



Engineering Services Division

Traffic Operations Committee

Meeting Minutes - March 20, 2012

Attendees: Rob Mack, PE, PTOE, Engineering Services
Jeff Warner, PE, Engineering Services
Steve Henninger, Planning
Jim Major, General Services
Greg Taylor, Concord Police Department
Rick Wollert, Concord Fire Department
Terry Crotty, Concord School District
Dick Lemieux, TPAC Chair
Jennifer Kretovic, City Council
Fred Regan, MV 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.**

DISCUSSION / ACTIONS: Traffic accident data for February 2012 was reviewed. There were 121 reportable accidents in February 2012. This compares with 132 and 105 reportable accidents in February 2011 and 2010, respectively. 25 accidents resulted in total of 40 people injured, with 10 of those injuries occurring on Loudon Road. There were no fatalities

There were two accidents involving pedestrians: a pedestrian aged 46 years walking in the parking lot at 8 Loudon Road and being struck by a vehicle travelling in the parking aisle (injury, driver at fault, sun glare was contributory); and a pedestrian aged 29 walking eastbound along Warren Street in the crosswalk at Merrimack Street and being struck by a vehicle leaving the northbound stop line on Merrimack Street that failed to see the pedestrian (injury, driver at fault).

There were three accidents involving bicyclists: a bicyclist aged 47 years travelling northbound on South Street, failing to stop for the red light at Clinton Street and being struck by an eastbound vehicle on Clinton Street (injury, bicyclist at fault, also wearing dark clothing during darkness and in dense fog, no helmet worn); a bicyclist aged 16 years travelling eastbound on Clinton Street on the wrong side and being struck by a vehicle turning right from Langley Parkway onto Clinton Street at the traffic signal (minor injury, bicyclist at fault, no helmet worn); and a bicyclist aged 28 years travelling westbound on the sidewalk in front of McDonalds and being struck by a vehicle turning right out of McDonalds onto Loudon Road (minor injuries, bicyclist at fault, helmet use unknown).

2) **City Council meeting update.**

DISCUSSION / ACTIONS: At its March 12, 2012 meeting City Council approved the revised parking Ordinance along Storrs Street near Mennino Place. Council also rejected the resident request to remove the multi-way STOP control at the School/N. Fruit intersection.

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

DISCUSSION / ACTIONS: At its February 23, 2012 meeting, TPAC heard presentations from Ed Roberge on the Route 3 North Improvement Project (CIP 35) Phase 4b, and from Rob Mack on the Loudon Road lane-conversion project (CIP 19). TPAC also discussed a referral from Council regarding a resident request to publish bicycle safety rules.

B. **On-going Discussion and Action Items.**

1) **None**

C. **New Discussion and Action Items**

1) **Draft sidewalk plow route priority plan: new school walking routes and Friendly Kitchen route (General Services: 3/16/12).**

DISCUSSION / ACTIONS: Jim Major presented a first-draft of six potential sidewalk snow-plowing areas indicating normal and high priority plow routes. Five areas encompassed revised walk-to-school routes pursuant to the school consolidations: Abbott-Downing (Conant) School area; Christa McAuliffe (Kimball) School area; Broken Ground School area; Beaver Meadow School area; and Merrimack Valley School District area. Implicit in the five new walk-to-school areas would be the elimination of former walking routes to the discontinued Dame, Rumford and Eastman Schools. A sixth area included walking routes to the proposed Friendly Kitchen facility being constructed on S. Commercial Street. These initial sidewalk plow routes have been developed by General Services in coordination with the TPAC-Pedestrian committee and the ongoing Safe Routes to School program and are subject to further refinement. Ultimately, each area plan would be submitted to Council for funding in the FY 2013 budget as a Program Change request to General Services' snow-plowing budget.

Regarding the five walk-to-school areas, TOC offered a number of comments and suggestions on individual routes for further consideration by General Services. Some general comments included: consideration of establishing a high-priority sidewalk on only one side of the street rather than both sides if helpful to minimize area cost; and to include maintenance of the crossings at roundabout splitter islands. TOC strongly concurred with General Services' proposal to keep Loudon Road sidewalk plowing as a high-priority. The plan for the walking routes near the MVSD schools is still being refined in concert with the MVSD and Safe Routes to School study. The current plan adds sidewalks along Community Drive and High Street to the high-priority plowing category.

