

Eric D. Batista
City Manager



City of Worcester

December 10, 2024

Attachment for Item #12.11 A

TO THE WORCESTER CITY COUNCIL
COUNCILORS:

The attached communication relative to the Endicott Street and Bigelow Street project, received from Stephen S. Rolle, P.E., Commissioner of Transportation & Mobility, is forwarded for the information of your Honorable Body. The memorandum specifically addresses questions concerning tree removal and replacement, as well as changes in on-street parking associated with the project.

Additional information on the project, including presentations from the three community meetings, is available on [DTM's website](#).

This project, conceived in 2022, has garnered wide-spread public support, with 87% of survey respondents supporting the project. My administration is committed to implementing the project in the upcoming year, with a goal of finalizing funding sources in December, posting the bid in January 2025, and breaking ground in the spring/summer.

The upcoming Community Meeting on the project status will be held on Jan. 6, 2025 at 6 p.m. at the WRTA facility on Quinsigamond Avenue, which will focus on the next step, and considerations relative to temporary disruptions during construction.

Respectfully Submitted,

Eric D. Batista
City Manager



The City of Worcester

Department of Transportation & Mobility
Stephen S. Rolle, P.E., Commissioner
76 E. Worcester Street
P| 508-929-1300 ext. 49500
MOBILITY@worcesterma.gov

TO: Eric D. Batista, City Manager
FROM: Stephen S. Rolle, P.E., Commissioner of Transportation & Mobility
DATE: December 10, 2024
RE: **Response to Design Questions Relative to the Endicott & Bigelow Streets Improvement Project**

This communication responds to a City Council request for information concerning tree removal, species of new trees to be planted and parking configuration changes associated with the upcoming Endicott & Bigelow Streets Improvement Project.

Project Background and Public Engagement – 87% public support

The Endicott & Bigelow Streets Improvement Project is a joint effort between several departments that was initiated by the Department of Sustainability & Resiliency (DSR) in 2022 and is currently managed by the Executive Office of Economic Development (EOED) due to the use of Community Development Block Grant (CDBG) funding on the project. The Department of Transportation & Mobility (DTM) and Department of Public Works & Parks (DPW&P) have also participated in the development of this project. The objectives of the project include increasing safety for all modes of traffic, improving pedestrian and bicycle/micro-mobility access to Crompton Park, reducing heat and flooding using green infrastructure, bringing ADA access and accommodations up to standards, and improving the condition and aesthetics of the streetscape.

An extensive public engagement effort was conducted for this project, including three community meetings and a survey of area residents. The proposed project has been well received, with 87% of survey respondents indicating support for the project.

More information on the project, including presentations from the community meetings and survey results, are available at: <https://www.worcesterma.gov/mobility/planning/future-of-endicott-and-bigelow-streets>.

Tree Canopy – net increase of 23 trees

Increasing permeable green spaces and expanding the tree canopy to provide drainage, shading and air quality benefits are important aspects of the Endicott-Bigelow project. With respect to trees specifically, the project will result in a net increase of 23 trees.

On Endicott Street, six trees located within the street right-of-way will need to be removed. These trees – all London Planetrees – are located on the south side of the street in the planting areas that extend into the parking lanes. Figure 1 depicts the locations of these trees.

The completed project will add 24 new trees to Endicott Street, resulting in a net increase of 18 trees on Endicott Street. Whereas today all public shade trees are located on the south side of the street, the

project will result in a more balanced tree canopy with trees on both sides of Endicott Street involving a mix of different tree species. Bigelow Street, which has no public shade trees within its right-of-way as of Dec. 10, 2024, will receive five new trees as well, bringing the total net increase to 23 trees on these two streets. The project plan attached depicts the location of proposed tree species.

Please refer to **Attachment A** for more information about tree counts and proposed species.



Figure 1: Trees to be removed.

Parking – 157 parking spaces in or adjacent to Crompton Park (net loss of nine spaces)

The proposed reconfiguration of Endicott Street will replace the existing perpendicular parking spaces with parallel parking spaces. The reasons for changing the parking arrangement include:

- *To improve traffic safety, especially for pedestrians, bicyclists and micro-mobility users. Analysis of crashes occurring over a five-year period found that 74% crashes on Endicott Street involved parking maneuvers, and that the crash rate is four times higher than the average crash rate for similar streets. Two crashes over this time period involved pedestrians or bicycles.*
- *To provide space necessary to accommodate sidewalk widening, street trees, rain gardens, and bicycle facilities*
- *Because the street is insufficiently wide to adequately accommodate parking on both sides of the street when perpendicular or diagonal parking is included.*

Endicott Street provides parking for both residents and park users. The switch from perpendicular to parallel parking, in conjunction with other design changes to add street canopy and stormwater retention areas, will reduce the number of on-street parking spaces provided on Endicott Street. Under the proposed plan, 47 general purpose and four handicapped spaces would be provided, for a total of 51

spaces. This compares to approximately 78 compliant parking spaces today. The net reduction of parking spaces on Endicott Street itself will therefore be about 27 spaces.

