

Diane Nichols Tradd
Assistant City Manager/DPD Director

MEMORANDUM

TO: Eileen M. Donoghue, City Manager *EMD*

FROM: Diane N. Tradd, Assistant City Manager/DPD Director

SUBJECT: MOTION OF 10/17/17 BY COUNCILOR LEAHY
REQUEST CITY MANAGER HAVE THE TRAFFIC ENGINEER ADDRESS SAFETY CONCERNS OF
PEDESTRIANS CROSSING IN FRONT OF CITY HALL

In spring 2016, the Department of Planning and Development put out an RFP for the Design of Intersection Reconstruction at Various Locations. The RFP included a number of transportation projects, including the design of a bike corridor along Merrimack Street, which would also address pedestrian safety in front of City Hall. The Engineering Corp (TEC) is under contract to perform the above design work for \$124,000. They have completed the preliminary design of the bike corridor on Merrimack Street which will have the added benefit of improving the safety of pedestrians crossing in front of City Hall and the design improvements would be consistent with the City's Complete Streets policy.

Currently pedestrians can cross in front of City Hall at two different unsignalized crosswalks originating on either side of Cardinal O'Connell Parkway. These crosswalks are in a stretch of Merrimack Street that has no stop lights from the intersection with Dutton all the way down to the intersection with Cabot Street, resulting in fast-moving traffic and drivers who are not expecting pedestrians to cross the road. There is also an issue with solar glare at one of the crosswalks. Several pedestrians have been struck by vehicles when crossing Merrimack at side entrance of City Hall.

The updated preliminary design would include improvements for pedestrian safety, bicycle safety and beautification along Merrimack Street. The current design includes:

- A new signalized intersection at Cardinal O'Connell Parkway and Merrimack Street, which consolidates pedestrian and bike crossing to one signalized crosswalk;
- Two separated bike lanes on Merrimack Street between Arcand Drive and City Hall;
- Modification of vehicular traffic around Cardinal O'Connell parkway to eliminate dangerous driving maneuvers and confusion at the 4-way stop at Market Street and Cardinal O'Connell Parkway;
- Removal of the flashing yellow light at Merrimack and Worthen Street.

The key features of the project include:

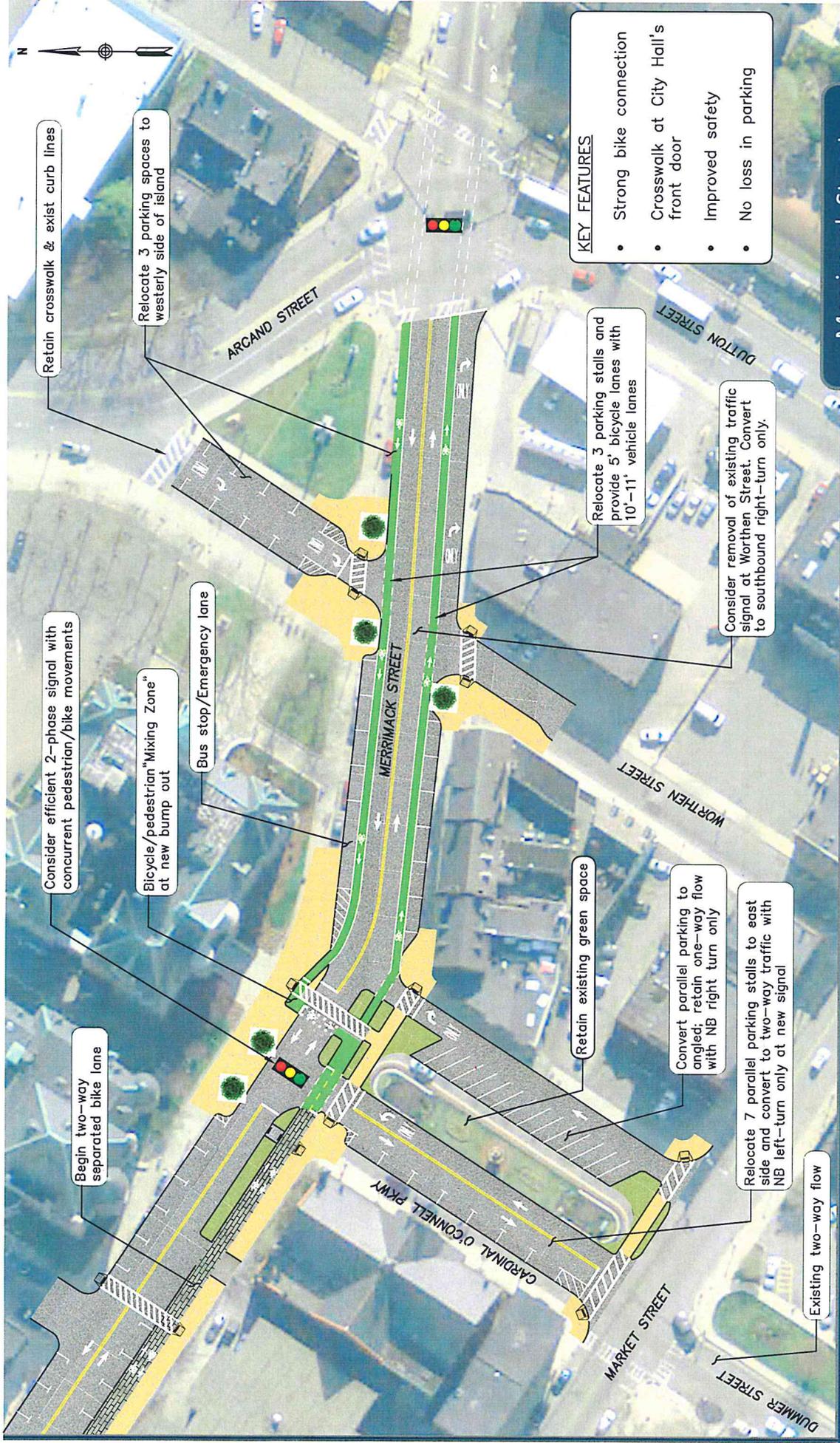
- Crosswalk at City Hall's side entrance (Merrimack and Cardinal O'Connell Parkway)
- Improved safety for pedestrians
- Strong bike connection
- No loss in parking

NV/ns

7/18/18

Attachment

cc: Natasha Vance, Transportation Engineer



Retain crosswalk & exist curb lines

Relocate 3 parking spaces to westerly side of island

Consider efficient 2-phase signal with concurrent pedestrian/bike movements

Bicycle/pedestrian "Mixing Zone" at new bump out

Bus stop/Emergency lane

Begin two-way separated bike lane

- KEY FEATURES**
- Strong bike connection
 - Crosswalk at City Hall's front door
 - Improved safety
 - No loss in parking

Relocate 3 parking stalls and provide 5' bicycle lanes with 10'-11' vehicle lanes

Consider removal of existing traffic signal at Worthen Street. Convert to southbound right-turn only.

Retain existing green space

Convert parallel parking to angled; retain one-way flow with NB right turn only

Relocate 7 parallel parking stalls to east side and convert to two-way traffic with NB left-turn only at new signal

Existing two-way flow

Merrimack Street

Cycle Track Transition Zone
Preliminary Concept

Scale: 1" = 50'
June 26, 2017