



## Engineering Services Division

# Traffic Operations Committee

## Meeting Minutes - May 17, 2011

Attendees: Rob Mack, PE, PTOE, Engineering Services Division  
Ed Roberge, PE, Engineering Services Division  
Jeff Warner, PE, Engineering Services Division  
Steve Henninger, Planning Division  
Greg Taylor, Concord Police Department  
Rick Wollert, Fire Alarm Division  
Terry Crotty, Concord School District  
Dick Lemieux, TPAC Chair  
Jennifer Kretovic, Safe Routes to School

### 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 April 2011 was reviewed. There were 82 reportable accidents in April 2011. This compares with 90 and 84 reportable accidents in April 2010 and 2009, respectively. 25 accidents resulted in total of 33 people injured, with 11 of those injuries occurring on Loudon Road. There were no fatalities.

There were three accidents involving pedestrians: a pedestrian pushing a stroller with infant on the east sidewalk of S. State Street between Pleasant Street and Wall Street and quickly crossing into S. State Street between parked cars with the stroller being struck by a southbound vehicle (injuries, pedestrian at fault); a pedestrian crossing S. Main Street from east to west in the crosswalk near United Shoe Repair and being struck by a northbound vehicle (injuries, driver at fault, claimed nearby protesters were a distraction); and a pedestrian walking eastbound inside the eastbound fog line on Loudon Road near First Colebrook Bank at night and being struck by an eastbound vehicle (minor injuries, pedestrian at fault).

There were no accidents involving bicyclists.

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

DISCUSSION / ACTIONS: Council accepted a TPAC report with recommendations regarding a referral from residents at Horseshoe Pond Place requesting a bus shelter and improved winter sidewalk maintenance. CAT will add an off-street bus stop at the front door of Horseshoe Pond Place as there is no practical space for a shelter on Commercial Street. TPAC also recommended considering designating the sidewalk connector between Commercial Street and Horseshoe Pond Lane for high-priority snow removal when city-wide sidewalk priorities are reconsidered after the school consolidations are complete.

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

DISCUSSION / ACTIONS: TPAC discussed the Horseshoe Pond Place referral as accepted by Council above. Also discussed were the findings of Rethinking Main Street, as well as the draft STOP sign policy being developed by TOC.

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: Rob Mack presented preliminary findings of updated traffic analysis at the intersection including evaluation of warrants for multi-way stop control. Staff conducted traffic counts at the intersection for a 48-hour period in early April 2011. Daily volumes on the N. Fruit Street approaches are generally unchanged from the April 2006 counts conducted prior to installing the multi-way STOP: about 400 ADT (average daily traffic) north of School Street and about 780 ADT to the south. However, daily volumes along School Street have reduced about 25 percent since 2006. East of N. Fruit Street there was: 4,200 ADT in April 2006 (prior to multi-way STOP); 3,600 ADT in May 2009 (after implementing Langley-South and lane-use changes at Pleasant/Warren/Fruit intersection); and 3,100 ADT in April 2011. The slow but continual reduction in School Street volumes is likely due to the aforementioned improvements that substantially reduced delay along Pleasant Street. Traffic data is not available to ascertain if any of the traffic reduction was due solely to the installation of multi-way STOP at the School/N. Fruit intersection, however, before/after counts at the nearby School/Kensington intersection in 1995-96 indicated that intersection volumes there increased about 5 percent following the implementation of multi-way STOP.

Analysis of the April 2011 traffic data at the School/N. Fruit intersection indicates that traffic volumes throughout the day fall well below the minimum volume thresholds published in the Manual of Uniform Traffic Control Devices for implementation of multi-way STOP. During the critical AM peak hour, the intersection currently operates with low delays of about 10 seconds per vehicle. During this same hour there are about 552 vehicles stopping with a cumulative peak-hour delay of about 1.4 hours (time spent slowing, stopping and accelerating back to speed). For comparative purposes, with a 2-way STOP operation, this same peak-hour condition results in about 85 vehicles stopping with a cumulative peak-hour delay of about 0.3 hours. Interestingly, the average delay for stopping N. Fruit vehicles would be about 12 to 15 seconds or only a few seconds longer than the 10 seconds they experience with the multi-way STOP in place. The traffic model developed for the intersection also computed a reduction in overall fuel consumption and emissions if the intersection was converted back to 2-way STOP control.