However, other recent changes to parking regulations on nearby streets will help offset the loss in on-street parking. The City Council passed an ordinance amendment relocating on-street parking from the east side of Harding Street to the west side of Harding Street. This change, which will be implemented prior to spring 2025, not only relocated parking to be adjacent to the park, but also increases the number of legally compliant parking spaces provided from seven currently to 25, a net increase of 18 spaces. Additional spaces were created south of Canton Street as well by shifting parking to the west side of the street, though these are not accounted for in this analysis.

As summarized in Table 1, a total of 124 general purpose on-street parking spaces will be provided on the streets bordering Crompton Park once the project is completed. This is a net reduction of nine spaces overall on these streets.

An additional 33 parking spaces are provided by an off-street lot within the park itself, bringing the total available spaces to 157. A resident permit parking zone on the south side of Canton Street provides approximately 19 spaces for resident use only, which are not included in these totals.

Table 1: On-street Parking Capacity Adjacent to Crompton Park

Street	Current Spaces	Proposed Spaces	Proposed configuration
Endicott Street	78	51	Parallel parking on both sides of the street
Harding Street	7	25	Parallel parking on the west side of the street (park side)
Canton Street	21	21	Parallel parking on the north side of the street (park side)
Quinsigamond Avenue	27	27	Parallel parking on the east side of the street (park side)
Total	133	124	

Notes:

1. A residential parking zone (RPP) is provided on the south side of Canton Street providing approximately 19 spaces. These are not included in the reported totals since they are not available for use by the general public.

DTM conducted three parking counts at busy times during the summer of 2023. In all three cases, activities were taking place throughout the park on the sports field, basketball courts, pool, tennis and handball courts, and skatepark. All vehicles parked on the streets bordering the park were counted, whether legally parked or not, to get a true count of parking demand.

Table 2: On-street Parking Usage

Street	Aug. 3 6:10 p.m.	Aug. 8 5:40 p.m.	Aug. 9 6:13 p.m.
Endicott Street	62	45	64
Harding Street	20	4	9
Canton Street	10	19	13
Quinsigamond Avenue	16	11	15
Total	108	79	101

Notes:

1. Counts include all parked cars, whether parked in legally compliant parking spaces or not.

2. *The RPP zone on the south side of Canton St was counted, but is excluded from these totals. The count totals for this RPP zone were seven, eight, and eight respectively, compared to an estimated capacity of 19 spaces.*

The parking demand observed on these three busy summer evenings ranged from 79 to 108 vehicles, in all cases less than the on-street parking supply that will be provided after the project is constructed (124 spaces). Additional site visits confirmed that the observed parking demand was representative of (or exceeded) typical parking demand at this location.

On a few occasions over the course of the year, large events are held at Crompton Park. DTM visited the park during the Summer Jam Classic in 2023, and parking demand exceeded the available supply. As is the case today, some park visitors will need to park in locations further from the park or make other travel arrangements when large events are held. Organizers may also be able to secure parking for such events at off-street parking lots in the area, such as at the WRTA maintenance facility.

On Bigelow Street, on-street parallel parking will continue to be allowed on both sides of the street, as is the case today. Curb extensions will prevent parking within 20 feet of intersections, which is already prohibited by statutory ordinance.

Please advise if you have any questions.

