

Country Club Blvd COMPLETE STREETS IMPROVEMENTS



Jenny Pacillo
District 1 Councilor

Department of
Transportation & Mobility

COUNTRY CLUB BLVD PROJECT

History

Complete Streets Policy

- City adopted a Complete Streets Policy incorporates Complete Streets principles into the planning, design, construction, maintenance, and operation of its streets, transportation infrastructure, and transportation services & requires the accommodation of all travel modes, including but not limited to walking, cycling, public transit, motor vehicles, etc.

Complete Streets Prioritization Plan

- In conjunction with City's consultant, Toole Design Group, the City developed a prioritization plan of 22 projects across the City to improve safety and access for all roadway users with a focus on pedestrians, cyclists, and public transit riders

Speed Hump Petition

- Councilor Pacillo, on behalf of the residents of Country Club Blvd, submitted a petition requesting installation of speed humps to address motor vehicle speeds and safety on the street



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Existing Conditions



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Roadway Characteristics

➤ Right of way

- 40 feet wide (residential segment)
 - Two 18' travel lanes
- 80 feet wide (commercial segment)
 - Two 11' travel lanes
- Continuous sidewalks on both sides
- Crosswalks at major intersections and sporadic throughout corridor
- No bike or micro-mobility facilities



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Roadway Characteristics

- **Local Roadway (≤ 2000 AADT)**
 - 3,893 (Lincoln St) to 2,313 (Erie Ave)
- **WRTA**
 - Route 23 Bus (Union Station - Fairways)
- **Speed limit 25 mph**
 - Average speed is 19 to 28 mph
 - 85th Percentile is 21 to 43 mph

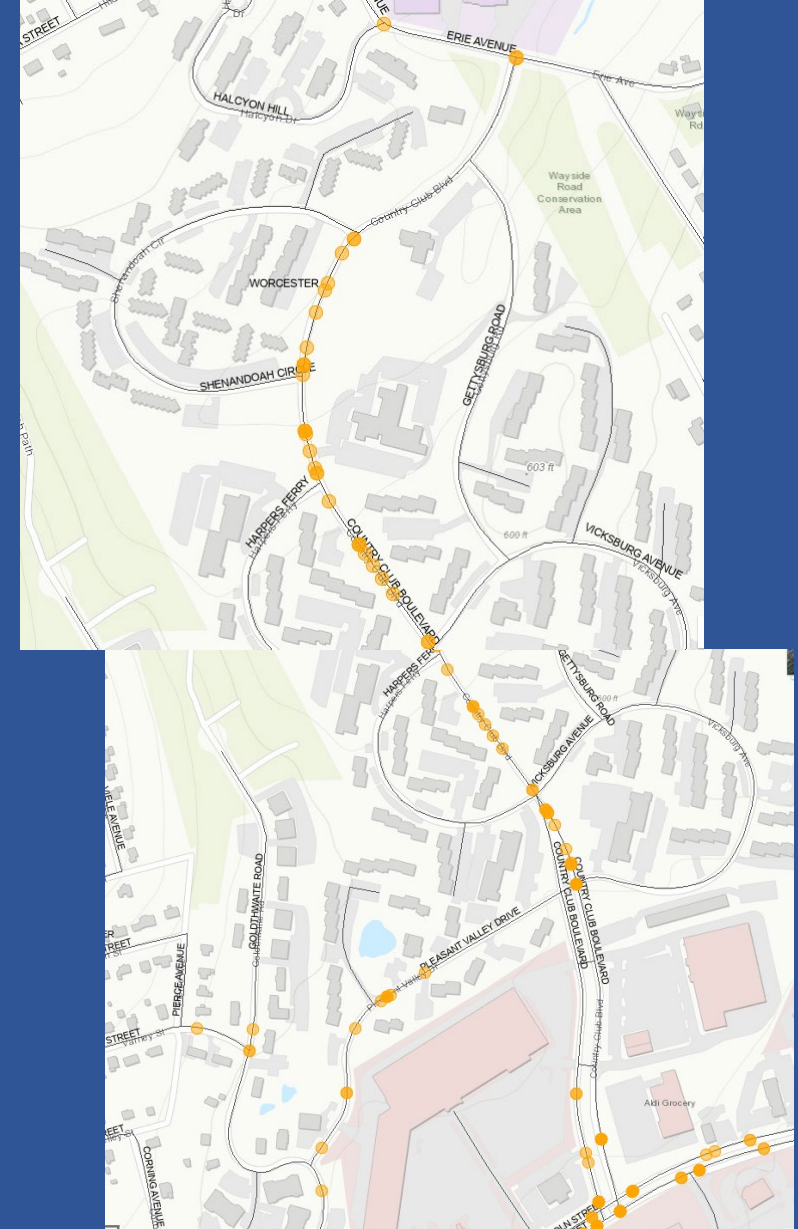


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Crash Data

➤ 2020-2025 Five-year crash history

- 88 crashes
 - 39 Property Damage Only
 - 26 Non-fatal Injury
 - 23 Unknown
- 7 crashes with pedestrians
 - 3 were 65+ yrs old
 - 1 was 16 to 20 yrs old
 - 1 was under 6 yrs old
- 1 with non-motorized device (bike, motorized scooter, wheelchair, etc)

