



Engineering Services Division

Traffic Operations Committee

Meeting Minutes - January 18, 2011

Attendees: Rob Mack, PE, PTOE, Engineering Services Division
Ed Roberge, PE, Engineering Services Division
Jeff Warner, PE, Engineering Services Division
Steve Henninger, Planning Division
Jim Major, General Services Department
Greg Taylor, Concord Police Department
Bill Dexter, Concord Police Department
Dan Andrus, Concord Fire Department
Rick Wollert, Fire Alarm Division
Jennifer Kretovic, Safe Routes to School

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 2009 year-end summaries (separate packet).**

DISCUSSION / ACTIONS: Traffic accident data for December 2010 was reviewed. There were 148 reportable accidents in December 2010. This compares with 152 and 151 reportable accidents in December 2009 and 2008, respectively. 29 accidents resulted in total of 48 people injured, with 7 of those injuries occurring on Loudon Road. There were no fatalities.

There was one accident involving a pedestrian: a pedestrian aged 18 years walking eastbound up Loudon Road (Gully Hill) in the roadway at night possibly due to snow on the sidewalk and being struck by an eastbound vehicle (injury, driver at fault, pedestrian actions contributory including walking in street, not facing traffic and wearing dark clothing at night).

There were no accidents involving bicyclists.

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

DISCUSSION / ACTIONS: Parking Ordinance changes were approved on Pillsbury Street and on streets in the UNH Law Center area. Funding was approved for a preliminary transportation and environmental study of the next phase of Langley Parkway (northern extension to Bouton Street).

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

DISCUSSION / ACTIONS: There was no meeting of TPAC in December. The upcoming January meeting will include review of US Route 3 North Phase 4a design plans, the draft Bicycle Master Plan, the Merrimack River Greenway study, and CAT bus route changes.

B. [REDACTED]

4) **School consolidations: Review of construction traffic control plans.**

DISCUSSION / ACTIONS: Construction work on the three school projects is anticipated to begin in mid February. The contractor's proposed site-construction traffic circulations plans were overviewed. All construction-related traffic will enter the Kimball School site from the gated driveway on Pleasant Street (one-way into the site only), and will exit the site via a right-turn only onto S. Spring Street toward the signal at Pleasant Street. Construction-related traffic will enter the Conant School site via the existing Conant/Rumford school entrance off South Street and a gated entrance into the site about 200 ft into the driveway, and will exit back to the entrance driveway about 50 ft from South Street (construction traffic will be provided with a coned-off egress back to South Street while school-related traffic continues to use the driveway as a one-way entrance only. Construction-related traffic will enter the Broken Ground School site via S. Curtisville Road with the construction site entrance located to the north of the existing school site. Construction traffic and deliveries will be scheduled so as to not coincide with school-related traffic peaks at both the Conant/Rundlett facility and at the Broken Ground facility.

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: NH RSA's relating to school buses boarding students were discussed. Engineering also presented a sketch plan illustrating potential median installations and protected bus boarding areas with options for Woodman Street and Westbourne Street (options based on input received at last month's TOC meeting from NH Department of Safety representatives). The Woodman Street option provided a 16 ft wide bus-only lane for about 11 buses along the length of the south side of Woodman Street, with one-way eastbound traffic allowed to continue on the north side of the street. The Westbourne Street option widened the current bus drop-off area to two lanes wide to provide space for about 12 parked buses; a raised median separator would allow one-way southbound traffic to continue during bus boarding times. An additional option was to board all buses on Woodman Street using their flashers and closing the street to traffic flow. Members felt that additional feedback from the school district on the options would be helpful. Sketch plans of the options would be sent to SAU staff, and the discussion would be continued at the next meeting.

2) **Request from Councilor Shurtleff to consider a resident request to post No Trucks on Community Drive. (Council: 8/9/10).**

DISCUSSION / ACTIONS: At issue is a resident concern on large trucks using Community Drive as a cut-through route between East Street and Village Street to the south. Also, Engineering planned to monitor traffic speed along this street following the recent shim paving.

Engineering collected traffic volume, speed and classification data on Community Drive just south of Dolphin Street in December 2010. Average weekday volume was about 1,200 vehicles (370 northbound and 810 southbound). Northbound speeds were: 29 mph average, and 34 mph 85th percentile. Southbound speeds were: 26 mph average and 33 mph 85th percentile. Community Drive is posted 25 mph. Large trucks (vehicles indicated as greater than 50 ft in length) averaged less than one per day in the northbound direction and about 4 per day in the southbound direction.

These counts were compared with counts conducted in September 2009 (prior to the recently applied

shim pavement). The smoother road surface may have acted to increase average speeds by about 1 -2 mph and 85th percentile speeds by about 3 mph. There was no significant change in traffic volume.

Regarding large trucks travelling along Community Drive, TOC members felt that the actual number of trucks was fairly small and not indicative of a significant truck cut-through movement (in fact some could reflect trucks delivering goods to local residents). Staff at MV School District earlier reported that no trucks destined for the school campus were known to be using Community Drive. TOC suggested it would be helpful if some of the trucks could be identified; if they indeed are destined for a nearby facility or business, perhaps the issue could be discussed with that facility.

C. **New Discussion and Action Items**

- 1) **Referral from Mayor Bouley regarding a resident concern on traffic speed along Christian Avenue and difficulty exiting the main driveway from Havenwood-Heritage Heights. (Council: 1/09/11).**

DISCUSSION / ACTIONS: The resident reported difficult egress from the Havenwood Heritage Heights main facility driveway onto Christian Avenue due to the high speed of traffic along Christian Avenue. The resident requested consideration of adding a multi-way STOP at the driveway exit to slow traffic.

