CITY OF CONCORD
TRAFFIC OPERATIONS COMMITTEE
MINUTES OF MAY 19, 2026

The Traffic Operations Committee (TOC) met at 9:00 am on May 19, 2026
in the Second Floor Conference Room, 41 Green Street

Attendees: Karen Hill, Alec Bass, Matthew Casey, Kevin Demers, Harold Palmer, and Michael Bezanson,

Absent: Matt Cashman and Fred Reagan

Guests: Randi Burns (366 S Main St), Julie Jacobson (366 S Main St), Peter Osiecki (18 Gilmore St), Teresa Vincent (23 Wiggin St), Jim Wisnienski (Londonderry)

1. Introductions

2. Approval of Minutes

a. *April 21, 2026 TOC Draft Meeting Minutes*
On a motion made by Bass, seconded by Palmer, the meeting minutes of April 21, 2026 were approved as amended 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.

Casey summarized the data provided.

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.

Casey summarized the data provided.

c. April 2026
There were 67 reportable crashes in April 2026. This compares with 99 reportable crashes in April 2025. 11 crashes resulted in injuries. There were no fatality involved crashes. There were 0 reported crashes involving pedestrians and 0 involving bicyclists.

Casey summarized the data provided.

4. Council/Committee Updates
No discussion

5. Project Updates
No discussion

6. New Business

a. *Referral from City Council in regards to a communication from Teresa Vincent, together with a petition from South Broadway Street constituents, requesting traffic safety improvements at the intersections of Broadway and Wiggin, and Broadway and Rockingham Streets*

Julie Jacobson, 366 S Main Street, shared that the home has been hit 3 times in the last two years. The latest incident, a drunk driver hit the home at her granddaughter's bedroom, moved the home 6-inches off the foundation, hit the gas line, and the home is a total loss. Since then, there have been more accidents.

She shared that motorists do not stop at any of the stop signs at any of the nearby intersections, particularly at Rockingham and Broadway. They bought the home knowing about the first two incidents, and never believed it would happen again. Jacobson shared her experience and story of being the homeowner having to experience this situation and being completely displaced from her home and the impact it has had on her and her family.

Randi Burns, 366 S Main Street, shared her experience and trauma from the incident.

Teresa Vincent, 23 Wiggin Street, shared that vehicles do not follow the white line that was recently painted and the short-term measures that were used to prevent a similar incident. She shared that she forwarded to her Councilor an accident that happened on May 4th, 2026 at the intersection of Rockingham and Broadway.

Vincent drafted a solution that was shared with neighbors and received overwhelming support. Vincent noted that it appears as though Broadway has become more of the thru way over S Main Street. The proposal is to close Broadway to thru traffic between Wiggin and S Main, only allowing local traffic and realigning the corner at Wiggin.

Peter Osiecki shared that the south end has become a pass thru for many vehicles and has some concern that the proposal will not be able to accommodate the amount of traffic the area experiences.

Vincent also inquired about measures which could make Broadway less convenient by adding stop signs or something to encourage traffic to use the arterial streets.

Casey apologized to the homeowners that they have had to endure such an experience. He remembered his early years when there were a lot of requests for directed patrols at the intersection of Broadway at Rockingham. Noting that while accidents do occur at Broadway at S Main, it is not a notably high number. Casey indicated that he will look to increase directed patrols in the area to improve driving behavior.

Randi Burns asked about other solutions, which may include flashing stop signs at the intersection of Rockingham at Broadway.

Hill shared that there are funding challenges for all projects, even adding flashing stop signs. Where even at times when recommended from Committee, they don't always receive funding.

Hill commended the initiative and proposal brought forward. However, did share her concerns that just adding more signage at the intersection Rockingham and Broadway would not necessarily prevent the impaired or reckless driver who are already speeding through and ignoring signage. She also had concerns that the recommended geometry at the end of Broadway would still be confusing again to an impaired driver as they may still drive straight through. She also added a further study would be warranted, as there are other measures, such as a designated left hand turn on S Main Street at Rockingham. She recommended a neighborhood traffic study before being able to implement these types of changes.

