
CITY OF CONCORD
PEDESTRIAN MASTER PLAN

MAPS AND APPENDICES

Engineering Recommendations

| Location | Program | Accessibility | Safety | Enjoyment | Description | Treatments |
|---|---|---------------|--------|-----------|---|---|
| Pleasant/Warren/Fruit St | CIP 570 | High | High | Med | Proposed roundabout to replace existing signals. Potential for ADA compliance, improved crossings, better Pleasant St access, improved safety, and placemaking/livability benefits. Located near High School and Memorial Field. | Roundabout, streetscapes |
| McKee Square, Broadway and West | CIP 31 | Med | High | High | Safety issues exist at these locations for all road users. Opportunity for ADA compliance, placemaking/livability. Located at a neighborhood center area and Safe Routes to School route. | Roundabout, streetscapes, potential refuge island, bump-outs |
| Loudon Rd Safety Improvements | CIP 19 | High | High | High | Often cited as a problem area for walking. Various enhancements including a 3-lane option would improve safety and walkability and better balance the needs of all road users. Additional streetscape enhancements could bring additional benefits. | Road Diet, Refuge Island, crossing beacon, streetscapes |
| Storrs St Extension North | CIP18 | High | High | High | There is currently no direct pedestrian access from Storrs St near Downtown to the Commercial St area. A new connection would improve access, eliminate a major (real and perceived) safety concern, and open vacant land to pedestrian oriented development. | New "commercial corridor" type roadway. Possible shared us path or sidepath. |
| 393, Bouton Main | I-93 Bow Concord | Med | Med | Med | This location is not especially friendly to pedestrians due to the size of the intersection and the very high traffic volumes. This intersection should be evaluated as part of the I-93 Bow-Concord project. | |
| Exit 14 Area | I-93 Bow Concord | Med | High | High | Among the most cited locations in Concord for pedestrian related concerns, sidewalks here have little or no separation from very heavy traffic. Poor balance between the needs of pedestrians and other road users at this important connector between Downtown and the Heights. | Multiple |
| Broadway | Neighborhood Safety (CIP 380) or Sidewalk Streetscape (CIP 17) | Low | High | Med | Difficulty crossing Broadway was often cited in visioning sessions and survey. In the middle of the South End neighborhood, Safe Routes to School and safe access to Rollins Park are important to the neighborhood. | Bump-outs, general traffic calming, streetscapes |
| Low Avenue | CIP 97 | Low | Med | High | Low Avenue, a back alley behind Main St buildings, is primarily used for parking and deliveries. Potential exists for enhancements that could enable retail or other uses at the rear of Main St buildings in this pedestrian oriented environment. May accompany private development. | Shared street, aesthetic improvements |
| General Corridor Improvements (Broadway, Green, South, State, Storrs, Canal, parts of Main) | Neighborhood Safety (CIP 380) or Sidewalk Streetscape (CIP 17), new CIP item, or SRTS | Med | Med | Med | Several corridors were noted as having deficiencies. Many had locations that were difficult to cross, some had aesthetic issues, others had speed or traffic concerns. A corridor analysis of these roadways may fine-tune specific solutions beyond the spot treatments listed in this plan. | Bump-outs, general traffic calming, streetscapes, Lead Pedestrian Interval |
| Various Spot Treatments (bump-outs, crossings, raised intersections etc) | Neighborhood Safety (CIP 380) or Sidewalk Streetscape (CIP 17), new CIP item, or SRTS | Med | Med | Med | Spot improvements can be made at specific locations that have been identified as in need of improvement. In some cases, a corridor-wide analysis and approach may be preferable to spot treatments. | Bump-outs, crossings, raised intersections, refuge islands, general traffic calming, streetscapes, Lead Pedestrian Interval |

Non-Infrastructure Recommendations

| Category | Recommendation | Implementers | Accessibility | Safety | Enjoyment | Comments | Timeframe |
|---|--|--|---------------|--------|-----------|---|---------------|
| Engineering | Apply a Complete Streets approach to snow removal and sidewalk maintenance | City Council, General Services | High | High | Med | Better snow removal and winter maintenance can increase safety and accessibility. This may require increasing or adjusting the snow removal budget. See | Short to Mid |
| Engineering | Work with private plow operators to reduce the illegal plowing of snow onto sidewalks, and enforce repeat offenders. | General Services, Police Department, Residents via "Report A Concern" | Med | Med | Med | The illicit banking of snow onto sidewalks from private lots and driveways impedes the ability for General Services to clear sidewalks | Ongoing |
| Education, Encouragement, Evaluation, Enforcement | Expand participation in the Citywide Safe Routes to School program with participation from all elementary and middle schools in the City. | City staff, school administrators, teachers, parents, Regional Planning Commission | High | High | Med | Safe Routes to School can cover all 5 "E's", Education, Encouragement, Evaluation, Enforcement, and Engineering. | Short to Mid |
| Education | Provide trainings for City staff, boards, and committees | City leadership, City Staff, various City boards | Med | Med | Med | Best practices continue to evolve and sometimes the details can be nuanced. Education will help everyone stay ahead. | Ongoing |
| Education | Have Pop-Up Demonstration Projects on City streets and sidewalks | TPAC and TPAC subcommittees, Advocacy groups | Med | Med | High | Temporary demonstration projects can help people envision complete streets implementation. | Ongoing |
| Education | Reach out to Employers to engage them in walking activities and smart commuting | CNHRPC through Transportation Demand Management activities, business leaders | Low | Low | Med | Helps achieve desired outcomes of improved public health through physical activity and strong economy through vibrant work environments. | Ongoing |
| Encouragement, Education | Apply for Walk Friendly America Designation with a goal for achieving a bronze or better award. | TPAC and TPAC subcommittees, City Staff | Med | Med | Med | The application process and the feedback received are both informative. The designation provides motivation and encouragement. | Every 4 years |
| Encouragement, Education | Install signage for pedestrians showing destinations and distances to encourage more walking and advertise walking as a transportation choice. | TPAC and TPAC subcommittees, Planning and Engineering Divisions | Low | Low | Med | Sometimes it may not occur to people that walking is a viable way to get around. These signs can help. | Short |
| Encouragement | Organize walks and walking groups | Various health and wellness organizations, community leaders | Low | Low | High | Getting more people out on foot will help improve conditions and improve public health. | Ongoing |
| Encouragement | Hold Bike-Walk to Work day events on Bike-Walk to Work day and at other times. | TPAC subcommittees, CNHRPC, State Offices, Employers | Low | Low | Med | Encouraging people to make trips by foot instead of by car can have multiple benefits to everyone. | Annually |
| Encouragement | Continue the CommuteSmart NH program or similar Transportation Demand Management (TDM) activities. | CNHRPC, local employers, NH Department of Transportation | Low | Low | Med | Encouraging people to make trips by foot instead of by car can have multiple benefits to everyone. | Ongoing |

