



# Coburnville Area Traffic Calming

*Presented by*  
**Elsa Chan**

October 24, 2023







# Recent Improvements

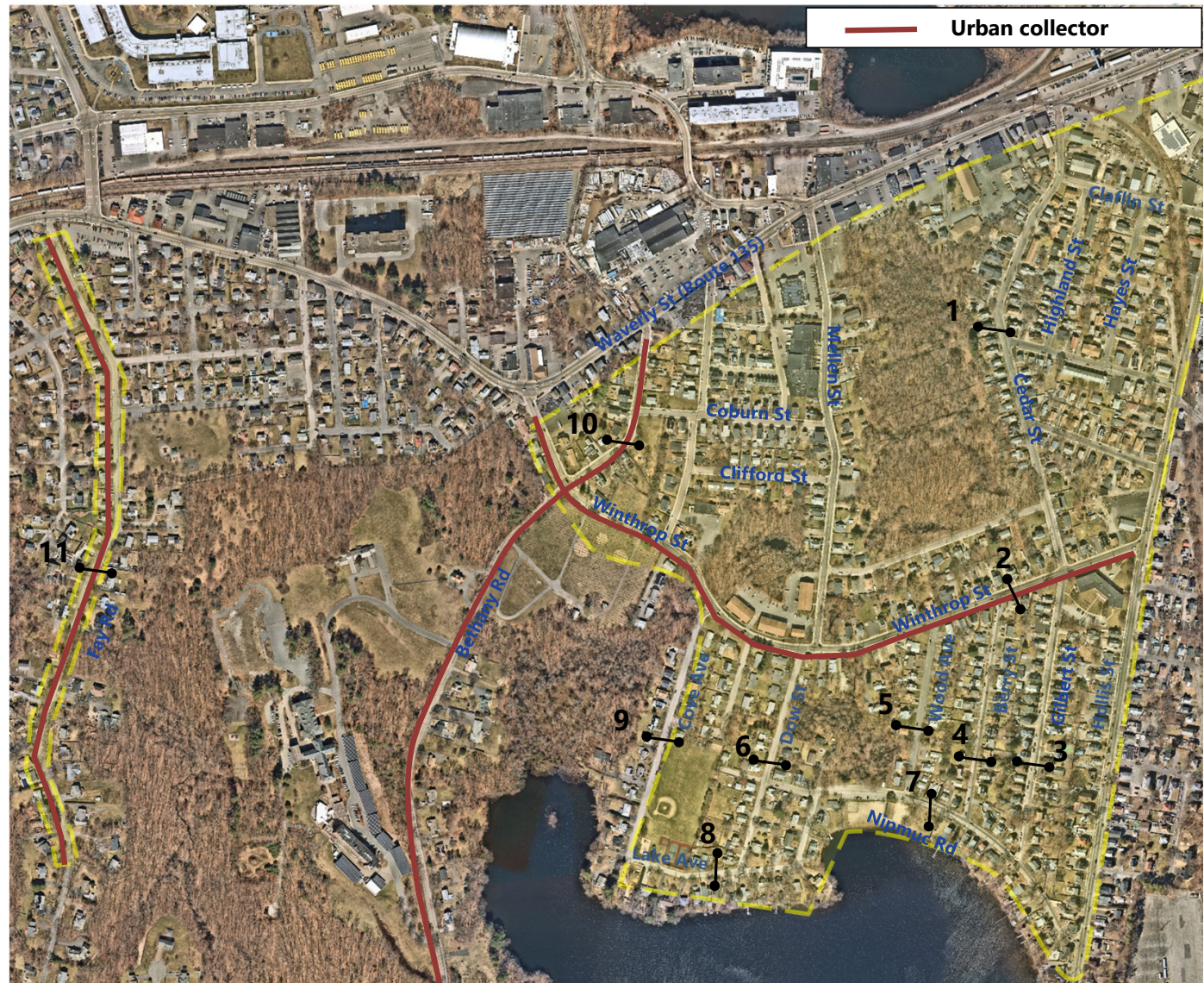
- Winthrop Street at Bethany Road
  - All-way Stop Control Implemented (Spring/Summer 2020)
- Winthrop Street & Nipmuc Road
  - Speed Feedback Signs (Summer 2023)