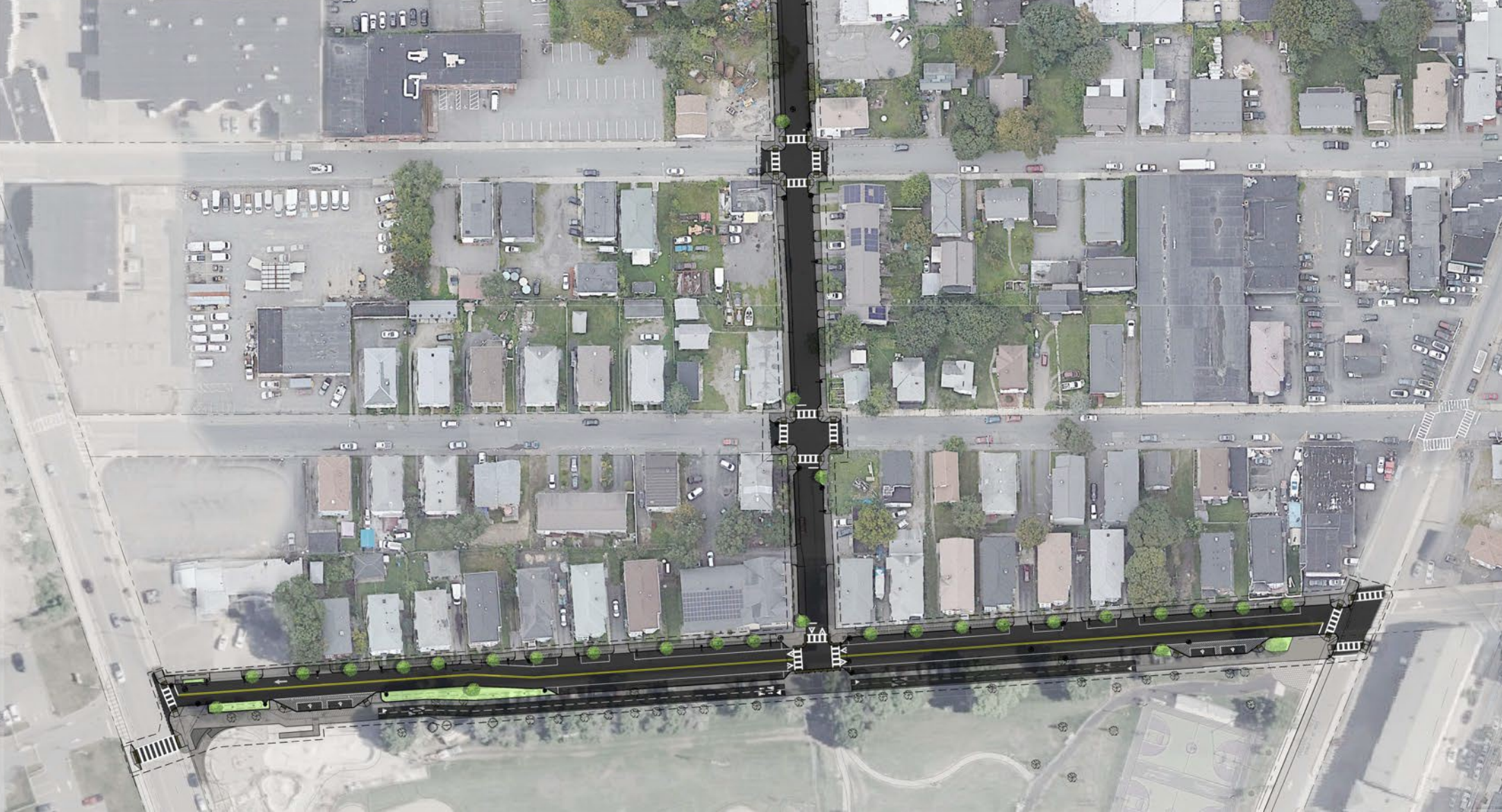
Sincerely,

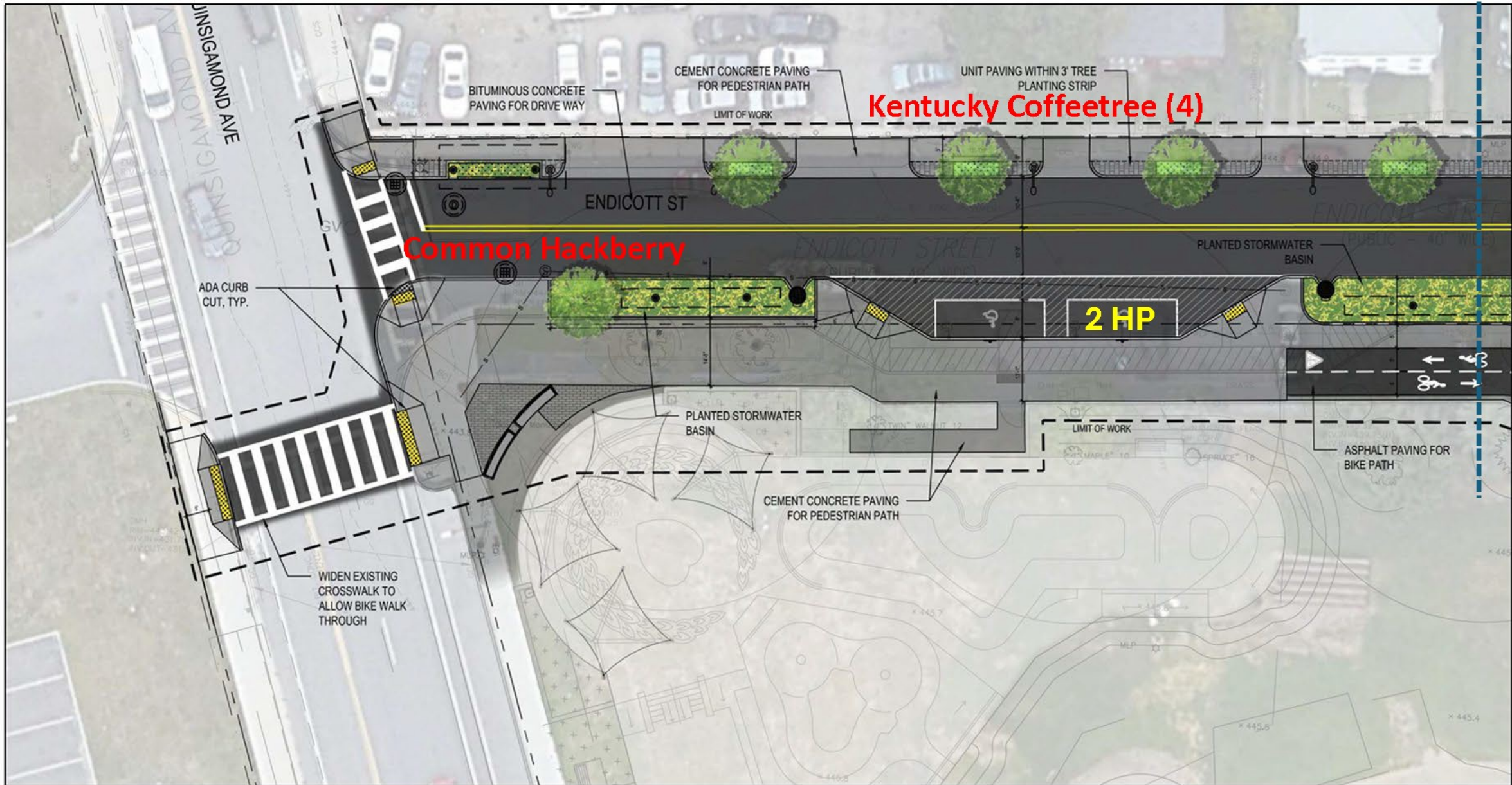
A handwritten signature in blue ink, appearing to read "Stephen S. Rolle". The signature is fluid and cursive, with the first name being the most prominent.

