

MILL STREET

COMPLETE STREETS VISIONING SESSION



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AGENDA

- **Welcome & Introduction**
- **Project Overview**
- **Needs & Opportunities**
- **Visioning Tabling Exercise**



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MILL STREET Project Overview

Complete Streets - Full Redesign

- \$2m Federal earmark secured by Senators Markey & Warren and Representative McGovern with support from local City and State delegation
- Full redesign of the corridor to improve sidewalks, add crosswalks at regular intervals, enhance streetscapes, improve streetlighting, provide on-street parking areas and permanent protected bicycle facilities from Park Avenue intersection to Airport Drive
- Consultant & Staff led public design process for Concept development through preparation of bid documents
- Apply for Federal & State funds to construct



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Traffic Safety

Complete Streets improves safety for ALL roadway users

➤ *Past design approaches are dangerous for all roadway users*

- 435 people killed in motor vehicle traffic crashes in 2022 on Massachusetts roads (record year), 42,795 nationwide
 - 101 Pedestrians killed in 2022 on Massachusetts roads (record year), over 7500 nationwide
 - 10 cyclists killed (124 seriously injured) in 2022 on Massachusetts roads, 291 nationwide
- Worcester had 15 people killed in motor vehicle crashes in 2022
 - 12 of 15 on Worcester controlled roads, 3 on MassDOT controlled State Highways
 - 7 pedestrians, 3 passengers, 3 drivers, 2 motorcycle operators
- Worcester had the second highest # of pedestrian fatality crashes in 2022 (7 crashes)
 - All 7 took place in Environmental Justice Population Areas
- Disproportionally affects communities of color
- Disproportionally affects older populations
- **Mill Street is part of the Priority Network being developed through the Vision Zero Plan Development due to crash history, roadway characteristics, and abutting property use**



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POLICY GUIDELINES

COMPLETE STREETS POLICY (2017)

- Incorporates Complete Streets principles into the planning, design, construction, maintenance, and operation of its streets, transportation infrastructure, and transportation services
- Applies to all street and transportation projects requiring funding or approval by the City, and to the extent allowed by law, those projects funded by state and federal government sources.
- Requires the accommodation of all travel modes, including but not limited to walking, cycling, motor vehicles, etc.
- Provides for the safe and convenient use by people of all ages, economic status and abilities.
- Implemented through a combination of coordinated actions, ranging from incremental changes to major capital improvements.

GREEN WORCESTER PLAN (2021)

- ACTION ITEM 3: Connectivity: Make connected networks an explicit goal of City of Worcester transportation planning. Maximize connectivity to move people – not just vehicles – between destinations.
- ACTION ITEM 12: Complete Streets Policy: Implement the policy by developing a priority plan for designing roadway space for all users.
- ACTION ITEM 13: Micromobility Plan: Develop and Implement a Pedestrian, Bicycle, and Micromobility Plan.
 - Identify and implement bicycle networks to support non-commuter short trips under 3 miles to central and neighborhood commercial areas, parks, and other neighborhood destinations.
 - Use safety data to identify and prioritize for improvements to the most hazardous routes and intersections that discourage routine travel by bicyclists and pedestrians, and include education for motorists.



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POLICY GUIDELINES (continued)

MOBILITY ACTION PLAN (2024)

- **SAFETY:** Build safe streets for all users; Prioritize safety of vulnerable roadway users; Reduce crashes and severity of outcomes
- **CONNECTIVITY:** Expand transportation options; Facilitate active transportation
- **EQUITY:** Foster engagement and participation with communities; Improve physical accessibility; Improve transit rider experience; Increase economic accessibility
- **SUSTAINABILITY:** Green the streets; Improve transit reliability; Increase non-auto mode share; Reduce vehicle emissions



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VISION ZERO PLAN (2024)

- Identify a High Injury Priority Network and implement the Safe Systems Approach to prevent fatalities and serious injuries



3 TYPES OF COMPLETE STREETS PROJECTS

There are three types of projects that are being implemented to create a multi-modal transportation network that prioritizes safety, equity, sustainability, and access for all roadway users.

1. **Pilot** – short term demonstration projects using temporary or semi-permanent materials to educate the public, test out new ideas, and gain feedback.
2. **Interim Complete Streets Measures** – intermediate projects using pavement markings, semi-permanent materials, and limited curb alignments to make safety and access improvements pending long term redesign and reconstruction projects. Mostly taking place as part of a City financed pavement preservation project, but also as stand-alone, small-scale projects funded by a variety of means including City, State, Federal, or grant funding.
3. **Permanent Complete Streets Projects** – large scale projects following a project development and design review process using permanent materials. Mostly taking place as part of City financed roadway reconstruction project, TIP or other federal/state aid project, and grant funded project.