# Traffic Volumes

- 1. Cedar Street
- 2. Winthrop Street
- 3. Gilbert Street
- 4. Berry Street
- 5. Wood Avenue
- 6. Dow Street
- 7. Nipmuc Road
- 8. Lake Avenue
- 9. Cove Avenue
- 10. Bethany Road
- 11. Fay Road



# Traffic Volumes

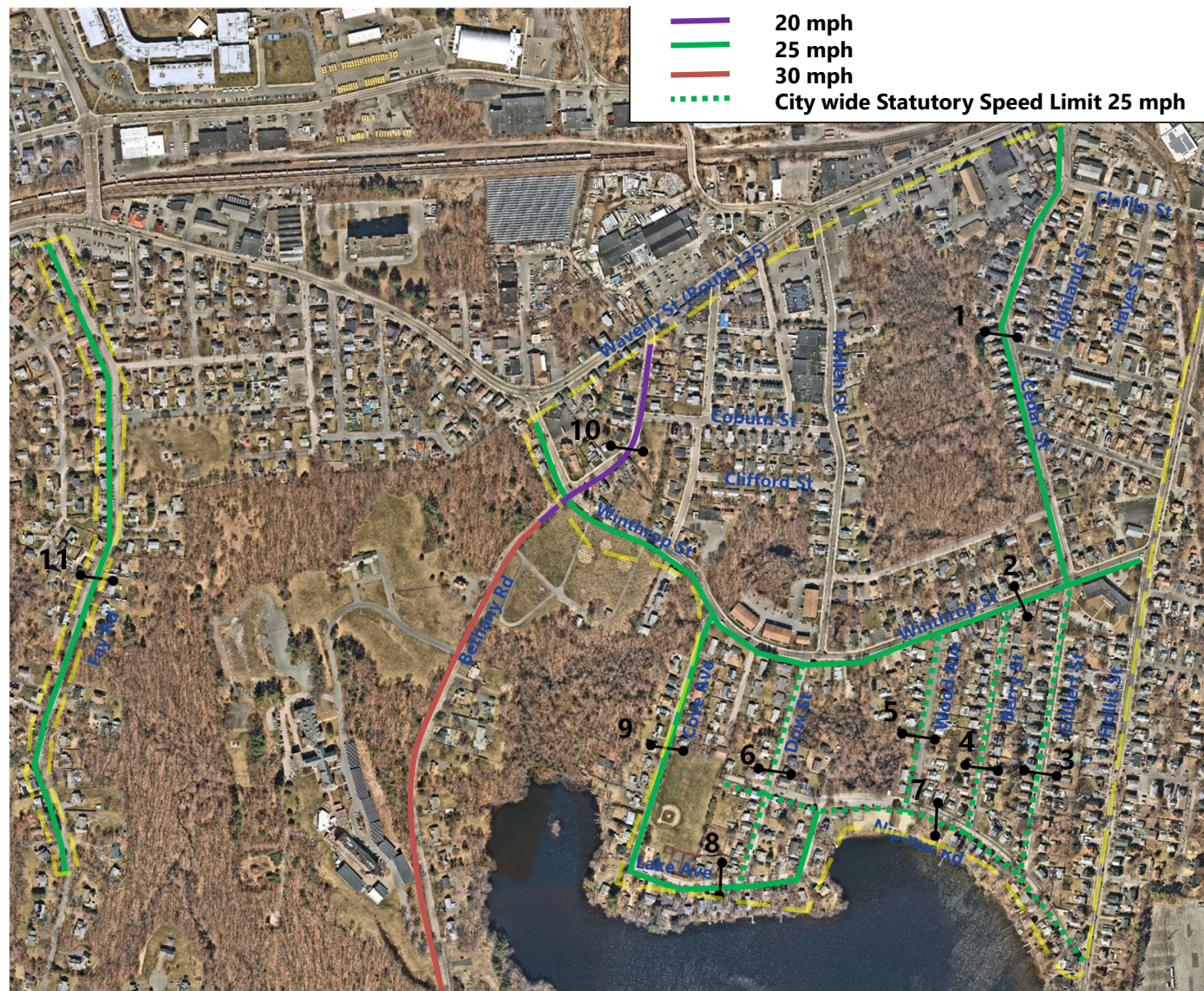
- Cove Ave, Lake Ave, Wood Ave, Berry St, Gilbert St
  - Low Volume Roads
- Dow St & Nipmuc Rd
  - Local roads
  - Volumes comparable to other urban collector roadways
  - Cut-through road between Rt 135 (Waverly St) and Rt 126 (Hollis St)

