

7.1 Posters

Travel Patterns

Current travel patterns do not align with the Town's goals to reduce motor vehicle dependence



Current Conditions

Half of Concord commuters use a car to get to work, which is a relatively low percentage compared to other communities.

- Concord's work from home percentage is high (~35%).
- The percentage of people who drive for all (as opposed to commute) trips is much higher.

Nearly half of all trips that originate in Concord stay in Concord.

- Nearly 75% of these trips are driving trips despite an average trip distance of 2.3 miles.

A 2018 survey suggests that **70% of residents would prefer to walk to their destination** over driving.

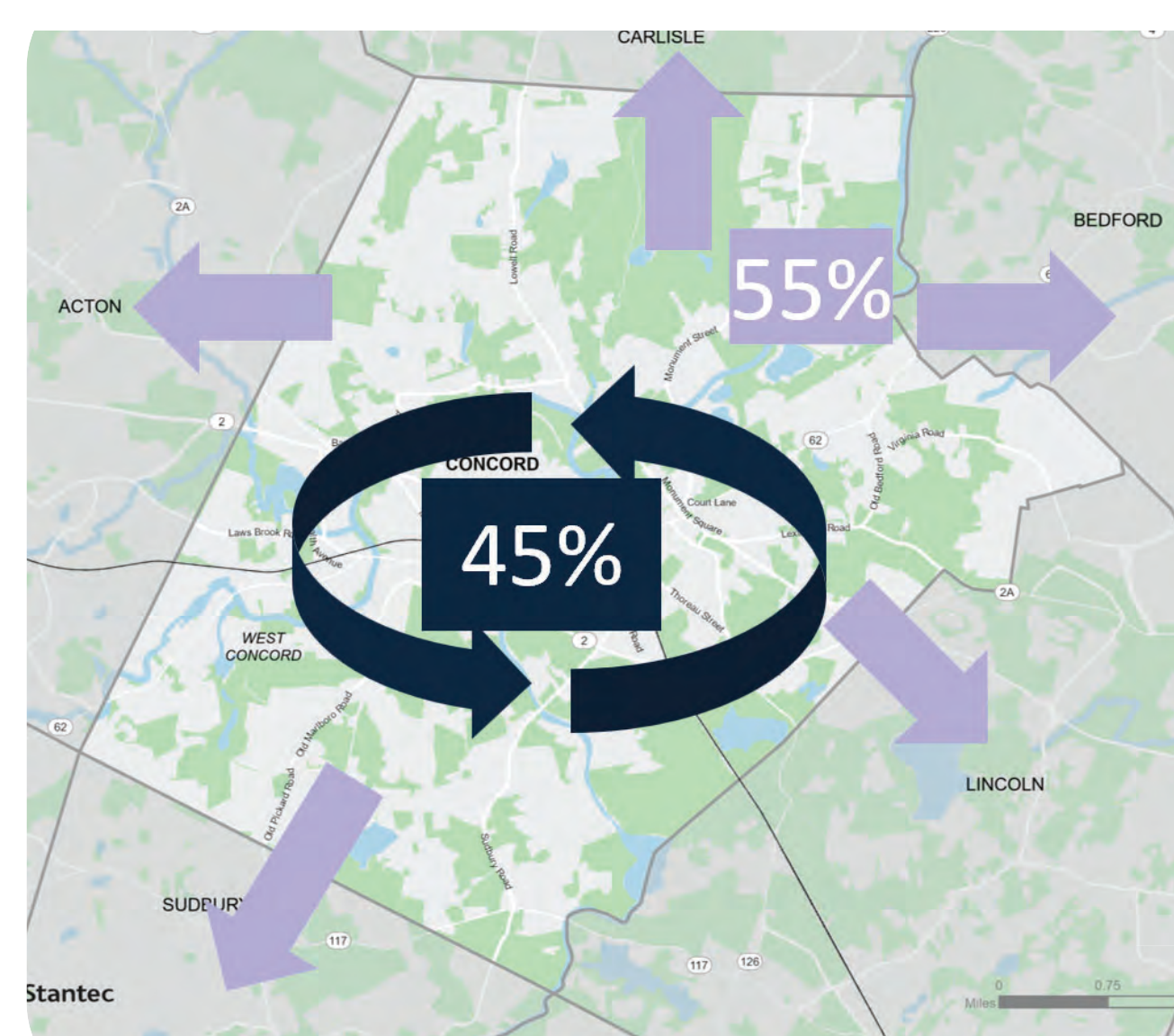
Public Commentary on Travel Patterns

Over half of the respondents to the 2023 project survey indicated they were either "very likely" or "likely" to drive less if there were other transportation options available.³

Participants in Public Workshop #1 expressed a desire for traffic calming, including to mitigate cut-through traffic.³

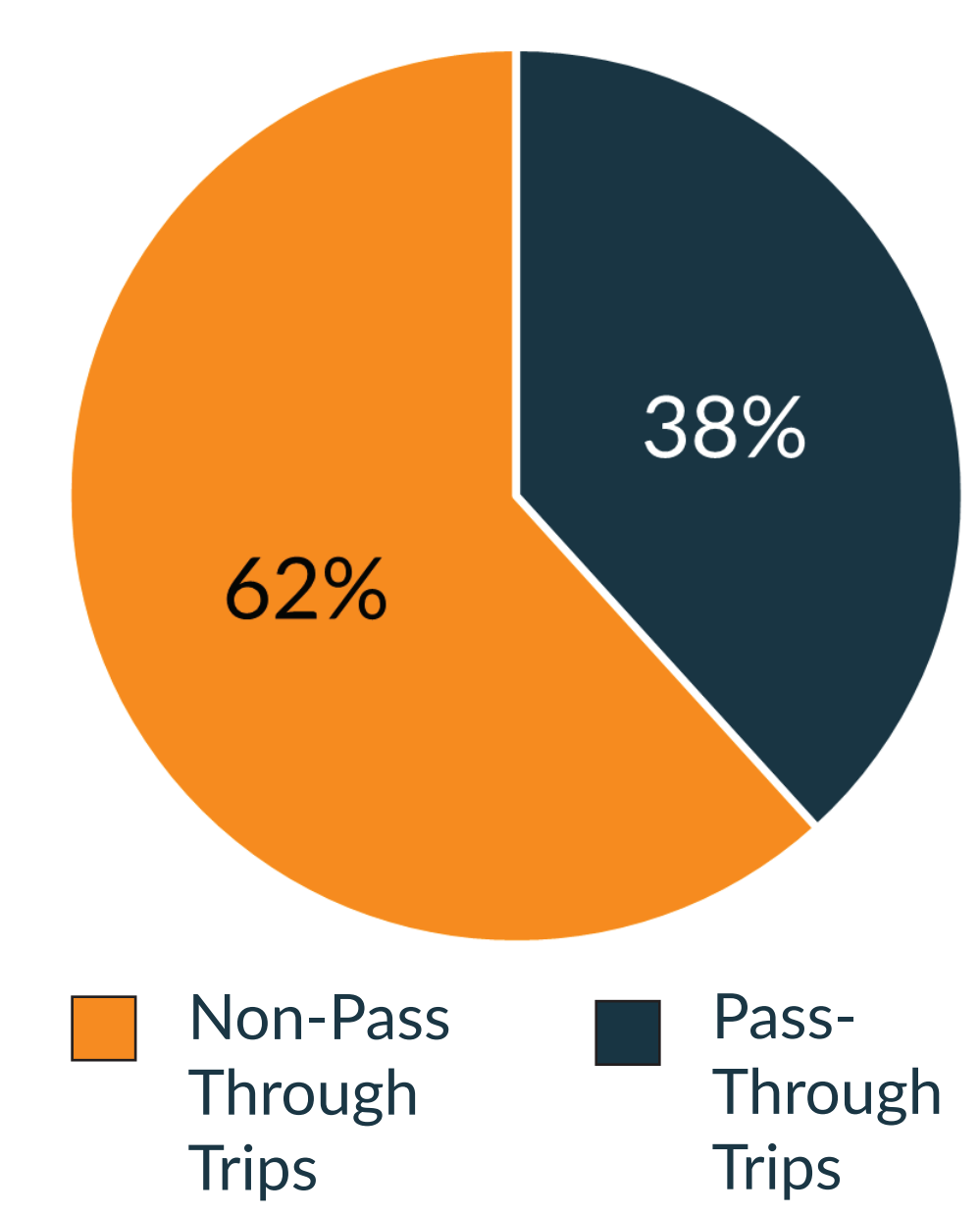


Trips Originating in Concord



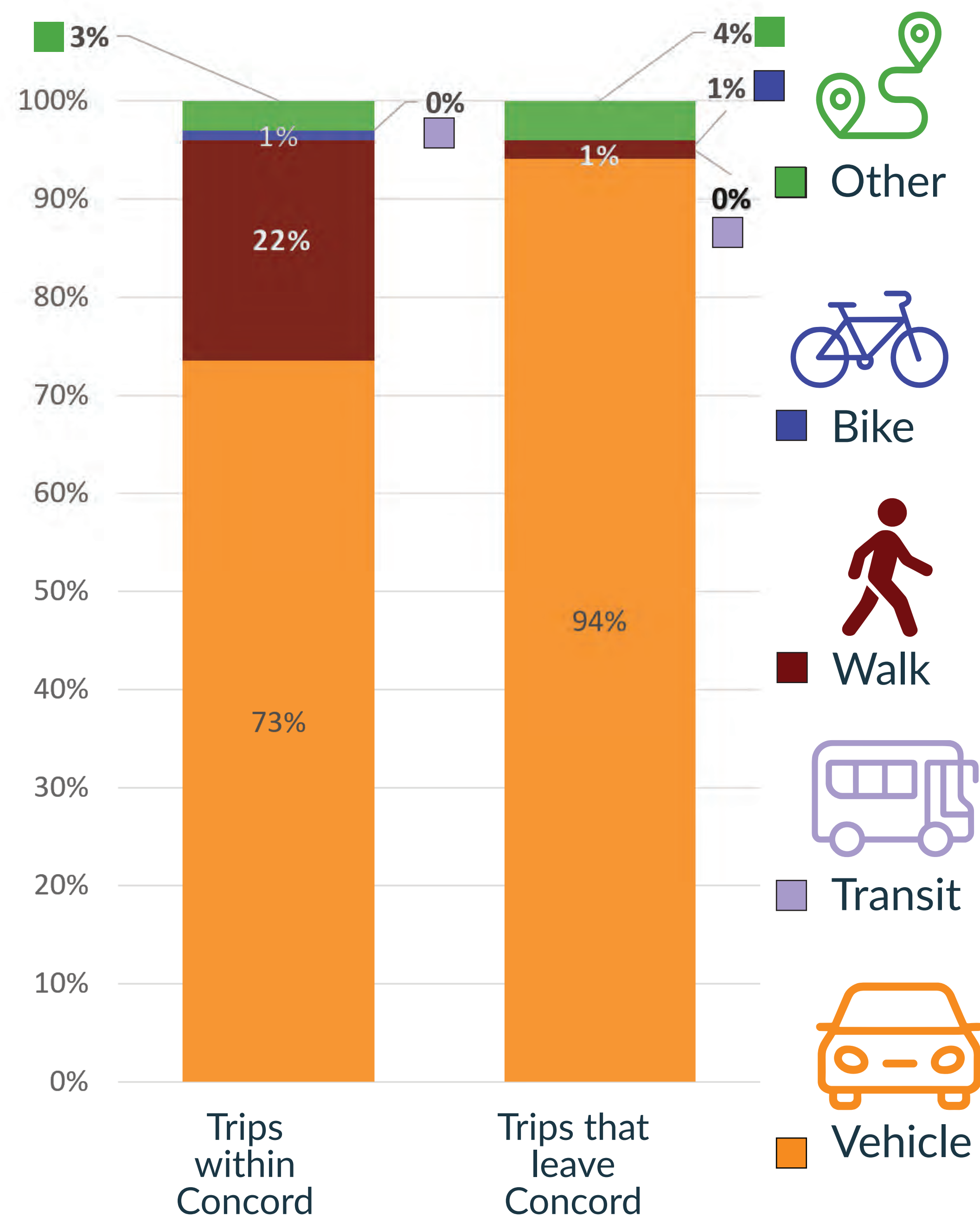
Average trip distance for all trips is 9.7 miles. 45% of all trips remain within Concord town boundaries, while 55% travel to destinations outside of Concord.²

Trips on Concord Roads



Over 1/3rd of daily trips on local roads in Concord begin and end outside the town.² This excludes trips exclusively along Route 2.

Concord Trips (All Purposes) By Mode²



Est. Trip Length for Trips That Stay in Concord²

Mode	Average Length
Driving	2.3 miles
Biking	1.7 miles
Walking	0.6 miles

Means of Transportation to Work¹

Workers 16 Years and Over

Mode	Count	%
Total	7,089	100%
Car, truck, or van:	3,980	56.1%
Bus	30	0.4%
Train (subway and commuter rail)	262	3.7%
Bicycle	117	1.7%
Walked	153	2.2%
Worked from home	2,474	34.9%
Other means	73	1.0%

Sources

- ¹U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
- ²Replica Daily Trip Volumes, Weekday, Fall 2023
Replica is a modeled data source, relying on Census, location-based service, GPS, point-of-interest, and built environment data to estimate trip volumes.
- ³Public Commentary: 2023 Public Workshop, Online Survey

Travel Patterns



Please use dot stickers to indicate which action items you think are most important



Strategy 1

Work with local large employers to implement transportation demand management (TDM) programs for commute trips that support travel by transit, walking, biking, or carpooling.

Action Items

Coordinate with private entities to support local transit options.

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Establish a TDM working group with representatives from large employers to understand transportation gaps and develop alternatives.

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Require TDM as part of zoning in key locations and/or for large developments.

- Sample Requirements**
- Transit Pass Subsidy
 - Parking Reductions
 - Bike Share Station
 - Shuttle Services
 - Car Share Program
 - And More!

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Strategy 2

Encourage development that supports the thousands of Concord residents who primarily work from home.

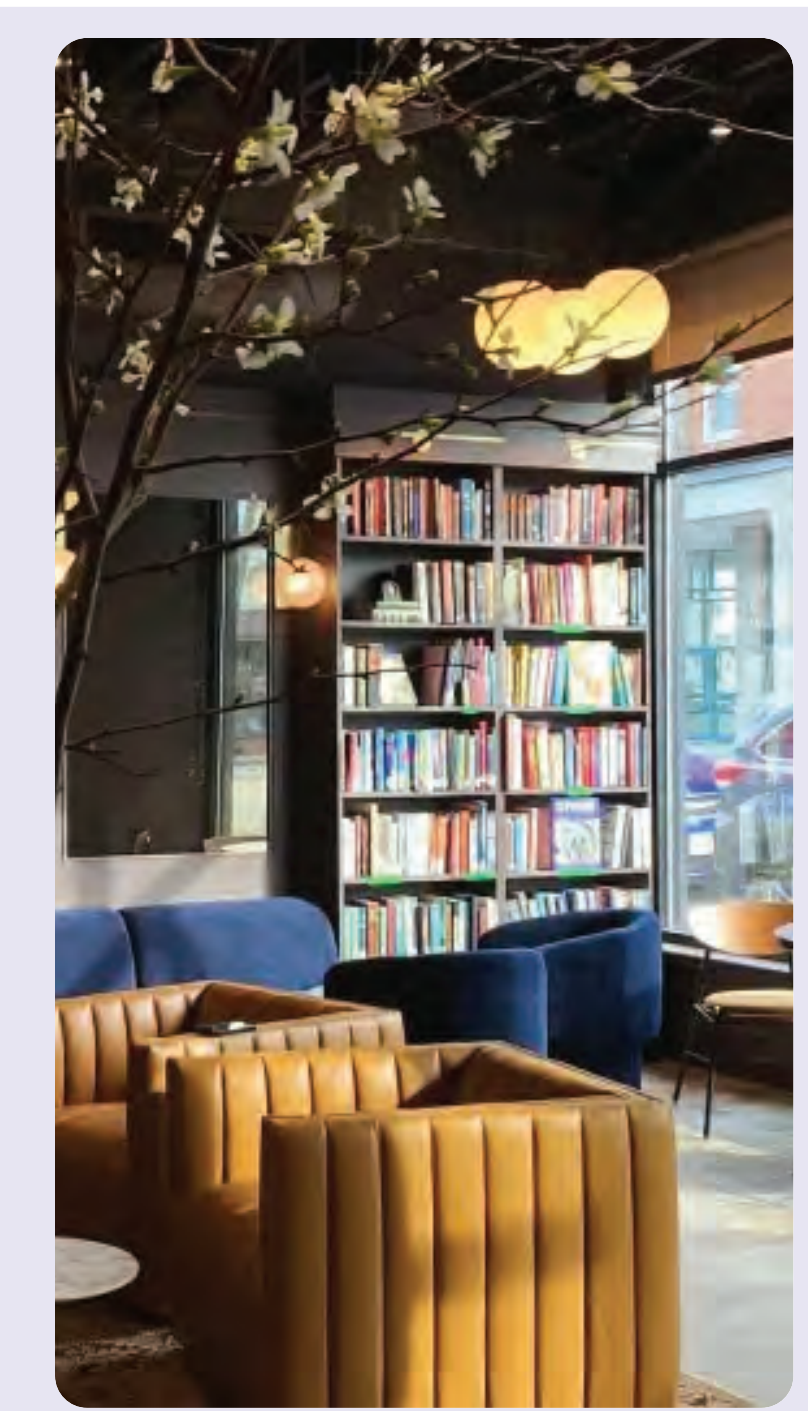
Action Items

Support the private development of “daily needs” retail such as grocery stores, childcare, and healthcare in locations that are accessible without a vehicle.



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Establish and support the vibrancy of co-working spaces and “third places” (libraries, coffee shops, recreation spaces) in locations that are accessible without a vehicle.



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Strategy 3

Reduce the 73% of in-town Concord trips which use automobiles by improving infrastructure so more people can choose to walk or bike.

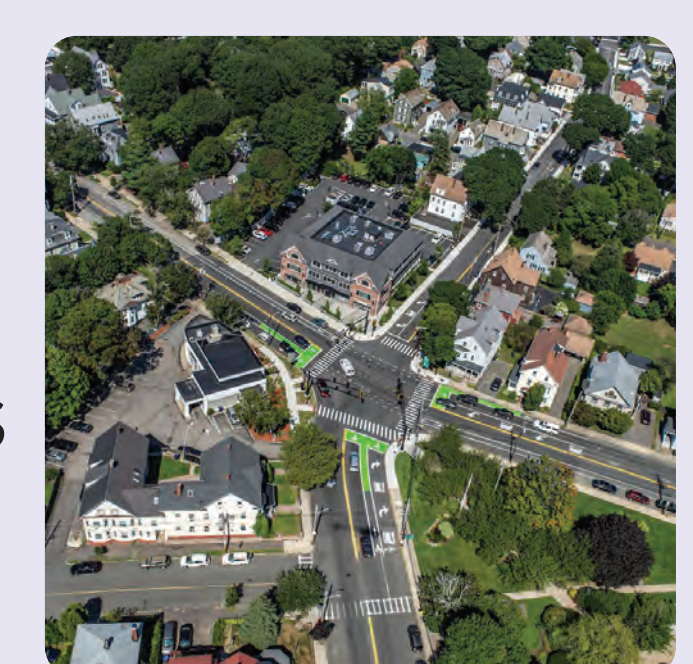
Action Items

Invest in a bicycle network concentrated on residential neighborhoods.



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Invest in a bicycle network focused on connecting commercial locations to neighborhoods.



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Invest in walkability improvements in neighborhoods.



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Invest in walkability improvements in commercial locations.



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Do you have other suggestions?

Travel Patterns

Please use dot stickers to indicate which action items you think are most important

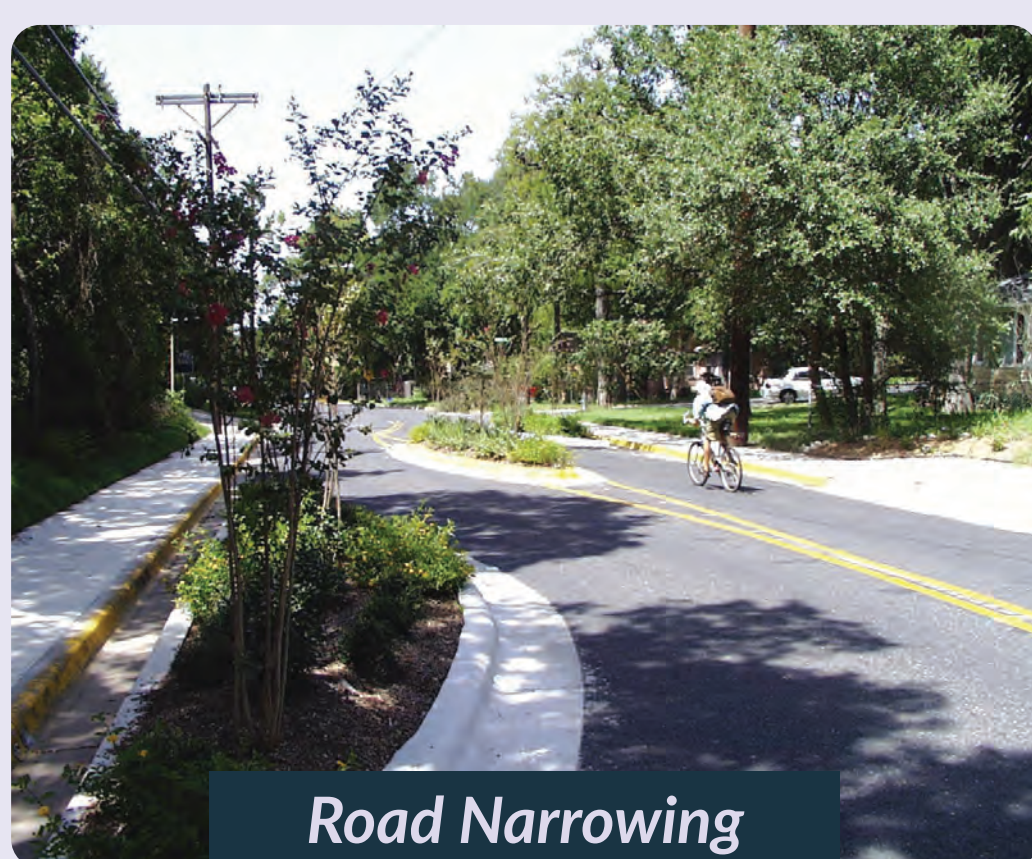


Strategy 4

Pursue traffic calming projects so that all vehicle traffic, including “non-destination” traffic such as commuting vehicles and trucks passing through Concord travel at slow speeds.

Action Items

Install physical changes to slow down and discourage pass-through traffic:



Road Narrowing

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Intersection Narrowing

Put Sticker Here!



All-way Stops

Put Sticker Here!



Speed Transition Zones

Put Sticker Here!



Mini-Roundabouts

Put Sticker Here!



Vertical Deflection

Put Sticker Here!



Strategy 5

Proactively manage public parking to create availability in key locations.

Action Items

Adjust pricing of parking to create parking availability in key locations and encourage other choices such as walking.



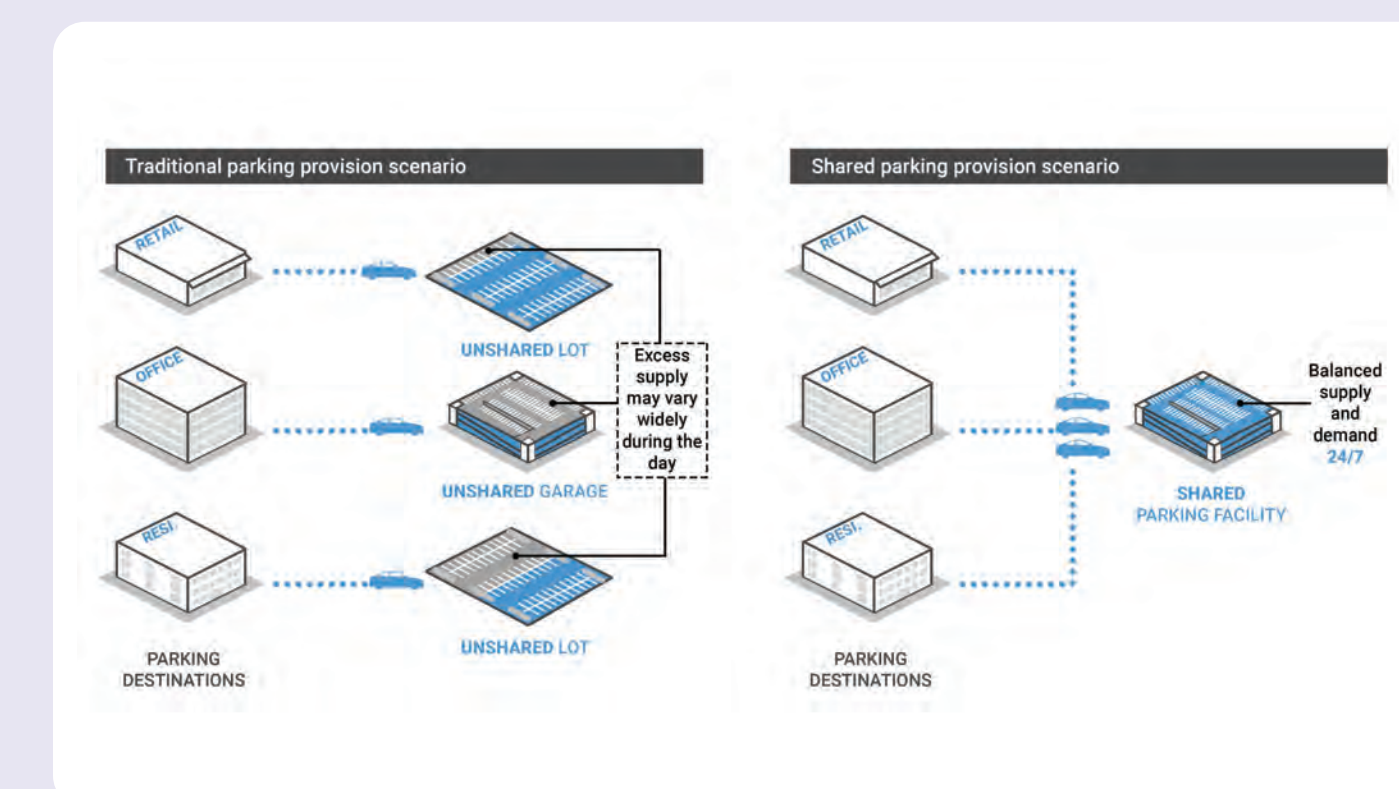
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Provide better information regarding parking availability, including signage and online resources.



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Consider opportunities for shared parking agreements.



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Do you have other suggestions?

Public Transit Options

Transit options in Concord are limited, and can be difficult to access



Current Conditions

While the top two commute destinations outside of Concord are along the Fitchburg Branch of the Commuter Rail, **only 3.5%*** of Concord workers use it regularly to commute.

Transit options in Concord are limited and mainly connect to downtown Boston. Options include:

- Commuter rail service at Concord Station and West Concord Station
- Council on Aging van service
- Commuter bus shuttles

Among all trips in Concord, only about 1%² of them use **public transportation**.

Local transit options (Council on Aging van) are **not available to all Concord residents**.

The 2024 Community Health Needs Assessment highlights that over **50%** of respondents have accessibility concerns with commuter rail stations.



Roadways around Concord Station are wide. When crossing Main Street at Sudbury Road, people must traverse 72 feet of pavement⁴.

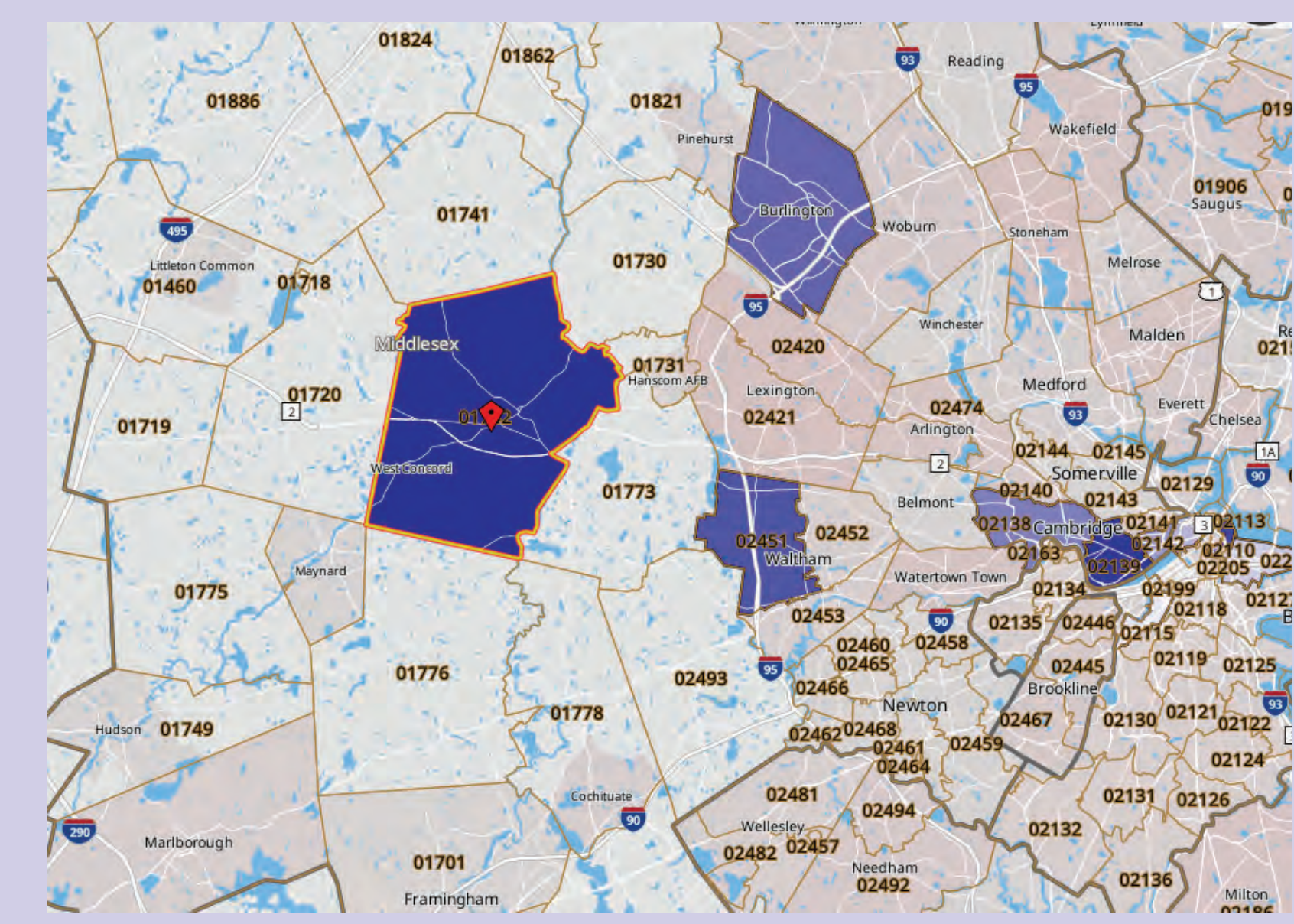
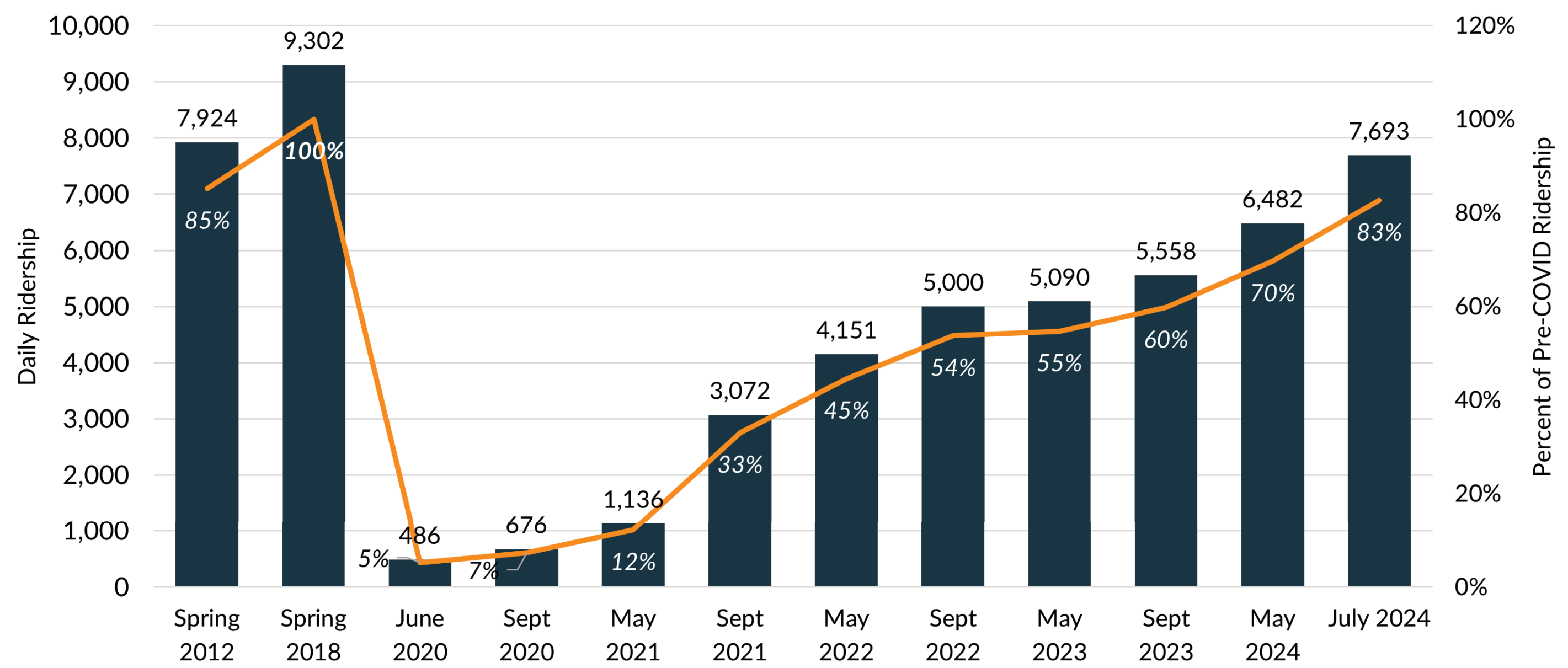
Public Commentary on Public Transit

Over 100 respondents to the 2023 project survey noted that they would take transit more if there was a local bus service in Concord³



Fitchburg Line Commuter Rail Ridership

While overall ridership on the line has recovered to 83% of pre-COVID levels, Concord stations lag behind. Concord Center is at 77% and West Concord is at 70%.⁵

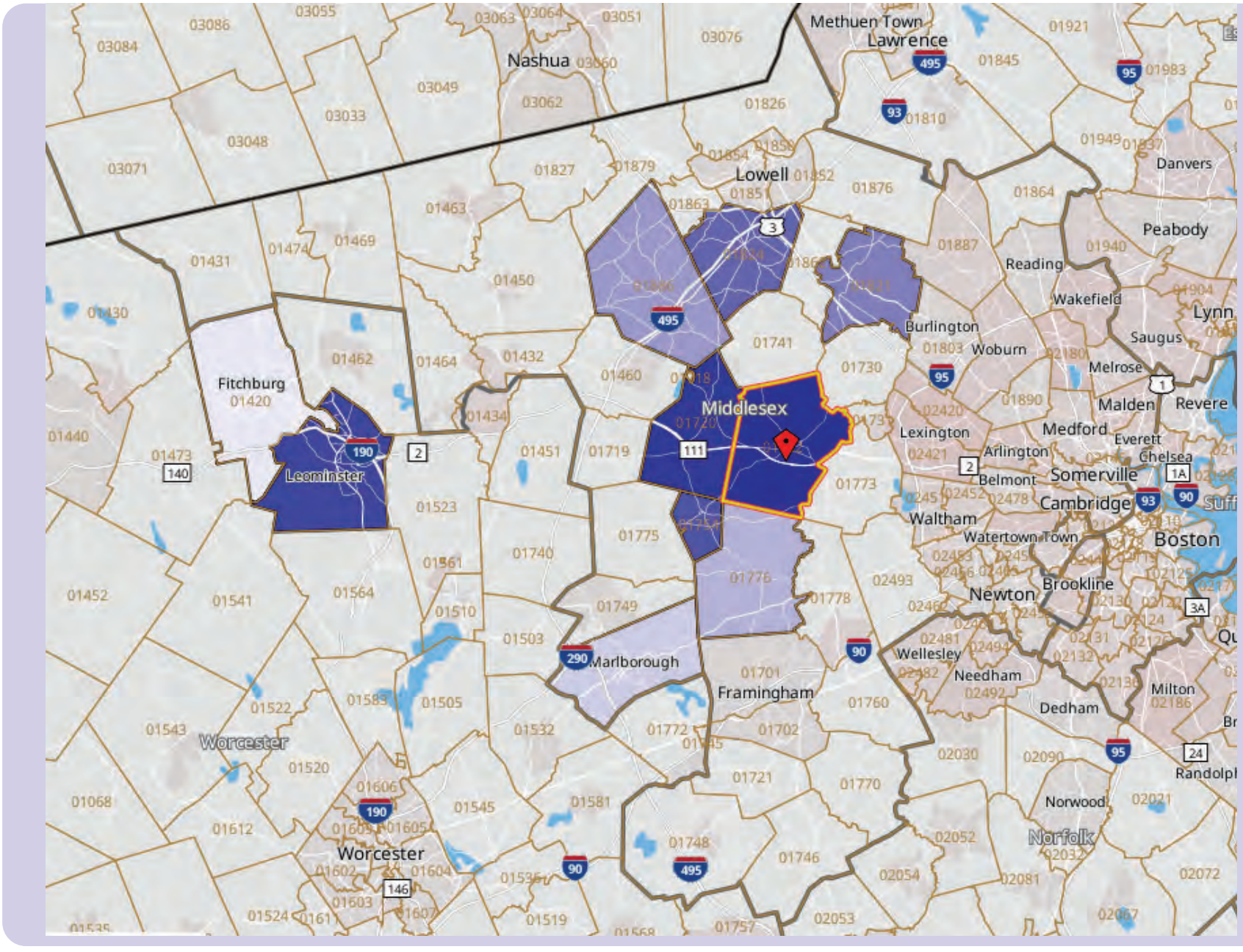


- The top five locations where people who live in Concord work are⁶:
- Concord
 - Cambridge
 - Boston
 - Waltham
 - Burlington

Percent of Trips Made Using Public Transit:

4% of trips to work¹

1% of all trips²



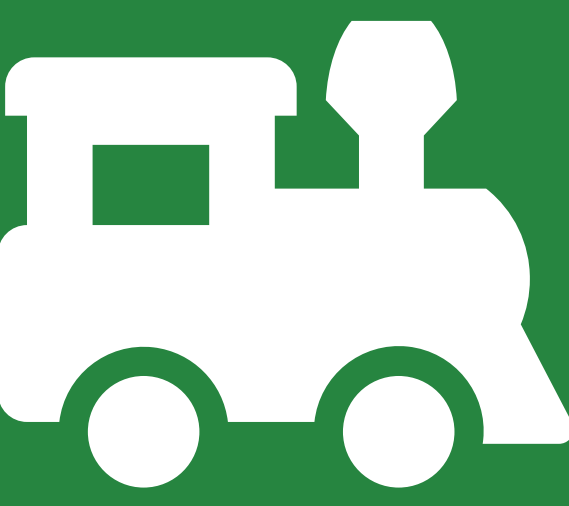
- The top five locations where people who work in Concord live are⁶:
- Concord
 - Acton
 - Leominster
 - Maynard
 - Chelmsford

Sources

- ¹U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
- ²Replica Daily Trip Volumes, Weekday, Fall 2023. Replica is a modeled data source, relying on Census, location-based service, GPS, point-of-interest, and built environment data to estimate trip volumes.
- ³2023 Public Workshop, Online Survey
- ⁴MassGIS, Pavement Asset Management Plan 2025
- ⁵MBTA Commuter Rail Ridership by Service Date and Line 2024
- ⁶LEHD OnTheMap (2022)

Public Transit Options

Please use dot stickers to indicate which action items you think are most important



Strategy 1

Improve access at Concord's Commuter Rail stations.

Action Items

Advocate for ADA accommodations at Commuter Rail stations, particularly Concord Center. Investigate feasibility of permanent installations of ramps, raised platforms.



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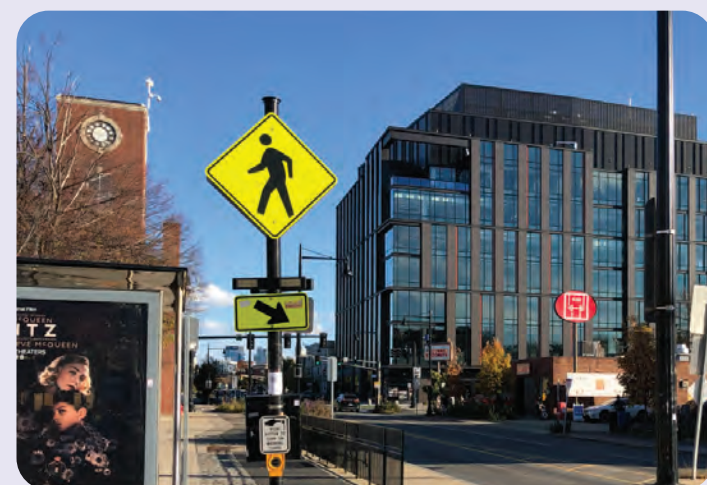
Invest in "last mile connections" that make it easier to walk within one mile of commuter rail stations.

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Improved Crosswalks with Medians



Rectangular Rapid Flashing Beacons



Pursue additional parking in proximity to commuter rail stations.

