

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF SEPTEMBER 16, 2025**

The Traffic Operations Committee (TOC) met at 9:00 am on September 16, 2025
in the Second Floor Conference Room, 41 Green Street

Attendees: Michael Bezanson, Karen Hill, Alec Bass, Matthew Casey, Kevin Demers

Absent: Harold Palmer, Fred Reagan, Matt Cashman

Guests: Alex Hunter (2 Elm St, Pittsfield NH)

1. Introductions

2. Approval of Minutes

- a. August 19, 2025 TOC Draft Meeting Minutes
On a motion made by Bass, seconded by Bezanson, the meeting minutes of August 19, 2025 were approved. All in favor. The motion passed unanimously.

3. Review City-Wide Crash Data

Accident data was provided to the Committee during the meeting.

- a. August 2025
There were 100 reportable crashes in August 2025. This compares with 87 reportable crashes in August 2024, and 83 motor vehicle accidents reported in July 2025. 20 crashes resulted in injuries. There was 1 fatality involved accident. There were 3 reported accidents involving pedestrians and 5 involving bicyclists.

Casey noted that two of the bicyclist accidents involved electric bikes.

4. Council/Committee Updates

Hill provided a summary of the Loudon Road at Woodcrest Heights discussion at the August TPAC Meeting. She mentioned that TPAC also discussed a referral for a new crosswalk at Goodwill, which was related. She summarized the Committee's recommendation to share the accident data with Council suggesting a short-term intersection and crosswalk study and long-term corridor study.

Demers shared that General Services has refreshed the lane markings on Woodcrest Heights.

Hill will review the feasibility of a lane designation sign on Woodcrest Heights.

TOC supported this action.

Hill shared that three other consent items went before Council; the Rolfe Park item, where the Committee recommended MVSD conduct an education campaign; Metalak Drive, where the Committee recommended that the association would need to go before Planning Board for an amendment; and, the Green Street safety improvement plan.

5. Project Updates

Hill mentioned that construction is ongoing and Centre/Washington, Sewalls Falls/Abbott, and Clinton Street.

6. New Business

a. *Resident inquiry regarding missing sidewalk segment along the east side of Perry Ave (#5-7 Essex Street)*

Hill shared that at some point during road reconstruction, curbing and sidewalk was added along Perry Street, however for some reason no sidewalk was added at this location, possibly due to lack of available right-of-way.

The resident wants to install plantings and wants to make sure nothing would be removed for future sidewalks. Hill recommended that the resident not install anything within the City right-of-way.

The Committee discussed that this gap is shown in the Pedestrian Master Plan and agreed this segment may be considered the next time the street is resurfaced.

b. *Resident request through SeeClickFix for traffic calming on the northerly one-way easterly leg of N State Street between Franklin Street and Church Street*

Hill provided a summary of the SeeClickFix that the resident is observing an increase in thru traffic and speed.

Hill will add this segment to the list of traffic counts and will schedule it when possible.

c. *Resident concerns through SeeClickFix for sight line concerns at the southeast corner of the N State Street @ Franklin Street roundabout*

The Committee discussed making sure the homeowner of 13 Franklin Street is aware of the Ordinance which regulates the maximum height of obstructions on corner lots. Otherwise, they noted the relatively low number of reported accidents relative to the amount of traffic in the area. Hill confirmed that the plantings were proposed and installed as a part of the roundabout construction plans.

d. *Resident request through SeeClickFix for additional speed limit signs on Hoit Road near #161*

Hill summarized the residents' request for additional signage. She also noted that in 2009, Hoit Road was part of a NH HRRP High Risk Rural Road Program to improve safety by adding appropriate signage on some rural roadways in Concord. Hill noted that it appears as though Hoit Road is sufficiently signed, and she

confirmed that all of the speed limit signs are in place. Demers noted that he will have someone review the signage in the field to confirm it is consistent with the plans, as time and resources allow.

