

**CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF OCTOBER 21, 2025**

The Traffic Operations Committee (TOC) met at 9:00 am on October 21, 2025
in the Second Floor Conference Room, 41 Green Street

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

Absent: Fred Reagan

Guests: Devin Rodrique (48 Snow St), Adam Clark (General Services Division), Jeff Foote (92 Shawmut St and Ward 10 Councilor), Brett Todd (Ward 1 Councilor), Jessica Wheeler Russell (76 Manor Rd), Michelle Horn (Resident of 218 Bog Rd and Ward 2 Councilor), Stephen Michlovitz (47 S Curtisville Rd), Claire Michlovitz (47 S Curtisville Rd), Mike Paine (Cassella Waste Systems, Inc.), Tracy Bricchi (146 Village St), Kyle Repucci (Principal of Broken Ground School), and Kathleen Scarpati (Principal of Millbrook Elementary School)

1. Introductions

2. Approval of Minutes

- a. September 16, 2025 TOC Draft Meeting Minutes
On a motion made by Bezanson, seconded by Demers, the meeting minutes of September 16, 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. September 2025
This item was continued to the November 18, 2025 meeting.

4. Council/Committee Updates

This item was continued to the November 18, 2025 meeting.

5. Project Updates

This item was continued to the November 18, 2025 meeting.

6. New Business

- a. Referral from City Council in regards to a communication from Jessica Wheeler Russell and Devin Rodrique, on behalf of area residents, requesting safety improvements in the Manor neighborhood and surrounding streets

Item 6a was moved and heard first on the agenda for attendees to speak to their concerns.

Jessica Wheeler Russel stated that she is speaking on this item as a private citizen and resident of 76 Manor Road, not in her official capacity as a member of the Merrimack Valley School Board. She mentioned the District was recently discussing reducing bus routes which would lead to many Penacook students having to walk to school. This prompted a discussion surrounding pedestrian safety concerns for students who would need to walk to school through the surrounding neighborhoods. She is hoping that the City can implement the additional requested safety measures throughout the area for the safety of the children.

Devin Rodrique added that he has lived on Snow St for almost 10 years. He mentioned that they had a neighborhood meeting on August 12th which resulted in increased directed patrols, in which he was appreciative. Rodrique shared some results from those directed patrols, which were included as a part of the agenda packet; emphasizing the high speeds that were recorded.

Wheeler Russell shared one reason students may not be utilizing the sidewalks along Abbot Road and Fisherville Road is because they do not feel safe on Fisherville Road. Adding that the signalized crossing at Fisherville Road at Manor Road does not provide adequate time for children to cross.

Tracy Bricchi, 146 Village St, speaking on this item as a private citizen and resident of 146 Village St, not in her official capacity as a member and chair of the Merrimack Valley School Board, stated it would be helpful if there were flashing lights along Fisherville Road to notify vehicles of the school zone.

Hill shared that the Abbott Road sidewalk is highlighted as a priority sidewalk and ranked 17 out of 117 in the City's Pedestrian Master Plan sidewalk list. However, she confirmed that all of the neighborhood streets between Abbott and Manor are not included in the current plan, and recommended if that is important to the Community that they be active in the upcoming City's master planning effort.

Bricchi asked if it is common for neighborhood streets to not have sidewalks while the collector streets do.

Hill shared that it really can vary, and there are a number of factors. Though often low volume streets are not recommended or prioritized.

Hill noted that in the submitted materials, Wheeler Russell suggested neighborhood watch signs to be posted. Hill stated these are not MUTCD signs.

Casey believes that there is a State-wide Committee which meets monthly associated with neighborhood watch and similar efforts, which could be consulted and explored further.

Bass added that Penacook Street is also on the sidewalk master plan, and is ranked 73 out of 117.

Hill also added that the City does not install children at play signs. She recommended that if the residents have children playing at certain times that they purchase a 'little plastic yellow man' with a flag and place it in their driveway out of the ROW at their discretion as it might be more effective if only placed out there when kids are present. Permanent signs are not recommended in MUTCD and have proven to have no effect on speeds and gives a false sense of security.

Rodrique asked about MUTCD best practices for making crosswalks more effective.

Hill shared that there are proven safety countermeasures based on federal studies, as well as recommendations from MUTCD. She stated that not all City crosswalks are consistent and that the City needs to prioritize improvements. Hill added that the City is currently looking to develop a Crosswalk Policy to assist in this process and ensure more consistency/compliance.

Wheeler Russel asked for clarification that if there is not a sidewalk on either side of the roadway, a crosswalk would not be installed?

Hill answered that typically this would be the case.

Bricchi stated a lot of kids use the interconnecting streets.

Rodrique asked what the estimate cost for a rapid reflective flashing beacon (RRFB) may be.

