CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF APRIL 21, 2026

The Traffic Operations Committee (TOC) met at 9:00 am on April 21, 2026
in the Second Floor Conference Room, 41 Green Street

Attendees: Karen Hill, Alec Bass, Kevin Demers, Harold Palmer, Fred Reagan, Michael Bezanson, Matt Cashman (arrived at 10:05am)

Absent: Matthew Casey

Guests: For 10:30 discussion: Rebecca Brown (GPI) Jack Dunn (Concord School District), Tina Stanislaski (HMFH)

1. Introductions

2. Approval of Minutes

a. *February 17, 2026 TOC Draft Meeting Minutes*
On a motion made by Palmer, seconded by Bass, the meeting minutes of February 17, 2026 were approved by unanimous consent.

3. Review City-Wide Crash Data
Crash data was provided to the Committee for review.

a. *February 2026*
There were 100 reportable crashes in February 2026. This compares with 113 reportable crashes in February 2025. 12 crashes resulted in injuries. There were no fatality involved crashes. There were 0 reported crashes involving pedestrians and 1 involving bicyclists.

The Committee agreed to continue the review to the next meeting with CPD is in attendance.

b. *March 2026*
There were 100 reportable crashes in March 2026. This compares with 76 reportable crashes in March 2025. 15 crashes resulted in injuries. There were no fatality involved crashes. There were 0 reported crashes involving pedestrians and 1 involving bicyclists.

The Committee agreed to continue the review to the next meeting with CPD is in attendance.

4. Council/Committee Updates
Council approved the S Curtisville/Portsmouth Street report by consent. Hill will circulate to the Committee for record.

5. Project Updates

Hill noted that the two CIP 283 traffic signal replacement projects have been awarded to Dagle Electrical Construction Corp. Construction will begin this summer.

6. New Business

a. *Referral from City Council in regards to a communication from Erin Nevin for the installation of additional street lights at crosswalks located on South State Street*

Hill shared a lighting study conducted on South Street during the City's LED conversion project. She mentioned that the figure would be similar to South State Street, with the lighting spreads.

The Committee reviewed the four pedestrian and bicycle crashes along the corridor over the past five years. None of the incidents took place at night.

The Committee noted that it appears as though most of the lights along South State Street are 31watts, where on South Street at some of the 4-way intersections the lights appear to be 63 watts. Hill will look into whether increasing wattage at certain intersections along South State Street would make a noticeable difference. The Committee noted that they previously recommended adding a light at the intersection of South State and Perley Streets and still support that recommendation.

b. *Resident request through SeeClickFix for one-way signage on Pearl Street at Islamic Society driveways*

Hill shared photos from a site visit. The Committee reviewed and unanimously agreed that the IQRA Islamic Society of Greater Concord should be contacted to install permanent or temporary signage on their property to assist in facilitating their exiting traffic. The Committee did not feel that placing signage in the public ROW would result in the best placement.

c. *Resident request through SeeClickFix for no trucking on Airport Road from 7 pm to 7 am*

Hill noted that recently, the Committee discussed that the City's trucking routes should be reviewed as part of the upcoming master planning effort. In the short term, the City needs to review the current trucking ordinance to clarify its application. No further action at this time.

d. *Resident request through SeeClickFix in regards to wrong way drivers at the Exit 13 interchange on Manchester Street requesting barriers and pavement marking refresh*

Hill shared a video from a site visit that showed the pavement markings through the interchange were pretty visible. The Committee noted that the City does maintain the striping and ornamental lights at the interchange, but the State does replace signage, owns the signals and the bridge.

The Committee noted that as part of the I-93 Bow Concord widening project, the City had asked the State to study this issue. Noting that the City will refresh the pavement markings in the Spring, as typical per the City's maintenance program.

The Committee unanimously agreed that barriers do not appear to be a practical solution and will discuss the concern with the State.

7. Unfinished Business

a. *Review crash data provided by the police department at:*

i. *N State/Rumford/Curtice*

Hill shared that in the past there have been multiple requests for improvements at this intersection and the Committee wanted to take a closer look at reported crash data.