Stephen S. Rolle, P.E.
Commissioner of Transportation & Mobility

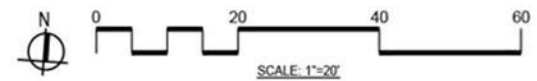
Attachment A: Tree Species

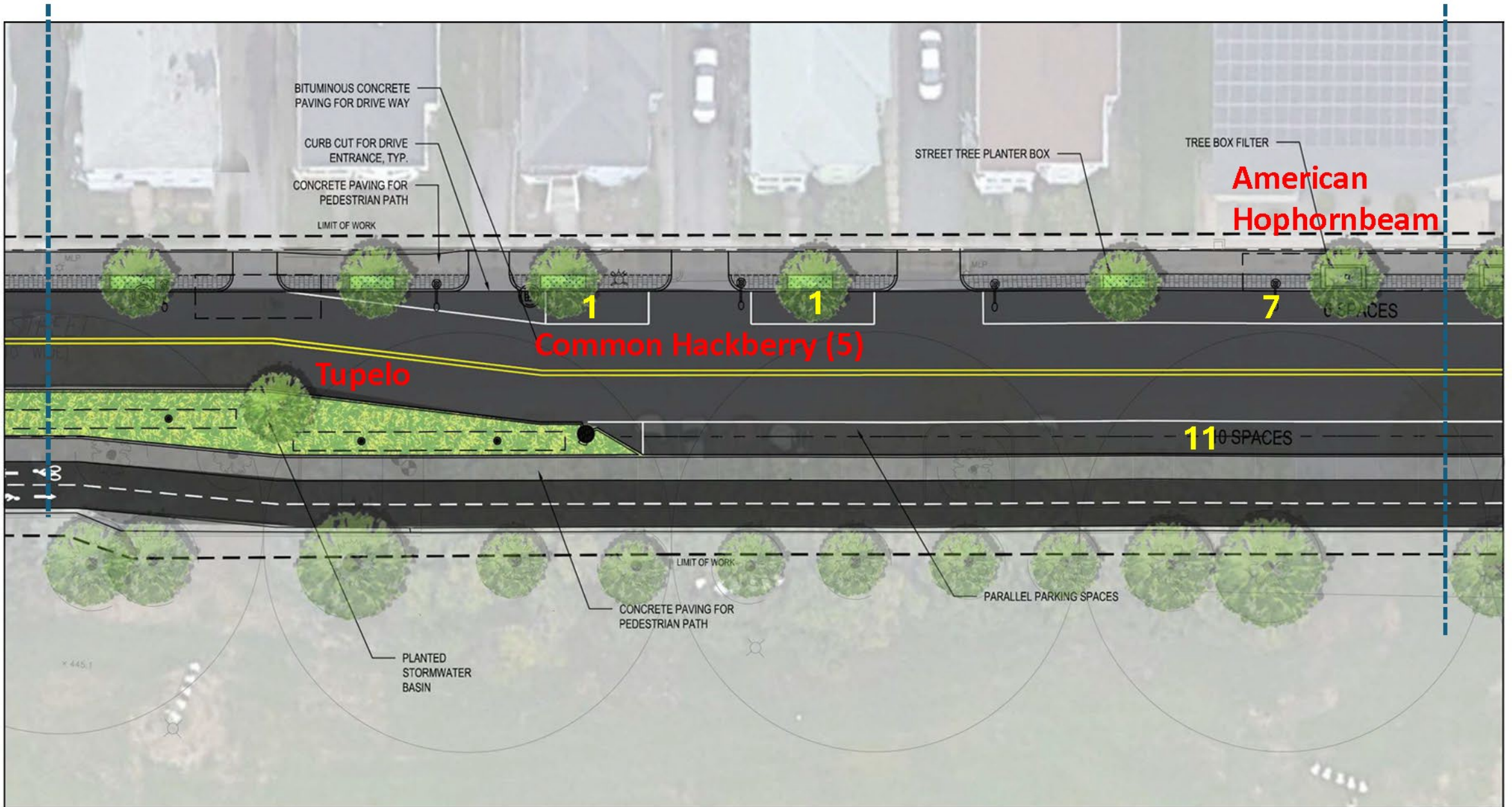
Endicott St - 24 new trees proposed
Bigelow St - 5 new trees proposed



