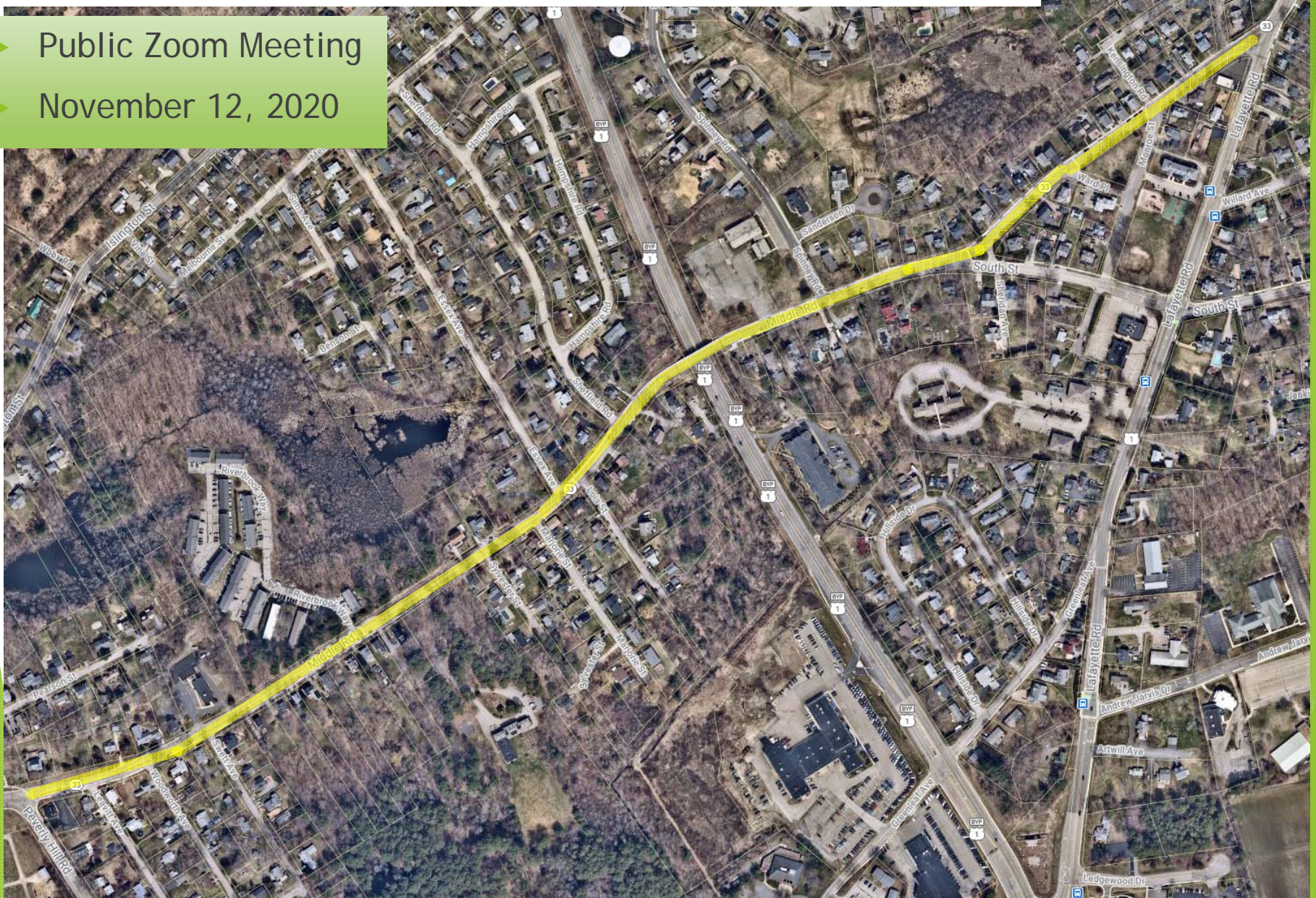


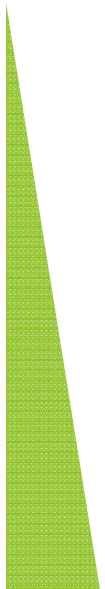
Middle Road Traffic Calming

- ▶ Public Zoom Meeting
- ▶ November 12, 2020



Meeting Agenda

- ▶ Introductions
- ▶ Middle Road Existing Conditions
- ▶ Traffic Calming Alternatives
- ▶ Installation and Duration
- ▶ Questions and Comments

