



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Karen Hill, P.E., Transportation Engineer

**DATE:** April 29, 2020

**SUBJECT:** Report from the Traffic Operations Committee and the Transportation Policy Advisory Committee summarizing referrals in 2019.

### **Recommendation**

Accept this report.

### **Background**

This report is intended to summarize all City Council requests to the Traffic Operations Committee (TOC) and the Transportation Policy Advisory Committee (TPAC) during 2019. The report summarizes all “Resolved Referrals” and relative conclusions, followed by a discussion of the status of all “Ongoing Referrals.”

### **Resolved Referrals**

- 1. Referral from City Council regarding a communication from Councilor Werner on Kensington Road residents’ concerns about cut-through traffic and speeds on Kensington Road.**

*Engineering staff conducted a traffic study that included monitoring of traffic volumes and speeds on School Street between Westbourne Street and N. Fruit Street during the week of March 25, 2019. A similar traffic study was conducted on Kensington Road during the week of March 25, 2019. The results did not show an increase in traffic volume or speeds as compared to earlier studies, and there is an indication that traffic speeds and volumes actually lessened since the earlier studies. These results were later shared with TOC and TPAC, and it was concluded that the issue that triggered the original complaint was likely caused by a temporary condition related to a construction project that was occurring at that time which may have triggered some motorists (commuters) to seek alternative routes through the neighborhood to avoid congestion on Pleasant Street.*

*In summary, based on the traffic study results TOC did not support the placement of traffic restrictions to limit or deter travel along Kensington Road at this time. There was also a general consensus that adding traffic restriction in the residential neighbor streets would likely cause additional congestion and significant negative impacts to traffic operations on Pleasant Street and at the Pleasant/Warren/Fruit intersection.*

*TOC noted that the implementation of Langley Parkway Phase 3 (CIP 40), and possibly the reconstruction of the proposed improvements at the Pleasant/Warren/Fruit intersection into a roundabout configuration (CIP 570) would no doubt help to alleviate the daily congestion on*

*Pleasant Street during the commuter hours. These CIP projects were primarily proposed to reduce travel times to the hospital from far corners of the City, and secondarily to improve traffic operation along the Pleasant Street corridor, including reduction of neighborhood cut-through traffic. The occasional deployment of the speed trailer on Kensington Road to remind drivers of their speeds was also endorsed.*

*David Cedarholm reported as part of a follow up discussion with Councilor Werner, it was decided a public meeting would no longer be necessary and Councilor Werner would follow up with the resident.*

- 2. Communication from Kevin Coates, 45 Community Drive, requesting consideration be made to traffic safety improvements, specific to speeding traffic, on both Community Drive and High Street in Penacook. Council referred this communication to the Police Department.**

*Councilor Todd was sent CPD traffic data collected from 12/2010 and 9/2016. Average speeds were 23-29 mph and 85th percentile were 33-34 mph. TOC and Engineering determined that this is an enforcement issue to be monitored by CPD.*

- 3. Referral from City Council regarding a request for a stop sign on Country Club Lane at the Oakmont Drive intersection.**

*Engineering and TOC reviewed the request at their 9/24/19 meeting. The conclusion of TOC was that a stop sign is not warranted per Federal Guidelines, and installing a stop sign at this intersection would conflict with criteria established in the City's Stop Sign Policy for 2-way stop since Country Club Lane is technically the through street and there is already a stop sign at Oakmont Drive. We are also not aware of any accidents at this intersection. The Concord Stop Sign Policy is available for review on our website in the following location:*

<https://www.concordnh.gov/1327/Traffic-and-Transportation>

- 4. Referral from Councilor Kretovic regarding a constituent concern with on-street parking along Sewalls Falls Road during the afternoon student pick-up period at Beaver Meadow School.**

*Principal Vance & Assistant Principal Childs attended on behalf of Beaver Meadow School to finalize the fall 2019 school year drop-off & parking plan. Everyone agreed that vehicles should stack on Sylvester Street and the southbound side of Sewalls Falls Road, and designate the northbound side of Sewalls falls road as No Parking or No Standing. This plan would ensure safe crossing for students and would prevent any traffic congestion in the area.*

*John Thomas agreed to assist with Police presence and monitoring during the first week of school starting at dismissal time on 8/27/19.*

*David Cedarholm agreed to have Engineering create a map reflecting the new traffic flow for the school to distribute.*

*Principal Vance agreed to draft the correspondence for parents and would include the new map. She agreed to monitor & enforce the new changes*

*An onsite TOC traffic evaluation was conducted by John Thomas to increase police presence, noting that no major traffic issues were witnessed or identified.*

