



## Engineering Services Division

# Traffic Operations Committee

Meeting Minutes – September 17, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services  
Ed Roberge, PE, Engineering Services  
Jim Major, General Services  
Greg Taylor, Police Department

### A. Regular Discussion Items

- 1) **Overview of city-wide accident data, including prior-month accident summary and discussion of select accident locations, circumstances and potential action.**

DISCUSSION / ACTIONS: Traffic accident data for August 2013 was reviewed. There were 85 reportable accidents in August 2013. This compares with 86 and 96 reportable accidents in August 2012 and 2011, respectively. 19 accidents resulted in total of 21 people injured, 2 of which occurred on Loudon Road. There were no fatalities.

There was one accident involving a pedestrian: a pedestrian aged 56 years walking northbound along the northbound-side sidewalk on S. State Street and crossing Pleasant Street in the crosswalk on a WALK signal and being struck by a vehicle turning left from N. State Street southbound (minor injury, motorist at fault).

- 2) **City Council meeting update.**

DISCUSSION / ACTIONS: No TOC items for consideration.

- 3) **Transportation Policy Advisory Committee (TPAC) update.**

DISCUSSION / ACTIONS: At its August 22, 2013 meeting, TPAC continued development of its list of accomplishments, heard a staff presentation on the latest concept design alternatives for the Langley Parkway Phase 3 study and received staff updates on the Main Street Complete Streets project, the US Route 3 North Improvements project, and the Sewalls Falls Bridge replacement project.

### B. On-going Discussion and Action Items.

- 1) **Referral from City Council regarding a driver concern on traffic conflicts between Centre Street vehicles and traffic turning left at the driveways to the Prescription Centre and TD Banknorth (Council: 05/13/13).**

DISCUSSION / ACTIONS: At issue is a motorist concern on traffic safety regarding left-turning traffic movements to/from the TD Banknorth and The Prescription Center driveways on Centre Street. Full-directional turning access is allowed at these driveways, but left-turn movements conflict with standing

traffic queues waiting for the nearby signalized Main/Centre/Loudon intersection. Driveway left turns occur in gaps in the standing traffic queues resulting in safety concerns and traffic operation impacts.

Police Department crash data for this area of Centre Street since January 2010 indicates seven reported crashes. The resulting rate of about two crashes per year is notable for driveways but not excessive. Five of the seven crashes involved a vehicle turning left from Centre Street into the Prescription Center being impacted by an eastbound Centre Street vehicle traveling in the far-right lane. This situation may reflect left turns being 'waved through' by eastbound Centre Street drivers queued in the left through-lane and leaving a gap for them; traffic moving eastbound in the right-most lane may not be able to see a left-turner crossing between the stopped cars, with potential for a crash being elevated.

Staff observations during the busy lunchtime traffic period include traffic queues from the signal at N. Main Street commonly extending well beyond the driveway locations. Queued traffic often left gaps for the left-turners to cross, although a number of turning drivers used barge-and-block maneuvers to force their way through the traffic queues. An adverse operational effect of letting left-turns occur through the standing eastbound traffic queue is that it commonly occurs at the start of the Centre Street eastbound green phase at the signal. Centre Street traffic, blocked by the left-turning vehicle, is unable to proceed in a timely manner to the intersection resulting in inefficient use of the green signal time with resulting longer eastbound queues and delays.

Removal of these left-turn conflicts would be best done by extending the existing raised median on Centre Street further westward from the Main Street signal to physically restrict left-turns; restriction by signage alone would be less effective in this location. Such a median extension might require removal of several on-street parking spaces on the north side of Centre Street. However, due to the current one-way design of the TD Banknorth drive-through exit, the potential restriction of left-turn egress from the TD Banknorth driveway could be problematic. Exiting drivers would only be able to turn right onto Centre Street westbound, with access back to Main Street only via a looping route using other local streets. Without reconstruction of the drive-through exit, there appears to be no way for drivers to U-turn back into the TD Banknorth site in order to access Main Street from the driveway at Pitman Street. Lack of left-turn access to the Prescription Center from Centre Street could be replaced by use of the narrow alley to Park Street, although this area can be constricted at times due to parked vehicles and delivery trucks.

