

Merrimack River District

Draft Preliminary
Transportation
Improvements for
Discussion Purposes
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Introduction

- The preliminary draft transportation ideas were developed based on review of previous data and studies and from public input.
- The ideas will require further study, feedback from residents and stakeholders, and prioritization.

What We Have Heard

- Main Street is a scenic roadway (minor arterial) and cut-thru traffic should be discouraged, keeping traffic on Rt. 110
- High traffic volumes and speeds
- Improve pedestrian and bicycle facilities
- Some residents are willing to accept impacts to accessibility in exchange for lower traffic volumes

Draft Ideas for Discussion

■ Short-Term: Safety

1. Most recent traffic data collected is at least two and one-half years old (pre-COVID). Collecting new data (summer) would be useful to record current conditions and can be used as a base for any before-and-after monitoring studies. Needed to evaluate all-way Stop control
2. Speed Feedback Radar Signs
3. Movable In Street Yield to Pedestrians Sign
4. Pedestrian flags and cannisters at crosswalks
5. Rectangular Rapid Flashing Beacon or Hybrid Beacon at crosswalk on Rt. 110 east of Rocky Hill Road
6. Install No RTOR on Rt.110 eastbound/Clark's Road
7. Evaluate All-Way Stop at Main Steet/Merrimac Street
 - Would improve pedestrian crossing
8. Consider 20 MPH Safety Zone at Alliance Park



Draft Ideas for Discussion

■ Short-Term: Circulation Changes

1. Conduct Pilot Study for changing Main Street to reduce westbound traffic onto Main Street
 - A. Option A – Install No Left Turn sign from Merrill Street northbound onto Main Street
 - MassDOT jurisdiction, requires approval
 - May create U-turns on Merrill Street
 - Continue to allow southbound right turn (option to prohibit this movement)
 - Two-way traffic on Main Street
 - Reduces traffic volumes, low impact on resident accessibility
 - Can reduce volumes to acceptable levels to consider traffic calming
 - B. Option B – Designate Main Street one-way eastbound
 - Greater impact on resident circulation and access
 - Any bicycle westbound bicycle facilities need to be contra-flow
 - Creates additional space for new/improved sidewalks, bike facilities, parking

Draft Ideas for Discussion

- Short-Term: Circulation Changes

- 2. Conduct Pilot Study for changing Rocky Hill Road to one-way northbound and Clark's Road to one-way southbound

- Do Not Enter signs
 - Will reduce traffic volume on each road, may increase speed on Clark's Road
 - Will increase delay for Clark's Road southbound approach at Main Street under current control, may impact safety. Can consider all-way Stop control which will increase delay for all approaches but may be acceptable.
 - Additional space for new/improved sidewalk and bicycle facilities
 - Option for Rocky Hill Road one-way northbound and keep Clark's Road two way

Draft Ideas for Discussion

- Short-Term: Speed Reduction Devices

3. Conduct Pilot Study for installing temporary vertical traffic calming devices (raised crosswalks, intersections) on Main Street at a few locations such as:

- Evans Place
 - Clark's Road
 - Rocky Hill Road
 - Midway between Andrews Land and Eastman lane
 - Alliance Park
 - Swett's Hill
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- Main Street is not typically a good candidate for vertical traffic calming devices due to roadway classification (minor arterial) and volumes (9,400 ADT)
 - Devices may also reduce traffic volume
 - Emergency vehicle impacts to travel time
 - Noise impact
 - ADA, drainage, and driveway modifications

Draft Ideas for Discussion

- Long-Term: Pedestrian and Bicycle Facilities
 1. Provide new sidewalk on Main Street between Crum Hill and I-95
 2. Consider shared use path on north side of Main Street
 - Would provide separated bi-directional facility for pedestrians and bikes
 3. ADA and streetscape improvements on Main Street
 4. Rebuild sidewalk on Merrimac Street
 5. New sidewalk and/or crossing at marina redevelopment and boat ramp & driveway access/egress improvements/consolidation on Merrimac Street
 6. Complete shared-use path on Rt.150 between Summit Avenue and Beacon Street