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DESIGN GUIDANCE

- **Federal Highway Administration**
 - Manual on Uniform Traffic Control Devices (MUTCD), Safe System Approach Guidance, Guide for the Planning, Design, and Operation of Pedestrian Facilities, other policies and directives
- **United States & Massachusetts Architectural Access Boards**
 - Americans with Disabilities Act (ADA) Accessibility Standards, Public Rights-of-Way Accessibility Guidelines (PROWAG)
- **National Association of City Transportation Officials (NACTO)**
 - Urban Street Design Guide, Urban Bikeway Design Guide
- **American Association of State Highway and Transportation Officials (AASHTO)**
 - Guide for the Planning, Design, and Operation of Pedestrian Facilities, A Policy on Geometric Design of Highways and Streets
- **Massachusetts Department of Transportation (MassDOT)**
 - Procedures for Speed Zoning on State Highways and Municipal Roads, Safe Speeds Technical Toolkit, Separated Bike Lane Planning & Design Guide, other guidance policies and directives
- **Industry Best Practices**
 - Institute of Transportation Engineers (ITE), AARP Livable Communities, Arbor Day Foundation, WHO Age-friendly Cities Framework



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What will make a “Complete” Mill Street?



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MILL STREET 2023 Pavement Preservation Project



Given critical deterioration of the pavement surface, DPW&P initiated a pavement preservation project using Hot in Place Asphalt Recycling.

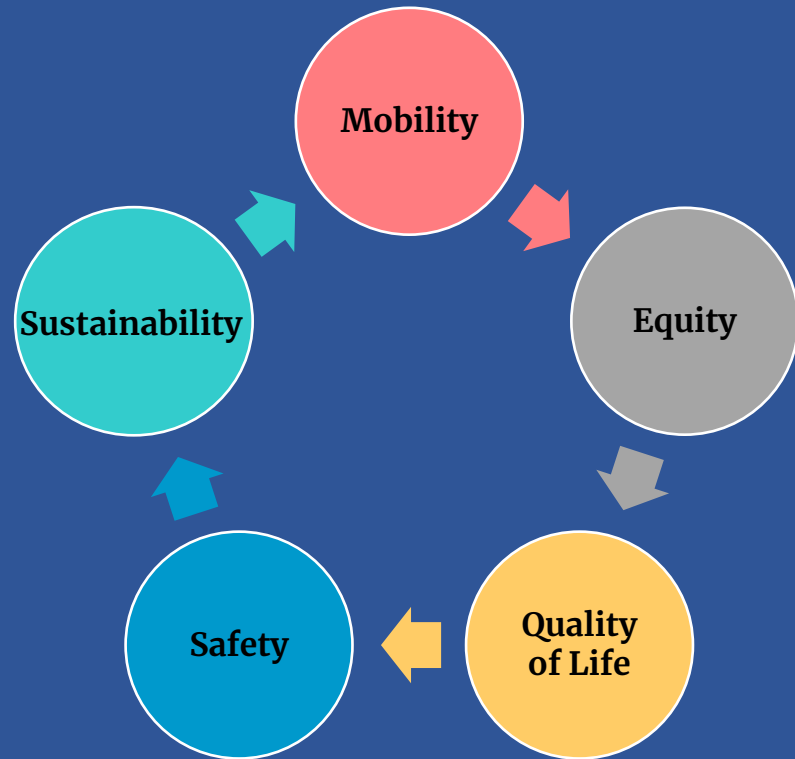
- Operates within the existing curblines to restore pavement integrity and extend the life of the existing roadway.
- Extends life of the existing roadway to allow completion of a full corridor redesign and assembly of funding necessary to implement comprehensive corridor improvements.
- Implement lane marking changes to improve safety and access on an interim basis.



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Long term redesign project to unlock its full potential



• Why focus on Mill Street?

- Local, Citywide, & Regional significance as transportation corridor between Tatnuck Square & communities to west and Webster Square and downtown Worcester as well as the Worcester Regional Airport.
- Economic development potential.
- Mill Swan Educational Complex.
- Recreational hub with Coes Pond & Beach, Logan Field, other open spaces and trail connections.
- Potential to enhance recreation and open space resources and expand the Urban Forest tree canopy.