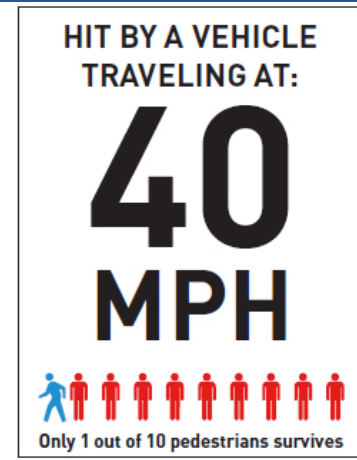
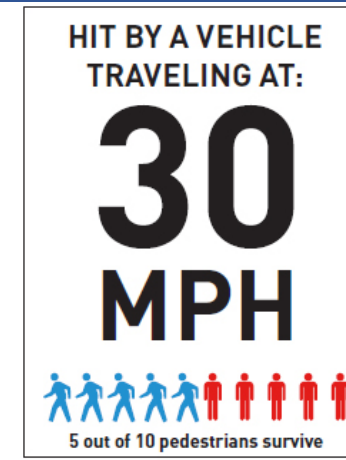


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Existing conditions and deficiencies

➤ Safety Concerns (*'Dangerous by Design'*)

- Travel lane widths contribute to high motor vehicle speeds and crashes
- Crosswalks lack ADA/PROWAG compliant ramps
- Crosswalks are excessively long
- Lack of safe crossings at desired connection points throughout, including at public transit stops
- WRTA stops are not ADA/PROWAG Compliant
- No dedicated space for cyclists and

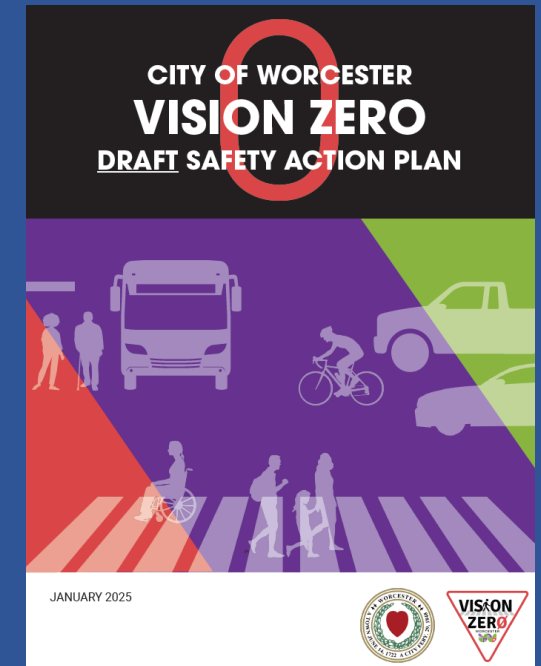
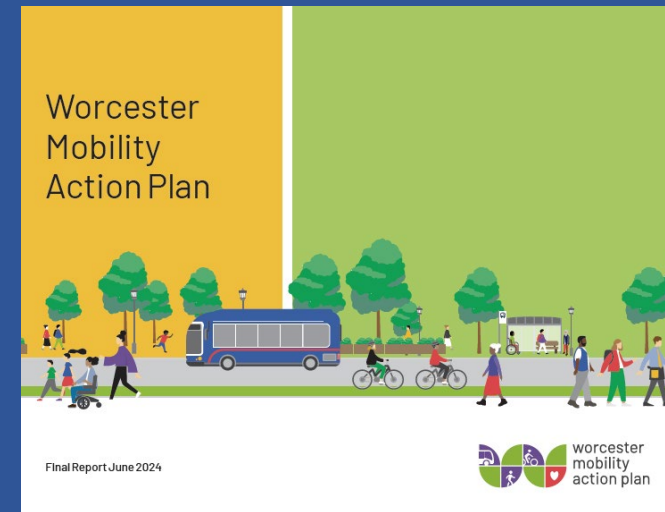
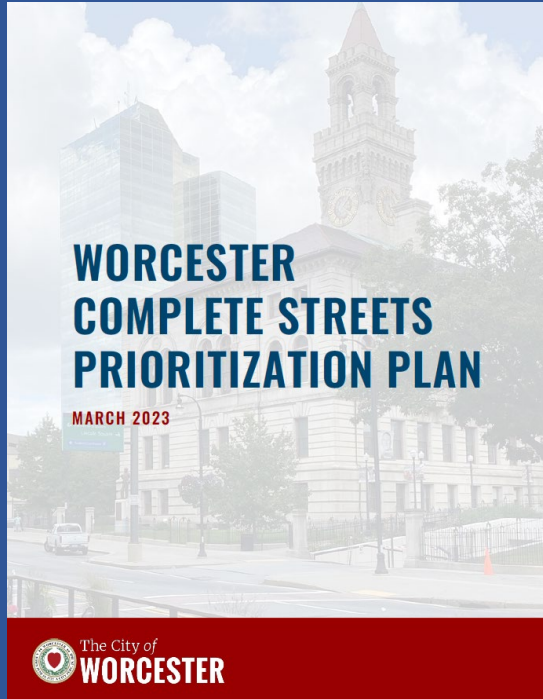


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Proposed Project



WORCESTER POLICY GUIDELINES



FEDERAL, STATE, INDUSTRY 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



TRAFFIC SAFETY

Complete Streets improve safety for ALL roadway users

➤ *Current historic roadway design is dangerous for all roadway users*

- 439 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 the second highest # of pedestrian fatality crashes in 2022 (7 crashes)
 - All 7 took place in Environmental Justice population census tracks
- Disproportionally affects communities of color
 - Black Americans had the highest traffic fatality rate per mile traveled and across all modes, followed by Hispanics, Whites, and Asians. These disparities were particularly stark for walking and cycling, and during evening hours. (Boston University School of Public Health (BUSPH) & Harvard T.H. Chan School of Public Health, 2022, *American Journal of Preventive Medicine*)
- Disproportionally affects older populations
 - People over 65 made up 38.6% of fatal pedestrian crashes on Massachusetts roads in 2022, even though only 17.4% of the Massachusetts population is over 65 according to the US Census population estimate from July 2022 (Walk Massachusetts, 2022 data summary)