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Strategy 2

Investigate how to improve Commuter Rail usage among visitors and tourists.

Action Items

Evaluate main barriers to commuter rail use (frequency, cost, time, accessibility, promotion, links to key tourist destinations, parking) by holding focus groups and conducting interviews.



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Advocate for the implementation of the MBTA's Regional Rail plan, which would improve Commuter Rail service.

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Strategy 3

Consider expanding locally operated transit options.

Action Items

Research, develop, pilot, and implement locally operated transit services.

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Salem Skipper: Salem's municipal, on-demand transit service. Riders request pickup/drop-off through an app, similar to Uber/Lyft.



Lexspress: Lexington's municipal transit service. Follows a fixed route with a regular schedule, similar to an MBTA bus.



Cross Town Connect: An hourly fixed-route bus service in Acton and surrounding communities. Potential expansion to Concord.

Expand school bus service to include students living within 2 miles of a school.

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Provide subsidies for rideshare use, such as the GoGo Newton program. Residents request rides through Uber/Lyft, and get reimbursed at a reduce rate.

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Establish a fund for local transit that might be added to through Transportation Demand Management Program

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Do you have other suggestions?

Crashes

Crash analyses show that 392 crashes resulting in injury have occurred over the last 5 years, including 3 fatal crashes



Current Conditions

On local roads, there have been **223 vehicle crashes** (82% of local crashes), **24 bike crashes** (10% of local crashes), and **19 pedestrian crashes** (8%).

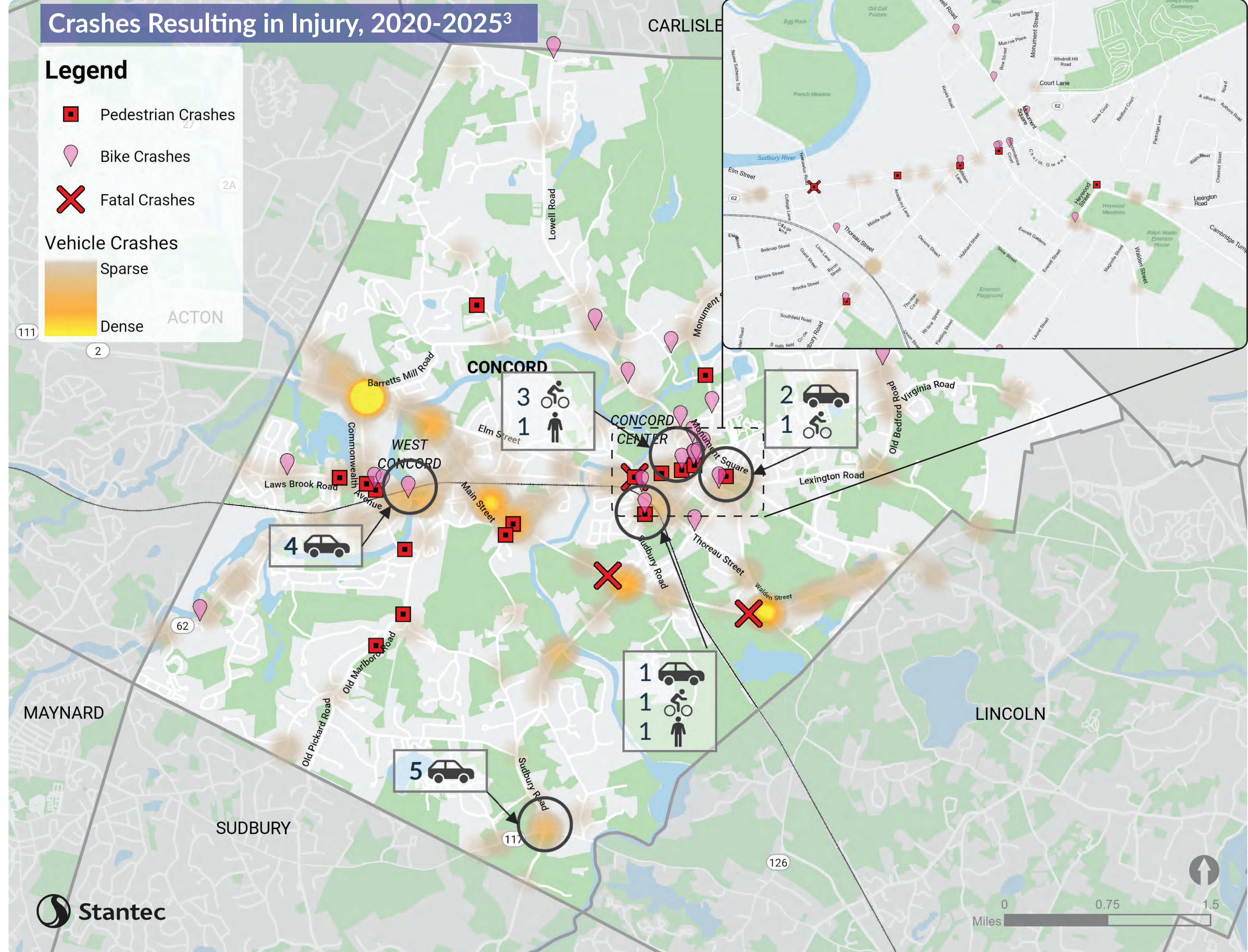
- Bike and pedestrian crashes are clustered around Monument Square and along Main Street, Sudbury Road.

Vehicle crashes are concentrated along Route 2 (127 crashes - 36% of all vehicle crashes), and the intersections of **Main Street, Sudbury Road, and Route 126 (Walden Street)**.

Top local crash intersections: Main Street & Baker Avenue, Sudbury Road & Route 117, Heywood Street & Walden Street, Sudbury Road & Grant Street, Main Street & Walden Street.

- 3 crashes resulting in a fatality** occurred between 2020-2025.
- Two involved vehicle rear-end crashes along Route 2.
 - One involved a driver hitting a pedestrian crossing the street at the intersection of Main Street and Thoreau Street.

38% of trips along local Concord roads (excluding Route 2) are pass-through trips.



Public Commentary on Crashes

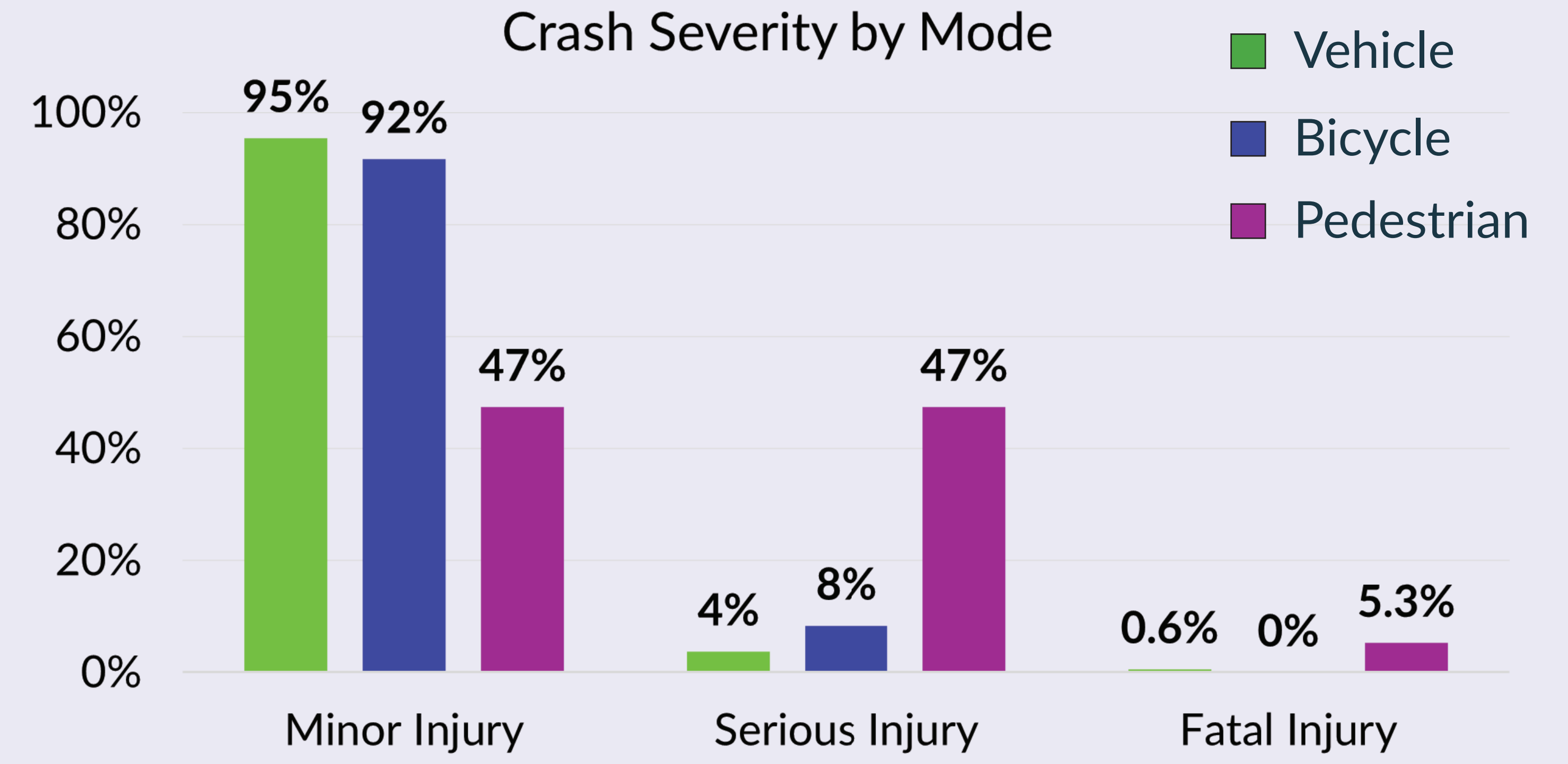
Participants in Public Workshop #1 brought up many opportunities to calm traffic and reduce speeds.¹



Route 2 Rotary Redesign

The Route 2 rotary is a hotspot for crashes in Concord. The Town's Vision Plan for the redevelopment of Massachusetts Correctional Institution: Concord discusses the safety implications of MassDOT's redesign proposals of the Route 2 rotary.²

Currently, the Town is in communication with MassDOT regarding a study of Route 2 crossings in Concord, potentially improving safety for those walking and on bicycles.



Sources
¹ 2023 Public Workshop, Online Survey ² Vision Plan for MCI Concord, 2025 ³ MassDOT IMPACT Data, 2020-2025
 Does not include crashes which only resulted in property damage

Crashes

Please use dot stickers to indicate which action items you think are most important



Strategy 1

Conduct more detailed assessment of crashes to determine high injury network and/or highest priority locations.

Action Items

Establish a process for evaluating locations with fatal crashes and determining if immediate and/or long-term design interventions are needed.

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Create/adopt a safety plan so that residents are informed on what the Town is doing to address safety issues. Provide monitoring and updates under this plan.

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Strategy 2

To make walking feel more comfortable as well as to address safety issues, pursue temporary and long-term redesigns at top pedestrian crash locations.

Action Items

Invest in temporary improvements using tools such as paint and flex posts. Temporary projects can both be fast to implement and serve as a test for more permanent designs.

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Invest in longer term changes such as:

- Leading Pedestrian Intervals (LPI) at intersections (with upgraded signals).
- "Daylighting": removing parking spaces near a crossing to help make people walking more visible.
- Bump-outs or curb extensions: extend curb into street to improve viability



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Strategy 3

To make safe walking and biking connections across town, continue work with MassDOT to evaluate how to create safe crossings of Route 2. Identify strong internal vision and/or concept designs for these locations.

Action Items

Advocate for slower speed intersections that prioritize people walking and biking across Route 2 through ongoing process with MassDOT.

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Consider removing intersections and/or limiting access points along Route 2.

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Do you have other suggestions?

Pedestrian Network

Walking or rolling in Concord is not always comfortable and is underutilized



Current Conditions

Everyone walks or rolls, including children, older adults, people with mobility challenges, people walking their dogs, people walking to their parked car, etc., so facilities should be comfortable for all users.

25% of in-town driving trips are less than 1 mile², and could be replaced with walking/rolling.

Half of all roads with speed limits 25mph or greater **do not have sidewalks**, making them potentially uncomfortable for walking.

Some streets, particularly in Concord Center, **require long crossings** due to wide pavement widths.¹

- Main Street, Sudbury Road, Elm Street

The average distance for a walk trip is **about half a mile**, which is about a ten-minute walk.

Some existing sidewalks and crosswalks are in disrepair.

Public Commentary on the Pedestrian Network

Respondents to the 2023 project survey highlighted challenges for people with mobility issues getting around Concord, such as lack of curb cuts.³



In-Town Trip Length²

Mode	Average Length
Driving	2.3 miles
Biking	1.7 miles
Walking	0.6 miles

Sources

- ¹Concord Pavement Asset Management Report, 2025
- ²Replica Daily Trip Volumes, Thursday, Fall 2023
Replica is a modeled data source, relying on Census, location-based service, GPS, point-of-interest, and built environment data to estimate trip volumes.
- ³Public Commentary: 2023 Public Workshop, Online Survey
- ⁴Images: Google StreetView

Pedestrian Network



Please use dot stickers to indicate which action items you think are most important



Strategy 1

Develop town-wide metrics for pedestrian infrastructure.

Action Items

Adopt a measurable goal for walkability such as:

- A percentage of residents that should live within one block of a sidewalk
- A percentage of streets within a half-mile of a Commuter Rail station that must have sidewalk coverage

Other ideas for metrics?

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Strategy 2

Invest in missing sidewalks and sidewalk repairs in key locations.

Action Items

Build new sidewalks



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Rebuild existing sidewalks that are in disrepair



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Enhance existing sidewalks with benches, trees, and other street furniture.



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Invest in calmed street crossings



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Prioritize improving sidewalks within walking distance of schools.



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Strategy 3

Where installing sidewalks may not be possible or high priority, investigate the implementation of neighborways (traffic calmed streets in residential locations).

Action Items

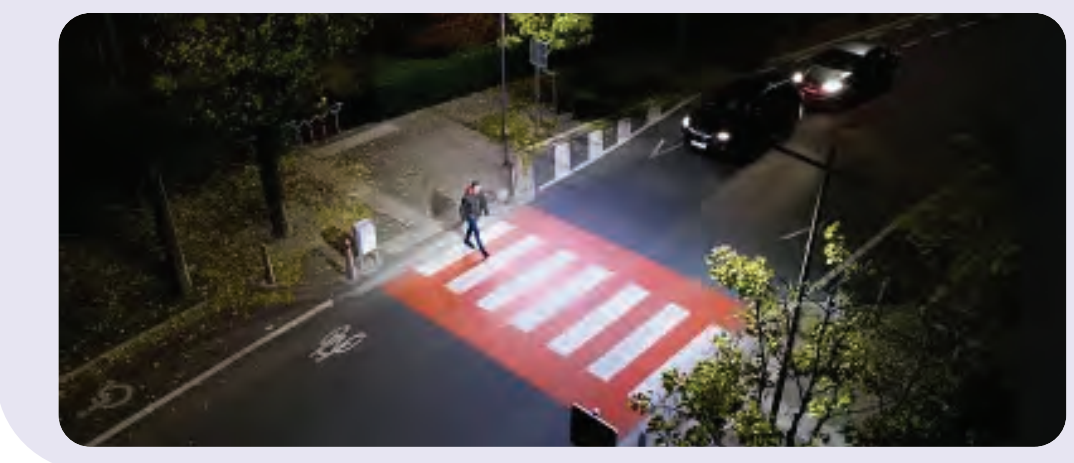
Speed bumps

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Pedestrian scale lighting

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Mini-Roundabouts

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Street trees and landscaping

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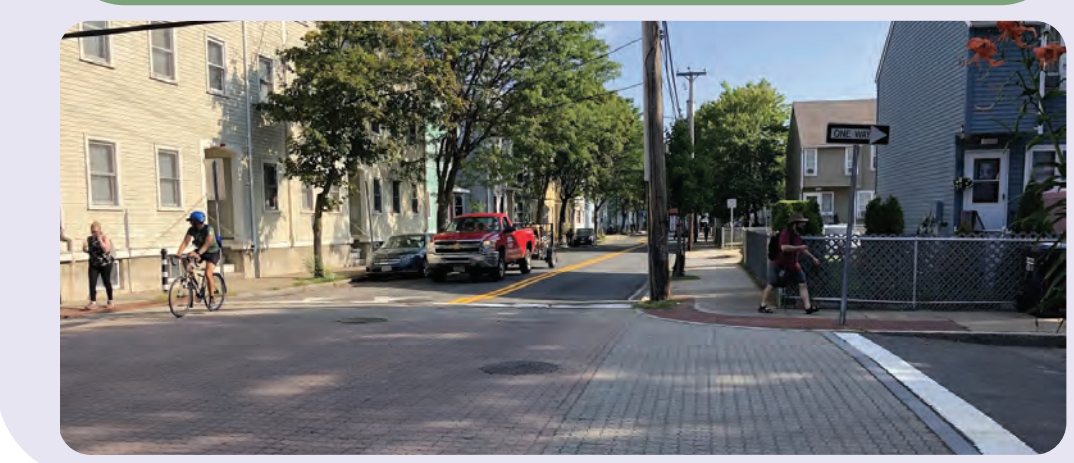
Painted Sidewalks

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Textured roadway crossing

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Do you have other suggestions?

Sample Street Redesigns

Potential street redesigns in sample locations around town



Conant Street

Traffic calming features will slow traffic and may ultimately deter cut-through traffic from using the street

Existing (20 feet wide)

Benefits

- Slower traffic speeds
- Potential addition of green space
- Street becomes less attractive for cut-through trips
- Calmer, more residential environment

Considerations

- Requires more attention from drivers
- May divert cut-through traffic to neighboring streets

Sample Interventions

Speed table forces drivers to slow down (Somerville, MA)

Removing the center line introduces uncertainty, reducing speeds (Beverly, MA)

Adding a median to narrow lanes in key locations forces drivers to pay attention and slow down (New Haven, CT)

Kenny Dunn Square

This intersection in West Concord could be improved through new traffic controls.

Existing

Visual Examples

3-way stop slows speeds and adds safer crossings (Portland, OR)

Compact Roundabout (Detroit, MI)

Mini-Roundabout slow traffic and have a small footprint (Portland, OR)

Scenario 1

Benefits

- Preserves tree
- Additional green space
- More of an 'intentional right' onto Comm Ave
- Slightly better L from Laws Brook

Considerations

- Historic preservation
- Still wide turn onto Comm Ave

Scenario 2

Benefits

- Preserves tree
- Roundabouts are safe
- Slightly better L from Laws Brook

Considerations

- Historic preservation
- People don't love roundabouts
- Future bicycle connectivity

Stow Street

Prioritize walking/rolling access between the arts center, library, and multi-family housing along this residential street.

Existing (30 feet wide)

Visual Examples

Curb extension increases pedestrian visibility when crossing (Falmouth, MA)

Curb extension narrows the street, slowing driving speeds (Indianapolis, IN)

Possible Scenario

Scenario Description

- Create curb extension at crossing to increase visibility of people walking
- Update all crosswalks to high-visibility 'continental style' crosswalks
- Implement additional warnings to people driving that people are crossing, such as 'shark's teeth' and 'pedestrian crossing' signage

Benefits

- Safer crossing from school to parking lot
- Defined parking spaces reduce blind spots
- Slower traffic speeds

Considerations

- Slight reduction of on-street public parking



Main Street

While narrow, re-striping could allow for bike facilities and traffic calming at this crucial E/W connection.

Existing (32 feet wide)

Scenario 1 Cross Section

4' 2' 10' 10' 2' 4'

Drive lane Drive lane

Scenario 2 Cross Section

8' 2' 11' 11'

Parking lane Drive lane Drive lane

Sample Bicycle Facilities

Clear painted markings alert drivers of bicycle presence in intersections (Arlington, MA)

Concrete buffers offer safer separation (Winnipeg)

Flex post and painted lanes are cost-effective options (Salem, MA)

Scenario 1 Benefits

- Increases safety of bicyclists
- Improves connectivity between Concord Center and West

Considerations

- Narrow street width
- High traffic volumes

Scenario 2 Benefits

- Adds on-street parking which can help slow vehicle traffic and creates more pleasant walking environment

Considerations

- Limited demand for on-street parking
- No dedicated bike facility

Grant Street

This street has seen 3 crashes at its intersection with Sudbury Road. The wide pavement width provides a canvas for impactful safety improvements.

Existing (34 feet wide)

Scenario 1 Benefits

- Adds safe bicycle facilities
- Narrows lanes, slowing traffic

Considerations

- Not a crucial location for bicycle facilities

Scenario 1 Cross Section

5' 2' 10' 10' 2' 5'

Drive lane Drive lane

Scenario 2 Benefits

- Adds parking close to Commuter Rail, shopping and dining
- Narrows lanes, slowing traffic

Considerations

- Abutter concerns regarding on-street parking regulations

Scenario 2 Cross Section

7' 10' 10' 7'

Parking lane Drive lane Drive lane Parking lane

Scenario 3 Benefits

- Narrows lanes, slowing traffic
- Creates additional green space
- Creates additional sidewalk

Considerations

- Large investment
- Maintenance needs of green space

Scenario 3 Cross Section

7' 7' 10' 10'

Sidewalk Drive lane Drive lane

Bicycle Network

Despite access to regional shared-use paths, Concord does not have a safe, continuous bike network



Current Conditions

Concord does not have an on-street bicycle network.

Reformatory Branch and Bruce Freeman Rail Trail do not connect via a safe and comfortable bike route.

“High-stress” street segments, particularly along Main Street, limit the connectivity between Concord Center and West Concord.

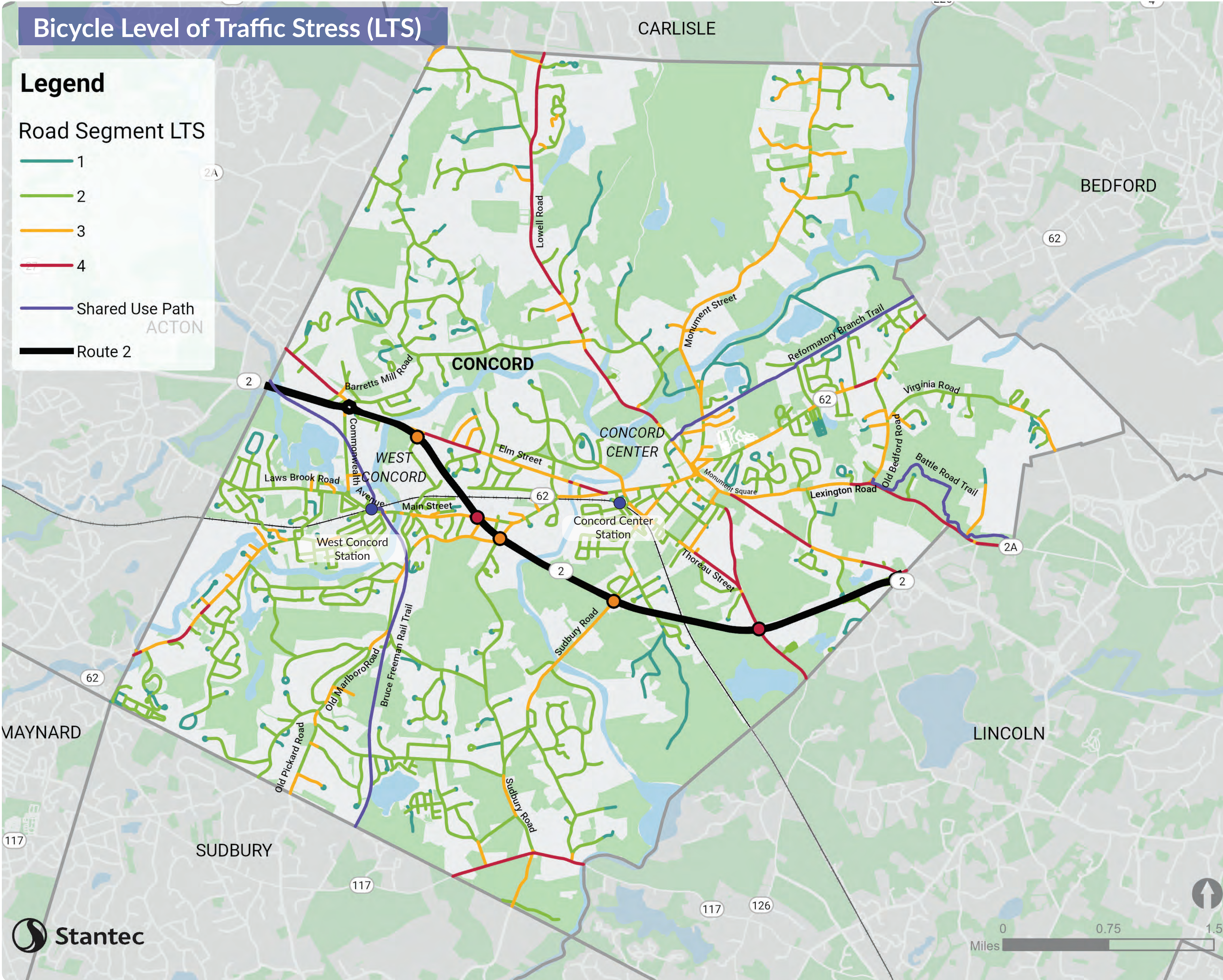
- Route 2 crossings are high-stress and present a significant barrier.

The bike network within a 10-minute bike trip to either Commuter Rail station is mostly low-stress, but is interrupted by sections of higher-stress streets:

- Concord Center: Thoreau Street, Sudbury Road
- West Concord: Main Street

Limited bike share system availability and bike racks in village centers:

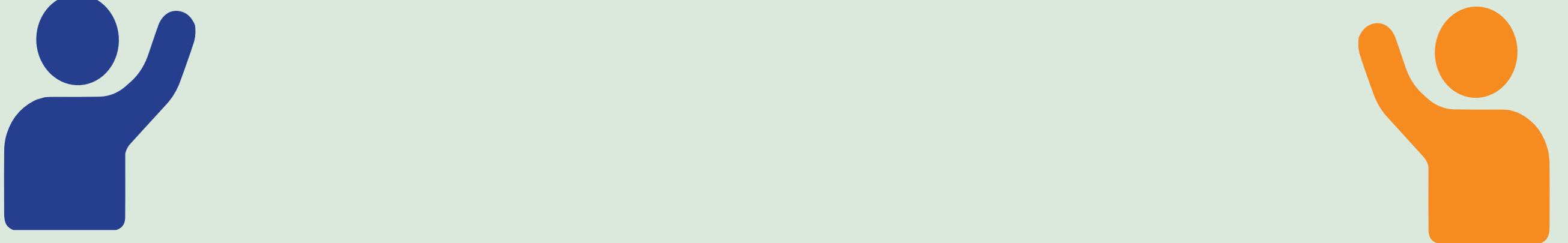
- 5 bike racks, 1 bike share station in West Concord
- 7 bike racks, 1 bike share station in Concord Center



Public Commentary on the Bicycle Network

Respondents to the 2023 project survey noted that the addition of bike lanes would encourage more biking.

35% of the 300+ people who took the project survey reported biking at least once a month.¹



Sources

¹2023 Public Workshop, Online Survey
²Mekuria, M. C., Furth, P. G., & Nixon, H. (2012). Low-stress bicycling and network connectivity (MTI Report 11-19). Mineta Transportation Institute.

Bicycle Level of Traffic Stress Explained:

Methodology adapted from Mineta Transportation Institute at San Jose State University²

<p>STRESS LEVEL 1</p> <ul style="list-style-type: none"> • Very low stress, requires little attention • Equivalent to neighborhood roads, cycle tracks, trails 	<p>STRESS LEVEL 2</p> <ul style="list-style-type: none"> • Low stress, suitable for 60 percent of the population • Equivalent to low-volume / low-speed roads
<p>STRESS LEVEL 3</p> <ul style="list-style-type: none"> • Moderate stress, suitable for 10 percent of the population • Equivalent to bicycling on four-lane roads with bike 	<p>STRESS LEVEL 4</p> <ul style="list-style-type: none"> • High stress, suitable for 1 percent of the population • Equivalent to bicycling in traffic on 40+ mph roads



Bicycle Network

Please use dot stickers to indicate which action items you think are most important



Strategy 1

Targeted infrastructure improvements to calm traffic along high stress streets to create east-west biking connections.

Action Items

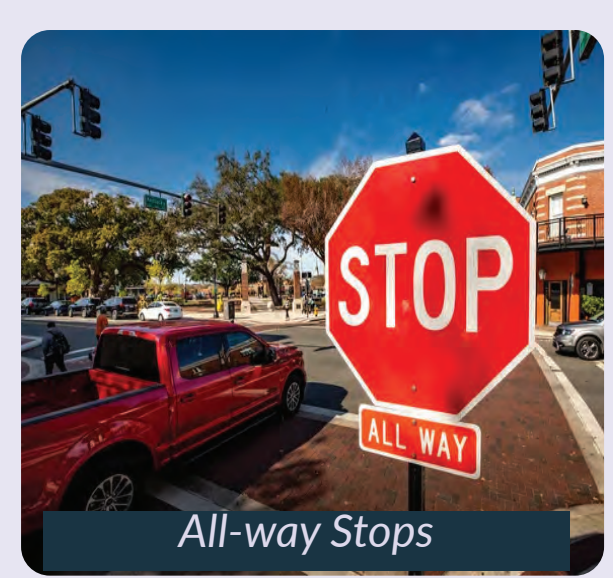
Invest in traffic calming investments so that people biking can safely share the road with people driving, using tools such as:



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Put Sticker Here!



Strategy 2

Where space (and historical character) allow invest in dedicated bicycle infrastructure.

Action Items

Buffered bike lanes with quick-build elements such as flex-posts, 'armadillos,' and planters.



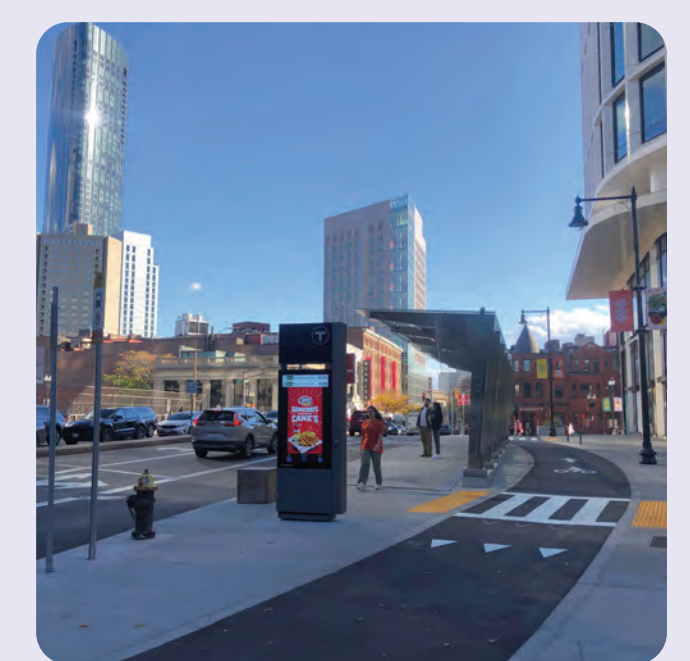
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More permanent buffered bike lanes such as concrete buffers.



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Raised cycle tracks.



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Off-road trail connections.



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Strategy 3

Prioritize specific areas for investment in the bicycle network.

Action Items

Advocate for slower speed intersections that prioritize people walking and biking across Route 2 through ongoing process with MassDOT.

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Create an on-street bicycle network that connects the two existing multi-use paths.

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Create an on-street bicycle network that connects to commercial areas.

Put Sticker Here!

Create an on-street bicycle network that connects to residential areas.

Put Sticker Here!

Create an on-street bicycle network that connects to commuter rail stations.

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Do you have other suggestions?

Pavement and Sidewalks

The Town has approved funding to bring roadway conditions up to community standards



Current Conditions

The Town has completed a Pavement and Sidewalk Asset Management study. This work **identified roadway maintenance needs** for the next 5 years and **funded** them through Town Meeting. The Study also identified sidewalks in need of repair, work which is currently **unfunded**.

Roadways selected for improvements were based on the following criteria:

- **Infrastructure** - severity of non-compliance infrastructure and need of additional infrastructure.
- **People** - focused on social equity, areas of the Town with the highest density of disabled individuals and public feedback from the community.
- **Places** - proximity to important locations and destinations, such as schools, train stations, and recreational areas.

Preventative maintenance, structural improvements, and base rehabilitation projects provide **opportunities to implement design improvements such as:**

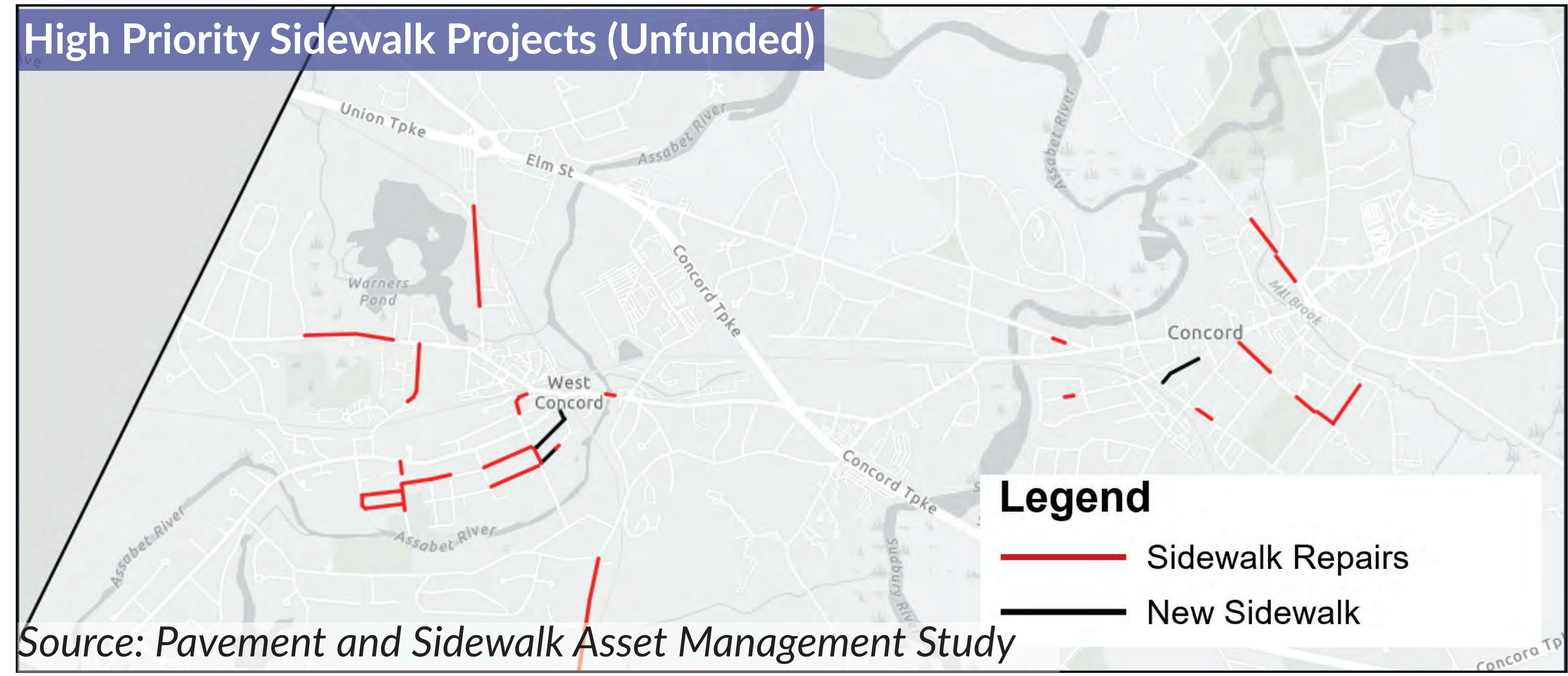
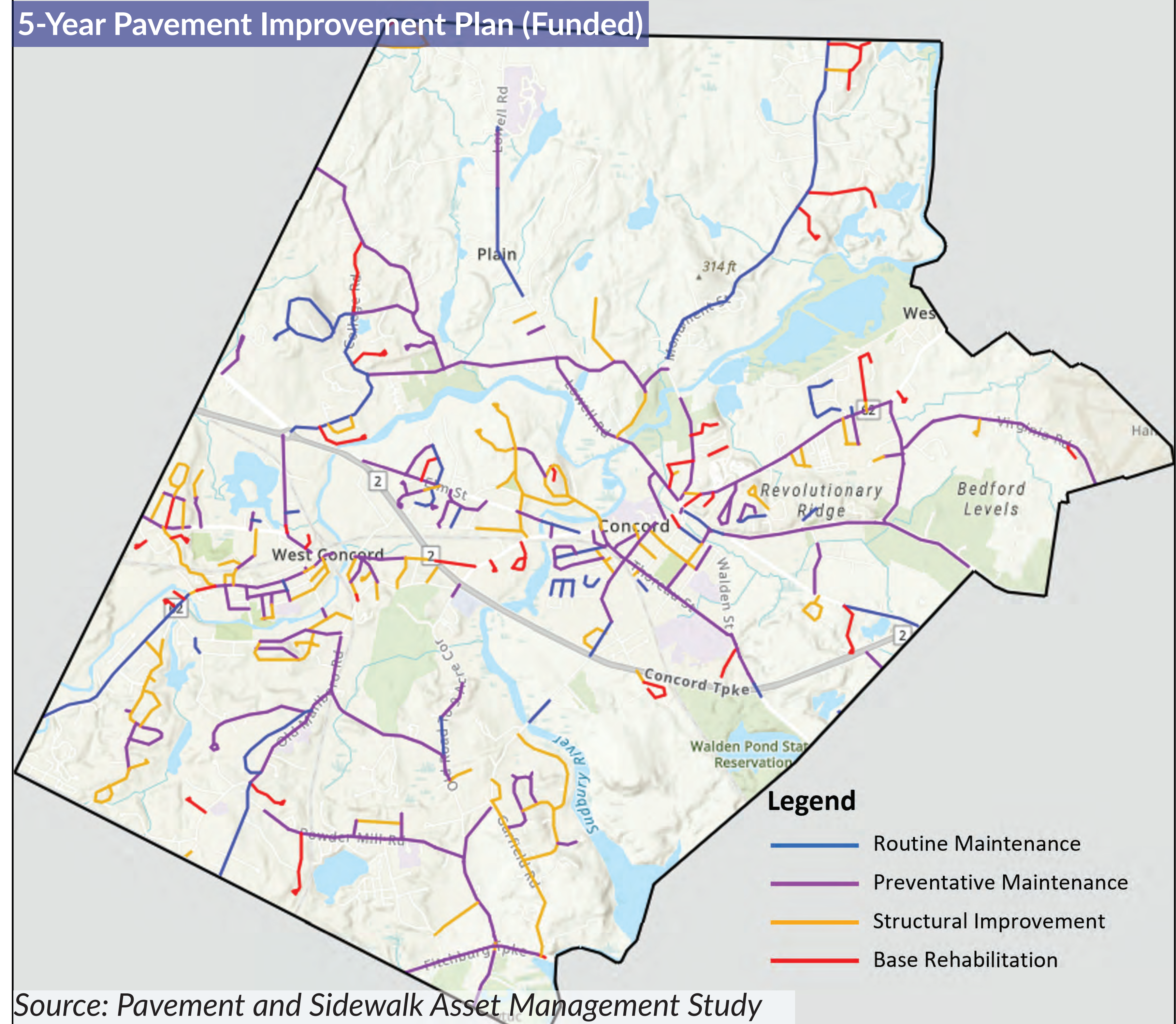
- Intersection redesigns
- Crossing visibility
- Road speeds
- Bike Infrastructure

The Pavement and Sidewalk Asset Management Study identified sidewalks in need of repair as well as locations for new sidewalks using the criteria above. These identified sidewalk projects are unfunded.

Public Commentary on Pavement Conditions

A key theme from responses to the 2023 survey was a desire for improvement to maintenance of existing sidewalks

Participants in Public Workshop #1 noted that road maintenance was a key issue in Concord



Pavement and Sidewalks



Please use dot stickers to indicate which action items you think are most important



Strategy

Identify additional pavement, sidewalk, and roadway design upgrades and improvements beyond what is to be constructed through the funded 5-Year Pavement Improvement Plan.

Action Items

Identify specific design improvements that could be implemented as part of funded roadway paving projects. Identify if additional funding is needed.

Reference the Sample Street Redesigns Board for more detail.

Put Sticker Here!

Pursue sidewalk repair projects outlined in the Pavement and Sidewalk Asset Management Study.

Put Sticker Here!

Fund additional roadway improvements beyond what has already been allocated for the 5-year Pavement Improvement Plan.

Put Sticker Here!

Action Items

Fund sidewalk improvements and extensions beyond what has been identified in the Pavement and Sidewalk Study.

Put Sticker Here!

Make sidewalk improvements or contributions to sidewalks an important feature of any future Town utility work, new development, or permitting activity.

Put Sticker Here!



Do you have other suggestions?

Policy and Coordination




Please use dot stickers to indicate which action items you think are most important

 **Strategy 1**
Coordinate with regional partners on efforts that may meet goals, such as expanding bikeshare or transit options.

 **Strategy 2**
Integrate Transportation Demand Management (tools which reduce single occupancy vehicle trips) into zoning/development.

 **Strategy 3**
Manage parking as a component of the multimodal transportation system.

 **Strategy 4**
Continue ongoing work to establish clear and transparent system for responding to community requests for safety improvements.

Action Items

Action Items

Action Items

Action Items

Coordinate with nearby municipalities on creating a local transit option.

Put Sticker Here!

Pursue comprehensive Transportation Demand Management ordinance, which requires that new developments commit to a certain share of trips that arrive by vehicle.

Put Sticker Here!

Proactively manage public parking to create availability in key locations. This may include implementing meters or pay-by-phone, signage, and information availability online.

