

On the City Council January 28, 2013 workshop, staff presented a restriping plan for east Broadway. This plan was in response to a joint Willard and Ferry Village neighborhood association meeting in October of 2012 and was perfect timing due to MDOT looking to pave Broadway during the summer of 2013.

Some of the concerns raised during the neighborhood meeting included ideas that staff have been working to address:

- To improve pedestrian safety at Broadway/Preble, cited at the meeting as being particularly unsafe, crosswalks with middle landing zones were being explored. Additionally, flashing beacons at some crosswalks were proposed in hopes of creating greater safety for pedestrians.
- Concepts for narrowing the Broadway travel lanes and inserting a middle turn lane so as to potentially reduce speeds and reduce some congestion and provide bike lanes.
- Suggestion at the meeting of removing on-street parking in front of 425 Broadway (Hazard Tower) in order to expand the capacity of the Broadway/Cottage intersection by providing two lanes for vehicle stacking.
- Improvements to the Broadway/Mussey intersection that would aid pedestrians as well as transit users.

At that time, staff was hoping some improvements would begin to mitigate some of the Broadway impacts even though it is a heavily-travelled arterial and will continue to pose challenges for all concerned.

The Bike-Ped Committee examined several alternatives after hearing the concerns of the neighborhood about Broadway. The Committee focused on the Broadway restriping plan because it was believed that the plan would help to relieve congestion by getting left-turners out of the way, calm traffic by slightly narrowing the travel lanes, and improve safety for bicyclists by obviating the need for cars to pull to the right, into the bike lane, to get around left-turners.

The Council accepted the plans for the restriping of Broadway and asked staff to report back after the completion to provide an update on how the revised plan is working. The project went smoothly, with the exception of the middle "safe-zones" created for pedestrians. After installation, staff determined that in some instances along Broadway, school buses and fire trucks would not be able to make the turn into some of the side streets. Staff quickly removed the islands and proposed a pavement painting solution to attempt to achieve the same effect (not what we wanted to do).

Below I have included staff's comments on how they feel the restriping plan has worked.

### **Transit**

Speaking with drivers on the Rte 21 Willard/SMCC traveling westbound on that section of Broadway, everything seems to be running smoothly and no traffic issues with the current striping. If there were any issues, we would be the first to know.

### **Planning**

For the last several months or more I have heard no comments one way or the other. To me it seems that the three-lane section is working well. The only negative I have is that the striping tape is not holding up against snow plowing.

### **Water Resource**

I haven't heard much Jim but what I have heard can only be described as positive. Observations range from '..that's going to be a lot striping ..' to '.. it helps traffic move through Broadway a lot better when the traffic is heavy.' Sorry, nothing but anecdotal info.

### **Police**

From our perspective the new striping appears to be working as intended. I have requested crash data for that section of Broadway to see what type of crashes have occurred since the change. There have been only 3 crashes on Broadway between Cottage and Preble since October 1, 2013. All three were at the intersection of Broadway and Cottage and none were related to the new striping pattern.

### **Fire Department**

Fire Department feels that this has worked quite well. It has allowed us a clear path of travel for emergency response and a safe place for cars to pull over.

### **Public Works**

Most comments we have heard have been positive. I did get one unfavorable comment about moving the crosswalk from Stanford St more towards Spring St. They felt there should be a crosswalk right at Stanford St.

### **Parks and Recreation**

Our group has found the changes useful with relation to waterfront and recreational uses along that corridor since the islands were changed out. We are good to go from our perspective.

**City Manager**

The restriping plan has been received by the public very well. I personally have not heard opposition once the City removed the raised islands in the middle of the roadway. An unintended positive as a result of the three lanes does allow for better evacuation out of the east end of the City by using the middle lane (reversing the flow), gaining capacity if a large event was planned at SMCC, Bug Light or another property in the district. Two lanes into the east end and after an event the Police Department could switch the middle lane and have two lanes exiting the east end.

  
City Manager