Main Street (Chandler St to May St)

Pavement Management & Safety Improvements

Complete Streets Visioning Workshop

October 14, 2026

Agenda

- Welcome & Introduction
  - Meeting Purpose and Goals
- Project Overview
- Existing Conditions
- Complete Street Elements
- Activity Instructions

Introduction

DEPARTMENT OF TRANSPORTATION & MOBILITY

Stephen S. Rolle, PE Commissioner

“In partnership with other agencies and municipal departments, DTM plans, coordinates, designs and implements transportation programs and projects that promote safe, equitable and sustainable mobility options.”

DEPARTMENT OF PUBLIC WORKS

John Westerling, Commissioner

“The Department of Public Works provides high quality, cost effective, efficient, safe services involving public infrastructure and facilities that enhance the quality of life and support growth in the City of Worcester.”

Project Purpose & Goals

PURPOSE

Main Street is a key corridor for the City's transportation network, but more importantly it is part of a vibrant community with many businesses, residences, and community destinations. The City of Worcester is designing improvements to Main St, between Chandler St and Park St, to create a safer and more accessible corridor for all roadway users. Phase 1 will focus on the area from Chandler St to May St

GOALS

1. Public Input and Communication
2. Pavement and sidewalk restoration
3. Improve safety for all roadway users to the extent feasible (drivers, pedestrians, bicyclists, micro-mobility users, and public transit riders)
4. Clarify and improve curb-side uses (e.g. parking, passenger drop off/pick up, commercial loading, food delivery, WRTA bus stops)
5. Identify and improve other needs (lighting, trees, WRTA stops, etc)
6. Support resident and business transportation needs

Main Street Project Boundaries

Chandler Street to May Street

Existing Conditions

Typical Roadway Characteristics
(Chandler to May)

Right-of way

- Generally, 60’ wide
- Curb to curb 34-38’ wide
- Sidewalks

  Northwest: 11-13’
  Southeast: 10-14’
- 2 parking lanes 8’ each
- No bike facilities

Vehicle Volume & Speed Data

Speed

Regulations:

- 25 mph Statutory Speed limit
- 20 mph School Zone Speed limit at Jacob Hiatt Elementary School

Recorded Speed Data:

- 17.5 mph Average Speed
- 23 mph 85th Percentile Speed*

Traffic Volume

- 14,775 Average Daily Traffic
- Data collected between Piedmont & Castle

*85% of the vehicles are traveling at this speed or slower

Pedestrian & Bicycle Counts

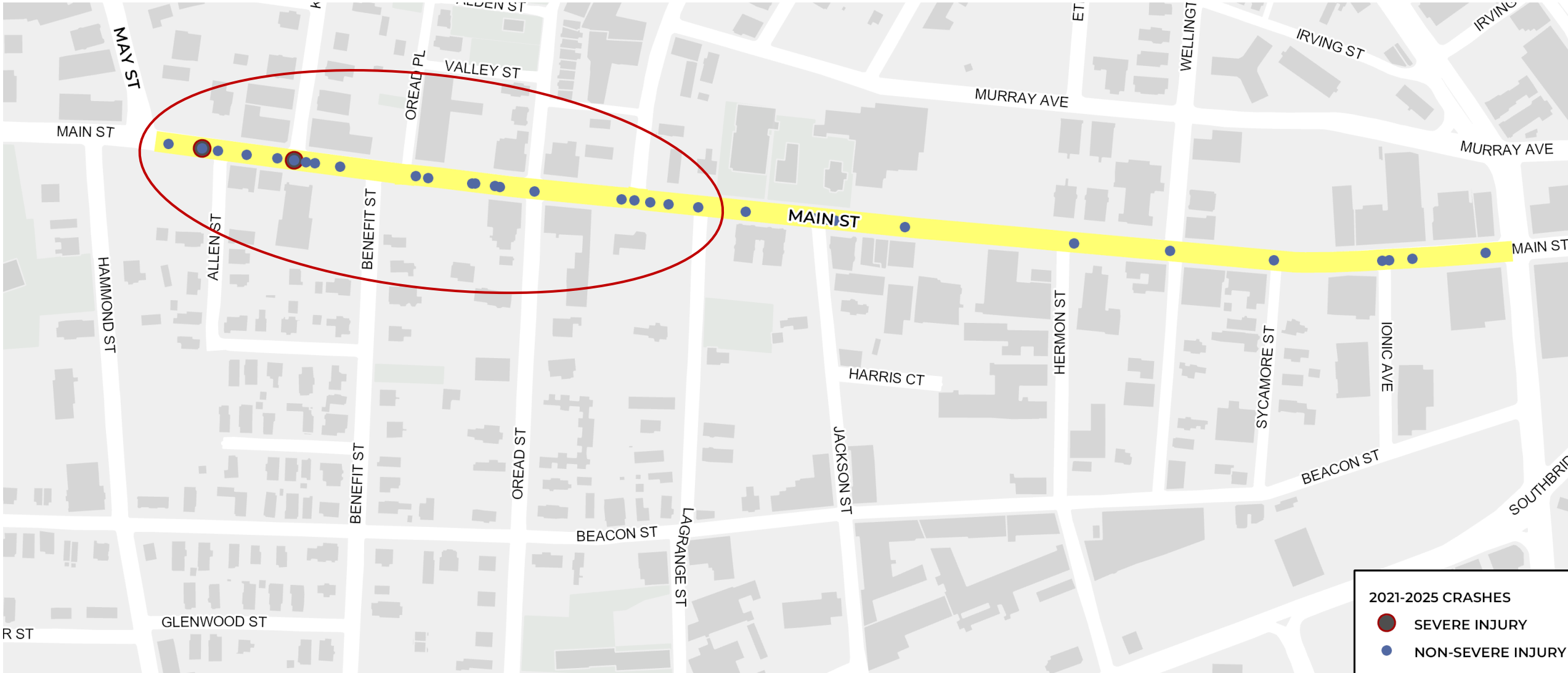
Crash Data

- High-Priority Corridor on Vision Zero Priority Injury Network
- Goal: zero fatalities and serious injuries by 2035

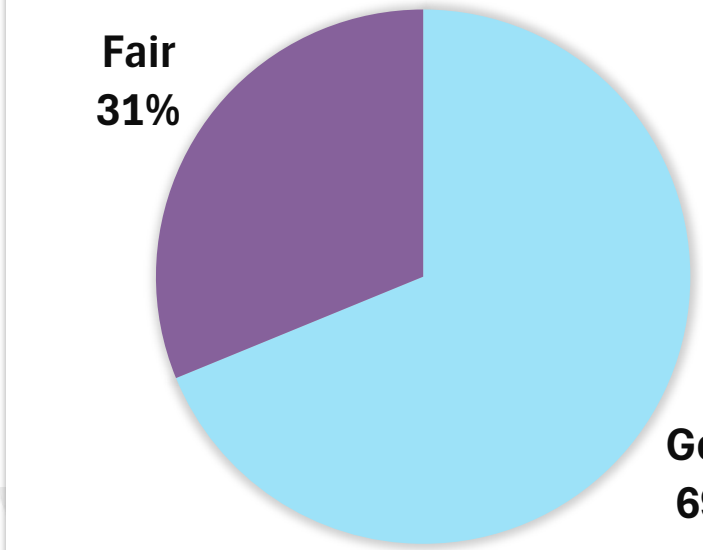
2021-2025 Crash Data (MassDOT)

- Total 268 crashes (8x higher than the statewide average on urban principal arterial streets)
- Two serious injuries; 0 fatalities
- 12 crashes involved vehicles striking pedestrians
- 9 crashes involved vehicles striking bicyclists and micromobility users (e.g. scooters)
- Does not include the major intersections at Chandler or May Streets

Injury Crashes on Main Street (2021-2025)



Sidewalks & ADA Ramps



Crosswalks

Table: Distribution of Crosswalks Along the Corridor

Crosswalk Locations	Distance from previous xwalk (ft)
Chandler to Ionic (Gala Foods)	268.34
Ionic to Wellington	465
Wellington to Jackson	812.86
Jackson to Piedmont	342.41
Piedmont to Castle	259.14
Castle to Benefit	310.22
Benefit to King	168.53
King to May	391.12

Recommendations

- Implement safety improvements at uncontrolled intersections
- Implement safety improvements at bus stops