Hill shared that they are about \$30,000 per installation. The City is starting to look into priority locations to explore funding options.

Hill shared that in regards to street lights, if any resident notices a street light that is not working to submit a See-Click-Fix ticket so that it can be addressed. Any new light requests would need to go to City Council.

Hill stated that she did conduct a site visit and did not notice any obstruction to existing street signage in the neighborhood. Adding that if a resident does see a sign obstruction, to submit a See-Click-Fix ticket so that it can be addressed.

Rodrique confirm he suggested the orange flags on the speed limit signs as he was trying to think of ideas to draw attention to motorists to the posted speed limit.

Hill shared she typically only sees orange flags on new sign installations as a temporary measure, but mentioned that MUTCD does allow for adding flags to speed signs. Her concern was that if we do it in one neighborhood, we would set a precedent.

Casey stated that there is a balance with directed patrols. The efforts to increase directed patrols this past August did take resources away from other parts of Concord, though they felt it was important based on the feedback and concern of the residents and hoped that it had meaningful impact.

Hill shared that she can set up traffic counters in the neighborhood which will record speed. She is hoping to deploy them before the end of the year. This data can then be shared with the Police Department.

Hill shared TomTom speed data on Abbott Road averaged during the month of May 2025. Data shows highest speeds on Abbott Road near Bean Street AND the lower section near Sewalls Falls Road, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	35	42

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

She also shared TomTom speed data on Manor Road averaged during the month of May 2025. Data shows highest speeds on Manor Road near Randlett Street, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	35	42

She noted that Abbott Road is posted at 25 mph and Manor Road is posted at 30 mph, yet the recorded speeds appear to be the same, with the posted speed limit apparently having no effect on driver behavior. To reduce speeds and increase safer driver behavior, both in this neighborhood, and City-wide, something else needs to change. This may involve a far more comprehensive study and longer-term solutions beyond this meeting.

Rodrique added that he believes signs can make a difference, noting that Hill stated that RRFB's are proven safety countermeasure and are \$30,000. While recognizing that this seems expensive for a sign he struggles with the concept that cost is prohibitive to increase pedestrian safety when the City appropriates millions of dollars in other areas, such as the \$53 million-dollar police station.

Wheeler Russel thanked the Committee and hopes to attend future meetings when this item is discussed.

The Committee did recommend that Hill collect traffic data in the neighborhood to report back to the Committee for further discussion.

b. Resident request to improve safety at the Village Street roundabout

This item was continued to the November 18, 2025 meeting.

c. Discussion on municipal vehicles (including trash vendor) to be allowed to traverse one-way streets in the opposite direction to include specific signage

This item was heard second on the agenda.

Adam Clark, Concord General Services Department, shared that the City is switching to an automated collection system, with the first phase set to begin in July 2026, with the hope to have the entire City transitioned by July 2028. He described that the trucks have a fixed arm on the right side of the vehicle. This becomes problematic on certain one-way streets, where the drivers need to back down the streets or residents need to place the bins on the opposite side of the road. Clark is seeking input from the Committee to explore a potential mechanism to exempt service vehicles from certain regulated one-way streets.

Clark shared an example of a “Do Not Enter – Municipal Vehicles Only” sign which has been used in other communities.

Demers asked how West Street would be managed since it is an extremely busy road. A scenario to pick up trash would be dangerous for residents to bring the trash bin across this busy street, but also for a vehicle going the wrong way due to the volume of traffic.

Casey stated he has not heard of this provision and has some concerns. The drivers of the exempt vehicle will know they are entering a one-way street, but no other vehicles on the road or exiting driveways would be aware of this.

Hill added that a blanket exception for all one-way street is concerning and more information and a list of specific streets would need to be considered. She mentioned that a provision would need to be added to the City’s Ordinance, ultimately approved by Council, as there is an Ordinance enforcing one-way streets currently in place.

Clark stated he could look to collect a sample of streets to consider. Right now, they are looking at Woodman Street as an example.

The Committee noted that that particular street has houses on the north side of the street and the high school property on the south side.

Mike Paine shared that some trucks have been manufactured with left and right collection arms, but they have not been sustainable.

The Committee was not opposed to looking at streets on a case by case basis but noted they would like to see more examples, as well as other solutions that have been presented in other communities.

- d. Resident request for stop control on Church Street (eastbound) at Bradley Street
This item was continued to the November 18, 2025 meeting.
- e. Resident request through SeeClickFix for traffic calming on High Street
This item was continued to the November 18, 2025 meeting.
- f. Resident request through SeeClickFix for all-way stop control at the intersections of Community Drive at Merrimack and Summer streets
This item was continued to the November 18, 2025 meeting.
- g. Resident request through SeeClickFix for pavement markings on West Street
This item was continued to the November 18, 2025 meeting.
- h. Resident request through SeeClickFix for turn lane arrows at Loudon Road at Ft Eddy Road intersection
This item was continued to the November 18, 2025 meeting.