Put Sticker Here!

Continue existing Town process to develop system for addressing community concerns with safety issues on roadways in coordination with ongoing Town priorities.

Put Sticker Here!

Advocate for a regional connectivity study with neighboring communities.

Put Sticker Here!

In addition to vehicle parking, require that new developments provide other transportation infrastructure such as bicycle parking, information on transportation options, shuttle service, etc.

Put Sticker Here!

Coordinate with privately owned underutilized parking facilities to encourage "shared parking" where complimentary uses, including the general public, can access parking at off-hours or when it is otherwise underutilized.

Put Sticker Here!

Enhance information available on ongoing and planned Town work.

Put Sticker Here!

Coordinate with nearby municipalities on creating / enhancing local bikeshare options.


Put Sticker Here!

Establish a staff role within Town government solely focused on transportation planning

Put Sticker Here!

Proactively work with existing volunteers and committees on shared projects that enhance mobility options.

Put Sticker Here!

 **Do you have other suggestions?**

Project Overview



Concord Mobility Goals

- Create safe, cost effective **walking and bicycling connections** between key pedestrian and bicycle paths/trails to improve mobility around Concord.
- **Reduce motor vehicle dependence** and traffic volume within Concord.
- Improve **coordination with regional partners** in order to **reduce traffic volume and congestion** from commuter through-traffic.
- Provide effective **mobility options** for trips within Concord, and to Boston and other regional medical centers and key destinations.
- Develop an **approach to public and private parking** that balances the principles of sustainability with the Town's economic goals.
- Invest in **targeted and effective safety improvements** for all road users.
- Take steps to **establish and maintain local public transit service**. Research and evaluate operational and funding models in similar towns, and opportunities for cooperation with adjoining towns, regional transportation authorities, and the MBTA.

Goals established by Envision Concord and have been confirmed and modified through public engagement and conversations with Town staff.

Workshop Format

Welcome to the Concord Transportation Strategy Public Workshop! Thank you for taking the time to attend. The Project Team is looking for **feedback on how the Town can get closer to its community-identified transportation goals**.

The workshop is organized around **seven different transportation topics**, listed below. Boards with a blue header outline opportunities and challenges related to that topic, while boards with a green header illustrate potential strategies that address those issues.

Please visit each topic area to **vote on the actions you think are most important to help the Town meet its goals**:

- At each green "strategy poster", take two fewer stickers than the total number of items on each strategy board.
- You can vote for the same thing multiple times if you feel it is very important!
- Use a sticky note to provide any other ideas you have.

A final report for this study will be available in Spring 2026.

Know someone who couldn't attend? An online version of this workshop will be available through the project page on the Town's website: <https://concordma.gov/3426/Comprehensive-Transportation-and-Mobilit>

Topic Areas:

- Travel Patterns
- Public Transportation
- Crashes
- Pedestrian Network
- Bicycle Network
- Pavement and Sidewalk Conditions
- Policy and Coordination



Scan here

7.2 Posters with Votes and Comments

Travel Patterns

Current travel patterns do not align with the Town's goals to reduce motor vehicle dependence



Current Conditions

Half of Concord commuters use a car to get to work, which is a relatively low percentage compared to other communities.

- Concord's work from home percentage is high (~35%)
- The percentage of people who drive for all (as opposed to some) trips is much higher.

Nearly half of all trips that originate in Concord stay in Concord.

- Nearly 75% of these trips are driving trips despite an average trip distance of 2.3 miles.

A 2018 survey suggests that 70% of residents would prefer to walk to their destination over driving.

Side walks will help.
Please get more recent data as that will be 8 year old data as of next year.

Public Commentary on Travel Patterns

Over half of the respondents to the 2023 project survey indicated they were either "very likely" or "likely" to drive less if there were other transportation options available.³

Participants in Public Workshop #1 expressed a desire for traffic calming, including to mitigate cut-through traffic.³

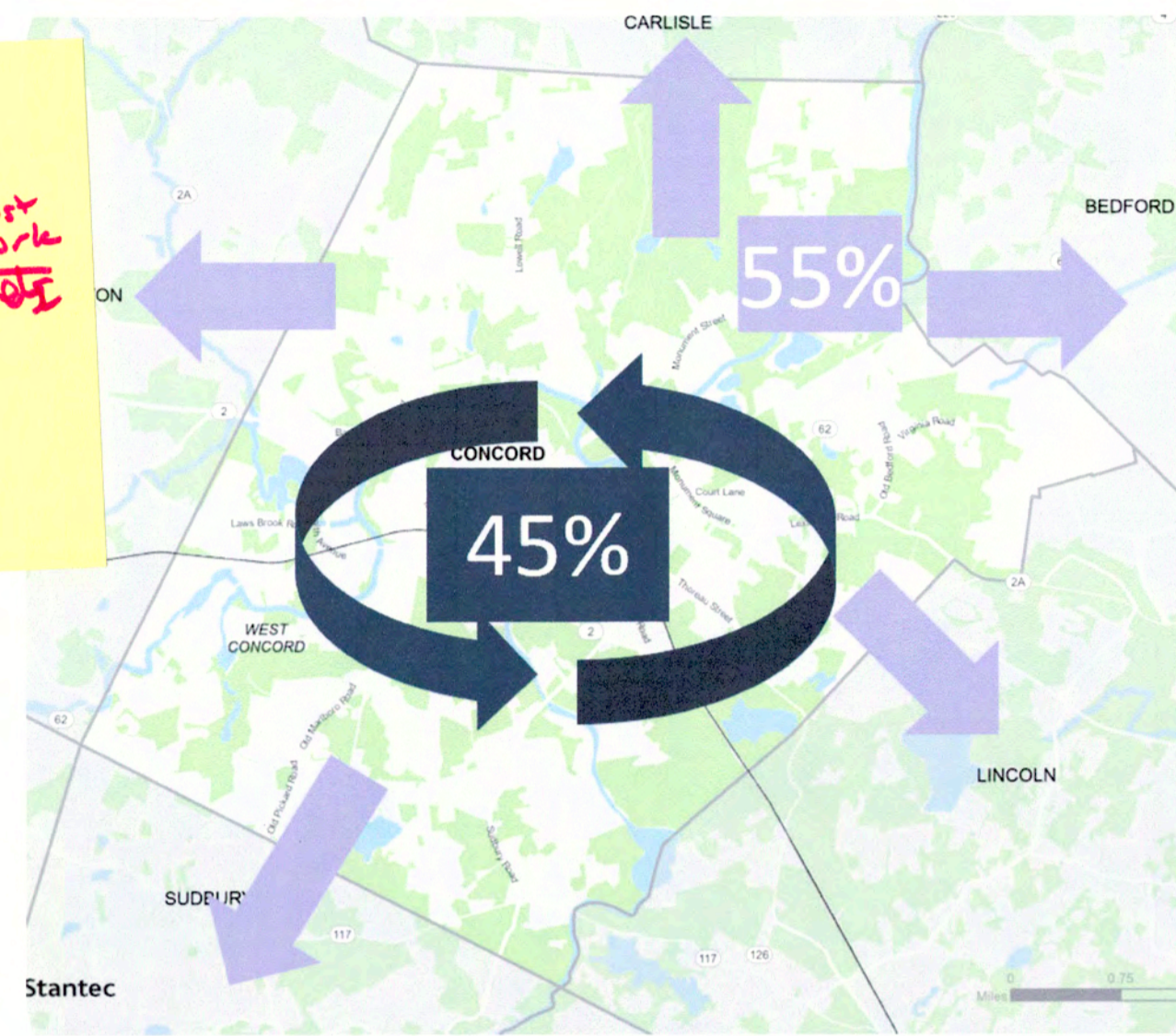


Commuter rail needs more frequent trips to be useful



Culture change
Cars not the preferred option

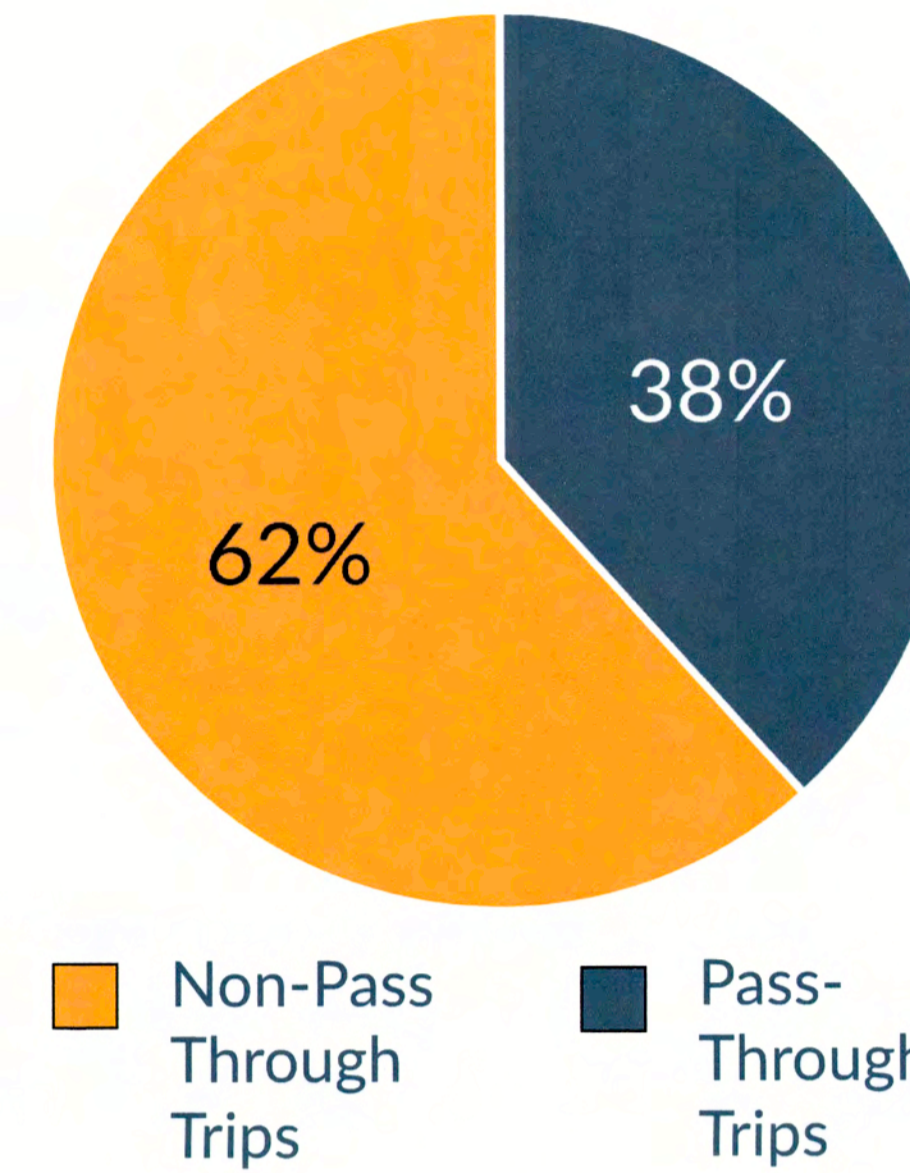
Trips Originating in Concord



So look at transit more broadly - not just for work - shopping + recreation

Average trip distance for all trips is 9.7 miles. 45% of all trips remain within Concord town boundaries, while 55% travel to destinations outside of Concord.²

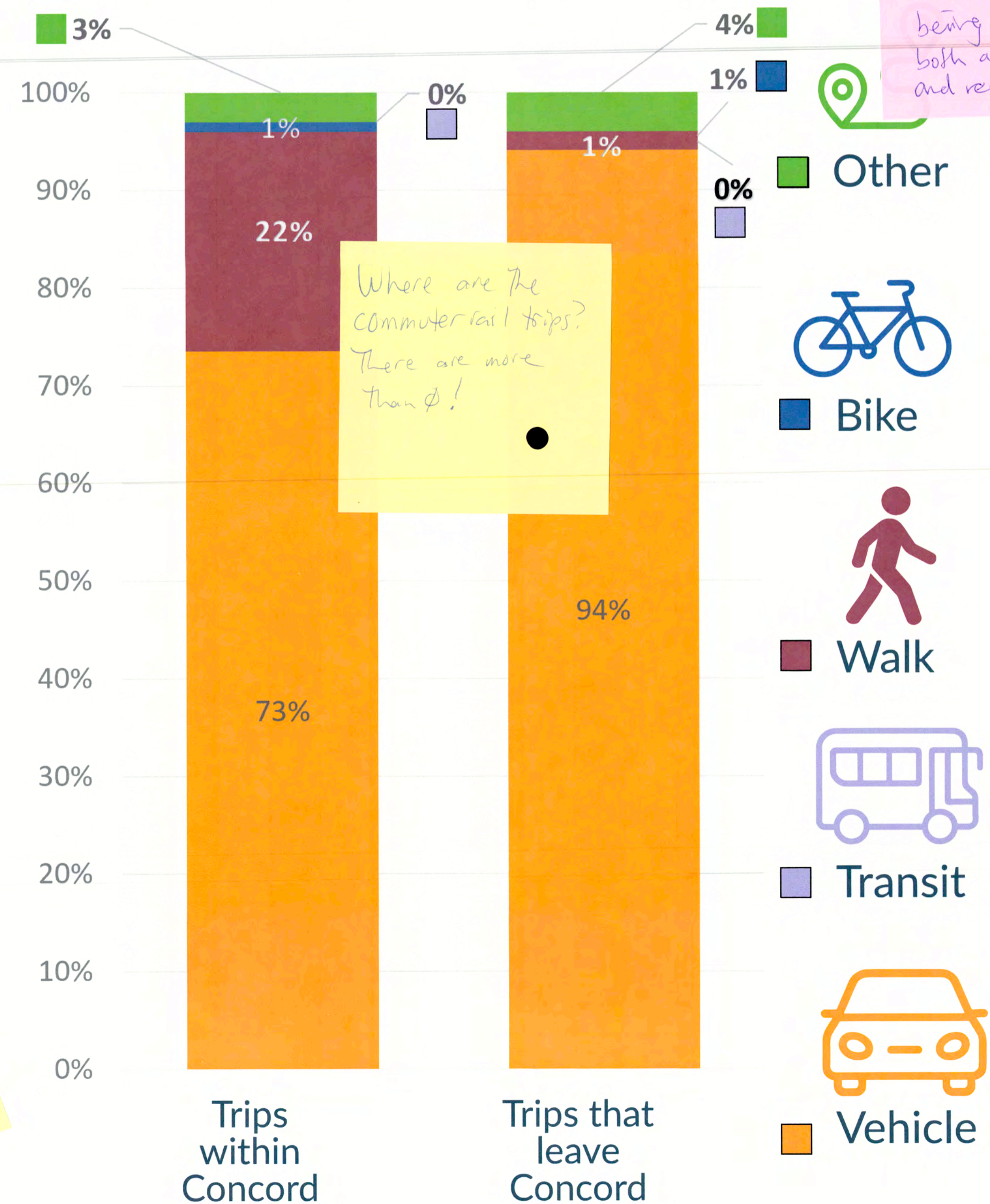
Trips on Concord Roads



Over 1/3rd of daily trips on local roads in Concord begin and end outside the town.² This excludes trips exclusively along Route 2.

Residential streets have become truck routes. Truck routes don't seem to exist. Is this being addressed both at the local and regional levels?

Concord Trips (All Purposes) By Mode²



Where are the commercial trips? There are more than 0!

Est. Trip Length for Trips That Stay in Concord²

Mode	Average Length
Driving	2.3 miles
Biking	1.7 miles
Walking	0.6 miles

Means of Transportation to Work¹

Workers 16 Years and Over

Mode	Count	%
Total	7,089	100%
Car, truck, or van:	3,980	56.1%
Bus	30	0.4%
Train (subway and commuter rail)	262	3.7%
Bicycle	117	1.7%
Walked	153	2.2%
Worked from home	2,474	34.9%
Other means	73	1.0%

Sources

- ¹U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
- ²Replica Daily Trip Volumes, Weekday, Fall 2023
Replica is a modeled data source, relying on Census, location-based service, GPS, point-of-interest, and built environment data to estimate trip volumes.
- ³Public Commentary: 2023 Public Workshop, Online Survey

Travel Patterns

Please use dot stickers to indicate which action items you think are most important



Strategy 1

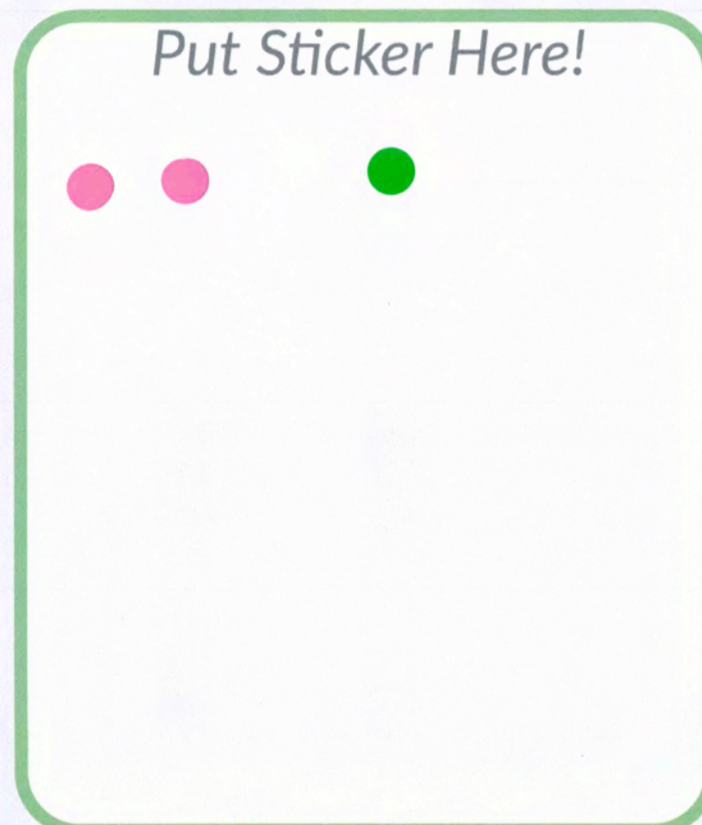
Work with local large employers to implement transportation demand management (TDM) programs for commute trips that support travel by transit, walking, biking, or carpooling.

Action Items

Coordinate with private entities to support local transit options.

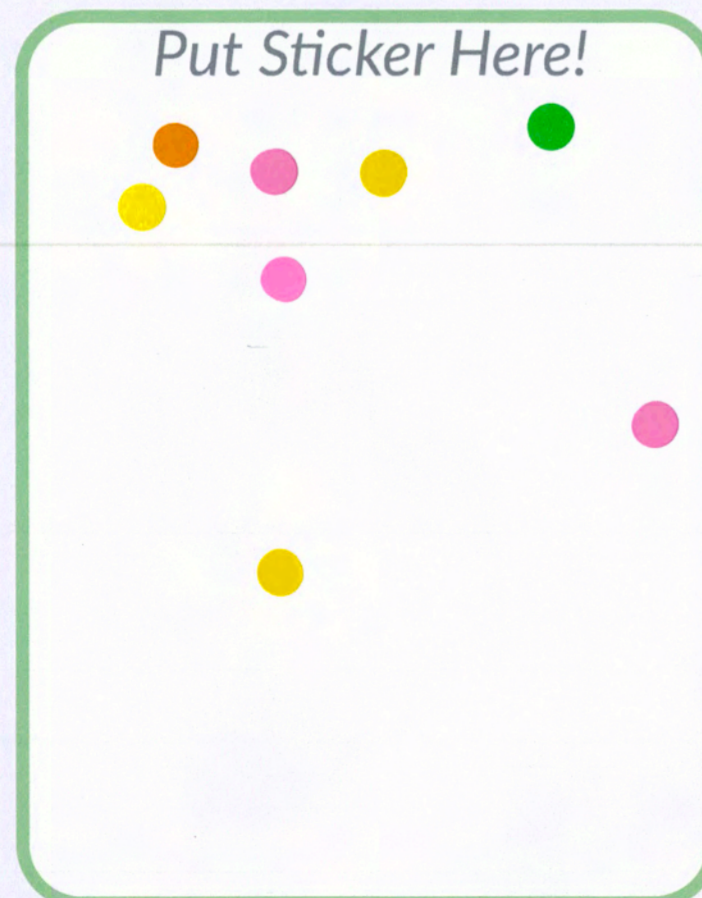


Establish a TDM working group with representatives from large employers to understand transportation gaps and develop alternatives.



Require TDM as part of zoning in key locations and/or for large developments.

- Sample Requirements**
- Transit Pass Subsidy
 - Parking Reductions
 - Bike Share Station
 - Shuttle Services
 - Car Share Program
 - And More!

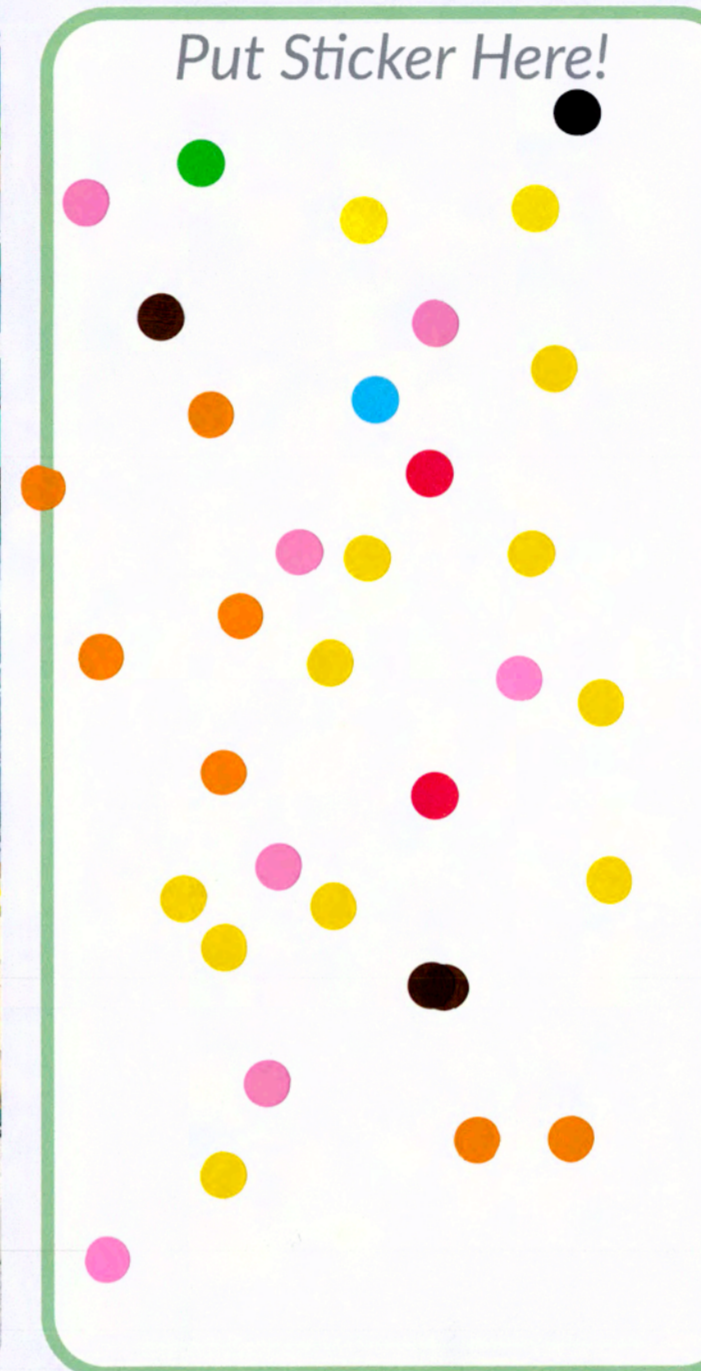


Strategy 2

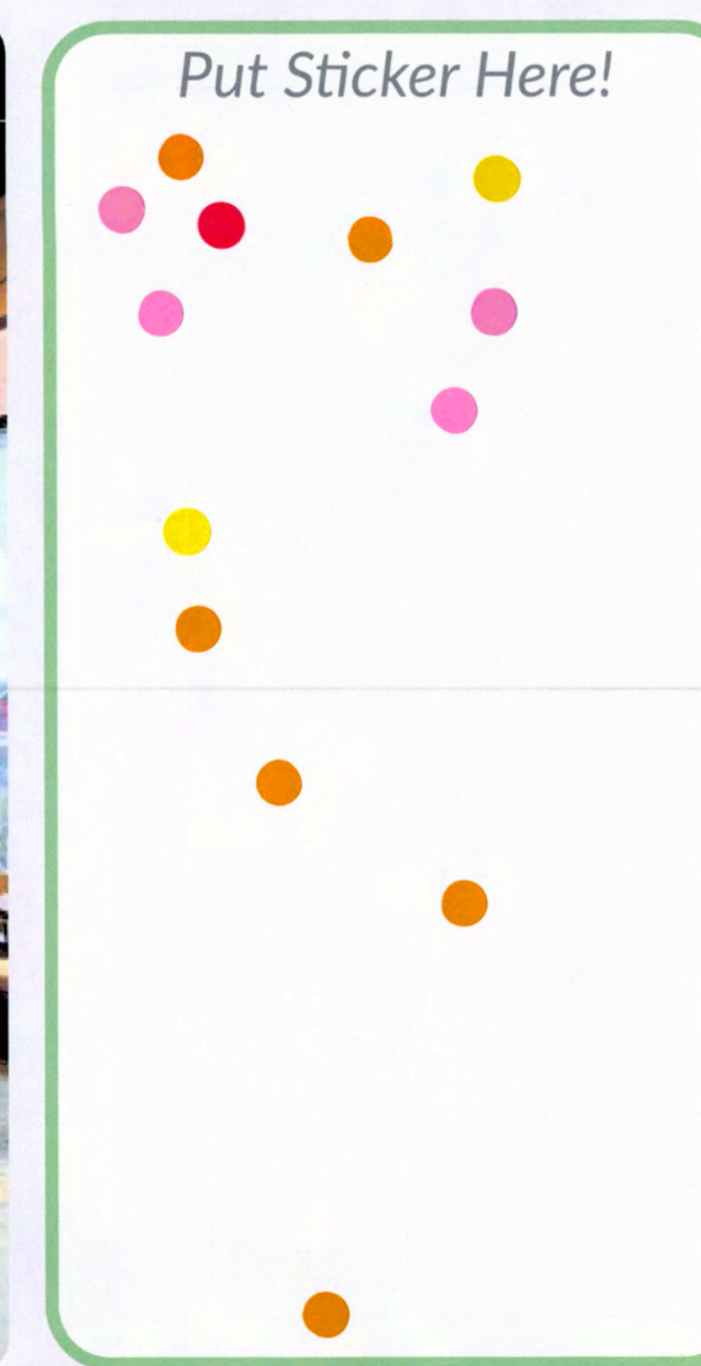
Encourage development that supports the thousands of Concord residents who primarily work from home.

Action Items

Support the private development of "daily needs" retail such as grocery stores, childcare, and healthcare in locations that are accessible without a vehicle.



Especially support the vibrancy of co-working spaces and "third places" (libraries, coffee shops, recreation spaces) in locations that are accessible without a vehicle.



Grocery Store not at Prison - Put at West Concord Village

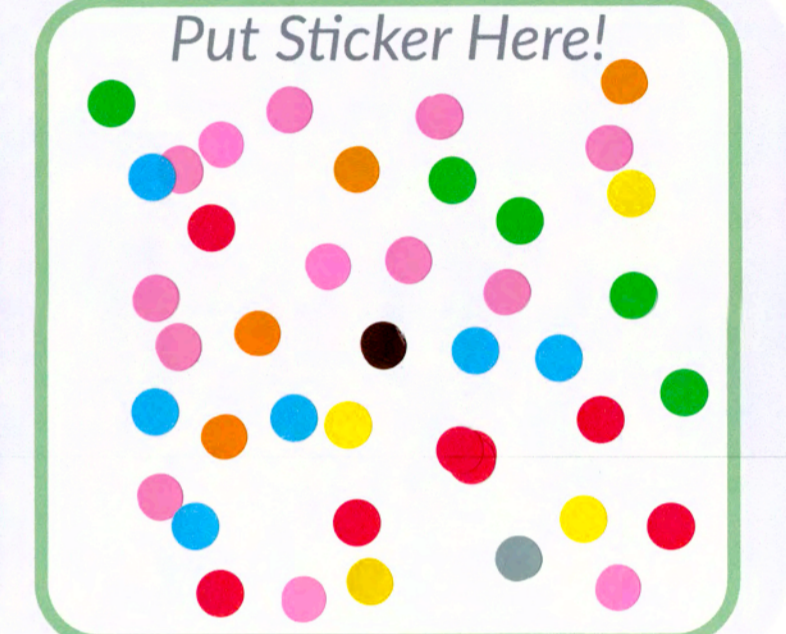


Strategy 3

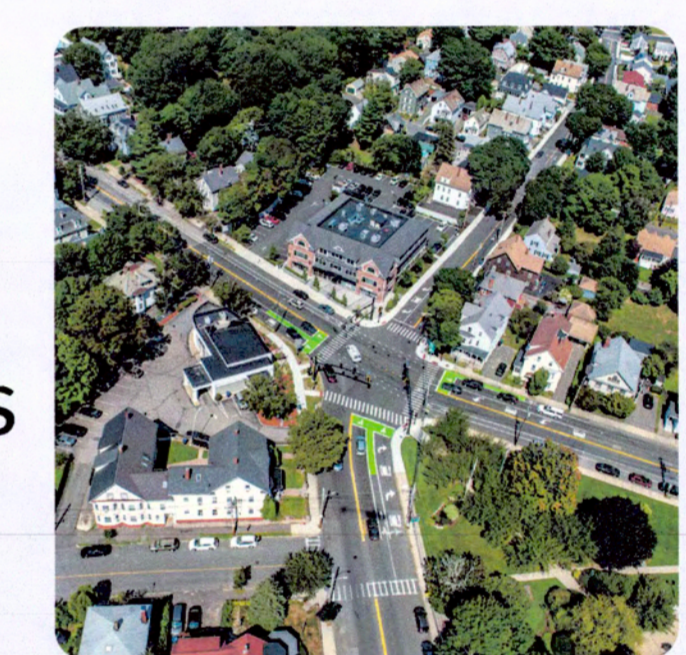
Reduce the 73% of in-town Concord trips which use automobiles by improving infrastructure so more people can choose to walk or bike.

Action Items

Invest in a bicycle network concentrated on residential neighborhoods.



Invest in a bicycle network focused on connecting commercial locations to neighborhoods.



Invest in walkability improvements in neighborhoods.



Invest in walkability improvements in commercial locations.



Do you have other suggestions?

TOLL BOTHWAYS AT THE ACTUAL BORDER

Down carpooling App?

Fix traffic pattern at Emerson Hosp and Rte 2. And CROSS-OVER for peds + bikes

Better bike + pedestrian options needed to connect Thoreau Hills - to Concord

MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU WOODS

It feels like this has already been done in Concord Center. Not pleasant to drive through.

Crosswalks in West Concord needs a - up Lanesbrook, to Kaley Down

Sidewalks Everywhere!

Crosswalks Everywhere!

Better pedestrian experience would be nice around Crosswalks

Travel Patterns

Please use dot stickers to indicate which action items you think are most important



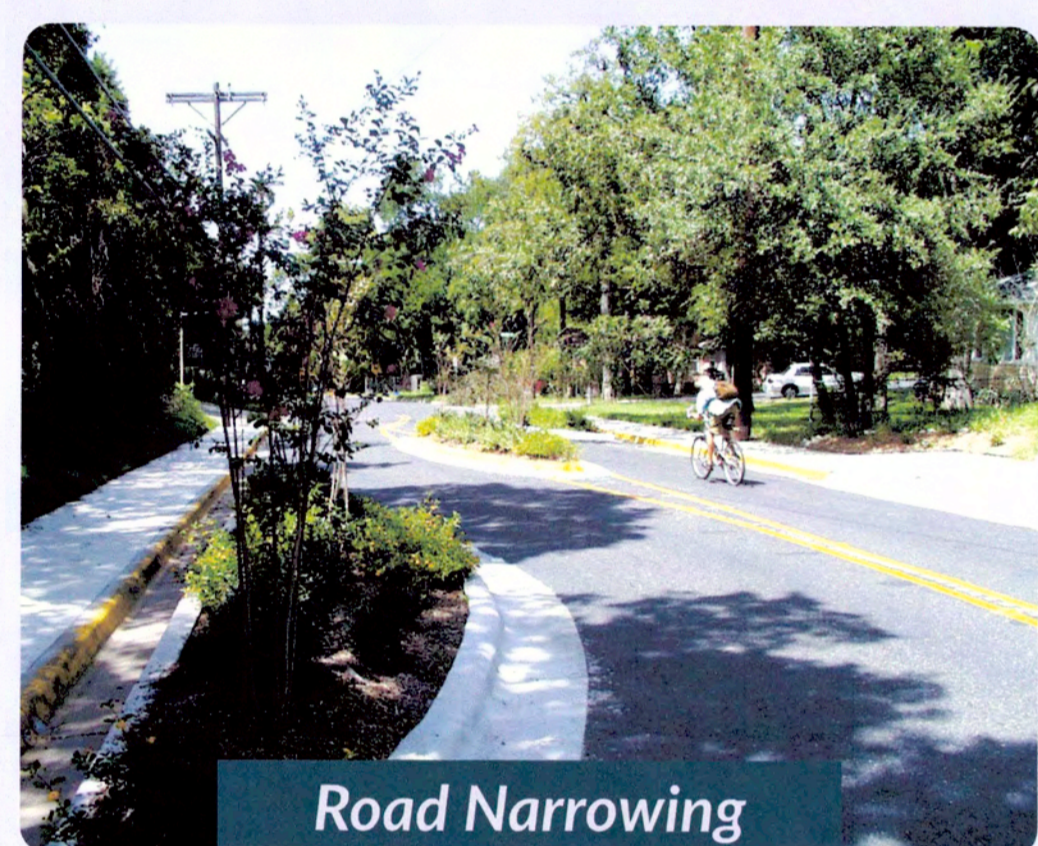
Strategy 4

Pursue traffic calming projects so that all vehicle traffic, including "non-destination" traffic such as commuting vehicles and trucks passing through Concord travel at slow speeds.



Action Items

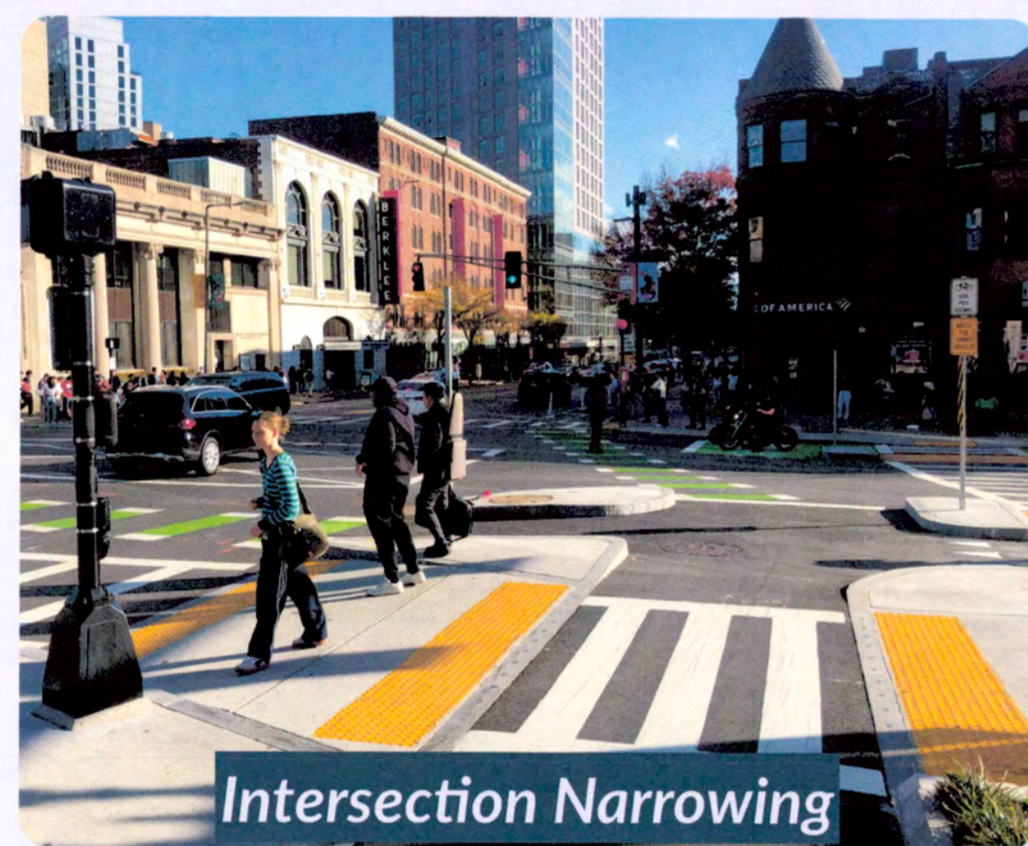
Install physical changes to slow down and discourage pass-through traffic:



Road Narrowing



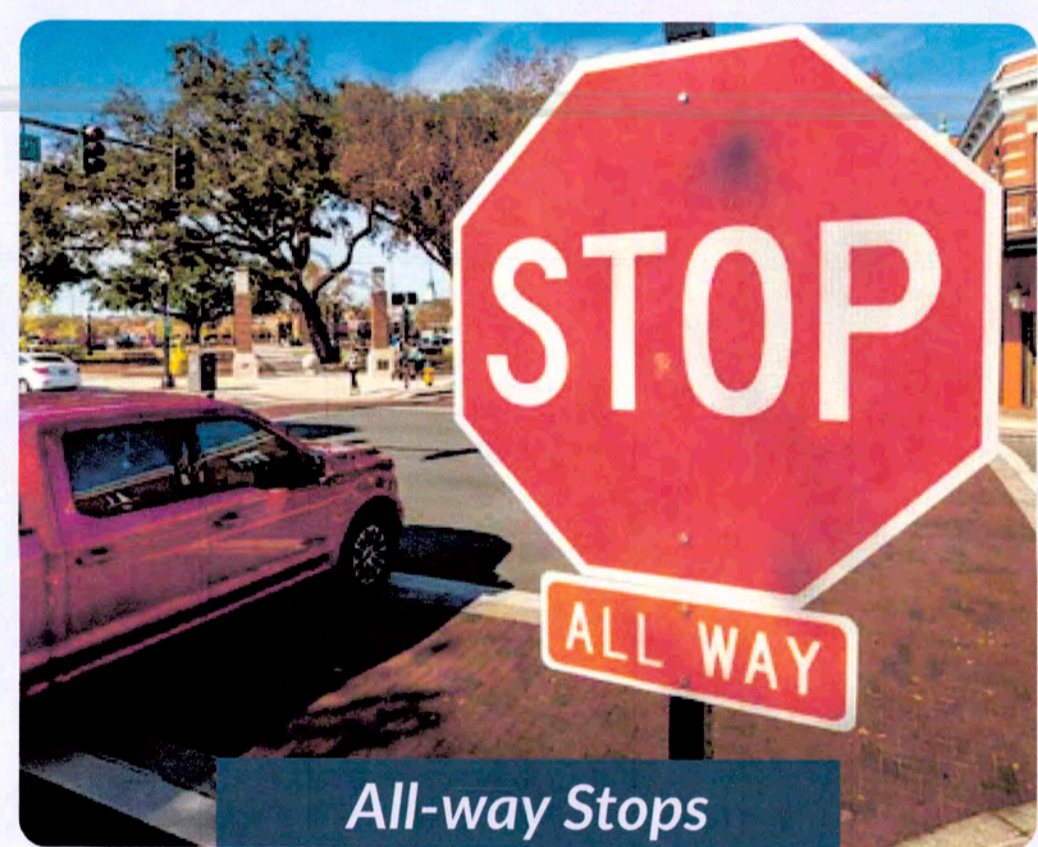
Put Sticker Here!



Intersection Narrowing



Put Sticker Here!



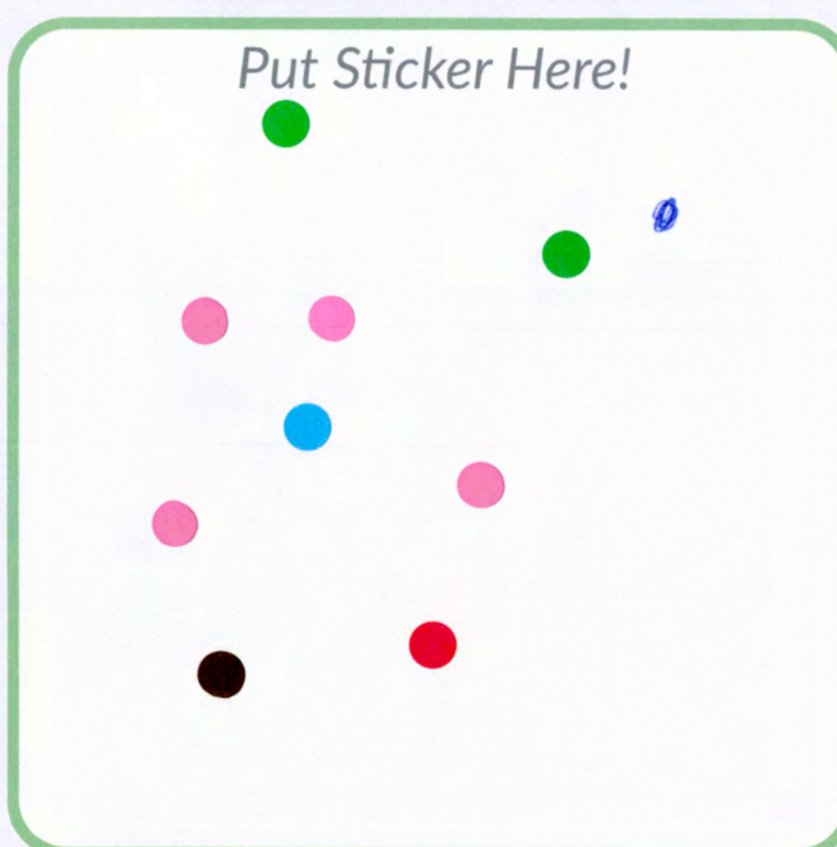
All-way Stops



Put Sticker Here!



