

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MAY 20, 2025**

The Traffic Operations Committee (TOC) met at 9:00 am on May 20, 2025
in the Second Floor Conference Room, 41 Green Street.

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Matthew Casey, Kevin Demers, Harold Palmer, Fred Reagan, John Chisholm, Matt Cashman

Absent: Terry Crotty

Guests: David Jodoin – Pembroke Town Administrator and 3 Loon Ave Concord, NH
Karen Yeaton – Pembroke Board of Selectman, Chair
Bryan Christiansen – Pembroke Board of Selectman
Henry Huntington – Owner of Pleasant View Gardens, 830 Pembroke Road
Lou Cote – 434 Rosedale Lane Pembroke, NH
Maurice Regan – 717 Borough Road Pembroke, NH

1. Introductions

2. Approval of Minutes

- a. *April 15, 2025 TOC Draft Meeting Minutes*
The meeting minutes of April 15, 2025 were approved.

3. Review City-Wide Crash Data

- a. *April 2025*
Review of City-wide crash data was tabled to the next meeting.

4. Council/Committee Updates

Hill shared the latest TOC referral reports in the agenda packet that were approved by consent at the City Council Meeting.

5. Project Updates

None.

6. New Business

- a. *Traffic concerns near Beaver Meadow School on Sewalls Falls Road*
Cashman shared that traffic related to parent pick up in the afternoon at the Beaver Meadow School along Sewalls Falls Road and Sylvester Street is becoming a safety concern. Cashman shared that with the current configuration, they are only able to bring about 12-13 vehicles on-site at a time. Explaining that traffic queues on the west side of Sewalls Falls Road while staff radios to match students with parents to streamline the pick-up process. He mentioned that currently, the

biggest safety concern is when southbound traffic seeks to circumvent the queued traffic, they cross the double yellow centerline and attempt to drive past a long section of waiting vehicles. In doing this, they first conflict with turning traffic into the driveway and then again with students crossing the road to get to their parents to be picked up, who are waiting south of the driveway, where they shouldn't be.

Cashman shared that CUSD has budgeted funds to complete a traffic study for Beaver Meadow School, in which he's hoping to solicit in the Fall. He is looking for any interim mitigation recommendations and/or considerations for the study. Cashman shared there are about 375 students currently enrolled, although the school was built for 500.

For an interim consideration, Demers recommended flipping the orientation to use Second Street as the entrance for pick-up vehicles, utilizing the longer driveway, and also creating a one-way, double stacking situation to increase capacity, with the exit on Sewalls Falls Road.

Chief Chisholm shared that exploring a configuration to allow queuing around the perimeter of the school would be preferable, as it would also greatly improve the accessibility for the Fire Department.

Cashman will create a small working group with the BMS Principal and others from the school before reaching out to select members of the Committee to see if any short-term improvements could be considered before the traffic study is completed.

b. *Traffic concerns on N Spring Street near Christa McAuliffe School*

Hill shared a resident's concern that students are being released and begin walking before the flashing beacons are displayed. Adding that the resident also inquired about placing a beacon on Warren Street.

Palmer shared that the beacons are scheduled to begin flashing at 2:15 and he will confirm the time is set accurately on the devices. He mentioned that typically, they are set 30 minutes before scheduled release.

The Committee discussed that beacons are typically placed on the streets which the school is located. The Committee was not aware of accidents or particular speed issues in the area and agreed that many of the neighboring intersections are all-way stop controlled.

c. *Referral from City Council including meeting minutes stating various traffic concerns in the neighborhood of Community Drive and High Street*

The Committee reviewed the referred meeting minutes from March 11, 2025 neighborhood meeting. The Committee recognized that speed is the main concern.

Hill shared TomTom speed data on Community Drive, between Shaw Street and Dolphin Street, averaged during the month of April 2025, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	27	33

Hill also shared TomTom speed data on High Street, between Hardy Ave and Brodeur Street, averaged during the month of April 2025, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	27	35

Hill shared that both of these roads are posted at 25mph.

Casey explained that after the neighborhood meeting, the police department continued directed patrols on those roads and concluded that generally vehicles were obeying the speed limits, they also then left the radar trailer between April 28 – May 15.

Hill noted that there had been past conversations about restricting High Street or Community Drive to local traffic only, but it was never moved forward.

