

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF September 19, 2023**

The Traffic Operations Committee (TOC) met at 9:00 am on September 19, 2023
in Second Floor Conference Room, 41 Green Street.

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Jim Major, Harold Palmer, Fred Reagan.

Absent: Terry Crotty, Matt Cashman, John Thomas.

Guests: Kevin Meeks, Matt Spangler, Mark Beauchesne.

1. Introductions

- 3 a.** *Resident concerns with high speed right turns onto Fowler Street from Borough Road. Review traffic wand speed data collected on Fowler Street. This Item brought forward in the agenda for the members of public attending on its behalf.*

Beauchesne explained his concerns, specifically with eastbound Borough Road traffic turning onto Fowler Street, able to maintain high speeds due to the layout of the intersection. The residents shared concerns with speeds and cut-through traffic on Fowler Street with more kids and dogs in the neighborhood.

Spangler agreed that it seems that 75% of vehicles are using Fowler Street as a cut-through to the Island Shores Community.

Reagan suggested the skewed intersection be “T” up, similar to Lilac Street at Borough Road. Beauchesne also mentioned like the other end of Borough Road at Washington Street. Hill showed the City’s GIS and mentioned that this would probably require ROW acquisition from Spangler’s property to reconfigure the intersection.

Hill brought up a recent resident complaint through SeeClickFix expressing the desire for a stop sign at Fowler at Washington Street. Hill discussed the history of this request and noted that it was not installed per the City’s stop sign policy and that it is a standard “T” intersection where the normal right-of-way rules would be followed. Reagan suggested that without a stop sign, most people probably do roll through the intersection and do not come to a complete stop.

Major mentioned that the City has many intersections that do not have stop signs, and there is a stop sign policy to assist with these types of requests. Beauchesne said that this area is not flat, and there are sight line issues which need to be considered. Hill said that sight lines are considered when reviewing an intersection. Hill will share the City's policy with the attendees.

Beauchesne asked if it is against the law if somebody does not stop at an intersection without a stop sign. Hill explained there is an RSA which requires motorists to obey normal right-of-way rules at standard T-intersections, with or without a stop sign. She also explained that adding a stop sign would need to go through City Council, as it would require an ordinance amendment.

Hill provided a speed data history of Fowler Street.

2010 ADT = 560, Speed = WB avg = 27 mph, EB avg = 26 mph

2016 ADT = 486, Speed = WB avg = 27 mph, EB avg = 28 mph

In August 2023, Hill collected speed data at #37 to capture turning speed from Borough Rd onto Fowler Street.

2023 – ADT (average daily trips) – 441.

AM Peak – WB- 11 vehicles, EB – 21 vehicles.

PM Peak – WB – 28 vehicles, EB – 14 vehicles.

Speed = WB avg = 22 mph, EB avg = 18 mph.

Hill summarized by stating that all the data seems to fall in place with what should be expected for a "local" street like Fowler Street. Hill said that the 85th percentile speeds are between 22-24 mph, the speed at or below which 85 percent of the drivers travel on a road segment. This data shows that most traffic is observing a safe and reasonable speed for road and traffic conditions.

Beauchesne expressed his interpretation of the data shows that people take the corner onto Fowler Street and appear to be able to accelerate quickly. Beauchesne said a time years ago when he spoke with the City Manager about reducing all the speeds to 20 mph on local streets. Hill explained that State statute requires 25-mph minimum, but the effort Beauchesne is referring to was to be part of the transportation master plan discussions.

Beauchesne inquired what the next steps are. Hill suggested having the Concord Police Department place the speed trailer on Fowler Street. She also suggested that if the residents wanted the intersection improvements it

is something that they could seek to bring to the next budget cycle. However, there are other high priority intersections with similar conditions that tend to shift in coordination with the City's paving program and other priorities.

Beauchesne asked if it is possible to get a 30-mph speed limit sign on Fowler Street. Major agreed that he could place a speed sign on the road. He also suggested if the street has no parking restrictions, the residents could perhaps park their vehicles on the side of the road, to sort of act as a neighborhood traffic calming effort.

Hill asked the residents what they wanted to see as a solution to their concerns. Beauchesne responded that a true "T" intersection, similar to Millstream is what they are asking for. Major asked, and Spangler said he was willing to provide ROW on his property at the intersection which would allow for realignment.

