



Engineering Services Division

Traffic Operations Committee

Meeting Minutes - May 15, 2012

Attendees: Rob Mack, PE, PTOE, Engineering Services
Ed Roberge, PE, Engineering Services
Jeff Warner, PE, Engineering Services
Steve Henninger, Planning
Jim Major, General Services
Chip Chesley, General Services

Lori Clayton, Guest (Item C.1)

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 2012 was reviewed. There were 78 reportable accidents in April 2012. This compares with 82 and 90 reportable accidents in April 2011 and 2010, respectively. 21 accidents resulted in a total of 22 people injured, with 4 of those injuries occurring on Loudon Road. There were no fatalities.

There were no accidents involving pedestrians.

There were three accidents involving bicyclists: a bicyclist aged 53 years travelling eastbound on Dunbarton Road (within St. Paul's School campus) crossing the intersection at Sawmill Road and colliding with a southbound vehicle turning from Sawmill Road (injury, motorist at fault, helmet worn); a bicyclist aged 56 years travelling eastbound (downhill) along Franklin Street crossing the intersection at Liberty Street and being struck by a northbound Liberty Street vehicle that had just left the stop sign to cross Franklin Street (injury, motorist at fault, sun glare contributory, helmet worn); and a bicyclist aged 8 years travelling in the parking lot of Canton Circle and striking or being struck (not determined) by a vehicle backing up (minor injury, fault not determined, no helmet used).

Crash history at the Loudon/Ft. Eddy/I-93 northbound off-ramp intersection was reviewed. Since 2008, the intersection has averaged about 15 reported crashes per year. High traffic volume, dual-lane traffic movements, and driver aggressiveness/inattention are potential contributory factors. Prevalent crash-types include rear-end crashes on the Ft. Eddy Road and Loudon Road westbound approaches, and lane-change/lane-control crashes along the Loudon Road dual-left-turn lanes and the dual-through lanes eastbound and westbound. Three crashes with injuries involved bicyclists (at fault) riding westbound on the eastbound-side sidewalk on the bridge and entering the crosswalk at the I-93 northbound off-ramp and being struck by a northbound ramp vehicle turning right onto Loudon Road. . Biannual pavement-marking repainting initiated in fall 2010 was felt to be helpful in enhancing the delineation of the multiple-lane approaches

2) **City Council meeting update.**

DISCUSSION / ACTIONS: At its May 14, 2012 meeting City Council endorsed the roundabout alternative for McKee Square (CIP31) with scheduling to be determined in June in consideration of other competing CIP projects. Council also approved the prohibition of parking on Thorndike Street between S. Main Street and S. State Street.

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

DISCUSSION / ACTIONS: At its April 26, 2012 meeting, staff provided TPAC with updates of various transportation projects and initiatives, including: Penacook Village Charrette of April 19, 2012; US Route 3 North-Phase 4b Public Meeting (CIP35); McKee Square final report (CIP31); Langley Parkway Conceptual Design Study (CIP 40); and Loudon Road Improvements Project (CIP19).

B. [REDACTED]

1) **None**

C. **New Discussion and Action Items**

1) **Request on behalf of a cognitively-challenged resident of Jackson Street to consider potential measures to enhance visual cues at select area crosswalks (*General Services: 4/18/12*).**

DISCUSSION / ACTIONS: Lori Clayton, representing a cognitively-challenged resident of Jackson Street, addressed TOC to describe specific walking routes regularly taken by the Jackson Street resident and to identify crosswalk locations that pose difficulties. Requested was consideration by the city of adding pavement markings or other visual cues that might better accommodate (through training by Ms. Clayton) the walking needs of the subject resident. A specific enhancement requested would be addition of a painted curb or line at crosswalk ramp locations that would remind the subject pedestrian that the crosswalk was about to be entered. A detectable warning panel located in a corner ramp to the crosswalk also provides an acceptable visual cue, but such panels are not yet installed at all crosswalk ramps along the resident's regular walking routes.