Speed Transition Zones



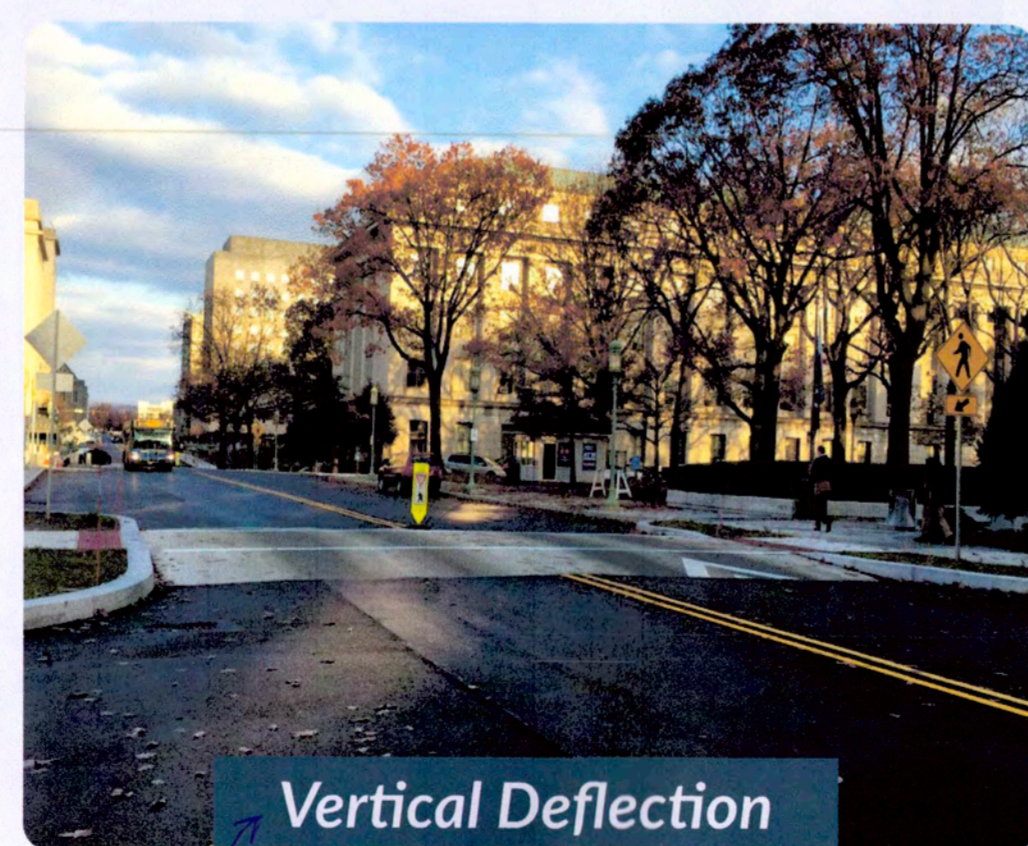
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Mini-Roundabouts



Put Sticker Here!



Vertical Deflection



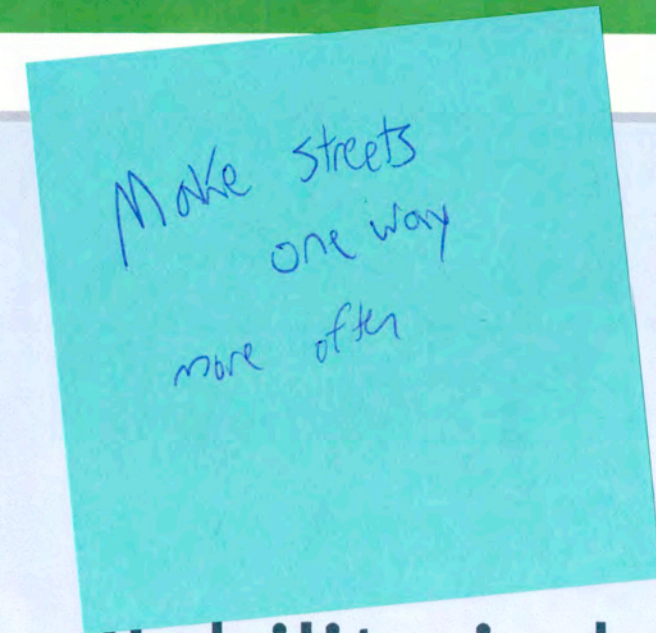
Put Sticker Here!

Speed bump!



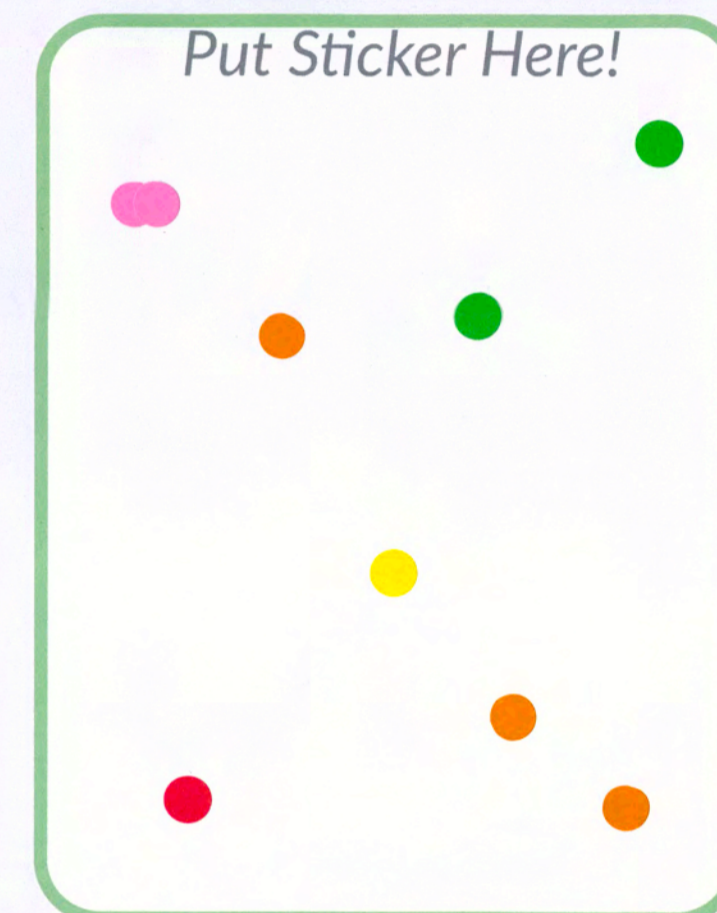
Strategy 5

Proactively manage public parking to create availability in key locations.



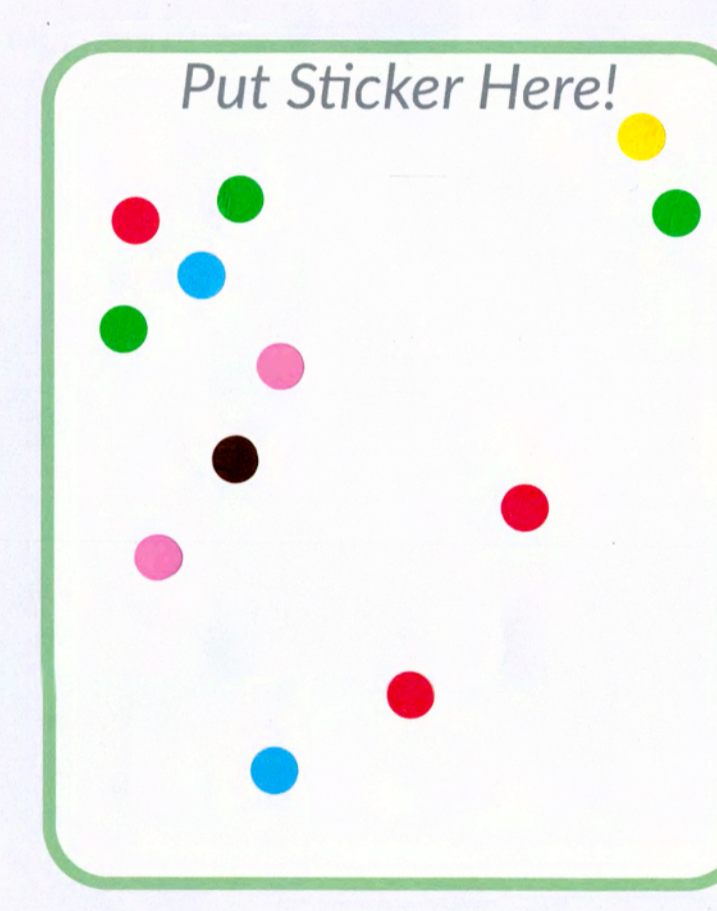
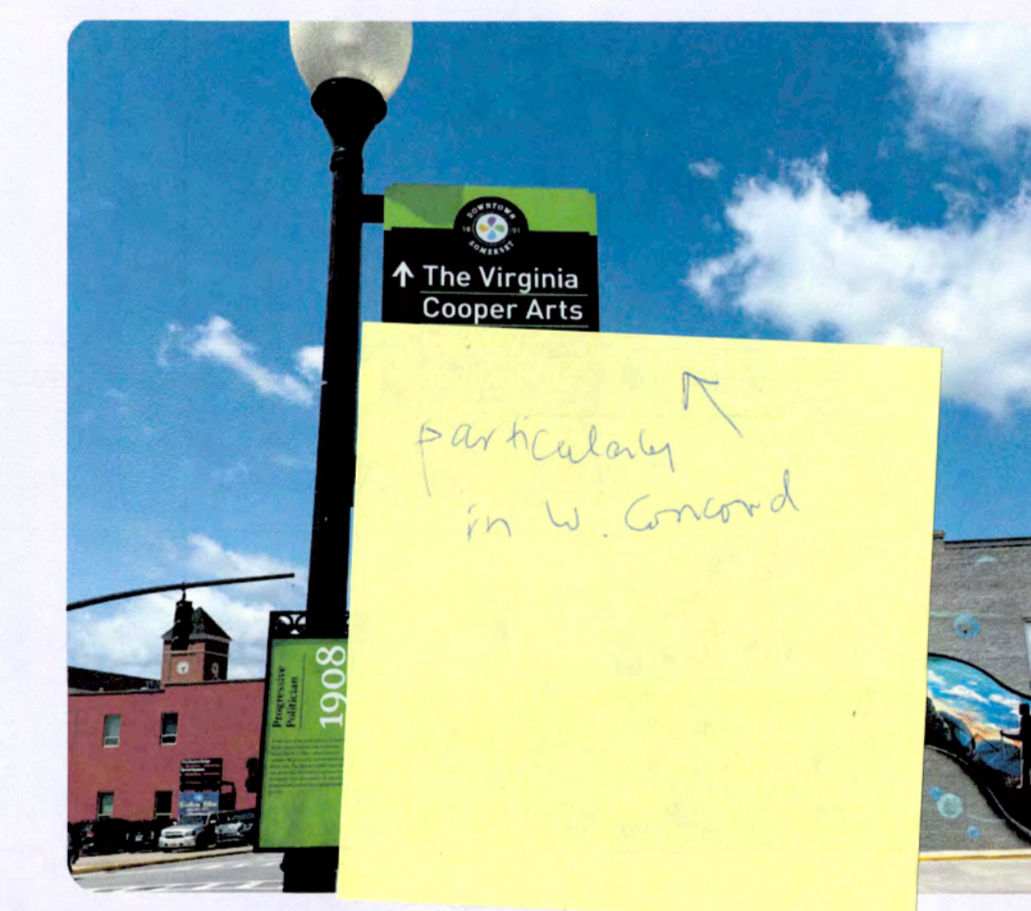
Action Items

Adjust pricing of parking to create parking availability in key locations and encourage other choices such as walking.



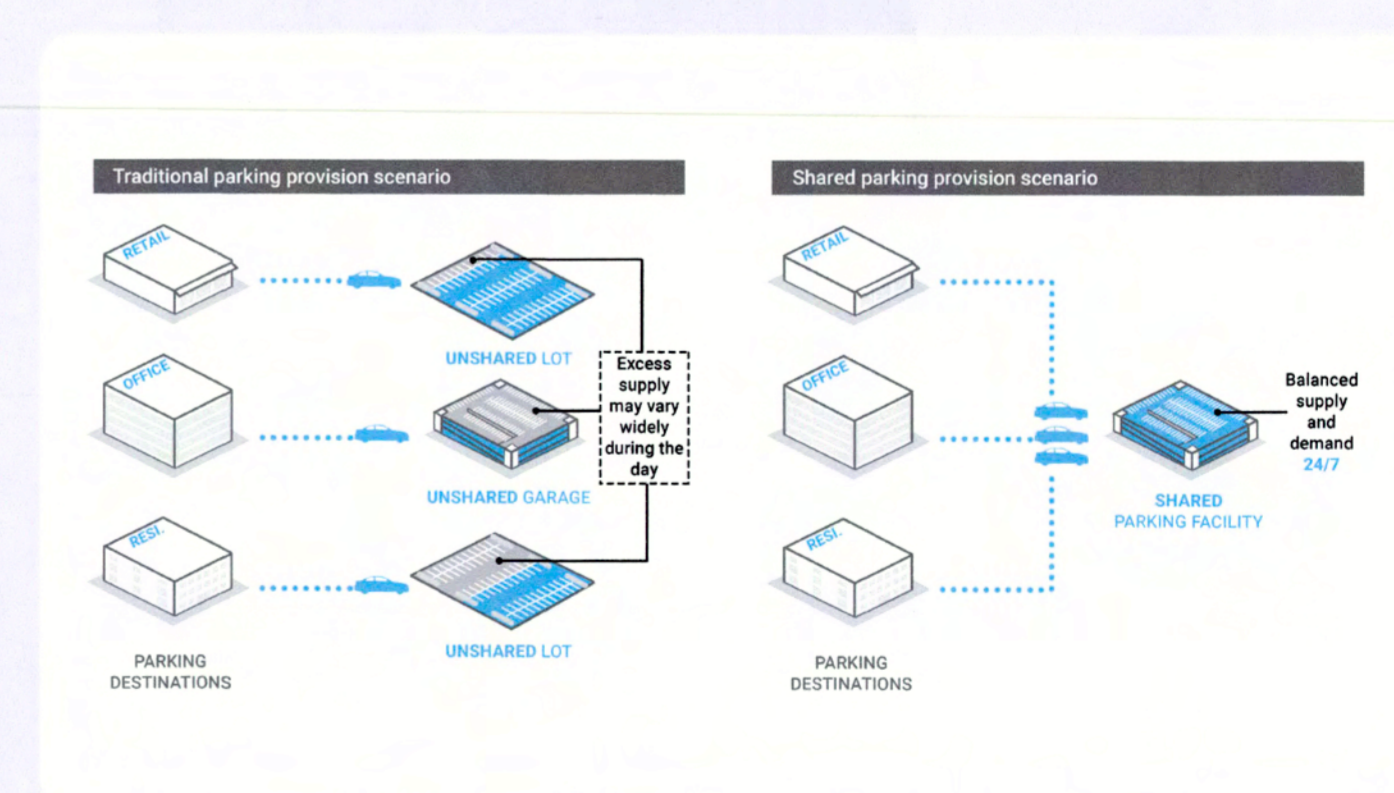
Put Sticker Here!

Provide better information regarding parking availability, including signage and online resources.



Put Sticker Here!

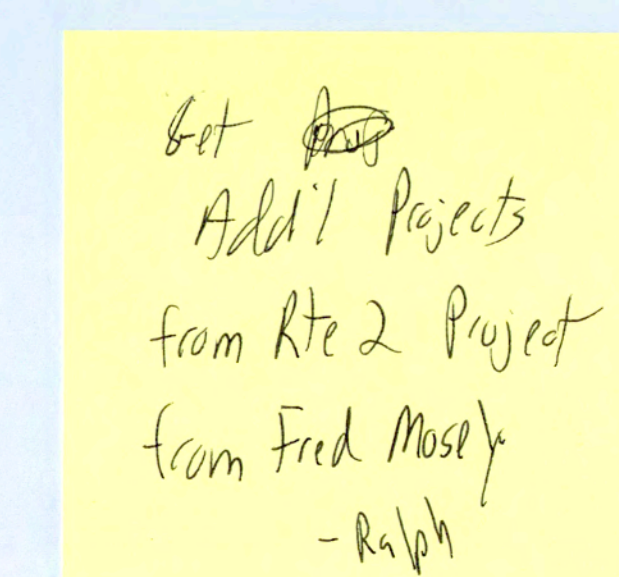
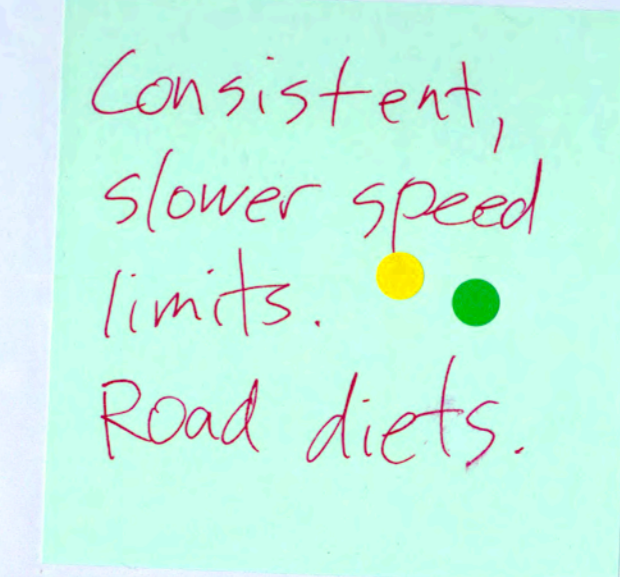
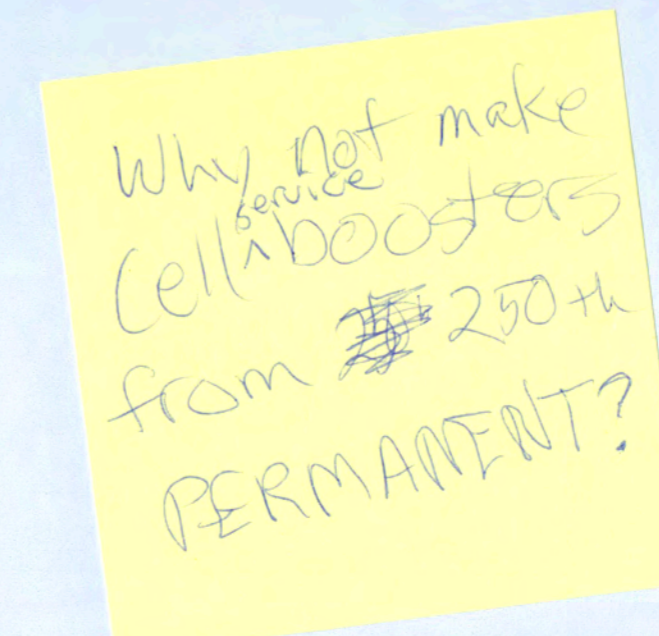
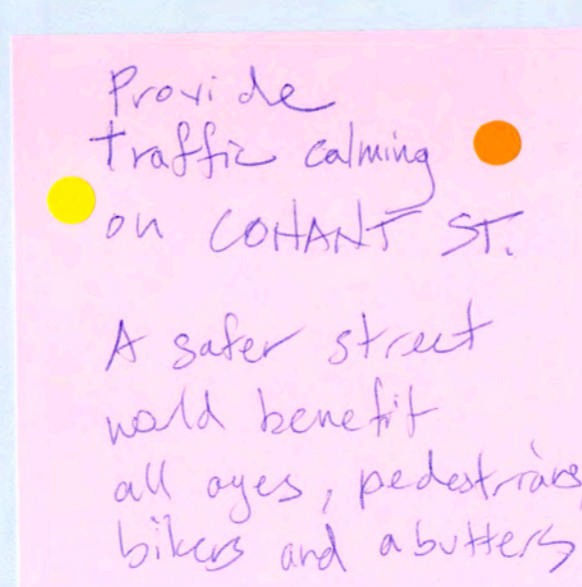
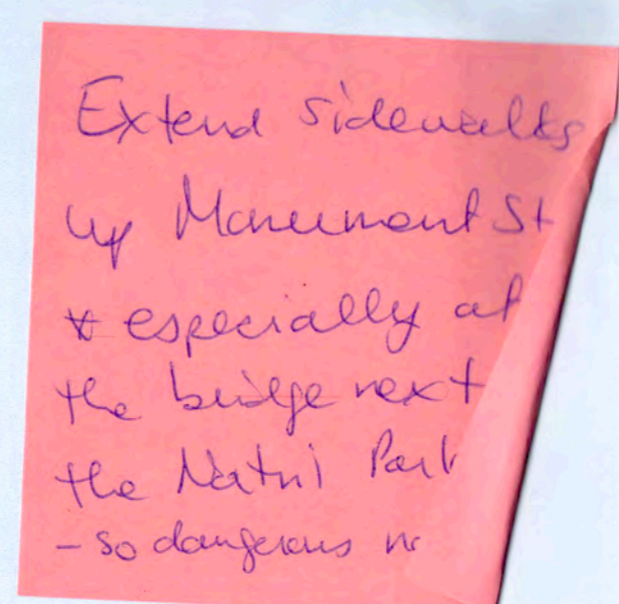
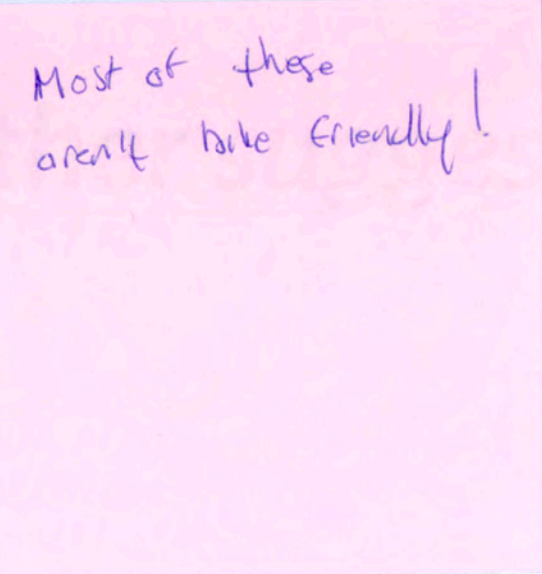
Consider opportunities for shared parking agreements.



Put Sticker Here!



Do you have other suggestions?



Bicycle Network

Please use dot stickers to indicate which action items you think are most important

Please don't pave the RBT, cutting off migration paths to wildlife and compromising Great Meadows National Wildlife Refuge. We need a protected bike path alongside Route 62.



Strategy 1

Targeted infrastructure improvements to calm traffic along high stress streets to create east-west biking connections.

"Calming" expected traffic does not

Cars are scarier than bikes

Action Items



Strategy 2

Where space (and historical character) allow invest in dedicated bicycle infrastructure.

Action Items



Strategy 3

Prioritize specific areas for investment in the bicycle network.

Action Items

There should be bike routes! Networks all over town!

Bike Trail by train station is supposed to be a "walk your bike" zone. Needs to be enforced for pedestrian safety.

Will people actually stop?

Vertical Deflection AKA speed bumps Like Copenhagen!

DO NOT PAVE RBT! Walkers deserve space w/o bikes

Buffered bike lanes with quick-build elements such as flex-posts, 'armadillos,' and planters.



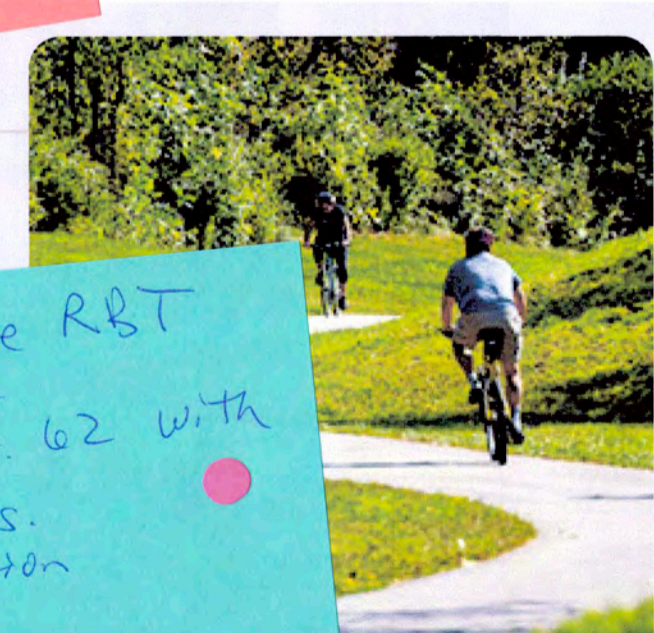
More permanent buffered bike lanes such as concrete buffers.



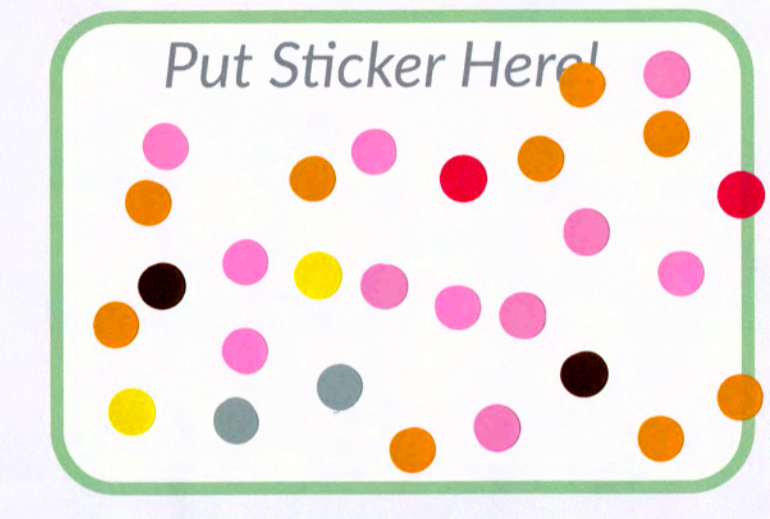
Raised cycle tracks.



Improved train connections.



Advocate for slower speed intersections that prioritize people walking and biking across Route 2 through ongoing process with MassDOT.



Create an on-street bicycle network that connects the two existing multi-use paths.



Create an on-street bicycle network that connects to commercial areas.



Create an on-street bicycle network that connects to residential areas.



Create an on-street bicycle network that connects to commuter rail stations.



Do you have any suggestions?

better than

PAVE / PAVEMENT REF. BRANCH TRAIL FOR ACCESSIBILITY

make a bike path / trail plan to identify best bike lane locations. Then follow the plan.

Keep RBT as is Consider VOTED for that. Make 62 one way for cars, 2 bike lanes.

Dedicated bike lane on MAIN ST

All limits should be natural, signposted like Performance Branch

Pave the Ref. Branch Trail like RBT

MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU (CONCERN)

STOP NON-ASSISTED EBIKES FROM USING BFRTR + ENFORCE SPEED LIMIT ON TRAIL

Don't pave Bruce Freeman trail for Environmental Reasons

Please please please connect the BFRTR to the middle school!

Bicycle Network

Despite access to regional shared-use paths, Concord does not have a continuous bike network



Current Conditions

Concord does not have an on-street bicycle network.

Reformatory Branch and Bruce Freeman Rail Trail do not connect via a safe and comfortable bike route.

Reformatory Branch is a nature trail next to a wildlife sanctuary. Do not equate to a bike trail.

The RBT is a very unique + valuable natural resource. TREE CLEARING SPACING WOULD RUIN IT.

Route 2 crossings are high-stress and present a significant barrier to connectivity along Concord Center and West Concord.

Network within a 10-minute bike trip to either Concord Center or West Concord rail station is mostly low-stress, but is interrupted by sections of higher-stress streets:

- Concord Center: Thoreau Street, Sudbury Road
- West Concord: Main Street

Limited bike share system availability and bike racks in village centers:

- 5 bike racks, 1 bike share station in West Concord
- 7 bike racks, 1 bike share station in Concord Center

Public Opinion on the Bicycle Network

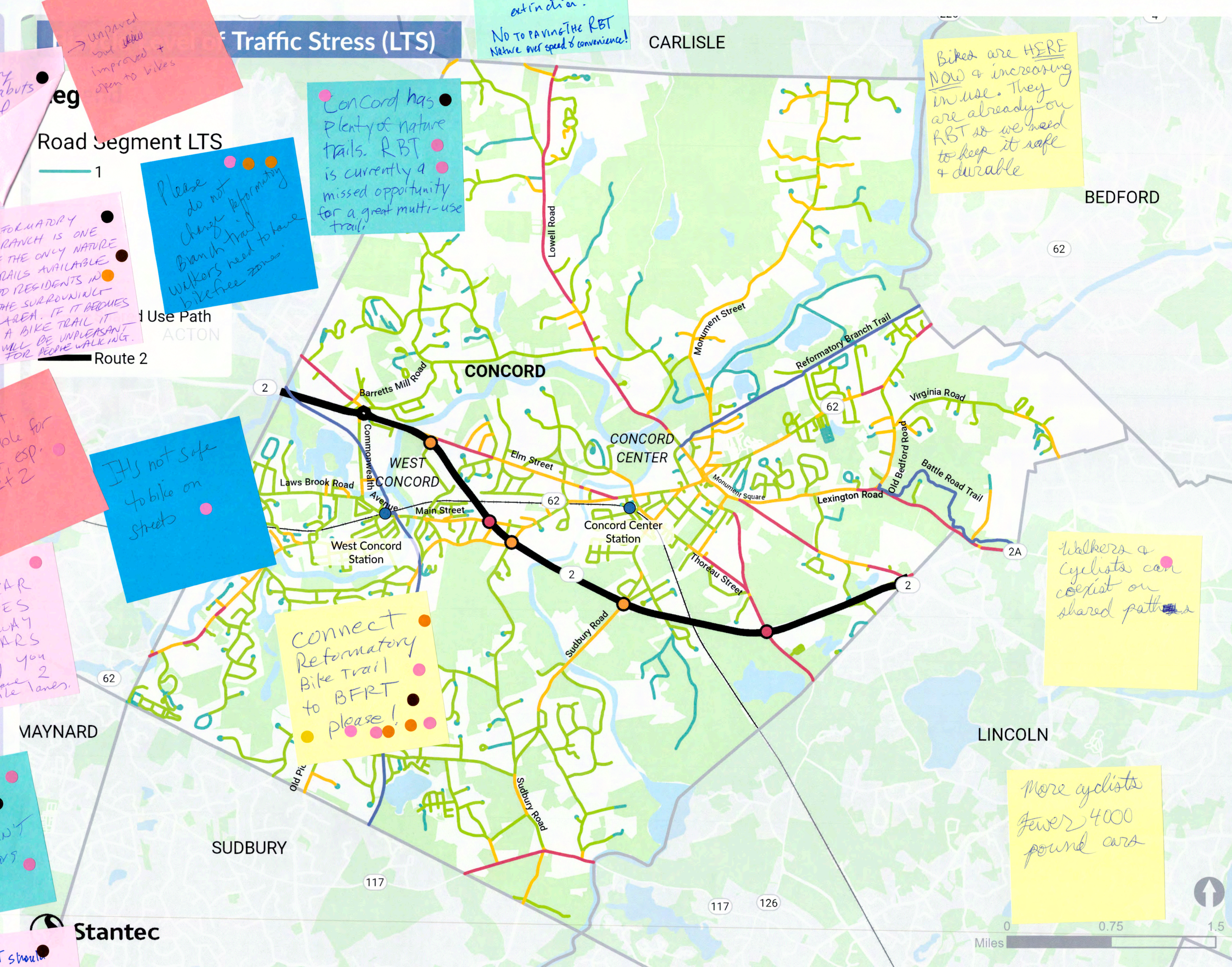
Response to 2023 project survey noted that the addition of bike lanes would encourage more biking.

35% of the 300+ people who took the project survey reported biking at least once a month.¹



Sources

- ¹2023 Public Workshop, Online Survey
- ²Mekuria, M. C., Furth, P. G., & Nixon, H. (2012). Low-stress bicycling and network connectivity (MTI Report 11-19). Mineta Transportation Institute.



PLEASE LOOK INTO OPTIONS FOR BICYCLES OTHER THAN PAVING THE RBT.

MAKE SOME CAR ROUTES ONE WAY FOR CARS THAT WAY YOU CAN HAVE 2 BIKE LANES.

PAVE THE REFORMATORY BRANCH & DON'T WAIT 35 YEARS TO DO IT.

The RBT should NOT be turned into a bikeway. It would end the beauty and quiet of the trail as we know it!

UNPAVED but added improved + open to bikes

Please do not change Reformatory Branch trail. Walkers need to have bike-free zones.

Concord has plenty of nature trails. RBT is currently a missed opportunity for a great multi-use trail.

Paving the RBT would force the Blandings Turtle species into extinction. NO TO PAVING THE RBT. Native over speed & convenience!

Bikes are HERE NOW & increasing in use. They are already on RBT so we need to keep it safe & durable.

Walkers & cyclists can coexist on shared paths.

More cyclists fewer 4000 pound cars

Level of Traffic Stress Explained:

Technology adapted from Mineta Transportation Institute at San Jose State University²

STRESS LEVEL 1

- Very low stress, requires little attention
- Equivalent to neighborhood roads, cycle tracks, trails

STRESS LEVEL 2

- Low stress, suitable for 60 percent of the population
- Equivalent to low-volume / low-speed roads

STRESS LEVEL 3

- Moderate stress, suitable for 10 percent of the population
- Equivalent to bicycling on four-lane roads with bike

STRESS LEVEL 4

- High stress, suitable for 1 percent of the population
- Equivalent to bicycling in traffic on 40+ mph roads



Sample Street Redesigns

Potential street redesigns in sample locations around town



Conant Street

Traffic calming features will slow traffic and may ultimately deter cut-through traffic from using the street



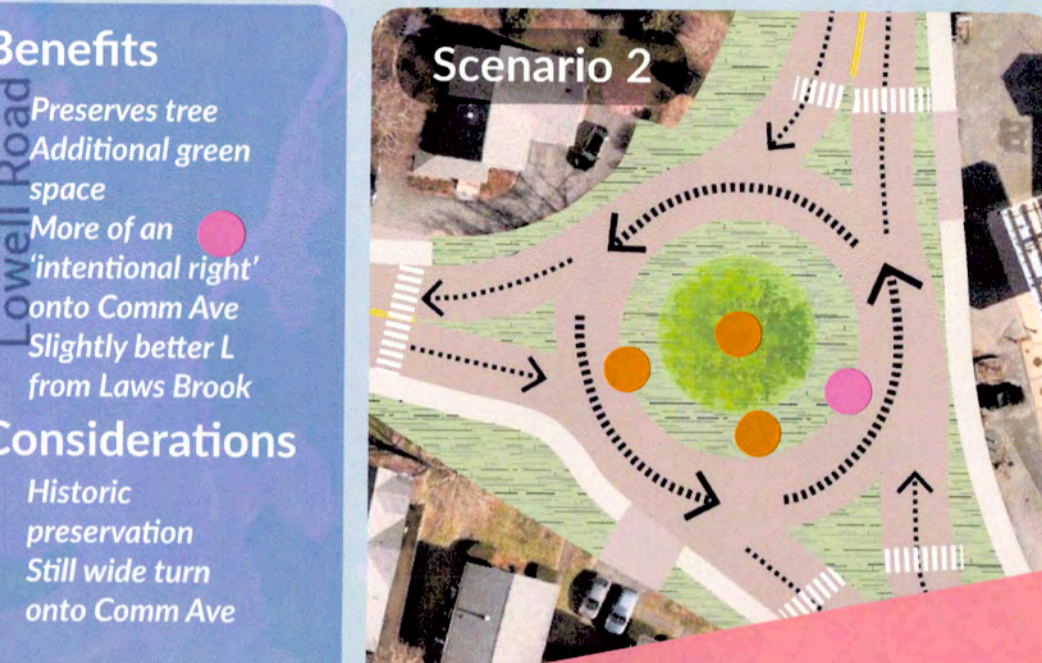
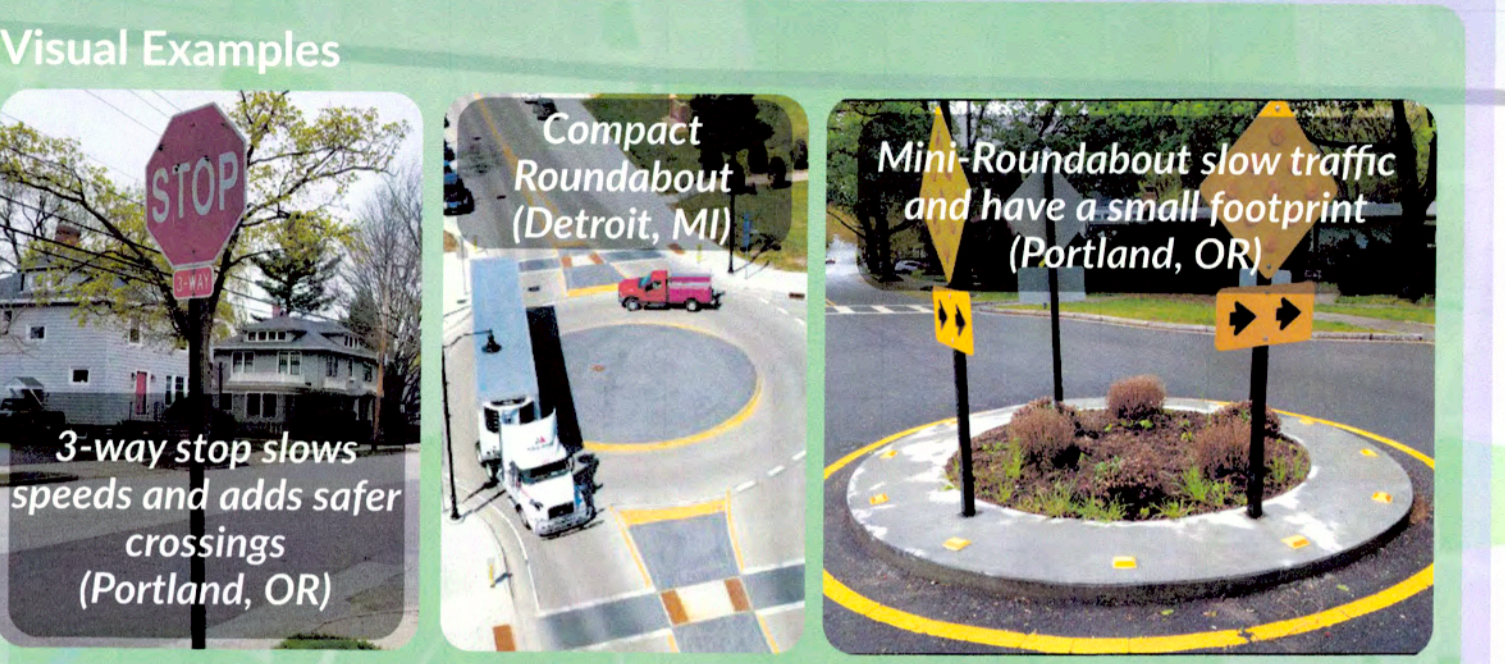
- Benefits**
- Slower traffic speeds
 - Potential addition of green space
 - Street becomes less attractive for cut-through trips
 - Calmer, more residential environment
- Considerations**
- Requires more attention from drivers
 - May divert cut-through traffic to neighboring streets

Sample Interventions



Kenny Dunn Square

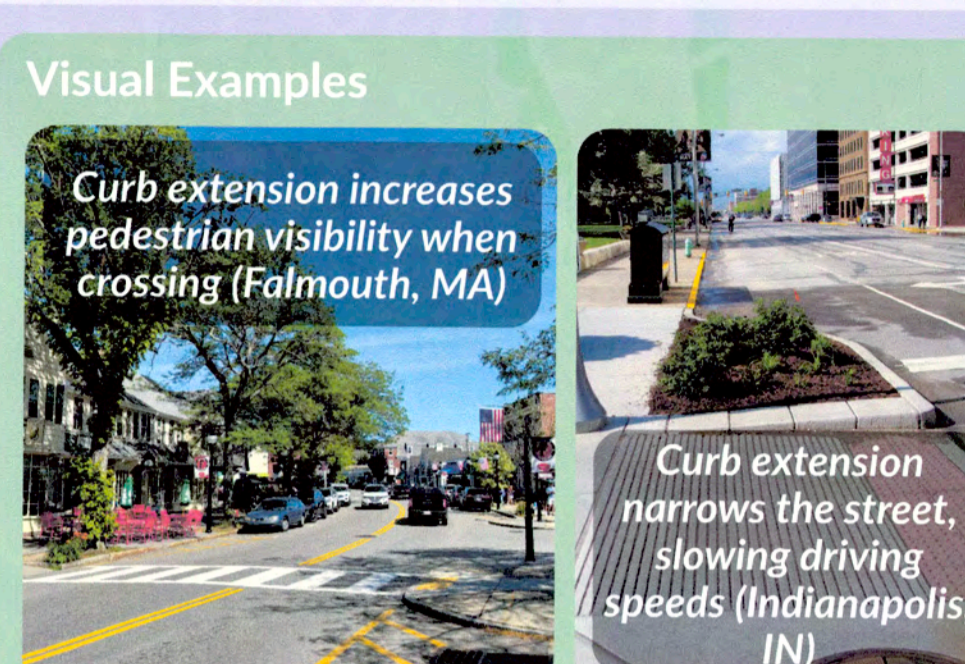
This intersection in West Concord could be improved through new traffic controls.



