

Engineering Services Division

Traffic Operations Committee

Meeting Minutes - December 18, 2012

Attendees: Rob Mack, PE, PTOE, Engineering Services

Ed Roberge, PE, Engineering Services

Steve Henninger, Planning Jim Major, General Services

Greg Taylor, Concord Police Department Rick Wollert, Concord Fire Department Terry Crotty, Concord School District

Dick Lemieux, TPAC Chair

Regular Discussion Items

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

<u>DISCUSSION / ACTIONS</u>: Traffic accident data for November 2012 was reviewed. There were 98 reportable accidents in November 2012. This compares with 88 and 110 reportable accidents in November 2011 and 2010, respectively. 23 accidents resulted in total of 35 people injured, 13 of which occurred on Loudon Road. There were no fatalities.

There were two accidents involving pedestrians: a pedestrian aged 54 years standing on Bow Street and being struck by a vehicle backing out of a driveway while making a U-turn (minor injury, driver at fault); and a pedestrian aged 83 years crossing N. Main Street in the crosswalk near Depot Street and being struck by a vehicle backing out of parking space on the east side of N. Main Street (minor injury, driver at fault).

There were no accidents involving bicyclists.

2) City Council meeting update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: Council accepted the TOC report on potential Broadway stop signs at Allison and Pillsbury Streets at their December 10, 2012 meeting.

3) Transportation Policy Advisory Committee (TPAC) update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: At their November 29, 2012 meeting, TPAC discussed the TOC referral on potential Broadway stop signs, the US 3 North Improvement Project-Phase 5 Village Street (CIP 35) and the Main Street Complete Streets Project (CIP 460).

- B. On-going Discussion and Action Items.
- 1) Referral from City Council to consider establishing a No Parking/Standing/Stopping zone

along Conant Drive between South Street and Rundlett Street to mitigate adverse effects of parking for traffic related to school drop-offs/pick-ups at the Abbott-Downing Elementary School. (Council: 10/9/12).

<u>DISCUSSION / ACTIONS</u>: Rob Mack reported that Engineering staff continues to coordinate with Concord School District (CSD) staff to look at options to improve on-campus traffic operations and parking during school pick-up times, thus encouraging parents to park on-campus versus along surrounding neighborhood streets. Recent staff observations at both schools indicate that significant off-campus parking is still evident despite some initial efforts by Matt Cashman (CSD) to modify bus parking practice. Vehicles were also observed on several occasions to park along Conant Drive between South and Rundlett Streets and causing a restriction to two-way traffic movement (a primary issue in this referral item). This referral was discussed at TPAC's November 29 meeting and the Parking Committee's December 17 meeting. Both committees indicated a first preference for staff to work with CSD to develop measures that attracted school parkers to on-campus locations, as opposed to considering potential prohibition of parking in abutting neighborhoods.

Terry Crotty announced that he will be the CSD representative working with TOC on addressing the school parking issues at both school campuses. Rob and Terry will coordinate to set up site visits to observe on- and off-site parking issues and consider potential remedies. These visits will be scheduled when school session resumes after the holidays.

2) Referral from City Council to consider removal and installation of STOP signs at Heather Lane intersections, including: installation of a STOP sign on the New Meadow Road eastbound approach to Heather Lane; installation of a STOP sign on the Gabby Lane eastbound approach to Heather Lane; and removal of the STOP sign on the Heather Lane northbound approach to Gabby Lane. (Council: 10/9/12).

<u>DISCUSSION</u> / <u>ACTIONS</u>: Engineering Services will coordinate with the Ward Councilor to solicit neighborhood feedback on the request per the City's Traffic Management Policy after the holidays.

3) Request from Riverbend Community Mental Health, Inc. to establish an exclusive pedestrian crossing phase at the State/Pleasant signalized intersection. (Engineering: 10/9/12).

<u>DISCUSSION / ACTIONS</u>: Discussion deferred pending additional evaluation by Engineering.

C. New Discussion and Action Items

1) Referral from City Council regarding a resident request to install traffic signals or a roundabout at the N. State Street/Washington Street intersection. (Council: 12/10/12).

<u>DISCUSSION / ACTIONS</u>: Rob Mack summarized the history of the N. State Street Improvements Project that constructed the present intersection configuration in 2009. During the 2006 design efforts for the N. State Street Improvements project, two alternatives were evaluated for the N. State Street/Washington Street intersection: a reconfigured compact intersection with traffic calming features and signalization; and a roundabout configuration. The roundabout configuration was deemed infeasible due to right-of-way limitations. The intersection reconfiguration with traffic calming features was the preferred alternative, however the installation of traffic signals was omitted from the project following public support to retain the two-way STOP control and accept some peak-period

traffic delays. It was felt that Washington Street was attracting substantial commuter traffic between I-393/N. State Street and the medical campuses to the west, and that signalization might act to attract even more traffic to use this route through the neighborhood. Thus retaining the two-STOP control and accepting some peak-period delay on Washington Street became the approved traffic control design.