A proposed walking route to the new Friendly Kitchen facility on S. Commercial Street was discussed. While the new site is well located with respect to sidewalk connections and CAT service, winter maintenance of a realistic sidewalk route between the site and downtown Concord remains a concern. It is anticipated that some downtown walkers will access the site by crossing the railroad tracks behind the Concord Center (the shortest distance but crossing private property). The closest public sidewalk route uses the sidewalk along the I-393 connector between N. Main Street and S. Commercial Street. Much of this sidewalk is under NHDOT jurisdiction but the state has no provision for sidewalk plowing. Furthermore, the nature of the sidewalk along the I-393 connector does not allow for routine plowing due to guardrail and fence on the bridge structures. The initial walking route

envisioned by General Services includes high priority sidewalk plowing of N. Main Street to Horseshoe Pond Lane and Constitution Avenue to the site at S. Commercial Street. TOC concurred with TPAC-Pedestrian comments that this route, while one the City can choose to maintain, is quite long and circuitous and unlikely to be used by most walkers to Friendly Kitchen. TOC did note advantages for other pedestrians in that the N. Main Street connector to Horseshoe Pond Lane was previously recommended for high-priority plowing consideration by TPAC due to its uniqueness as a non-vehicular connector route between the east and west sides of I-93. Further study of this priority plow route is needed.

2) **CSD bus access and upcoming Route 3 North construction (CSD: 3/16/12).**

DISCUSSION / ACTIONS: Terry Crotty expressed concern that the upcoming construction of Route 3 will generally occur to the south of General Services' facility (where the school buses are parked) and potential construction delay to bus access and schedules this year. Terry noted that some buses were delayed up to 20 minutes last year. Potential use of alternate bus-storage sites south of the construction area was suggested, but Terry wasn't aware of any suitable sites owned by the school district. Terry noted that Engineering Services had worked well with the school district last year in minimizing bus delays to the extent practical, but was concerned for the coming construction season since most of the school bus routing will be to the south through the construction area. TOC suggested Terry coordinate with Ed Roberge regarding the upcoming construction season which will complete the corridor to its southerly limit at Penacook Street by year's end.

3) **Potential lane restriping in conjunction with resurfacing of N. Main/Water/Manchester Street area (Engineering: 3/16/12).**

DISCUSSION / ACTIONS: General Services plans to mill and resurface S. Main/Water/Manchester Street this year from the Perley/Storrs intersection to the Merrimack River bridge east of Exit 13. As this work will require complete replacement of pavement markings in the project area, Jeff Warner presented a modified pavement marking plan that would enhance bicycle travel by improving painted shoulder width. The plan maintains all existing traffic lanes, but increases the shoulder widths by a few feet (to 4 or 5 feet wide for bicycles) by reducing currently-wide travel-lane widths. Special bike-lane markings would also be introduced in areas where vehicle right-turn lanes occur at signals (e.g. in front of McDonalds and at the Hall Street intersection). Similar lane restriping modifications have been coordinated with General Services and NHDOT in the past with great success including: Clinton Street from S. Spring Street to I-89 exit 2; N. Main Street from Washington Street to I-393, Pleasant Street near Concord Hospital and Ft. Eddy Road from Loudon Road to Ft. Eddy Plaza. The plan as presented was developed in coordination with TPAC-Bike. Jeff noted that field verification of curb-to-curb street widths is required to finalize the layout plan which would ultimately be provided to General Services. Jim Major noted that the resurfacing project will also extend down S. Main Street to about Gas Street and that modification of pavement markings could also be explored in this area. TOC concurred with the plan as presented and felt it was an appropriate and minimal-cost enhancement for bicycle travel along the corridor.

4) **Penacook Village Design Charrettes.**

DISCUSSION / ACTIONS: Rob Mack summarized the two design charrettes staff coordinated with the Penacook Village Association. The two charrettes were arranged to provide a forum for staff and the community to discuss transportation issues in the Penacook Village area and the upcoming design of the US Route 3 North Improvement Project (CIP 35), as well as a visioning session for land-

use planning in and around the Village. The first charrette was held on Saturday, March 10, 2012 at the United Church of Penacook and offered a discussion of Village area transportation needs and potential improvements that could be considered in the upcoming CIP 35 Phase 5a design. The meeting was well-attended by roughly 60 community members, staff and city officials and featured four round-table discussion groups that each attendee was invited to participated in. Matt Walsh led a discussion group on potential streetscapes, gateways and landscaping; Steve Henninger led a discussion group on public on- and off-street parking; Jeff Warner led a discussion group on pedestrian and bicycle facilities; and Rob Mack led a discussion on Village area traffic operation and potential use of stop signs, signals and roundabouts. The discussion groups assembled a variety of thoughtful ideas as well as fostered a better understanding of how to best balance transportation improvements to meet the community's needs for reasonable traffic circulation, safety, parking and livability.

A second charrette is scheduled for Thursday evening, April 19, 2012 from 6:00 to 9:00 PM at the United Church of Penacook. Mike Santa will lead a group discussion on potential uses of the Rivco property; Steve Henninger will lead a group discussion on potential future uses of area public buildings (MVSD properties such as the old Washington Street firehouse and the former Washington Street school; Laura Aibel will lead a group discussion on potential commercial redevelopment in the Thirty Pines area; and Becky Hebert and Jeff Warner will lead a group discussion on area public parks and travel connectivity. The results of this charrette may be an appropriate consideration for updating the City's Master Plan for the area.

D. 

- 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, April 17, 2012 @ 12:00 PM in the 2ND Floor Conference Room.***