

**Correspondence received by the  
Concord Select Board  
Week Ending – October 27, 2025**

1. Tanya Gailus 62 Prescott Rd.
2. Keith Hannon 129 Nimrod Dr.
3. Jamie Ring 80 Riverdale Rd.
4. Daniel Stapleton and Cynthia Katz 20 Conant St.

Please Note: The Select Board Correspondence policy has been updated as of January 27, 2025. The letters posted here reflect the views and opinions of the author as recorded in the body of their email. Neither the Select Board nor Town staff have verified or reviewed the contents. The Select Board and the Town do not necessarily agree, condone, support or advocate the ideas expressed in these letters and have not verified any factual statements made in the letters.

Dear Members of the Concord Select Board,

On October 20, you allowed (3-1) the removal of the 24" DBH Norway Spruce Public Shade Tree mainly because it was mostly situated on private property.

You then decided that the town would pay for the removal of the tree, which was just treated as a "private" tree. This sets a troubling precedent.

People who have trees on their property that are also Public Shade Trees might now expect that the town should both give permission for the removal of these trees upon request AND that the town should pay the costs.

There does not seem to be a specification in the State Public Shade Tree law that requires that a town pay for the removal of a Public Shade Tree when requested by anyone other than the Tree Warden.

I understand that in a different earlier case (Belknap), you were advised (and I also made such a request) not to allow a Public Shade Tree removed simply because the applicant offered to pay the costs. That was a very different situation. As policy, allowing the removal of a public amenity in exchange for cost compensation would set a pay to play precedent.

In the Cottage Lane situation, permission was obtained because the tree was mostly on private property.

As such, along with private property rights, the responsibility of paying for the removal should have followed (as well as adherence to the Tree Preservation Bylaw due to planned construction.)

[Since the planned construction would have been possible with the tree intact (per the applicant's statement), maybe the tree would even be saved.]

I am not asking that you change your decision in this one case.

Would you, however, consider making a statement that this case was an outlier? It would be good to prevent future applicants from expecting that public shade trees that happen to be partly on private property should be removed, and at the public's expense.

Thank you,  
Tanya Gailus  
62 Prescott Road

Hello Select Board Members,

There are two items I would like to bring to the Select Board's attention. The first being that it is anticipated that at the next NRC meeting on Wednesday Oct 29, the new Warner's Pond subcommittee is expected to be ratified by the NRC. It would be great if someone from the Select Board could attend to show support, especially since Mark and Paul were both Task Force members.

The other issue I wanted to notify you about, which is very significant and should seriously be considered for inclusion as a future Select Board agenda item, and will likely also be discussed at the same NRC meeting Wednesday, is the Rte 2 rotary project where large soil stockpiles have been placed and used for the past couple of years. It recently came to my attention that the Dept of Natural Resources Director personally granted the contractor permission to place fill in that area a couple of years ago. One problem is, the entire area where the piles have been placed is within two wetland buffer zones. The DNR Director gave this permission to the contractor without notifying the Natural Resources Commission about the project. This fact was disclosed and confirmed at the last NRC meeting during the public comment period. As a result of this permission being granted, the wetland resource area has become degraded and there is no mitigation plan. Furthermore, historic aerial imagery shows that some fill was also placed directly within one of the wetlands located behind the gas station. This has all been done with no permit granted by the NRC, which is a significant violation of both the State Wetland Protection Act, and the Town of Concord Wetland Bylaws. Another problem that has been revealed here is that there seems to be a double standard at play in Concord and how the town's wetlands are being protected. Most private home owners located in the buffer zone go through rounds of scrutiny by the Dept of Natural Resources/NRC and are held to very strict standards and to the same wetland laws when they try to permit buffer zone/wetland resource area impacts on their property. It is very troubling to me, as a Concord resident, and also as a professional wetland scientist, that the Dept of Natural Resources director has been caught breaking wetland laws, and also denying NRC the opportunity to properly regulate the rotary project. I strongly urge the Select Board to look into this matter, and to consider its significance. The optics are not great if this double standard is allowed to continue in town with no intervention. The Bridge has been notified about this issue, along with MassDEP (who enforces the state Wetland Protection Act).