Beauchesne requested that whenever the time comes for the staff to move this forward to reach out and they would be happy to assist in advocating for this project.

2. Regular Discussion Items

a. *Approval of Minutes – August 15, 2023*

Palmer arrived. The meeting minutes of August 15, 2023 were approved.

b. *Overview of City-Wide Crash Data*

Hill mentioned that there were 10 pedestrian and bicycle accidents in the month of August. After reviewing the accidents, a few appeared to be random circumstances, where many of the bicycle accidents were caused by bicyclists not following the rules of the road. Two believed to be electric bicycles.

Five accidents occurring at Sheep Davis Road @ D'Amante seemed high for a signalized intersection. It was discussed that this intersection is owned by the State. Hill will follow up with the State to see if there was a reason.

c. *City Council Meeting Update*

Hill mentioned that the Greenwich Street report was accepted by City Council. She mentioned that Council also discussed some parking items and referred them to TPAC. The items were related to South Street and Washington Street and will be discussed later in the meeting.

- d. *Transportation Policy Advisory Committee (TPAC) Update*
None.

3. Ongoing Discussion and Action Items

- a. *Resident concerns with high speed right turns onto Fowler Street from Borough Road. Review traffic and speed data collected on Fowler Street.*

This item was brought forward in the meeting agenda after Introductions

4. New Discussion and Action Items

- a. *Resident request for alternative signage at the end of Roy Street, as well as speed bumps, or other measures to control speed.*

Resident concerns about speeding traffic trying to cut through to the apartment complex but having to turn around at the gate. Resident believes the “No Outlet” sign should instead be a “Dead End” sign. Hill researched and the city has 9 “Dead End” signs and 128 “No Outlet” signs.

In 2010, TOC approved the use of “No Outlet” signs to be mounted above the street sign. It was discussed that the MUTCD would classify this condition as a “Dead End”, however Major mentioned that at some point the City went away from using the “Dead End” signs.

The Committee discussed the possibility of relocating the “No Outlet” sign to make it more visible to oncoming traffic by setting it back behind the sidewalk on a separate post. Hill will make a site visit to confirm visibility.

Other than potential confusion with folks thinking they can cut-through to the apartment complex, the Committee felt that the roadway was a narrow, low volume, low speed local street, and vehicles speeding as likely residents of the roadway. The Committee felt that a neighborhood-led meeting may help to bring awareness to the issues on the street.

- b. *Resident request through SeeClickFix in regards to speed concerns on S Main Street near Rockingham Street.*

A resident at 359 South Main Street brought forwards concerns with northbound and southbound traffic not adhering to the 30-mph speed limit. Vehicles entering South Main Street from Rockingham struggle to turn onto the roadway.

Hill does not have historical speed data in this area. The Committee felt that this is a location that could benefit from data collection as it is a transition area between the interstate and a residential area. The next step is to collect

speed data. Hill will ask Concord Police Department about placing the speed trailer and possible enforcement once data is collected.

- c. *Resident request through SeeClickFix, in regards to speed concerns in the Oriole Road neighborhood, to install additional signs, paint the limits on the pavement, in stall speed bumps, or other measures.*

Hill informed the Committee that this is a 25-mph posted neighborhood, with sufficient signage indicating the speed. A site visit noted that all signage is in place and visible with the exception of one sign that is falling over.

The Committee agreed that this is a residential neighborhood with no outlet to other street networks and that there is no appreciable action at this point. The Committee recommends a neighborhood-led meeting that may help to bring awareness to the issues on the streets.

- d. *Resident request through Concord Police Department, in regards to trucking concerns on Pembroke Road, to examine signage type and locations.*

The reporting officer said that the impression is that the signage is not visible, and once they approach the signs that the trucks are committed with no location to turn around. Hill suggested the existing, outdated no trucking signs be replaced with the current “No thru trucking” signs and to also consider relocation.

Major asked, and requested to know how many trucks have been stopped before going through the effort of relocating/replacing the signs. He will follow up with CPD.

After further data is collected, the Committee will revisit this item.

5 Other Business

- a. Brief discussion on parking items that City Council referred to TPAC.

Next Meeting: October 17, 2023.

Meeting adjourned at 11:00 am.