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User Features of a Complete Street



New Sidewalks



Separated Bike Lanes



Travel Lane & Parking Lane



Worcester Regional Transit Authority

Safe & Accessible Bus Stops



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Modal Features of a Complete Street



Travel Lanes, Parking, & Curbside access



Bicycle and Micro-mobility



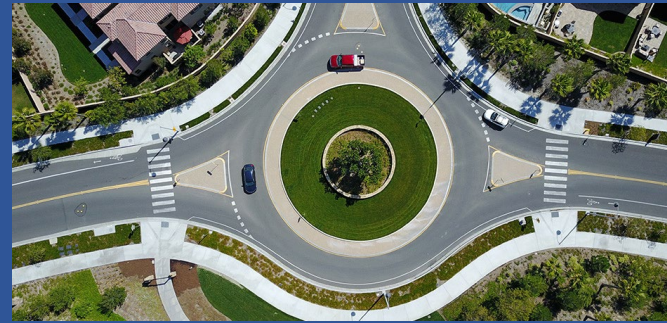
Accessible for all



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Safety Features of a Complete Street



Intersection Safety Improvements

Pedestrian Connections

Traffic Calming



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Other Features of a Complete Street



Street Trees & Green Infrastructure



Street Lighting



ADA Compliant Bus Stops w/shelters



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Opportunities for a Complete Mill Street



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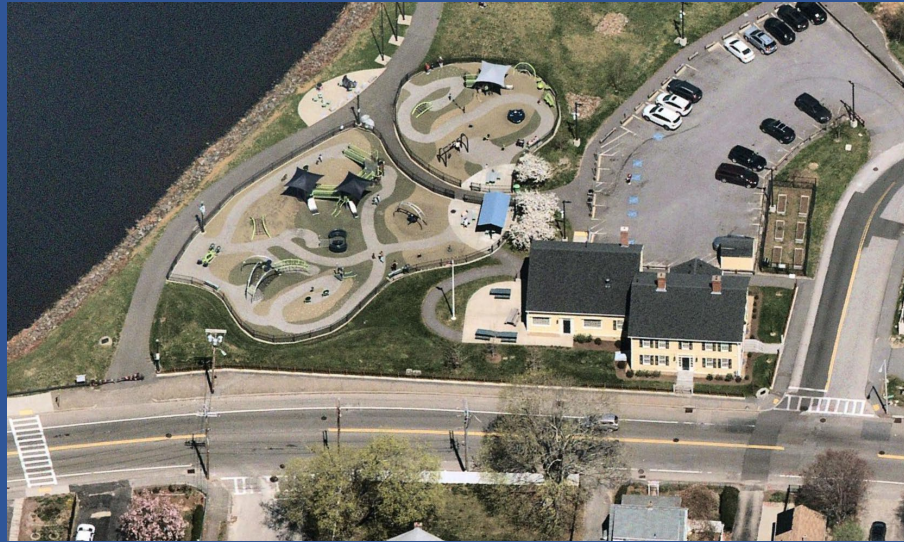
Safe Intersections



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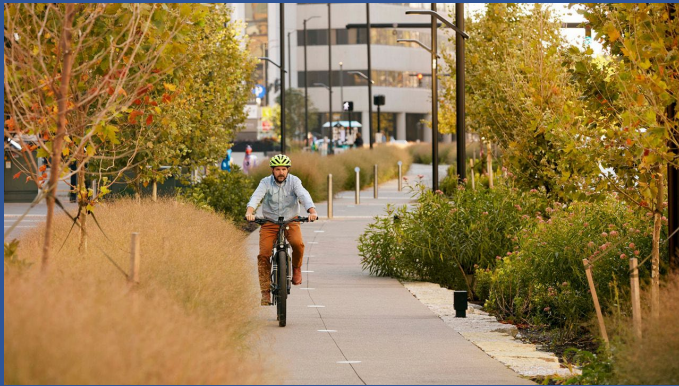
Special Generators



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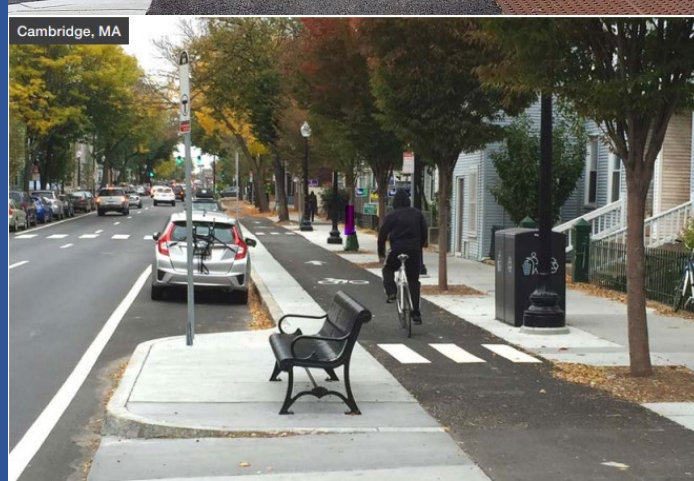
Shared Use Paths



