



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: March 24, 2025

SUBJECT: Response to City Council Referral: Request for pedestrian safety improvements at the Mountain Road at Fernald Street Crosswalk

Recommendation

Accept this report.

Background

On December 9, 2024, City Council referred a communication from Councilor Foote in regards to a resident's concerns for pedestrian safety at the crosswalk on Mountain Road at Fernald Street, to the Traffic Operations Committee (TOC) and Transportation Policy Advisory Committee (TPAC) for review.

Mountain Road (NH Route 132) is a major collector street located within the Urban Compact. One travel lane is provided in each direction with a posted speed limit of 30 mph. There is a sidewalk present on the west side of Mountain Road in this area. Fernald Street is a local street in a residential neighborhood between Mountain Road and Shawmut Street. Fernald Street does not have a sidewalk, although there is an existing crosswalk that has been in place since there was a public elementary school on Shawmut Street (Eastman School), which is no longer a public elementary school after the consolidation project in 2012. There have been no recorded pedestrian accidents in this crosswalk.

TOC and TPAC have discussed this stretch of Mountain Road in many capacities over the years. Traffic counts from data collected in June 2021 near #32, are summarized as follows:

Direction	Avg (mph)	85 th (mph)
Northbound	36	39
Southbound	34	38

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

Average daily traffic (ADT) totaled 7,442 vehicles per day.

By way of general background, the resident's request was for flashing lights at the crosswalk; flashing pedestrian crossing signs are called Rectangular Rapid Flashing Beacons (RRFBs), which currently cost around \$30,000 per installation. In recent years, TOC has received a

number of requests for RRFB installations at a handful of crosswalks throughout the City. Future budget requests may include installation of RRFBs along N Main Street, between Storrs Street and Bouton Street, at unsignalized multi-lane crossings. Any installations beyond N Main Street are recommended to be considered after a crosswalk policy has been finalized; a crosswalk policy would include criteria for RRFBs and other signage considerations. Once a crosswalk policy is established, RRFB installations at crosswalks could be considered on a priority basis, as funding is appropriated.

Discussion

The Traffic Operations Committee (TOC) discussed the recent referral during its December 17, 2024 meeting. The Committee acknowledged the concerns; however, until the aforementioned crosswalk policy is established and funding is appropriated, it is premature to recommend installation of RRFBs at this location, especially considering the low pedestrian crossing volumes compared to other locations in the City where RRFBs have been requested. This location can be added to the list for further evaluation in the future.

TOC agreed that at this time that adequate signage is in place for the low pedestrian crossing volumes and did not recommend further action, however they agreed that increased speed enforcement on Mountain Road should continue as Concord Police Department resources allow.

The Transportation Policy Advisory Committee (TPAC) discussed the referral during its January 23, 2025 meeting. The Committee agreed with TOC regarding the RRFB request, however they did recommend adding “flanking” pedestrian crossing signs in each direction to increase vehicle awareness of the crosswalk.

TOC discussed the referral again at its March 18, 2025 meeting and concurred with TPAC’s recommendation to add additional pedestrian crossing signs at the crosswalk. TOC agreed that because flanking signs were just added at other crosswalks along East Side Drive, that the recommendation would be consistent with other locations along the corridor.

cc: Traffic Operations Committee
Transportation Policy Advisory Committee

Attachment:

Photos of Recommended Signage