TOC members concurred that restriction of left turns at both Centre Street driveways would be an appropriate long-term improvement goal due to the increasingly heavy traffic demands along Centre Street. However, access issues related to the two subject businesses are a consideration given their current site layouts. Staff discussed this request and the option of restricting left-turn access at Centre Street with a representative of The Prescription Center who indicated strong concern regarding any changes in driveway access. It may be that the next realistic opportunity to address driveway access changes would be in conjunction with the redevelopment of either site. Staff will continue to monitor.

**2) Referral from City Council requesting an examination of traffic performance at the Regional Drive/Chenell Drive intersection (Council: 08/12/13).**

DISCUSSION / ACTIONS: Further discussion of this item was deferred pending a study currently being conducted by Engineering.

## C. New Discussion and Action Items

- 1) Inquiry from Concord School District regarding a resident request to place a weeble in the East Side Drive crosswalk at Portsmouth Street for better crosswalk visibility (*General Services: 09/13/13*).**

DISCUSSION / ACTIONS: At issue is a resident request to repaint the faded crosswalk and install a crosswalk weeble for better crosswalk visibility, particularly for traffic coming in a southbound direction. Jim Major noted that General Services would be repainting the crosswalk in the next week when roads are dry. Because of light pedestrian crossing activity at this location, as well as the very good sight lines available here, TOC did not feel that it was an appropriate location for a weeble per city policy. However, it appears that the southbound-facing crosswalk sign is located on the left side of the road (back-to-back with the northbound-facing sign). TOC members concurred that the southbound facing sign could be relocated on a separate post so that it is on the southbound side of the crosswalk. This would provide better visibility of the sign on the southbound approach. General Services noted that it will plan to relocate this sign as noted.

- 2) Request from a resident on Chase Street to install a crosswalk on Canterbury Road at the Chase Street intersection (*Engineering Services: 09/17/13*).**

DISCUSSION / ACTIONS: At the subject intersection, there is sidewalk along the west side of Canterbury Road with no curb ramps to the intersection. There is sidewalk along the east side from the intersection southerly through Dudley Street with no curb ramp at the Chase Street corner. There is no sidewalk along Chase Street. There is a crosswalk of Canterbury Road at the Dudley Street intersection that is expected to be repainted by General Services in the very near future. TOC members concurred that a new crosswalk at the Chase Street location would require substantial sidewalk reconstruction at the corners to provide curb ramps. As such, and with the availability of the nearby crosswalk Dudley Street (former school crossing to Dame School) the need for a new crosswalk at Chase Street was not recommended at this time.

- 3) Request from a resident on Mountain Road to install a crosswalk on Mountain Road at the Shaker Road intersection (*General Services: 09/17/13*).**

DISCUSSION / ACTIONS: At issue is a request for a crosswalk at this location and a concern on high traffic speeds. Sidewalk is currently located along the west side of Mountain Road. There is no sidewalk on the Shaker Road side of the intersection. City practice is to paint crosswalks that link to sidewalks on both sides of the street with proper curb ramps, thus a painted sidewalk at this location would not be appropriate at the present. It was noted that there is a sidewalk planned along nearby Cemetery Street in a future year in the capital improvement program. TOC discussed the possibility of including, along with future cemetery Road sidewalk construction, a new sidewalk extension along Shaker Road to complete a sidewalk connection between the Cemetery Road neighborhood and the existing sidewalk along Mountain Road (this would include a crosswalk). This option could be further examined in the future when funds for the Cemetery Road sidewalk become available.

Regarding the concern on traffic speed along Mountain Road, TOC will forward a request to CPD to consider deploying the speed-radar feedback sign along that section of Mountain Road for driver education and awareness.

## **D. Open Discussion Items**

- 1) Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).**

DISCUSSION / ACTIONS: None

- 2) Discussion of the NHDOT's Draft Ten Year Transportation Improvement Plan**

DISCUSSION / ACTIONS: Ed Roberge noted that the draft plan is available and will be discussed locally (Concord/District 2) at a public hearing with Executive Councilor van Ostern on September 25. Concord projects include: I-93 Bow-Concord widening (contingent on increased Turnpike funding); Sewalls Falls Bridge replacement; replacement of bridge structures on Hooksett Turnpike, Birchdale Road and Pembroke Road; and a new project to improve the I-89 Exit 2 ramp intersections on Clinton Street.

Respectfully submitted,

---

Robert J. Mack, PE, PTOE, Traffic Engineer  
Chair, Traffic Operations Committee

***The next Traffic Operations Committee meeting will be held on  
Tuesday, October 15, 2013 @ 12:00 PM in the 2<sup>ND</sup> Floor Conference Room.***