Hill noted that Hoit Road is posted at 35 mph. She shared TomTom speed data on Hoit Road averaged during the month of August 2024, summarized below:

Direction	Avg (mph)	85 th (mph)
Eastbound	40	44
Westbound	40	44

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 Committee agreed there is sufficient signage on Hoit Road and no action is necessary, aside from the continued enforcement efforts of the Police Department.

e. *Resident request for speed mitigation on Loudon Road near Gully Hill with concerns for bicycle safety*

Hill summarized the residents' request. The resident commutes to work via bicycle and has concerns about the speed of vehicles and the safety along Loudon Road. The request noted that using TomTom speed data they provided, the 85% speed data is 50 mph going up the hill between 7 am and 8 am.

Hill noted the speed limit is 30 mph.

Casey noted that it is a difficult area to police, as cruisers cannot cross the median. Several cruisers have been damaged trying to set up, or cross the median in efforts to police this area. Cruisers are required to pull over at either end.

Hill shared that Loudon at Hazen and Loudon at Everett Arena (east) are two of the oldest signals the City has, and at some point, will need to be replaced. Hill noted if before the signals are replaced, if the City should consider if signal replacement is the best solution.

Hill also shared that the City has a concept plan for the Gully Hill area of Loudon Road, however it has yet to be placed into the City CIP program.

Casey suggested if a Loudon Road corridor study is ever conducted, perhaps it should not end at Hazen Drive as it has historically, and should extend all the way to the bottom of Gully Hill or to Fort Eddy Rd.

The Committee noted that all of this should be part of the discussions for the upcoming master plan.

It was also discussed that improving the lighting along Loudon Road could improve pedestrian and bicycle safety.

- f. Resident request for additional signage at the intersection of Clinton and S Fruit Streets with concerns of cut-through traffic and safety of a blind child in the area
Hill provided a summary of the residents' request. They run the Salvation Army at the corner, and the McKenna House further up South Fruit Street.

Casey shared that vehicles are not allowed to use private drives to circumvent signals, but is not aware of an issue at this location. He did mention that it is an enforceable offense.

Demers asked if a blind child sign was installed in the area, who is responsible for notifying the City when it is no longer necessary, if they move or etc.?

Hill shared that based on her conversation with the applicant, she believes the largest issue here is the cut-through traffic on the private site.

The Committee noted that unfortunately, the solution is to make changes on their private site, which the City would not participate in. Noting they have a gate, which could perhaps be closed.

- g. Resident request (2) through SeeClickFix for No Thru Trucking on Airport Road between the hours of 7 pm to 7am with concerns for nighttime noise
Hill provided a summary of this request. Noting that the trucking ordinance is currently being reviewed. Hill noted that Airport Road is on the list of roads intended for truck use, however it was placed on this list prior to the construction of Regional Drive.

The Committee discussed some options, such as possibly removing Airport Road from Terrill Park Drive to Manchester Street from the trucking route. However, they decided for the moment, it appears as though the ordinance is being followed, as Airport Road is a listed truck route, and this should be reviewed as part of the master planning process.

- h. Resident request for bicycle wrong-way (R5-1b and R9-3cP) signs on Fisherville Road
Hill provided a summary of the request. Noting that we recently had a reported bicycle accident on Fisherville Road where the operator was riding on the wrong side of the road, however this incident did occur in a zone which has this signage already installed.

Demers shared that he will look to get some estimates for what it would take to purchase and install signage.

- i. Resident request through SeeClickFix for a "Dead End" sign on Shoe String Road

Hill provided a summary of the applicants request.

Demers confirmed that there is a “No Outlet” sign exiting the traffic circle.

The Committee agreed adequate signage is in place.

7. Unfinished Business

None.

8. Other Discussion Items

Hunter shared that the intersection of Fort Eddy Road and Hannaford Plaza is not timed properly and is causing a safety issue.

Hill shared that recently the loops were damaged causing the timing issues and that the loops have been repaired.

Hunter also shared that the intersection of Loudon Road at Hazen Drive should be analyzed to confirm timing, especially at night. Hill noted the concerns and mentioned that the City will be upgrading the intersection in the upcoming years.

9. Next Meeting

October 21, 2025

10. Adjourn

On a motion by Demers, seconded by Casey, the meeting adjourned at 10:55 am. All in favor.

Minutes prepared by Alec Bass and Karen Hill