

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MAY 21, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on May 21, 2024
in the Second Floor Conference Room, 41 Green Street.

Attendees: Karen Hill, Alec Bass, John Thomas

Absent: Harold Palmer, Terry Crotty, Matt Cashman, Fred Reagan, Michael
Bezanson, Jim Major

Guests: Resident Brad Cilley, Resident Emily West, Resident Franz Vail

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – April 16, 2024.*

Approval of the April 16, 2024 meeting minutes was deferred to the June 18, 2024 meeting.

b. *Overview of City-Wide Crash Data*

April crash data was submitted in advance of the meeting and reviewed.

There were 86 reportable crashes in April 2024. This compares with 81 and 79 reportable crashes in April 2023 and 2022, respectively. 11 crashes resulted in injuries. There were no fatality involved accidents. There were 2 reported crashes involving a pedestrian and 1 involving a bicyclist.

Hill mentioned that 3 accidents in one month at the intersection of Fort Eddy Road and Grappone Drive stood out to her. She asked if details could be shared to determine if there is a common problem.

c. *City Council Meeting Update*

No update.

d. *Transportation Policy Advisory Committee (TPAC) Update*

No update.

3. Ongoing Discussion and Action Items

a. None.

4. New Discussion and Action Items

- a. *Request from Unitarian Universalist Church of Concord at 274 Pleasant Street to relocate street lights on Pleasant Street closer to their driveway entrance.*

Resident Franz Vail shared a map of his request that was circulated in the meeting packet. He mentioned that the Church's driveway entrance is difficult to see at night. He mentioned that there is a private light at their entrance which currently does not work. He stated that even when it was working, there are utility pole conduit drops and shrubs which obstruct the view and ornamental light. Vail suggested relocating the overhead street light from the utility pole in front of Concord Orthopedics to the next pole west to better light the convergence of driveways on both sides of Pleasant Street. He also suggested for the sake of light distribution, to move the next light, again to the next pole to the west.

The Committee was generally in support of the proposal, but would like to continue the discussion to the June 18, 2024 agenda when more staff members are present.

- b. *Referral from Councilor Schlosser in regards to resident request for sidewalk and reduced 25 MPH speed limit on Iron Works Road.*

Resident Emily West explained that she spoke with TOC about similar concerns around 5 years ago, but COVID prevented a traffic study from occurring. She, again, is requesting a sidewalk and speed reduction on Iron Works Road, especially as she feels that there has been an increase in vehicles speeds and volumes, as well as activity around Russel Martin Park. She mentioned concerns with pedestrian safety and asked the Committee what the status was of the "City-wide speed study" that was discussed in the past, that proposed to create 25 mph neighborhood zones.

Vail echoed the concern and commented that he frequently makes this commute in the dusk/dawn hours and almost always sees walkers.

Hill shared that the Urban Compact (UC) line splits Iron Works Road around Birch Street which is why there is a 30 mph zone and a 35 mph zone outside of the UC. Hill shared that the City had previously installed reduced speed ahead signs and saw no change in driver behavior or speed, pre and post installation. She mentioned that unless the feel of the road is changed, it is difficult to change driver behavior.

Hill shared a summary table of previously collected speed data on Iron Works Road from 2019 and all the way to a recent speed inquiry that was provided by the Planning Commission (CNHRPC) from South to Birch Street.

The Committee reviewed the April 2024 speed data on Iron Works Road between Birch and Madison, in the table below (in mph).

Direction	Avg (mph)	85 th (mph)
Eastbound	33	39
Westbound	33	40

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

West requested if it was possible to have speed data pulled for Sundays, when the park events may not be as active and nearly all traffic is thru traffic which she believes leads to much higher speeds than is even depicted on this data. She mentioned that Iron Works Road is used as a cut-through street from Clinton/I-89, especially on Sundays during ski season.

Hill mentioned that the “City-wide speed study” would likely be a discussion point in the upcoming master plan update.

West shared concerns that incidents/traffic on I-89 often increase traffic on Iron Works Road. She has concerns with the State’s traffic signal project at Exit 2 and potential impacts that will have to traffic on Iron Works Road, especially during construction.

Hill also discussed that in 2022 there was a request for sidewalk on Iron Works Road. She shared that a sidewalk on Iron Works Road is in the Pedestrian Master Plan. She provided a brief summary of how the 117 sidewalks segments in the plan were ranked. She added that the segment on Iron Works Road from South to Birch is ranked #34 of 117.