For your awareness, my email to the NRC chairperson is below with their response.

Thank you for your attention to this important matter.

-Keith Hannon

129 Nimrod Drive

Dear Members of the Select Board and DEI Commission,

As a town resident who is interested in keeping abreast of your work, I would like to be able to participate in, and stay current with, conversations that relate to equity and belonging in our town as well as some of the issues that the DEI commission plans to discuss related to our schools, such as the item re: the CCHS PA on tomorrow's agenda.

Please remember that working parents need advance notice to join meetings. The DEI Commission's upcoming meeting notification and agenda were not posted on the town website until yesterday morning. A Zoom link for virtual participation is not currently available on the website.

I would like to kindly request that the DEI Commission share meeting dates and agendas in a more timely fashion, similar to other town bodies. Failure to give constituents adequate notice on agenda topics, and options to participate, sends a message that perhaps DEI commissioners are only looking for a certain subset of the community to join in the meetings.

Kind regards,

Jamie Ring

80 Riverdale Road

**To: Town of Concord Transportation Advisory Committee (TAC)  
Concord Select Board  
Concord Public Works**

**From: Stapleton/Katz - 20 Conant Street**

This document follows up our public comment at a recent TAC meeting. The purpose of this document is to:

- present specific concerns about traffic volume, speed and Heavy Commercial Vehicle use within Concord in general, and on Conant Street in West Concord in particular.
- remind the Town and the TAC of the findings of the “Concord Traffic Cut-Through Study” performed in 2019 by Jacobs, which focuses on excessive Concord traffic volume as a result of regional cut-through traffic.
- “Envision Concord Bridge to 2030” identifies traffic volume as a key issue and volume reduction as a key goal (Section 4.5). Since excessive traffic volume significantly affects other transportation goals, we also suggest that this issue be added to the TAC charge.
- encourage the TAC and Town to develop clear a Vision for traffic management within the Town, consistent with “Envision Concord Bridge to 2030” that: 1) defines specific Town and neighborhood goals for traffic volume, road use (based on FHWA and MassDOT road functional classification, residential density and road geometry); and 2) defining and achieving targeted speeds.
- encourage that these concerns (which are about quality of life as well as safety) be considered and addressed by the comprehensive Transportation and Mobility Study currently being performed by Stantec under the oversight of the Transportation Advisory Committee, including the implementation of traffic calming measures.
- Address specific traffic issues on Conant Street.

We acknowledge that complaints about traffic are common. However, the data (in particular, the “Concord Traffic Cut-Through Study” performed in 2019 by Jacobs) appears to support the conclusion that excessive traffic volume is a legitimate issue and should be a concern to the TAC and the Town. Feedback from other residential neighborhoods (e.g., most recently Upland Road) supports the importance of this issue. It also appears that there are reasonable, practical and cost-effective solutions available to the Town.

However, we also note that it appears that this issue is not currently a Town priority nor are there clearly defined Vision and Goals for traffic management within the Town, resulting in lack of progress, inconsistent expectations between residents and Town departments and adverse effects on achieving other transportation goals (e.g., multimodal, walkability, safety).

The information presented below is based on our compilation and interpretation of publicly available data.

## **Statement of Problem**

The Town of Concord and Concord residents currently accommodate an excessive volume of regional cut-through traffic on the Town’s residential Local Roads, most of which does not originate in Concord or have Concord as a destination, Further the current traffic volumes and vehicle use classifications and traffic

speeds are not consistent with the functional classification of the residential Local Roads as defined by the Federal Highway Administration and the MassDOT. Further, the cut-through traffic disproportionately impacts specific roads (approximately 48 “streets of concern”) within Concord, penalizing the residents within these roadway neighborhoods.