7. Unfinished Business

- a. S Curtisville Road traffic discussion (on-going)
This item was heard third on the agenda.

Cashman provided a summary of the item, noting that the School District is aware of the pick up/drop off concerns along S Curtisville Road as it has been a long-standing issue. There is a dangerous situation occurring, as queuing starts at the school's entrance and goes past Dominique Drive. Cashman has witnessed impatient drivers who appear to speed past through the middle, passing buses, parked cars and going into the school. Parents and residents in the area seeking to exit the area add to the congestion and are often forced off the road into the grass strip creating sidewalk safety concerns as well.

Cashman noted that there is not solid double yellow line on S Curtisville Road, which if added may help discourage that cut through behavior.

Kathleen Scarpati noted that parent drop off and pick up queuing begins and stacks beyond the egress point, creating essentially three lanes of cars on a two lane road. The entire episode concludes at about 7:40 am. Both morning and evening times are short events, but create dangerous conditions.

Kyle Repucci added that pedestrians trying to cross S Curtisville Road to Dominique Drive have almost been hit, with 4 near misses reported to him already this year. This is partially due to the queuing of cars and faded crosswalk markings.

The two principals noted that the flashing school zone signs need to be examined, as they believe that the one on S Curtisville Road is not operational.

Cashman asked if the street has a double yellow line painted, would that make it enforceable if vehicles bypassed traffic?

Casey stated it would be tricky, as the stacked cars on the side for pick up, actually push those cars over the double yellow, and they want them to provide adequate passing space.

Casey stated at one pick up, a uniformed officer (Carl Notarangeli) was on site and he noticed a significant difference in overall flow and driver behavior.

Casey stated sending a uniformed officer consistently is challenging, as it is both shift change for the Department, it also coincides with heavy call volume times throughout the City.

Hill added that ultimately, the queuing on the street is the problem and needs to be addressed. Hill shared that Rob Mack, the City's previous Traffic Engineer commented that this exact problem would occur during the elementary school consolidation project and no changes were made in the planning stages of the school development. Hill asked Cashman if he could perform a traffic study to propose ways to get the queuing traffic off of the road.

Cashman stated they know they have an issue and are looking for help and ideas to mitigate this issue before an injury or accident occurs.

Claire Michlovitz stated that her and her husband have had been involved in two accidents in the area. Most recently, an accident while turning into their driveway being hit by a parent's vehicle bypassing the queuing vehicles. She also added that the beacon between East Side Drive and Portsmouth Street is not always working, or adjusted with daylight savings time. She has observed countless near misses of students and crossing guards almost being hit.

Repucci would like to see a double yellow line painted on S Curtisville Road and feels it would go a long way in demonstrating they are working towards addressing the problem as they continue to work and educate parents and staff on the matter.

Hill shared that flashing beacons can only flash 10 mph below the posted speed limit. Noting that the school zone has mixed speeds. Portsmouth Street and S Curtisville (east) are posted at 30 mph, while S Curtisville (west) is posted at 25 mph.

Demers asked if a variable message board (VMB) was placed out there, would it be beneficial?

Cashman stated they are trying to change the culture. The VMB could assist in that, and adding the double yellow line on S Curtisville Road could also assist in those efforts.

Jeff Foote, speaking as a private citizen, and not in his capacity as City Councilor for Ward 10, asked if the District has explored adding a turn around at one of the properties they own further up S Curtisville Road and having the queue lines stack in the opposite direction.

Casey stated that until the queuing issue is addressed, there will be a higher risk of incident. Not to diminish some of the other items which may help, but removing the queuing traffic on the City street needs to be resolved.

The Committee discussed some ideas to improve traffic flow. Hill stated that it was initially called out in the original traffic study that the current circulation pattern creates a conflict with entering and exiting vehicles.

The Committee discussed that further consideration of this item will take place at a later meeting. In the meantime, General Services will work with Cashman to deploy a VMB, Hill will look into the requirements about adding a double yellow line on S Curtisville Road.

Demers stated that the City's long line pavement marking contractor is already completed for the season. Though they could look to install RPMs. Hill and Demers will look to meet out on site to review possibility about placing RPMs. Harold will look to fix the flashing school beacon.

Stephen Michlovitz raised an issue about safety at intersection of Portsmouth Street and S Curtisville Roads, and asked about adding lighted stop signs.

Bezanson shared that those improvements have yet to be funded.

8. Other Discussion Items

None.

9. Next Meeting

November 18, 2025

10. Adjourn

On a motion by Bezanson, seconded by Demers, the meeting adjourned at 10:59 am and to table Items 3a, 4, 5, 6b, 6d, 6e, 6f, 6g, 6h, and 8 to the November 18, 2025 meeting. All in favor.