

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF AUGUST 20, 2024**

The Traffic Operations Committee (TOC) met at 9:00 am on August 20, 2024
in the Second Floor Conference Room, 41 Green Street.

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

Absent: Terry Crotty, Matt Cashman, Fred Reagan

Guests:

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – June 18, 2024.*

The meeting minutes of June 18, 2024 were approved.

b. *Overview of City-Wide Crash Data*

June and July crash data were submitted in advance of the meeting and reviewed.

There were 101 reportable crashes in June 2024. This compares with 104 and 114 reportable crashes in June 2023 and 2022, respectively. 18 crashes resulted in injuries. There were no fatality involved accidents. There were two reported accidents involving a collision with a pedestrian and three collisions involving a bicyclist.

There were 117 reportable crashes in July 2024. This compares with 69 and 101 reportable crashes in July 2023 and 2022, respectively. 19 crashes resulted in injuries. There were two fatality involved accidents. There were two reported accidents involving a collision with a pedestrian and one collision involving a bicyclist.

The Committee looked closer at the accident data of the intersection of River and Bog Road which had previously appeared to be increasing. After comprehensive evaluation of each occurrence it was determined that there has only been one accident per year in 2021, 2022, and 2023 that were intersection-related. The rest were occurrences in the vicinity of the intersection but not related to the 4-way stop.

The Committee also discussed that there were 3 accidents at the intersection of Clinton Street and Hookset Turnpike in the month of July. Hill

asked Major to ensure sight lines are trimmed back per a former NHDOT request.

- c. *City Council Meeting Update*
Hill shared that City Council accepted the consent reports for Irons Works Road and Birch Street.
- d. *Transportation Policy Advisory Committee (TPAC) Update*
No update as TPAC did not meet in July.

3. Ongoing Discussion and Action Items

- a. *Resident request for an all-way stop at the intersection of Hoit Road and Shaker Road.*
Hill shared site photos and mentioned that overgrowth could be trimmed to improve sight lines at the intersection. The Committee discussed concerns with introducing an all-way stop right after a sharp curve, vehicles may not be expecting it. General Services will trim back sight lines at the intersection as resources allow.

- b. *Resident Request through SeeClickFix for a speed reduction on Runnells Road.*

Hill mentioned that speed data was collected near #71 in 2021.

Direction	Avg (mph)	85 th (mph)
Northbound	19	25
Southbound	19	25

85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

Avg = Average speed
mph = miles per hour

The data showed that 85% of the vehicles were traveling 25 mph or lower. Because the 85th percentile speed is 25 mph in both directions, the Committee agreed that changing the speed limit will likely be ineffective in slowing down those few negligent drivers. The speed limit is posted in accordance with NH State RSA 265:60.

4. New Discussion and Action Items

- a. *Council Referral from Councilor Kretovic requesting review of speeds and commercial/cut through traffic on Sewalls Falls Road and West Parrish Road.*
The Committee confirmed that West Parrish Road is a no-thru trucking route, as designated on the map. After confirming proper signage is in place, CPD will increase enforcement efforts for thru trucking.

The Committee discussed that Sewalls Falls Road is not designated as a no-thru trucking route or a trucking route, therefore trucks are allowed during the hours of 7 am and 7 pm. Hill will confirm if the Planning Commission can collect vehicle class data when they perform traffic and speed counts once school is back in session. The Committee will then examine if a restriction is warranted.

- b.** *Council Referral from Councilor Kretovic regarding a request for the installation of curbing on Sewalls Falls Road between First Street and Second Street; together with communication from Linda Schmidt.*

Hill mentioned that these types of improvements would typically be programmed in conjunction with the paving program. Sewalls Falls Road, from N State to Second, was last paved in 2006 and last overlaid in 2018. The Committee agreed that installing curbing along this segment would require a major reconstruction project with drainage considerations and impacts to private yards and driveways. Hill also shared enforcement data from the police department that was performed in March/April 2024, approximately 20 hours, where 17 warnings and one summons were issued for speed. Hill mentioned that the Planning Commission will be collecting traffic and speed counts once school is back in session. Hill will draft a report to Council explaining the potential costs and challenges of making the requested improvements.