Within the last three years, there have been 3 reported crashes at N State Street and Curtice ave, and 3 at N State Street at Rumford Street. Of the 6 reported crashes, most were vehicles following too close, and 2 involved braking for a pedestrian in the crosswalk.

The Committee still agreed that no action should be taken until a policy is created. Hill will continue to monitor crashes in this area.

ii. *Pleasant/N/S State*

Hill shared that there has been a significant increase in the amount of reported crashes at this intersection. Noting 2 crashes in 2024 and 13 crashes in 2025, with nearly all reported crashes reported as running a red light.

The signal was improved in 2022. The Committee agreed that it would be prudent to review further information on the crashes. Hill will follow up with Casey.

8. Concord Middle School Traffic Discussion

a. *Referral from City Council in regards to a communication from Peter Mullin, a Springfield Street resident, requesting consideration of measures to improve traffic flow and reduce speed limits on Springfield Street*

Matt Cashman arrived at 10:05 am, with the representatives from the Concord Middle School design team to review this item.

Rebecca Brown provided a summary of the traffic review of the Middle School project and traffic circulation considerations.

Brown shared abutter concerns. which include inadequate space for buses to pass each other on Noyes Street and the steep grade on Noyes Street at South Street, complicating the exiting left turns. Brown noted that they measured an 8% grade at this location.

Brown presented an analysis of recommended alternatives by residents, that was also shared at the April 9, 2026 Concord School Board Building Committee meeting, which was recorded and is on the Concord School District's (CSD) website.

Brown ultimately shared a revised recommendation for busses to exit from Princeton Street onto Clinton Street instead of Noyes Street to South Street. TOC shared concern that traffic on Clinton Street is much higher, left hand turns will be more difficult than South Street, with multiple lanes of traffic, and is directly across from the State hospital campus driveway.

Dunn shared another concept sketch from an abutter. The sketch showed all traffic entering the South Street driveway and exiting back out that same driveway onto South Street. All kids would need to cross through the bus lane to get to the parent pick up, and would create a significant intersection on South Street, as well as multiple internal conflict points.

Hill shared that the City received two Council referrals and a resident request for no bus signs in the neighborhood.

1. A referral was made to TOC from a Springfield Street resident asking for improvements and sidewalk to be added.
2. A referral was made to TPAC for a sidewalk on Cypress Street related to this project.

Hill noted that sidewalks requested along Springfield Street and Cypress Street are not proposed in the City's Pedestrian Master Plan, however Noyes Street is, and ranks #41.

Brown shared that they do not believe there will be a significant increase in traffic on Springfield Street as a result of the proposed traffic patterns. Brown shared a conceptual layout of sidewalk along Springfield Street which would require some easements to be secured. Brown added that a striped centerline would be another alternative, which can include 10-foot travel lanes with a 5 to 7-foot shoulder on the school side to accommodate bicyclists/pedestrians, with a 4-foot shoulder on the opposite side.

Hill noted that this type of proposal (adding the centerline) would need to go before the City's Parking Committee, as it would restrict parking on Springfield Street.

The Committee and the CSD team discussed the pros and cons of the concepts presented during this meeting, and ultimately agreed that adding any parent traffic through the Noyes Street neighborhood is less desirable than having the bus traffic. Therefore, out of all of the options presented, the Committee agreed that the original plan is the preferred, understanding the site constraints and the desire to separate parent and bus traffic. However, the Committee agreed that the CSD Administration should look into future funding for the construction of off-site

improvements (sidewalks, etc.) anticipated to be needed as part of the middle school project and discuss a plan with City Administration.

Brown shared a conceptual layout of sidewalk along Cypress Street and Noyes Street as well. CSD indicated that construction of the sidewalks is not part of the project, but they plan to at least demonstrate future sidewalk feasibility.

9. **Next Meeting**
May 19, 2026

10. **Adjourn**
On a motion by Bass seconded by Reagan, the meeting adjourned at 11:41am. All in favor.

Minutes prepared by Alec Bass and Karen Hill