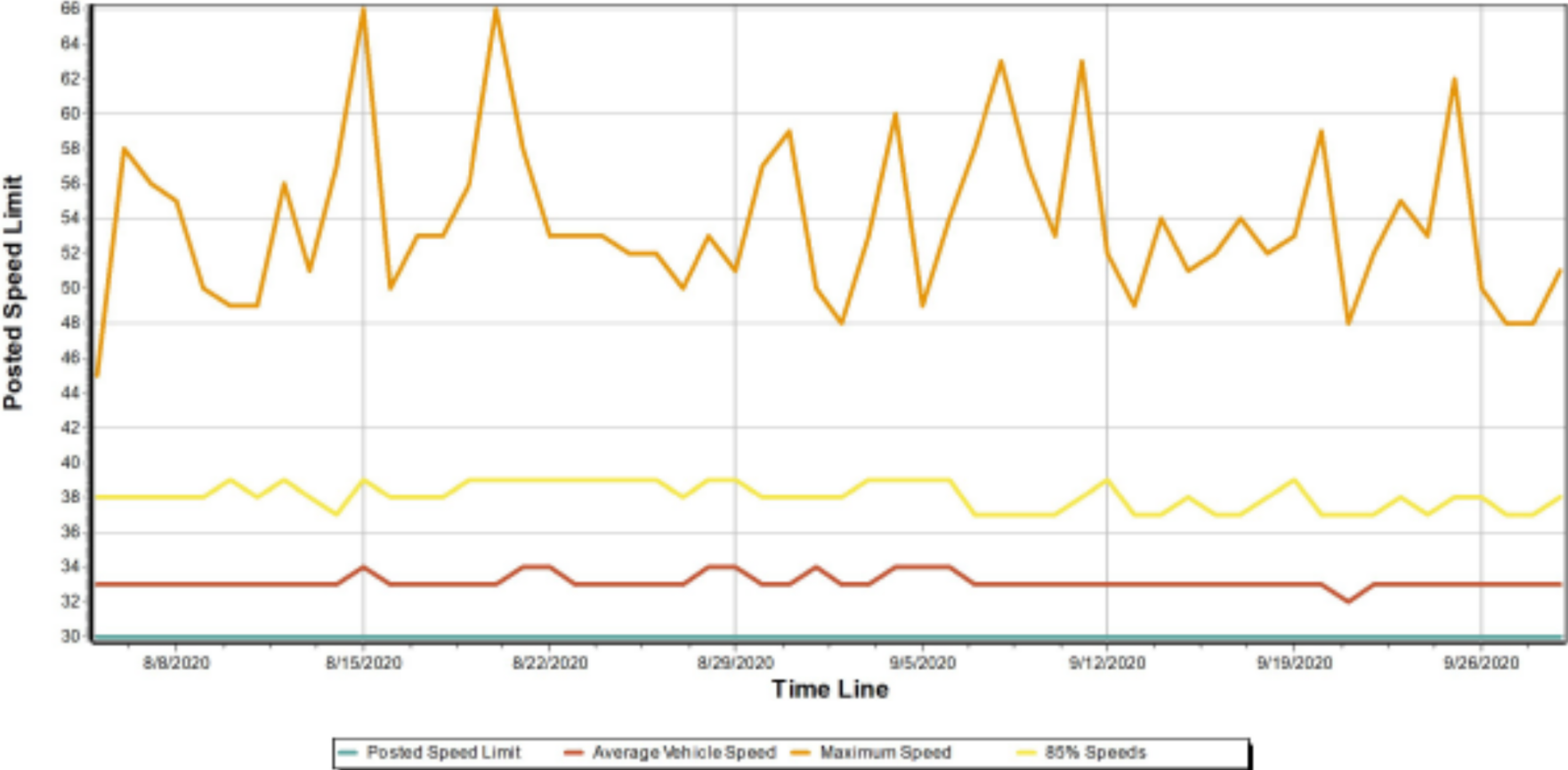


Middle Road Existing Conditions

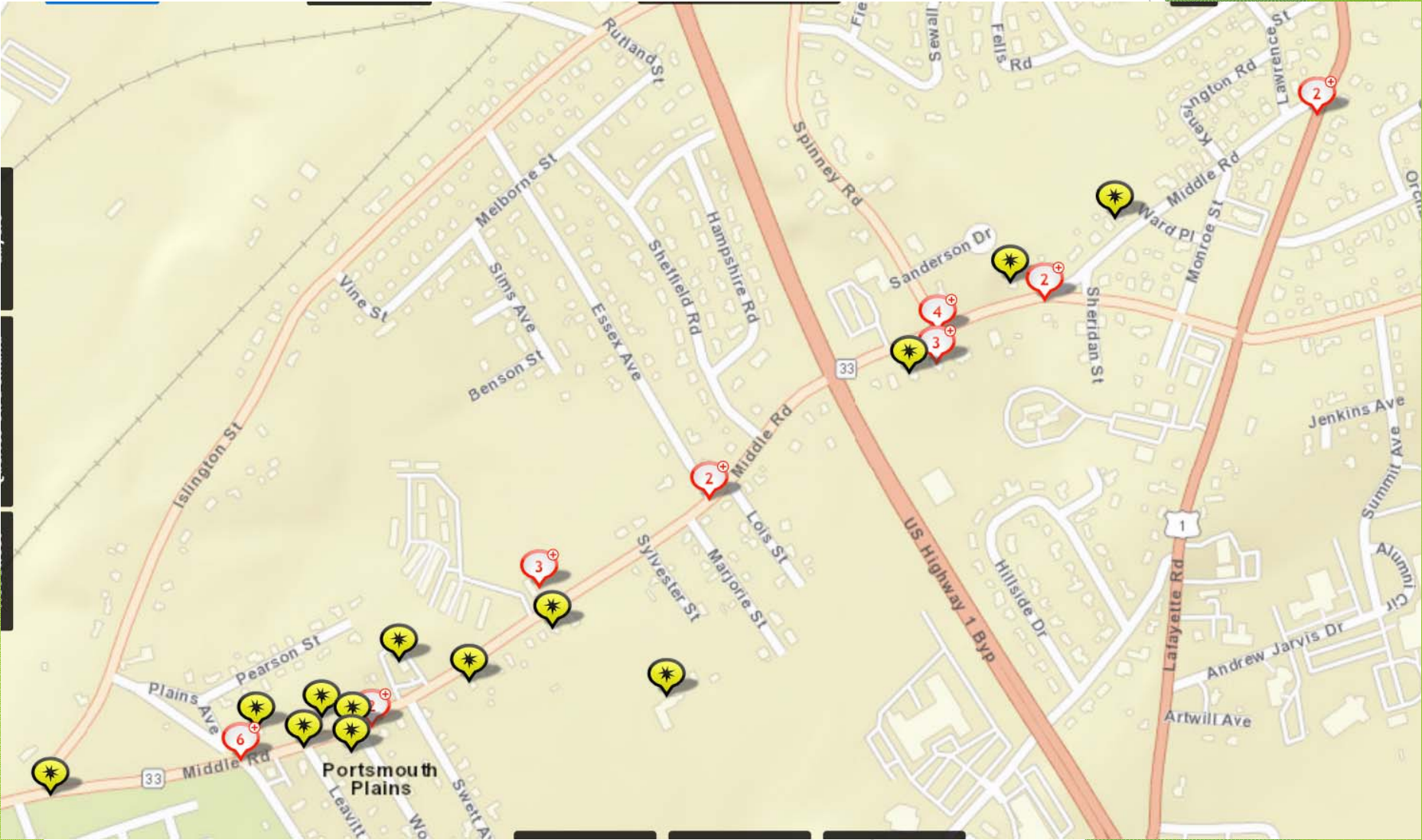
- ▶ 7,000 - 8,000 average daily traffic volume
- ▶ Posted Speed Limit 30 MPH
- ▶ Speeds near Chase Home
 - ▶ Average 33 MPH
 - ▶ 85th percentile 38 MPH
- ▶ 27 accidents since 1/1/15. Lower than national average accident rate.
- ▶ Functional Classification (determined by County, State and FHWA) - **Minor Arterial** - Designed to move large volumes of traffic to and from large traffic generators without disturbing local traffic and land uses. A minor arterial places more emphasis on providing land access than a major arterial.
- ▶ One 11-foot wide travel lane in each direction on Middle Road
- ▶ Double yellow center line, white edge lines
- ▶ Sidewalk on south side from Peverly Hill Road to Lois Street, and from the Bypass bridge to Spinney Road
- ▶ Sidewalk on north side from Lois Street to Middle Street
- ▶ Parking prohibited on north side from Swett Avenue to Sylvester Street
- ▶ 65+' wide right of way

Speed Data

Custom Chart for Middle Road at Chase Home (from 8/5/2020 to 9/30/2020)



