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John Robert Smith, Senior Policy Advisor
Smart Growth America
1707 L St. NW, Suite 250
Washington, DC 20036

Dear Mr. Smith,

Attached please find the six month Complete Streets follow up memo from the City of Lowell per our MOU with Smart Growth America. We are happy to report we have had some exciting projects completed since our last update.

Sincerely,

Diane N. Tradd
Assistant City Manager/DPD Director

ATTACHMENT

City of Lowell Six Month Follow Up Memo

Since the City of Lowell's one month follow up memo we have been working on several Complete Streets projects.

South Common Shared Use Path:

The South Common Project was completed in July with a ribbon cutting ceremony celebrated in September 12, 2017. This project resulted in creation of two multi use paths through the park. The shared use paths connect the Gallagher Multi-Modal Bus/Train Terminal, the Rogers School STEM Academy, and the Markham Village low-income apartments. Additional multi use trail paths run parallel to Thorndike Street from the Highland Street intersection to the Gallagher Terminal intersection and one between the school and the tennis courts. The paths are also well lit to add safety and security for pedestrians at all times of the day. This project was partially funded with a \$400,000 grant from MassDOT's Complete Streets Program.

Figure 1 - South Common Multi-use path



Bridge Street Business Corridor:

In 2016 MassDOT completed the redesign of the Bridge Street, VFW, and Lakeview Ave intersection. This busy thoroughway was consistently listed as one of the most dangerous intersections in the

Commonwealth. The redesign of the intersection has helped improve safety for pedestrians and drivers in the area.

The work completed by MassDOT was a good first step in improving the safety of the corridor, but the City of Lowell wanted to extend the pedestrian and streetscape improvements throughout the Bridge Street Business Corridor. After completing a road safety audit the city undertook significant improvements to Bridge Street including reconstruction of 9,600 feet of sidewalks. Concrete sidewalks replaced aging asphalt sidewalks, a brick treatment was installed along the concrete sidewalk edge to help create additional permeable surfaces, and better accommodate street trees. Eight Street trees were installed in newly installed tree wells, and existing tree wells were improved. Sidewalk bump outs were installed at select intersections to shorten the distance for pedestrian crossings and create significantly better pedestrian visibility. Bus stop locations were shifted to better accommodate the flow of traffic and access and visibility for riders, and all crosswalks were repainted. Street parking spaces were painted to clearly indicate spaces and keep parked vehicles from parking too close to intersections and cross walks.

Middlesex Street Corridor:

New sidewalks have been added on Middlesex Street from Wood Street to the Chelmsford Townline and a new crosswalk installed complete with bumpout and Rapid Rectangular Flashing Beacon (RRFB) pedestrian signal. These improvements were mandated through the Planning Board process in relation to a new charter school expansion. The sidewalk improvements in this neighborhood completes a vital missing link in the city's sidewalk network and benefits both the neighborhood residents and the students at the charter school.

Planning future projects:

Over the last several months city staff, including members of the city's Complete Streets working group have been participating in several road safety audits. To date audits have been completed in the following locations:

- High Street – Walk audit
- Cabot Street at Merrimack Street
- Bridge Street at French Street
- Westford Street at Wilder Street
- Westford Street at Stedman Street
- Rourke Bridge at Pawtucket Street
- Wood Street – From Princeton Blvd to Rourke Bridge
- Church Street – Gorham/Appleton/Green/Middlesex Street

In our one-month follow up report we stated that we would gather feedback from the community to help us identify areas that may benefit from complete streets improvements, we feel the audits we have completed to date have helped us achieve that goal. At the completion of each road safety audit the City of Lowell receives a detailed report with several suggestions for improvements, the suggestions in the reports range from lower-cost, easier to implement options to high-cost redesign alternatives. Several of the completed audits are for areas where funding is already identified and should be able to move forward to design and construction in the near future. For locations where funding has not yet been identified having a completed road safety audit with suggestions for future improvements can help us

prioritize future capital improvement projects and target funding resources that may help us achieve our goals.

Next Steps:

The City of Lowell has several planning processes currently underway or in early stages including the Upper Merrimack Street Planning Study, Open Space and Recreation Plan, high school redevelopment/construction project and work on urban renewal designations. As these planning processes move forward the city will continue to work to integrate complete streets into the work and ongoing conversations. Presentations to public boards (Zoning, Planning and Conservation Commission) did not occur since our last memo and we hope to schedule those in the future. City Council elections in November may change the make-up of the council, after the election planning staff will work with the City Manager's office to present the new council information about our existing Complete Streets Policy and update them about our ongoing work in this area. We anticipate a new council would have the same interest in continuing the work we are doing to expand complete streets throughout the city.