



Engineering Services Division

Traffic Operations Committee

Meeting Minutes - January 15, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services
Ed Roberge, PE, Engineering Services
Steve Henninger, Planning Division
Jim Major, General Services
Sean Brown, Concord Fire Department

Rick Wollert, Concord Fire Department
Terry Crotty, Concord School District
Dick Lemieux, TPAC Chair
Gloria McPherson, Planning Division

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.**

DISCUSSION / ACTIONS: Traffic accident data for December 2012 was reviewed. There were 123 reportable accidents in December 2012. This compares with 125 and 148 reportable accidents in December 2011 and 2010, respectively. 20 accidents resulted in total of 32 people injured, 11 of which occurred on Loudon Road. There was one fatality, a multiple-car rear-end collision on the Clinton Street westbound approach to the traffic signal at S. Fruit Street (under investigation).

There were four accidents involving pedestrians: a utility company worker wearing a reflective vest and crossing N. Main Street from west to east in the crosswalk near Depot Street and being struck by a vehicle travelling in the left southbound lane after walking in front of a stopped vehicle in the right lane (injury, driver at fault); a pedestrian aged 90 years crossing Pine Street about 25 feet from a crosswalk and being struck by a vehicle backing out of 11 Pine Street (minor injury, no fault noted); a pedestrian aged 33 years walking northbound along the sidewalk of N. Main Street and crossing Franklin Street and being struck by a vehicle travelling eastbound on Franklin Street (minor injury, no fault indicated); and two pedestrians crossing Storrs Street south of the Market Basket driveway and being struck by a vehicle turning left out of the driveway (injuries, driver at fault, sun glare noted as contributing factor).

There were no accidents involving bicyclists.

TOC overviewed 2012 annual accidents. There were 1225 reportable accidents in 2012. This compares with 1193 and 1215 reportable accidents in 2011 and 2010, respectively, and is about 7 percent below the city-wide crash average of 1306 over the prior seven years from 2005 through 2011. In 2012, 277 accidents resulted in total of 351 injuries and 5 fatalities. This compares with 291 injuries and no fatalities reported in 2011.

2) **City Council meeting update.**

DISCUSSION / ACTIONS: At their January 14, 2013 meeting, City Council accepted the TOC report responding to a resident concern on traffic operation at the N. State/Washington intersection.

3) **Transportation Policy Advisory Committee (TPAC) update.**

DISCUSSION / ACTIONS: At their December 20, 2012 meeting, TPAC discussed TOC referrals on Heather Lane STOP signs and school parking issues on Conant Drive. TPAC also finalized a response to a referral from City Council regarding a resident request for expanded bus service at Horseshoe Pond Place.

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).**

DISCUSSION / ACTIONS: Engineering and Police Department staff observed afternoon peak traffic and parking operations at the school on several occasions over the past month. School district measures to encourage more afternoon pick-up traffic to park on campus (rather than on surrounding residential streets) included notices to parents/guardians and some changes in bus loading locations. Recent staff observations, however, indicate continued and regular parking/standing/stopping at and near the South/Conant intersection during the afternoon school peak. Such parking conflicts with peak traffic exiting the school campus via Conant Drive and affects safety by: limiting sight lines for traffic turning from Conant Drive onto South Street; and restricts Conant Drive to one-lane two-way traffic flow.

Terry Crotty noted that School Principal Deb McNeish is sending out flyers to parents to discourage on-street parking near the South/Conant intersection. She is also trying some ideas to pull more traffic into the school campus during the afternoon pick-up time. TOC concurred that staff should observe traffic/parking operations over the next month and see if the problems alleviate. If the above additional measures by the school remains ineffective in changing the South/Conant parking issue, TOC indicated strong support for considering an extension of the South Street No Parking/Standing zone to or slightly beyond the Conant Drive intersection, and particularly along the west side of South Street. This is for sight lines and safety. Also supported would be the posting of No Parking (time limits or no standing/stopping not yet determined) along Conant Drive between South Street and Rundlett Street as requested in the referral from City Council.