Accident Data

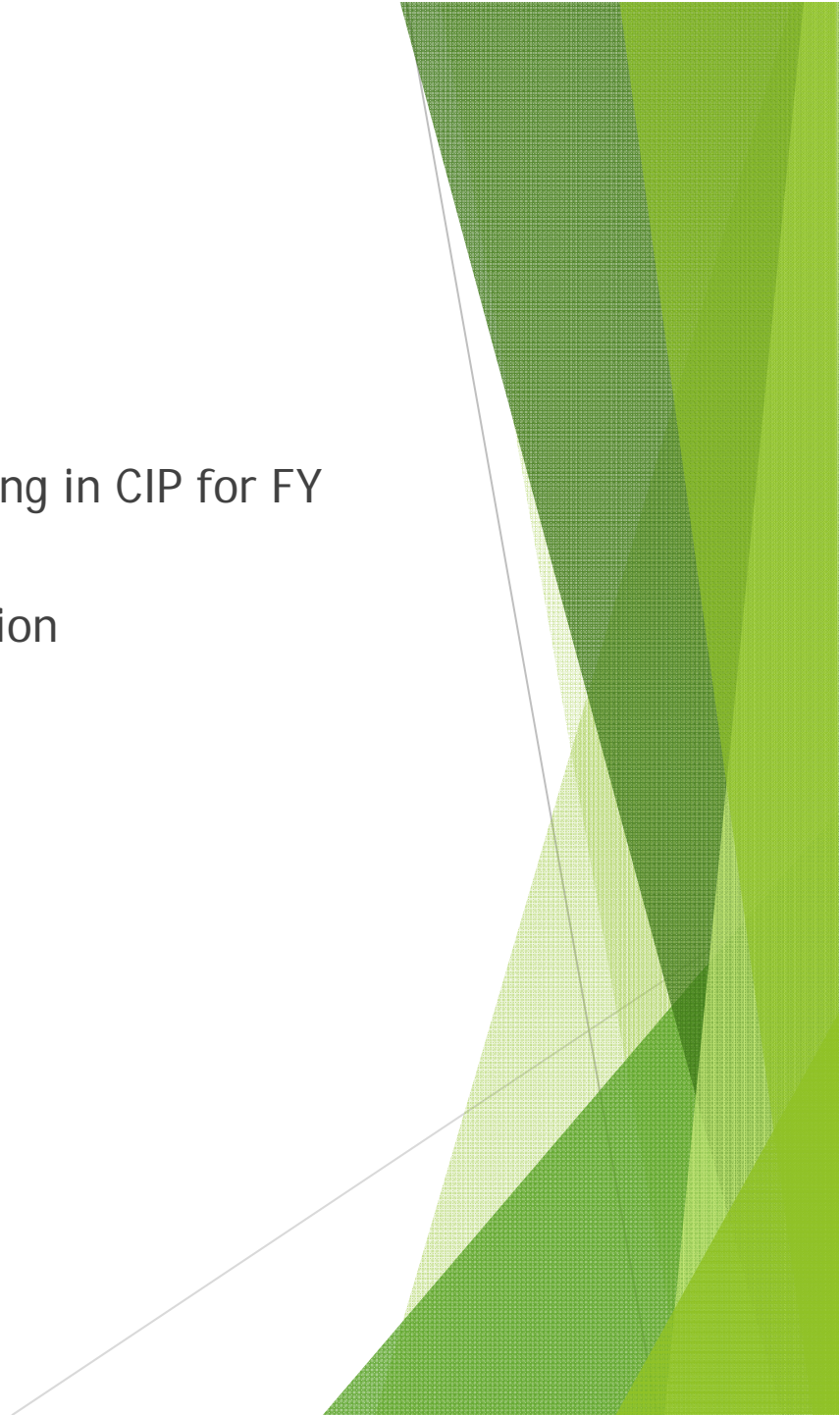
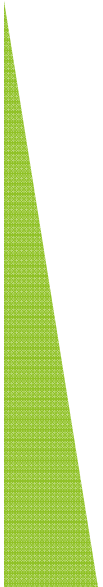


Past Efforts

- ▶ Sidewalks and crosswalks constructed
 - ▶ 2006 - Peverly Hill Road to Lois Street
 - ▶ 2019 - Route 1 Bypass bridge to Spinney Road
- ▶ Neighborhood crosswalk requests to PTS
 - ▶ Vehicles not yielding at Essex Avenue - 2017, 2019
 - ▶ Crosswalk widened for improved visibility
 - ▶ 2 in-street warning signs added
 - ▶ Riverbrook Condominiums
 - ▶ Request for illuminated signs, December 2018
 - ▶ New static signs, widening of crosswalk to improve awareness
 - ▶ Request for pedestrian flags, July 2020
 - ▶ Approved by PTS, not yet implemented.
- ▶ Resident petition to lower speed limit - October 2020