*Terry Crotty reported continued positive feedback and would follow up with the school to confirm no additional issues are pending.*

*Jim Major installed additional pedestrian crossing signs on posts for increased visibility.*

**5. Inquiry from Councilor Kenison regarding a constituent concern on pavement condition along S. Spring Street and the possibility of switching on street parking from the northbound side to the south bound side.**

*The Traffic Operations Committee (TOC) reviewed the request at the 7/23/19 and 8/27/19 meetings. TOC does not support relocating the on street parking. The current 10-year paving program does not include repaving and re-striping this area. It was also discussed that existing parking is currently convenient for residents and a change would increase the amount of pedestrian crossings.*

**6. Inquiry from Councilor Kretovic regarding the crosswalk on North State Street just south of Knight Street.**

*The Traffic Operations Committee (TOC) reviewed the request at the 5/28/19 and 6/25/19 meetings. The Engineering Division evaluated this crosswalk and determined that the signage and sight distances are in line with City and State standards.*

**7. Referral from the City Council about the intersection of Hoit and Tallant Roads.**

*The Traffic Operations Committee (TOC) reviewed the request at their 7/23/19 meeting. Concord Fire Department confirmed that a fire truck was able to make the turn with minor maneuvering that only added 9 seconds to the overall drive time. Engineering also considered what it would take to make alignment improvements and any degree of improvement would be very costly to design and implement. There was a general consensus that not enough justification existed to consider modifications to the intersection.*

**8. Referral from Councilor Kenison regarding a resident request for “Children at Play” for Downing Street.**

*The Traffic Operations Committee (TOC) reviewed the request at the 7/23/19 meeting. The Committee agreed that the signs were not MUTCD compliant and installment was against City practice.*

*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. An alternative that some folks consider would be to purchase one of those small plastic driveway figurines (they are bright yellow and look like a small person with a raised hand and a slow message on it). While this personal device is not allowed in the public way, it could be placed near the edge of one’s property or within your driveway. This device may be more ‘noticeable’ to drivers if it was only used when needed; a static 24/7 display would probably become ‘tuned out’ by most drivers.*

**9. Request from Councilor Rice-Hawkins for stop signs at either end of Pine Crest Circle and Freedom Acres Drive.**

*The Traffic Operations Committee (TOC) reviewed the request at the 11/19/19 meeting. Discussions concluded that a stop sign is not warranted per Federal Guidelines and the City’s Stop Sign Policy, which can be found on our website in the following location:*

<https://www.concordnh.gov/1327/Traffic-and-Transportation>

*There is no history of crashes at either intersection over the last ten years.*

### **On-going Referrals**

**10. Referral from City Council regarding communications from Councilor Champlin on resident safety concerns with the intersection of Mountain Road and Hoit Road.**

*TPAC discussed the impacts of future I-93 changes reducing traffic in the area, but noted that the Exit 17 development could increase it. A roundabout was suggested for future consideration. TPAC noted that a community meeting would be needed before any decisions or changes were made.*

*General Services installed (4) MUTCD W4-4P "CROSS TRAFFIC DOES NOT STOP" signs mounted to each of the (4) stop signs on Hoit Road.*

*Per TPAC's request, the City sent a letter to NHDOT regarding the safety concerns on Mountain Road, along with a request to relocate a cluster of signage that block sight distances. The letter opened a dialog with the State offering to jointly develop possible solutions.*

*Engineering will continue to monitor the intersection and accident rate to see if the recent improvements help to address possible confusion resulting from drivers not realizing the intersection is only a two-way stop.*

**11. Referral from City Council regarding a communication from Councilor Bouchard on resident safety concerns about illegal vehicle left turns from East Side Drive northbound into the CVS/Burger King driveway.**

*TOC indicated its continued support for the installation of raised median at this location at the 1/15/19 meeting. The committee acknowledged the operational and safety issues discussed thus far and did not object to the further consideration of the raised median option. Engineering staff will gather additional feedback from CPD on the issue, and will further refine the design of a potential median installation.*

*The next steps are to contact CVS & Burger King to inform them of the plan to install a temporary median test on East Side Drive. Engineering staff has developed a plan that shows the short-term median and driveway closure test. Engineering will also estimate expenses to discuss with the owners and bring to City Council for approval.*

**12. Referral from Councilor Kretovic regarding a constituent concern with the storm drain issues located at the intersection with Palm Street and North State Street, near 298 North State Street.**

*This referral was discussed at the 1/23/20 TPAC Meeting. David Cedarholm indicated that it will likely need to become a CIP project to improve storm water collection down Palm Street.*

*KMH*

*cc: TOC/TPAC*