

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MARCH 18, 2025**

The Traffic Operations Committee (TOC) met at 9:00 am on March 18, 2025
in the Second Floor Conference Room, 41 Green Street.

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Barrett Moulton, Kevin Demers,
Harold Palmer

Absent: Matt Cashman, Terry Crotty, Fred Reagan

Guests: None

1. Introductions

2. Regular Discussion Items

a. *Approval of Minutes – February 18, 2025*

The meeting minutes of February 18, 2025 were approved.

b. *Overview of City-Wide Crash Data*

The Committee acknowledged that overall the accident data from 2024 was fairly consistent with previous years. Noting that the intersection of Loudon Road and Fort Eddy Road had the highest amount of reported accidents. It was also noted that it appeared that the total number of bicycle and pedestrian accidents increased in 2024. Hill and Moulton to confirm.

c. *City Council Meeting Update*

No update provided.

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

Hill shared that TPAC went through the transportation CIP projects and scored them based off of specific criteria to recommend to Council, a report is forthcoming.

3. Ongoing Discussion and Action Items

a. *Review signing and striping plan for the sharp corner on Broadway near #
366 S Main Street*

Hill shared an updated sketch that was revised based on TPAC input, which included additional chevron signs and yield pavement marking symbols at Wiggin Street. Hill shared that this intersection is currently not stop-controlled per City Ordinance.

The Committee recommended the plan with the following revisions:

- Relocate the chevrons from the north side of Broadway to back-to-back brackets on the chevron signs along the south side as recommended by TPAC to comply with standard practice.
- Due to prior resident concerns, replace the chevron signs on the north side with delineator markers.
- Relocate the curve warning sign that is close to S Main to the location of the first chevron on the north side.
- Remove the painted yield pavement symbol triangles and remove the existing yield sign as these applications may encourage unsafe driver behavior.

b. *Consideration of median island construction on East Side Drive near the intersection with Loudon Road*

The Committee reviewed the accident data at this location since 2013 and a concept plan to construct a median along East Side Drive. A review of the accident data shows a majority of accidents are due to the left hand turns out onto East Side Drive, northbound.

Hill summarized the history of the development at 157 Loudon Road, where a 3-year traffic study was conducted post-construction to determine a need for the median. In 2015, the City's Engineering Division recommended a median, but the issue was tabled at a planning board hearing and needs to be revisited as accidents are continuing and vehicles continue to make illegal turns at the driveway.

The Committee was in support of moving forward with the median design, though further review of the driveway island and right-in-right-out geometry and allowing left hand turns onto Loudon Road from 157 Loudon Rd need to be considered, as well as relocating the curb cut and associated impacts to 161 Loudon Road.

c. *Review TPAC recommendation for additional signs at the Mountain Road/Fernald Street crosswalk*

The Committee reviewed and agreed with the recommendation from TPAC to add flanking pedestrian signs at the crosswalk.

4. New Discussion and Action Items

a. *Resident request for safety improvements at the intersection of Mountain Road and Shaker Road*

The Committee reviewed the resident's concerns including a request for a study or placement of an all-way stop at the intersection of Mountain Road and Shaker Road.

Hill noted only 2 reported accidents in the previous 3 years. Hill also mentioned that there are warrants listed in MUTCD and the City's STOP Sign Policy for the installation of an all-way stop. Hill mentioned that she drives the intersection every morning and there is a very small window of increased traffic due to school drop off, confirmed that the private school does not have bus service. The Committee discussed that there does not appear to be an accident history at the intersection to support an all-way stop for safety reasons.

The Committee did not recommend further action at this time, however they agreed that increased enforcement on Mountain Road should continue as resources allow and that Hill will continue to monitor accidents.

b. *Resident request regarding pedestrian safety concerns near the intersection of N State Street and Rumford Street*

The Committee reviewed the request and accident data at the intersection, in which there have been 2 reported bicycle accidents at the intersection over the last 4 years. Hill mentioned that this is the 3rd request for Rectangular Rapid Flashing Beacons (RRFBs) at various crosswalk locations on N State Street in the last few months.

The Committee discussed that one of the accidents involved a bicycle traveling in the bike lane which would not be solved by the addition of crosswalk RRFBs. The other was a child riding a bicycle on a sidewalk that did not stop before crossing Rumford Street.

The Committee acknowledged the concerns, however felt that until a crosswalk policy, to include RRFBs installation and priority locations, and a funding source is established, it is premature to install them at this location over potential others in the City. The location has been added to the list for further evaluation in the future.

c. *Resident request through SeeClickFix for STOP signs at the intersections of Chase Street @ Ellsworth Street and Chase Street @ Gates Street*

The Committee reviewed the request. Hill noted that Chase at Ellsworth is a stop-controlled intersection per City Ordinance 2074 (12-13-93) and currently has a stop sign and stop line. However, Chase at Gates and Chase at Drew are currently not stop-controlled by Ordinance.

Discussions concluded that a stop sign is not warranted at Gates Street or Drew Street per Federal Guidelines and the City's Stop Sign Policy. Based on the City's policy, zero accidents reported at the intersections in the last three years, it was determined that the "T" geometry of the intersections suggests the normal right-of-way rule would be followed. Hill will respond in SeeClickFix.

d. *Resident request through SeeClickFix for a striped crosswalk on Constitution Ave at #45*

The Committee reviewed the request. Hill shared that the Planning Board approval in 2008 required the accessible route be provided, including curb ramps but no crosswalk was to be installed.

Hill noted that MUTCD 3C.02 states crosswalk markings shall be provided at legally established crosswalks at non-intersection locations.

The Committee agreed that a marked crosswalk shall be added to conform with MUTCD.

5. Other Discussion Items

a. *Centre at Washington St Intersection Reconfiguration*

Hill shared with the Committee the current concept plan of the Centre at Washington Street intersection improvements based on feedback from the public meeting.

b. *Green Street Pedestrian Improvements*

Hill shared with the Committee the current concept plan of the Green Street pedestrian safety improvements based on feedback received from the public meeting.

Next Meeting: April 15, 2025.

Meeting adjourned at 10:34 am.