Reagan shared that the MVSD did attempt to purchase additional right-of-way along Beede Drive to construct a two-lane exit when the roadway and sidewalk was reconstructed, but was unsuccessful.

The Committee agreed that they support continued efforts to reduce the speed in the area, but do not support stop signs to regulate speed or bump outs due to the narrowness of the roadways.

- d. *Referral from City Council in regards to a communication from the Town of Pembroke Administration requesting consideration of removing the trucking restriction on North Pembroke Road from the Pembroke T/L to Sheep Davis Road (NH Route 106)*

This agenda item was moved to the top of the agenda and heard first as representatives, business owners, and residents from the Town of Pembroke were in attendance to discuss.

David Jodoin, Town of Pembroke Administrator, shared that Pembroke is requesting that Concord lift the hourly restriction on North Pembroke Road between Sheep Davis Road and the Pembroke town line to allow overnight trucking in the area. He stated that currently, trucks leaving businesses like Pleasant View Gardens are forced to travel over 3 miles and past 70+ residential homes in Pembroke in the off hours, where the impact to Concord would be 0.2 miles and past 2 residential homes to access Route 106 which is a designated truck route.

Hill provided a summary of the City of Concord trucking ordinance, as well as the recorded trucking map. Hill also discussed multiple occurrences in the past where this same issue has been raised by businesses and the Concord residents. Mentioning a prior resident concern regarding nighttime trucking on N Pembroke Road, which resulted in signage being placed which restricts trucking between the hours of 7pm to 7am. In 2008, after being asked to remove the signage, TOC and Council decided to retain it in order to maintain its commitment to limiting truck travel through residential districts in the City, especially during overnight hours.

Henry Huntington, owner of Pleasant View Gardens, stated that they are a seasonal business, with narrow shipping windows to ensure products ship and arrive fresh. Almost 50% of their business is conducted in the month of May. He indicated that some trucks begin to leave around 4-5am, with the last trucks returning as late as 11pm – midnight. He shared truck volume charts with the Committee.

Karen Yeaton, Pembroke Board of Selectman, shared that the Route 106 commercial area of Pembroke is essential to Pembroke's growth and tax base, and convenient access to Route 106 is essential.

Lou Cote, a resident on Rosedale Lane in Pembroke, stated that Pleasant View Gardens does what they can to aid the residents along the route. He can't imagine that when Pembroke established its commercial zone in that proximity to Route 106 that they would have expected that all commercial traffic would be forced through their residential districts.

Jodoin stated that since the bridge reconstruction on North Pembroke Road, the elevation change is not as severe, which he believes has likely reduced the noise levels for the Concord residents.

Huntington stated that they do train their drivers in safety methods and to be courteous to neighbors. They do not allow "Jake" brakes. They also have a business in Loudon, NH where trucks are also driving through a residential district. Huntington added that they utilize full-sized tractor trailers and straight box trucks for their deliveries, estimating that up to 5-6 larger vehicles trips a day may be utilized during the busy season.

Hill shared the City of Concord ordinance defines a truck based on weight and shared the current language.

Bryan Christiansen, Pembroke Board of Selectman, shared that Pembroke is hoping to come up with a solution between the two municipalities to help the Pembroke businesses, even if it is a seasonal adjustment.

Hill shared that although TOC makes some decisions, that allowing overnight trucking on N Pembroke Road would require it to become a designated street for truck use, which is an amendment to Ordinance 17-6-7, Schedule XV, requiring this

decision to be made by City Council. Hill mentioned that TOC would need to present a recommendation to Council with associated meeting minutes, at an upcoming meeting.

Huntington asked if a truck route could be limited to agricultural vehicles. Huntington added that they have an average of 200 employees at the Pembroke facility, and relocated to Pembroke around the year 2000.

Hill shared that there is also a sand and gravel pit on North Pembroke Road, which may also utilize North Pembroke Road if it becomes a trucking route. There also appears to be other businesses which likely would also utilize the trucking route.

Maurice Regan, a resident on Borough Road in Pembroke, shared a handout schematic of some measurements and data he collected showing a number of potential impacted residents and correlating decibel readings he took in the morning. Regan noted the highest recorded noise level was from a tractor trailer reaching 85 decibels.

Cote added there is also an impact to the residential roads of Pembroke that were not designed to handle commercial traffic.