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|-------------------------|--|--|------|------|------|---|---|
| Encouragement | Hold street events and car free events. | Intown Concord, other community organizations | Med | Low | High | Events such as Market Days and Halloween Howl are a great way to get people out of their cars on in town on their feet. | Ongoing |
| Enforcement, Evaluation | Continue monitoring and evaluating motor vehicle/pedestrian crashes, identify solutions, and record data. | Police Department, Traffic Operations Committee, NH Department of Transportation | Med | High | Med | This is a critical component to ensuring that walking is a safe activity. | Ongoing |
| Enforcement | Enforce traffic laws with an eye toward safety. | Police Department | Low | High | Med | Distracted driving is a relatively new threat that needs to be addressed, in addition to speeding, DWI, stop violations etc. | Ongoing |
| Enforcement | Continue the Police Department practice of reporting crashes and discussing them at Traffic Ops. Committee, create a more accessible database. | Police Department, Engineering, Traffic Operations Committee | Low | High | Low | Concord keeps excellent, detailed reports on collisions, however improvements could be made in database management to improve the ability for analysis. | Mid |
| Evaluation and Planning | Adopt a Pedestrian Master Plan and update every 10 years or less. | TPAC and TPAC subcommittees, Planning Board, Planning and Engineering Divisions | High | High | High | A plan is essential to helping guide progress and envision the future. | Mid |
| Evaluation and Planning | Ensure land use plans and decisions incorporate the needs of walking. | Planning Board, Planning Division, Engineering Division | Med | Med | High | A high quality walking environment means more than just sidewalks! | Ongoing |
| Evaluation and Planning | Review zoning, site plan, subdivision, or other regulations and ordinances to ensure they enable and encourage walkable environments. | Planning Board, Planning Division, Engineering Division | Med | Med | High | The City can use these tools ensure that private development enhances the walking environment to the extent possible. | Mid |
| Evaluation and Planning | Continue to conduct bicycle and pedestrian counts, improve the dataset, and regularly incorporate the data into plans and studies. | TPAC and TPAC subcommittees, CNHRPC, Planning and Engineering Divisions | Med | Med | Med | Good data can better inform decisions. Concord is a statewide leader in bicycle and pedestrian counting. | Ongoing every May, September, and as needed |
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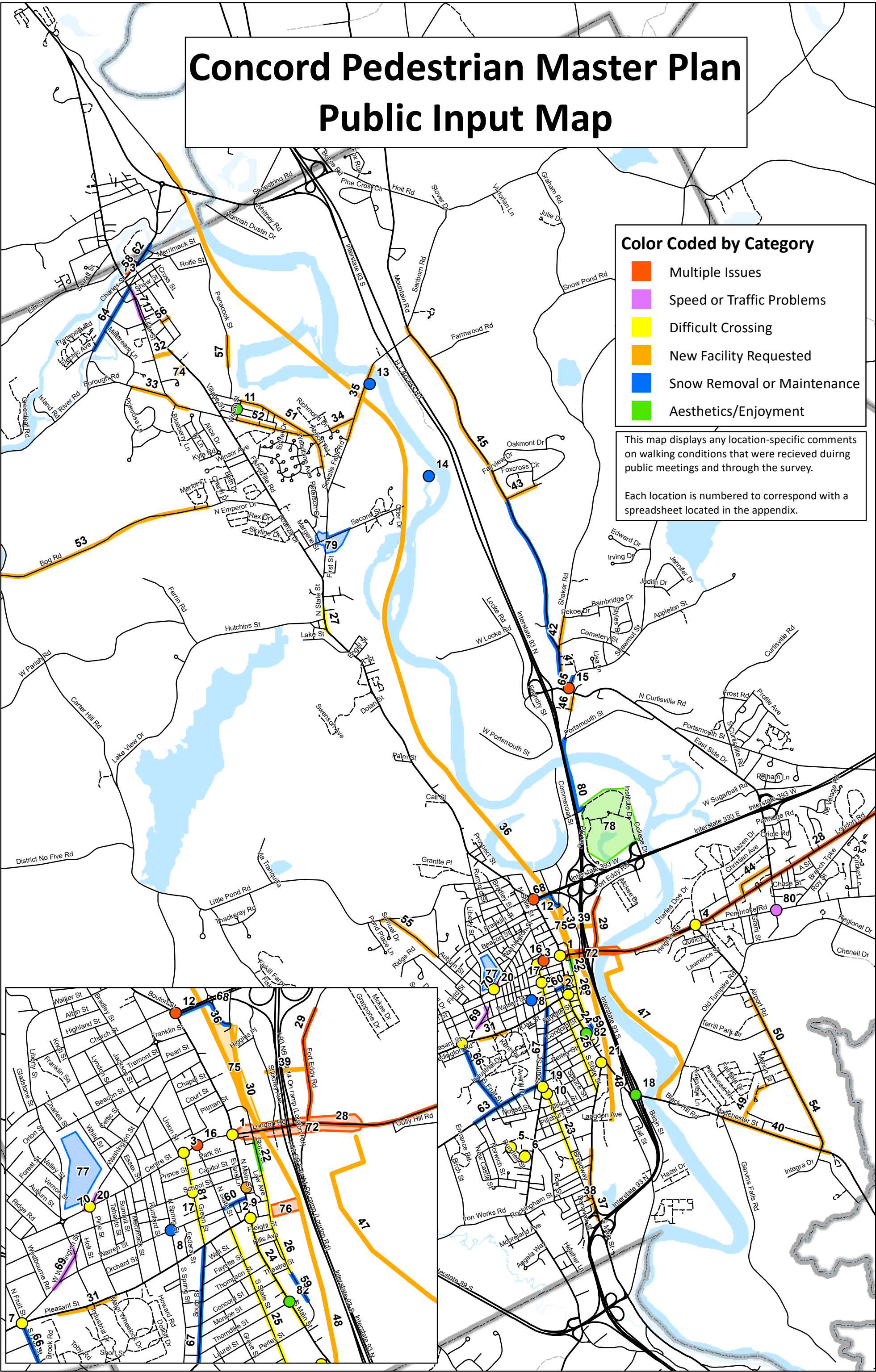
Public Input Map Comments

| Number | Location | Comments | Meeting | Category |
|--------|------------------------------------|---|--------------------------------------|---------------------------|
| 1 | Main and Center/Loudon Rd | Waiting time is too long, crossing time is short, Cars too fast | Penacook, Survey | Difficult Crossing |
| 2 | Main and Pleasant | Long wait to cross, illegal right turns on red (old), Cars turn while you have a walk signal (new) | Penacook, Survey, General Outreach | Difficult Crossing |
| 3 | Center and Green | Long wait time to cross | Penacook, Survey | Difficult Crossing |
| 4 | Loudon Rd and Hazen/Airport | Difficult to Cross, especially N to S | Penacook | Difficult Crossing |
| 5 | Conant Dr Crosswalk | Unusual crosswalk - no sidewalk on opposite side | Downtown | Difficult Crossing |
| 6 | Conant Dr and Rundlett St | No Crosswalk, important for school kids | Downtown | Difficult Crossing |
| 7 | Pleasant Fruit Warren St | Pedestrian crossings should be better, the corner between Warren and Pleasant is bad, overall neds ped im | Downtown, Survey | Difficult Crossing |
| 8 | Warren and N Spring | Snow removal problems on SW corner | Downtown | Snow Removal or Maintena* |
| 9 | Main St plaza at Phenix Hall | Put Handrails on steps | Survey | other |
| 10 | West and Broadway | Unsafe Crossing | Survey | Difficult Crossing |
| 11 | Grange at Hobart and Welsh | Turn into community park etc. | Survey | Aesthetics/enjoyment |
| 12 | 393, Bouton, Main | Not Pedestrian Friendly | Survey | Multiple |
| 13 | Sewall's Falls parkig | Poor snow removal means difficult winter access to trails | Survey | Snow Removal or Maintena* |
| 14 | Sewall's Falls parkig | Poor snow removal means difficult winter access to trails | Survey | Snow Removal or Maintena* |
| 15 | Mountain Rd, East Side Dr, exit 16 | Not Pedestrian Friendly | Survey | Multiple |
| 16 | Center and State | Make more Pedestrian Friendly, long wait times to cross | Survey, General Outreach | Multiple |
| 17 | School and Green | General improvements | Survey | Difficult Crossing |
| 18 | Manchester St at Exit 13 | Unpleasant for walking due to traffic/noise | Survey | Aesthetics/enjoyment |
| 19 | McKee Square | Long wait times to cross | Survey | Difficult Crossing |
| 20 | Center and Washington | Difficult/unsafe crossing | Survey | Difficult Crossing |
| 21 | S Main, Water, West St | Intersection near Vinnie's Pizza is poor, especially crosswalk across west st | Survey | Difficult Crossing |
| 22 | Legislative Parking Garage | Remove Parking garage to show stone building and make better for walking | Survey | Aesthetics/enjoyment |
| 23 | Broadway | Broadway is difficult to cross, especially school kids at school times, Broadway is unsafe in the Morning | Downtown, Survey | Difficult Crossing |
| 24 | South Main | Hard to cross | Survey | Difficult Crossing |
| 25 | S State St | Difficulty crossing, blind spots | Survey | Difficult Crossing |
| 26 | Storrs St | Difficulty Crossing/blind spots | Survey | Difficult Crossing |
| 27 | N State in West Concord | Difficult crossings | Survey | Difficult Crossing |
| 28 | Loudon Rd | Unpleasant walking , add shade trees, snow removal is important, hard to cross (Keach Park kids!) | Downtown, General Outreach | Multiple |
| 29 | Ft Eddy Rd | Unpleasant walking conditions, no buffer between heavy traffic | Downtown | Multiple |
| 30 | Storrs to Constitution | Pedestrian connection needed | Penacook | New Facility |
| 31 | Pleasant St near State Offices | Gap in Sidewalk, need sidewalk | Penacook | New Facility |
| 32 | Woodlawn Cemetery | Use Woodlawn Cemetery for kids to walk to school | Penacook | New Facility |
| 33 | Borough Rd | New Sidewalk, fill the gap | Penacook, Survey | New Facility |
| 34 | Manor Rd and Sewalls Falls Rd | Add Sidewalk | Survey | New Facility |
| 35 | Sewall's Falls Rd | New sidewalk from Manor Rd area to Sewall's Falls Rec area and bridge, speed/traffic concerns when bridge | Penacook | New Facility |
| 36 | Rail Trail | Rail Trail or other Trail from Penacook to Downtown | Penacook, Downtown, General Outreach | New Facility |
| 37 | S Main St near exit 12 | Add sidewalk along S Main to fill in gap N of exit 12 | Penacook | New Facility |
| 38 | | Add Sidewalk | Penacook | New Facility |
| 39 | 93 crossing at LL Beans | Consider adding another ped crossing under 93 in this area | Downtown | New Facility |
| 40 | Manchester St | No sidewalk | Downtown | New Facility |
| 41 | Mountain Rd | There should be a sidewalk on both sides of Mountain Rd | Survey | New Facility |
| 42 | Mountain Rd | There should be a sidewalk on both sides of Mountain Rd | Survey | New Facility |
| 43 | Country Club Ln | There should be sidewalks on Country Club Rd to connect to Mtn Rd, plus a crosswalk | Survey | New Facility |
| 44 | Burns Ave | A sidewalk on Burns Ave would be nice | Survey | New Facility |
| 45 | Mountain Rd | Continued sidewalk on Mtn Rd | Survey | New Facility |