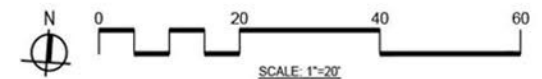


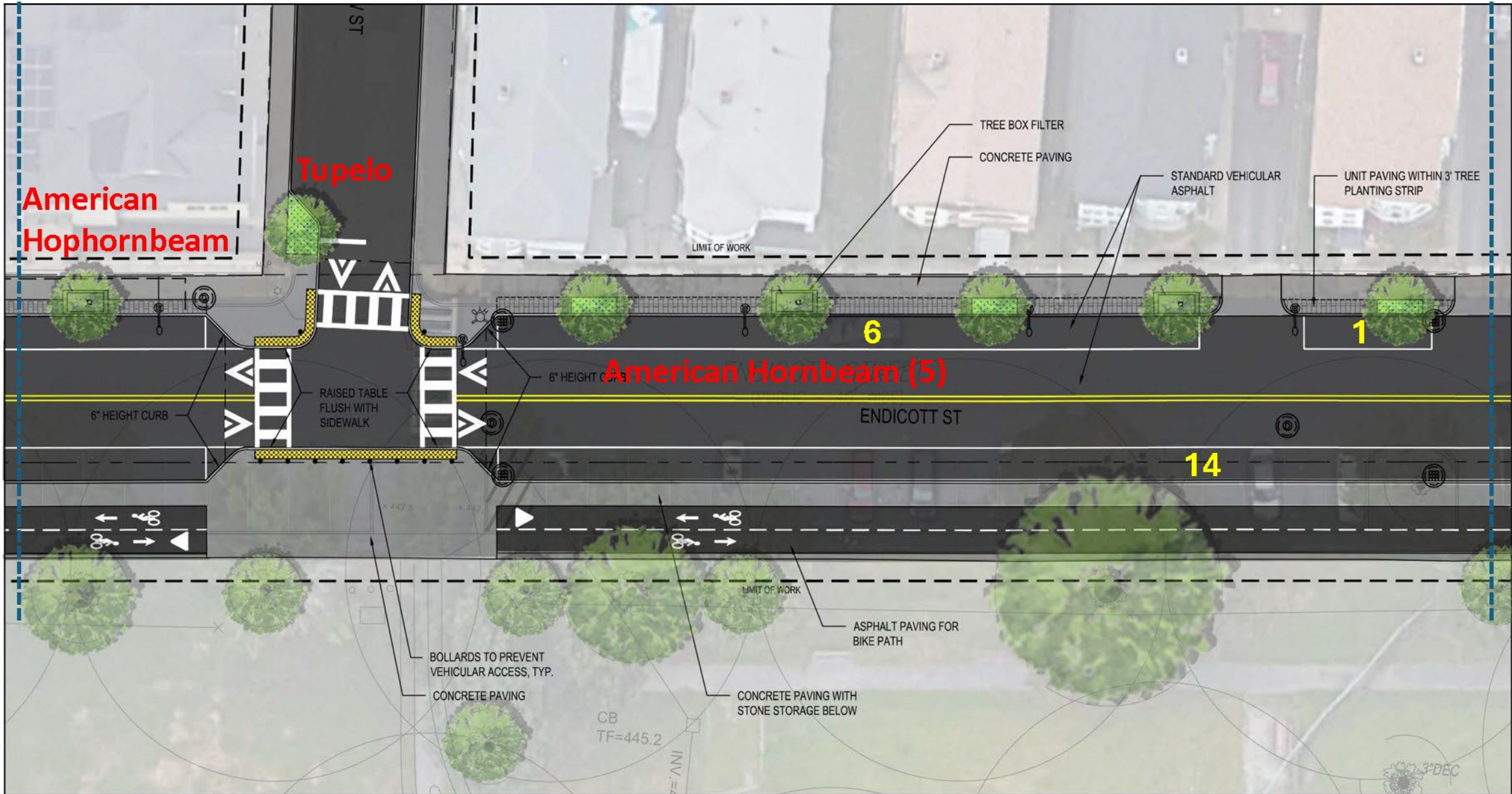
ENDICOTT ST - WEST END PLAN



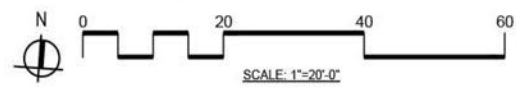