As presented in the 2019 “Concord Traffic Cut-Through Study” and discussed below, high traffic volume (apparently almost entirely due to vehicle trips not originating in or destined for Concord) is a significant transportation issue, that appears to be getting worse and increases the adverse impacts of future development such as proposed 40b developments in West Concord and residential development on Commonwealth Avenue and Main Street.<sup>1</sup> Excessive cut-through traffic volume and associated effects are currently issues of public safety, engineering, and quality of life for Concord residents (including Conant Street). These issues will increasingly and adversely affect Concord quality of life, property value, achievement of other Town transportation goals, public safety, and the Town’s capability to meet the added transportation requirements of proposed future development. And they will continue to affect the visual and cultural setting as more and more properties construct high perimeter fencing to mitigate noise and create visual barriers.

In response to concerns by the residents of the Town of Concord that there are more vehicles driving through their residential neighborhoods and at higher speeds, the 2019 “Concord Cut-Through Traffic Study” was performed to examine cut-through traffic patterns along residential roadways. The goal of this study was to examine existing traffic patterns through data collection and analysis, and to recommend possible actions that would discourage or eliminate cut-through traffic within the study area.

Our understanding and interpretation of the findings of the 2019 Study are:

- “The primary cause of the overall congestion (traffic volume) and the resulting cut-through traffic issues stem from regional traffic patterns. Concord lies along several regionally significant roadways that connect residential areas to employment centers within the metropolitan area. Thousands of vehicles use these regional roadways to pass through Concord daily.”
- The majority of traffic in the Town of Concord, including West Concord, consists of regional through trips not originating from or destined for Concord. Per the Jacob’s study, there are approximately 17,400 private vehicles owned by residents in Concord. On an average day, there are approximately 212,500 trips both into and out of Concord on the main arterials. Eighty-eight percent (88%) of these trips (188,000 vehicles per day) enter and exit Concord using the main regional roadways of Route 2, Route 2A, and Route 62. “If every Concord resident drove their vehicle in and out of Concord on one day, this would total about 35,000 trips, which is a fraction of all the trips entering and exiting Concord on an average day. The majority of traffic in Concord are regional through trips, not originating in or destined for Concord”.
- “The data sources indicate that regional traffic in the morning is heading east and south. It is slowest along Routes 111, 2A, 2, 62, 117 and Lowell Street<sup>2</sup> heading east/south; it is slow in both directions on portions of the Concord Turnpike and Sudbury Road. In the evening, traffic is generally heading north and west (except for Route 2A, which slows down heading south/east at the Concord/Acton town line). It is slowest on Routes 2, 62, 111, Lexington Road, and Commonwealth Avenue heading north out of West Concord. Segments of Routes 62 and 2 are

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<sup>1</sup> Cut-through traffic refers to vehicles using residential streets as a shortcut to bypass congested roadways or traffic, without a primary destination or origin within that neighborhood.

<sup>2</sup> Lowell Road

also slow in the eastbound direction. Sudbury Road south of downtown Concord is slow in both directions.”

- It is inferred that many of the regional through trips on the major arterials contribute to increased traffic (number of trips) along local cut-through streets (north-south and east-west). There were 48 “streets of concern” identified based on residents contacting the Department of Public Works. These streets are predominantly streets affected by “cut-through” traffic. The concerns voiced by residents included **high traffic volumes, high traffic speeds** and **pedestrian safety**. Many if not most of these streets, based on their functional classification, residential density and physical characteristics (e.g., lane width) are not suited for these traffic volumes.
- For these 48 “streets of concern”, the 2019 study compared the estimated traffic (the amount that would be reasonably expected given the neighborhood’s density and the street’s length) to the observed traffic to estimate the volume of cut-through traffic (see 2019 report Figures 9 through 11).
- Cut-through traffic volume is likely made worse due to navigation apps... “Concord Police Chief Joseph O’Connor said traffic gets backed up along Route 2, so commuters are using apps to find shortcuts around the congestion. Residential neighborhoods have been turned into cut-throughs, prompting complaints and concerns about safety, quality of life, and late buses, O’Connor said” (ref Boston Globe).