- Benefits**
- Preserves tree
 - Additional green space
 - More of an 'intentional right' onto Comm Ave
 - Slightly better L from Laws Brook
- Considerations**
- Historic preservation
 - Still wide turn onto Comm Ave

Stow Street

Prioritize walking/rolling access between the arts center, library, and multi-family housing along this residential street.



- Scenario Description**
- Create curb extension at crossing to increase visibility of people walking
 - Update all crosswalks to high-visibility 'continental style' crosswalks
 - Implement additional warnings to people driving that people are crossing, such as 'shark's teeth' and 'pedestrian crossing' signage

- Benefits**
- Safer crossing from school to parking lot
 - Defined parking spaces reduce blind spots
 - Slower traffic speeds
- Considerations**
- Slight reduction of on-street public parking

Please Traffic Calming above

ye please

Yes!

seems like this would make traffic backing up worse!

COMM AVE ONE WAY WEST BETWEEN MAIN AND CHURCH

MAKE UPLAND PD A DEAD END!

No Left Turn from ORNAC onto Old Marlboro Already considered and never implemented

Conant Street needs traffic calming to reduce large trucks! It's a small village road.

Visit Lexington Center! It is so much better than Concord!!

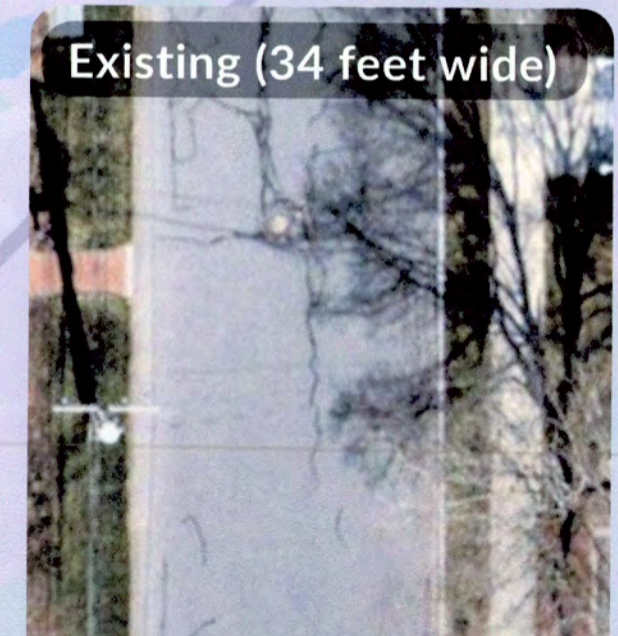
MAKE UPLAND PD A DEAD END!

MOVE THE ONE WAY INTERSECTION SOUTH AS PART OF HOSPITAL EXPANSION

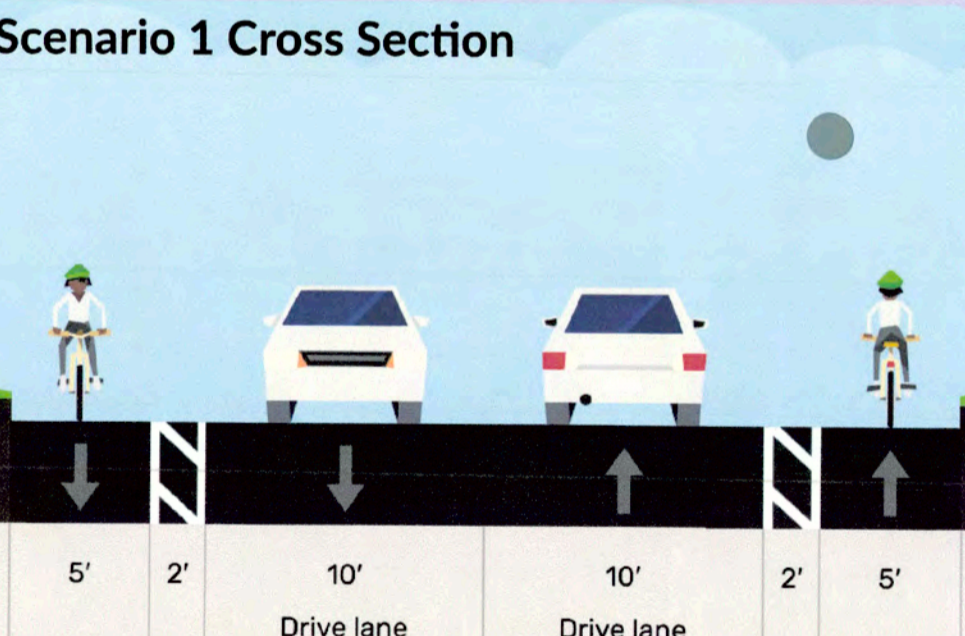
Painted No-Car-Zone off old Marlboro at ORNAC and Rte 2 intersection at Emerson Hosp. It's too congested for cars coming off old Marlboro to turn onto ORNAC -> Rte 2

Grant Street

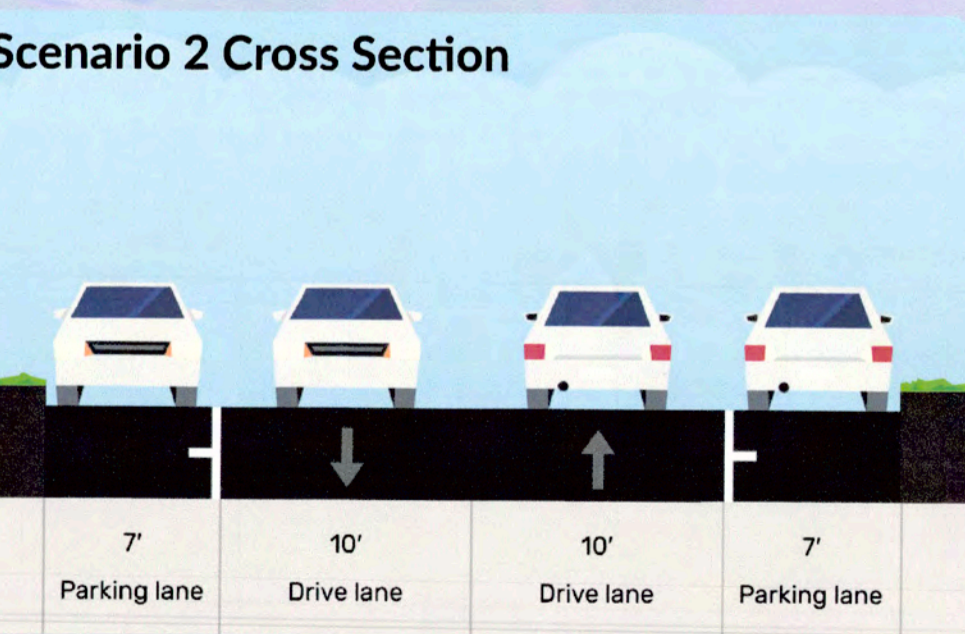
This street has seen 3 crashes at its intersection with Sudbury Road. The wide pavement width provides a canvas for impactful safety improvements.



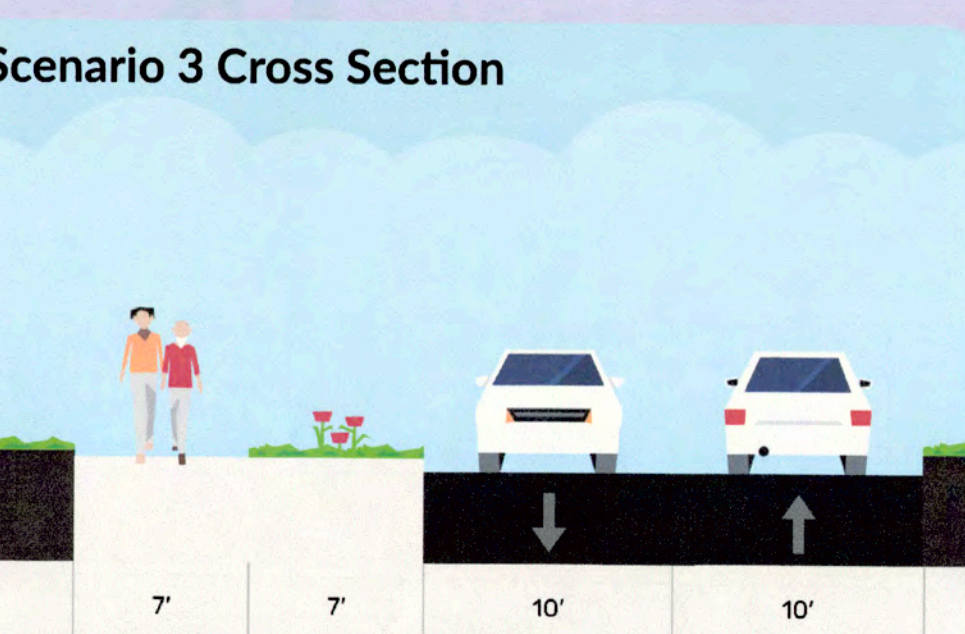
- Scenario 1 Benefits**
- Adds safe bicycle facilities
 - Narrows lanes, slowing traffic
- Considerations**
- Not a crucial location for bicycle facilities



- Scenario 2 Benefits**
- Adds parking close to Commuter Rail, shopping and dining
 - Narrows lanes, slowing traffic
- Considerations**
- Abutter concerns regarding on-street parking regulations

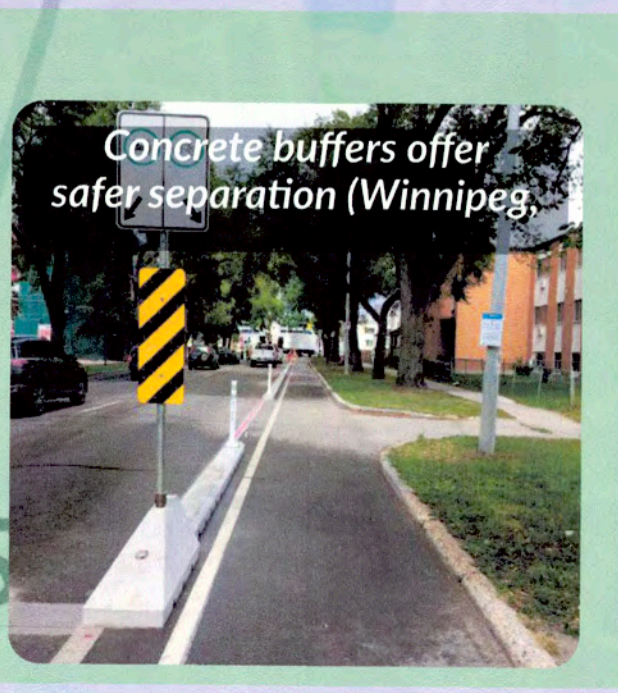
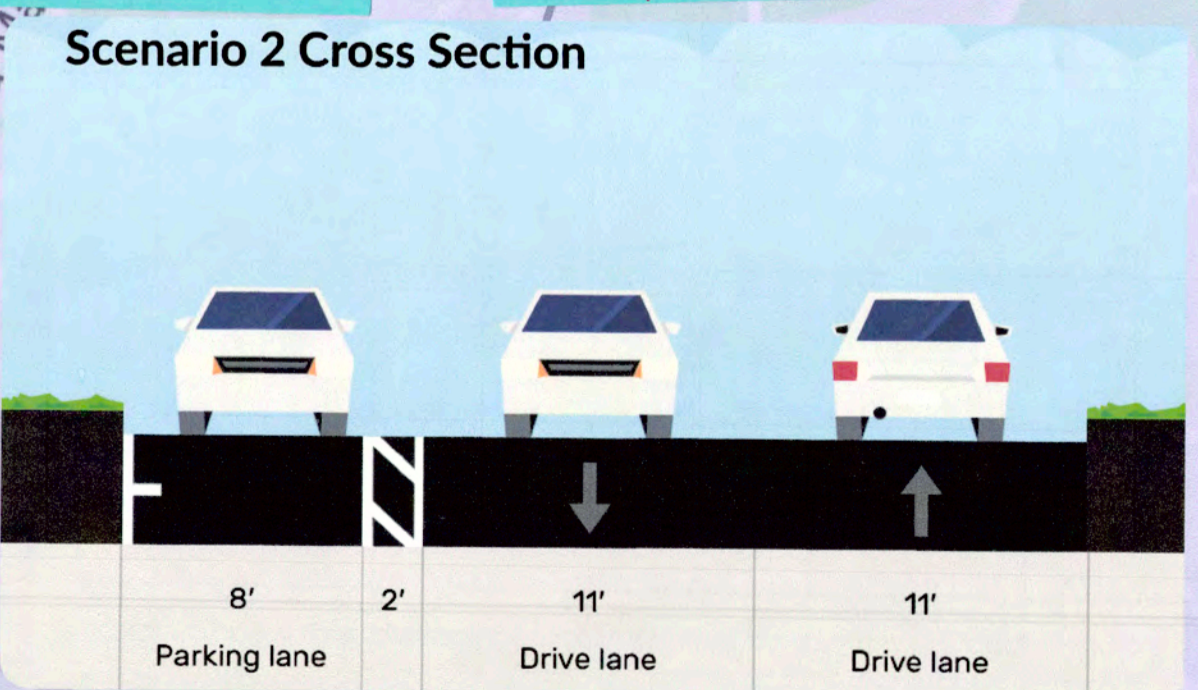
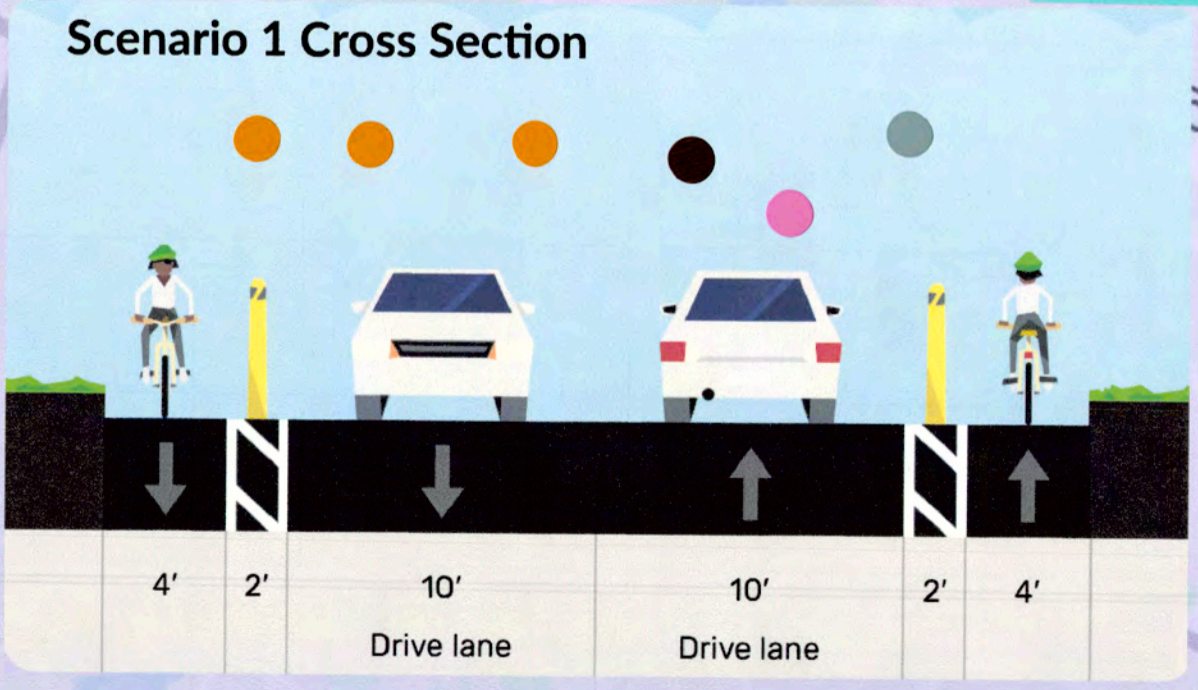


- Scenario 3 Benefits**
- Narrows lanes, slowing traffic
 - Creates additional green space
 - Creates additional sidewalk
- Considerations**
- Large investment
 - Maintenance needs of green space



Main Street

...row, re-striping could allow for bike facilities and traffic calming at this crucial E/W connection.



- Scenario 1 Benefits**
- Increases safety of bicyclists
 - Improves connectivity between Concord Center and West
- Considerations**
- Narrow street width
 - High traffic volumes
- Scenario 2 Benefits**
- Adds on-street parking which can help slow vehicle traffic and creates more pleasant walking environment
- Considerations**
- Limited demand for on-street parking
 - No dedicated bike facility

Implement Josh Bursell's proposal for 62 (North Cottage intersection and extend bike lanes to intersection w/ Commonwealth by narrowing the over-wide pavement a part of the West Concord Plaza

Pedestrian Network

Walking or rolling in Concord is not always comfortable and is underutilized



Current Conditions

Everyone walks or rolls, including children, older adults, people with mobility challenges, people walking their dogs, people walking to their parked car, etc., so facilities should be comfortable for all users.

not coherent planning. No! Not a D.R.B.!
four heads a Design Review Board!

25% of in-town driving trips are less than 1 mile², and could be replaced with walking/rolling.

People approving plans can't read them! Concord needs a DRB!

But our streets are too scary to roll.

Half of all roads with speed limits 25mph or greater lack sidewalks, making them potentially uncomfortable

Some streets, particularly in Concord Center, require long crossings due to wide pavement widths.¹

- Main Street, Sudbury Road, Elm Street

The average distance for a walk trip is about half a mile, which is about a ten-minute walk.

Some existing sidewalks and crosswalks are in disrepair.

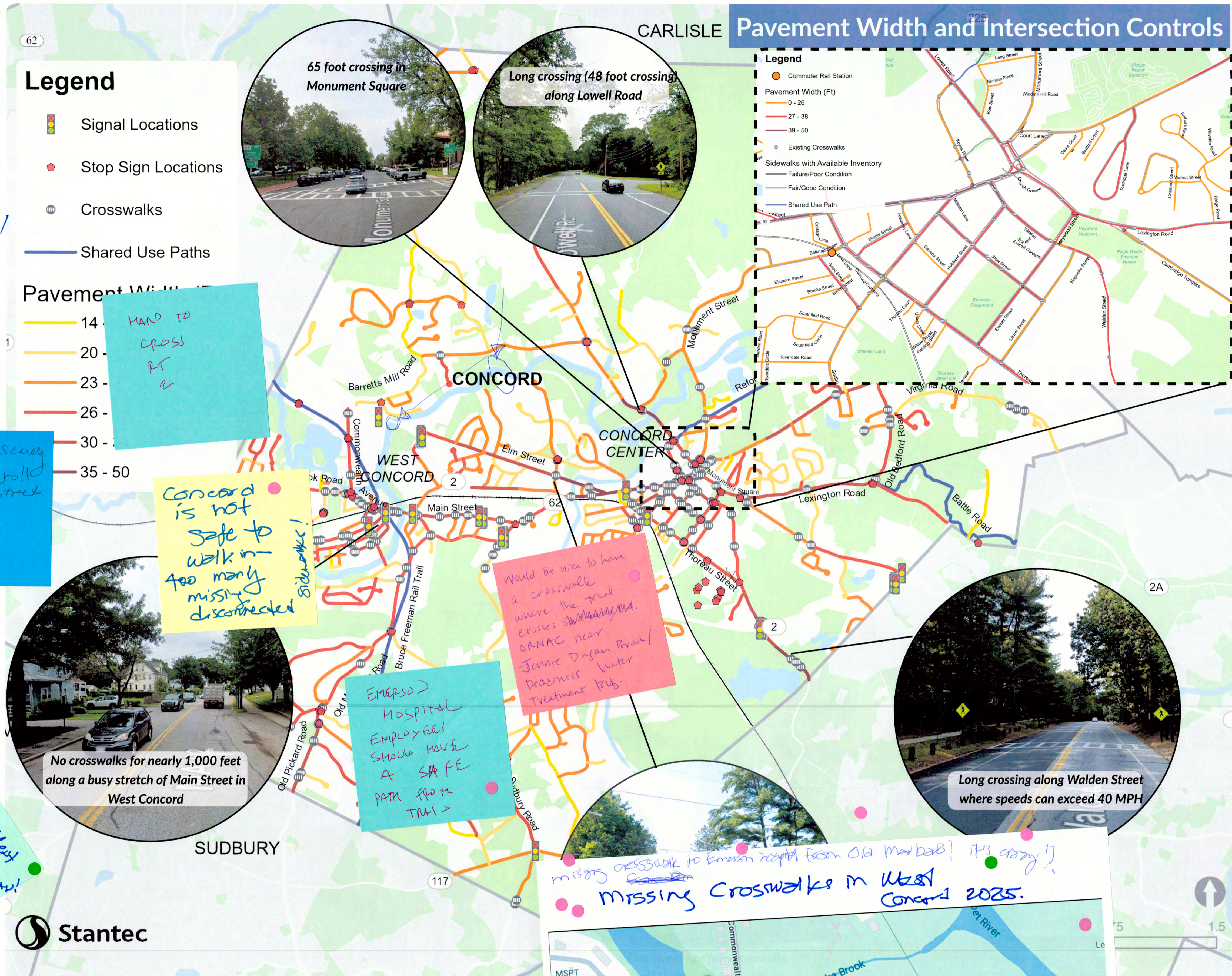
It's too scary + unsafe to roll on Concord streets together.

Concord is not safe to walk in - too many missing disconnected sidewalks!

Would be nice to have a crosswalk where the trail crosses Shattuck St. ORAC near Jenner Dugan Brook/Deercrest Water Treatment Pkg.

EMERSON HOSPITAL EMPLOYEES SHOULD HAVE A SAFE PATH FROM TRAIL

Need West Concord Center. Dan - where they close the sidewalks? Concord Center



Public Commentary on the Pedestrian Network

Respondents to the 2023 project survey highlighted challenges for people with mobility issues getting around Concord, such as lack of curb cuts.³

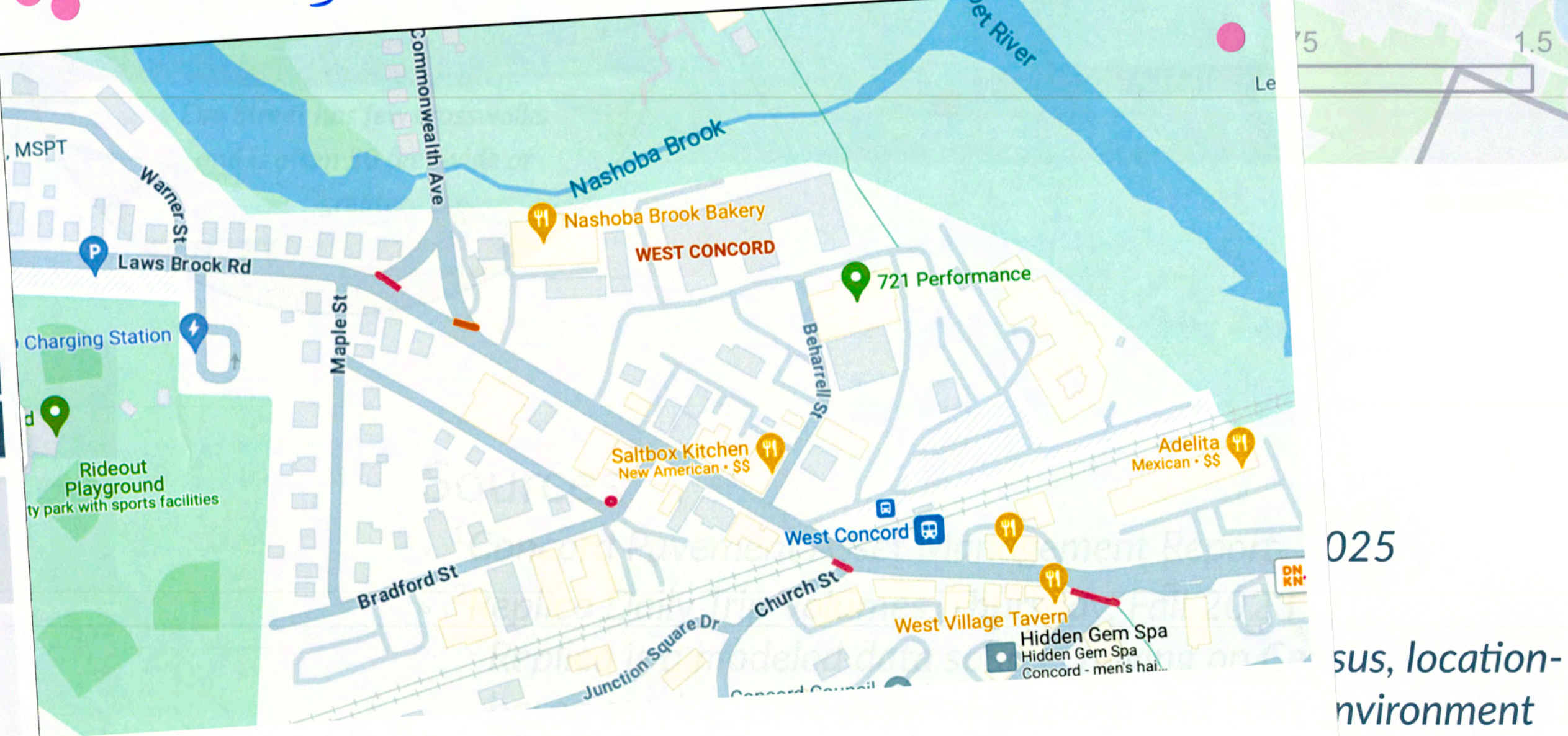


Central St is a major pass through. People use excessive speed, people rarely stop at the corner of West/Central. It's all so dangerous with thruway close by.



In-Town Trip Length²

Mode	Average Length
Driving	2.3 miles
Biking	1.7 miles
Walking	0.6 miles



² Images: Google StreetView

³ Survey, location-environment

Survey, Online Survey

Pedestrian Network

Please use dot stickers to indicate which action items you think are most important



Strategy 1

Develop town-wide metrics for pedestrian infrastructure.

*Make walking + Biking coherent!
It is not! sidewalks drop off - so do bike lanes!*

Action Items

Adopt a measurable goal for walkability such as:

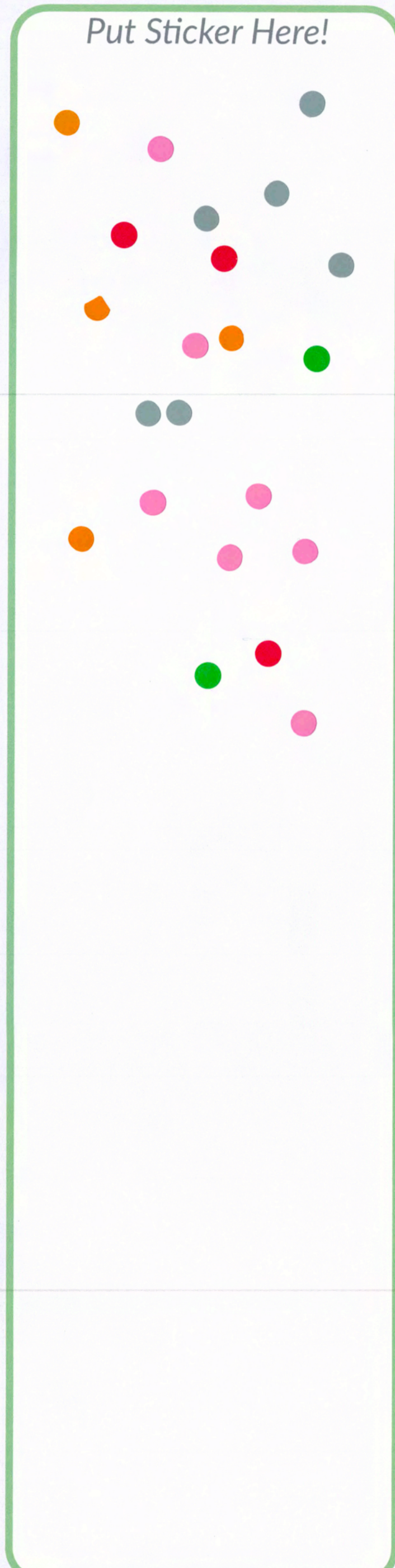
- A percentage of residents that should live within one block of a sidewalk
- A percentage of streets within a half-mile of a Commuter Rail station that must have sidewalk coverage

Other ideas for metrics?

Live within 2mi from schools

Side walks w/ smooth surfaces

*Connectivity
- trails as transport
- consider key routes
schools, seniors, housing → shops → transit*



Strategy 2

Invest in missing sidewalks and sidewalk repairs in key locations

Remove 35 mph sign 1/2 mile from Concord Middle School on Old Marlboro it's not safe!

Invest in Missing Crosswalks

Action Items

Build new sidewalks



Rebuild existing sidewalks that are in disrepair



Enhance existing sidewalks with benches, trees, and other street furniture.



Invest in calmed street crossings



Prioritize improving sidewalks within walking distance of schools.



Strategy 3

Where installing sidewalks may not be possible or high priority, investigate the implementation of neighborways (traffic calmed streets in residential locations).

Action Items

Speed bumps



Mini-Roundabouts



Painted Sidewalks



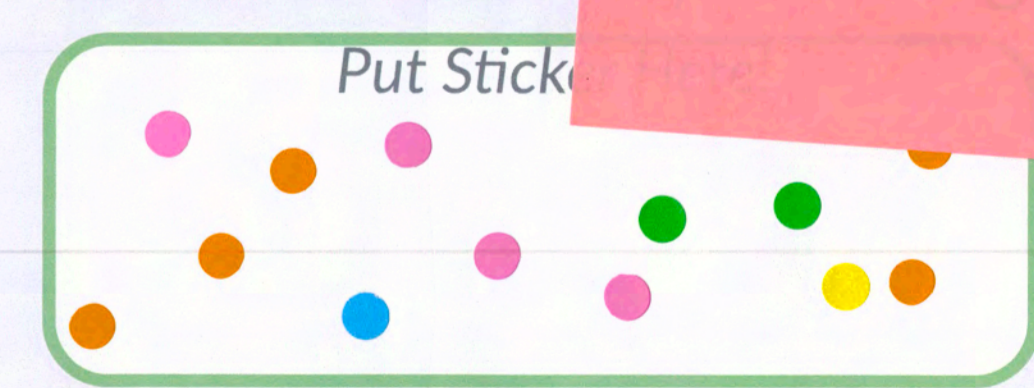
Pedestrian scale



Street trees and landscaping



Textured roadways



Main + West way to Thorndale is very dangerous

MORE TREES!

Speed bump/ table @ Main + West St for kids walking to Thorndale



Long term plans must push for wider bridges to allow for safer pedestrian and cyclist mobility

Reduce pavement at Main & Sudbury (Main Library). Narrow the roads, add convert to bike lanes and/or put roundabout in center. Make Lexington Rd narrower or convert extra width to separated bike lanes.

SAFE CROSSINGS AT RT 2

MAKE IT AS HAND AS POSSIBLE TO DRIVE & TRAVEL CONSIDER

Sidewalks on both sides of Pail Bridge ADA-compliant bridge for Route 62 over Assabet m.w.c.

Lighted crosswalk across MAIN ST @ MA. WEST ST

SPEED BUMPS, RAISED CROSSWALKS, CHICANEES - attempting to calm traffic at X-walks AND IN RESIDENTIAL NEIGHBORHOODS

Narrow intersections Reduce curb radii.

Speed is a big issue esp. where no sidewalks

More police presence; people on phones and older people who have limited next mobility don't look for people in crosswalks

Pavement and Sidewalks

The Town has approved funding to bring roadway conditions up to community standards



Current Conditions

The Town has completed a Pavement and Sidewalk Asset Management study. This work **identified roadway maintenance needs** for the next 5 years and **funded** them through Town Meeting. The Study also identified sidewalks in need of repair, work which is currently **unfunded**.

Roadways selected for improvements were based on the following criteria:

- **Infrastructure** - severity of non-compliance to infrastructure and need of *offer* additional infrastructure.
- **People** - focused on social equity, areas of the Town with the highest density of disabled individuals and public feedback from the community.
- **Places** - proximity to important locations and destinations, such as schools, train stations, and recreational areas.

Preventative maintenance, structural improvements, and base rehabilitation projects provide **opportunities to implement design improvements such as:**

- Intersection redesigns
- Crossing visibility
- Road speeds
- Bike Infrastructure

The Pavement and Sidewalk Asset Management Study identified sidewalks in need of repair as well as locations for new sidewalks using the criteria above. These identified sidewalk projects are unfunded.

Public Commentary on Pavement Conditions

A key theme from responses to the 2023 survey was a desire for improvement to maintenance of existing sidewalks

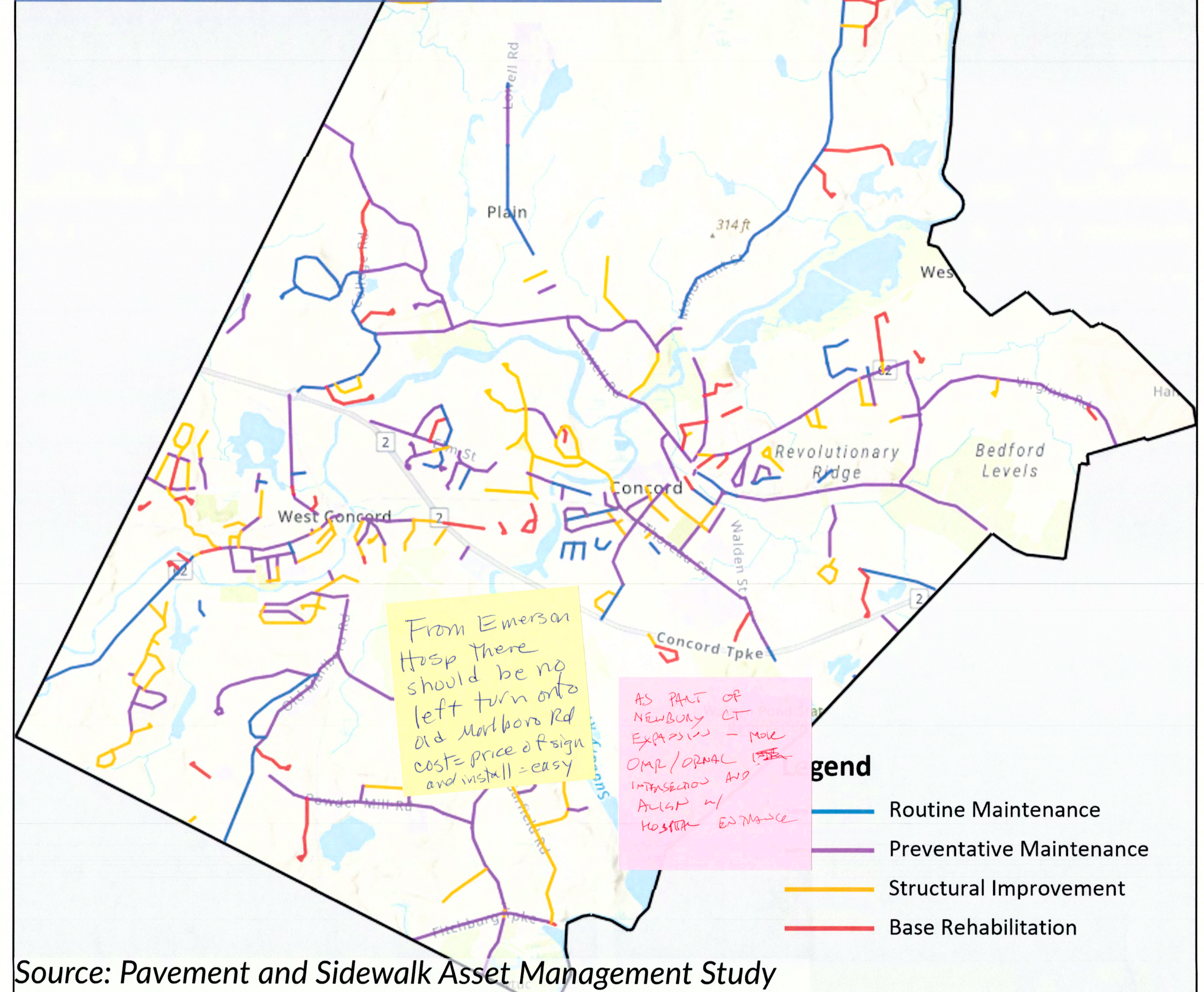
Participants in Public Workshop #1 noted that road maintenance was a key issue in Concord



Old Stow Road needs sidewalks & crosswalks

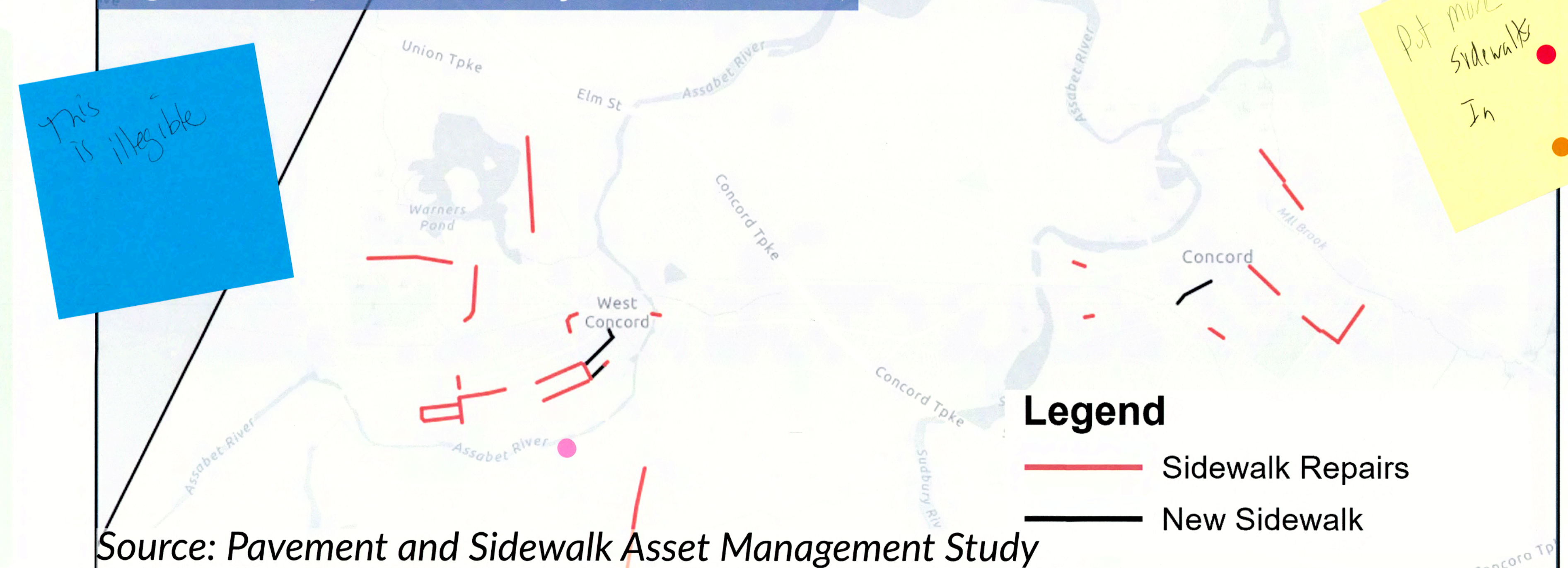


5-Year Pavement Improvement Plan (Funded)



Source: Pavement and Sidewalk Asset Management Study

High Priority Sidewalk Projects (Unfunded)



Source: Pavement and Sidewalk Asset Management Study

Pavement and Sidewalks

Please use dot stickers to indicate which action items you think are most important



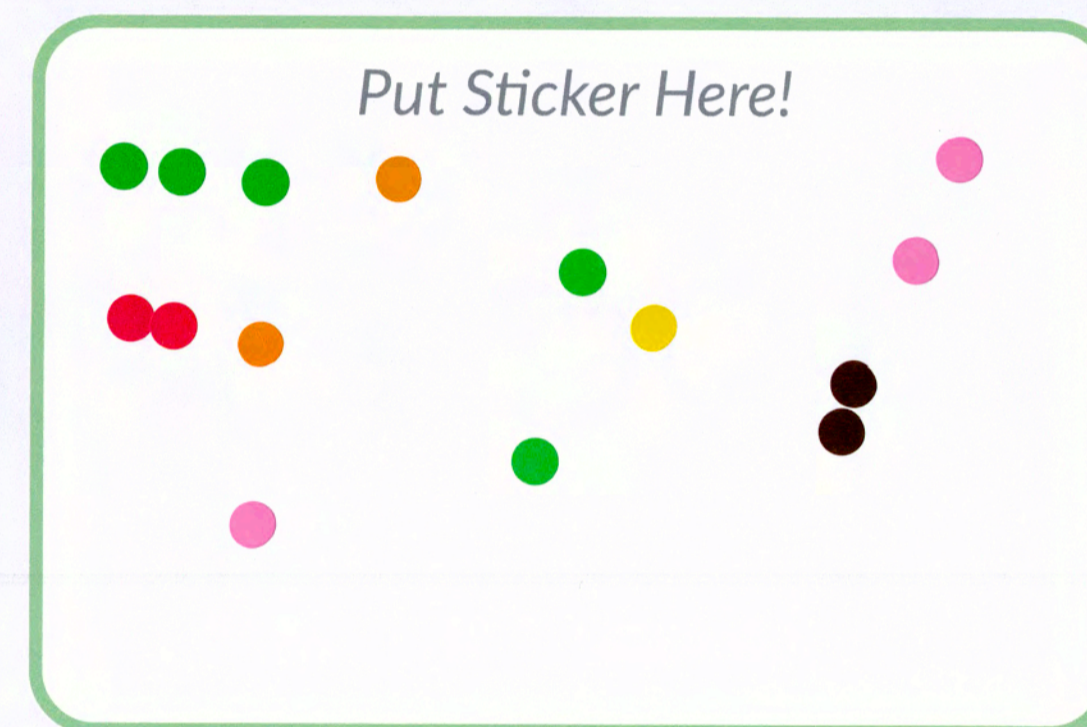
Strategy

Identify additional pavement, sidewalk, and roadway design upgrades and improvements beyond what is to be constructed through the funded 5-Year Pavement Improvement Plan.