TOC members generally concurred with the findings that traffic levels needed to warrant multi-way STOP at this intersection continue to fall well below MUTCD minimums. TOC reported similar findings in an April 4, 2006 report to Council even with the higher traffic volumes using School Street at the time. If the intersection reverts back to 2-way STOP, an overhanging tree branch on the southwest corner as well as vegetation along the northwest corner would need to be trimmed for

appropriate sight lines. These sight-line restrictions may have been contributory to the difficulty some drivers perceived in turning out from N. Fruit Street prior to the multi-way STOP. Several TOC members also suggested that the potential need for other nearby multi-way stops along School Street might also be included in this evaluation. If removal of this or other multi-way stop locations is approved, staff should consider it as a test case and follow up with a comprehensive before/after traffic-monitoring effort to better determine the effects, if any, on area traffic patterns due to multi-way stop installations. Staff will continue its assessment of this location and plans to reach out to the family of the former student that initiated the request to install multi-way stop here.

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

DISCUSSION / ACTIONS: The draft STOP sign policy discussed last month was further discussed with only a few minor edits. TOC members concurred with the draft policy as amended. This policy was also presented to TPAC in April, with comments and feedback expected at the June TPAC meeting.

C. **New Discussion and Action Items**

1) **Discussion of the Main Street Streetscape Improvements project.**

DISCUSSION / ACTIONS: Jennifer Kretovic summarized the Rethinking Main Street study findings and described components of the recommended streetscape plan for Main Street. TOC discussed options for staging or downsizing some of the project components in the event Federal funding becomes limited so as to potentially gain some benefits in the near term. On the other hand, feedback from other communities having done similar streetscape projects and also having deferred some improvements was that it was very difficult to come back and add enhancements after their primary streetscape project was complete. TOC felt that state legislation needed to be changed to allow funding for projects within Urban Compacts, particularly when said compacts serve regional populations and travel demands.

2) **Discussion of curve signage at 135 Oak Hill Road.**

DISCUSSION / ACTIONS: Rob Mack noted that this sign (a Left Curve sign with 20 mph advisory speed plaque) was installed in 2010 under NHDOT's High Risk Rural Road signing project. While visible to drivers near the sign, its far-advance visibility appears to be reducing due to growing vegetation and location of a utility pole. General Services recently relocated the sign slightly further east of the curve and in front of the subject utility pole. TOC concurred that the easterly relocation of the curve sign by General Services was an appropriate enhancement to sign visibility.

3) **Potential update to the Ordinance, 17-7-1, Pedestrians Crossing Street in Restricted Area, to reflect a change in street name (former Chandler Street renamed to Theatre Street). (Police: 4/28/11).**

DISCUSSION / ACTIONS: The current Article 17-7-1 states that no person shall cross any part of Main Street at any point other than at a marked crosswalk at the following locations: S. Main Street from Chandler Street to Pleasant Street; and N. Main Street from Pleasant Street to Pitman Street. However the street referred to as 'Chandler Street' was renamed to 'Theatre Street' per Resolution 6959, passed by Council on July 12, 1999 with effective date of November 8, 1999.

TOC concurred that a change should be made to Article 17-7-1 that revises the reference to Chandler Street to read Theatre Street. This would be a housekeeping change to update the wording of this article to reflect the current street name. Neither the intent nor scope of the article is changed. Engineering will prepare the proposed Ordinance change and accompanying report for Council consideration.

- 4) **Request from Jason Grodin of 71 River Road to install a 30 mph sign on the eastbound approach to River Road. (Engineering: 5/11/11).**

DISCUSSION / ACTIONS: River Road has a 30 mph speed limit. A 30 mph sign is currently posted on the western end of the street when approaching from the Carter Hill Road/Bog Road intersection, but there is no 30 mph sign posted at the easterly end of the street for traffic entering from the Borough Road/Washington Street intersection. 30 mph signs face westbound traffic when approaching the River Road area from either Washington Street or Borough Street well east of River Road. Greg Taylor noted that the lack of a 30 mph sign on the westbound approach to River Road could complicate potential enforcement. TOC concurred that 30 mph sign should be located on River Road just west of the Borough Road/Washington Street intersection. Engineering will forward this recommendation to General Services.

D. 

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

DISCUSSION / ACTIONS: None.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on  
TUESDAY, June 21, 2011 @ 1:00 PM in the 2<sup>ND</sup> Floor Conference Room.***