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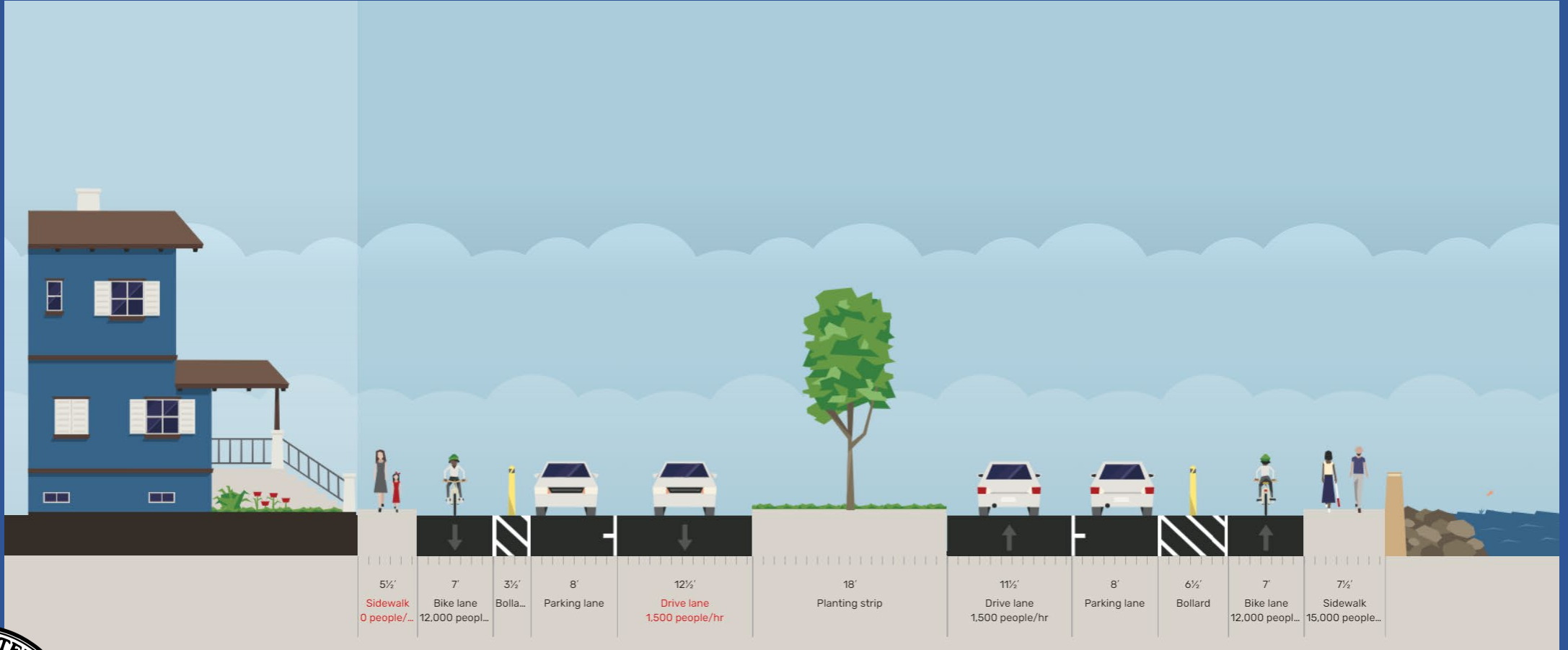
Sidewalk Level Bike Lanes



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What it is – Coes Beach Area



