

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MARCH 19, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on March 19, 2024
in the Second Floor Conference Room, 41 Green Street.

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Harold Palmer, John Thomas, Jim Major

Absent: Terry Crotty, Matt Cashman, Fred Reagan

Guests: Councilor Stacey Brown

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – February 20, 2024.*

The meeting minutes of February 20, 2024 were approved.

b. *Overview of City-Wide Crash Data*

January and February crash data were submitted in advance of the meeting and reviewed.

There were 123 reportable crashes in January 2024. This compares with 101 and 112 reportable crashes in January 2023 and 2022, respectively. 22 crashes resulted in injuries. There was one fatality involved accident that is still under investigation. There were 3 reported crashes involving a pedestrian in January.

There were 96 reportable crashes in February 2024. This compares with 106 and 120 reportable crashes in February 2023 and 2022, respectively. 19 crashes resulted in injuries. There were two fatality involved accidents that are still under investigation. There were 5 reported crashes involving pedestrians and bicyclists in February.

The Committee noted January accidents were up from prior years, and there were three fatal accidents within two months. Thomas discussed that the fatalities were still under investigation and one involved a pedestrian crossing without the presence of a crosswalk.

There was a brief discussion about how crash data is collected, the database it is collected in, and the distribution.

Thomas asked the Committee if the monthly reports are helpful or if anyone would like to see data summarized differently. The Committee agreed that the data was helpful and Hill indicated she has been using it to compile a 10-year accident spreadsheet to highlight any problem areas or trends. Both Thomas and Hill indicated that the State's new reporting not separating out parking lot occurrences on a street is misrepresenting the roadway accident data and skews the data against historic reports.

c. *City Council Meeting Update*

Hill informed the Committee that Council approved the funding for the signalized intersection improvements at N Main @ Washington-Ferry and Centre at N State. Improvements will include ADA ramp improvements, traffic signal upgrades, camera detection and mast arms. Major asked that if the existing conduit can be maintained at the intersection of Centre and N State since the intersection is in moratorium.

Hill indicated that the work will begin as soon as the equipment can be procured, but the mast arms may have an estimated 8-month lead time. She confirmed that the work will be completed before the N Main Street resurfacing.

Hill also shared that Council approved the additional funds needed for the Abbott and Sewalls Falls Road intersection improvements. She added that Council also approved the City Manger to submit a letter to NHDOT in regards to supporting improvements to the pedestrian crossing on the I-93 Merrimack River Bridge.

d. *Transportation Policy Advisory Committee (TPAC) Update*

Hill discussed that TPAC worked on drafting a CIP priority list, which will be followed by a report to Council.

Hill shared that the McKee Square project is still under traffic study review. She mentioned that the next steps will be to present the traffic study findings to the Public and City Council.

3. Ongoing Discussion and Action Items

a. *Review truck signage and placement on Pembroke Road*

Hill provided an overview about how the Police Department brought to her attention that the "No Thru Trucks" signs on Pembroke Road are posted in areas where they are not visible until the truck is already committed and there is no place allowing them to turn around. The Committee reviewed

photos and locations of existing signage. Thomas confirmed that trucking on Pembroke Road is an issue and Major agreed to update the signage and locations.

Hill shared that the existing signs (R5-2) are considered a “No Trucks” signs. Hill stated that the recommendation when installing new signs or replacing old signs is to provide an “Except Local Delivery” plaque (R5-2aP) under the R5-2 sign or instead use the “No Thru Trucks’ sign (R5-2b)

Major shared that GSD will replace the existing signs with MUTCD compliant signs and update the signage locations. He indicated that Loudon Road at Blodgett Street will require 2 signs, facing east and west.

4. New Discussion and Action Items

a. *Resident request through SeeClickFix in regards to vehicle speeds on Bradley Street.*

Hill provided a summary of the request, stating that an anonymous resident submitted a concern through SeeClickFix about speeding on Bradley Street.

Hill performed a site visit. She discussed that recently through the narrow street forum, the City restricted parking to the East side of the street. The average road width is about 25'. Leaving about 17-feet for two way traffic.

The Committee noted this is unlikely a cut through street, and is straight, flat and this segment is between two stop-controlled intersections. Hill will add Bradley Street to the list of roadways to collect speed data on to confirm if there is an issue.

Bass shared that a long term solution may be to add landscaping on the eastern shoulder near the cemetery to discourage parking on the grass and instead pushing them into the designated parking on the street, creating a narrower roadway that may help to discourage speeding.

b. *Discuss Safe Streets and Roads for All (SS4A) discretionary program grant opportunity*

Hill shared some information about the SS4A discretionary grant program. For this particular grant, the Community needs to have an action plan before being eligible for an implementation grant. Hill mentioned that communities can submit an application to request funding to hire an engineering firm to create an action plan.

Hill shared that the Central NH Regional Planning Commission is discussing putting together a regional action plan which would make its communities

eligible for implementation grants. Hill believes that it may be in the best interest of the City to create their own action plan, since there are only two years left in the grant program and because there is money available to have the effort 80% funded.

Hill shared that this effort would require a large safety review as she went through the SS4A Action Plan Components. The grants would end up being an 80/20 funding, approval and project locations based off of data.

Hill mentioned that the action plan would proposed many improvements, small and large across the City, and that implementation grants can be sought for large projects or even bundling a number of smaller projects.

Major shared that something like this would need to go to Administration and then Council prior to pursuing any action on this. Hill indicated that she was just in the research phase and wanted to gauge interest level from the Committee before pursuing any further.

5. Other Business

None.

Next Meeting: April 16, 2024.

Meeting adjourned at 10:25 am.