



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Karen Hill, P.E., Transportation Engineer, staff representative for the Traffic Operations Committee and Transportation Policy Advisory Committee

DATE: December 17, 2025

SUBJECT: Response to City Council Referral: Request for crosswalk on Regional Drive at Chenell Drive

Recommendation

Accept this report.

Background

On May 12, 2025, City Council forwarded to the Traffic Operations Committee (TOC) and the Transportation Policy Advisory Committee (TPAC) a referral from City Council regarding a communication from Kim Pooler requesting a crosswalk on Regional Drive at Chenell Drive.

Regional Drive is a major collector street carrying approximately 10,000 vehicles per day with a speed limit of 30 mph. In 2005, Regional Drive was extended westerly of Canterbury Road to connect with Airport Road. This connection provided a through route from Airport Road to Sheep Davis Road.

In 2012, CIP 541 Regional Drive/Chenell Drive Intersection Improvements was placed into the City's Capital Improvement Program (CIP) for future consideration. Following the extension of Regional Drive to Airport Road in 2005, traffic along the Regional Drive corridor has continued to grow. As a result of continued development along Chenell Drive, as well as development along the Regional Drive corridor, the Traffic Operations Committee has been monitoring traffic volumes, crash data and the frequency of pedestrian activities at critical intersections along this arterial corridor. As traffic continues to increase, improvements to the Chenell Drive / Regional Drive intersection will become warranted to maintain acceptable levels of service and traffic safety.

On January 24, 2014 City Council accepted a report in response to a referral from City Council to investigate traffic operation at the intersection of Regional Drive and Chenell Drive. The report indicated CIP 541 as a 'medium priority' recognizing fiscal constraint as well as prioritization based on safety needs and public benefit. The report stated that Staff would continue to monitor traffic operations at this intersection, but did not recommend funding improvements at the time.

On February 12, 2014 City Council accepted a supplemental report providing additional information regarding the potential use of multi-way stop sign control at the intersection of Regional Drive and Chenell Drive; use of multi-way stop sign control was not recommended because it did not meet Federal requirements and would result in undesirable effects for the primary traffic flows along Regional Drive. The report recommended to retain the current two-way stop control at the intersection and plan for future intersection upgrades under CIP 541.

In 2024, the City installed a sidewalk along the west side of Chenell Drive, between Pembroke Road and Regional Drive, when the roadway was reclaimed as part of the City's annual highway paving program.

Discussion

Speed

TOC discussed the referral at their May 20, 2025 meeting. The Committee reviewed TomTom speed data on Regional Drive in the area on Chenell Drive, averaged during the month of April 2025, summarized below:

Direction	Avg (mph)	85 th (mph)
Both	37	45

85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

Avg = Average speed

mph = miles per hour

After reviewing the speed data, the TOC did not recommend a crosswalk be installed at this time for the following reasons:

- there is no sidewalk connection on the other side of Regional Drive;
- placement of the crosswalk could result in a false sense of security for pedestrians;
- and it would direct pedestrians into Chenell Drive without having a clear safe place for pedestrians to travel leaving them exposed to commercial traffic.

Crash Data

Staff has been monitoring crash data at the intersection since the CIP 541 project was introduced. A ten-year summary of crash data is provided below:

Year										Total/10 yr	Avg/ year
2025	2024	2023	2022	2021	2020	2019	2018	2017	2016		
3*	2	5	5	2	1	2	6	7	2	35	3.5

*Data does not include December 2025

TPAC discussed the referral at their May 29, 2025 meeting. The Committee discussed the history of Regional Drive and the Capital Improvement Project (CIP #541) with the desire to install a roundabout at the intersection of Regional Drive/Chenell Drive to calm traffic and improve safety at the intersection.

TPAC noted that the project has not risen to a priority over other projects due to inconsistent/low crash rates. It ranked #17 of 18 in TPAC's project scoring process in 2025. As an intersection crash rate of five or more per year typically justifies further engineering investigation, the current rate of about 3.5 per year is not indicative of significant crash history.

TPAC acknowledged that there is pedestrian activity in the area, particularly crossing Regional Drive to access Chenell Drive or Pembroke Road, coming from or to the butterfly reserve area.

Kim Pooler, a resident of Roy Street, attended the meeting to speak on her request. She spoke in favor of a crosswalk, and feels that the intersection is extremely dangerous. Pooler also requested a crosswalk to be placed at the intersection of Regional Drive and Industrial Park Drive.

TPAC reviewed the TOC discussion and agreed that intersection improvements and/or traffic calming measures would need to be in place before a crosswalk could safely be placed at the intersection of Chenell and Regional.

TPAC briefly discussed temporary traffic calming measures that could be considered until the intersection project is funded, such as flexible bollards or "TUFF curb", to make Regional Drive feel narrower and encourage slower speeds in the area of the intersection.

TPAC agreed that additional information is needed before deciding on implementation of any temporary calming measures.

TPAC unanimously agreed to not recommend a crosswalk be installed at this time due to the speed and safety concerns present on Regional Drive, but recommended the speed data be shared with the Concord Police in hopes that they can increase directed patrols along Regional Drive to reduce speeds and improve safety in the short term.

TPAC also recommended that Staff look into potential temporary traffic calming measures. Upon acceptance of this report, Staff will look into costs and placement options and report back to TOC and TPAC for further discussion.

TOC and TPAC both recommended that no crosswalk be installed at this location as there are no sidewalks on the southerly side of Regional Drive or Chenell Drive for it to connect with.

cc: Traffic Operations Committee
Transportation Policy Advisory Committee