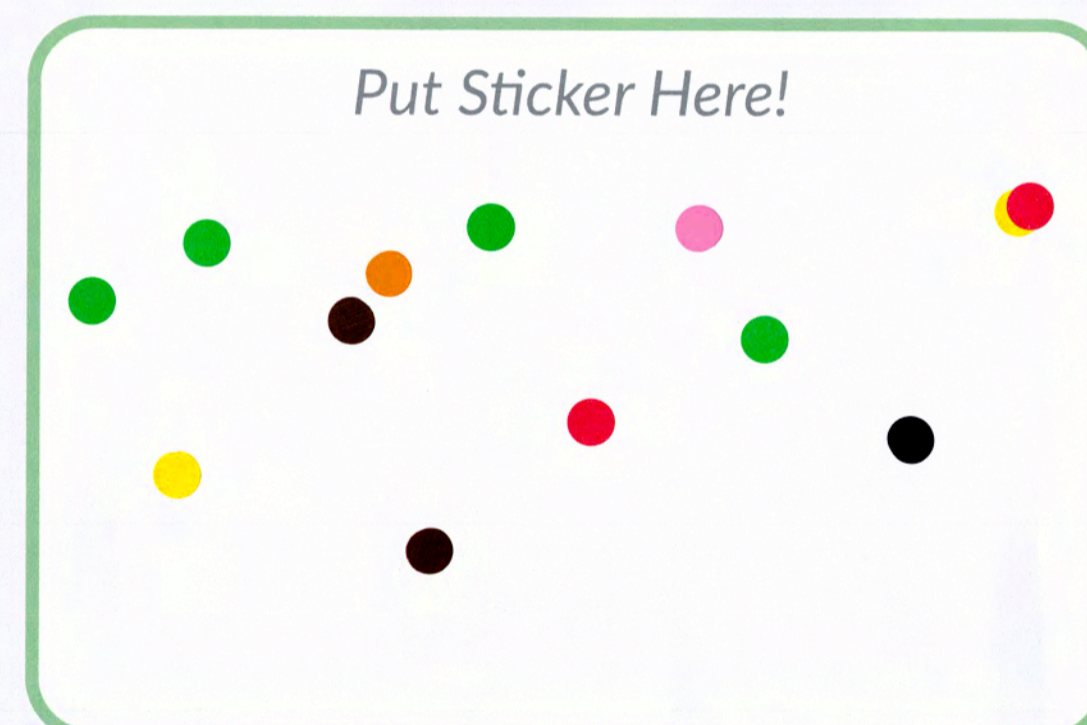
Action Items

Identify specific design improvements that could be implemented as part of funded roadway paving projects. Identify if additional funding is needed.

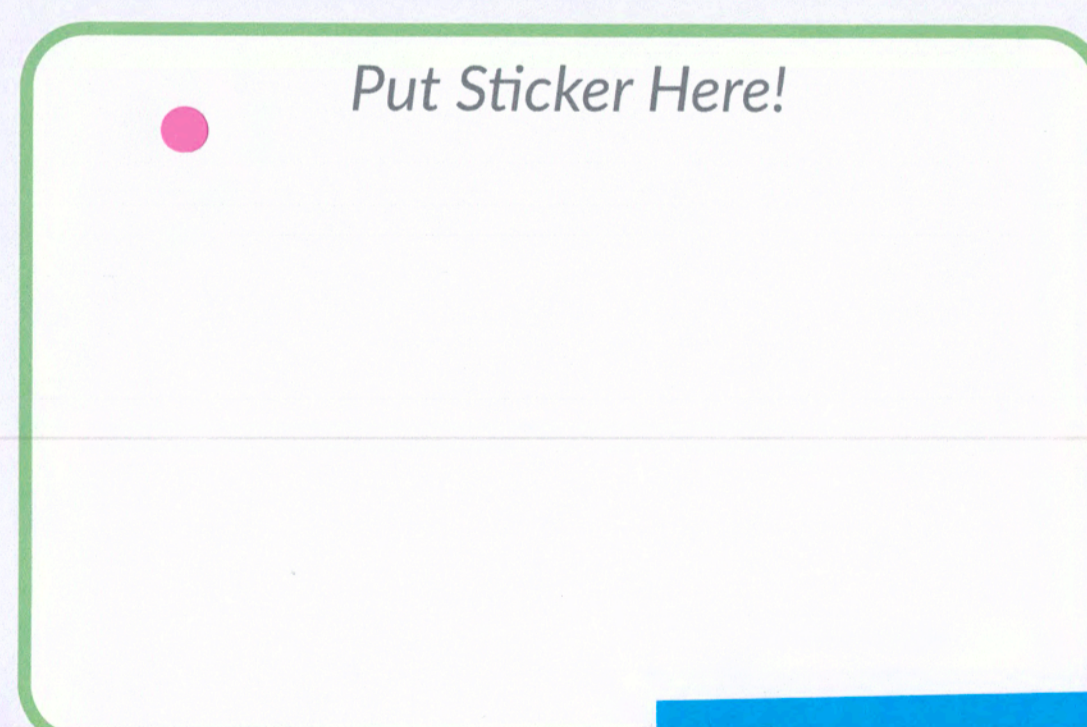
Reference the Sample Street Redesigns Board for more detail.



Pursue sidewalk repair projects outlined in the Pavement and Sidewalk Asset Management Study.



Fund additional roadway improvements beyond what has already been allocated for the 5-year Pavement Improvement Plan.

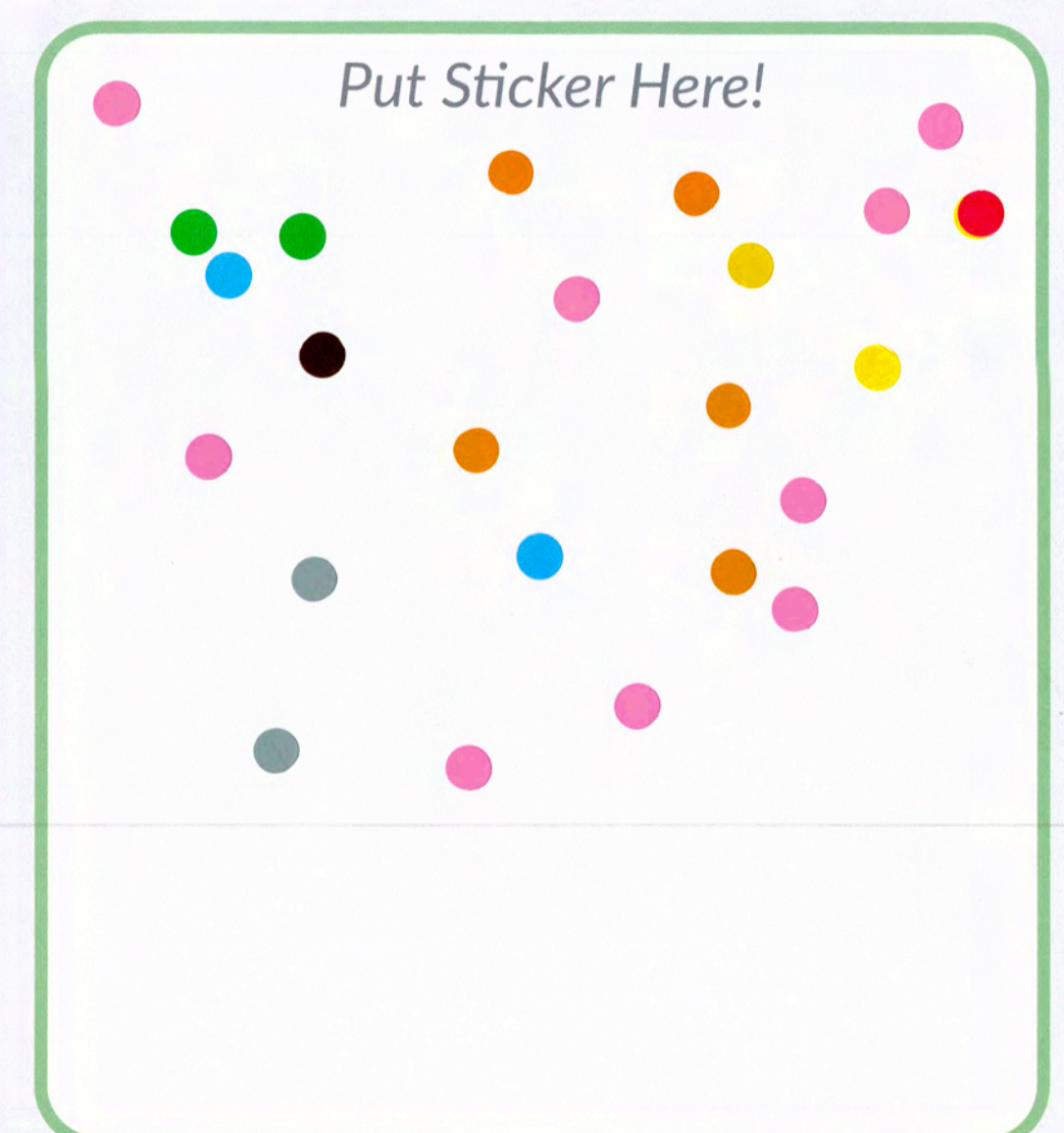


Action Items

Fund sidewalk improvements and extensions beyond what has been identified in the Pavement and Sidewalk Study. See Pavement and Sidewalk asset management study



Make sidewalk improvements or contributions to sidewalks an important feature of any future Town utility work, new development, or permitting activity.



Paint crosswalks in West Concord paint is cheap

Cars parking on sidewalks destroy sidewalks. Do not rebuild and allow cars to park on new sidewalk. Install curbs.

Not all residential areas need sidewalks - Please prioritize ones where there have been longtime safety complaints from residents

Think of the Economic Utility this will bring to our Town!

Complete streets!

Fix sidewalk @ kids out that floods + freezes!

Fix uneven sidewalks in historic district (ie Lexington Rd) ADA

MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU CONCORD

DO AWAY WITH OPEN "Y"-SHAPED INTERSECTIONS. MAKE THEM SHARPER "T" INTERSECTIONS.

We need more sidewalks that everyone can use ALL YEAR LONG. Remove the stone dust paths.



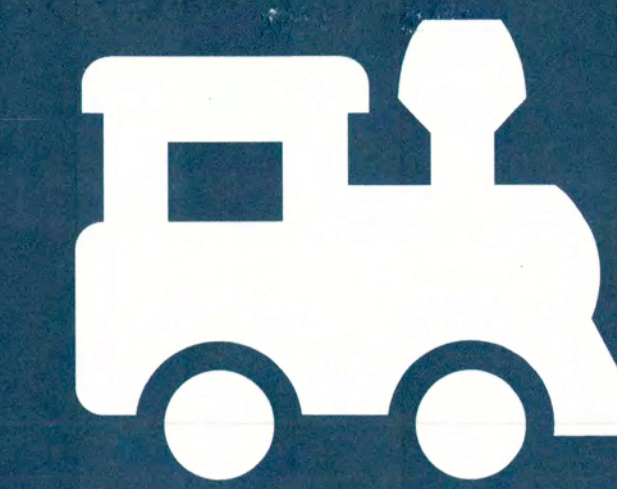
Do you have suggestions?

Sidewalk on Bridge @ NW 4th on Monument St. It's not safe for kids or bikes or pedestrians

WE HAVE LOTS OF SIDEWALKS BUT THEY ARE TERRIBLE

Public Transit Options

Transit options in Concord are limited, and can be difficult to access



Current Conditions

While the top two commute destinations outside of Concord are along the Fitchburg Branch of the Commuter Rail, **only 3.5%*** of Concord workers use it regularly to commute.

Transit options in Concord are limited and mainly connect to downtown Boston. Options include:

- Commuter rail service at Concord Station and West Concord Station
- Council on Aging van service
- Commuter bus shuttles

Commuter buses are only for Boston one extra day each day in and one out

Among all trips in Concord, **only 1%²** of them use public transportation.

Really need a mobility planner to advocate for connections to and across town.

How about a parking garage between Bradford Mill and Ride out Ark? Please consider

Transit options (Council on Aging van) are not available to Concord residents.

The 2024 Community Health Needs Assessment highlights that over **50%** of respondents have accessibility concerns with commuter rail stations.

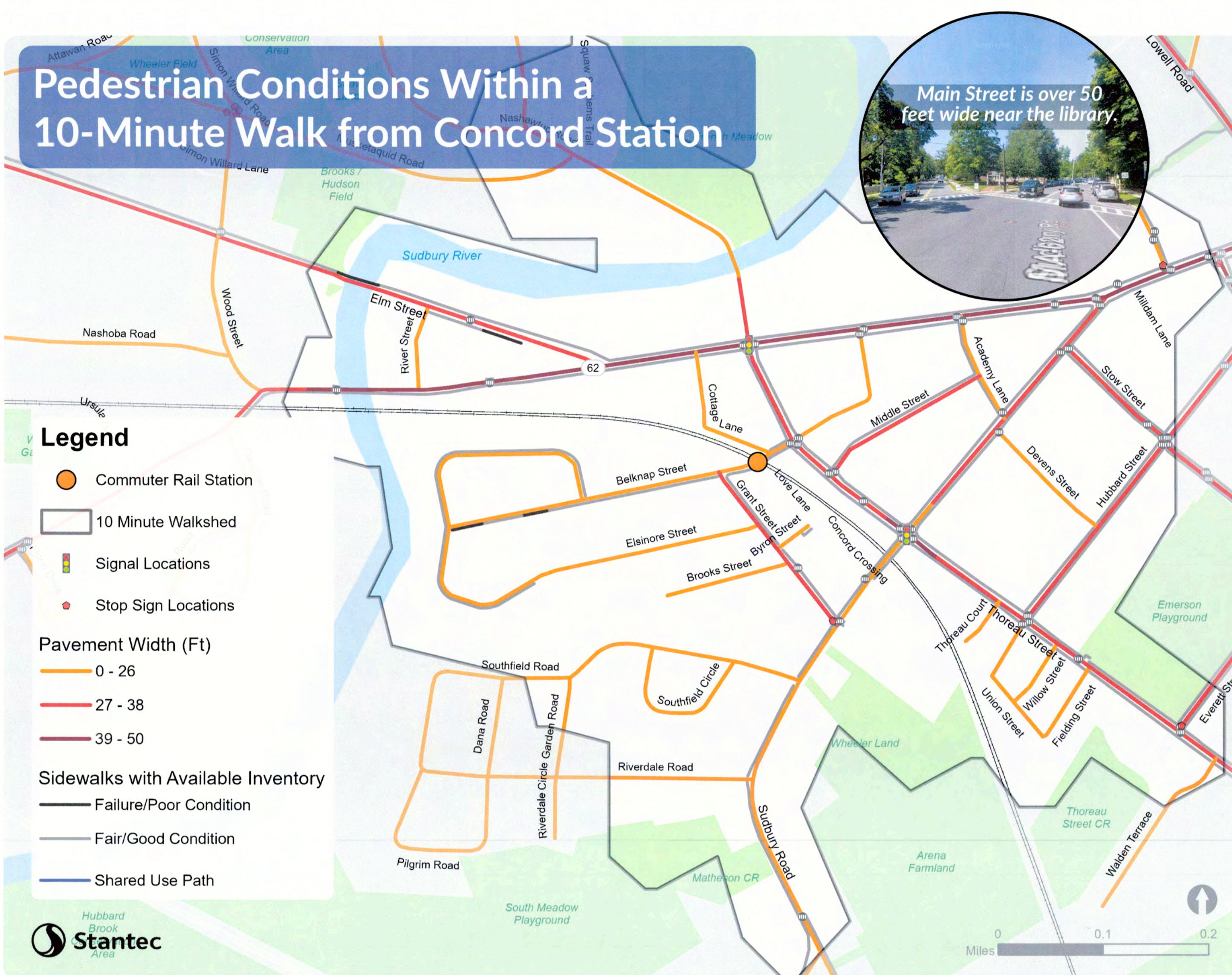
Town Carpool App?

Fitchburg Line Commuter Rail Ridership

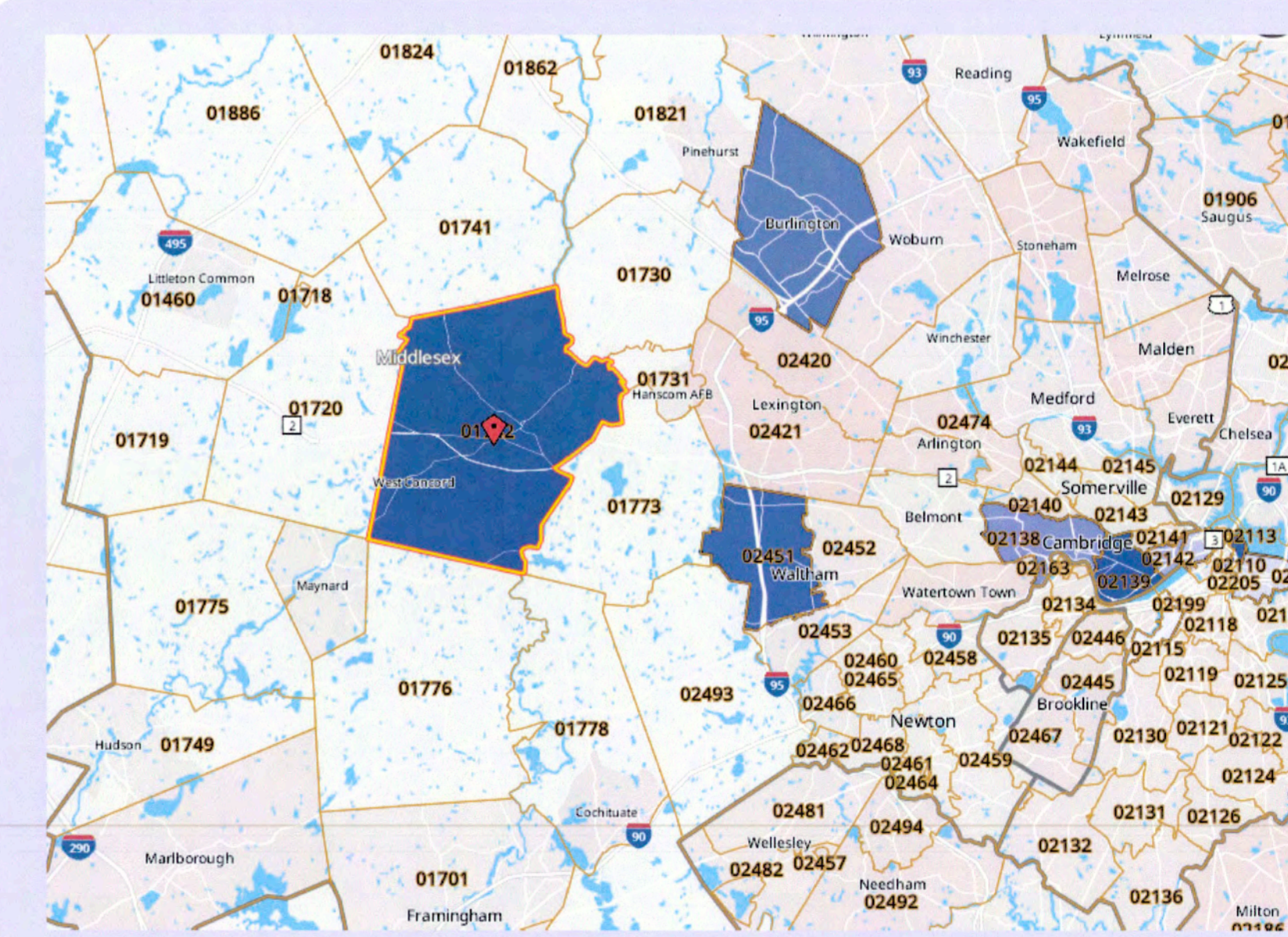
While overall ridership on the line has recovered to 83% of pre-COVID levels, Concord stations lag behind. Concord Center is at 77% and West Concord is at 70%.⁵



But does this reflect more remote work? What is mode shift?



Roadways around Concord Station are wide. When crossing Main Street at Sudbury Road, people must traverse 72 feet of pavement⁴.



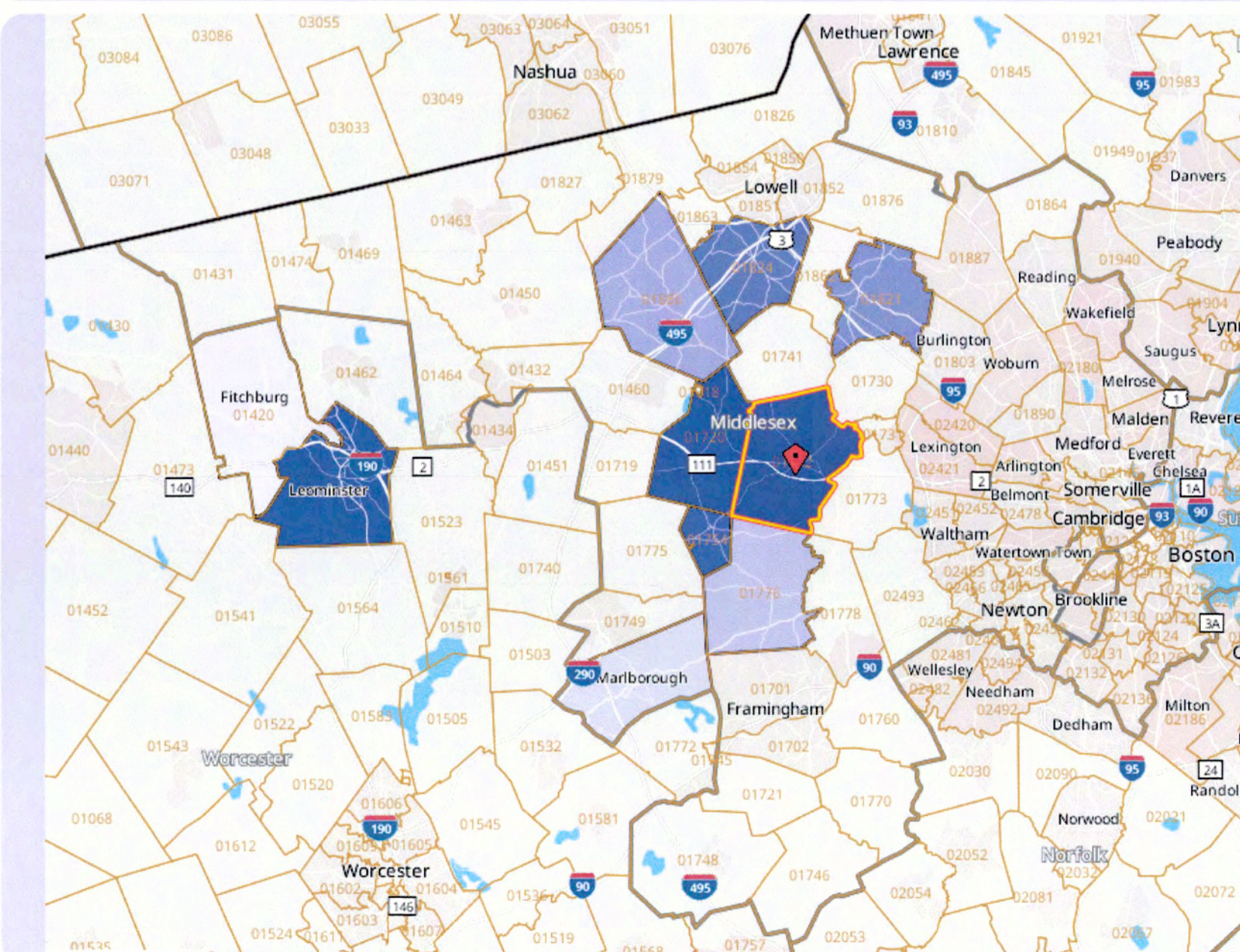
- The top five locations where people who live in Concord work are⁶:
- Concord
 - Cambridge
 - Boston
 - Waltham
 - Burlington

Public Commentary on Public Transit

Over 100 respondents to the 2023 project survey noted that they would take transit more if there was a local bus service in Concord³



We need more public transportation. There are a lot of people who are unable to drive



- The top five locations where people who work in Concord live are⁶:
- Concord
 - Acton
 - Leominster
 - Maynard
 - Chelmsford

Tie transit to employment centers.

Percent of Trips Made Using Public Transit:

4% of trips to work¹

1% of all trips²

Sources

- ¹U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
- ²Replica Daily Trip Volumes, Weekday, Fall 2023. Replica is a modeled data source, relying on Census, location-based service, GPS, point-of-interest, and built environment data to estimate trip volumes.
- ³2023 Public Workshop, Online Survey
- ⁴MassGIS, Pavement Asset Management Plan 2025
- ⁵MBTA Commuter Rail Ridership by Service Date and Line 2024
- ⁶LEHD OnTheMap (2022)

Public Transit Options

Please use dot stickers to indicate which action items you think are most important



Strategy 1

Improve access at Concord's Commuter Rail stations.

Action Items

Advocate for ADA accommodations at Commuter Rail stations, particularly Concord Center. Investigate feasibility of permanent installations of ramps, raised platforms.



Invest in "last mile connections" that make it easier to walk within one mile of commuter rail stations.

Improved Crosswalks with Medians



Rectangular Rapid Flashing Beacons



Pursue additional parking in proximity to commuter rail stations.

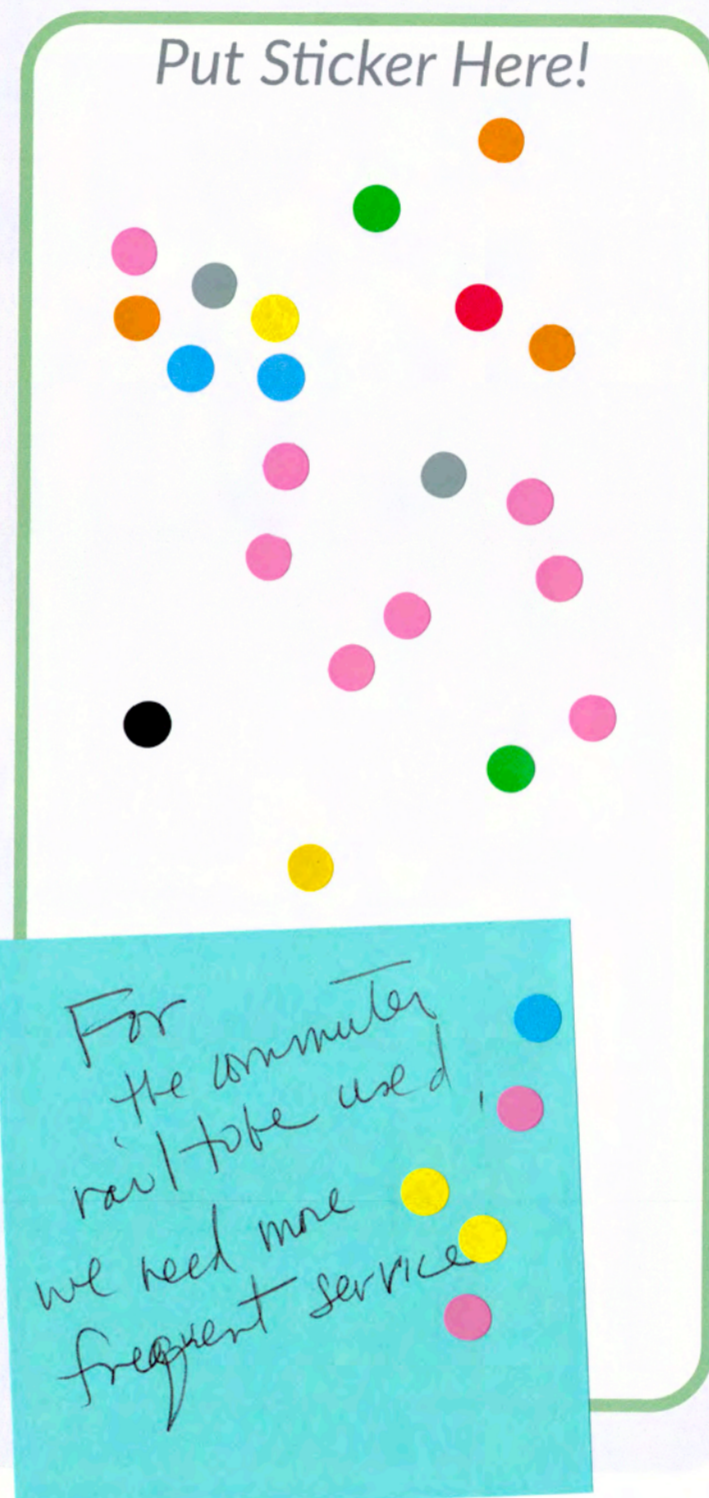


Strategy 2

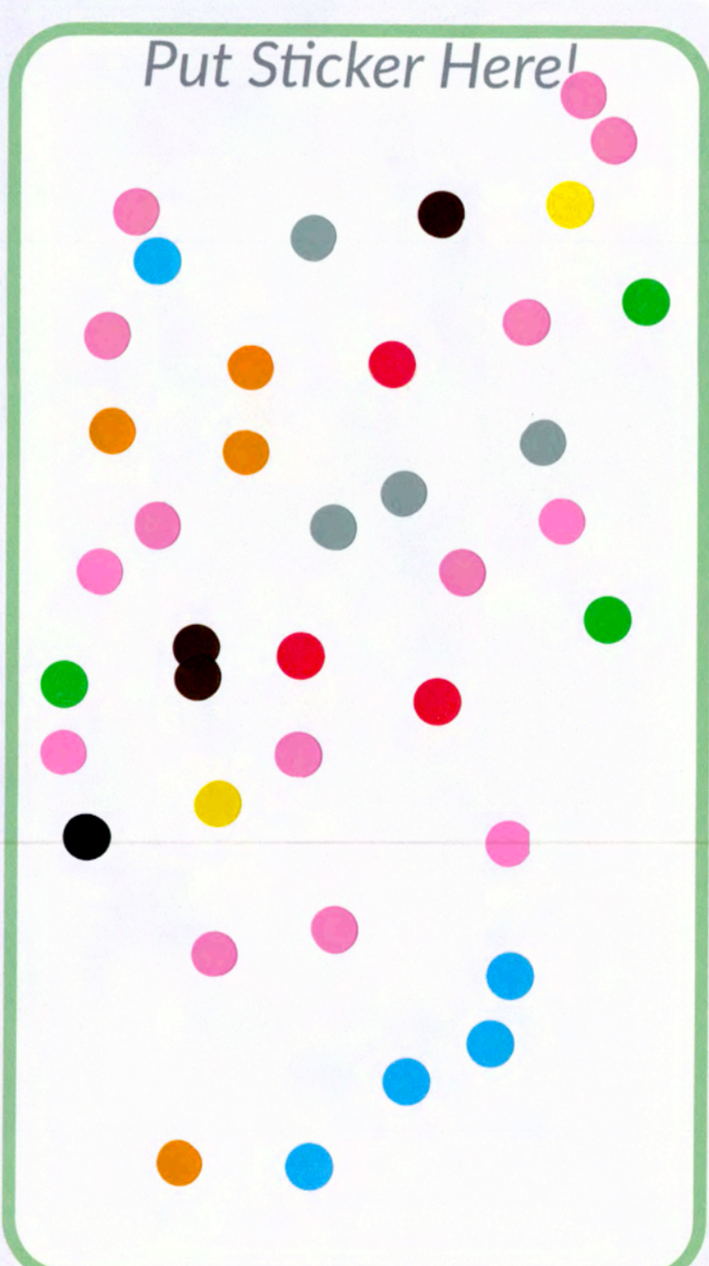
Investigate how to improve Commuter Rail usage among visitors and tourists.

Action Items

Evaluate main barriers to commuter rail use (frequency, cost, time, accessibility, promotion, links to key tourist destinations, parking) by holding focus groups and conducting interviews.



Advocate for the implementation of the MBTA's Regional Rail plan, which would improve Commuter Rail service.



Strategy 3

Consider expanding locally operated transit options.

Action Items

Research, develop, pilot, and implement locally operated transit services.



Salem Skipper: Salem's municipal, on-demand transit service. Riders request pickup/drop-off through an app, similar to Uber/Lyft.



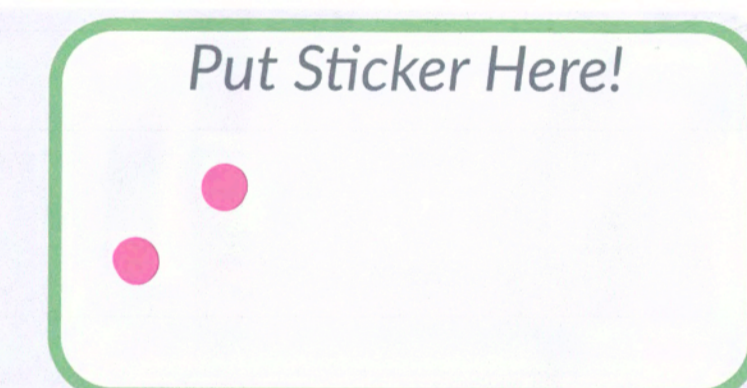
Lexpress: Lexington's municipal transit service. Follows a fixed route with a regular schedule, similar to an MBTA bus.



Cross Town Connect: An hourly fixed-route bus service in Acton and surrounding communities. Potential expansion to Concord.



Expand school bus service to include students living within 2 miles of a school.



Provide subsidies for rideshare use, such as the GoGo Newton program. Residents request rides through Uber/Lyft, and get reimbursed at a reduce rate.



Establish a fund for local that might be added to Transportation Demand Program



Town Carpool APP

Better cell service = ride apps



Have other suggestions

Free commuter rail if only traveling one stop, esp. for Concord/West Concord.

Commuter rail needs to be electric with EMU. Full high-level platforms (raise the historic stations to platform height) and service at least every 20 minutes.

Make the MBTA move the platforms in W. Concord so traffic isn't shut down while the train is just beyond the crossing.

MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU (CONCORD)

1. ADD Trail WITH ALONG Commuter Rail to W. Concord AND Concord. 2. MAKE MORE BIKE RACKS

Make CR Fares cheaper

We did a pilot trolley for tourists - low demand - help residents instead

Unclear

A bus that has a regular route to Concord. This can help, etc.

Commuter rail needs to be more frequent to be usable

Policy and Coordination



Please use dot stickers to indicate which action items you think are most important



Strategy 1

Coordinate with regional partners on efforts that may meet goals, such as expanding bikeshare or transit options.

Action Items

Coordinate with nearby municipalities on creating a local transit option.



Advocate for a regional connectivity study with neighboring communities.



Coordinate with nearby municipalities on creating / enhancing local bikeshare options.



Proactively work with existing volunteers and committees on shared projects that enhance mobility options.

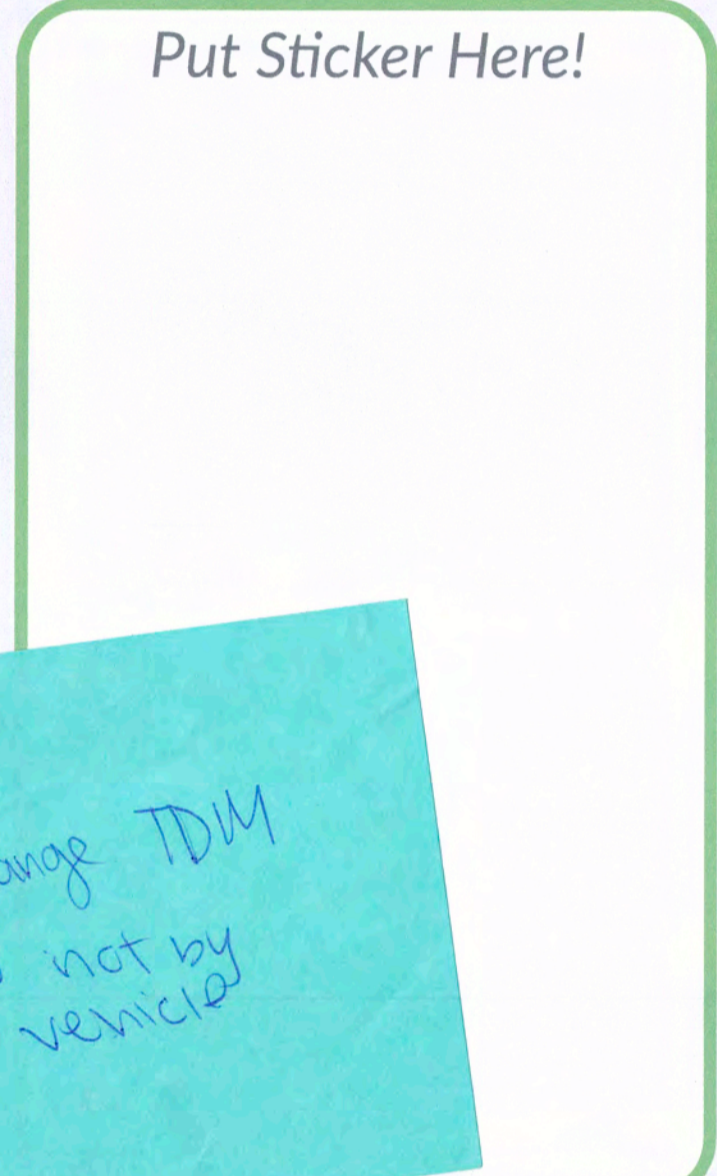


Strategy 2

Integrate Transportation Demand Management (tools which reduce single occupancy vehicle trips) into zoning/development.

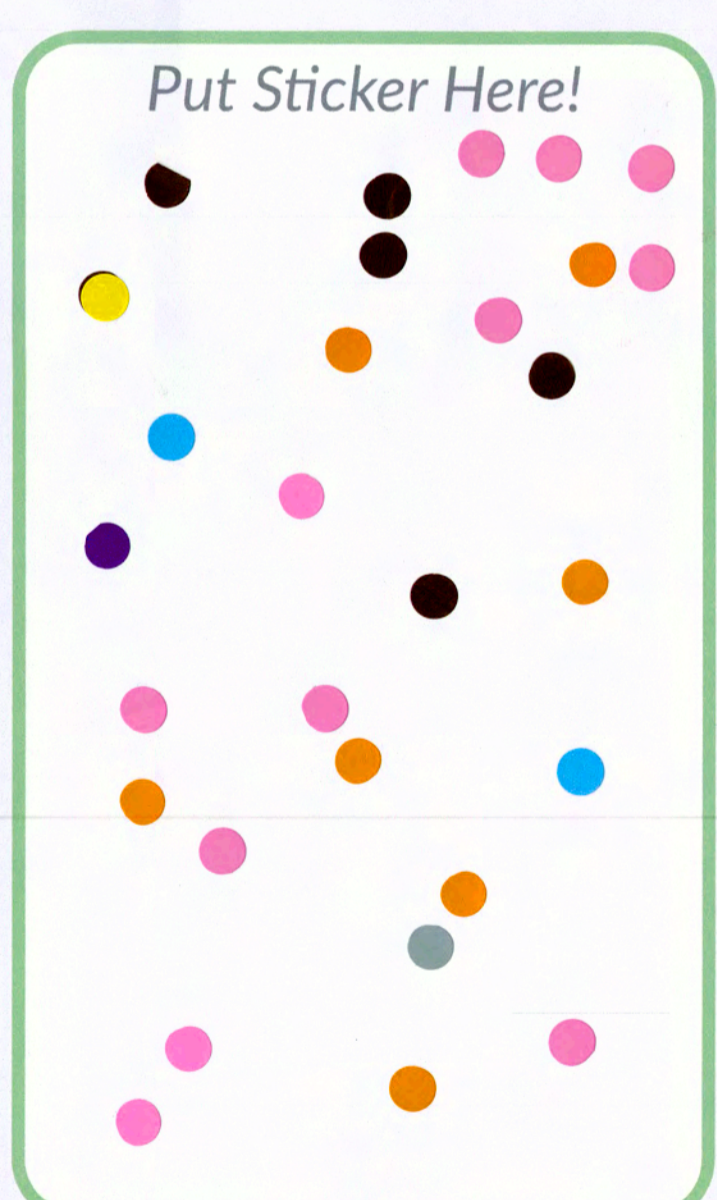
Action Items

Pursue comprehensive Transportation Demand Management ordinance, which requires that new developments commit to a certain share of trips that arrive by vehicle.



Change TDM to not by vehicle

In addition to vehicle parking, require that new developments provide other transportation infrastructure such as bicycle parking, information on transportation options, shuttle service, etc.