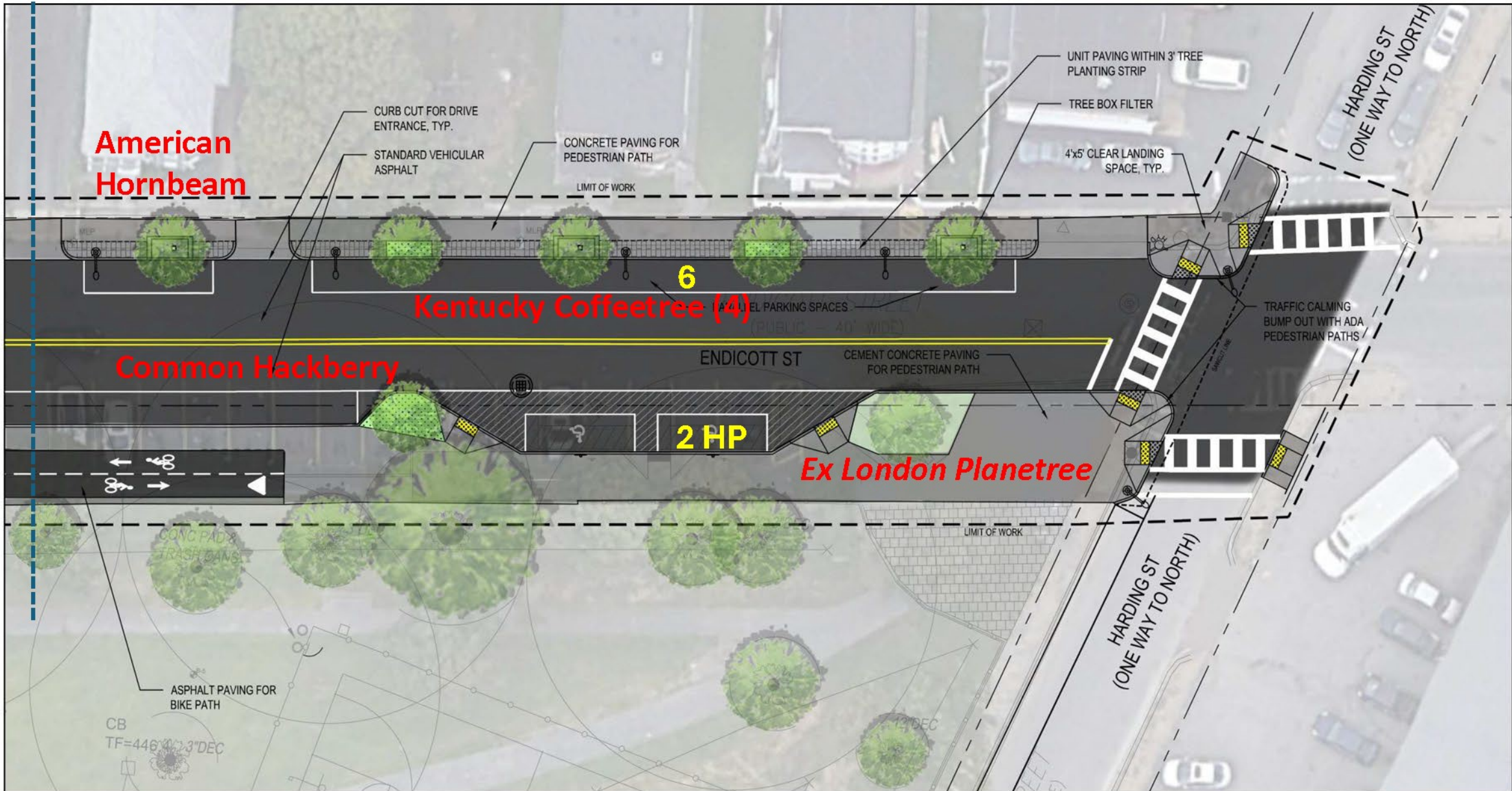
ENDICOTT ST - WEST SIDE PLAN



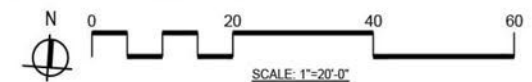


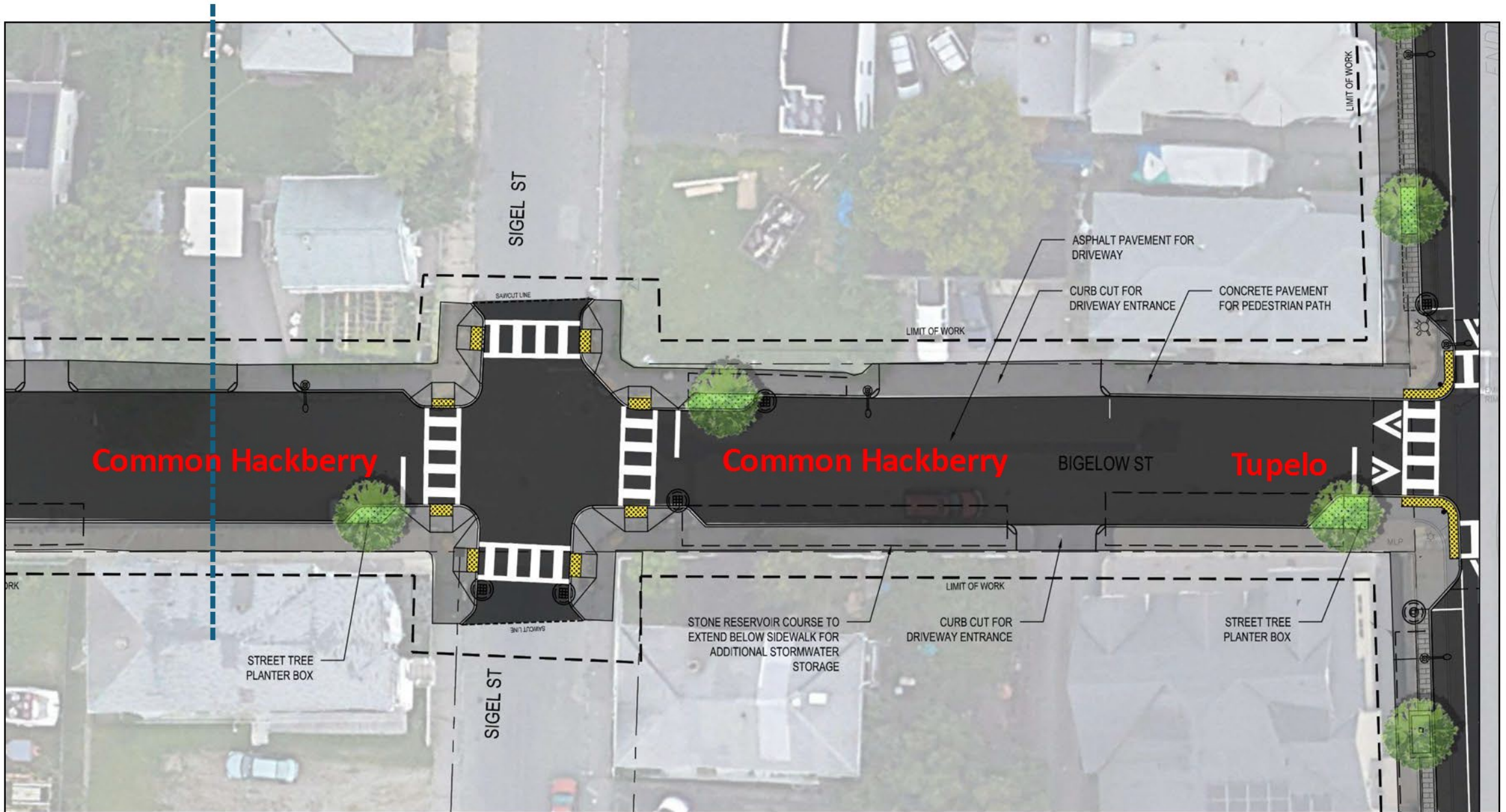
ENDICOTT ST - MIDDLE INTERSECTION PLAN