Future Plans

- ▶ Middle Road Bike lane and traffic calming in CIP for FY 2026
- ▶ Middle Road and South Street Intersection reconfiguration in CIP for 2026

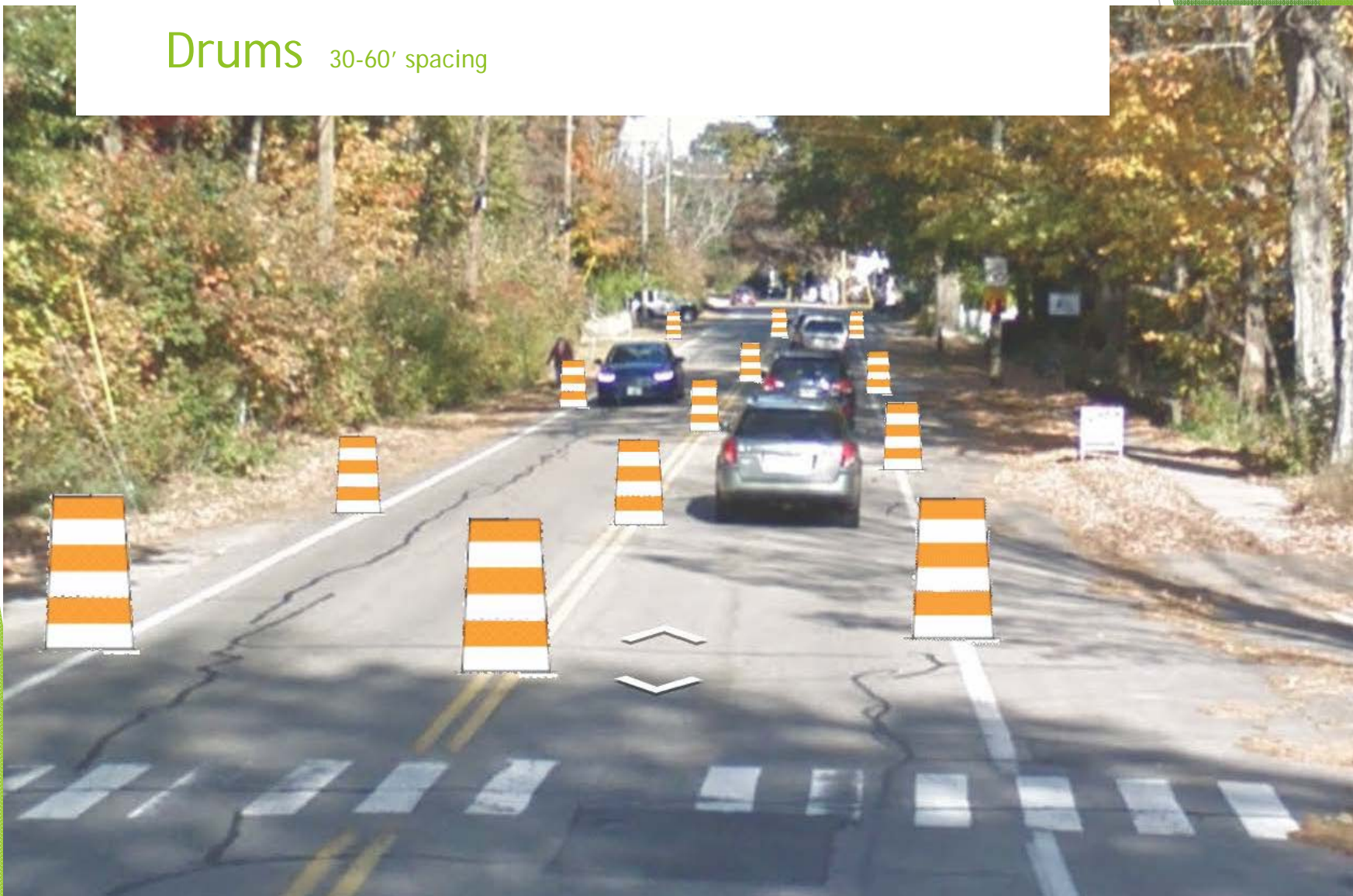


Speed Limit

- ▶ Speed limits need to be credible for the character of the road.
- ▶ A credible speed limit should result in voluntary compliance by the majority of drivers.
- ▶ If there is a desire to have lower speeds, it can only be achieved if the character of the road is also changed.
- ▶ Speed limits should reflect the true nature of the roadway so they are more likely to be respected as a reasonable and safe maximum.
- ▶ State RSA = 30 MPH
- ▶ FHWA Recommendation for reasonable, safe and consistent speed limit, using web-based USLIMITS2 tool = **35 MPH**
 - ▶ Considers all major factors:
 - ▶ Existing speeds, speed limit
 - ▶ Traffic volumes
 - ▶ Functional classification
 - ▶ Land use
 - ▶ Urban or rural
 - ▶ # of driveways and side streets
 - ▶ Alignment, length of roadway, number of lanes, signals
 - ▶ Crash history
 - ▶ Parking activity
 - ▶ Pedestrian and Bicycle activity