#### **The issue specific to West Concord:**

- It is inferred that many of the regional through trips on the major arterials (mostly Route 2, Route 2A, and Route 62) contribute to increased traffic (number of trips) along local cut-through streets (north-south and east-west) within West Concord.
- Twenty-three (23) of the 48 “streets of concern” are located within West Concord.
- The “estimated” number of weekday trips on these 23 streets (excluding Baker Avenue) is 17,221.
- The observed number of weekday trips was 37,571 indicating that about 54% (20,350 trips) may be cut-through trips.

#### **The issue specific to Conant Street:**

##### Conant Street Characteristics:

- Conant Street is approximately 2,200 feet in length and intersects Laws Brook Road at the north end and Main Street at the south end.
- Per MassDOT, Conant Street is a Local Road (Functional Class 7). Local Roads are intended, by design, not to carry through-traffic and to also support low traffic volume, on the order of 700 to 800 Average Annual Daily Traffic (AADT). Per the Federal Highway Administration, Local Roads “... are often designed to discourage through traffic”.<sup>3</sup>
- Conant Street services two-way traffic, with roadway striping.

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<sup>3</sup> For comparison: Commonwealth Avenue, Laws Brook Road and Old Marlboro Road are federal functional class 5 – Major Collectors and Main Street (Rt 62) is federal functional class 3 – Principal Arterial. Principal Arterials typically support Annual Average Daily Trips (AADTs) of 7,000 to 27,000. Major Collectors typically support AADTs of 3,000 to 6,500.

- As one of the original streets in West Concord, Conant Street is very narrow with lane widths of about 10 feet (or less) with no shoulders on either side (10 feet from stripe to curb).
- Conant Street has a single, narrow sidewalk (constructed sometime during the 1970s or early 1980s) on the west side with a sidewalk width that can support only a single pedestrian. Further, it also has several historical homes with non-conforming setbacks, meaning several of the houses are close to the road.
- Conant Street has three stop signs with painted crosswalks (located at the intersection with Laws Brook; the intersection with Main Street; and the 90-degree bend across from Rideout Field, providing access from the sidewalk to Rideout Field).
- Conant Street has a commuter rail crossing<sup>4</sup>. The crossing has problematic geometry resulting in several known cases of confusion by vehicle operators – turning onto the tracks. MBTA recently installed some deterrence measures to mitigate this.
- Conant Street provides public access to Rideout Field (one of two Rideout parking lots) and is heavily used during games and events with overflow parking on Conant Street.
- Street parking is not prohibited.
- The turning radius onto Conant Street from Laws Brook Road (and possibly Main Street) appears to be inadequate for Class 8 through 13 vehicles.
- Conant Street, by use, is Residential with high residential density including single family homes, multi-family (duplex and/or townhouse) and a 58-unit condominium development.<sup>5</sup>
- Conant Street supports substantial pedestrian traffic including students walking to the bus stop on Laws Brook and pedestrians accessing Rideout Field.

#### Traffic Volume:

- Conant is one of the 48 “streets of concern” in Concord.
- Conant Street connects Main Street (Rt. 62) with Laws Brook Road and (via Laws Brook) with Commonwealth Avenue, Rt 2 and Rt 2A.
- Cut-through traffic on Conant Street is typically from Rt 2 to Main Street (Rt 62), in order to bypass slowdowns on Rt 2 and/or West Concord Village and associated stop lights.
- Per the Federal Highway Administration (FHWA), classification of Conant Street as a Local Road along with its lane width limitations and lack of shoulder, is consistent with traffic volumes on the order of 700 to 800 trips per day, with no through-traffic. Per the 2019 “Concord Traffic Cut-Through Study”, 770 weekday trips are reasonably expected based on Conant Street’s residential use, the neighborhood’s density and the street’s length – also consistent with a Local Road functional classification. However, there appear to be (based on several sources) about 3,500 to 4,000 actual trips per day<sup>6</sup> on Conant Street, meaning that up to about 78% of the trips are assumed to be cut-through trips (a factor of 4). Basically, Conant Street which is a very narrow,

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<sup>4</sup> Conant Street is one of only four streets within West Concord crossing the commuter rail right-of-way and connecting traffic from the north of the right-of-way (e.g., Rt. 2) with areas to the south (e.g., Main Street)

<sup>5</sup> Over the last 10 to 15 years, Conant Street has experienced transformational change with many if not most houses (rental) replaced with new owner-occupied homes and a transition of industrial areas to residential with increased real estate tax revenue.