Hill thanked West for coming and indicated that she would like to continue the discussion to the June 18, 2024 agenda when more staff members are present.

c. Resident request through SeeClickFix for radar feedback sign on Little Pond Road near #50-98.

Hill read a letter sharing the resident’s concerns since they were not able to make the meeting. The letter is requesting radar sign or a flashing speed limit sign on Little Pond Road. Their concerns are in regards to the hill on little pond road between the above addresses, and a sharp curve at the bottom of the decent. They mention a few incidents where motorists have left the roadway and struck mailboxes, etc. They indicated that folks

walk/bike along this section of roadway and have safety concerns. They ultimately are requesting some intervention on this road to prevent further property damage and also to protect other drivers, walkers and residents.

Thomas shared that he pulled the accident data for Little Pond Road between #86-#26 and there were 3 reported accidents over the last 3 years.

The Committee reviewed the April 2024 speed data for Little Pond Road between #86-#34, in the table below (in mph). The speed limit on Little Pond Road is 35 mph until the urban compact line where it becomes 30 mph. There are also 20 mph advisory speed curve warning signs, in both directions and chevron signs along the curve.

Direction	Avg (mph)	85 th (mph)
Eastbound	42	47
Westbound	41	46

Hill shared that she would like to continue the discussion to the June 18, 2024 agenda when more staff members are present.

d. *Referral from Councilor Schlosser in regards to resident request for reduced 15 MPH speed limit on Birch Street.*

Resident Brad Cilley, a Board Member of Russel-Shea Growers, discussed that they use State owned land for community gardens along Birch Street. He mentioned that Birch Street was a Class VI roadway but that the City was previously maintaining it. It has since been re-classified as a seasonal Class VI roadway and is regraded once a year. He believes that there used to be 15 mph signs on the street, but they are no longer there, he is not sure if the City removed them or if they were stolen.

Cilley shared that there is heavy pedestrian and recreation activity on Birch Street and it appears as though traffic is driving at or above 30 mph. He believes this speed to be excessive due to the nature of the roadway and that it is gravel. He mentioned that a vehicle had driven off the road and into one of the garden plots recently. He also mentioned that the last time the roadway was graded, he believes it was widened which is encouraging higher speeds.

Hill shared that per NH RSA the City cannot post a speed limit of less than 25 mph. She is not sure who posted the 15 mph signs in the past and who removed them.

Cilley believes the signs were posted 20+ years ago, and were removed sometime over the last 5-6 years.

Hill shared the City has around 20 streets that are classified as emergency lanes and she has observed that only a select few of them are posted with speed limit signs, but all of which are not MUTCD, City-installed signs. They appear to have been installed by the private property owners and are not enforceable.

Both Cilley and West stated that Birch Street is being used as a cut-through street. Cilley believes the garden group has the ability to gate the street, but does not want to because it would be less convenient for the users.

Thomas arrived at 9:50 AM during this discussion item.

Cilley expressed that he would like to have the road posted at the lowest possible speed permitted. Thomas believes it's possible that if the City is asked to post this road less than 35 mph, it may be subject to a formal speed study. Hill is unclear of the process since it is considered an emergency lane and/or Class VI road.

Thomas will initiate directed patrols on Birch Street, when possible, to increase the presence. He will also look into placing the speed trailer on Iron Works Road as a temporary measure.

Hill shared that she would like to continue the discussion to the June 18, 2024 agenda when more staff members are present.

e. *Resident request for In-Street Pedestrian Crossing signs (R1-6) to be placed at the crosswalks on South Street at Wall Street and Pleasant Street at Federal Street.*

Hill shared that in a follow up to a former request for increasing the visibility of two crosswalks near the Federal Courthouse, the resident is now requesting that In-Street Pedestrian Crossing signs (R1-6) or "weebles" be placed in these crosswalks on South Street at Wall Street and Pleasant Street at Federal Street. Hill mentioned that she had previously shared the weeble policy with the requestee and they returned a response citing the criteria they believe warrants weebles in these two locations. She also shared a map depicting locations of off-site parking for employees of the Federal Court.

Hill believes the current policy permits no more than 24 weebles to be installed throughout the City, while the current map only accounts for 14.

Hill would like to confirm with General Services and continue the discussion to the June 18, 2024 agenda when more staff members are present.

5. Other Business

None.

Next Meeting: June 18, 2024.

Meeting adjourned at 11:00 am.