



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – June 16, 2015

Attendees: Rob Mack, PE, PTOE, Engineering Services
Jim Major, General Services
Greg Taylor, Concord Police Department
Mike Adam, Concord Police Department
Rick Wollert, Fire Alarm Division

A. Regular Discussion Items

1) Overview of city-wide crash data, including prior-month crash summary and discussion of select crash locations, circumstances and potential action.

DISCUSSION / ACTIONS: Crash data for May 2015 was reviewed. There were 96 reportable crashes in May 2015. This compares with 84 and 91 reportable crashes in May 2014 and 2013, respectively. 19 crashes resulted in total of 19 people injured. There was one fatality resulting from a motorcyclist losing control of his vehicle on US Route 3 near the Pembroke town line.

There were two crashes involving pedestrians: a pedestrian aged 51 standing on the running board of a vehicle stopped in the southbound lane of Airport Road near #32 and speaking with subjects and being thrown from the vehicle as it sped off (injury, driver not identified, criminal activity suspected); and a pedestrian aged 46 years crossing Pleasant Street on a WALK signal at the N. State Street intersection and being struck by a southbound vehicle turning left onto Pleasant Street (injury, driver at fault).

There was one crash involving a bicyclist: a bicyclist aged 32 years traveling southbound (wrong way) along the northbound side of Old Turnpike Road and being struck by a vehicle turning right from the driveway at #76 (injury, bicyclist at fault, helmet worn).

2) City Council meeting update.

DISCUSSION / ACTIONS: At its June 8, 2015 meeting, City Council approved the resolution amending the city's Comprehensive Transportation Policy.

3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: At its May 28, 2015 meeting, TPAC reconsidered and finalized a proposed amendment to the city's Comprehensive Transportation Policy.

B. On-going Discussion and Action Items.

1) None.

C. New Discussion and Action Items

1) Request by a resident of Asby Road for a new street light at the driveway of #12 Asby Road (Administration: 5/15/15).

DISCUSSION / ACTIONS: At issue is a request by Prospero Rodriguez of #12 Asby Road for a new street light to be installed on an existing utility pole near his driveway. Staff visited the area. Asby Road is a short cul-de-sac street. There are no sidewalks. Existing street lights in the neighborhood are generally located at intersections and not at mid-block locations. TOC members did not note any past issues with safety or night-time walking along this section of Asby Road.

Because of the high energy cost currently borne by the city, the location of new street lighting is an important consideration particularly at non-intersection locations such as the one requested. Considerations may include significant nighttime pedestrian activity or sidewalks near schools and public parks, none of which is evident on Asby Road. TOC members did not find substantial public benefit that might support the investment in a new city-sponsored street light at the requested location. It was noted that the resident has the option to contact Unitil regarding the feasibility of installing and maintaining a street light on the pole next to his driveway. The resident also has the option to install his own lighting on his property.

2) Referral from City Council regarding a request by Councilor Herschlag to consider posting Borough Road for No Through Trucking, as well as replacing the existing No Through Trucking signs on River Road (Council: 6/8/15).

DISCUSSION / ACTIONS: At issue is a request to sign Borough Road for No Through Trucking. This would generally be the length of the road between Village Street to the east and the Washington/Borough/River intersection to the west. The determination of No Through Trucking restriction is under the purview of the City Manager. Also requested is the replacement of existing No Through Trucking signs on River Road.

All through roads in the northwest quadrant of the city, including Horse Hill Road, Carter Hill Road, Elm Street, River Road, Bog Road, West Parish Road and Lakeview Drive are currently posted for No Through Trucking. Borough Road, although not currently posted with this restriction, enjoys a 'defacto' restriction to truck travel to/from the west since such travel requires continuation along River Road, a road upon which through trucking is currently restricted. It was noted that the western ends of both Washington Street and Borough Road, both of which are not restricted to trucking, terminate at the eastern end of River Road. The potential use of either road for 'through' trucking, however, seems unlikely due to the proximity of Village Street (US Route 3) just to the east, a designated (and shorter) north-south trucking route in the city.

TOC members noted that a lot of trucking activity has been apparent in the area of Borough and River Roads recently, much of which was attributable to PSNH logging activity related to power line construction as well as springtime deliveries to Murray Farms on River Road, all allowable local-trucking activities. CPD staff was not aware of any significant 'through trucking' in the area.

General Services estimates a material and labor cost of about \$200 per sign installation. After reviewing the city's truck routing map, TOC members felt that if new postings were considered, it would be appropriate to post both Borough Road and Washington Street in this area for completeness. This would involve two new signs near each road's intersection with Village Street. Considering the expense of installing the signs, TOC members did not feel that the potential public and enforcement benefits of adding more signs supported the

necessary public expenditure. If through trucking became documented on Borough Road, then it could readily be enforced as the offending trucks would need to pass onto River Road which is so posted. If residents suspect potential violations, the police department would welcome company names or other truck identification for their use in following up with the drivers or companies.

Regarding the condition of the existing no trucking signs on River Road, it was noted that there was only one sign posted on the eastern approach to River Road (just west of the Borough/Washington intersection). There is not a sign on the western approach as all roads west of River Road are already so posted. Jim Major noted that the current sign, while not brand new, has some years of service life left. TOC members concurred that the existing sign was adequate and that its replacement be determined in the coming years as part of General Services' periodic review and replacement of signs city-wide.

Staff will submit TOC's discussion of this matter to the City Manager for further consideration.

3) Referral from City Council regarding a concern by a resident of Pearl Street on vehicle speeds and requesting enforcement or traffic calming measures (Council: 6/8/15).

DISCUSSION / ACTIONS: At issue is a complaint about traffic speeds on Pearl Street and a request for enforcement or traffic calming measures. Pizza delivery vehicles were specifically noted as a concern.

Engineering staff deployed the radar speed counter at the midpoint of Pearl Street, roughly near #12, from Wednesday, June 10 to Monday, June 15, 2015. Between 500 and 600 weekday vehicles were recorded reflecting an average speed of 22 mph and 85th percentile speed of 28 mph. These speeds are less than the statutory 30 mph speed limit and reflect slower speeds due to the short and narrow street segment. TOC members concurred that overall travel speeds on the street appeared reasonable. There were however, a few inconsiderate drivers travelling at speeds in excess of 35 mph at select times of day. TOC members concurred that enforcement was the appropriate course of action. CPD was provided with time-of-day speed data and will follow up with targeted speed enforcement.

4) Request by a resident of Runnells Road for a reduced 30 mph speed limit on Runnells Road (Police: 5/15/15).

DISCUSSION / ACTIONS: At issue is a resident complaint about speeding on Runnells Road following a reported confrontation with a motorist perceived to be driving too fast. Requested is the reduction in speed limit from 35 mph to 30 mph.

Runnells Road is a one-mile long, dead-end, rural local road. Traffic volumes are very low, essentially limited to that generated by about 20 residential properties and a small parking pulloff for a trailhead at Jim Hill Riverpark. The road is posted for 35 mph which is the NH statutory speed limit for local rural roads. Pavement condition is poor in areas and travel at lower speeds is likely along select areas. TOC did not feel that a spot change from the statutory speed limit was appropriate.

D. Open Discussion Items

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

DISCUSSION / ACTIONS: None.

Respectfully submitted,

Robert J. Mack, PE, PTOE, Traffic Engineer
Chair, Traffic Operations Committee

***The next Traffic Operations Committee meeting will be held on
Tuesday, July 21, 2015 @ 12:00 PM in the 2ND Floor Conference Room.***