<sup>6</sup> The estimated actual trips is estimated to be on the order of 3,500 to 4,000 based on several different road counts including: 1) the 2019 “Concord Cut-Through Traffic Study”; 2) Town of Concord Master Plan; 3) recent count by Town PD; and 4) the 1450 Main Street Development Traffic Impact Assessment.

densely populated Local Road with traffic capabilities on the order of 700 to 800 trips per day, is supporting on a daily basis the traffic of an urban Major Collector including truck traffic.

- Of the 23 “streets of concern” in West Concord, Conant Street has the 3<sup>rd</sup> highest observed traffic volume, exceeded only by Commonwealth Avenue (a Major Collector) and Pine Street (another Local Road).
- Per data presented in the Traffic Impact Assessment for the development on 1450 Main Street, Conant Street has a Level of Service (LOS) of E to F. LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting – meaning that traffic exceeds capacity, even before the additional new development traffic.

#### Speed limit:

- Conant Street has regulatory speed limits and is not eligible (without Town petition to the State) for MGL c.90§17C (Speed limits in thickly settled or business districts).
- The posted speed limit for the majority of the road length (0.28 mile or about 75%) is 20mph. The speed limit for the 0.1-mile (528 feet) section located immediately south of the Laws Brook intersection is 30mph.
- Per the 2019 “Concord Traffic Cut-Through Study”<sup>7</sup>:
  - the observed 85<sup>th</sup> percent traffic speed per the 2019 study is 31 to 32 mph
  - the observed average speed on Conant Street is 27mph (both NB and SB)
  - sixty-eight percent (68%) of traffic is at speeds exceeding 20mph.
- Of the 48 cut-through streets within Concord, Conant Street is the 4<sup>th</sup> highest with observed traffic speeds exceeding 20mph.
- Of the 48 cut-through streets within Concord, Conant Street has the 9<sup>th</sup> highest observed mean traffic speed.
- Per FHWA and MassDOT, the 85<sup>th</sup> percentile traffic speed correlated to Conant Street lane widths is about 25 mph. The actual recorded 85<sup>th</sup> speed is 31 to 32 mph, meaning that observed traffic speeds exceed those typically associated with comparable narrow lane widths of 9.5 to 10 feet.

#### Truck Exclusion:

- Conant Street has a Heavy Commercial Vehicles Exclusion (HCVE) per Concord Traffic Laws, one of four Town HCVEs.
- The Conant Street HCVE is consistent with other current MassDOT HCVEs; specifically, MassDOT exclusions include vehicles with a gross vehicle weight of 5,000 lbs or more (2.5 tons), which typically corresponds to vehicles with two or more axles and six or more wheels. Class 1 through 4 vehicles (which include pick-up trucks) are, by law, exempt from HCVEs. The other vehicle classes (Class 5 through 13) are included in the HCVE and these class vehicles routinely use Conant Street as a cut-through<sup>8</sup>.

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<sup>7</sup> A limited speed study performed by the Concord Police during March 2024 indicated somewhat different results.