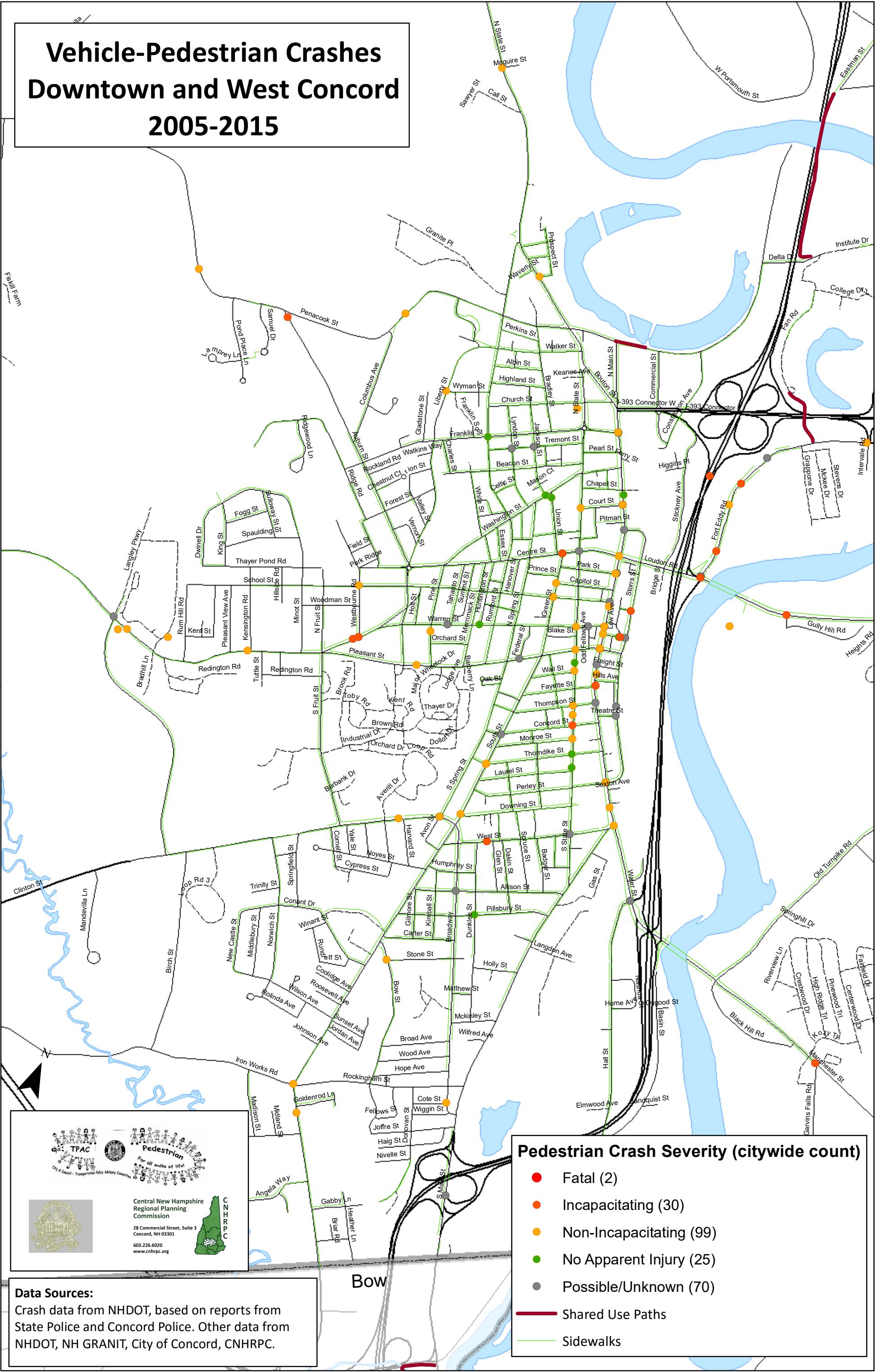
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|----------------------------------|--|--|---------------------------|
| 46 Eastman St | Needs sidewalk | Survey | New Facility |
| 47 Merrimack River near downtown | Bike Paths on River near downtown | Survey, General Outreach | New Facility |
| 48 Railroad Tracks | Clean up railroad tracks for a bike path near downtown | Survey | New Facility |
| 49 Near Mullbury St | More Sidewalks | Survey | New Facility |
| 50 Airport Rd | More Sidewalk | Survey | New Facility |
| 51 Abbot Rd | More sidewalks | Survey | New Facility |
| 52 Manor Rd | More Sidewalk | Survey | New Facility |
| 53 Bog Rd | Unsafe walking due to fast cars and no sidewalk | Survey | New Facility |
| 54 Airport Rd | Bad for walking, need sidewalk | Survey | New Facility |
| 55 Auburn St | Sidewalk needed | Survey | New Facility |
| 56 Dolphin St | Sidewalk needed, school kid safety issues | Survey | New Facility |
| 57 Penacook St Penacook | Speeding, safety concerns, lack of shoulder or sidewalk | Survey | New Facility |
| 58 Canal St North Side | Vegetation overhanging the sidewalk | Penacook | Snow Removal or Maintena* |
| 59 South Storrs St | Snow removal problems/drainage | Downtown | Snow Removal or Maintena* |
| 60 Warren St near Main | Winter maintenance is poor due to narrowness | Downtown | Snow Removal or Maintena* |
| 61 Mountain Rd | Poor winter maintenance, not walkable in winter | Survey | Snow Removal or Maintena* |
| 62 Canal St | Vegetation blocking sidewalk | Survey | Snow Removal or Maintena* |
| 63 Clinton St | Not Pedestrian Friendly, Poor snow removal | Survey | Snow Removal or Maintena* |
| 64 Washington St | Sidewalks Blocked by Snow in winter | Survey | Snow Removal or Maintena* |
| 65 Shawmut Street | Vegetation grown into sidewalk | Survey | Snow Removal or Maintena* |
| 66 S Fruit St | Poor snow removal | Survey | Snow Removal or Maintena* |
| 67 South St | Snow removal problems, intermittent poor sidewalk conditions | Survey | Snow Removal or Maintena* |
| 68 End of 393 at N Main | No snow removal | General outreach | Snow Removal or Maintena* |
| 69 Liberty Washington Warren | Speeding traffic, vegetation onto sidewalk | Downtown | Speed or traffic problems |
| 70 Center and Washington | Speeding turning traffic, difficult/unsafe crossing | Downtown | Speed or traffic problems |
| 71 Village St N of Meter | Speeding traffic | Penacook | Speed or traffic problems |
| 72 Exit 14 and Loudon Rd Bridge | No buffer between sidewalk and heavy traffic, unpleasant conditions, snow removal important, disconnecte | Penacook, Downtown, Heights, Survey, Gener | Multiple |
| 73 Tannery Site | Should be a walkable area, walk-to destinations like farmers market, library etc. | Penacook | Multiple |
| 74 Penacook Community Center | Community Center should be walkable | Penacook, Survey | New Facility |
| 75 Storrs St to Constitution | Safety Concerns/crime, no access, bad in winter | Downtown, General Outreach | New Facility |
| 76 Train Station | Rebuild Train Station, clean up railroad tracks area, more ped friendly in this area | Survey | Multiple |
| 77 Whites Park | Paths are difficult for stroller, improve path conditions | Survey | Snow Removal or Maintena* |
| 78 NHTI Campus | Visually Unappealing for walking | Survey | Aesthetics/enjoyment |
| 79 Beaver Meadow School | Poor snow removal around Beaver Meadow School | Survey | Snow Removal or Maintena* |
| 80 Pembroke Rd and Canterbury Rd | Speeding traffic and rolling stops at stop sign | Heights | Speed or traffic problems |
| 81 Green Street | Hard to cross, parked cars block view of peds in crosswalk, too many crosswalks? | General outreach | Difficult Crossing |
| 82 Main and Thorndike Bumpout | Dark, lonely, empty, bump out is hard for cars to see and may be vulnerable to being hit | General outreach | Aesthetics/enjoyment |
| Bus stops citywide (not mapped) | Many bus stops are blocked due to snow and ice, sometimes even if the nearby sidewalk is clear | General outreach | Snow Removal or Maintena* |