- c.** *Council Referral from Councilor Foote on behalf of Nate Veilleux, 17 Broken Ground Drive, requesting consideration be given to the installation of speed bumps or speed tables and sidewalks on Broken Ground Drive.*

Hill shared that the sidewalk segment on Iron Works Road, between South Street and Birch Street, is ranked #54 out of 117 in the City's Pedestrian Master Plan. The 2021 ranking effort evaluated locations based on criteria including safety, school proximity, new access, latent demand, connectivity, and existing demand. She also mentioned a prior Planning Board action that required deed agreements for all properties along Broken Ground Drive to bear a minimum of 50 percent of the cost of a sidewalk if they should ever petition the City for one. The Committee discussed that Broken Ground Drive was just overlaid in 2020.

Speed data was review for the month of May 2024. Hill confirmed that the speed limit is 25 mph. The Committee concurred that given the collected speeds that the Police Department will deploy their speed trailer on Broken Ground Drive to help remind motorists of the speed limit. The Committee did not feel that speed bumps were appropriate due to noise in the residential area and consideration of emergency response.

Direction	Avg (mph)	85 th (mph)
Northbound	28	32
Southbound	29	33

Ultimately, the Committee felt that the sidewalk segment did not rise to a high priority to be constructed outside of the paving program. The Committee felt that it may need to be considered if it is within the new middle school walking route.

d. *Resident request in regards to safety concerns at the intersection of Centre Street at Rumford Street.*

Hill mentioned that the Pedestrian Master Plan shows the intersections of Centre and Rumford and Centre and N Spring as candidates for bump outs. These improvements would typically be programmed in conjunction with the paving program. Centre Street, from Union to Liberty, was last paved in 2001 and last overlaid in 2008.

The Committee also discussed that there have been 7 vehicle accidents in the last 3 years, 3 in 2024 so far, but overall averaging about 2 per year. There have been no reported pedestrian or bicycle accidents at the intersection. Hill made a site visit and shared photos of repainted crosswalks and reflective crosswalk warning signs. The Committee agreed that when vehicles are parked along Centre Street, with the hill, sight lines are more constrained.

Hill mentioned that speed data was collected west of N Spring Street in 2021. The Committee reviewed the data.

Direction	Avg (mph)	85 th (mph)
Eastbound	29	34
Westbound	28	33

Overall, the Committee felt that speeds were reasonable and that future consideration of bumpouts would improve the safety of pedestrians at the intersection.

e. *Resident request through SeeClickFix in regards to traffic and safety concerns at the intersection of East Side Drive at Portsmouth Street.*

Hill made a site visit and ran school bus turning movements. She also reached out to Concord School District and they confirmed no issues with buses turning at the intersection.

Hill mentioned that there have been 5 vehicle accidents in the last 3 years, 2 in 2024 so far, but overall averaging about 1.5 per year, but she noted these

accidents could also be combined with the other intersection of Portsmouth Street and East Side Drive, further to the north.

The Committee agreed that the intersection is working as intended and no further action is required at this time.

f. *Resident request through SeeClickFix for a “Dead End” sign on W Portsmouth Street.*

Hill made a site visit and confirmed that there are currently two “No Outlet” signs at the end of W Portsmouth Street. She recommended placing the signs closer to the Interstate ramps so they are more visible and then they would apply to both streets. Also, vehicles would be less likely to turn westbound off the Interstate, as now they cannot see the signs until they are already committed and need to find a place to turn around. The Committee discussed potential relocation but due to the State right-of-way and the railroad crossing, determined that relocation is limited and does not provide much, if any, value. The Committee recommended no action at this time. Major confirmed that the City has historically gone away from “Dead” end signs and there are only a few legacy signs remaining, most of the signs in the City say “No Outlet”.

5. **Other Business**

None.

Next Meeting: September 17, 2024.

Meeting adjourned at 10:52 am.