<sup>8</sup> Vehicle/Truck classifications are determined by the Federal Highway Administration (FHWA) and are broken up into 13 classifications. Classes 1 through 4 are exempt from any exclusion and consist of motorcycles, passenger cars, pickups, vans and buses. Classes 5 through 13 are those commercial vehicles that have a carrying capacity over 2.5 tons and would be subject to an exclusion and consists of vehicles ranging in size from single unit 2-axle truck such as camper/motorhome and box trucks (for example FedEx and UPS delivery trucks) to multi-trailer 6-axle trucks

- The Conant Street HCVE identifies specific exemptions which include Conant Street service destinations, municipal and state vehicles and access to "...adjoining streets or ways to which access cannot otherwise be gained...". Main Street and Laws Brook Road clearly do not meet this exemption since access to these roads can otherwise be gained. The only road that meets this part of the exemption is Domino Drive.
- While exact data is not available, it seems reasonable to assume based on the available data that of the approximately 4,000+ Average Daily Trips (ADT) on Conant Street a significant proportion (2% to 3% - +/- 80 to 120) is expected to consist of Heavy Commercial Vehicles, most of which are non-compliant with the HCVE.
- Conant Street has HCVE signage at both ends; however, the signage is small and has limited visibility and also appears to be ignored by Heavy Commercial Vehicle operators.
- Police enforcement is performed on request and periodically.
- Current enforcement and signage appears to have had limited success in reducing cut-through Heavy Commercial Vehicle traffic.

## **Suggested Actions**

### **Requests to Town and Transportation Advisory Committee:**

1. We request that the Transportation Advisory Committee and the Transportation and Mobility Study clearly define the Vision and Goals for traffic management within the Town of Concord, reflecting both safety and quality of life (noise, pollution, walkability) issues such that there is consistency between expectations of Town residents and Town departments (e.g., Public Works).
2. We request that the comprehensive Transportation and Mobility Study consider and address issues associated with cut-through traffic within West Concord. We think that this is the most significant transportation issue since it affects other transportation goals including walkability, multi-modal transportation, etc. It is also an issue that is getting worse and will, in conjunction with new traffic associated with new West Concord development, adversely impact the quality of life, property values, public safety, achievement of other Town transportation goals, and the Town's capability to meet the added transportation requirements of proposed future development.
3. We request that the existing Town of Concord Traffic Calming Policy be re-evaluated and recommendations for revision be made as part of the Study. In a high-density residential area such as Conant Street, the implementation of this policy by residents is extremely and unnecessarily difficult. Traffic calming should be a function of public planning and not solely dependent upon resident action. Frankly, this policy is written in a way that practical implementation discourages, not encourages, traffic calming measures.
4. We request that the implementation of traffic calming measures be a key part of the Transportation and Mobility Study recommendations. Traffic calming has been discussed by Town residents for at least 10- years with little to no implementation. In recent years, however, traffic calming including speed humps has become a fundamental part of traffic management at other Massachusetts communities (e.g., Boston, Cambridge, Somerville, Lincoln, Weston, Wayland, etc.). The Town of Concord has seemed reluctant in the past to consider these measures, even though they are now widely used by other Massachusetts communities.
5. We request that traffic speed be a fundamental consideration of the Transportation and Mobility Study where appropriate, including Conant Street. From the Jacobs report... "Recent studies performed by the Federal Highway Administration (FHWA) have stated that pedestrians involved

in crashes with motor vehicles are more likely to be severely or fatally injured when vehicle speeds are higher. Though this concept has been widely understood for some time, there is now research and data confirming the percentage likelihood of fatality or severe injury at different speeds in miles per hour (MPH). At 20 miles per hour, there is an 18% chance of fatality or severe injury and that percentage increases to 50% at 30 miles per hour.” We acknowledge the past efforts and success by the Town in broadly reducing speed limits to 25 mph via MGL c.90§17C.