Concord Pedestrian Master Plan

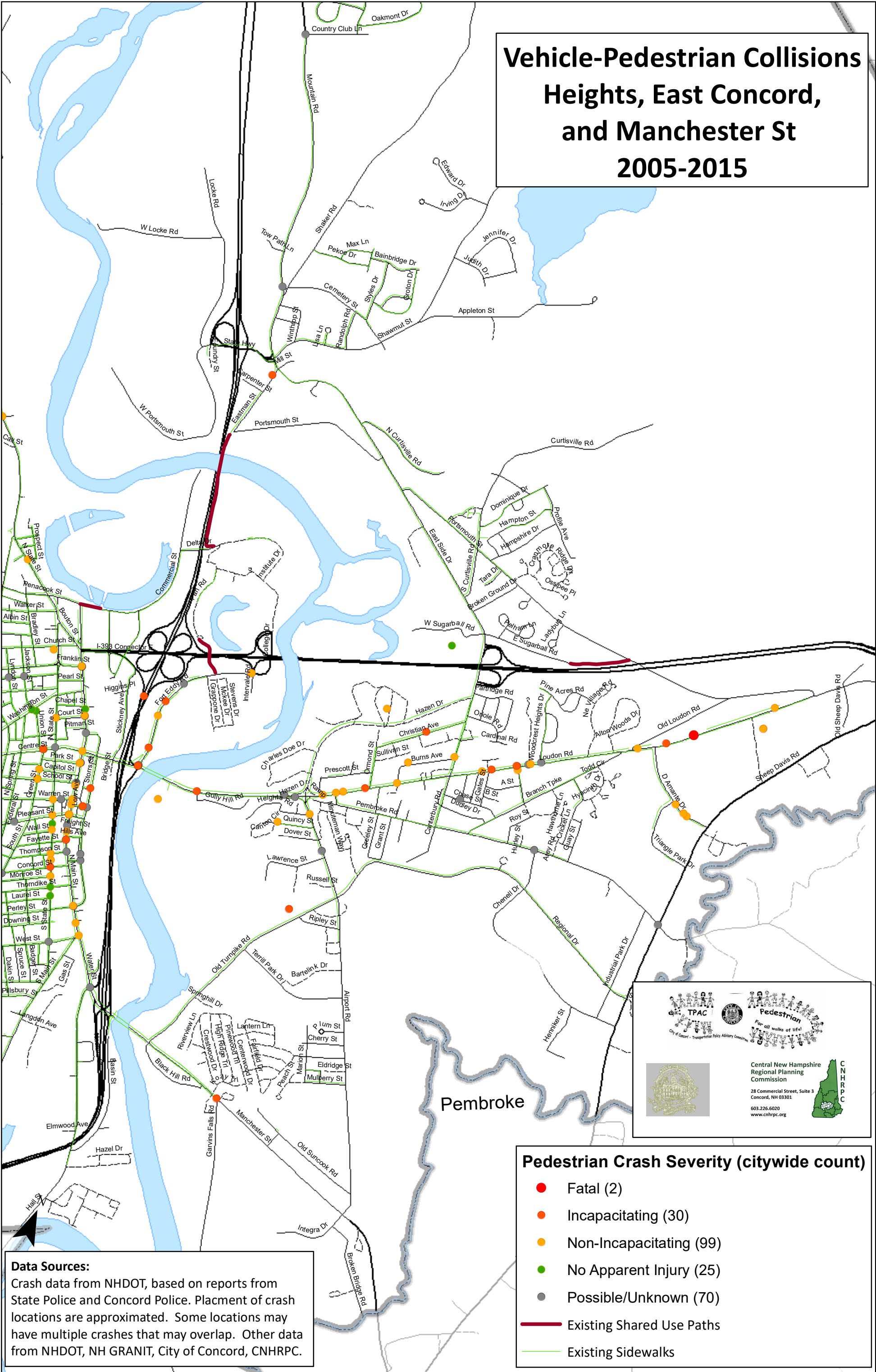
Public Input Map



Vehicle-Pedestrian Crashes Downtown and West Concord 2005-2015



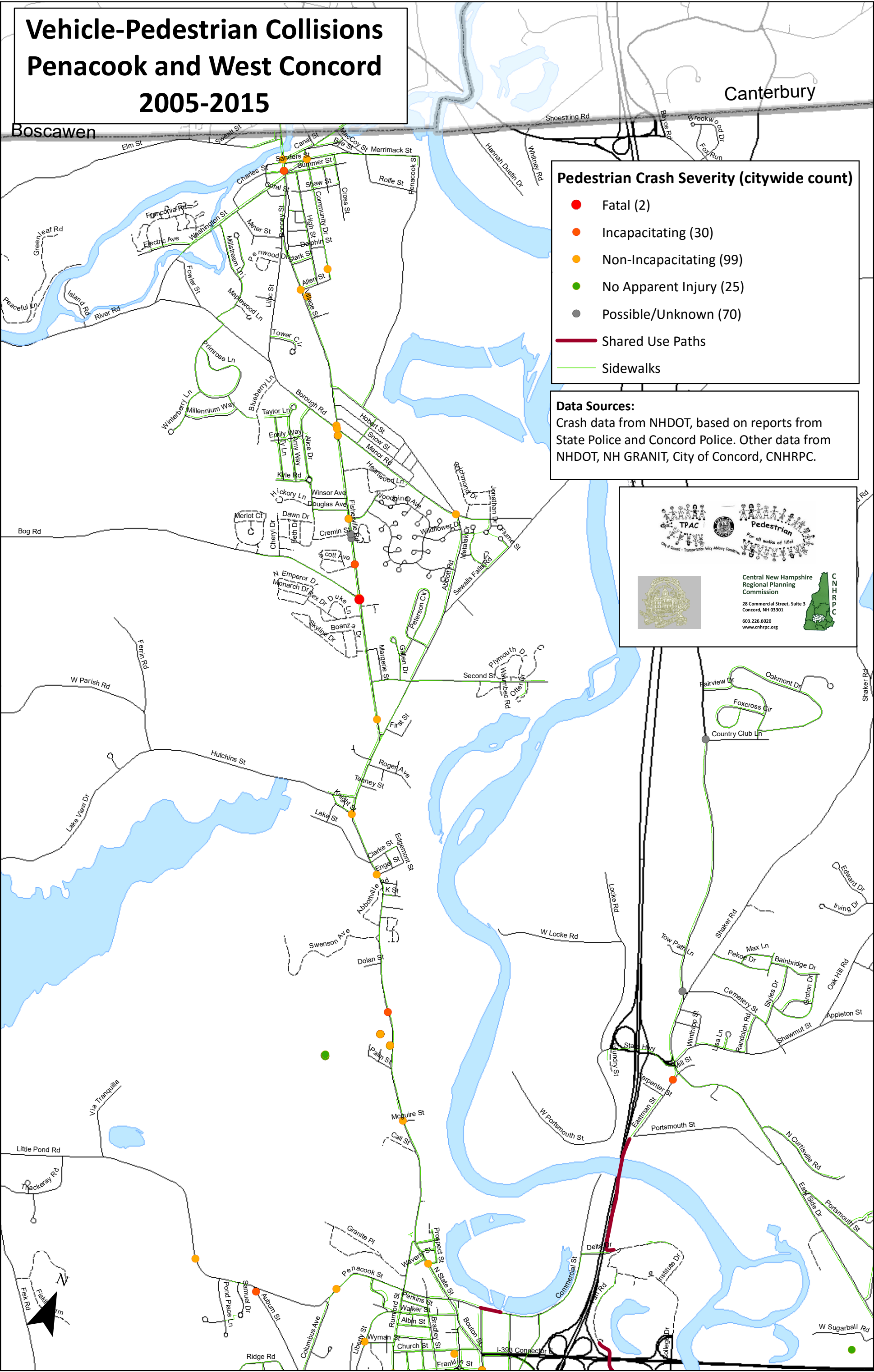
Vehicle-Pedestrian Collisions Heights, East Concord, and Manchester St 2005-2015



Vehicle-Pedestrian Collisions

Penacook and West Concord

2005-2015



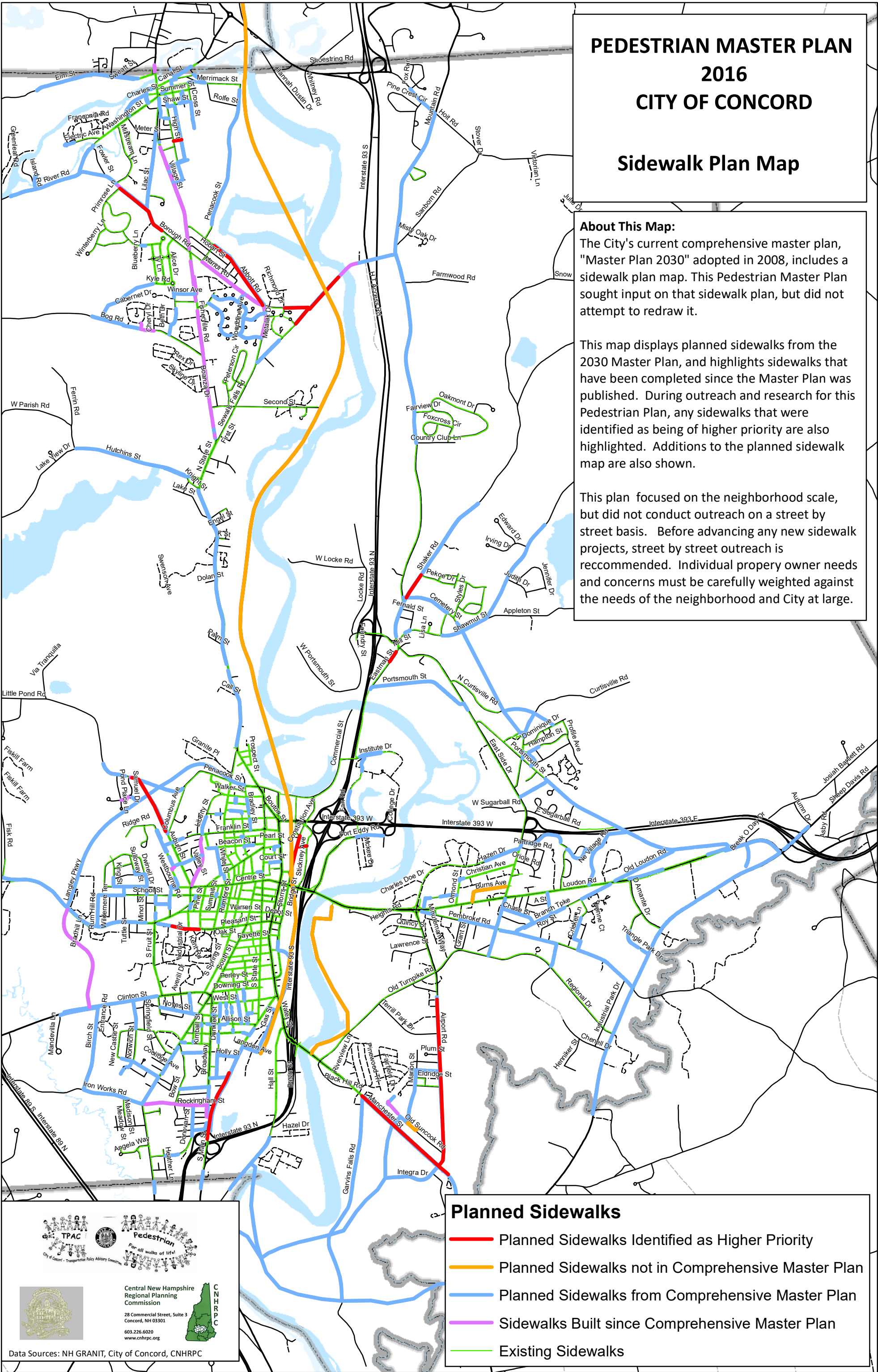
PEDESTRIAN MASTER PLAN
2016
CITY OF CONCORD

Sidewalk Plan Map

About This Map:
The City's current comprehensive master plan, "Master Plan 2030" adopted in 2008, includes a sidewalk plan map. This Pedestrian Master Plan sought input on that sidewalk plan, but did not attempt to redraw it.

This map displays planned sidewalks from the 2030 Master Plan, and highlights sidewalks that have been completed since the Master Plan was published. During outreach and research for this Pedestrian Plan, any sidewalks that were identified as being of higher priority are also highlighted. Additions to the planned sidewalk map are also shown.

This plan focused on the neighborhood scale, but did not conduct outreach on a street by street basis. Before advancing any new sidewalk projects, street by street outreach is recommended. Individual property owner needs and concerns must be carefully weighted against the needs of the neighborhood and City at large.



- Planned Sidewalks**
- Planned Sidewalks Identified as Higher Priority
 - Planned Sidewalks not in Comprehensive Master Plan
 - Planned Sidewalks from Comprehensive Master Plan
 - Sidewalks Built since Comprehensive Master Plan
 - Existing Sidewalks

Central New Hampshire
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Data Sources: NH GRANIT, City of Concord, CNHRPC

**PEDESTRIAN MASTER PLAN
2016
CITY OF CONCORD
Public Transportation
and Bus Stops**

Concord Area Transit:
Concord Area Transit offers fixed route bus service in Concord via three separate routes every non-holiday weekday. This map shows bus stop boarding data collected during a 3-day count in 2015.