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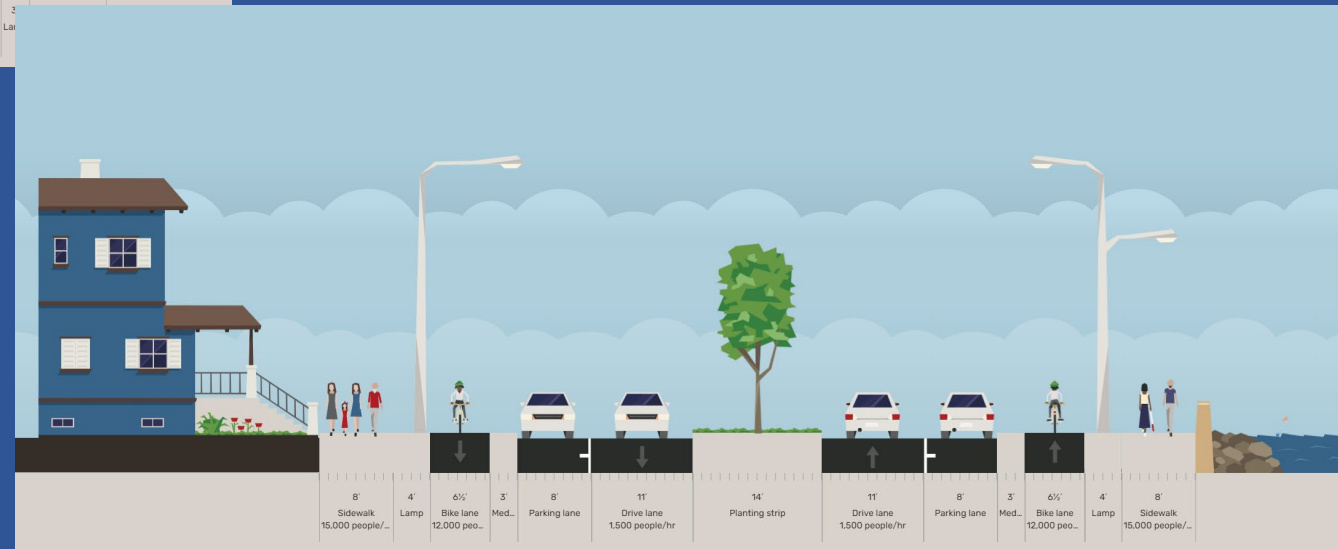
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What it could be – Coes Beach Area