6. We request that the role of enforcement be revisited by the Town (i.e., Concord Police) and in the Transportation and Mobility Study, in particular the enforcement efforts proportionally dedicated to West Concord Village area<sup>9</sup>.
7. We request that the Town (Concord Police, Public Works and/or Town Engineer) evaluate the role of navigation apps including Town communication with the predominant app developers to discourage cut-through traffic and include Heavy Commercial Traffic exclusions.
8. We request that the Transportation and Mobility Study consider and review the existing Town practices relative to Traffic Impact Assessments performed for permitting and approval of real estate development. These studies, although produced consistent with industry standards, primarily focus on relative increases in traffic due to a proposed project relative to impacted roadways. This process appears to result, over time, in a steady, incremental net increase in traffic volume within the Town. They do not consider a more comprehensive perspective of Townwide “maximum traffic volume capacity thresholds” (i.e., absolute mean and peak traffic volumes at which the Town and residents are adversely impacted in broad consideration of Town goals and considerations) or the functional classifications of the existing Town roads (Local Roads).
9. We request that the Transportation and Mobility Study consider and incorporate the findings of the MassDOT Rt 2 study and that the Transportation Advisory Committee participate in discussions regarding the Rt 2 improvements and the prison closure relative to relieving cut through traffic volumes within West Concord.
10. We request that the Town consider using one of the many web-based traffic data acquisition and analytics services available, providing high-quality, high-resolution traffic data.
11. Finally, we request that the Transportation and Mobility Study also evaluate and address the intersection of Laws Brook Road and Commonwealth Avenue. The lack of crosswalks at this location (although previously proposed) remains a major public safety issue.

### **Conant Street Heavy Commercial Vehicle Exclusion (HCVE):**

Our objective is to have the Heavy Commercial Vehicle cut through traffic reduced or eliminated, consistent with the Conant Street Heavy Commercial Vehicle exclusion. For perspective, the standard maximum width for most commercial trucks in the U.S. is 8.5 feet (102 inches). This includes semi-trucks

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<sup>9</sup> The Town of Concord includes three census tracts. If not already done, the allocation of traffic enforcement resources could consider, among other factors, the characteristics (traffic density and volume) associated with each census tract. As shown below, Census Tract 3612 (approximately corresponding to the West Concord Village and adjacent areas) has similar population but much greater density (2 to 4 times) the other Concord census tracts.

- Census tract 3613 (Concord Center and surrounding areas): 6,062; 462 people/square mile(sm); 13 sm
- Census tract 3611 (West Concord - east, south of Rt 2): 5,975; 812 people/sm; 7.4 sm
- Census tract 3612 (West Concord Village south of Rt 2): 6,189; 1,641 people/sm; 3.8sm

Per the Concord Police Department, one patrol officer is assigned to West Concord Village area (i.e., everything southwest of Rt. 2), per shift.

and other large trucks and does not include side mirrors which add to overall width. The 8.5-foot truck width (plus mirrors) is designed to fit within the typical 12-foot US highway lane – not narrow (10-foot) lanes like Conant Street. Further, the lack of road shoulders places the trucks very close to pedestrians on the narrow sidewalk, introducing public safety concerns. Further, the turning radius on and off Conant Street are not suited for large multi-trailer trucks. Also, there are three stops and crosswalks including one of two vehicle access points and one of three pedestrian access points to Ridout Field. Also, Conant Street has a major commuter rail crossing. Recent data is not available relative to the volume and destination of the trucks, but we expect that Heavy Commercial Vehicle traffic is on the order of +/- 80 to 120 per day, much if not most of which is regional cut-through traffic (i.e., not serving Concord residents or businesses).

In addition to traffic calming measures discussed below, the key actions that we expect will address non-compliant Heavy Commercial Vehicle traffic on Conant Street are:

1. Improved truck exclusion signage. The existing signage is small, non-compelling and marginally visible. In addition it is posted at locations that are not visible until the trucks have already committed to the turn onto Conant Street. Our experience is that the existing signage is consistently ignored. Better signage alternatives are available at no greater cost and, we believe, will provide the most near-term value. This includes, at a minimum, signage on Laws Brook Road and Main Street, before the turn.
2. Continued enforcement. The Concord Police have been responsive to requests for enforcement and periodically assign patrol to Conant Street. Our understanding is that most HCVE violations have resulted in warnings and not citations. We understand that the Concord Police have also responded to citizen calls about HCVE violations by contacting the vehicle owner (businesses) when that information is available. Given available resources and competing needs, we understand that the frequency and benefits of enforcement will be limited. However, a period of regular enforcement with citations (fines) may change the “culture” of regional cut-through truck use of Conant Street.

