



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

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

DATE: October 27, 2025

SUBJECT: Response to City Council Referral: Concern for speed on Cemetery Street

Recommendation

Accept this report submitted by the Transportation Engineer on behalf of the Traffic Operations Committee in response to a referral from City Council regarding a communication from Alan Harris in regards to speed concerns on Cemetery Street.

Background

On July 14, 2025, City Council forwarded to the Traffic Operations Committee (TOC) a referral from City Council regarding a communication from Alan Harris in regards to speed concerns on Cemetery Street.

Cemetery Street is a local street with a posted speed limit of 25 mph. It connects Shawmut Street with Shaker Road. The speed limit was reduced from 30 mph to 25 mph by Ordinance dated March 21, 2005. There is an existing 500' sidewalk segment near Randolph Road and Styles Drive, the remaining roadway segments have planned sidewalk in the City's 2017 Pedestrian Master Plan.

Discussion

TOC discussed the referral at the August 19, 2025 meeting. It was confirmed that the roadway is properly signed with a 25 mph speed limit sign in each direction.

Speed

TOC reviewed speed data summarized during the month of May 2025 for Cemetery Street, as follows:

Direction	Avg (mph)	85 th (mph)
Eastbound	28	34
Westbound	26	32

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

Sidewalk

TOC recognized the sidewalk segment on Cemetery Street, between Shawmut Street and Shaker Road, is ranked #55 out of 117 in the City's 2017 Pedestrian Master Plan. The 2021 TPAC ranking effort evaluated locations based on criteria including safety, school proximity, new access, latent demand, connectivity, and existing demand.

The Committee concurred that a continuous sidewalk would enhance walkability in the neighborhood, however, it was discussed that at this time, this sidewalk segment is not indicated as a "priority" segment and would typically be considered for construction when the street is reconstructed (not yet programmed in upcoming years as it was recently resurfaced in 2017).

The Committee agreed that additional enforcement could be conducted as resources are available but noted that the times being requested are typically the busiest times for the Police Department.

cc: Traffic Operations Committee