Bus Station/Intercity Transit Center

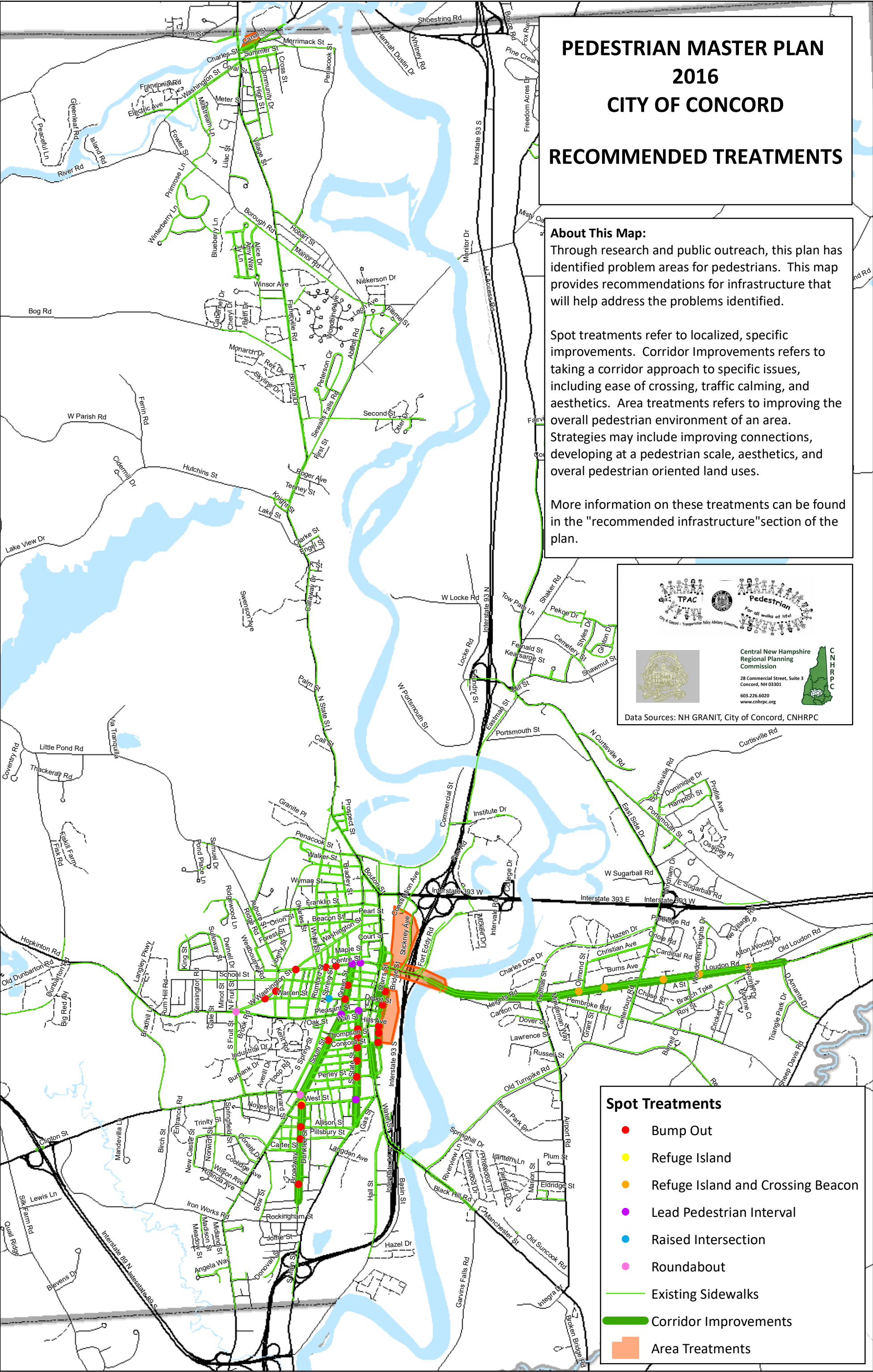
Bus Stop Boardings Daily Average

- 0-3
- 4-6
- 7-20
- 21-80
- 81-160
- Intercity Bus Terminal
- Bus Routes
- Sidewalks
- Shared Use Paths



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Data Sources: NH GRANIT, City of Concord, CNHRPC



PEDESTRIAN MASTER PLAN

2016




CITY OF CONCORD


RECOMMENDED TREATMENTS

About This Map:
Through research and public outreach, this plan has identified problem areas for pedestrians. This map provides recommendations for infrastructure that will help address the problems identified.


Spot treatments refer to localized, specific improvements. Corridor Improvements refers to taking a corridor approach to specific issues, including ease of crossing, traffic calming, and aesthetics. Area treatments refers to improving the overall pedestrian environment of an area. Strategies may include improving connections, developing at a pedestrian scale, aesthetics, and overall pedestrian oriented land uses.

More information on these treatments can be found in the "recommended infrastructure" section of the plan.





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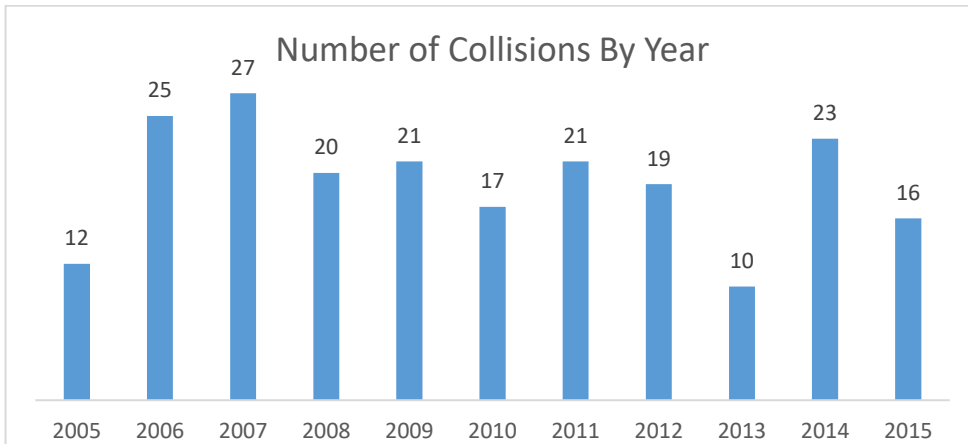


Data Sources: NH GRANIT, City of Concord, CNHRPC

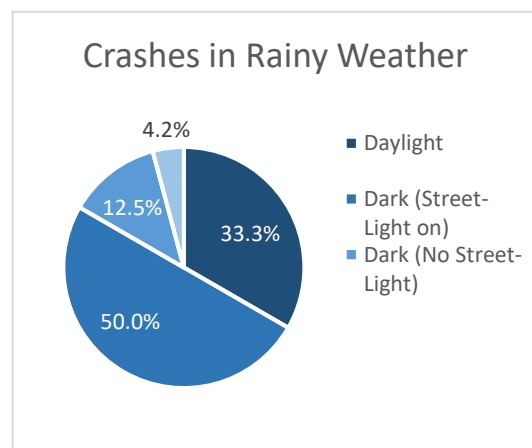
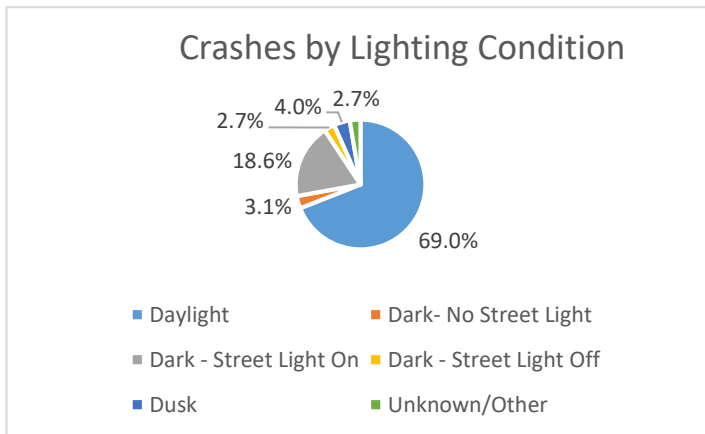
- #### Spot Treatments
- Bump Out
 - Refuge Island
 - Refuge Island and Crossing Beacon
 - Lead Pedestrian Interval
 - Raised Intersection
 - Roundabout
 - Existing Sidewalks
 - Corridor Improvements
 - Area Treatments

Pedestrian-Vehicle Crashes 2005-2015

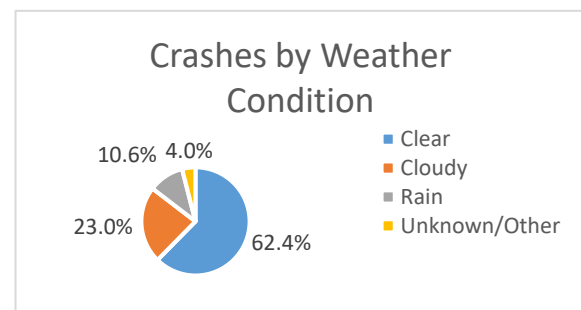
This appendix contains an overview and analysis of vehicle-pedestrian collisions from 2005 to 2015. This data originates from police reports that are forwarded to the State for processing. This selection of visuals attempts to paint a picture of where and how collisions occur. This is an important component of improving safety. When infrastructure improvements are made that may affect pedestrian safety, a closer analysis of the nearby area should be made to investigate how to improve pedestrian safety. These figures can also help identify other factors that may affect safety, such as driver behavior, enforcement, lighting, private development, winter maintenance, etc.

