



Engineering Services Division

Traffic Operations Committee

Meeting Minutes - July 19, 2011

Attendees: Rob Mack, PE, PTOE, Engineering Services Division
Ed Roberge, PE, Engineering Services Division
Steve Henninger, Planning Division
Greg Taylor, Concord Police Department
Bill Dexter, Concord Police Department
Sean Brown, Concord Fire Department
Rick Wollert, Concord Fire Department
Dick Lemieux, TPAC Chair
Jennifer Kretovic, Concord 20/20

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 June 2011 was reviewed. There were 93 reportable accidents in June 2011. This compares with 98 and 94 reportable accidents in June 2010 and 2009, respectively. 24 accidents resulted in total of 30 people injured, with 7 of those injuries occurring on Loudon Road. There were no fatalities.

There were two accidents involving pedestrians: a pedestrian aged 3 years running across Christian Avenue from behind a parked car and being struck by a westbound vehicle (injuries, under investigation); and a pedestrian aged 48 years walking in the parking lot at Market Basket (Ft Eddy Road) and being struck by a vehicle backing out of a parking space (minor injury, both driver and pedestrian at fault).

There were five accidents involving bicyclists: a bicyclist aged 16 years riding southbound on the Green Street sidewalk and crossing Pleasant Street running into the side of a southbound vehicle turning right onto Pleasant Street (minor injuries, bicyclist at fault, helmet worn); a bicyclist aged 3 years (with other pedestrians) traveling northbound on Green Street in the crosswalk at Warren street and being struck by a southbound vehicle turning left onto Warren Street (minor injury, driver at fault, helmet worn); a bicyclist aged 36 years traveling northbound on Manchester Street and crossing over to Cumberland Farms and being struck by a northbound vehicle (injury, driver fled scene, no helmet); a bicyclist aged 56 years traveling westbound on Terrill Park Drive and being struck by a vehicle exiting the parking lot at Concord Litho (injury, driver at fault, no helmet); and a bicyclist aged 59 years traveling eastbound on Clinton Street near the I-89 interchange and being struck by a vehicle turning right from the northbound off-ramp onto Clinton Street (injury, driver at fault, helmet worn).

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

DISCUSSION / ACTIONS: Council approved the Ordinance dealing with rights and duties of pedestrians by updating a reference to former Chandler Street to the current name of Theatre Street.

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

DISCUSSION / ACTIONS: TPAC did not meet in June. Planned for the July 28, 2011 meeting will be a final discussion of the STOP sign policy as well as a discussion of the McKee Square intersection improvement study.

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

1) **Referral from Council regarding a request from Alex de Nesnera to remove the STOP signs on the School Street approaches to the School Street/N. Fruit Street intersection. (Council: 3/14/11).**

DISCUSSION / ACTIONS: Action deferred pending input from family of blind student and development of potential STOP sign policy. Engineering received another request to remove the multi-way stop control from a resident on Wildemere Terrace.

4) **Discussion of potential STOP sign policy.**

DISCUSSION / ACTIONS: The stop sign policy recommended by TOC last month will be considered for final review and recommendation by TPAC on July 28, 2011. If also recommended by TPAC, the proposed policy will be submitted to Council for August consideration.

C. **New Discussion and Action Items**

1) **Request by Timothy Dillon of 54 Bow Street for a street light on Bow Street between Broad Avenue and Rollins Park. (Engineering: 6/15/11).**

DISCUSSION / ACTIONS: Bow Street currently has street lights from Broad Avenue south to Rockingham Street and from the entrance to Rollins Park northerly to South Street. At issue is a roughly 500 foot long stretch of road between the park entrance and Broad Avenue which has neither overhead utilities nor street lights and traverses an undeveloped segment of the street under overhanging tree canopy. The resident is requesting a street light for walkers along the sidewalk there at night.

TOC concurred that a street light would be appropriate at that location for the following reasons: the rest of the street is lit; it is on a walking route to schools; it is located near a park; and has dense overhead tree canopy in summer that contributes to the perceived darkness. Engineering is awaiting feedback from Unitol on the feasibility and cost of installing utility pole(s) to extend overhead electric service into this area for installation of a street light. Barring substantial cost factors or other issues, Engineering will bring a recommendation to locate a new street light here to Council.