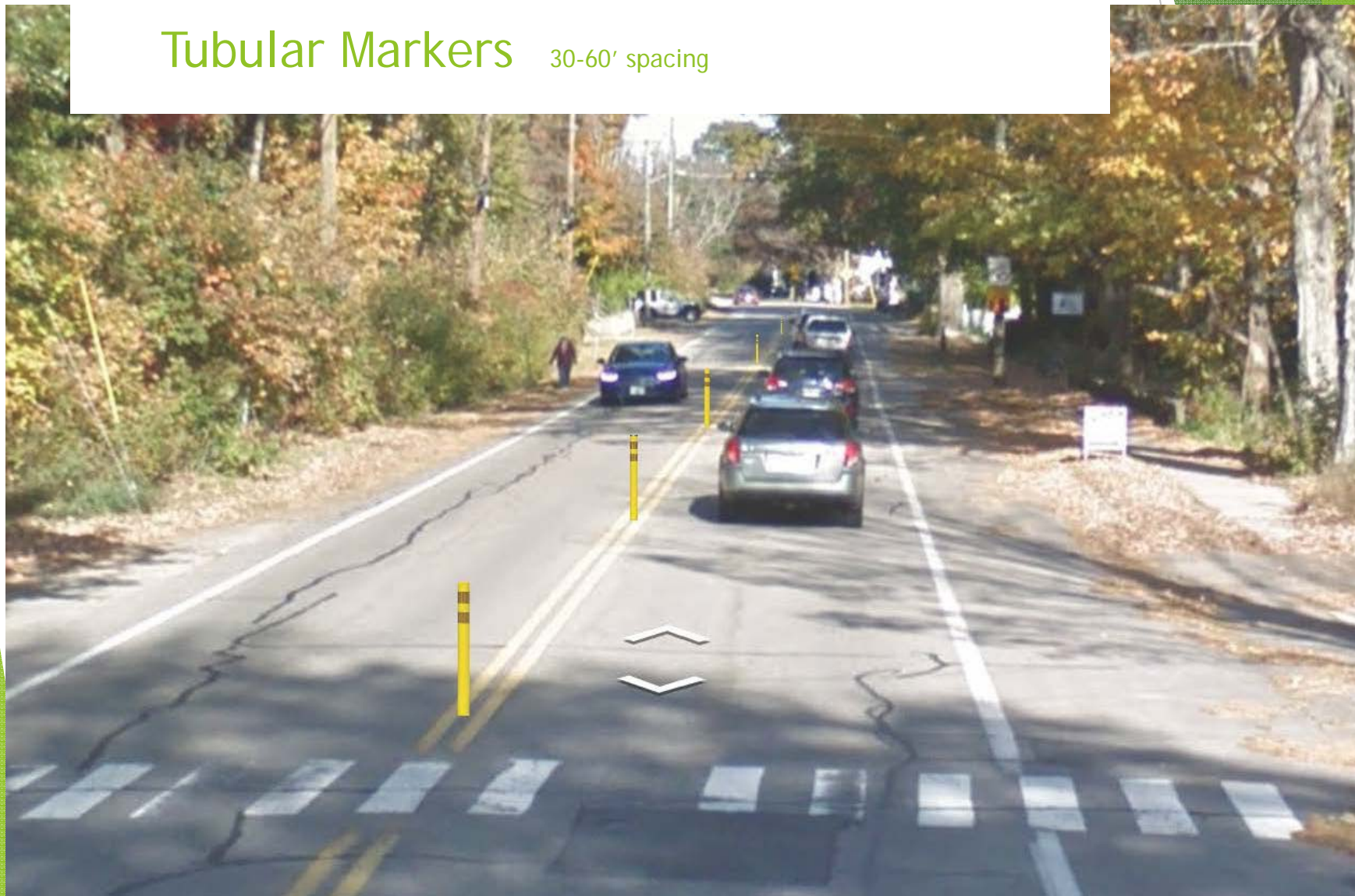
Traffic Calming Alternatives

Drums 30-60' spacing



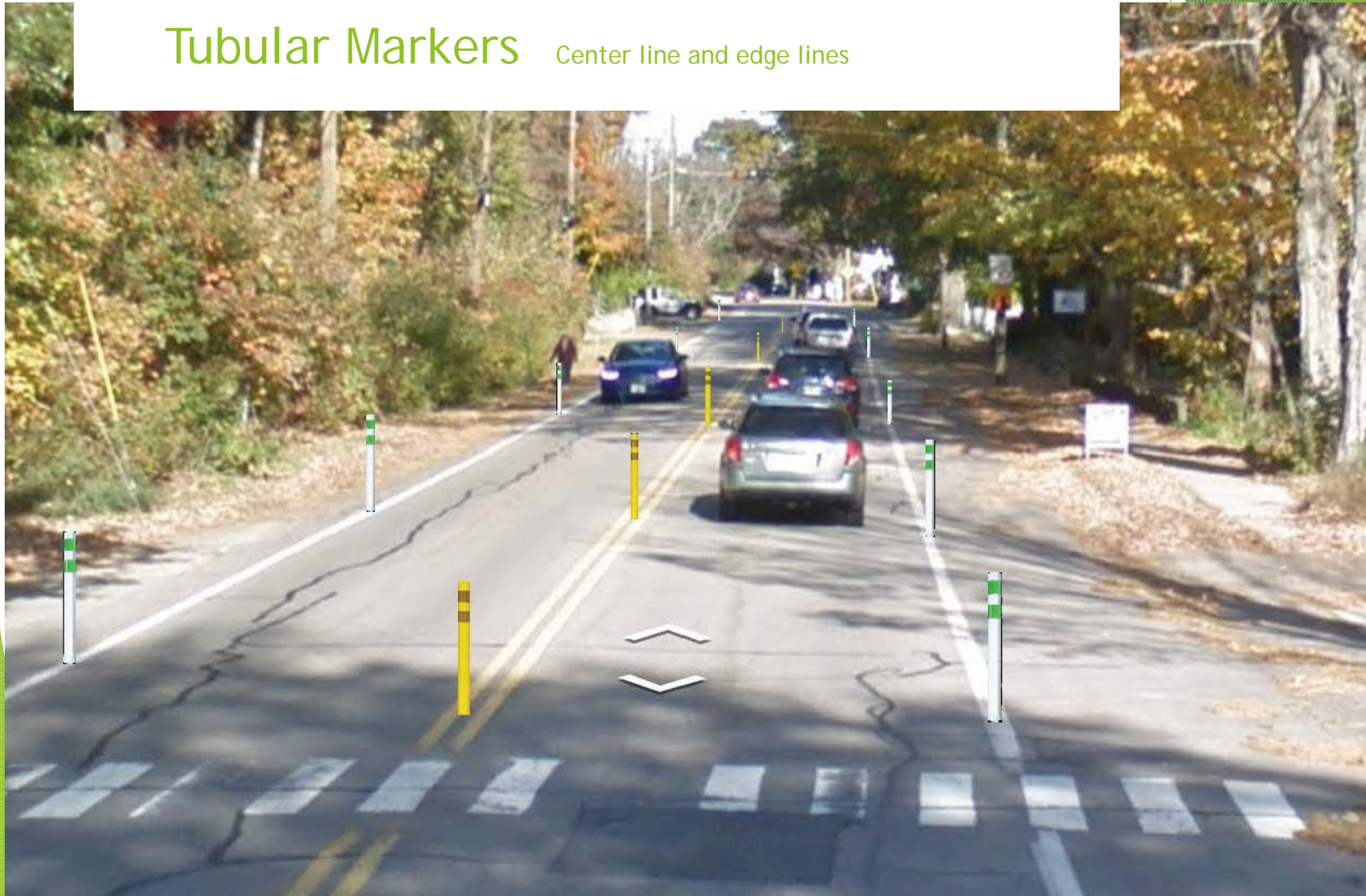
Traffic Calming Alternatives

Tubular Markers 30-60' spacing



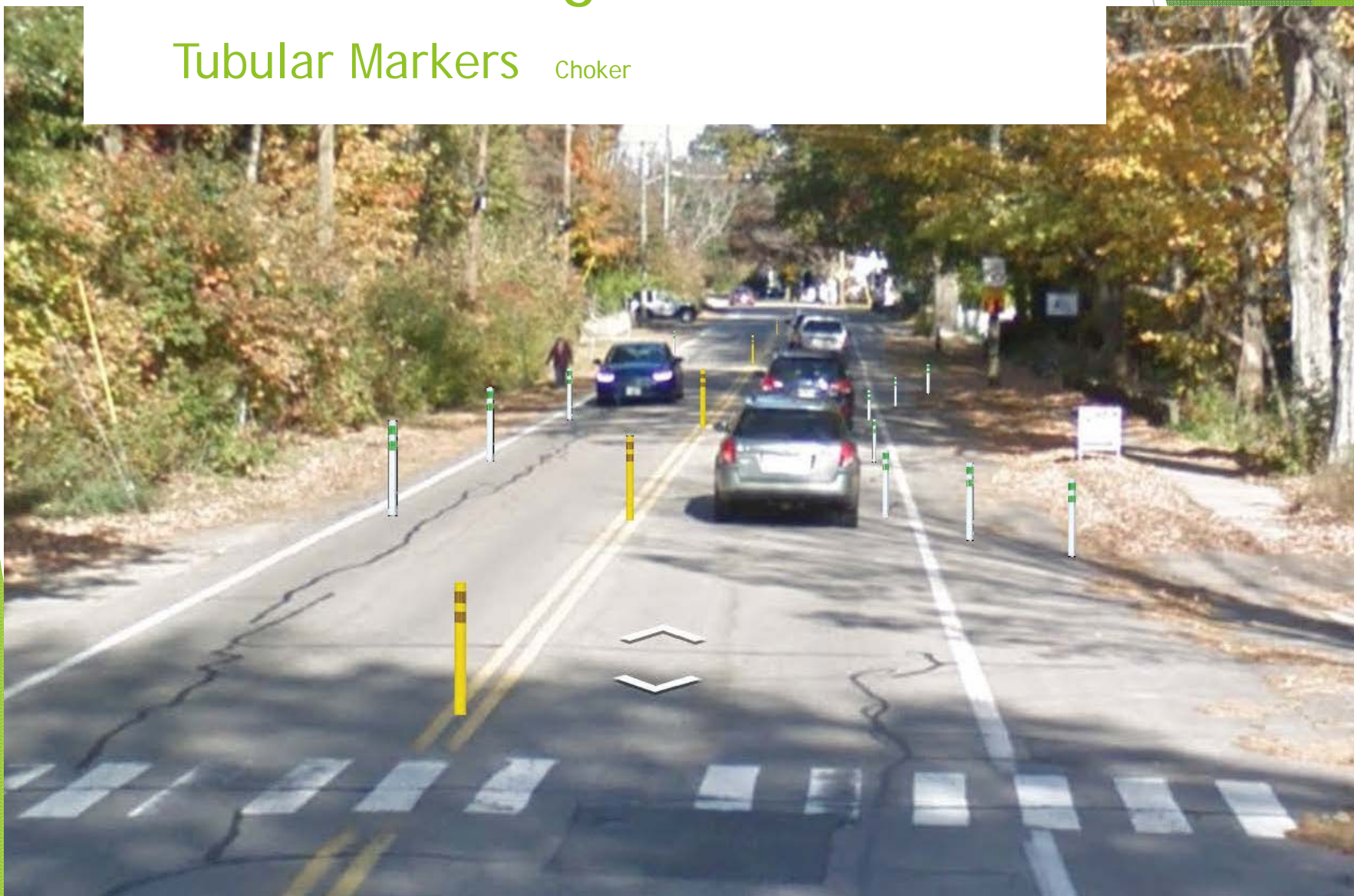
Traffic Calming Alternatives

Tubular Markers Center line and edge lines



Traffic Calming Alternatives

Tubular Markers Choker



Traffic Calming Alternatives

Gateway - Tubular Markers, Pavement Markings and Signs



Next Steps

- ▶ City Staff recommendation to Parking and Traffic Safety Committee
- ▶ Parking and Traffic Safety Committee recommendation to City Council
- ▶ City Council decision
- ▶ Implementation of chosen alternative

Questions and Comments

