



## Engineering Services Division

# Traffic Operations Committee

Meeting Minutes – April 16, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services  
Steve Henninger, Planning Division  
Jim Major, General Services  
Greg Taylor, Police Department  
Rick Wollert, Fire Department  
Matt Cashman, Concord School District  
Terry Crotty, Concord School District

### 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 March 2013 was reviewed. There were 66 reportable accidents in March 2013. This compares with 92 and 105 reportable accidents in March 2012 and 2011, respectively. 14 accidents resulted in total of 24 people injured, 5 of which occurred on Loudon Road. There were no fatalities.

There were two accidents involving pedestrians: a pedestrian aged 51 years on the southeast corner of the State/Pleasant intersection and crossing S. State Street in the crosswalk with the WALK signal and being struck by a vehicle turning right-on-red from S. State Street onto Pleasant Street (minor injury, driver fled scene); and a pedestrian aged 61 years walking northbound along N. Main Street in the crosswalk of Warren Street and being struck by a vehicle turning right out of Warren Street after a stop (minor injury, driver at fault).

There were no accidents involving bicyclists.

**2) City Council meeting update.**

DISCUSSION / ACTIONS: At their April 8, 2013 meeting, City Council amended the Ordinance regarding new parking restrictions on both Whitney Road and Bradley Street in follow-up to Planning Board actions.

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

DISCUSSION / ACTIONS: At their March 28, 2013 meeting, TPAC discussed TOC referrals on Heather Lane STOP signs and school parking issues on Conant Drive. TPAC will formally discuss the Heather Lane STOP sign request at its April 25, 2013 meeting and will invite residents of the Heather Lane neighborhood to attend and provide feedback. Proposed parking restrictions on streets in the Abbott-Downing School area were endorsed by the Parking Committee at their April 15, 2013 meeting and will be recommended to Council for their consideration with a public hearing anticipated in June.

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

### **1) Discussion of traffic operation issues at the Mill Brook/Broken Ground school campus area.**

At issue is ongoing parking, traffic backups and restricted traffic movement on S. Curtisville Road during the afternoon school pick-up period due to congestion on the school campus. Engineering, Parking Enforcement and school district staff have been discussing traffic and safety concerns and potential on-campus operational enhancements over the last few months. Areas of concern include: vehicles lining up along S. Curtisville Road to turn left into the Mill Brook driveway for extended periods since there is no room left in the Mill Brook student pick-up lane; the aforementioned turning vehicles restricting S. Curtisville Road to one-lane for two-way traffic movement or totally blocking traffic movement, a concern for heavy flows of other Mill Brook vehicles needing to exit back to S. Curtisville Road from the campus driveways further north; waiting buses that block the driveway entrance to the northern Mill Brook parking area, reducing the desirability of that lot for waiting pick-up vehicles; parking and boarding of vehicles along S. Curtisville Road simultaneous with the on-street congestion period; and limitation of Broken Ground campus access by vehicles unable to bypass vehicles stopped in S. Curtisville Road otherwise waiting to get into the congested Mill Brook campus area.

Engineering staff has observed traffic and parking operation at the campus on a number of occasions and offered some suggestions to enhance on-campus traffic operation, potentially making it easier to access the campus area thus averting the need for vehicles to stop or stand along S. Curtisville Road. Options suggested include: relocation of employee parking to the furthest ends of the parking areas to allow vacant visitor spaces to be a more-convenient option for parents waiting to pick up students; better control of bus parking/standing to not impede visitor access to the parking areas; instituting (and enforcing) some 'do not block intersection' areas to alleviate potential vehicle blockages at the common Mill Brook/Broken Ground driveway. School district staff added that on-campus management of buses and various groups of student dismissals also needed to be included in any consideration of changes.

Matt Cashman felt that a separate working meeting with select city and school district staff, including principals from both schools, would be an appropriate next step to further discuss these potential options to enhance campus traffic management. This meeting would be arranged in the near future.

### **2) Discussion of signage at the Liberty/Centre/Auburn roundabout.**

At issue is the high level of signage originally installed at the roundabout, some of which can now be considered optional or redundant pursuant to current revisions in the Manual of Uniform Traffic Control Devices (MUTCD). Engineering has received numerous comments over the years from staff, emergency responders and the public that the roundabout signage here appears visually excessive and is particularly dazzling at night due to the high reflectivity of the many signs. TOC concurred to try the following sign reductions.

Single-lane roundabouts only require one YIELD sign on the right side of each approach; the second left-side sign (which was originally installed on each roundabout approach) is now optional per the 2009 MUTCD (Figure 2B-22). Recommended was the removal of the left-side YIELD signs (3 total) from the splitter islands on the Liberty northbound, Liberty southbound and Centre westbound approaches. The second YIELD sign on the splitter of the Centre eastbound approach should be retained since the required right-side mounted YIELD sign is somewhat obstructed by tree branches. Also recommended was a minor

relocation of the right-side YIELD sign on the Centre westbound approach to be more visible to approaching traffic.

Recommended also was removal of the reflective yellow panels (4 total) from below the ONE WAY signs that are mounted in the center island. In addition, these ONE WAY signs (4 total) should be lowered to at least a 4-foot clearance above pavement level (MUTCD 2B-40, 11-12). This will also act to reduce the 'sea' of signs that are floating at 7 ft and may provide better visual scale with the center island.

None of these sign changes involve a change in Ordinance. General Services will make the changes as schedule allows. As the original thermoplastic crosswalk and yield lines at the roundabout are worn off, General Services will also plan to repaint them this spring.

### **C. New Discussion and Action Items**

- 1) None.

### **D. Open Discussion Items**

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

None.

Respectfully submitted,

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

***The next Traffic Operations Committee meeting will be held on  
Tuesday, May 21, 2013 @ 12:00 PM in the 2<sup>ND</sup> Floor Conference Room.***