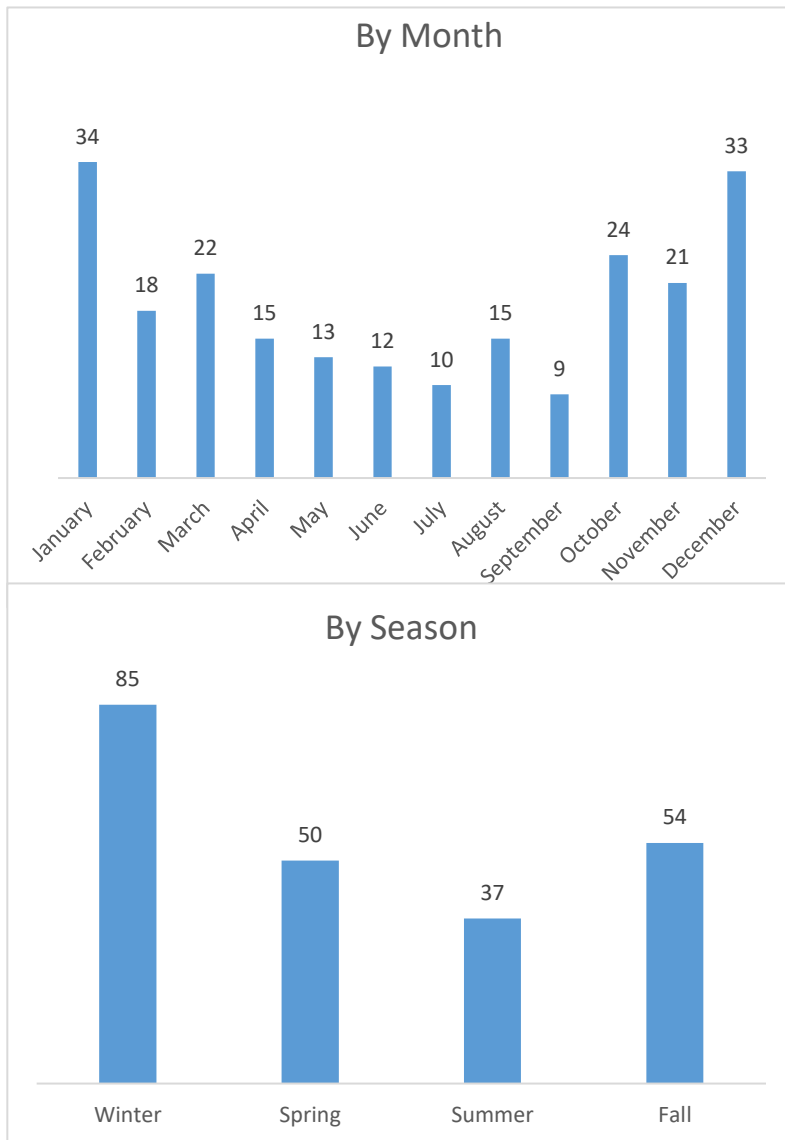


The number of collisions has varied little over the past 10 years, with perhaps a slight overall decrease.

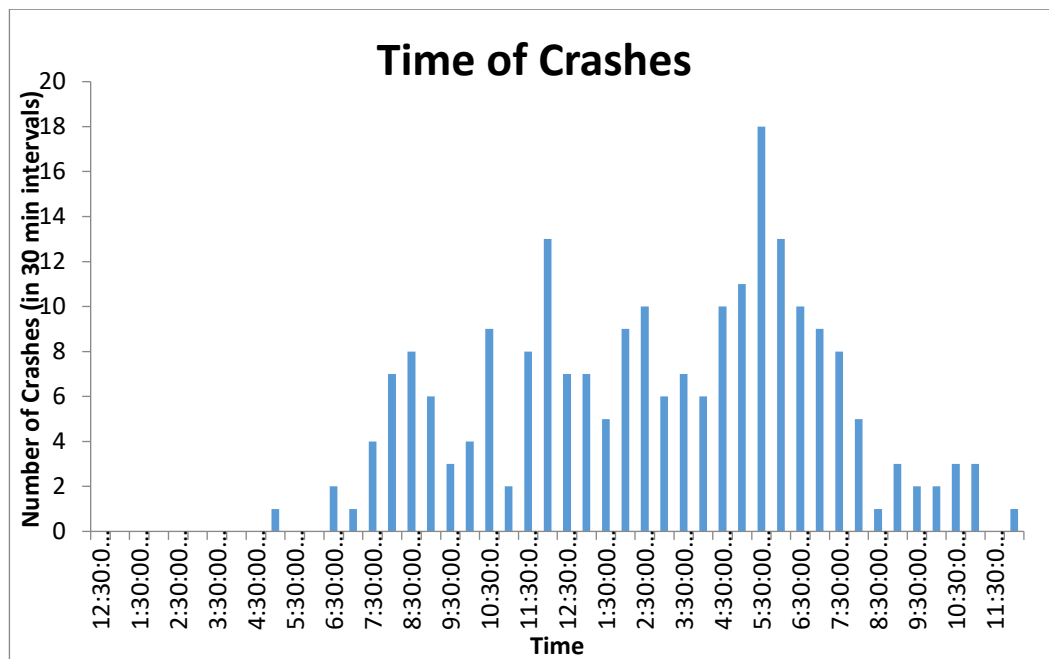


Most collisions occur in good weather, and during the daylight hours, but crashes in rainy weather become much more common at night. This data is not detailed enough to evaluate whether street lighting is correlated with collisions. During rainy weather, there are much more collisions at night than during the day. This suggests the risk of collisions with pedestrians is increased during these times.