Center running Shared Use Path
along expanded median

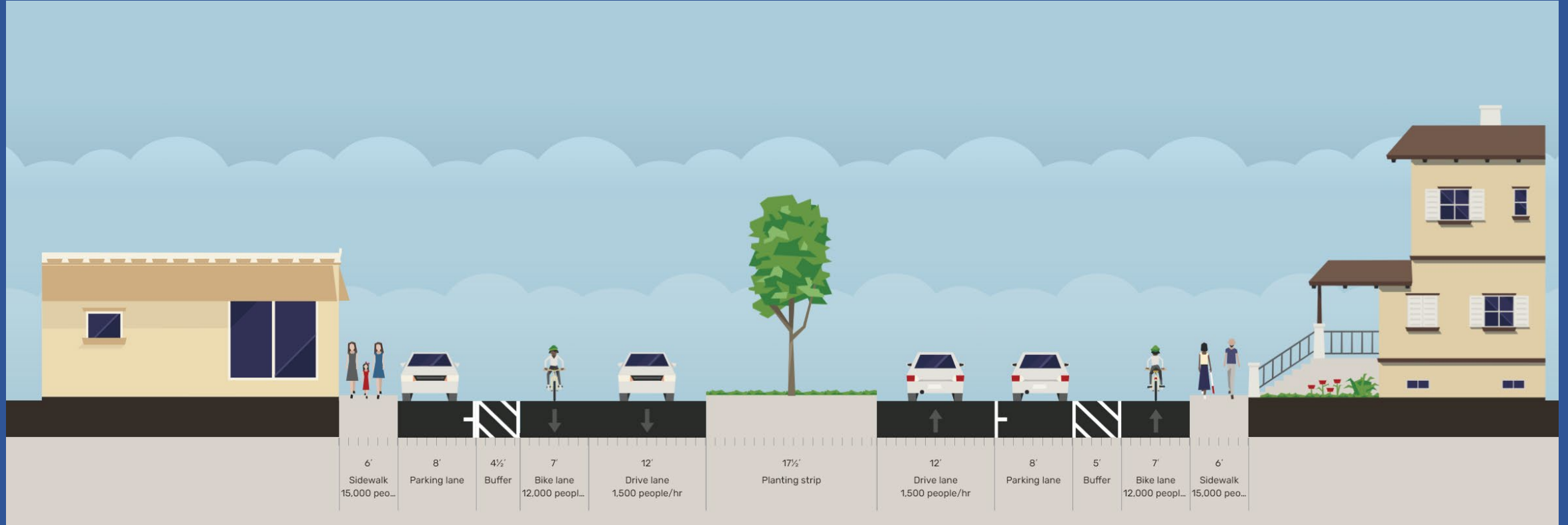
Sidewalk level Protected Bike
Lane



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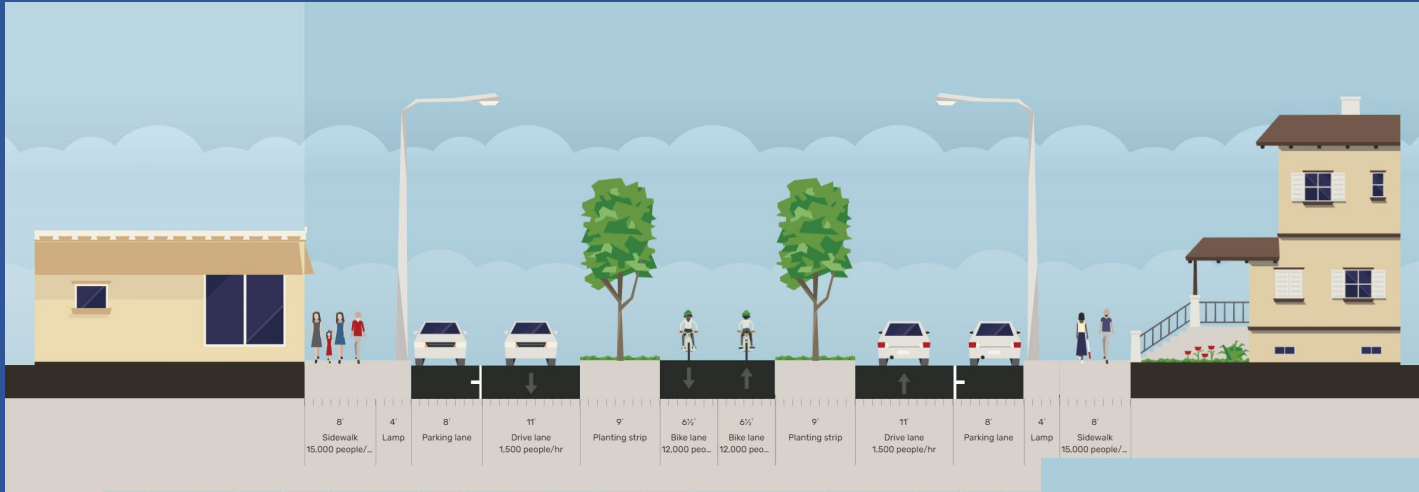
What it is – Mill Swan Area



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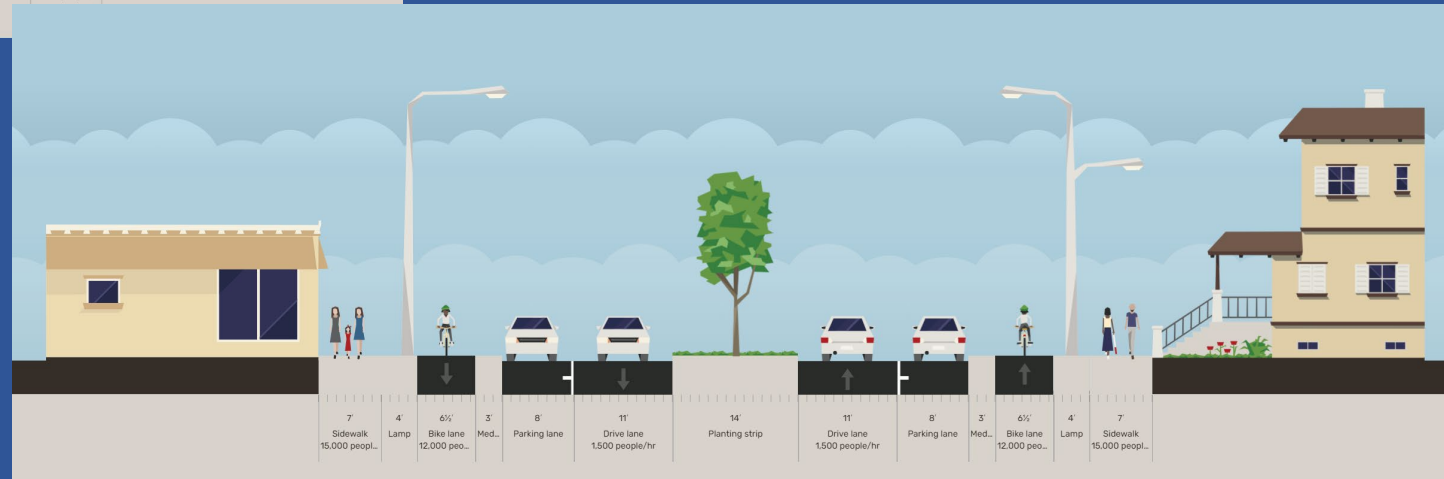
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What it could be – Mill Swan Area