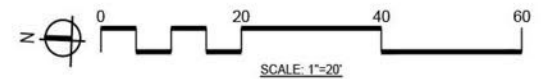


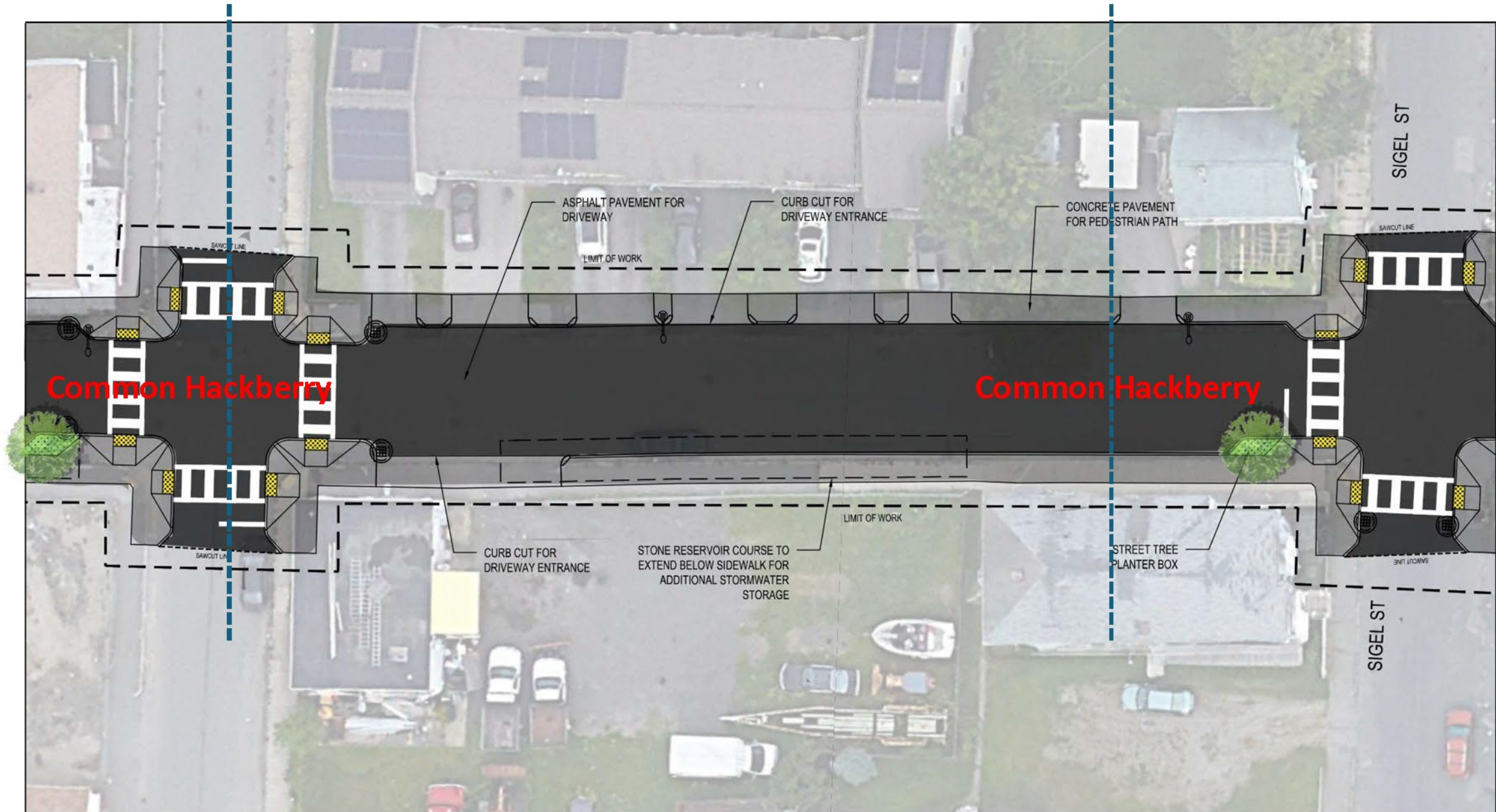
ENDICOTT ST - EAST END PLAN



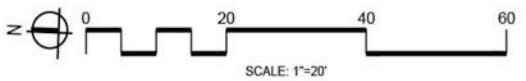