Regarding safety, the intersection experienced an average 4.0 reported crashes per year during the 2004 to 2007 period prior to intersection reconstruction. From July 2009 through November 2012 (post-construction), there has been an average of 2.6 reported crashes per year. The crash rate reduction indicates success, thus far, in the project's intended goal to improve intersection safety. Regarding speeds along Washington Street, TOC has received feedback from residents that the bump-outs on Washington Street at both N. State Street and Rollins Street have had a positive effect on reducing travel speeds along this street segment.

It is anticipated that the planned northern extension of Langley Parkway to N. State Street (CIP 40, FY2017-18) will act to remove a substantial volume of traffic that currently uses Washington Street as a commuting route between the hospital campus area and I-393. Such a traffic reduction will ultimately act to reduce peak-period delay for local Washington Street vehicles approaching and crossing at the N. State Street intersection.

The TOC concurred that the 2009 improvements to the intersection appear to be meeting the intended goals of the former project to improve vehicle and pedestrian safety. While the Washington Street eastbound approach to N. State Street still experiences some delay in waiting for gaps to cross N. State Street, this delay is generally limited to peak traffic periods. TOC feels these peak delays are as intended by the decision to retain two-way STOP sign control so as to not attract more traffic to use Washington Street as a commuting route through the neighborhood. Ultimately, the proposed northern extension of the Langley Parkway will act to reduce the volume of traffic using Washington Street with potential to lessen delays. Thus TOC endorses the current intersection configuration and stop sign control. Installation of traffic signals is not recommended at this time, and potential for a roundabout has been determined infeasible.

2) Request from a resident to remove the weeble presently located in the S. Main Street crosswalk at Sanel Auto Parts as it interferes with traffic movement. (Administration: 12/12/12).

<u>DISCUSSION / ACTIONS</u>: During non-winter season, a crosswalk weeble is located at the S. Main Street crosswalk at Sanel Auto Parts. At issue is an occasional occurrence when vehicles park right next to the crosswalk in front of Sanel Auto Parts and, because of the width of parked car/truck or the opening of car doors, insufficient space is left for northbound vehicles on S. Main Street to travel between the parked vehicle and the crosswalk weeble located on the yellow centerline.

An option to mitigate the problem is to keep vehicles from parking on or next to the crosswalk where the weeble is located. Federal guidelines in the Manual on Uniform Traffic Control Devices specify a minimum 20-foot separation between a marked crosswalk and on-street parking. If this were the case, then there would be an approximately 50-foot area near the weeble with no potential width restriction due to parked vehicles. TOC members concurred with an option to repaint the white shoulder/parking lines to be diagonal for 20 feet on each side of the crosswalk to better indicate to drivers to not park too close to the crosswalk. This option was preferred as a first step to solving the issue rather than the more-expensive installation of NO PARKING signs. General Services will paint

the diagonal lines in the spring when the long-line pavement markings are repainted.

D.

1) Staff update on CIP35 (US3/Village Street Improvements) and CIP40 (Langley Parkway North).

<u>DISCUSSION / ACTIONS</u>: Rob Mack presented graphics of the several alternatives for Village Street improvements being discussed with the Penacook Village Association. Included was the realignment of the Village/Lilac/Meter intersection, potential traffic calming features such as bump-outs and gateway islands in the area between Coral Street and Boscawen town line, options for realigning Merrimack and Summer Streets at Boudreau Square, options for either traffic signals or a roundabout at the Village/Merrimack intersection, and realignment of the Village/Canal intersection with potential for future signals. TOC members endorsed the proposed realignment of the Lilac/Meter intersection. There was preference for roundabout intersection control rather than signalization given the village location. General Services noted concern on increased difficulty of winter street maintenance with potential construction of corner bump-outs and gateway islands. Fire Alarm noted concern on potential street blockage during utility pole work if the bucket truck had to be parked in the travel lane next to one of the proposed 'gateway island' features.

Rob Mack presented potential options being evaluated by the City's engineering consultant for the southern segment of the proposed Langley Parkway North in the hospital campus area. Institutional driveway access to Langley Parkway within the campus area would be consolidated into a few well-defined intersections with turning lanes and controlled by signals, roundabouts or 2-way stop signs. An option to signalize the existing Pleasant Street/East Hospital Driveway was also being considered to provide an alternative access point for the campus area and alleviate future traffic demands at the Pleasant/Langley intersection.

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

<u>DISCUSSION / ACTIONS</u> : 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, January 15, 2013 @ 12:00 PM in the 2ND Floor Conference Room.