Bezanson added that projects like this can start with a safety concern and grow. However, it will take Council support, funding, design and time.

Vincent stressed that this matter is urgent, and should not be something to be placed perpetually on agendas.

Jacobson commended the police and fire response at the time of the incident.

Bass shared that Broadway is a minor collector and S Main is an arterial street, and reiterated Bezanson' s point that matters like this will take time, and unplanned changes can have unintended consequences.

Hill shared the current conceptual plan the City had both short term and long term. Adding that the long-term plan was placed in CIP by the City Council, placed in the City's ten-year plan and City Council determines how to fund certain projects.

Vincent expressed frustration that safety elements like this go against other competing interests at Council and ultimately do not get funded.

Osiecki asked if guardrail has been considered.

Hill said there are certain requirements for installation, and the geometry and spacing here may not warrant proper placement. She added that guardrail and jersey barriers have deflection and without proper placement, they will not work as intended.

Hill made a motion to recommend that the Broadway at Wiggin intersection improvements in CIP 520 be brought forward as a short-term improvement and to also conduct a broader traffic study of the area for long-term improvements. Seconded by Bass.

Discussion:
Bass shared that he would recommend that the long-term improvement instead be considered as part of the City's upcoming master planning efforts.

Hill amended her motion to recommend to Council that the Broadway at Wiggin intersection improvements in CIP 520 be brought forward as a short-term improvement, and as part of the City's master planning efforts the south end be looked at for long-term needs and improvements. Seconded by Bass. The Committee unanimously agreed.

b. *Referral from City Council in regards to a communication from Peter Osiecki, Gilmore Street resident, requesting enhanced traffic enforcement and noise mitigation, South Street and Pillsbury Street*

Peter Osiecki, 18 Gilmore Street, shared that his neighborhood is an older neighborhood, which now is a mix of single-family and multi-family homes with apartments. He has noticed an increase of thru traffic, and lack of adhering to traffic signs and speed limits. Noting specifically his concern is with South Street and Pillsbury Street, where these streets are so straight which contributes to higher speeds. Osiecki commended the police department for how responsive, professional, and easy to work with they have been with speed complaints, and also with a home break in he experienced. Osiecki wants to continue to make this area feel like a neighborhood, and not a thru area.

Osiecki noted he has observed a speed table on Laurel Street which is a measure to help slow people down. Osiecki read some comments from neighbors which was prepared, see attachment to meeting minutes.

Osiecki believes there needs to be more enforcement, consequences, and solutions to address driver behavior regarding speed, revving, and loud noises. Osiekci read a document (by Osiecki sourced by AI) about the benefits of speed tables and believes they should be installed to increase the quality of life.

Hill shared that these issues are raised frequently throughout the entire City for every street. Hill shared a concept from a recent event she was at which focused on community campaigns to slow down speed.

Hill shared TomTom speed data on Pillsbury Street, noting that the posted speed limit is 25 mph, averaged during the month of April 2026. Data shows highest speeds near between Kimball to Gilmore, summarized below:

Direction	Avg (mph)	85th (mph)
Eastbound	26	32
Westbound	24	29

85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.
Avg = Average speed
mph = miles per hour

Hill also shared TomTom speed data on South Street, noting that the posted speed limit is 30 mph, averaged during the month of April 2026. Data shows highest speeds near between Carter to Allison, summarized below:

Direction	Avg (mph)	85th (mph)
Northbound	30	35
Southbound	30	38

Casey mentioned that the police department does enforce noise but that it is difficult.

Casey also noted that the concerns are broader than the south end, and believes mitigation efforts may benefit from being discussed as part of a master plan.