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).**

DISCUSSION / ACTIONS: Engineering plans to solicit feedback from the neighborhood through TPAC.

- 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).**

DISCUSSION / ACTIONS: Engineering staff conducted traffic counts at the intersection last week to facilitate a more detailed engineering analysis of traffic control options. TOC discussion included the several-month period in 2007 when the intersection was set on 4-way flashing stop due to a damaged controller cabinet. During this time, it seemed that traffic delays and reports of crashes were reduced. Engineering staff will investigate the 2007 record in more detail.

C. [REDACTED] and Action Items

- 4) **Referral from City Council regarding a communication from Susan Ayer requesting consideration of improvements for pedestrian safety at the Loudon Road/Fort Eddy Road intersection crosswalks. (Council: 1/14/13).**

DISCUSSION / ACTIONS: At issue is a concern that some traffic turning right from Loudon Road onto Fort Eddy Road does heed the NO RIGHT TURN sign that illuminates when the pedestrian crossing of Fort Eddy Road is activated. Requested is increased police enforcement of violations and potential use of red light cameras to aid in enforcement.

The current traffic signal operation at the Loudon/Fort Eddy intersection became operational in October 2009 following the CIP 283 Loudon Road Intersection Improvements Project. It included the enhanced NO RIGHT TURN indication to indicate that traffic cannot turn right from Loudon Road westbound onto Fort Eddy Road whenever the pedestrian WALK/DON'T WALK signals are activated for the Fort Eddy Road crosswalk. The new signal indication has been well-received and appears to be effective in accommodating a safe pedestrian crossing at this busy intersection. Occasional violations of the NO RIGHT TURN indications would be subject to enforcement action by the Police Department. The potential use of video-enforcement such as 'Red Light Cameras' to aid in enforcement of violations (as is done in some other states) is not allowed in the State of New Hampshire.

TOC felt that the current operation of the pedestrian crossing is both safe and effective. The concern over occasional violations of the illuminated NO RIGHT TURN indication is a matter for police enforcement. TOC will notify police staff of the resident's concern.

D. [REDACTED]

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

DISCUSSION / ACTIONS: None.

- 2) Discussion of emergency vehicle access (large ladder truck) at intersections along Prospect Street.

DISCUSSION / ACTIONS: Sean Brown noted a concern by Fire Department staff in turning large vehicles such as the ladder truck at the Prospect Street intersections with Curtice Street, Granite Street and Foster Street. At issue are narrow street widths and potential on-street parking near each intersection. Rob Mack noted that parking is not allowed by ordinance within 30 feet of these intersections, and that signs to remind drivers of such could be installed. If a greater parking setback was required, a formal change to the parking ordinance would be required. Sean will have Fire Department staff turn some large vehicles at these intersections to test if the 30-foot setback would accommodate turns, or if a greater setback was necessary. Sean also noted that the STOP sign at the Prospect/Curtice intersection is also in the way of turning fire apparatus. Jim Major noted that General Services will relocate the sign as appropriate.

- 3) Request from the resident at 25 Carter Hill Road for a Hidden Driveway sign.

DISCUSSION / ACTIONS: Received by Engineering yesterday was a request from the resident at 25 Carter Hill Road for a Hidden Driveway sign at her driveway as well as the neighboring driveway at #35. Rob Mack noted that he visited the driveway location at #25 this morning and observed a sight line of about 250 feet to the curve north of the driveway, or in excess of the 200-foot minimum required for driveways. As such, TOC did not endorse use of such a sign here. TOC considered a similar sign request from the resident at #35 in August 2012 with similar finding. In that case, maintenance of appropriate 200-foot sight lines was required when the lot was initially approved by the planning board, however, lack of required vegetation maintenance by the property owner on private property resulted in a more-restricted sight line in foliage season.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on
Tuesday, February 19, 2013 @ 12:00 PM in the 2ND Floor Conference Room.***