Center running Shared Use Path
along expanded median

Sidewalk level Protected Bike
Lane

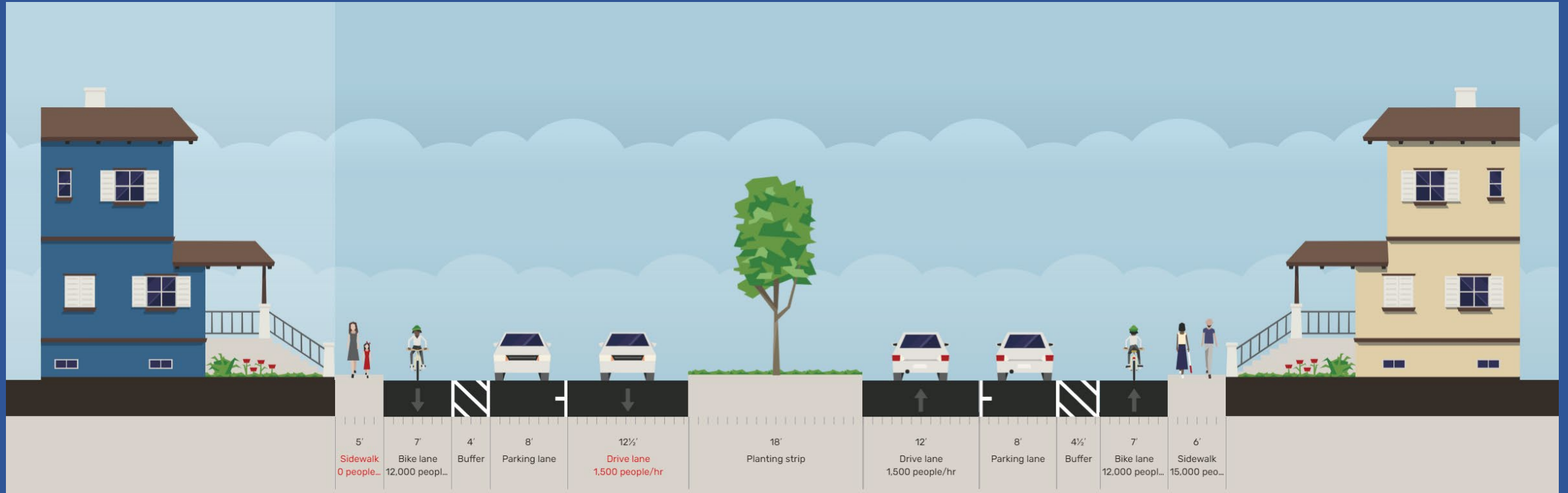


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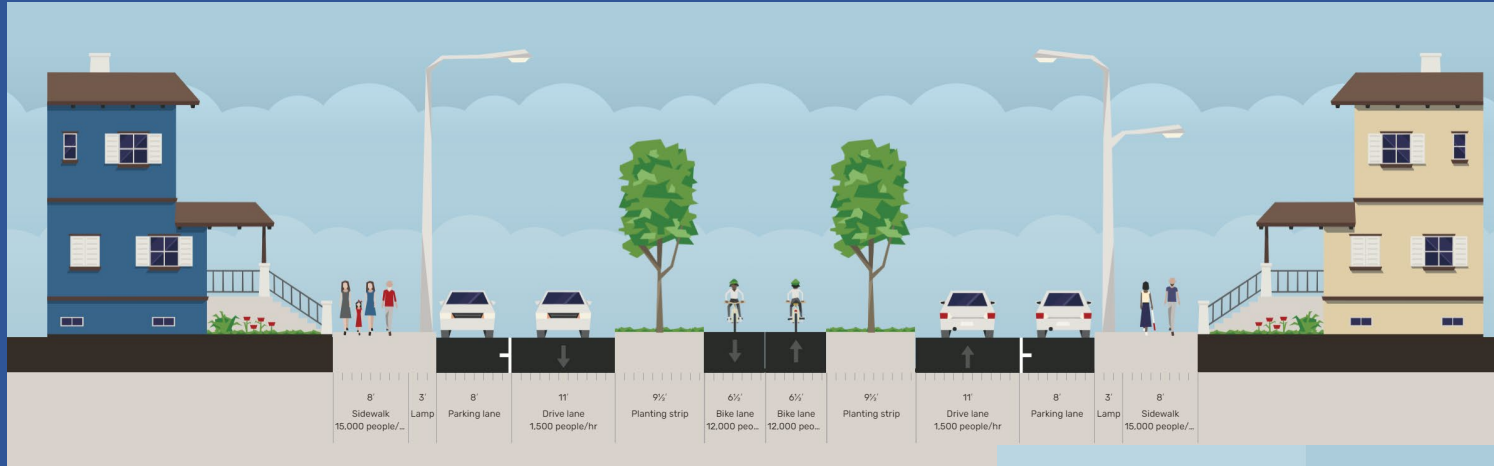
What it is – Typical Residential Area