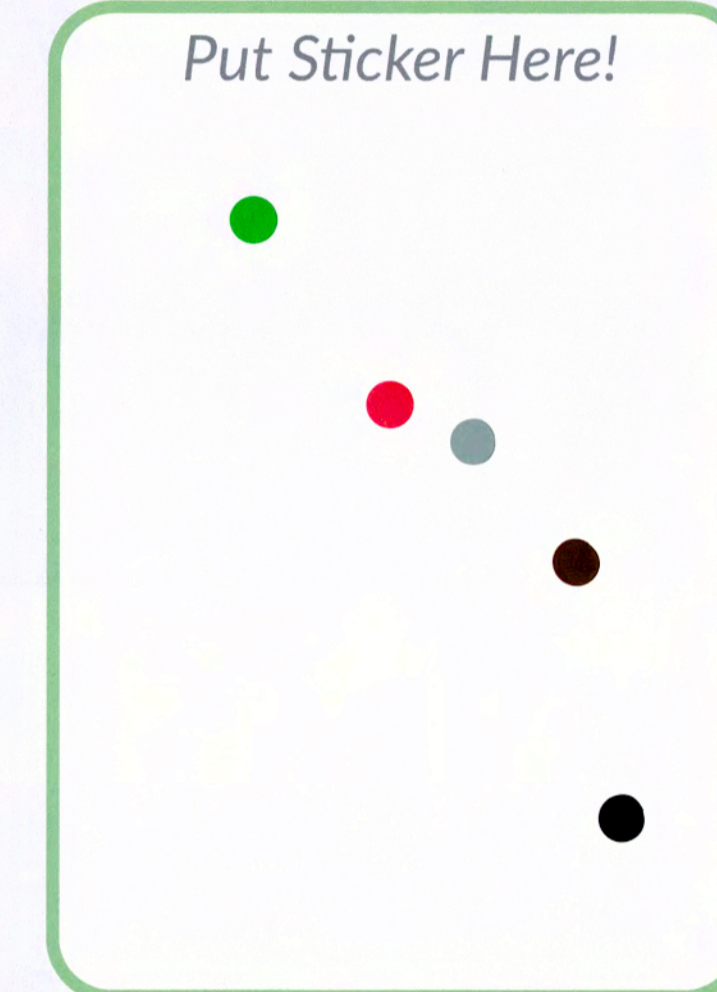


Strategy 3

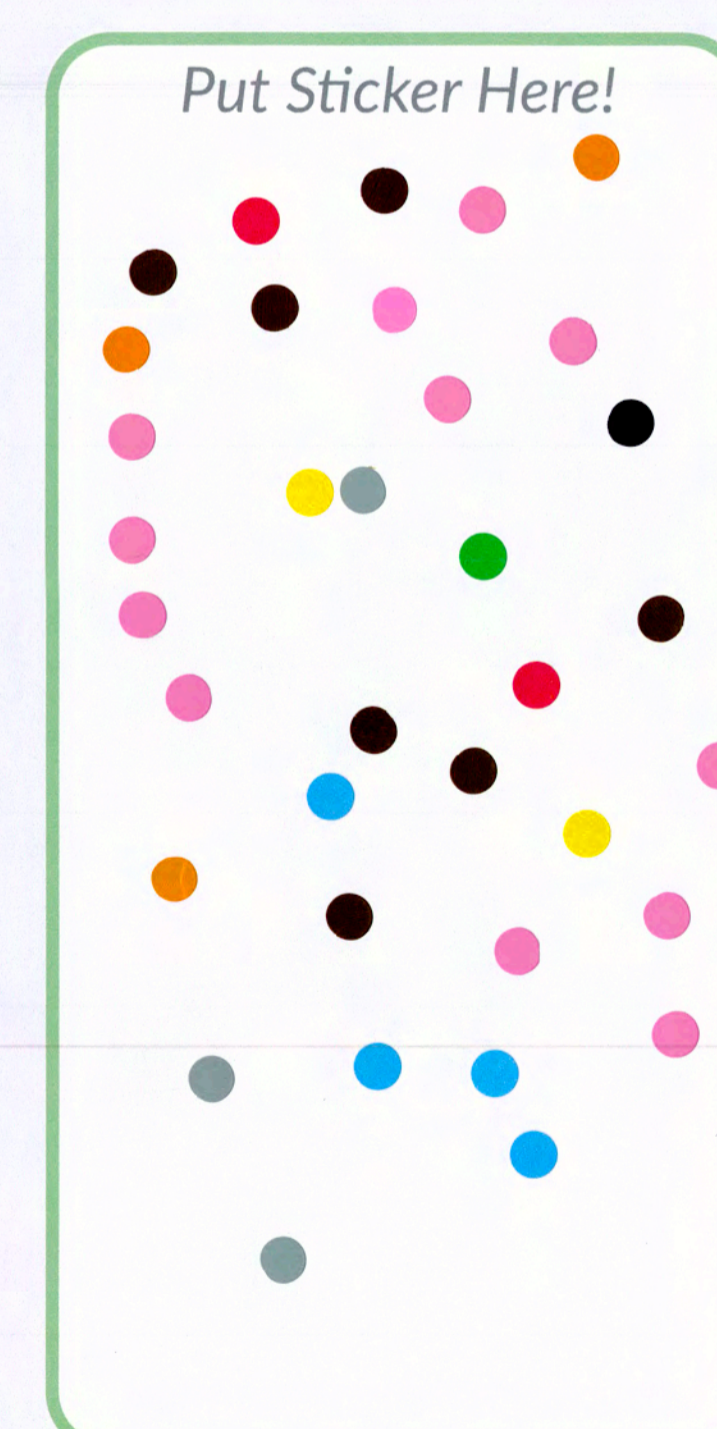
Manage parking as a component of the multimodal transportation system.

Action Items

Proactively manage public parking to create availability in key locations. This may include implementing meters or pay-by-phone, signage, and information availability online.



Coordinate with privately owned underutilized parking facilities to encourage "shared parking" where complimentary uses, including the general public, can access parking at off-hours or when it is otherwise underutilized.



Strategy 4

Continue ongoing work to establish clear and transparent system for responding to community requests for safety improvements.

Action Items

Continue existing Town process to develop system for addressing community requests with safety on roadways, including coordination with ongoing Town priorities.



Safety not just for cars, also for pedestrians

Enhance information availability and work



Establish a staff role within Town government solely focused on transportation planning



We have zero success w/ any current process. We need Action to be had same investigation for Delays

Why would we follow existing Town process - such as Traffic Calming Policy - which is completely ignored by town officials? Study for being summary



Do you have other suggestions?

Make it as hard as possible to drive thru lawns

Better signage in welcome regarding parking

mobility for ALL - not just motor vehicles

Crashes

Crash analyses show that 392 crashes resulting in injury have occurred over the last 5 years, including 3 fatal crashes



Current Conditions

On local roads, there have been **223 vehicle crashes** (82% of local crashes), **24 bike crashes** (10% of local crashes), and **19 pedestrian crashes** (8%).

- Bike and pedestrian crashes are clustered around Monument Square and along Main Street, Sudbury Road.

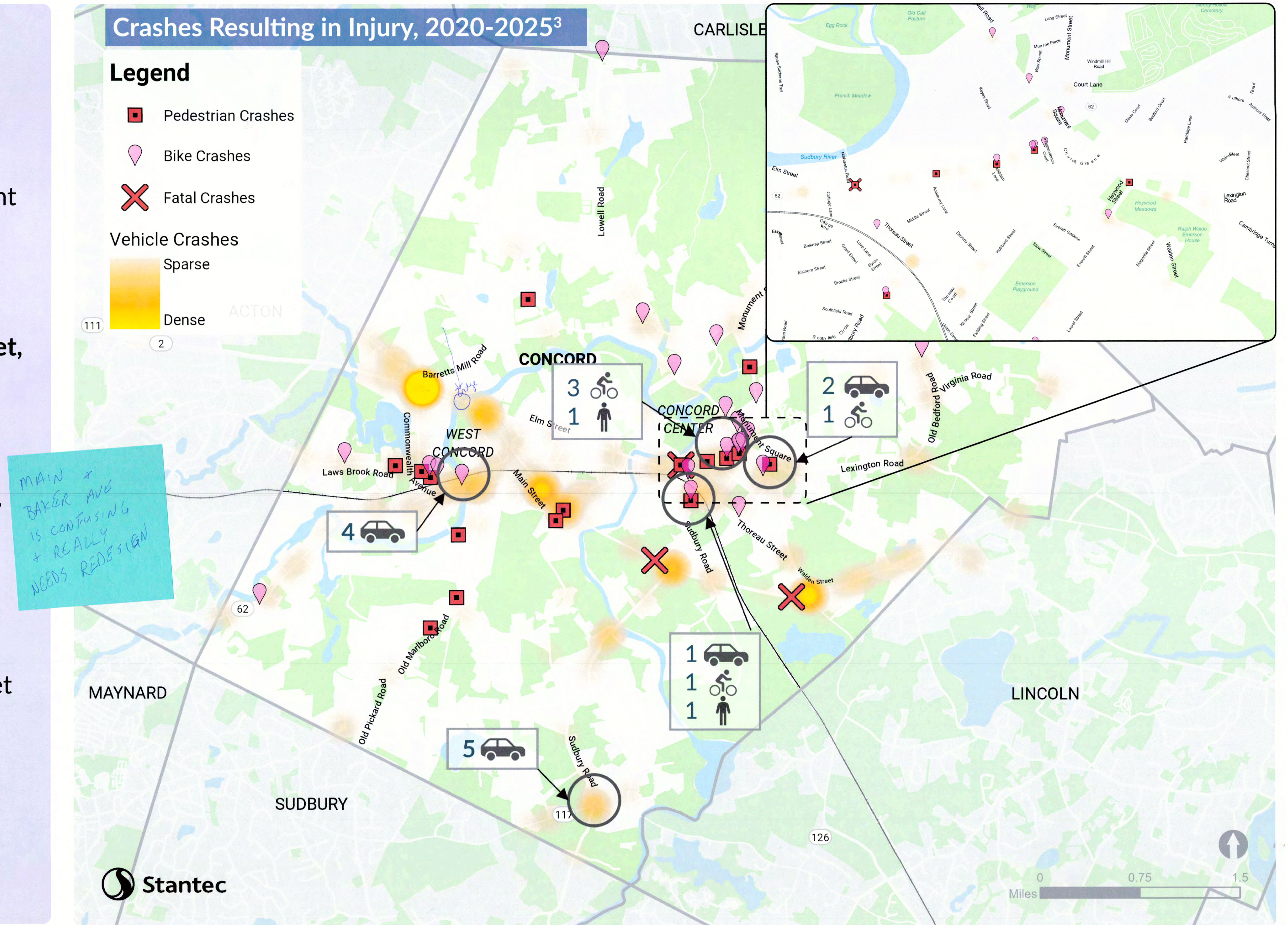
Vehicle crashes are concentrated along Route 2 (127 crashes - 36% of all vehicle crashes), and the intersections of **Main Street, Sudbury Road, and Route 126 (Walden Street)**.

Top local crash intersections: Main Street & Baker Avenue, Sudbury Road & Route 117, Heywood Street & Walden Street, Sudbury Road & Grant Street, Main Street & Walden Street.

3 crashes resulting in a fatality occurred between 2020-2025.

- Two involved vehicle rear-end crashes along Route 2.
- One involved a driver hitting a pedestrian crossing the street at the intersection of Main Street and Thoreau Street.

38% of trips along local Concord roads (excluding Route 2) are pass-through trips.



Public Commentary on Crash

Participants in Public Workshop #1 brought up many opportunities to calm traffic and reduce speeds.¹

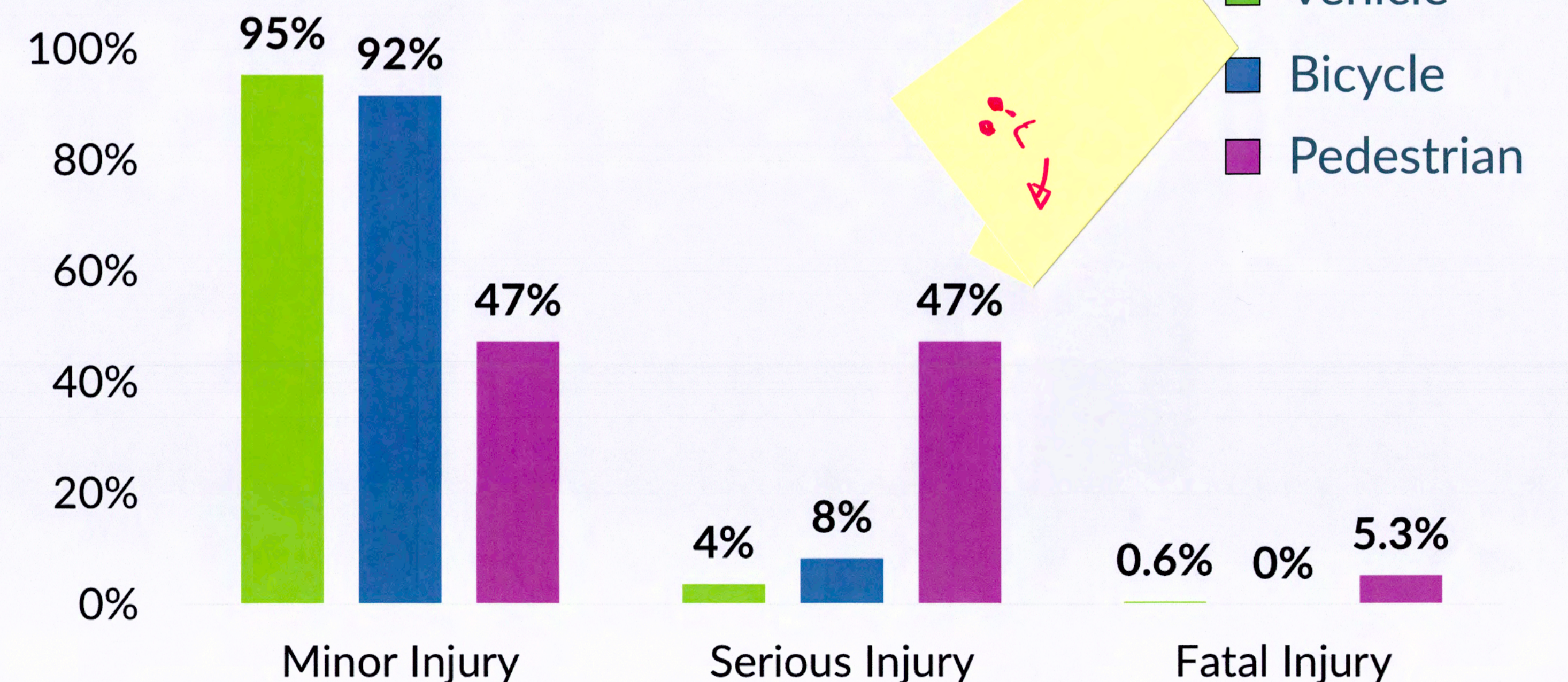


Route 2 Rotary Redesign

The Route 2 rotary is a hotspot for crashes in Concord. The Town's Vision Plan for the redevelopment of Massachusetts Correctional Institution: Concord discusses the safety implications of MassDOT's redesign proposals of the Route 2 rotary.²

Currently, the Town is in communication with MassDOT regarding a study of Route 2 crossings in Concord, potentially improving safety for those walking and on bicycles.

Crash Severity by Mode



Sources

- ¹2023 Public Workshop, Online Survey
 - ²Vision Plan for MCI Concord, 2025
 - ³MassDOT IMPACT Data, 2020-2025
- Does not include crashes which only resulted in property damage



Crashes

Please use dot stickers to indicate which action items you think are most important



Strategy 1

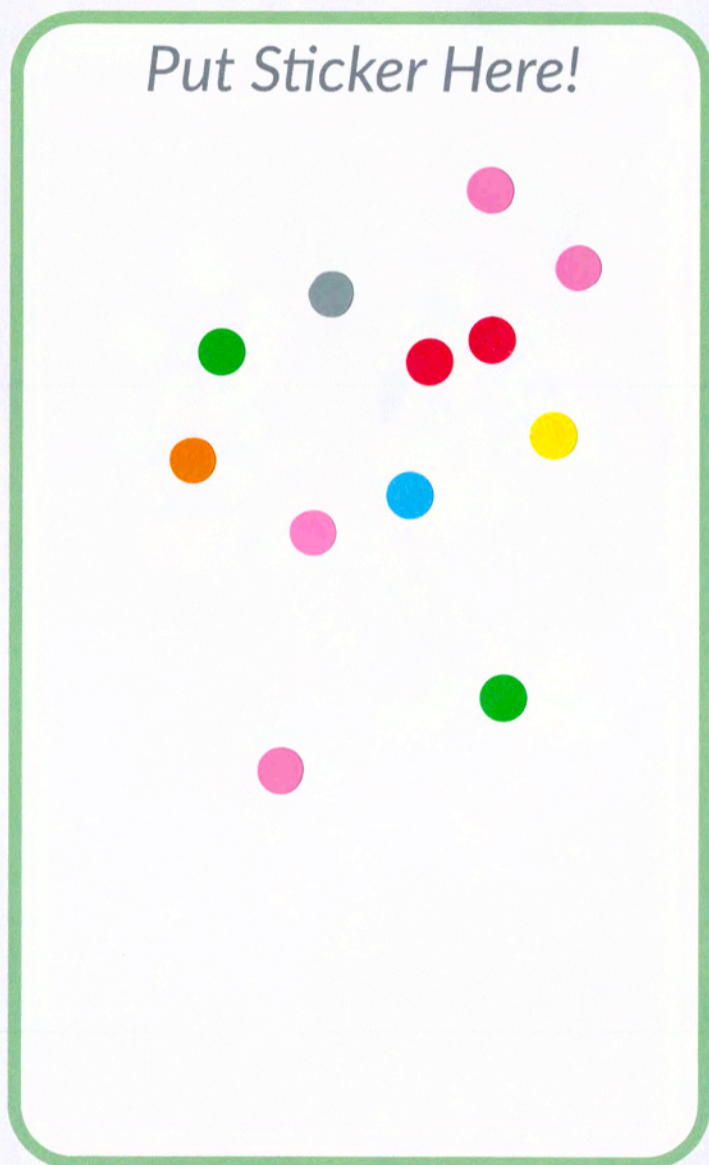
Conduct more detailed assessment of crashes to determine high injury network and/or highest priority locations.

Visit Lexington Center they have NO missing crosswalks!

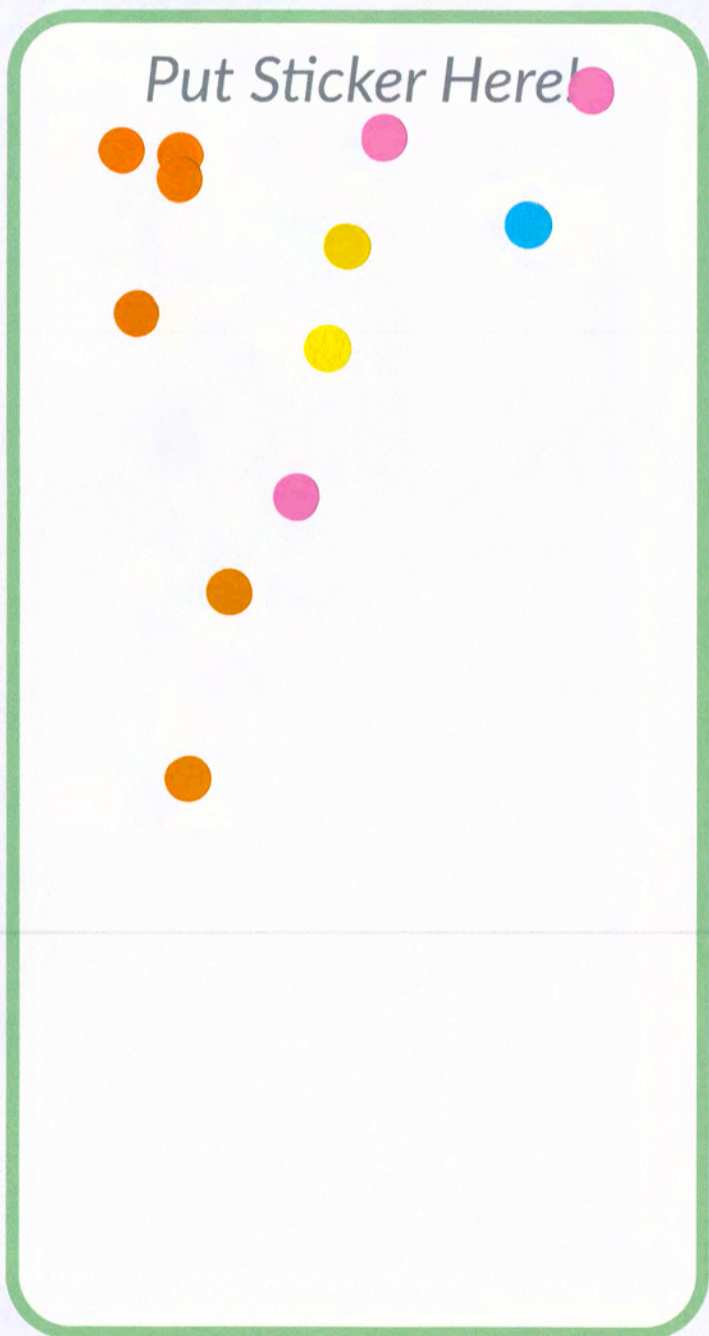
Action Items

Establish a process for evaluating locations with fatal crashes and determining if immediate and/or long-term design interventions are needed.

Why only fatal crashes?



Create/adopt a safety plan so that residents are informed on what the Town is doing to address safety issues. Provide monitoring and updates under this plan.



Signage doesn't work to calm traffic. Have to use the built environment - narrow roads, shrubbery, speed platforms, bumpouts, etc.

Publish Crashes yearly

Rejuvenate Lexington center

MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU CONCORD

MAKE COMM AVE ONE WAY BIFURCATED MAIN & CHURCH

Pursue grade separated crossing at RT 2 @ MBTA tracks or Baker Ave overpass

THERE HAS TO BE A SOLUTION OR NONE OF THIS MATTERS

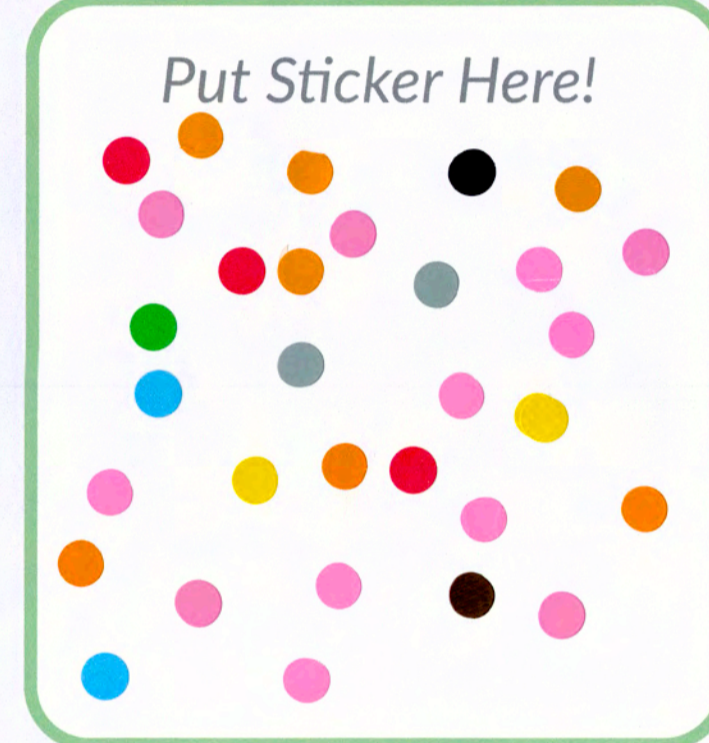


Strategy 2

To make walking feel more comfortable as well as to address safety issues, pursue temporary and long-term redesigns at top pedestrian crash locations.

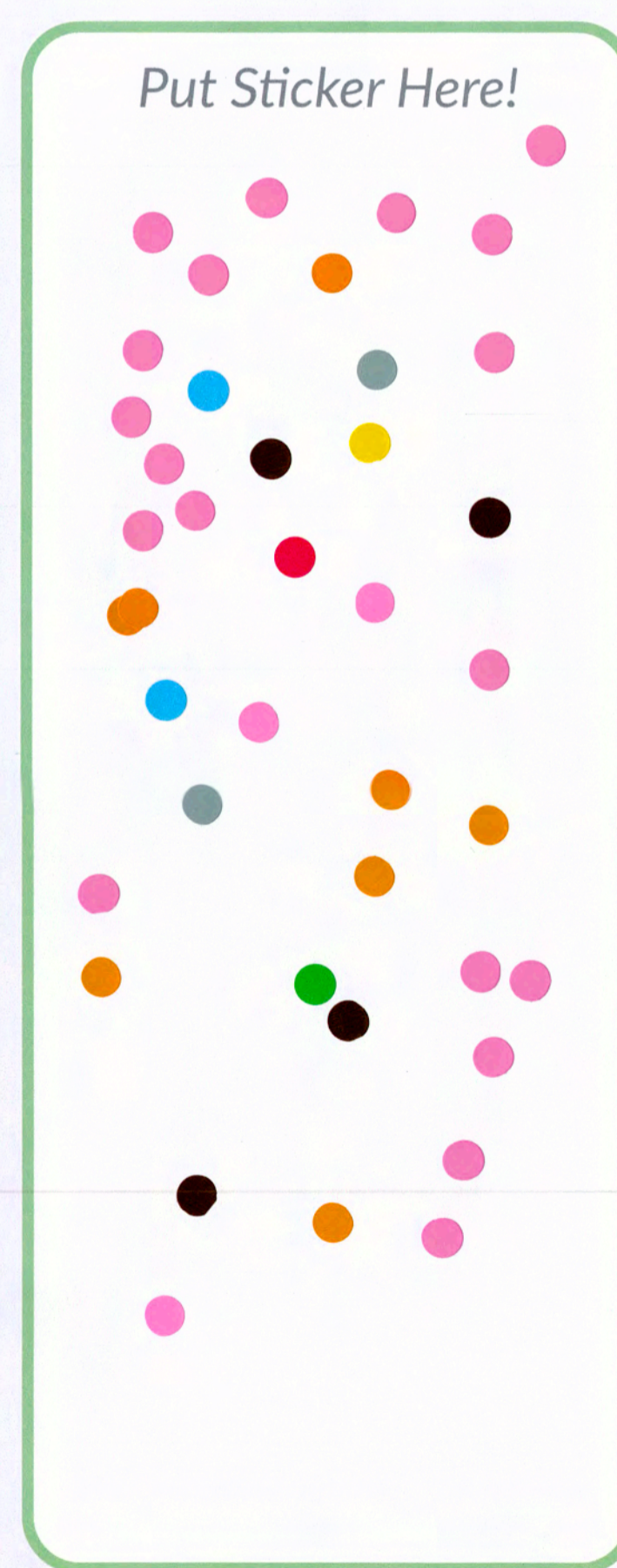
Action Items

Invest in temporary improvements using tools such as paint and flex posts. Temporary projects can both be fast to implement and serve as a test for more permanent designs.



Invest in longer term changes such as:

- Leading Pedestrian Intervals (LPI) at intersections (with upgraded signals).
- "Daylighting": removing parking spaces near a crossing to help make people walking more visible.
- Bump-outs or curb extensions: extend curb into street to improve viability



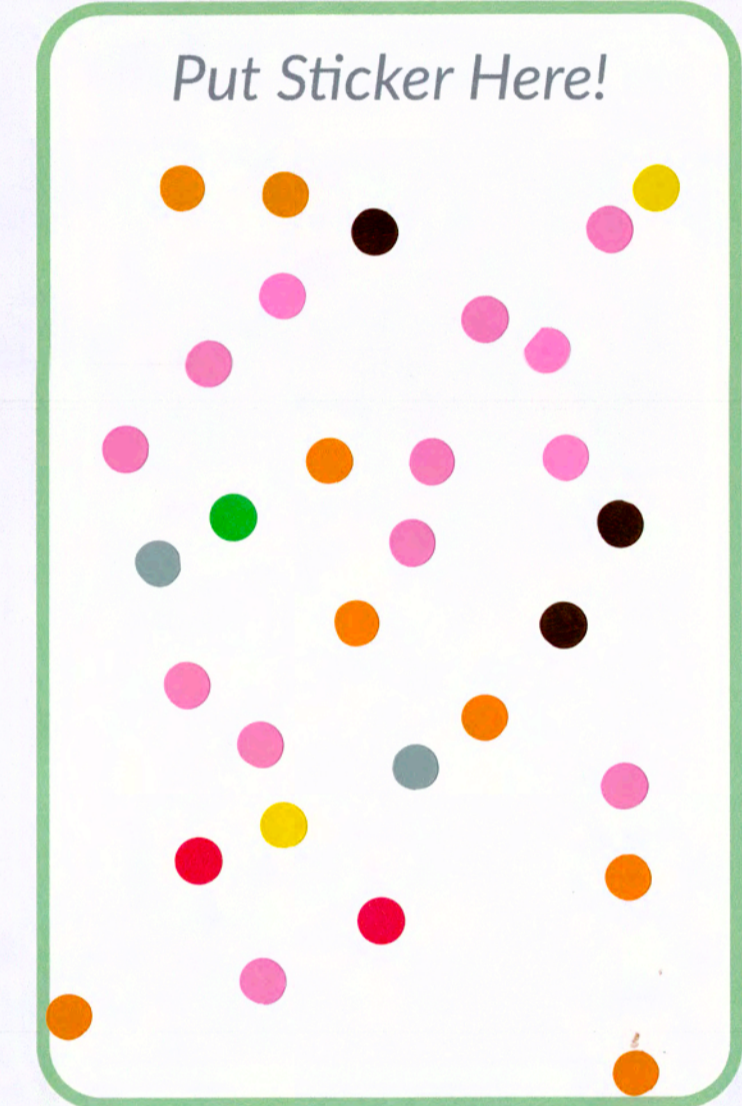
Strategy 3

To make safe walking and biking connections across town, continue work with MassDOT to evaluate how to create safe crossings of Route 2. Identify strong internal vision and/or concept designs for these locations.

Action Items

Advocate for slower speed intersections that prioritize people walking and biking across Route 2 through ongoing process with MassDOT.

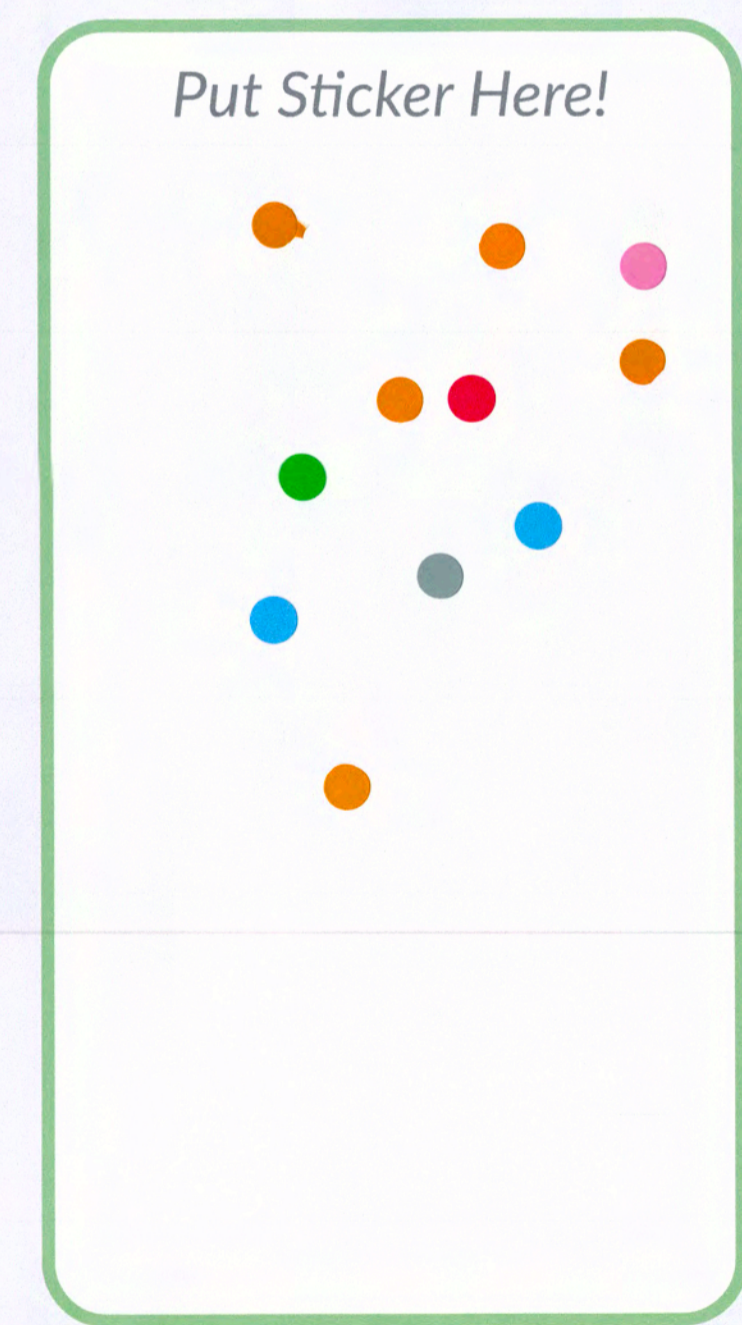
ENFORCE EXISTING TRAFFIC LAWS



Consider removing intersections and/or limiting access points along Route 2.

This seems like a terrible idea. We need more connectivity not less

Bridge or tunnel over RT 2 !!!



BEDFORD

ACTON

NEED CROSS TOWN
CYCLING ROUTES
THAT CONNECT TO
BART.

Need
X-Route 2
that's
SAFE

M Bike
Connect with
East way left
between main
and double
- 1st DO
Narrow and
wider city street
with
Leave it like it is
narrow people have to drive
slow - safer for pedestrians

Build crossing
@ Egg Rock
Cold train crossing

sidewalks on
outside of
bridge = low
visibility,
no in-forest view,
narrow road

Leave
RBT
Natural
And agree to
speed limits for

Never build
bridge over
ditch at Egg Rock
- a cultural
treasure

AS PART
OF
NEIGHBORHOOD
IMPROVEMENT
PROJECT
WEEKLY FROM 8-2
AND DURING
HOLIDAY
CLOSURES

Speed limits
across St on village
from Ave 2
to west corner

DISCONNECT
UPLAND FROM
CMTB - MAKE IT
A DEAD END

Side walk
Ends
HERE
Continue it South

Rail WITH
TRAIL
Along RR TO
Lincoln

MAYNARD

SUDBURY

LINCOLN

7.3 Digitized comments

Topic	Text
Bike	Provide a safe connection to the Minuteman Trail. "Concord" oat Look Rt 2 crossings for bikes/peds
Bike	Pave the Reformatory Trail!
Bike	Trail alongside the MBTA Rail line to connect WC + Concord
Bike	Connect BFT to Middle School (CMS)!!
Bike	Do not pave the Reformatory Trail!
Bike	Study area S of Barretts Mill Rd to connect paths
Bike	Build a bike network that our kids can safely use despite increasingly large SUVs adding risk
Bike	People use animal crossings to get across Rt 2
Bike	Road narrowing (bump outs) push bicyclists into traffic
Bike	Connect the Bruce Freeman to the Reformatory Branch
Bike	Pursue rail connection under Rt 2
Bike	Town wide speed. The slower the better
Bike	Bike Trail by train station is supposed to be a "walk your bike" zone & needs to be enforced for pedestrian safety
Bike	Don't pave Bruce Freeman Trail for Environmental Reasons
Bike	Vertical Deflection AKA speed bumps
Bike	Pave the Rest Bruce Fr Trail! Use BRT
Bike	Will people actually stop

Topic	Text
Bike	Please please please connect the BFRT to the middle school!!
Bike	Make a bike path/trail plan to identify best bike lane locations. Then follow the plan.
Bike	Please don't pave the RBT, cutting off migration paths for wildlife and compromising Great Meadows National Wildlife Refuge. We need a protected bike path alongside Route 62.
Bike	PAVE/FORMALIZE REF. BRANCH TRAIL FOR ACCESSIBILITY
Bike	Per trails should be natural especially the Reformatory Branch
Bike	Like Copenhagen!
Bike	DO NOT pave RBT! Walkers deserve space w/o bikes
Bike	Cars are scarier than bikes
Bike	"Calming" expected traffic does not address stopping, cut-throughs or small neighborhood streets where they should not be at all. These are not city streets. This is not Cambridge.
Bike	Pave the RBT or widen Rt 62 with bike lanes + with separation.
Bike	Dedicating bike lane on MAIN ST
Bike	Keep RBT as is. Concord VOTED for that, make 62 one way for cars, 2 bikelanes.
Bike	MAKE IT AS HARD AS POSSIBLE TO DRIVE THRU CONCORD
Bike	There should be bike routes/networks all over town!
Bike	STOP non-assisted bikes from using BFRT & enforce speed limit on trail
Bike	Please do not change Reformatory Branch Trail. Walkers need to have a bike-free zone.

Topic	Text
Bike	Reformatory Branch abuts a National Wildlife Refuge and should remain unpaved.
Bike	unpaved and better improved + open to bikes
Bike	Concord has plenty of nature trails. RBT is currently a missed opportunity.
Bike	Reformatory Branch Trail is not a "bikeway" like the BFRT and should not be.
Bike	Reformatory Branch is one of the only nature trails available to residents in the surrounding area. It becomes a bike trail it ...
Bike	Paving the RBT would force the Blanding's Turtle species into extinction. No to paving RBT. Nature over speed & convenience!
Bike	Connect Reformatory Bike Trail to BFRT please!
Bike	MAKE some car routes one way for cars. That way you can have 2 bike lanes.
Bike	It's not safe to bike on streets.
Bike	The RBT is right now a very unique & valuable multi-use trail resource. Tree clearing/paving would ruin.
Bike	Bikes are HERE NOW & increasing in use. They are already on RBT so we need to keep it safe & durable.
Bike	Please look into options for bicycles other than paving the RBT.
Bike	The RBT should NOT be turned into a bikeway. It would end the beauty and quiet of the trail as we know it!
Bike	All of this is true... and if it's so well known why is it not fixed yet?
Bike	Reformatory Branch is a nature trail next to a wildlife sanctuary. Do not equate to a bike trail.
Bike	PAVE the Reformatory Branch & don't wait 35 years to do it.
Bike	Main St is horrible for cyclists esp. near Rt 2

Topic	Text
Bike	More cyclists, fewer 4000 pound cars!
Bike	Walkers & cyclists can coexist on a properly maintained trail.
Crash	Provide for a safe crossing of Route 2 for pedestrians and cyclists.
Crash	Reduce speed of cars approaching Concord center on Lexington Rd.
Crash	Old Pickard: Speeding issue. Become a cut-thru issue.
Crash	No bump outs w/o considering bikes too.
Crash	Does include making MORE pedestrian/bike crossings?
Crash	Traffic calming + law into Brookline.
Crash	Protected multiuse path across Rt 2.
Crash	Traffic calming has been discussed for years and never happens because of lack of a town vision/plan.
Crash	Work with MBTA to put a bike lane next to the tracks under Rt 2. Bike Access on Baker Ave/Washova Rd.
Crash	Safer bike crossing at Rt 2: Use of MBTA tunnel? Larger crossing signals? → 45 seconds.
Crash	Monument Sq. Folks drive wrong way on rotary. Re-signed better. Use deflection.
Crash	Lowell/RBT crossing. Rt2 crossings. Baker Ave/Main St.
Crash	Kids can't get across Rt 2.
Crash	Consider making some roads one way to discourage cut-throughs.
Crash	Add speed bumps high volume to cut through streets.

Topic	Text
Crash	Rt 2: Make bridge high enough to accommodate bike and pedestrians under.
Crash	Bridge or tunnel over/under RT 2!!
Crash	This seems like a terrible idea. We need more connectivity not less."↑"
Crash	2020-2025 publish crashes yearly.
Crash	Signage doesn't work to calm traffic. Have to use the built environment—narrow roads, shrubbery, speed platforms, bumpouts, etc.
Crash	ENFORCE EXISTING TRAFFIC LAWS
Crash	Make Comm Ave one way between Main & Church.
Crash	Make it as hard as possible to drive thru Concord.
Crash	Visit Lexington Center—they have NO missing crosswalks.
Crash	Why only “fatal crashes?”
Crash	Cycling through West Concord is a nightmare!
Crash	There has to be a Rt 2 crossing solution or none of this matters.
Crash	Pursue grade separated crossing at Rt 2 @ MBTA tracks or Baker Ave overpass.
Crash	Main & Baker Ave is confusing & REALLY NEEDS REDESIGN
Crash	Reference Lexington center
Pavement	Include bicycle sharrows w/ every road repavement/repairing
Pavement	Repair sidewalk at Barretts Mill Rd between Lee Drive & College Rd

Topic	Text
Pavement	Old Marlboro Rd from Ornaic to rail trail
Pavement	Adjust grade and reduce speed at Laurel + Thoreau St crosswalk. Cars keep crushing the crosswalk sign. Threat to kids walking to Alcott Elementary
Pavement	Focus on a safe pathway for bikes & walkers connecting Concord center & West Concord center
Pavement	New sidewalk & bridge crossing at intersection of Commonwealth, Laws Brook, West Concord
Pavement	IMPROVE/modernize signal timing (i.e. Prince + Church)
Pavement	Narrow intersections and improve visibility for peds, bicycles, car and truck driver heights
Pavement	Cottage St., West Concord cut-through St. desperately needs sidewalks for pedestrian safety
Pavement	Lexington Rd through Concord/Lincoln/Lexington should have bike lane and lower speed limit
Pavement	*CONSIDER PEDESTRIAN & BIKE ACCOMMODATION whenever ROAD CHANGES are made
Pavement	Put more sidewalks in
Pavement	From Emerson Hosp There should be no left turn onto old Marlboro Rd cost+price of sign and install = easy
Pavement	Do away with open "Y"-shaped intersections. Make them sharper "T" intersections.
Pavement	As part of Newbury Ct expansion –move OMR/ORNAL intersection and align w/ hospital entrance
Pavement	We need more sidewalks that everyone can use all year long. Remove the stone dust paths.
Pavement	Make it as hard as possible to drive thru Concord
Pavement	Sidewalk on bridge @ Mammah or Monument St. It's not safe for kids or bikes or pedestricans.
Pavement	Paint crosswalks in West Concord – paint is cheap

Topic	Text
Pavement	Cars parking on sidewalks destroy sidewalks. Do not rebuild and allow cars to park on new sidewalk. Install curbs.
Pavement	We have a lot of sidewalks but they are falling apart.
Pavement	Not all residential areas need sidewalks – Please prioritize need where there have been longtime safety complaints from residents.
Pavement	Old Stow Road needs sidewalks & crosswalks
Pavement	Think of the economic utility this will bring to our town!
Pavement	Complete streets!
Pavement	Fix sidewalk redoubt that floods + freezes!
Pavement	Fix uneven sidewalks in historic district (ie Lexington Rd) ADA
Pedestrians	Landscapers park on Barretts Hill Road & have rutted the sidewalk. Used to ride a bike on it—can't anymore.
Pedestrians	Dead end streets or streets with few homes (#1-57) don't need sidewalks.
Pedestrians	2nd division brook trail—improve crossing.
Pedestrians	Some sidewalks are so close to road may need barriers from traffic—fence like 117. Pls do to old Marlbro.
Pedestrians	Ornac to Emerson hospital needs safer crossing. Right turn light needed for E. bound traffic that is timed with crosswalk signal.
Pedestrians	Or within one mile of all schools.
Pedestrians	Sidewalks & bike lanes connecting community hubs. Make improvements for both walkers & bikers in all projects. Should be considered essential infrastructure, not an amenity.
Pedestrians	Create “walking school bus” groups for kids who live within 2 miles of school.