**Traffic Calming Measures:**

Consistent with discussions with the Concord Police, the issues presented above, including those specific to Conant Street, can be managed through the three “E’s” - Enforcement, Engineering, and Education.

The most benefits have typically been achieved with engineering, specifically physical modifications to the roadway including traffic calming measures.

MassDOT provides extensive resources for the rationale and design of traffic calming measures (the MassDOT “Safe speeds: roadway treatment technical toolkit”). There are many other traffic calming design guides applicable to Concord. Traffic calming measures can mitigate both traffic speeds and cut-through traffic volumes. Traffic calming measures typically used to mitigate traffic volumes and traffic speeds include the following (from the MassDot Toolkit):

Type of Roadway Treatment	Description
Vertical deflection countermeasures	Speed humps, raised pedestrian crossings, or raised intersections that raise roadways for various lengths to slow drivers.

Horizontal countermeasures	Median islands, chicanes or curves, or curb extensions that change the horizontal cross-section of a roadway. Chicanes are a series of curb extensions that alternate from one side of the street to the other, forming S-shaped curves that essentially narrow the roadway width and create an environment that slows down drivers.
Mini roundabouts and neighborhood traffic circles	Small-scale circular islands that act as a kind of intersection, offering yield-controlled entries and counterclockwise circulation in order to improve safety and reduce delays.
Road diets and marking measures	Strategies such as perceptual speed markings, road diets, and lane narrowing. A road diet is a roadway configuration that involves narrowing or eliminating travel lanes to calm traffic speeds and increase safety of all roadway users. Road diets do not automatically impact throughput or cause congestion, and when it does safety is the preferred tradeoff.
Speed transition zones, advisory, and feedback signage	Strategies to slow drivers traveling from a rural to an urban environment and signs that communicate recommended speed information and feedback to drivers.

For example, specific to Conant Street traffic calming measures could include one or more of the following alternatives:

1. Improved Heavy Commercial Vehicle Exclusion (HCVE) signage (discussed previously).
2. Raised crosswalk ideally with flashing lights (at Rideout Field parking lot crosswalk). Per MassDOT, raised crosswalks cost on the order of \$5,000 to \$7,000, more with flashing lights.
3. Supplemental speed humps along the street (assume 2). Per MassDOT, speed humps cost on the order of \$2,000 to \$5,000 and reduce speeds by about 14% to 34%.
4. Removal of the road lane striping.
5. Road narrowing in conjunction with increasing the sidewalk width.
6. Vegetated sidewalk berm and/or tree plantings (not possible for current sidewalk width but possible with a widened sidewalk).

Additional measures considered previously (e.g., 1985) by the Town include: 1) converting Conant Street to one-way traffic; and 2) dead-ending Conant Street at the rail crossing.

**Success**

Success, from our perspective, for Conant Street would include:

1. Manage traffic along Conant Street in a manner consistent with FHWA and MassDOT Local Road criteria using traffic calming techniques.
2. Managing the Conant Street HCVE (truck exclusion), including improved signage, traffic calming measures, enforcement and education, to greatly reduce or prevent non-exempt Heavy Commercial Vehicles.

3. Greatly reduce regional cut-through traffic volumes (estimated to currently be 3,500 to 4,000 trips per day) to something closer to that appropriate for a Local Road.
4. Speeds of all vehicles consistent with the 20 mph speed limit (30mph where posted).

Success, from our perspective, for the Town, would include:

1. Develop a Vision and Goals for traffic management within the Town.
2. Manage regional cut-through traffic to result in non-destination cut-through traffic remaining on the major arterials (e.g., Rt 2).
3. Manage Heavy Commercial Vehicle traffic (not providing local services) to restrict traffic to Collectors and Arterials – and not Local Roads. Consider expanded use of truck exclusions.
4. Utilize traffic calming measures, promoted by MassDOT and utilized in other Massachusetts communities.

Thank you for your consideration. We look forward to your response.

Daniel Stapleton and Cynthia Katz  
20 Conant Street