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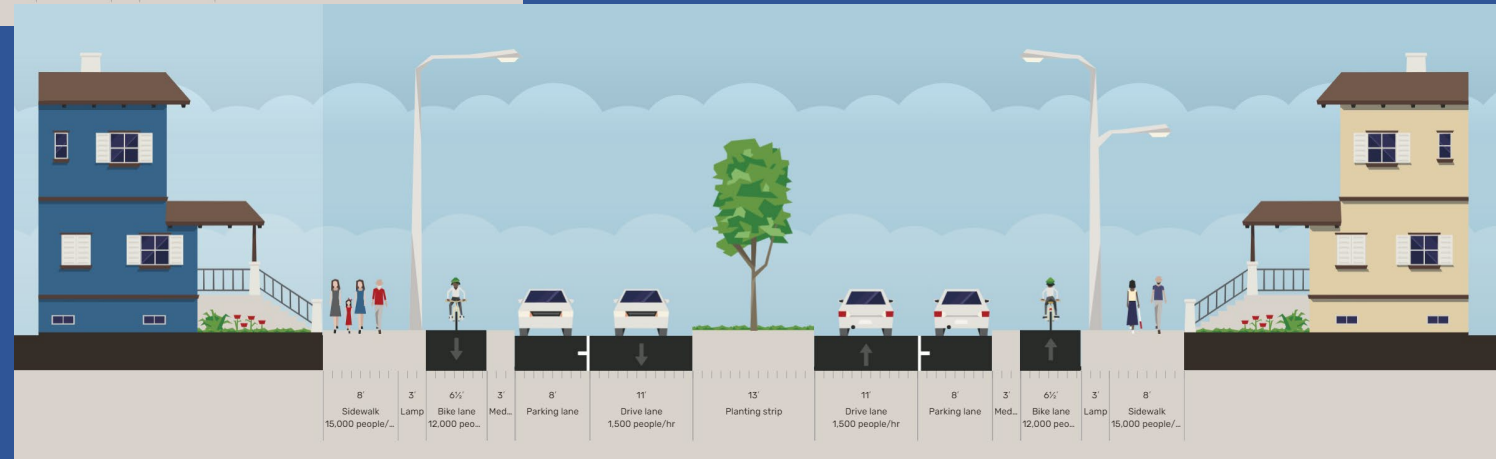
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What it could be – Typical Residential Area



Center running Shared Use Path
along expanded median

Sidewalk level Protected Bike Lane



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Early Concept Design Found in Old Files from DPW&P



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Time to Share Your Vision

- What type of roadway configuration would best work in this area? (remember: No Takings! & must include sidewalk/bike lane/1 travel lane/parking)
- What type of environment/experience/feel should this corridor have?
- Where should bus stops, bike racks, street trees, and other amenities be located?
- What ideas do you have to improve access for biking, walking, running, playing, driving, parking, riding transit, hiking, etc.
- Are there specific places that need crosswalks, traffic signals, traffic calming, or other safety infrastructure?
- There is no right or wrong answer – just your vision



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Activity Instructions

- Divide into 5 groups based on the # you chose when you signed in
- 10 Minutes at each table that features a section of Mill Street between Airport Drive and Park Avenue (DTM staff there to answer questions)
- Use markers to draw in lanes, crosswalks, paths, traffic signals, etc.
- Use stickers:
 - Green = Street Tree locations
 - Yellow = bus stop locations and amenities, bike racks
 - Orange = unsafe locations/needs special attention for safety



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