Topic	Text
Pedestrians	Route 2—Baker St/Elm St intersection has no crosswalk.
Pedestrians	Not all streets need sidewalks. Low-traffic single access residential streets do not need them.
Pedestrians	ONLY IF also includes protective bollards.
Pedestrians	Needs a pilot program w/data collection.
Pedestrians	Landscapers should park in the driveway of the house they are serving.
Pedestrians	Concord needs more places for longer walks incl. trails.
Pedestrians	Missing sidewalk along Monument → consider students walking/biking from Fenn School.
Pedestrians	There is no sidewalk on Ipswich St. from CSES entrance to Lawton. This is a problem.
Pedestrians	There is no way to cross the Assabet forcing people to get in cars, splits the community.
Pedestrians	Hard to cross Rt 2
Pedestrians	Would be nice to have a crosswalk where the trail crosses ORNAC near Jennie Dogan Brook/Deaconess Water Treatment Facility.
Pedestrians	But our streets are too scary to roll.
Pedestrians	Need a West Concord Day where they close the streets! (like Tuesday at Concord Central)
Pedestrians	Main + West Way to Thoreau is very dangerous
Pedestrians	More police presence, people on phones and older people who have limited neck mobility don't look for people on sidewalks.
Pedestrians	Concord is not safe to walk in—too many missing/disconnected sidewalks.
Pedestrians	Sidewalks on both sides of Pail Bridge. ADA-compliant bridge for Route 62 over Assabet River/West Concord.

Topic	Text
Pedestrians	Emerson Hospital employees should have safe path from TMH.
Pedestrians	Narrow intersection, reduce curb condition.
Pedestrians	Sidewalks w/ smooth surfaces
Pedestrians	Speed is a big issue especially where no sidewalks.
Pedestrians	Speed humps/tables @ Main + West St for kids walking to Thoreau.
Pedestrians	Make it as hard as possible to drive thru Concord.
Pedestrians	Remove 35 mph sign 1/2 mile from Concord Middle School on Old Marlboro Rd and install safe crossing!
Pedestrians	Safe crossings of Rt 2
Pedestrians	Long term plans must push for wider bridges to allow for safer pedestrian and cyclist mobility.
Pedestrians	Speed humps, raised crosswalks, chicanes—anything to calm traffic at x-walks and in residential neighborhoods.
Pedestrians	Live within 2mi from schools
Pedestrians	It's too scary/unsafe to roll on Concord Streets to get places.
Pedestrians	More trees!
Pedestrians	Reduce pavement at Main & Sudbury Common/library. Narrow the roads and convert to bike lanes and/or put roundabout in center. Make Lexington Rd narrower to convert extra width to separated bike lanes.
Pedestrians	Central St. is a major pass through people use excessive speed, people rarely stop at the corner of West/ Central. It's all so dangerous with Thoreau close by.
Policy	1. Develop Town transportation traffic management plan 2. Actually implement a traffic calming plan

Topic	Text
Policy	MOBILITY PLANNER
Policy	Incentivize e-bikes in partnership w/ CMCP not just cars
Policy	Mobility planning — not transportation
Policy	Churches should open parking on non Sundays if they have lots with little weekday use (Holy Family)
Policy	Change Town's traffic calming + crosswalk policies. Streamline — see Brookline.
Policy	Plan to reduce cut-through traffic which accounts for 40% of traffic volume. Implement traffic calming @ pathways, MBTA + schools, Rt 2, W. Concord, Emerson
Policy	Make it as hard as possible to drive thru Concord
Policy	Better signage in W. Concord regarding parking
Policy	Change TDIM to not by vehicle
Policy	Prioritize bikes equally with cars & motor vehicles
Policy	Why would we follow existing town processes – such as traffic calming policy – which is completely ignored by town officials? Sorry for being snarky.
Policy	Safety not just for cars, also bikes and pedestrians
Policy	We have zero success with any current process. We need action. We're having the same conversation for decades.
Street Design	Landscape/service trucks parked on many streets are a hazard esp on narrower streets; they destroy sidewalks
Street Design	Roundabout in Kenny Dunn Square looks good! Better than option 1
Street Design	Concord St. has ±4.600 trips per weekday with 2% ± HOV although it is a local road designed for 800 trips ... "Hard to determine text"
Street Design	Bike lanes at junction of Main St + Baker Ave in West Concord

Topic	Text
Street Design	Main St + Baker: There's already an approved plan w/ No Bikes!
Street Design	Poor visibility turning left from side road into Commonwealth Rd. (Kenny Dunn Sq.)
Street Design	Start with 3 crosswalks
Street Design	Bike lanes!
Street Design	Bike lanes for kids & families
Street Design	No left turn from ORNAC onto Old Marlboro. Already considered and never implemented.
Street Design	Yes!
Street Design	Yep, please
Street Design	(Arrow pointing up, drawn face) — seems like this would make traffic back up, temporary worse!
Street Design	Conant Street needs traffic calming to reduce large trucks! It's a small village road.
Street Design	Please traffic calming above
Street Design	MAKE UPLAND RD A DEAD END!
Street Design	Implement Josh Burgel's proposal for 62/Baker/Cottage intersection and extend bike lanes to intersection with Commonwealth by narrowing the over-wide pavement in front of the West Concord plaza.
Street Design	Visit Lexington Center! It is so much better than Concord!!
Street Design	Painted No-Car-Zone at Old Marlboro ORNAC and Rt 2 intersection at Emerson Hosp. It's too congested.
Street Design	For cars coming off Old Marlboro to turn onto ORNAC → Rt 2
Street Design	Move the OMR/ORNAC intersection south as part of hospital expansion

Topic	Text
Street Design	Paint crosswalks + connect to Kenny Dunn & pocket park
Street Design	MAKE COMM AVE one way west between Main and Church
Street Design	Kenny Dunn: Make it a real T intersection (with diagram)
Public Transit	Bus facility for school buses is in Acton/Concord → creates traffic in W Concord at peaks
Public Transit	There are too many obstacles to taking commuter rail: Parking should be free or paid by app for daily parking, covered secure bike storage and ADA accessibility.
Public Transit	Frequency of Fitchburg line at rush hour
Public Transit	Improve funding of COA van - (turning away residents due to limited staffing)
Public Transit	Electrify rail line!
Public Transit	Electrify the trains & make them reliable.
Public Transit	More "walking school bus" groups for kids within 2 miles of their school
Public Transit	Encourage use of MBTA commuter rail between West Concord & Concord Center
Public Transit	Add additional transportation across town centers and between towns
Public Transit	Improve ability to cross ORNAC at Emerson to get to Old Marlboro Rd
Public Transit	But does this reflect more remote work? What is mode shift?
Public Transit	Commuter buses are only for Boston; one each day, one trip in and one out.
Public Transit	Town Carpool App?
Public Transit	Make the MBTA move the platforms in W. Concord so traffic isn't shut down while the train is just beyond the crossing.

Topic	Text
Public Transit	Commuter rail needs to electrify the BMUs, full high-level platforms, (raise the historic stations building to platform height) service at least every 20 minutes.
Public Transit	Make it as hard as possible to drive thru Concord
Public Transit	ADD trail WITH rail along commuter rail to W Concord and Concord! MAKE MORE BIKE/PEDEXING
Public Transit	Free commuter rail if only traveling one stop, esp. for Concord/West Concord!
Public Transit	Town Carpool APP
Public Transit	Better cell service = ride apps
Public Transit	Tie transit to employment centers.
Public Transit	Make CR fares cheap!
Public Transit	For the commuter rail to be used, we need more frequent service.
Public Transit	What does this mean? With details, more people might like this idea.
Public Transit	Commuter rail needs to be more frequent to be useable.
Public Transit	We did a pilot trolley for tourists—low demand—help residents instead!
Public Transit	Very hard to use Concord center station with a walker. It interferes with the building but a platform would help.
Public Transit	We need more public transportation. There could be more services who all unable to drive.
Public Transit	A bus that has a regular route to "Beeble Ctr. and Thorcam Line, etc" (Location was hard to read)
Travel Pattern	Improve trimming of overgrown bushes in cut-through streets w/o sidewalks
Travel Pattern	Safe pathways to community hubs like schools & libraries

Topic	Text
Travel Pattern	Also hardware store needed in W. Concord
Travel Pattern	No narrowing w/o bike infrastructure—lanes, etc.
Travel Pattern	A bicycle trip from my home in W. Concord to Concord center is 3 miles
Travel Pattern	Mixed use path on 62??
Travel Pattern	Narrowing the road makes the road dangerous for bicycles
Travel Pattern	25 mph speed limit on all town roads
Travel Pattern	Change Concord's policies for traffic calming & crosswalks which inhibit traffic calming -see Brookline
Travel Pattern	Build on Jon Jacobs study!!
Travel Pattern	Bump outs present a challenge to bicyclists on the road
Travel Pattern	Speed "humps" vs speed bumps: helps maintain slow speed rather than slowing down/speeding up
Travel Pattern	Culture change. Cars not the preferred option.
Travel Pattern	So look at transit more broadly—not just to work, shopping & recreation.
Travel Pattern	Where are the commuter rail trips? There are more than 0!
Travel Pattern	Sidewalks everywhere!
Travel Pattern	Make it as hard as possible to drive thru Concord
Travel Pattern	Town carpooling app?
Travel Pattern	Crosswalks in West Concord needed—up Lawsbrook to Kenny Dunn Sq.

Topic	Text
Travel Pattern	Commuter rail needs more frequent trips to be useable.
Travel Pattern	Sidewalks will help. Please get more recent data as that will be 8 year old data as of next year.
Travel Pattern	It feels like this has already been done in Concord center. Not pleasant to drive through.
Travel Pattern	Better pedestrian experience would be nice around Concord!
Travel Pattern	Better bike + pedestrian entrance needed to connect Thoreau Hills + W. Concord.
Travel Pattern	Fix traffic pattern at Emerson Hosp and Rte 2. And cross-over for peds + bikes.
Travel Pattern	Grocery store not at Prison—put at West Concord Village.
Travel Pattern	Toll booths at the Acton border.
Travel Pattern	Crosswalks Everywhere!
Travel Pattern	Make streets one way more often
Travel Pattern	Extend sidewalks up Monument St. & especially at the bridge next to the Natul Paile (Hard to read) — so dangerous now!!
Travel Pattern	Most of these aren't bike friendly!
Travel Pattern	Provide traffic calming on Conant St. A safer street would benefit all ages, pedestrians, bikers, and abutters
Travel Pattern	Consistent, slower speed limits. Road diets.
Travel Pattern	Why not make cell service boosters from the 250th permanent? Particularly in W. Concord.
Travel Pattern	Get Add'l Projects from Rte 2 Project from Fred Mosey — Ralph
MAP	Leave RBT natural. And agree to speed limits for bikes.

Topic	Text
MAP	Speed limits changes 5x in under a mile on Main St. from Rte 2 to West Concord
MAP	Sidewalks on outside of bridge = low visibility, no infrastructure, narrow road
MAP	Never build bridge over Assabet. Egg Rock vac collateral treasure.
MAP	Need X-route 2 that's safe
MAP	Make Commonwealth one way west between Main and Church. — It's too narrow and would stay short WTD, "Leave it like it is - so narrow people <u>have</u> to drive slow - safer for pedestrians"
MAP	Disconnect Upland from OMP - make it a dead end
MAP	Build crossing @ Egg Rock (Old train crossing)
MAP	Rail with trail along ### to Lincoln
MAP	As part of Newbury Ct expansion relocate OMP/ORNAC intersection further away from Rt 2 and align with hospital entrance, Side walk end here, continue it south.
MAP	Need cross town cycling routes that connect to BFRT.

Topic Area	Text
Travel Patterns	traffic is slow enough as it is (given the volume at peak hours and over the weekends). Best to prioritize the traffic options first, before slowing the traffic further
Travel Patterns	Require private schools to provide parking for their own employees. It's not the job of Concord taxpayers to provide this for a non-profit that most people in town cannot utilize.
Travel Patterns	I am not sure if TDM was properly explained. For me, a priority for transit is to make it easy to walk and bike to the train stations, and cycling between to the two town centers.
Travel Patterns	Would love to feel safer cycling and walking in town. I often drive to get around town and despise it.
Travel Patterns	Keep parking free- it supports the merchants. Place signage so folks know where all the parking is. Connect West Concord with Concord Center via walking/biking paths to promote walking/biking
Travel Patterns	Covered secure bike parking at commuter rail depots. Accessible ramps at commuter rail stop at Thoreau Depot.
Travel Patterns	Adding obstructions , speed bumps, narrowing roads at crossings is not good engineering practice.
Travel Patterns	The town spent over \$70K 6 years ago to study cut-through traffic. The recommendations of that study should be implemented. Cut-through traffic is the highest priority problem.
Travel Patterns	Strategy talks about connecting residential to commercial locations, but don't neglect other key local journey destinations like schools, fitness/leisure, and healthcare.
Travel Patterns	Make some commercial district street portions one-way or pedestrian only & closed to vehicles.
Travel Patterns	Do not prioritize bicycles over pedestrians
Travel Patterns	I did not see any Lex bus possibilities. At least a bus from Crosbys to Center and Walgreen lots...also something to West Concord. So many trips in town please provide mre forward thinking solutions.
Travel Patterns	Natural preservation must be given a high weight. Some two-way roads can be made one-way if necessary to allow for safe walking and cycling on the road shoulders without over-widening.
Travel Patterns	A bicycle/pedestrian bridge from ORNAC over route 2 to Concord Center
Travel Patterns	Make existing roads safer for cyclists and at crossings safer for pedestrians and cyclists, but do not pave natural trails like the Reformatory Branch Trail.
Travel Patterns	Many of those 2-mile trips are parents taking children to/from school. Focus on getting more students to use the school bus that currently goes by their house, and many short trips would be eliminated
Travel Patterns	In 2019 a Cut-through study was done. I'd say it's time to implement the recommendations of that \$73,000 study.
Travel Patterns	I am against many of the options and left them unranked. Rather than stalling traffic, it would be better to identify ways to make a few efficient routes to prevent backups and discourage alt routes.
Travel Patterns	Concord is a car-centric town- For example: there is no way to get from Concord Center to the Thoreau Club other than driving- it would be too far to bike or walk. Focus on connecting the town centers
Travel Patterns	As recommended in the Jacob's study the town needs to prohibit cut-through traffic on roads based on the time of day. People choose those routes because they are the fastest not the shortest.
Travel Patterns	Safe walking and strolling for pedestrians is the best way to encourage vitality of commercial and cultural districts.
Travel Patterns	ban electric bicycles

Topic Area	Text
Travel Patterns	How many in-Concord trips are parents driving their kids to school? Maybe the school bus infrastructure should be reviewed and improved upon so that more would use it and fewer would be driving.
Travel Patterns	Reduce traffic backups by creating more efficient flow. Increase parking to bring more ppl to town. Increase walkability and bike to CCHS. Increase cell coverage to stop lost cars in neighborhoods.
Travel Patterns	Most people travel to work in Burlington, Waltham, Cambridge and Boston- the train has an inconvenient schedule , does not go to Burlington/Waltham, so most people drive.
Travel Patterns	The cut-through routes are fast because drivers can roll through stop signs and speed. Staying on Route 2 or collector roads (62) means having to deal with stop lights and lower speeds.
Travel Patterns	Provide safe bicycle parking near to but not in the center of commercial and cultural areas which should be for pedestrian traffic.
Travel Patterns	Cut a deal with the MBTA: all W.Concord to Concord (and reverse) commuter rail trips are only \$1.00.
Travel Patterns	Parking near but not in the center of commercial or cultural districts is preferable to on-street parking in the middle of what could be vibrant pedestrian plazas.
Public Transit	W. Concord: for inbound train, why can't gates open once it clears intersection & stops? They stay down until it leaves station- ok for outbound but unnecessary & wasteful for inbound, clogs traffic.
Public Transit	In addition to pursuing additional parking for the Commuter Rail, ensure that the additional parking is only for Concord residents. If Concord taxpayers are paying for it, they should get priority.
Public Transit	Best idea: make it easier to walk and cycle to transit stops. Provide more bike locks at these stops. Rideshare options should not be subsidized. This puts more single occupant cars on the road.
Public Transit	Need to make it easier to get around town via public transportation or bike paths. That is the bulk of the town trips- folks still need to drive to other places for jobs and the MBTA won't go to-
Public Transit	More frequent school bus service for after school activities. Reduced or free commuter rail fair between Concord Center and West Concord
Public Transit	I live within a mile of the West Concord commuter rail stop and would use it to get to Concord Center but it doesn't run often enough. The stops are well before or after I need to be at work.
Public Transit	Students living less than 2 miles from school do take the bus! Fact: the bus to the Thoreau School stops .4 miles from the school to pick up students.
Public Transit	Elderly and disabled need local options to access community
Public Transit	Reach out to Waltham, Burlington, Lexington and other Route 128 communities, with large employers and health services, to develop public transit connections for travel to work and to doctors.
Public Transit	I would commute via rail, but it takes me over twice as long and costs three times as much. It just isn't feasible in my budget or my timeframe.
Public Transit	Wheelchair/stroller access to trains at Thoreau Depot (Concord Station) is still lacking.
Public Transit	continuous bus service during commuter hours from Acton MBTA to Maynard Mill parking lot. and Mill Parking to Acton MBTA
Public Transit	Public transit is needed in Concord by many residents to do shopping and get to medical appointments.
Public Transit	The cost equation (time+\$) still favors private auto use. When it costs 5 X as much to drive (incl. parking) as it does to use transit, some people will use transit. Group fares could help here.
Public Transit	Concord already provides school bus service within 2 miles to schools!!!

Topic Area	Text
Public Transit	Sure, would be great for more transit usage, but in meantime, let's try to not hold up traffic any more than necessary around train stations. Keep it moving. Thanks.
Public Transit	Let's prioritize active modes like walking and cycling over buses and rideshare. Buses are a fine long-term plan, but you still need to walk or cycle to these bus stops.
Public Transit	Getting safely from West Concord to Concord Center feels greatly impeded by Rt 2. I've attempted walking or biking to get across town but sadly feel much safer in my car.
Public Transit	Concords disabled and elderly need local transport to access community and programs.
Public Transit	It is very important to conduct a local statistically significant study to determine most essential or popular destinations that Concord residents, employees, visitors want to go to and from.
Public Transit	Get rid of the traffic lights on route 2, Replace with underpasses
Public Transit	The only really effective way to get large numbers of people out of cars is to have good public transit options of various types,
Public Transit	It is very important to specifically develop public transit services designed for those residents of Concord who either cannot or do not wish to drive an automobile.
Crashes	Consider a bridge over rt 2 at Sudbury Road.
Crashes	Corner of Sudbury & Grant St - Pedestrian activated signal at crosswalk, sidewalk on Crosby's side, "do not block" box so stopped cars don't obstruct cars going into & out of busy parking lot.
Crashes	Create a 'close call' reporting system for pedestrians and cyclists.
Crashes	Removing Route 2 crossings seems like the wrong answer. That would ruin the connectivity of our town. Why would you even suggest this? We need more, safer crossings.
Crashes	Do not limit pedestrian/bike access across 2! We should be making that easier!!
Crashes	Invest in temporary, inexpensive fixes to see the impact before implementing any longer-term expensive fixes. Do not remove any more Parking spots- you already did that and it's a nightmare now-
Crashes	Bridge or tunnel across route 2 for pedestrians and bicycles. Right turn light at ORNAC times to avoid pedestrian crossing.
Crashes	Ped or bicycle push button to cross Route 2. Longer ped light.
Crashes	Bump outs, speed bumps obstruct the travel way require repairs impeded drainage damage plows and vehicles. Painting lines cutting trees are low cost Actionable improvements. LETS DO SOMETHING !
Crashes	Review and embrace the recommendations of the CTPS Route 2 crossing memo!! Why has NOTHING happened??? There are numerous lost cost improvements to make crossing via 62 and ORNAC much safer.
Crashes	No bumpouts or narrowing without planning for cyclists.
Crashes	Injury data suggests it is a priority to focus on making safer street crossings for pedestrians, which will also make it safer for cyclists who walk their bike while using a crosswalk.
Crashes	Make downtown Concord a pedestrian mall with additional parking. Close Main St. and Thoreau
Crashes	Caution: reducing Rt 2 crossings/access points may result in more cut-through traffic - may not be the result we would like to see.
Crashes	There needs to be a focus on interventions that increase safety, but don't lead to increased traffic congestion and decreased parking
Crashes	Work with Mass DoT to great robust connections for pedestrians and bike across rotary north/south. Consider reducing vehicle access points to Rt 2.
Crashes	Better lighting at crosswalks or repaint crosswalks to be reflective.

Topic Area	Text
Crashes	Speed kills. Make the speed limit 25 mph in all thickly settled areas. Simple. The constant change of speeds tells people that they can speed up. This makes no sense.
Crashes	Work with State/MCI and have them fund the fix to Route 2 as part of the MCI project. Focus on Route 2 Crossings- Rotary area, Walden, Sudbury St etc. Taxpayers should not be funding this
Crashes	Recognize ALL of the reformatory trail. Cut trees in ROW to improve walking . Start with low cost items , line painting TREE CUTTING to improve line of sight. Too much talk no action. CUT THE TREES
Crashes	The rotary would be A LOT safer if vertical deflection was used to control speeds entering and within the rotary.
Crashes	All options for slowing motor vehicles, including mopeds and E-bikes, should be seriously considered.
Crashes	Sidewalks from Concord Center and Historical District to Walden Pond.
Crashes	Waiting to cross Rt 2 is unpleasant for peds and bikers. Upon pressing the button, the lights should stop all traffic within 10 - 15 seconds, regardless of where in the course of the cycle things are.
Crashes	The intersection of Upland & Pine is extremely dangerous. It should be a 3-way stop. The town claims it is unsafe for the school buses to stop yet there is a crosswalk *requiring* the buses to stop!!
Crashes	Safety education for all users of roads and paths and crossings needs to be continuously repeated. Safety is a shared responsibility.
Crashes	The significant impact of delivery trucks and lawn care companies which can block auto travel lanes, bike lanes, and compromise crossing & intersection visibility needs to be examined more closely.
Crashes	The impact of delivery trucks and lawn care companies on traffic safety, bicycle safety, pedestrian crossing safety, and crossing and intersection visibility is not being addressed sufficiently.
Crashes	Crosswalks need to be more direct and shorter, and better lit and visible.
Crashes	Using raised intersections at important pedestrian crossings like the Concord Main Library is very necessary for increasing safety.
Bicycle Network	I would like to see bike lanes on Sudbury road, South of Rt 2, on the new intersection at Cottage St & Main St, and in general, connecting neighborhoods to schools.
Bicycle Network	Since people park their bikes at home and usually start from home, bicycle planning should prioritize this "first mile" access. Otherwise, we'll need cars to take our bikes to our starting points.
Bicycle Network	I bike-commute from West Concord to Kendall Square often, and getting from Reformatory Branch to west Concord is often the scariest part of my ride (and my commute includes Porter Square!)
Bicycle Network	Prioritize safe on-street bike network to connect to schools, medical offices, supermarkets, adjacent towns (Maynard, Acton, Lincoln, Carlisle, Bedford).
Bicycle Network	Prioritize a safe bike connection between the town centers. How? Slower speeds, road diets, marked bike lanes, traffic calming, speed enforcement!. Update our old bridges to accommodate all modes.
Bicycle Network	Dedicated bike lanes in areas with ipon street parking need to be designed to prevent car door accidents
Bicycle Network	Desperate bike lanes on sidewalks where possible
Bicycle Network	connect the commercial areas- good for businesses and residents. no bike lanes- takes away parking and increases traffic- look at Boston- it a nightmare

Topic Area	Text
Bicycle Network	Bicycle connections to schools and libraries
Bicycle Network	The right of way for the reformatory branch trail exists all the way to the reformatory. Why is it not being recognized? Long term this is the best way to cycle across town .
Bicycle Network	Provide strategies for town officials & decisionmakers to combat rampant NIMBYism from small vocal minority which is preventing the progress towards improved bike infrastructure in this town.
Bicycle Network	The lack of a safe cycling connection between concord and west concord severely limits the use of the existing excellent off street cycle paths.
Bicycle Network	Also consider prioritizing cycling access to schools
Bicycle Network	Refer to Dr. Peter Furth's recommendations in his Nov 20 presentation at the Concord Public Library. https://www.youtube.com/watch?v=gKJ5eXcEk_s
Bicycle Network	Connecting the BFRT and Reformatory Branch Trail will also connect the two main commercial areas and train stations. There is no way to roll bikes on trains at Concord Center.
Bicycle Network	The BFRT absolutely needs to connect to the middle school. This should be a top priority in any serious evaluation of bicycle networks in town.
Bicycle Network	Use already existing paved roads to create safer bike lanes by changing lane widths or having one way car traffic with two way bike lanes where feasible. Leave Reformatory Branch as is.
Bicycle Network	Reformatory branch trail SHOULD NOT be connected to the Bruce Freeman trail. 35% of 300 people ride once a month is not a big deal. The towns roads were not meant for bike lanes, period.
Bicycle Network	Please address: Winter plans for use of bike lanes or other info
Bicycle Network	We voted for article 8 at TM to include bike and pedestrian safety. Envision Concord and many previous studies. What are we waiting for?
Bicycle Network	Make already paved streets safer for those who chose to cycle.
Bicycle Network	Reformatory Branch Trail must not be paved / developed. Doing so would make it less safe for walkers / casual cyclists and severely degrade rare species habitat through which it passes.
Bicycle Network	Keep the Reformatory Branch Trail unpaved.
Bicycle Network	Any bike routes to commercial areas or train stations should end at a bike rack/storage area. (The equivalent of parking for cars.)
Bicycle Network	Wider roads / having enough room for cyclists to feel safe is most important. Cars here are generally respectful, but it can get difficult to pass at times when there is not enough space.
Bicycle Network	Do whatever is necessary to connect the rail trails for level 2 riders at least. Bike lanes are a must through the updated Baker ave as its developed and the Baker/Main St intersection.
Bicycle Network	Please study the feasibility of rail-with-trail between the two train stations.
Bicycle Network	please keep the bike paths on the roads, rather than paving any of the off-road trails
Bicycle Network	Do not convert peaceful paths in nature into bike roads. We need to preserve them for wildlife and for peaceful recreation.
Bicycle Network	The Reformatory Branch Trail is NOT the same kind of path as the Bruce Freeman and should not be referred to as such.
Bicycle Network	Connecting Concord Center with West Concord Center should be a top priority - and this has been "in the conversation" for years. The Baker/Main intersection redesign completely ignored this need.
Bicycle Network	Ensure that any efforts do not lead to increased traffic congestion due to decreased flow of vehicles

Topic Area	Text
Bicycle Network	Concord has no leadership with regard to cycling. It is the obvious thing to prioritize given our size, our climate action mandate, our future health. We need a mobility planner, who promotes bikes.
Bicycle Network	Bike and pedestrian Bridge over route 2 at Walden St
Bicycle Network	have bike paths separate from roads in a less stressful environment, like a bike path-riding on roads in the downtown areas or busy roads is stressful- bike lanes are not the answer
Bicycle Network	Cut trees in R.O.W. to make room to walk on roads. Low cost actionable and effective. Improve the existing reformatory branch trail from Bedford town line to Lowell rd by CUTTING DOWN TREES.
Bicycle Network	Don't know if this already went through: Bike lanes on existing paved roads by shifting widths. One way car traffic with 2 way bikes when possible. Leave Reformatory as is.
Bicycle Network	1. Many bike are increasingly not respecting the rules of the road. 2. Arlington and Cambridge converted existing car lanes to bike lanes...Concord doesn't have extra lanes to convert like cities.
Bicycle Network	Why weren't bikes considered in Baker Ave Main St. intersection redesign plan? Wish I had seen this sooner (before vote for article 8). It would have been a nice opportunity to improve safety for all.
Bicycle Network	Do not pave any natural paths, including the Reformatory Branch Trail. Instead, improve safety for cyclists on all the already paved streets in Concord.
Bicycle Network	Some bicycles do use Reformatory Branch Trail but it is not and must not become a bikeway / invite e-bikes, for reasons explored in past studies and at May 2022 town meeting: safety, biodiversity, etc
Bicycle Network	Make intersections safer for cyclists because those are most dangerous.
Bicycle Network	Designated bike lanes are great, but can sometimes be clogged up with walking traffic, parked cars, etc. a wider road itself can lead to better overall harmony (ideally!)
Bicycle Network	The Reformatory Branch Trail should be kept as a natural walking path with SLOW cycling.
Bicycle Network	The Baker/Main intersection redesign took only cars into consideration. Why was the Concord-adopted complete streets totally overlooked during this process? I would like the director of PW to explain.
Bicycle Network	I am tired of hearing how the roads are too narrow, you can't cycle in winter, E-bikes are dangerous, etc. We need a good bike plan. We don't need "leaders" doing the status quo = nothing.
Bicycle Network	make it easier to cross Route 2 and connect both sides of town- that is the big issue-
Bicycle Network	RBT and Freeman should not be connected
Bicycle Network	Focus on cycling safety improvements at intersections where walking, cycling, and motor vehicle traffic intersect.
Bicycle Network	Make car lanes narrower on already paved streets to allow wider bicycle lanes. Consider options for one way car traffic in order to allow two way bike lanes.
Bicycle Network	The town officials need to "get over" their dislike for speed humps. They are a proven effective method for traffic calming, making streets and intersections safer for pedestrians, cyclists, and autos
Bicycle Network	Concord doesn't have extra car lanes to convert to bike lanes like Arlington or Cambridge
Bicycle Network	Use all means possible to slow motor vehicle speeds, especially SUVs and trucks which are most dangerous to cyclists and pedestrians.
Bicycle Network	The town needs to cancel the irresponsible spending of millions of \$ for the pedestrian bridge in W.Concord, and concentrate on making the existing bridge of Rt 62 safe for cyclists and pedestrians.

Topic Area	Text
Bicycle Network	use more electric cars rather than worrying about bikes. At least seniors can use them
Bicycle Network	A study was done in 2023 on making crossings of Rt 2 safer. Now we have to wait 2 more years for anything to be done? Yeah, I know, let's blame it on the state. How about putting pressure on the state
Pedestrian Network	Please do not pave the Reformatory Branch Trail. Speeding bicyclists are already a hazard. The RBT is one of the few trails in town where people can walk side by side.
Pedestrian Network	Establish a bylaw or local ordinance (whichever term is appropriate) stating that sidewalks must have vegetation cut back so that they are accessible for use.
Pedestrian Network	Prioritize getting sidewalks around bfrt access points like powder mill rd
Pedestrian Network	Please use traffic islands! Safer for everyone. 4-way stop signs are safer than traffic lights in most cases. The intersection of Main and Walden should be an all way stop. Roundabouts = unsafe.
Pedestrian Network	Just want to emphasize sidewalk repair as fi4st priority
Pedestrian Network	Flashing lights at major crosswalks! I take my life and the life of my baby in my hands every time I visit the library. People speed and don't pay attention and in the dark it's quite frightening.
Pedestrian Network	Prioritize walking to parks / playgrounds as well when thinking about key places sidewalks are missing or in disrepair (Emerson / ride out)
Pedestrian Network	Install traffic calming methods, change the speed limit to the 25mph thickly settled and install bike lanes on Main Street in West Concord. The houses are far too close to the road for speeds driven.
Pedestrian Network	too many sidewalks and paving- keep Concord rural add trees and benches to make it more welcoming and help with traffic calming - no need to pave all over the place- this is a bit much
Pedestrian Network	Focus on sidewalk connectivity to schools, libraries, playgrounds, commercial districts
Pedestrian Network	Many sidewalks are destroyed because of cars parking on the sidewalk. Pine street is a perfect example of this. Do not repair the sidewalk without investing in curbs to keep parked cars on the road.
Pedestrian Network	Speeding dangerously on town streets appears to have increased in the past year, especially by pickup trucks. The most effective approach would be speed bumps, though they can be ugly.
Pedestrian Network	Police enforcement of crosswalks and traffic patterns especially in residential neighborhoods off peak hours. Early morning and late night pedestrians are frequent targets
Pedestrian Network	VISIT Lexington Center - it has NO missing crosswalks - a mile out from the center; it has broad brick attractive sidewalks; many places to sit; COPY the design!
Pedestrian Network	The crosswalk across Sudbury Road at the Library is incredibly unsafe. Just last night I was in the intersection halfway across and an SUV went speeding through just next to me. Too dark in winter.
Pedestrian Network	Pedestrian paths need not all be paved - case in point the Reformatory Branch Trail, which a 1990s study recommended be prioritized as a walking path and which town voted overwhelmingly not to pave.
Pedestrian Network	4 way stops at all intersections in commercial areas.
Pedestrian Network	Concord has lighting restrictions and seeks 'dark sky' environments. Outside of town centers, any crosswalk lighting should be 'on demand' only; activated by user. No need for lighting unless in use.
Pedestrian Network	More sidewalks!!
Pedestrian Network	Safe sidewalks and crossing within 1-2 miles of schools (esp elem), key "connection routes" ie btwn neighborhoods, bike path, schools, town, esp Harrington/Upland. Safe xings at Emerson hospital.
Pedestrian Network	speed bumps

Topic Area	Text
Pedestrian Network	When new buildings/ developments are being planned, work with the appropriate committees to assure safe walking within and to that zone.; i.e. the Baker Avenue medical area is extremely dangerous.
Pedestrian Network	Bicycles are to pedestrians as cars are to bicyclists. Please do not encourage more bicycles and faster bicycles on the RBT.
Pedestrian Network	Think about where crosswalks and sidewalks are in relation to each other (ie sidewalks ending on one side of the road with no crosswalk to get a pedestrian to the sidewalk)
Pedestrian Network	Improve walkability and connect sidewalks so people aren't walking on the street. Connect those with nature trails and walking bridges over the water. Makes the roads safer for bicycles.
Pedestrian Network	let's make small changes that have a big impact or fix the big issues such as route 2 vs. all this paving all over the place where it is not needed. Need to show the business case/ROI for spending
Pedestrian Network	Invest in public shade trees to shade the sidewalks and calm traffic!
Pedestrian Network	Fines and violations to offending drivers who do not follow traffic laws especially during non daylight hours
Pedestrian Network	Add some sort of lighting so that cars can see the pedestrians. Perhaps some other form of slowing the traffic down. A patron is going to get killed one night.
Pedestrian Network	The dirt surface of the Reformatory Branch Trail dramatically increases its recreational value and naturally slows (recreational) cyclists - crucial to keep it safe for pedestrians and rare species.
Pedestrian Network	Speed limit for bicycles in Downtown areas. So many near misses!!
Pedestrian Network	More traffic lights for pedestrians on long stretches of busy roads.
Pedestrian Network	Enforce the speed limit.
Pedestrian Network	Need to live within our means and not keep asking for more money- fix the big issues like roads and use the moeny you have- we have lots of things we need to spend on; ie. Waste Water Treatment Plant
Pedestrian Network	Before investing in sidewalks near schools we need to understand why so many parents insist on driving their children to school. It is unlikely it is because of the sidewalk situation.
Pedestrian Network	Motorized vehicles - e-bikes, e-scooters etc. - must not be permitted, much less encouraged, on the Reformatory Branch Trail. RBT is a crucial walking resource and passes through rare species habitat.
Pedestrian Network	Transportation mgt is not a priority- a lot of money with little return-will only slightly reduce non-car travel- focus on new Police/Fire /DPW buildings/WWTP,- big ticket items with big payback/ROI
Pedestrian Network	The Assabet Bridge on Main Street is functionally deficient. Fix this rather than building the new pedestrian bridge. More people will benefit from a functional bridge on 62.
Pedestrian Network	Seems like a lot of work/expense for a small problem-not really going to move the needle
Pavement	Very few new sidewalks are planned. We have important points of interest in town without adequate sidewalk access. Powder mill Rd from old Marlboro to bfrt is dangerous, accesses bfrt and Willarnd
Pavement	Consider converting sidewalks to wider, shared use bike-ped paths along main roads.
Pavement	Why do most intersections in town only have a crosswalk on one side of the street? Why must pedestrians make more effort than cars?
Pavement	Let's fix the roads first and use the money already funded. Roads need more work than sidewalks. We don't need a sidewalk on Middle St., it is unnecessary.
Pavement	Focus on connectivity and accessibility for residents with mobility challenges

Topic Area	Text
Pavement	Cut trees to clear ROW to improve walking along side the paved way. Less planning, talking and spending money to identify expensive obstacles to add to the traveled way. CUT THE TREES ,
Pavement	The sidewalk study is flawed. There is no way that Central Street has a high priority need for a sidewalk.
Pavement	Do not install sidewalks on low traffic side streets. Instead focus on sidewalks for higher speed corridors and areas immediately adjacent to schools.
Pavement	"Complete streets" and other rhyming catch-phrases may be cute but the last thing we need in Concord is more pavement. Existing roads can be repurposed by narrowing/eliminating vehicle lanes as needed
Pavement	Do not put sidewalks were they are not needed due to low traffic, but make sure to put them along fast roads with houses along them.
Pavement	Sidewalks are great! Much safer and better for overall traffic!
Pavement	Just calm down traffic. Take good care of existing sidewalks.
Pavement	We need to stop capitulating to historical society wishes, and make sidewalks accessible to everyone, year round. The stone dust is unusable in winter. Walkability should be a priority! Shameful.
Pavement	Don't ask for new funding until we have completed existing work. Try and get some State money to work on sidewalks and crosswalks- such as Route 2 and MCI- taxpayers have had enough with high taxes-
Pavement	Widen sidewalks in commercial areas to make them safer and more friendly to foot traffic.
Pavement	Use trees to calm down traffic.
Policy and Coordination	TMG process is too opaque. Prioritization needs to be reviewed by public and committees. Metrics must separate bike issues from ped issues. Prioritize key parts of NETWORK over spot interventions.
Policy and Coordination	We desperately need a transportation planner with both the understanding of, and experience in, pedestrian and cyclist safety. Understanding CROW design recommendations is a prerequisite.
Policy and Coordination	Concord needs a permanent Mobility Planner on staff. Someone who reviews new plans / projects and ensures that walking, cycling, and transit are a priority.
Policy and Coordination	Minimize parking requirements!!!!
Policy and Coordination	Shared Parking is not the answer due to overlap, snow, no overnight parking, lack of parking etc. Make info know on parking availability, signage etc. Do not have paid parking- that was a disaster-
Policy and Coordination	Concord desperately needs a Mobility Planner.
Policy and Coordination	All expensive ideas creating more regulations and expenses. Too much talk no action
Policy and Coordination	The town needs a mobility planner, not a transportation planner. All modes of movement should be considered in town plans - prioritizing the needs of the most physically vulnerable user.
Policy and Coordination	Frankly, I'd love to limit the cars that can travel into the main commercial districts to commercial vehicles (delivery, taxi/ride-share, etc.) and vehicles necessary for accessibility.
Policy and Coordination	Concord should focus on it's poor roads and sidewalks for the next 5 years, let's get something done!
Policy and Coordination	Transportation Planner needs to be familiar with Complete Streets.
Policy and Coordination	Please share town's plans for addressing resident's traffic calming requests and concerns.

Topic Area	Text
Policy and Coordination	Public transit is by far the most important initiative for improving transportation safety, transportation equity for all residents, opening parking spaces for better use, and reducing car trips.
Policy and Coordination	Policy should be guided by the priorities of town residents, not state planners.
Policy and Coordination	speed limit for bicycles in commercial areas
Policy and Coordination	The best ways to handle parking overload are to provide good public transit and pedestrian-only comfortably walkable commercial and social districts in town.
Policy and Coordination	We have an opportunity to demonstrate how TDM could work in the re-development of MCI & 2229 Main St. sites over the next decades -- let's include it in the new zoning rules for these projects.
Policy and Coordination	The last transportation planner did not have the skills to be an effective transportation planner. This mistake cannot be repeated.
Policy and Coordination	Our new middle school has 6 bike racks, and completely ignored the proximity to the BFRT. This is a failure of vision and leadership. The ability to safely walk / cycle to school should be law.
Policy and Coordination	Paid parking is a bad idea, we need to make it easy to come to Concord and shop/dine by providing free easy-to-find parking. If they can't find a space or figure out the Parking App - they leave
Policy and Coordination	Build large parking lots on the outskirts of the commercial centers and prohibit driving into them.
Policy and Coordination	Roads/sidewalks first, everything else second. Stick to basics
Policy and Coordination	Make existing streets safer for cyclists and for pedestrians at crossings.
Policy and Coordination	advertise speed limits more frequently with the lit up signs.
Policy and Coordination	We had a Transportation Planner for a while - Erin Stevens - but I suspect the town's budget will not support a new dedicated staff position at this point.
Policy and Coordination	Shared parking is a bad idea. Have businesses provide parking for their employees so they are not taking all the free parking spots in town centers. Like Concord Academy
Policy and Coordination	Roads/sidewalks first for next 5 years, stick to the basics
Policy and Coordination	Lots of committees are looking at this issue- coordinate the effort/synergies- no need to hire for this role- make changes that don't cost money/raise taxes- we have bigger issues to address
Policy and Coordination	Roads/sidewalks first for next 5 years, stick to the basics
Policy and Coordination	Need to make Concord easy to do business with - to attract businesses & customers= no paid parking. Find/create places for employees to park that don't take up downtown parking spots