Bass made a motion to recommend no short-term Council action, but part of the master planning effort should discuss the larger south end neighborhood, and City-wide street design and mitigation policies. Seconded by Bezanson. The Committee unanimously agreed.

c. *Referral from City Council in regards to a communication from Phillip Gatchell, requesting traffic calming improvements on River Road near #108*

Hill provided a summary of the referral. Noting they are near a curve in the roadway. A site visit confirmed that the driveway does appear to meet the sight lines for the 30 mph posted speed limit.

Hill shared TomTom speed data on River Road averaged during the month of March 2026. Data shows highest speeds near #111, summarized below:

Direction	Avg (mph)	85th (mph)
Northbound	37	42
Southbound	36	40

The Committee noted that River Road is currently a narrow roadway and there are not many other measures that could be taken.

Casey noted they will try to add a directed patrol in the area.

Bass made a motion to recommend no action to be taken by Council at this time, however, noting that the Police Department is aware of the concern and as time and resources allow will provide enforcement and regular patrols, and further suggests the property owner try to back in, or turn around within their driveway, so they can pull out and not back out of their driveway onto River Road. Seconded by Hill. All in favor.

d. *Resident request in regards to speed concerns on Mountain Road*

Hill provided a summary of the request. Scott Razzetti, 102 Mountain Road, noted he was aware of speed concerns prior to purchasing the home, but was recently alarmed after an incident on I-93, which rerouted interstate volumes and truck traffic onto Mountain Road at high speeds.

Hill shared TomTom speed data on Mountain Road averaged during the month of April 2026 near #102, summarized below:

Direction	Avg (mph)	85th (mph)
Northbound	40	45
Southbound	39	44

Razzetti did mention the speed trailer was recently out on Mountain Road and appreciated it, and asked if the speed trailer could be deployed in the area more frequently, perhaps on a rotating schedule.

Casey noted that this is a known area for the Police Department, and officers patrol this road multiple times throughout the day.

Demers inquired if the State has been approached about reducing the speed limit on the State portion of Mountain Road.

Hill noted that the State typically will not lower speed limits when they know that the current speed limit is not being adhered to.

Hill mentioned that there have been previous conversations to include in the master plan ways to delineate areas where vehicles come from higher speed areas into more neighborhood transition areas.

Noting that the Police Department already regularly patrols the area, Bass made a motion that no action be taken at this time as the street appears to be appropriately signed and there does not appear to be any short-term measures to

implement to mitigate the speed concerns. However, as part of the master planning discussions neighborhood transitions should be discussed. Casey seconded.

Discussion: Bezanson asked if adding more speed limit signs could be considered.

Demers noted General Services will look into current signage.

Hill also noted that Razzetti was curious if he could install a feedback sign on his property. Staff was not sure and will look into it further, but noted that typically no signs that resemble MUTCD devices.

Demers was concerned that Razzetti would need to review the City's sign ordinance, as certain signs, such as electronic display are prohibited.

All in favor.

e. *Resident request through SeeClickFix for an all-way stop control at Washington Street at Rumford Street*
The Committee voted to continue this item to the June meeting.

f. *Resident request through SeeClickFix for speed mitigation and/or speed limit sign on Rumford Street near #196*
The Committee voted to continue this item to the June meeting.

g. *Resident request through SeeClickFix for a WEEBLE on N Main Street at Chapel Street*
The Committee voted to continue this item to the June meeting.

h. *Resident request in regards to speed concerns on Roger Ave*
The Committee voted to continue this item to the June meeting.

i. *Resident request through SeeClickFix for traffic pattern improvements at the intersection of Little Pond Road and Auburn Street*
The Committee voted to continue this item to the June meeting.

7. Unfinished Business
None

9. Next Meeting
June 16, 2026

10. Adjourn
On a motion by Bass seconded by Palmer, the meeting adjourned at 11:48 am. All in favor.

Minutes prepared by Alec Bass and Karen Hill