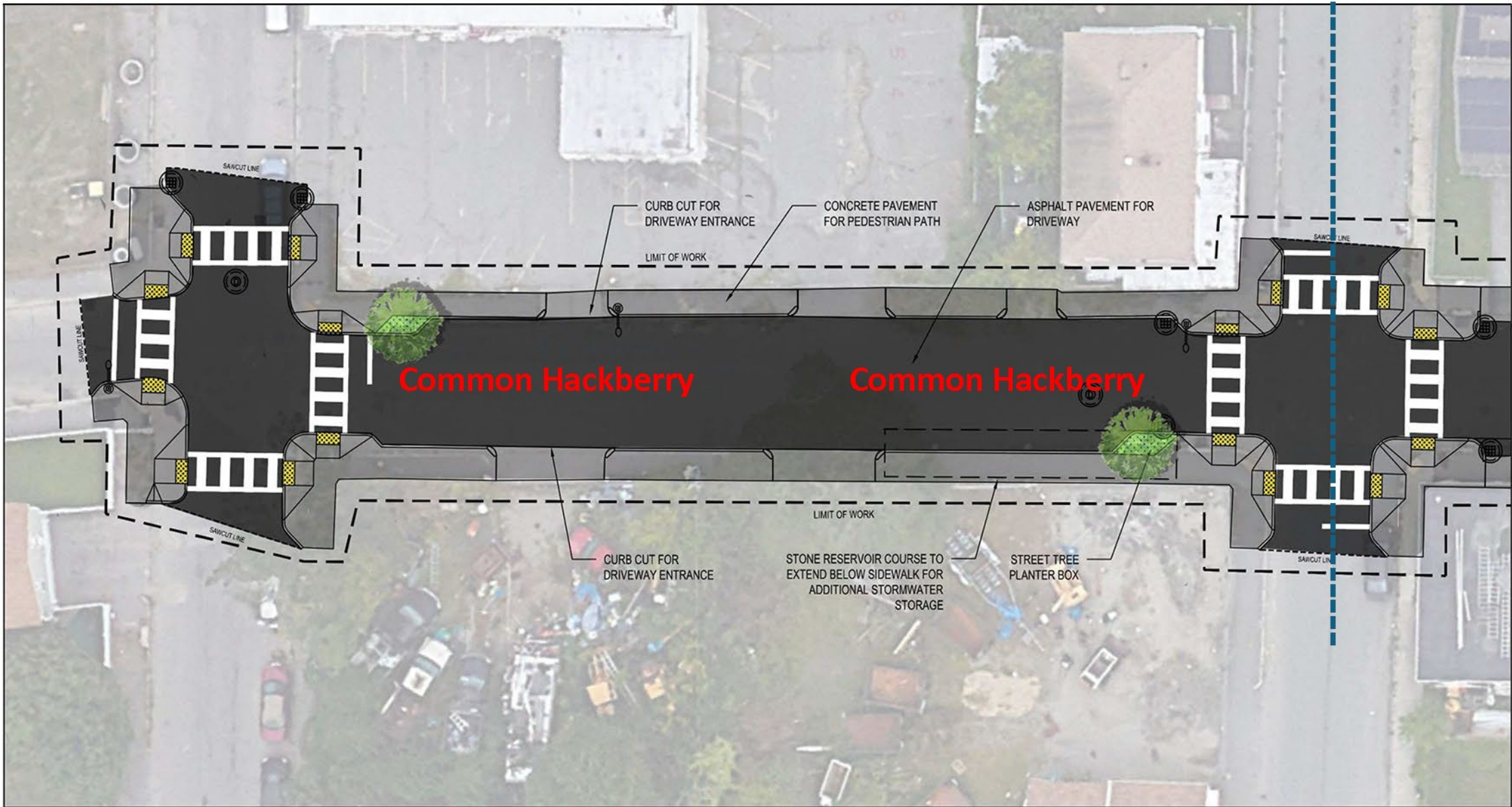
BIGELOW ST - SOUTH END PLAN





BIGELOW ST - MIDDLE BLOCK PLAN





Common Hackberry

Common Hackberry

BIGELOW ST - NORTH END PLAN