2) **Request by Benjamin Posner of 14 Lawrence Street to consider adjusting vehicle detection at the Loudon/Airport and Airport/Regional intersections to better detect motorcyclists. (Engineering: 6/15/11).**

DISCUSSION / ACTIONS: The specific intersection approach lanes noted by Mr. Posner are the Hazen Drive southbound through lane heading toward Airport Road and the Airport Road left turn lane

onto Regional Drive eastbound. Rick Wollert noted he had been in contact with Mr. Posner and that he would test the loops with a comparably-sized motorcycle and make adjustments if possible.

The existing vehicle detectors are magnetic loops embedded in the pavement which have limited capacity to detect small vehicles such as motorcycles and bicycles. Over-adjusting loop sensitivity to pick up these smaller vehicles could cause the loops to function poorly for regular vehicle traffic. The City's new standards call for video detectors which are capable of sensing these smaller vehicles, but cost is a consideration, so they are generally installed in conjunction with new or substantial upgrade signal projects.

3) **Referral from Councilor Patton regarding a request from a resident in the Cricket Lane area to consider opening the gate on Cricket Lane. (Engineering: 5/26/11).**

DISCUSSION / ACTIONS: At issue is a request by a resident in the area of Cricket Lane to consider opening the gate on Cricket Lane. The gate was installed as part of the McKenna's Purchase development in the late 1980's. Prior to this development, Cricket Lane was a cul-de-sac street with access to the south on Pembroke Road. The new development plan extended Cricket Lane northerly to Branch Turnpike. Pursuant to substantial resident concern on potential cut-through traffic using on Cricket Lane, the planning board approved the gating of Cricket lane at the southerly limit of the street extension including installation of a hammerhead turnaround.

The City's Master Plan, and current planning practice, encourages connectivity between neighborhoods. This would be consistent with an option to open the gate on Cricket Lane. TOC anticipates that opening the gate would generate a limited, but likely noticeable, increase in traffic flow along the center portion of Cricket Lane. Many of the new trips would be by local residents either north or south of the currently-gated area, however there is potential that the new connection between Pembroke Road and Branch Turnpike could generate some additional through traffic movement from outside of the immediate neighborhood area. Because of the original neighborhood response which led to the gating of the street, TOC feels that that any potential change (or not) to the current condition should be discussed with the Cricket Lane neighborhood. If there is a consensus to try opening the gate, a several-month trial period is an option during which the City can monitor traffic volumes and share follow-up information with the neighborhood prior to making a final decision. Engineering will plan to arrange a meeting with neighborhood residents.

4) **Request by Melissa Walters of 54 Millstream Lane to add pedestrian crossing signs in advance of the Borough Road crosswalk at Primrose Lane. (Administration: 7/15/11).**

DISCUSSION / ACTIONS: As part of its 2009 sidewalk improvement project, the City constructed a short, 200-foot long segment of sidewalk along the north side of Borough Road between Millstream Lane and Primrose Lane. A crosswalk was painted across Borough Road at Primrose Lane. Although there is essentially no sidewalk along Borough Road, the new segment of sidewalk and crosswalk provides a sidewalk connection between sidewalk along Primrose Lane and sidewalk along Millstream Lane. The sidewalk improvement was designed by VHB in 2007 and constructed in 2009. The design plans indicate the painted crosswalk, but pedestrian crossing signs (considered optional in the MUTCD) were not indicated therein. Ms. Walters' concern is that some drivers do not stop for pedestrians waiting to cross here and that addition of signs may help.

Since 2009, there have been no reported crashes at the Borough/Primrose intersection. Rob Mack noted that drivers' sight lines to pedestrians potentially crossing in the crosswalk were reasonable.

The City does not locate pedestrian crossing signs at all crosswalks; overuse of the sign would erode its effectiveness. TOC felt that the engineering design of the crosswalk (without signs) was reasonable and did not feel that potential addition of pedestrian signage at this intersection would change a driver's tendency to yield (or not) for a pedestrian approaching the crosswalk. Appropriate action by the pedestrian can provide for a safe crossing (making driver-pedestrian eye contact to ensure a vehicle is stopping, or waiting for vehicles to pass first before crossing).

D. [REDACTED]

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

DISCUSSION / ACTIONS: None

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on
TUESDAY, August 15, 2011 @ 1:00 PM in the 2ND Floor Conference Room.***