Yeaton added that Borough Road in Pembroke is also not a safe road for commercial traffic. It is narrow, with no shoulders, and many curves. She stated when Pembroke was first getting complaints about the commercial traffic, they monitored the roadway with directed police patrols, which determined that all trucks were driving safely.

Hill asked Huntington if he has a breakdown of the number of trucks which travel between the permitted daytime hours and the restricted off hours. Huntington provided a count of the number of vehicles and when they make their trips. He reiterated that February through June, and September are their busiest times.

Demers asked Regan if he did decibel readings at the two Concord residences. Regan stated he did not, as he did not want to trespass on private property/

Hill stated that in the past, the Concord residents had strongly voiced opposition to night time trucking in this area, for many of the same reasons that are being presented by Pembroke residents today.

The Committee agreed that it would be best to give the Concord residents the opportunity to attend the next meeting and weigh in on the request. The Committee unanimously agreed to continue discussions to a future meeting.

- e. *Referral from City Council in regards to a communication from the private association of Metalak Drive requesting a gate at Loon Ave*

David Jodoin, 3 Loon Ave, has lived in the neighborhood for 35 years. He shared that there are many drivers who do not follow the stop-controlled intersection at Loon Ave and Metalak Drive.

Chief Chisholm stated that if access was to be restricted by a gate, that it will be required to open with Opticom. Any locked gate would require a cul-de-sac turnaround. He stated that the development is required to have two egresses. CFD will shared relevant safety codes to Hill to share with the association.

Bass shared that the City does hold an access and utility easement right in the vicinity, and any structures would need to be considered against the easement language, as the City needs to be able to maintain their underground utilities in the area. Bass also shared concern that snow clearing operations on either side of a gate would be difficult, especially for the association, as snow build up would occur blocking the driveway of #76 Metalak Drive. Stating even placing the gate outside of the City right-of-way could have encroachment challenges.

Bass stated he has found declaration from 1987 stating a speed limit of 15mph. He was unsure if the declaration of condominium documents has been revised since then to state a change in their agreed upon speed limit.

The Committee unanimously agreed to continue discussions to a future meeting, at the request of the resident.

f. Referral from City Council in regards to a resident's request for a crosswalk on Regional Drive @ Chenell Drive

Hill shared TomTom speed data on Regional Drive in the area on Chenell Drive, averaged during the month of April 2025, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	37	45

After reviewing the speed summary, the Committee agreed to recommend no crosswalks be installed, as there is no sidewalk connection on the other side. Placement of the crosswalk could result in a false sense of security, as well as create additional safety concerns with where it would end in Chenell Drive without having a clear safe place for pedestrians to travel conflicting with commercial traffic.

7. Unfinished Business

a. Council referral from Councilor Kretovic requesting review of speeds and commercial/cut through traffic on Sewalls Falls Road and West Parish Road

Hill shared that CNHRPC collected traffic counts in October 2024 which recorded a total of 71 (> 5-axle) trucks over 4 days on Sewalls Falls Road, averaging approximately 18 trucks per day.

After discussions with the City Manager, Hill discussed the history of the request and mentioned that if Sewalls Falls Road is posted, that all truck traffic travelling north on Route 3 to northern destinations in the City, would need to travel through Penacook Village and the roundabout. The Committee agreed that leaving Sewalls Falls Road as an option would help to balance truck traffic through the Village and Sewalls Fall Road. The Committee confirmed, per the Ordinance that trucks should only be deviating onto Sewalls Falls Road if they have an origin or destination point nearest to Sewalls Falls Road, as it is not specifically a “Designated Street for Truck Use” on the City’s Commercial Trucking Thruway Status Map.

The Committee also acknowledged that the Concord School District will be performing a traffic study for Beaver Meadow School in the Fall of 2025 and agreed that potential safety improvements to the school zone would be better served by those efforts than by restricting the few trucks that travel the route today.

The Committee agreed to monitor the truck traffic and reconsider the request in the future if it is found that trucks are routinely using the street in violation of the City’s ordinance.

The Committee agreed that West Parish Road is signed and restricted and can continue to be enforced as necessary.

- b. City-wide truck routes and appropriate signage
Item was tabled to the next meeting.

8. Other Discussion Items
None.

Next Meeting: June 17, 2025.

Meeting adjourned at 11:00 am.