Location		Daily	AM	PM	
1.	Cedar St	1,420	95	52% NB	125
2.	Winthrop St	5,550	450	59% SB	545
3.	Gilbert St	490	30	57% NB	65
4.	Berry St	200	20	68% NB	20
5.	Wood Ave	410	50	82% NB	40
6.	Dow St	2,545	175	58% NB	245
7.	Nipmuc Rd	2,670	190	59% WB	255
8.	Lake Ave	170	10	67% EB	20
9.	Cove Ave	265	15	60% NB	35
10.	Bethany Rd	1,205	85	70% NB	110
11.	Fay Rd	2,145	170	61% NB	205



# Speeds

Location		85 <sup>th</sup> percentile speeds	
1.	Cedar St	NB: 24	SB: 24
2.	Winthrop St	EB: 33	WB: 32
3.	Gilbert St	NB: 28	SB: 28
4.	Berry St	NB: 27	SB: 27
5.	Wood Ave	NB: 29	SB: 32
6.	Dow St	NB: 31	SB: 31
7.	Nipmuc Rd	EB: 33	WB: 32
8.	Lake Ave	EB: 24	WB: 24
9.	Cove Ave	NB: 25	SB: 25
10.	Bethany Rd	NB: 20	SB: 20
11.	Fay Rd	NB: 35	SB: 35





# Safety

- Crash Data (2017-2019)
- Winthrop Avenue at Bethany Road
  - All-way stop (Spring/Summer 2020)
  - 2017-2019: 37 crashes
  - 2021: 1 crash
  - 2022: 4 crashes
  - Jan – Oct 2023: 4 crashes
- Dow Street at Mellen Street
  - 2018: 7 crashes
  - 2019: 4 crashes





# Site Observations

- Lack of Pedestrian Crossing Signs
  - Nipmuc Road
  - Winthrop St
- Sight Line Limitations (Vegetation blockage)
- Lack of pedestrian crossings near Anna Murphy Playground & Roosevelt Park
- Lack of pavement markings on all parallel streets south of Winthrop Avenue
- Speed feedback sign on WB Winthrop St & Nipmuc Rd only





# Mitigation Alternatives

Mitigation Alternatives	Locations to Consider	Notes
<ul style="list-style-type: none"> <li>All-Way Stop</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None of the study area roadway intersections meet the volume or crash criteria for an all-way stop</li> </ul>
<b><u>STAGE 1</u></b>		
<ul style="list-style-type: none"> <li>Speed Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Winthrop Ave</li> <li>Nipmuc Rd</li> </ul>	<ul style="list-style-type: none"> <li>6 months &amp; 12 months after initial installation of SFS to evaluate effectiveness</li> </ul>
<ul style="list-style-type: none"> <li>Speed Feedback Sign</li> </ul>	<ul style="list-style-type: none"> <li>Dow Street</li> <li>Fay Road</li> </ul>	<ul style="list-style-type: none"> <li>Continue to monitor speeds after installation</li> </ul>
<ul style="list-style-type: none"> <li>Pavement Markings</li> </ul>	<ul style="list-style-type: none"> <li>Cove Ave</li> <li>Dow St</li> <li>Lake Ave</li> <li>Wood Ave</li> <li>Berry Street</li> <li>Gilbert Street</li> </ul>	



Mitigation Alternatives	Locations to Consider	Notes
<ul style="list-style-type: none"> <li>Additional speed limit sign</li> </ul>	<ul style="list-style-type: none"> <li>Fay Road</li> </ul>	<ul style="list-style-type: none"> <li>The only speed limit sign is around Seminole Avenue</li> </ul>
<b><u>STAGE 2</u></b>		
<ul style="list-style-type: none"> <li>Speed / raised tables</li> </ul>	<ul style="list-style-type: none"> <li>Winthrop Ave at Dow St/Mellen St</li> <li>Fay Road &amp; Dow Street</li> </ul>	<ul style="list-style-type: none"> <li>Raised intersection at Winthrop Ave at Dow St/Mellen St</li> <li>Raised table along Fay Road &amp; Dow St</li> </ul>
<ul style="list-style-type: none"> <li>One-way at Mellen St/Dow Street</li> </ul>		



## One-Way Concepts – Dow/Mellen Street Options

