole north of the intersection where the crosswalk is.

Part of Berry's request was a "children at play" sign to be installed on Lake Street. The Committee discussed that the City does not post signs such as 'Slow' or 'Children at Play' as they are not federally-endorsed signs. They are not considered effective in slowing traffic and they may also give a false sense of security to folks living in the area. Berry requested consideration of a future speed bump on Lake Street as well.

Hill shared that as part of the upcoming master plan process, the hope is to include an evaluation and City-wide speed study, which could include reducing the speed limit for all residential neighborhood streets to 25 mph.

e. *Resident speed and safety concerns on Hoit Road and intersection safety concerns at Hoit and Shaker Roads*

Hill shared summarized the concerns of a resident at 280 Hoit Road. The resident has two concerns: Traveling west from the Loudon direction on Hoit Road and taking a left into their driveway is hazardous; and, the intersection of Shaker and Hoit roads is hazardous for drivers taking a left onto Hoit from Shaker Road. The resident is requesting a speed survey and speed limit sign at the crest of the hill, or red flashing light be added, a parabolic mirror be added to inform drivers of oncoming traffic out of line of sight, and add a street light at this intersection.

Hill confirmed that the posted speed limit is 35 mph. She also shared TomTom speed data for Hoit Road, between the marsh and the intersection with Shaker, during the month of August 2024, summarized below:

Direction	Avg (mph)	85 th (mph)
Eastbound	39	44
Westbound	41	45

Hill will look at existing speed limit sign locations and plans to consult with the State to see if they have any recommendations for intersection safety improvements.

The Committee discussed the street light request and felt that due to the rural nature of the intersection and extremely low pedestrian presence, that a street light would likely not improve safety, it may actually hinder the visibility of oncoming vehicle headlights.

In regards to the request for a convex mirror, the Committee confirmed that mirrors are not used by the City, nor allowed in the City ROW. This is a long-standing City practice as the issues they present can make it easy for road users to misinterpret the image provided by the mirror.

f. *Referral from Councilor Schlosser in regards to resident safety concerns with the sharp corner on Broadway near # 366 S Main Street*

This item was heard first in the agenda as Councilor Schlosser was present to represent this item.

Hill shared this item was referred from City Council to TOC and TPAC. She summarized the resident's concerns and confirmed that in the last 6 months, accident reports confirm that in two separate incidents, vehicles have left the roadway when traveling southbound on Broadway and crashed into the garage, and then the house at #366 S Main Street.

Hill made a site visit and presented three proposals to the Committee. In the near term, the Committee agreed to refresh the chevron signage along the corner. In the short term, likely in the Spring, the Committee agreed to additional roadway stringing in the vicinity of the corner and intersection with Wiggins. In the longer term, the Committee agreed to adding the intersection to CIP #520 to have curb lines adjusted to reconfigure the intersection that has slowly become more of a “Y” shaped intersection over time.

Next Meeting: January 21, 2025.

Meeting adjourned at 10:50 am.