

## Engineering Services Division

# Traffic Operations Committee

Meeting Minutes - April 17, 2012

Attendees: Rob Mack, PE, PTOE, Engineering Services

Ed Roberge, PE, Engineering Services

Steve Henninger, Planning Jim Major, General Services

Greg Taylor, Concord Police Department Rick Wollert, Concord Fire Department

### 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 March 2012 was reviewed. There were 92 reportable accidents in March 2012. This compares with 105 and 82 reportable accidents in March 2011 and 2010, respectively. 19 accidents resulted in total of 19 people injured, with 4 of those injuries occurring on Loudon Road. There were no fatalities.

There were three accidents involving pedestrians: a pedestrian aged 70 years crossing Village Street in the crosswalk at Canal Street and being struck by a vehicle travelling southbound on Village Street (minor injury, driver at fault); a pedestrian aged 24 crossing N. Main Street in the crosswalk at Warren Street and being struck by a vehicle turning left out of Warren Street (minor injury, driver at fault); and a pedestrian aged 17 years stepping in front of vehicle that was attempting to leave the scene of an argument in a parking lot at 76 Washington Street and being struck by the vehicle (minor injury, pedestrian at fault).

There was one accident involving a bicyclist: a bicyclist aged 19 years travelling northbound on N. Main Street, failing to stop for the red light at Loudon Road and being struck by a westbound vehicle crossing on a green light from Loudon Road onto Centre Street (no injury, bicyclist at fault, no helmet worn).

Roundabout operation and safety was discussed. An issue was observations by staff of some vehicles entering roundabouts and not yielding to traffic within the circular roadway. The occurrence seemed more prevalent at the N. State/Franklin roundabout. TOC felt that additional public education could enhance safety and recommended the placement of a variable message board (VMB) on select roundabout approaches for a few days with a message reminding approaching drivers of the need to yield to traffic moving within the circulating roadway. General Services will plan to place a VMB at the N. State/Franklin roundabout next week with the message, "Yield to Vehicles in Roundabout."

2) City Council meeting update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: Council will consider the McKee Square Intersection Improvement study (CIP 31) at its May 14, 2012 meeting.

3) Transportation Policy Advisory Committee (TPAC) update.

<u>DISCUSSION</u> / <u>ACTIONS</u>: At its March 22, 2012 meeting, TPAC endorsed a request by several employees at Concord Hospital to consider developing a 10-foot wide multi-use path (rather than standard 5-foot sidewalk) in the design of the proposed northerly leg of Langley Parkway in order to enhance health, recreation and transportation opportunities for non-motorized users. TPAC also discussed the design charrettes held with the Penacook Village Association as well as proposed sidewalk plowing priorities as presented by General Services at TOC last month.

- B. On-going Discussion and Action Items.
- 1) **None**
- C. New Discussion and Action Items
- 1) Request by a resident on Perley Street with concerns on traffic speeding and not stopping at the stop sign at the Perley/Pierce intersection and requesting a Children Playing sign (General Services: 3/23/12).

<u>DISCUSSION</u> / <u>ACTIONS</u>: At issue is a request by David Handt, a resident of Perley Street, for a Children Playing sign on Perley Street near the Perley/Pierce intersection. He also noted a concern that some traffic is speeding down Perley Street and not obeying the STOP signs at the intersection. Mr. Handt suggested that afternoons between 2:30 and 5:00 PM was when most speeding seemed to occur. In a followup conversation, Mr. Handt noted to Rob Mack that apparently careless driving/speeding seemed to be isolated to a few specific vehicles.

Perley Street is fairly narrow with parking on both sides and posted with a 25 mph speed limit. A multi-way STOP is located at the Perley/Pierce intersection. Drivers along Perley Street must also stop at STOP signs one block east and west of this intersection (Perley/Grove to the east and Perley/South to the west). Rob Mack observed traffic in the vicinity of the Perley/Pierce intersection from 4:00 to 4:15 PM on 3/30/12. Traffic flow along Perley Street was fairly light and no excessive speeds for the conditions or careless maneuvers were observed. There were a number of rolling stops observed at the STOP sign, but most that did rolled thru at nearly a crawl (or less than walking speed). Parking on both sides did act to slow two-way traffic movement when it occasionally occurred, with one car deferring to the other to pass first. Greg Taylor reported that CPD also conducted directed patrols at the intersection that resulted in no observed violations or motor vehicle stops.

TOC felt that a speeding issue was not apparent at the subject location, but concurred that a few inconsiderate drivers could be expected. The CPD would welcome resident reports of vehicle descriptions when careless driving is observed as it greatly assists in enforcement efforts. Regarding Children at Play signs, it is the City's policy to not use these signs as they are not Federally-recognized standard signs, they have been shown to be ineffective, and they may instill a false sense of security.

2) Request by a resident on Pine Street concerning speed and cut-through traffic on Pine Street

### between School and Warren Street and requesting consideration of a temporary speed bump (Engineering: 3/27/12).

DISCUSSION / ACTIONS: At issue is a concern by Oliver Spencer of 18 Pine Street of speeding cutthrough traffic on Pine Street between School and Warren Streets. Also requested is the location of a temporary speed bump in this area to slow traffic. This 580-foot long segment of Pine Street is about 30 feet wide with parking along the west side only and a 30 mph speed limit. Multi-way STOP signs are located at both the Pine/School and Pine/Warren intersections. Engineering conducted automatic (non-intrusive) traffic volume and speed counts on this segment of Pine Street for a 72-hour period during the week of April 2, 2012 located at roughly the midpoint between the stop signs at School and Warren Streets. There are about 1,000 vehicles per day (vpd) traveling the segment with average speeds of 24/25 mph and 85th percentile speeds of 29/30 mph. Greg Taylor reported that CPD also completed five speed-watch sheets with the highest noted speed being 28 mph.

TOC concurred that overall traffic speed on the street segment appeared reasonable. Several vehicles were recorded traveling in excess of 36 mph during the morning peak and the corresponding time-of-day data was provided to CPD. TOC felt that the street was likely used by some through traffic between Washington Street and the state office park, but that the recorded volume of 1,000 vpd was not unusual for a local street and not indicative of a significant cut-through condition. TOC was not supportive of the installation of speed bumps at this location, either permanent or temporary. It was noted that a similar request in the Millstream Lane area resulted in significant neighborhood resistance to potential speed bumps due to noise impacts and other concerns.

#### 3) Discussion of Mountain Road traffic volumes during shut-down of the Sewalls Falls Bridge.

<u>DISCUSSION</u> / <u>ACTIONS</u>: Engineering conducted automatic traffic counts on Mountain Road, north and south of Sewalls Falls Road, during and after the temporary shutdown of the Sewalls Falls Bridge in March. North of Sewalls Falls Road, Mountain Road services about 3,000 vehicles per day (vpd); this dropped to about 2,500 vpd during the week of the bridge closure or a reduction of about 500 vpd. South of Sewalls Falls Road, Mountain Road services about 4,800 vehicles per day (vpd); this dropped to about 3,300 vpd during the bridge closure for a reduction of about 1,500 vpd. NHDOT historic traffic counts indicate 3,900 vpd on the Sewalls Falls Bridge.

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1) Staff response to miscellaneous inquiries (refer to correspondence in agenda packet). 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, May 15, 2012 @ 12:00 PM in the 2<sup>ND</sup> Floor Conference Room.