



Engineering Services Division

Traffic Operations Committee

Meeting Minutes – December 17, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services
Ed Roberge, PE, Engineering Services
Steve Henninger, Planning Division
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 November 2013 was reviewed. There were 88 reportable accidents in November 2013. This compares with 98 and 88 reportable accidents in November 2012 and 2011, respectively. 20 accidents resulted in total of 24 people injured. There were no fatalities.

There were two accidents involving pedestrians: a pedestrian aged 35 years jogging northbound along the shoulder of Fort Eddy Road and being struck by the side-view mirror of southbound vehicle (minor injury, driver at fault); and a pedestrian aged 51 years crossing North Main Street in the crosswalk in front of #66 and being struck by a vehicle backing out of an angled parking space (minor injury, driver at fault).

There was one accident involving a bicyclist: a bicyclist aged 38 years traveling northbound along Broadway and turning left onto Rockingham and being struck by a vehicle crossing the intersection eastbound along Rockingham (minor injury, fault not identified, no helmet worn).

2) City Council meeting update.

DISCUSSION / ACTIONS: At its December 9, 2013 meeting, City Council approved the Knight Street parking ordinance change.

3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: TPAC did not have a formal meeting in November but members instead attended the November 21, 2013 public information meeting for the CIP 40 Langley Parkway Phase 3 study.

B. On-going Discussion and Action Items

1) 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) Referral from Councilor McClure regarding a constituent request to consider street repaving needs in the Fosterville area and potential one-way or other traffic control changes to mitigate the adverse effects of narrow street widths on parking, sidewalk encroachment, and traffic/pedestrian circulation (Council: 12/09/13).**

DISCUSSION / ACTIONS: At issue is a resident request to consider repaving the streets in the Fosterville neighborhood and to consider potential one-way or other traffic control changes to mitigate the adverse effects of narrow street widths on parking, sidewalk encroachment, and traffic/pedestrian circulation. Of particular concern are difficulties imposed on pedestrians due to some parking on sidewalks. TOC members concurred that parking on sidewalks has been observed, although most parkers seem to park appropriately. CPD will increase monitoring and enforcement of parking violations, particularly with regard to blocking the sidewalk.

Several neighborhood streets are programmed for repaving in FY2019-21. TOC members concurred that at that time, a neighborhood meeting could be held to discuss potential additional improvements to sidewalks or extension of the grass sidewalk strip on Prospect Street. Regarding potential for one-way street conversion, an option discussed was to convert the two narrowest streets (Curtice and Granite) to a one-way pair. It was noted that such a change would not significantly address the concern with parking on sidewalks or cars restricting the travel way width. Because of the extremely low volume of traffic using these local streets, TOC did not see a critical need to impose one-way restrictions and preferred the current two-way pattern as it allows residents choice of travel direction to best suit their needs. In any event, potential conversion to one-way street would need to be predicated by a majority of neighborhood residents per the city's Traffic Management Policy. This could be a discussion item at a future pre-paving neighborhood meeting as noted above.

- 2) Referral from City Council regarding a request from the resident at #95 Loudon Road to discontinue the existing residential driveway to Loudon Road and instead develop a lot-line adjustment on an adjacent city-owned parcel to enable a driveway connection to Thomas Street (Council: 12/09/13).**

DISCUSSION / ACTIONS: At issue is a request by Ron Ferrante of #95 Loudon Road to develop a lot-line adjustment to allow the residential house to have new driveway access to the southerly end of Thomas Street via a city-owned parcel that lies between Thomas Street and Loudon Road. Mr. Ferrante would permanently close off the existing Loudon Road driveway to this house, but would like to retain the option of a future right-turn-in driveway to the parcel at #95 that might accommodate future site redevelopment.

Steve Henninger summarized the history of the city parcel which is a remnant of the NHDOT construction of the Loudon/Hazen intersection. It was suggested that the City Surveyor research the subject city parcel to determine if any restrictions were imposed on its use. TOC members generally supported the removal of the existing residential driveway on Loudon Road as consistent with corridor access-management goals. However, it was noted that the request is subject to reopening a future Loudon Road driveway access to the property at the same location. Potential site access directly to Prescott Street where the property has existing frontage was also discussed as a more direct option to obviate the need to use the city parcel or

potentially impact Thomas Street. Ed Roberge strongly felt that the city retain full rights to the city parcel for potential use in corridor maintenance. There are few, if any, places along the Loudon Road corridor to stage equipment or materials in the event of road or utility construction or other incident management. This parcel had been instrumental as a key staging area for the recent water main reconstruction project.

D. Open Discussion Items

1) 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, January 14, 2014 @ 12:00 PM in the 2ND Floor Conference Room.***