Regarding speeds, Engineering placed a speed counter on Christian Avenue just east of the main facility driveway at Havenwood Heritage Heights to measure vehicle speeds for a 24-hour period from January 11 to 12, 2011. About 1,600 vehicles were recorded in the 24-hour period, with average speed of 25-26 mph and 85th percentile speed of 32-33 mph. The posted speed is 25 mph. The Traffic Enforcement Unit conducted targeted speed enforcement on Christian Avenue and reported no substantial speed violations. Regarding safety, police department records indicate three driveway-related crashes along Christian Avenue since August 2008, only one of which can be definitively linked to the subject main driveway exit. TOC members concurred that measured speeds were not overly excessive.

Regarding egress from the Havenwood Heritage Heights main driveway onto Christian Avenue, Rob Mack noted that existing on-street parking is allowed along the north side of Christian Avenue to within about 25 ft east of the driveway exit. Vehicles commonly park here and a vehicle parked closest to the driveway exit substantially affects available sight lines to exiting vehicles. This limited sight line can make egress from the facility more complex, particularly for older drivers, and could be contributory to the perception of traffic speeds being excessive at that location. A bus stop is located immediately west of the driveway exit and acts to preserve an appropriate driveway sight line to the west.

TOC members concurred that an appropriate enhancement to the subject driveway would be to extend the area of no parking further east of the Havenwood Heritage Heights main driveway exit. Rob Mack suggested that the current 25 ft corner setback be increased to 65 or 75 ft at a minimum, or alternatively extended along the 100 ft segment between the existing entrance and entrance drives to the main facility. The issue of limited sight lines due to on-street parking was discussed in the past with the director of Havenwood Heritage Heights and he was favorable to extending the no parking zone. Engineering and Parking will coordinate a specific recommendation for presentation to the Parking Committee in February.

TOC concurred that use of multi-way STOP at this location would be both inappropriate and not in conformance with Federal requirements.

- 2) **Request from Betsy McNamara to relocate the handicap parking space on the southwest corner of the North Main/Park Street intersection to the northwest corner. (Engineering: 1/09/11).**

DISCUSSION / ACTIONS: Ms. McNamara operates a wheelchair accessible van and parks on Park Street at the reserved handicapped space on the southwest corner of the N. Main/Park intersection. As she needs wheelchair access to the sidewalk on the north side of Park Street, she requested if the existing parallel reserved space on the south corner of Park Street could be relocated to the north corner, where the wheelchair lift could access the sidewalk directly. Her concern with the existing space on the south side of the street was that it required the wheelchair lift to service the wheelchair in the travel way of Park Street.

TOC discussed existing conditions in the intersection area related to parking and accessibility, including: location of the large level sidewalk area on the state house corner at the existing reserved space; the narrower and somewhat sloped sidewalk along the north side of Park Street near N. Main Street (where the requested reserved space might be located); and the alternate availability of one existing van-accessible angled parking space on N. Main Street at the east end of the crosswalk at Park Street.

TOC consensus was to recommend relocating the subject reserved parallel space from the south side of Park Street to the first angled space on the southbound side of N. Main Street just south of Park Street. Room is available to restripe this space to accommodate an accessible van with standard side-buffer areas on both sides of the space (much like the aforementioned space on the east side of N. Main Street opposite Park Street. This alternative would swap one existing reserved space and one existing metered space, with no change in parking space count. Engineering will coordinate potential space relocation with Parking. It was also suggested that TPAC's Pedestrian Subcommittee review this referral and provide feedback. If approved, practical implementation (signs and markings) would likely occur after winter conditions end.

- 3) **Request from Susan Gorham concerning winter maintenance of sidewalks used by school children walking between Hampton Drive and Curtisville Road near Broken Ground School. (Engineering: 1/14/11).**

DISCUSSION / ACTIONS: Ms. Gorham's concern is the length of time needed to plow the sidewalk on S. Curtisville Road from Tocci's path at Hampton Street to the crosswalk at Dominique Drive. At issue is the maintenance of the sidewalk for school children walking from Hampton Street or Dominique Drive. Specific concerns include: inability to use the sidewalk between Tocci's path and the crosswalk at Dominique Drive due to snow on the sidewalk and/or parked cars on the sidewalk (in a residential driveway at the corner of S. Curtisville and Dominique); lack of a crosswalk at the base of Tocci's path; and need for another crossing guard on S. Curtisville.

All sidewalks in this area are normal priority in terms of sidewalk plowing. Plowing of sidewalks must generally wait until after the streets are plowed. General Services currently has six pieces of equipment deployed to remove snow from about 90 miles of plowed sidewalks and plowing speeds are less than 1/2 mph. In a heavy snow like we had last week (about 18 inches) It can take up to 5 days or so to complete the plowing. General Services does the best it can with the resources it has available in coordinating city-wide snow removal after each storm event. The Manager's weekly

newsletter recently spoke to the City's snow-removal efforts and asked for the public's understanding and patience during the process.

Regarding parked cars in the short driveway at # 44 S. Curtisville Road potentially blocking the sidewalk, it is illegal to do so. The Concord Police Department should be contacted and they would address the situation. TOC felt it would be inappropriate to add a mid-block crosswalk near Tocci's path given the current location of sidewalk and crosswalks along S. Curtisville Road. The potential addition of another crossing guard to cross students at a new location on S. Curtisville Road (say at Dominique Drive) is a matter that would need to be discussed with staff at Broken Ground School.

D. 

- 5) **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, February 15, 2011 @ 1:00 PM in the 2ND Floor Conference Room.***