



# CITY OF CONCORD

*New Hampshire's Main Street™*

## MINUTES

### Traffic Operations Committee

January 17, 2017, 12:00 PM  
2<sup>nd</sup> floor Conference Room  
City Hall, 41 Green Street, Concord, NH

**Staff Present:**

Rob Mack, Engineering Services (Chair)  
John Thomas, Police Department  
Rick Wollert, Fire Alarm Division

**Guests:**

### 1. Regular Discussion Items

#### a. Overview of City-Wide Crash Data

Crash data for 2016 was reviewed. There were 1238 reportable crashes in calendar year 2016. This compares with 1284 and 1107 reportable crashes in calendar years 2015 and 2014, respectively. 222 crashes resulted in total of 264 people injured. There were 2 fatalities; a pedestrian struck crossing Loudon Road, and a pedestrian in a wheelchair struck on the I-393 Connector just east of the N. Main/Bouton intersection.

Street corridors with the highest numbers of reported crashes include: Loudon Road (226); N. State Street (76); Manchester Street (63); Fort Eddy Road (55); N. Main Street (54); and Sheep Davis Road (52). Intersections with the highest numbers of reported crashes include: Loudon/Ft Eddy (16); N. Main/Loudon/Centre (15); N. Main/Bouton/I-393 (12); Loudon/Stickney/Bridge (12); and Broadway/West (11). It was noted that only 5 crashes were reported last year at the Loudon/D'Amante/Old Loudon intersection which is substantially lower than prior years; the changed intersection configuration to include the Old Loudon Road approach may be contributing to this recent reduction in crashes.

#### b. City Council Meeting Update

Not discussed.

#### c. Transportation Policy Advisory Committee (TPAC) Update

Not discussed.

## **2. Ongoing Discussion and Action Items**

### **a. Inquiry from Councilor Grady Sexton regarding vehicle speeds along Mountain Road (*Engineering: 10/21/16*).**

Following up on TOC's discussion in November of enforcement efforts at this location, Engineering Services conducted vehicle speed counts from Wednesday January 11, 2017 through Sunday January 15, 2017 at two locations on Mountain Road: north of Shawmut Street and south of Country Club Road. On the hill just north of the Mountain Road/Exit 16/Shawmut Street intersection the average and 85<sup>th</sup> percentile speeds were 36 and 39 mph, respectively; a 30 mph speed is posted. South of the Country Club Road intersection the average and 85<sup>th</sup> percentile speeds were 40 and 44 mph, respectively. A 30 mph speed is posted in this area although the posted speed increases to 40 mph on the NHDOT-controlled portion of Mountain Avenue to the north of Country Club Lane. Vehicle speed and time-of-day information was provided to CPD to assist in their enforcement efforts.

It was noted that construction of the roundabout at the Mountain Road/Exit 16/Shawmut Street intersection (CIP24) will occur this year. The roundabout will act to substantially reduce the speeds on Mountain Road near Shawmut Street. Engineering Services plans to conduct follow-up speed counts after the roundabout is in operation to verify. CPD will have its new speed-radar feedback sign in operation in the coming weeks. TOC recommended that CPD consider deployments of this unit along Mountain Road to provide drivers with active feedback of their speeds.

### **b. Request by Carol Breault, resident of Penacook, to install signs to slow traffic on Village Street at Canal Street and on Abbott Road at Manor Road (*Engineering: 11/7/16*).**

Following up on TOC's initial discussion in November, Engineering Services conducted vehicle speed counts from Tuesday, November 22, 2016 through Monday, November 28, 2016 at the two subject locations: Village Street south of Tanner Street and Abbott Road north of Abbott Road. At the Village Street location the average and 85<sup>th</sup> percentile speeds were 22 and 28 mph, respectively; a 30 mph speed is posted. TOC members felt that the measured speeds were quite appropriate for the Village area and reflected the success of the new roundabout and corner bump-outs in controlling vehicle speeds.

At the Abbott Road location near the Manor Avenue intersection, Abbott Road drivers had average and 85<sup>th</sup> percentile speeds of 28 and 33 mph, respectively. TOC concurred that the 25 mph speed posting on Abbott Road was appropriate signage for the street and that additional speed control signage was not supported. Vehicle speed and time-of-day information was provided to CPD to assist in their enforcement efforts.

## **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.**

Next meeting date: February 21, 2017