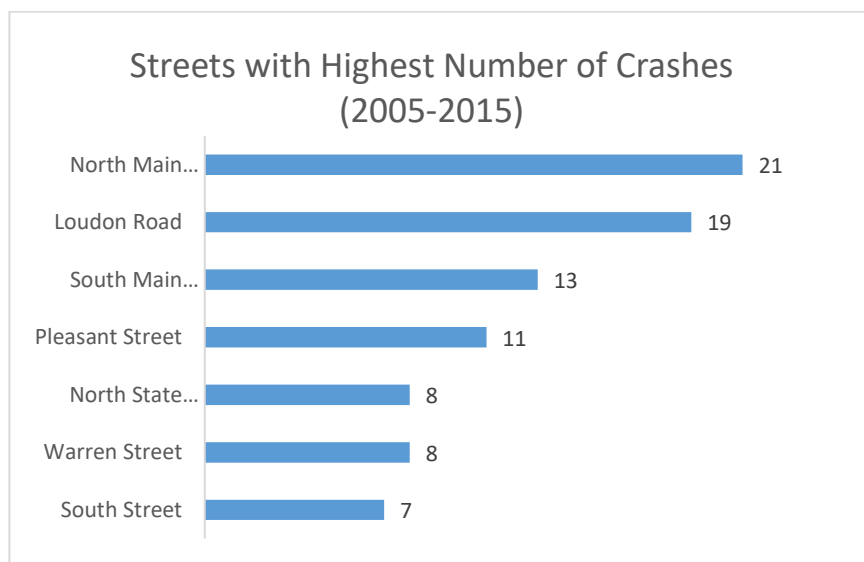




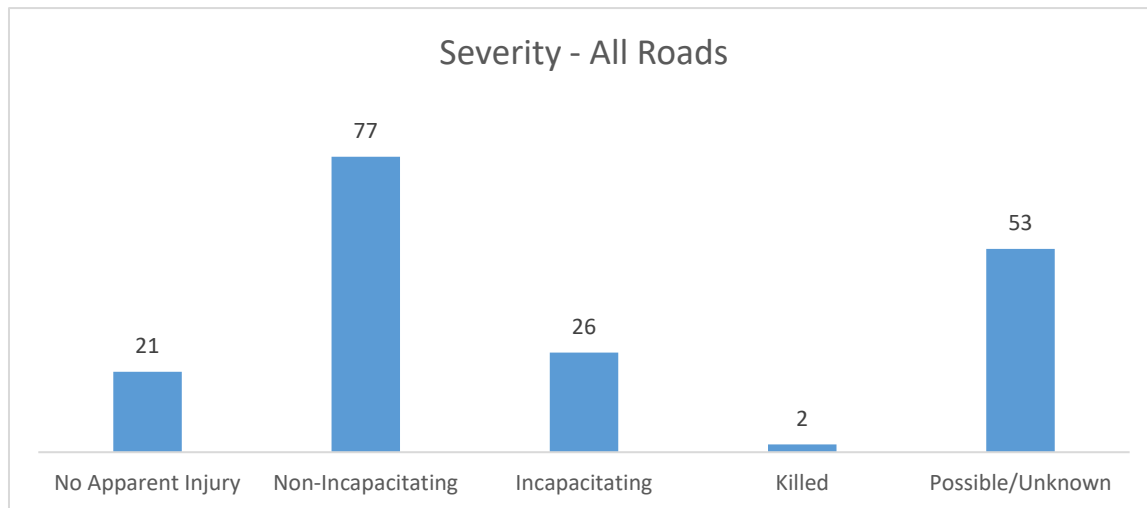
The months of December and January have the highest number of collisions. It is possible that increased nighttime hours might be contributing, as the days are much shorter in the early winter. This is especially pronounced when considering there is more pedestrian activity during the warm weather months than during the winter. It also may be possible that sidewalk conditions may be contributing to the higher rates of collisions in the winter. Snow piles may reduce visibility, and icy/snowy sidewalk conditions may entice people to walk in the street versus the sidewalk. A more detailed analysis would be required to determine with more certainty the causes for the increased collisions during winter months.



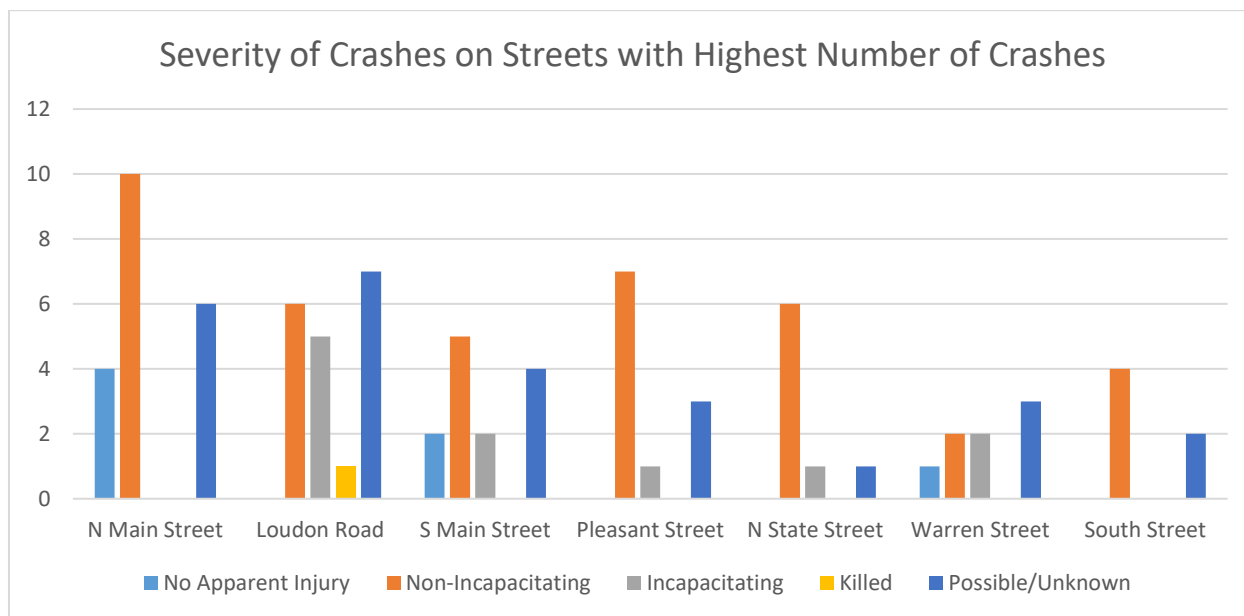
This table shows pedestrian collisions by time of day, broken by half an hour. Collisions peak in the evening, with secondary peaks in the morning and mid-day. The temporal distributing of pedestrian and motor vehicle traffic likely contributes to this pattern.



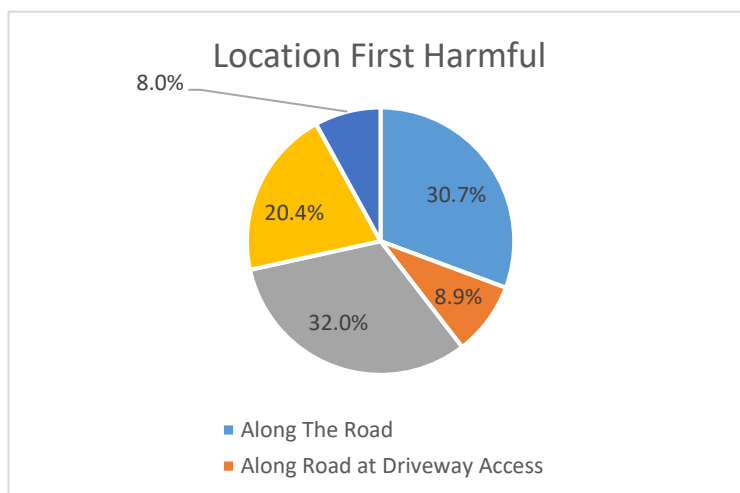
North Main Street had the highest number of collisions over the 10 year period, likely in part due to the high number of pedestrian activity there. Loudon Rd also has a high amount of pedestrian traffic, though not as much as North or South Main Street. It is also relatively long, and in an environment that is not oriented towards pedestrians. South Main sees a lot of pedestrian traffic, and is relatively long. The presence of Warren and South streets on this list may come as a surprise. This selection excludes collisions that occur in parking lots or driveways.



It appears that most collisions with pedestrians involve an injury, with a relatively small portion reporting no apparent injury. Fatalities are relatively rare, but have occurred. Research has shown that the rates of injuries and fatalities increases dramatically with increased motor vehicle speeds. Collisions that took place in driveways or parking lots are not included in this table.



This chart breaks down severity for the streets with the highest number of collisions. Note that N Main Street has a high proportion of “no apparent injury” and a low percentage (none) of incapacitating or fatal crashes reported. This is likely due to the relatively low speeds that are typical of most of the street. Collisions appear to be most severe on Loudon Rd, where prevailing motor vehicle speeds are higher and the environment is much more car-oriented. This chart does not include collisions that took place in parking lots or private driveways.



This chart breaks crashes down by where the crash is located (or where it began). Most crashes are located at intersections, with a good number also located along the road. A substantial number (about 30%) of crashes take place in parking lots and private drives, indicating that the Planning Board should consider pedestrian safety and access during the site plan process, as should site plan regulations.

Finally, when reviewing City of Concord Police Department crash reports, it appears that a large portion of collisions involve an error by both the driver and the pedestrian. The combined effects of these errors resulted in a collision. It is important for both motor vehicle operators as well as pedestrians to exercise good judgment and due care.