



## Engineering Services Division

# Traffic Operations Committee

## Meeting Minutes - February 15, 2011

Attendees: Rob Mack, PE, PTOE, Engineering Services Division  
Ed Roberge, PE, Engineering Services Division  
Jeff Warner, PE, Engineering Services Division  
Bill Dexter, Concord Police Department  
Dan Andrus, Concord Fire Department  
Terry Crotty, Concord School District

### 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. Review of 2010 year-end summaries (separate packet).**

DISCUSSION / ACTIONS: Jeff Warner presented a preliminary worksheet that utilized readily available crash data on streets and NHDOT traffic count data to compute relative crash rates on select streets (crashes per 100 million vehicle-miles of travel). The use of crash rates rather than number of crashes is intended to rank a street's crash incidence not only by number of crashes, but weighted by the volume of traffic using the street. Rob Mack also presented worksheets that developed intersection crash rates (crashes per million entering vehicles). Both analyses can provide tools to better identify those higher-risk locations which may warrant more detailed safety study.

- 2) **City Council Meeting Update.**

DISCUSSION / ACTIONS: Council accepted NH Highway Safety Agency grant funding for Engineering to purchase two radar traffic counters. Council also authorized the City Manager to accept a reclassification of a portion of Clinton Street from Class II to Class IV Highway (shifting the Urban Compact line westerly to include the Clinton/Langley intersection), and accepted a formal delineation of the State ROW line along NH 106 at Old Sheep Davis Road.

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

DISCUSSION / ACTIONS: At its January 27 meeting, TPAC discussed the US Route 3 Corridor Improvement - Phase 4a; the Bicycle Master Plan; and the status of proposed CAT fixed-route and trolley route modification.

B. [REDACTED]

- 1) **Discussion on the use of flashing STOP by school buses boarding students on streets**

**adjacent to Concord High School. (Police: 12/10/10).**

DISCUSSION / ACTIONS: Terry Crotty reported that the School District's currently-preferred option is to flash all stopped school busses boarding students. This would apply to Westbourne Street, whether or not buses are in the pull-off area. Terry will plan for a several-day test of the all-flashing operation in early March. Engineering and Police staff will also observe traffic operations at this time to see if the defacto street shutdown during the flashing period has any negative impacts on area traffic operation, such as back ups into key intersections.

TOC discussed potential benefit to Warren Street traffic operation during school peaks by reopening the school parking lot entrance on Pleasant Street. Such was done temporarily during the culvert reconstruction at the Warren/Westbourne intersection last year and appeared to operate well. Potential use of this driveway to Pleasant could reduce the heavy volume of traffic exiting the school parking lot onto Warren Street and mixing with concurrent pedestrian, school bus and parking activity. Use of the currently-gated Pleasant Street driveway requires that snow and/or vegetation be clear from the sidewalk along the north side of Pleasant Street between the driveway and Liberty Street for adequate sight lines. Terry will investigate the potential to temporarily reopen this driveway in the spring after snow melts to test the effects on area traffic operation during school peaks.

- 2) Overview of CIP35 - US Route 3 Corridor Improvements: Phase 4a plans.

DISCUSSION / ACTIONS: Ed Roberge presented the Phase 4a design plan being prepared by staff for the section of US Route 3 between Palm Street and Call Street. Construction of this phase will begin this construction season. Left-turn lanes are provided at the McGuire Street intersection and conduit will be provided for future signalization (current traffic volumes do not appear to be high enough to meet signal warrant thresholds). Four existing driveways to the state prison will be consolidated into two driveways. A bus stop and a crosswalk will be included north of McGuire Street in front of the prison.

C. **New Discussion and Action Items**

- 1) **Request from Amanda Bissonnette to consider designating Bow Street as a safe-walk-to-school route with priority sidewalk plowing. (Engineering: 1/28/11).**

DISCUSSION / ACTIONS: The process of establishing a walk-to-school route is an endeavor initiated by the school district. Ms. Bissonnette should contact school officials at Conant/Rundlett for details on their plans for developing walk-to-school routes in the south end.

A Safe Routes to School (SRTS) study was conducted by the Conant/Rundlett schools in 2008. As part of that study, a proposed network of walking routes to that campus was developed (which included Bow Street, among others). The school district's effort to finalize the walk-to-school plan with the City will follow completion of the school consolidations. At that time, the individual schools will be able to update what the primary walking patterns will be and if any changes are appropriate. Similarly, some existing priority walking routes at schools such as Rumford or Dame may be considered for removal from the priority status. The ongoing construction of sidewalk on

Rockingham Street incorporates some of the recommendations in the 2008 study. This coming summer, the City will be also be constructing sidewalk and curb improvements along South Street in the campus vicinity (also related to recommendations of the SRTS study).

- 2) **Referral from Tim McGinley of Saint Paul School regarding faculty concerns on vehicles not yielding to pedestrians at the Pleasant Street crosswalk at Fisk Road. (Engineering: 2 /02/11).**

DISCUSSION / ACTIONS: At issue are concerns by some SPS staff on perceived difficulty in crossing Pleasant Street at the crosswalk at Fisk Road. Stated concerns are that cars do not stop, and that additional measures to stop cars should be considered.

Rob Mack met with Tim McGinley and a SPS staff person on February 4, 2011 during the morning commuter peak. Existing crosswalk markings and signs were observed and the group crossed the street several times. Rob reported that some of the concerns with pedestrian/driver visibility may have been exacerbated by the high snow banks on each side of the street, a result of the near-record month of snowfall in January. This is a time when pedestrians should take extra care to make themselves visible to traffic before crossing, and make sure that if a car is approaching, that it is coming to a stop before starting the crossing. If snow bank height becomes a concern at that location, SPS should contact General Services. An option discussed at the meeting is for SPS staff to check and cut back snow banks at the crosswalk when they plowing the school's sidewalk between the main campus and the crosswalk, including the parking area across the street.

TOC concurred that the painted crosswalk and crosswalk signs appeared appropriate for the location and sight lines to the crosswalk seemed reasonable. There is a street light mounted overhead also. The crosswalk is a little faded due to winter conditions, but is being painted twice a year now, both in spring and fall. Rob noted that he crossed the street several times with Tim and the SPS staffer during the morning rush hour and had vehicles fully stop to let them cross safely. There were several times when drivers stopped even though the group was standing back from the street).

TOC concurred that additional traffic control measures (signs or lights) would need to be justified by an engineering study that considers this location as well as other comparable locations throughout the city. Options discussed included school zone speed-reduction flashers, flashing beacons, and use of pedestrian crossing flags (a novel method tried by Salt Lake City prior to the Winter Olympics). The option of school zone flashers and speed reduction did not seem appropriate as it is limited by NH RSA's to be in effect for 45 minutes or less during the traditional morning and afternoon walk-to-school periods, and Tim indicated that this crosswalk is used sporadically by students and adults throughout the day. TOC members inquired as to the number of crossings that occur daily at that crosswalk, including time of day and season of the year (summer vs. school year). This information will be requested from SPS as it would be helpful in further evaluating appropriate crosswalk needs.

D. [REDACTED]

- 3) **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, March 15, 2011 @ 1:00 PM in the 2<sup>ND</sup> Floor Conference Room.***