Ms. Clayton presented a detailed slide show which illustrated several of the regular walking routes from the Jackson Street residence: trips to the First Congregational Church, The Prescription Center and public library using Franklin, N. State and Centre Streets; and trips to the N. State Street Rite Aid using Franklin, Bradley and Penacook Streets. A number of intersections have reasonable corner ramps to crosswalks, but there is little visual difference between the edge of sidewalk and the travel way and there may not be detectable warning panels. It was suggested that the subject resident consider using N. State Street as an alternate to Bradley Street for trips north since most crosswalks and corner ramps have been updated along the former route. Another concern was the location of the push button for the pedestrian crossing on the northwest corner of the N. State/Bouton/Penacook intersection; the current pushbutton is set back about 3 feet behind the sidewalk and is not easily accessible to the subject pedestrian.

Engineering and General Services staff will walk the identified routes and examine individual crosswalk locations. Potential accommodations could include supplemental pavement markings or

installation of detectable warning panels at sidewalk ramps. Engineering will also check out pushbutton accessibility at the N. State/Penacook intersection and investigate near-term modifications as appropriate. It was noted that limited signal improvements are planned at this intersection in conjunction with this year's Route 3 North improvements (CIP 35 Phase 4b). If appropriate, additions to the planned signal work could be considered. Staff will inform Ms. Clayton of its recommendations.

FOLLOW UP: General Services staff contacted Ms. Clayton on May 21, 2012 to follow up on recommended accommodations for the Jackson Street resident. Ms. Clayton will work with her client to change her walking route to Rite Aid to be via N. State Street rather than via Bradley Street. General Services will add detectable warning panels to all crosswalk corners on the indicated walking routes that do not currently have them, an improvement that will be part of regularly-scheduled sidewalk maintenance. General Services will also look into painting a crosswalk across Maple Street at its intersection with N. State Street, as well as add a detectable panel on the south corner. General Services is also coordinating with Fire Alarm to install a temporary post and relocate the pedestrian push button closer to the sidewalk on the northwest corner of the N. State/Penacook intersections. Ms. Clayton concurred with the changes which should be constructed by General Services within the next month or so.

2) **Request by a resident on Abbott Road concerning traffic speed and mailboxes being hit in the vicinity of #77-79 (Engineering: 3/27/12).**

DISCUSSION / ACTIONS: At issue is a concern by a resident at #79 Abbott Road on vehicle speeds and a mailbox at #77 that has been hit twice. Regarding the mailbox at #77, photographs by staff indicate that the door of the mailbox is at the edge of pavement, whereas USPS recommends a setback of six to eight inches from edge of travel way and City standards specify eight- to twelve-inch setbacks. Other nearby mailboxes appear to be set back from the pavement. TOC felt that the location of the subject mailbox too close to the edge of pavement may be contributory to its being hit.

Regarding speeds, Engineering followed up by placing speed counters on both Abbott Road (east of Chapman St.) and Manor Road (east of Welch St.). Abbott Road had average speeds of 28-31 mph and 85th percentile speeds of 34 to 36 mph: the posted speed was reduced from 30 mph to 25 mph several years ago. Abbott Road is designated as an emergency response route. Manor Road had average speeds of 31 to 33 mph and 85th percentile speeds of 35 to 37 mph: the posted speed limit is 30 mph.

Several Abbott Road vehicles were recorded travelling in excess of 41 mph during the morning commuter peak as well as in the noon-to-3:00 PM period. Speed data was provided to the police department to assist in enforcement efforts.

D. 

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

None

2) **Langley Parkway Phase 3 Conceptual Design (CIP40).**

DISCUSSION / ACTIONS: Ed Roberge overviewed ongoing consultant planning and design efforts including options for corridor connections to existing local streets from Auburn Street northeast to the corridor terminus at the N. State/Penacook intersection. Intersection traffic control options along the corridor include either signals or roundabouts. A key element of the ongoing study includes development of options for Langley Parkway connections to and along Penacook Street in the area between Rumford Street and N. State Street where right-of-way width becomes limited and access to a number of driveways is a consideration.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on
Tuesday, June 19, 2012 @ 12:00 PM in the 2ND Floor Conference Room.***