Table: Distance Between Bus Stop and Crosswalk

Bus Stop Location	Distance to Nearest Crosswalk (ft)
Ionic	87
Wellington	82
Hermon	277 (Charlton)
Jackson	70
Piedmont/Lagrange	35
Benefit	56.85

Traffic Signals

Current traffic signals are older, not coordinated and do not have:

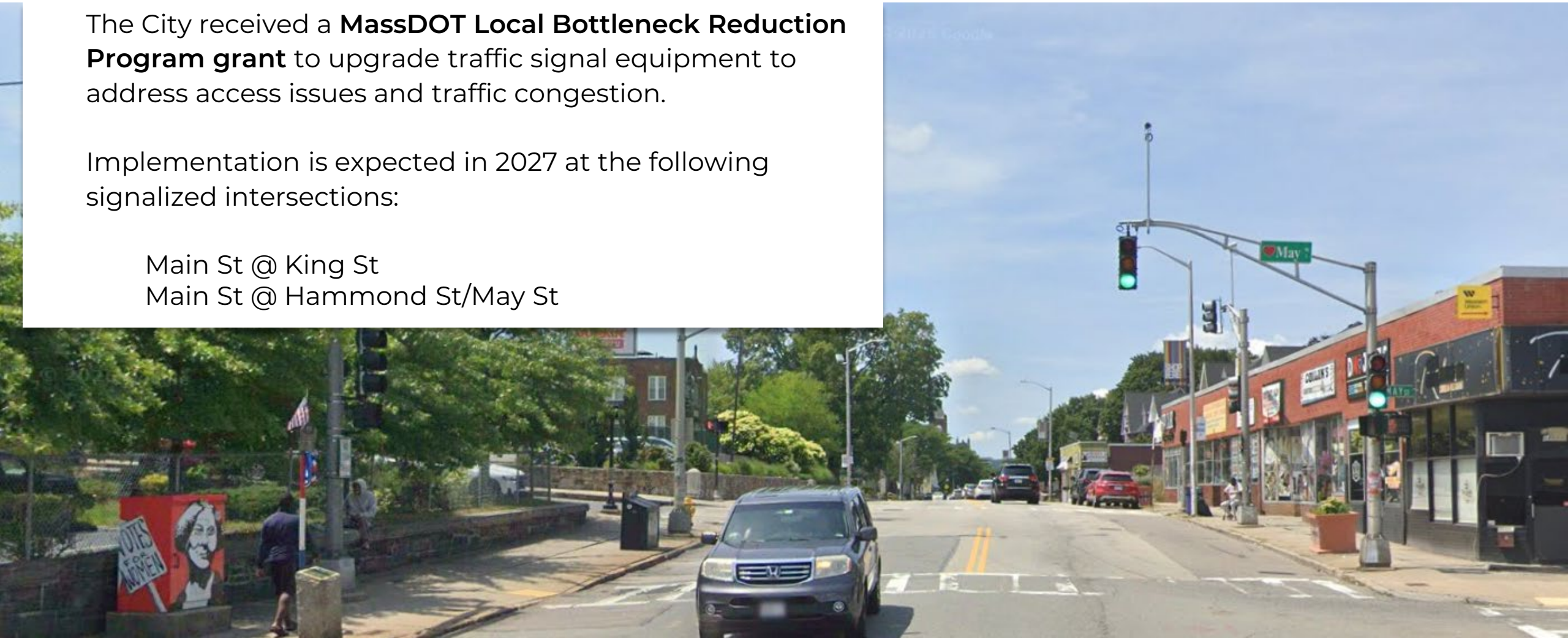
- **Emergency preemption** – coordinated technology that changes traffic signals to allow fire and ambulance services to continue moving efficiently and safely through a signalized intersection. (Main St at King St)
- **Accessible Pedestrian Signal (APS) Push Buttons -** provide auditory, visual, and vibrotactile information to pedestrians who are blind or who have low vision so they can know when they should begin to cross at a signalized intersection. They enable people with disabilities to navigate cities safely and comfortably.
- **Transit signal priority** – optimizes signal timing to help transit systems improve on-time reliability

Traffic Signals
Upcoming Improvements

The City received a **MassDOT Local Bottleneck Reduction Program grant** to upgrade traffic signal equipment to address access issues and traffic congestion.

Implementation is expected in 2027 at the following signalized intersections:

Main St @ King St
Main St @ Hammond St/May St



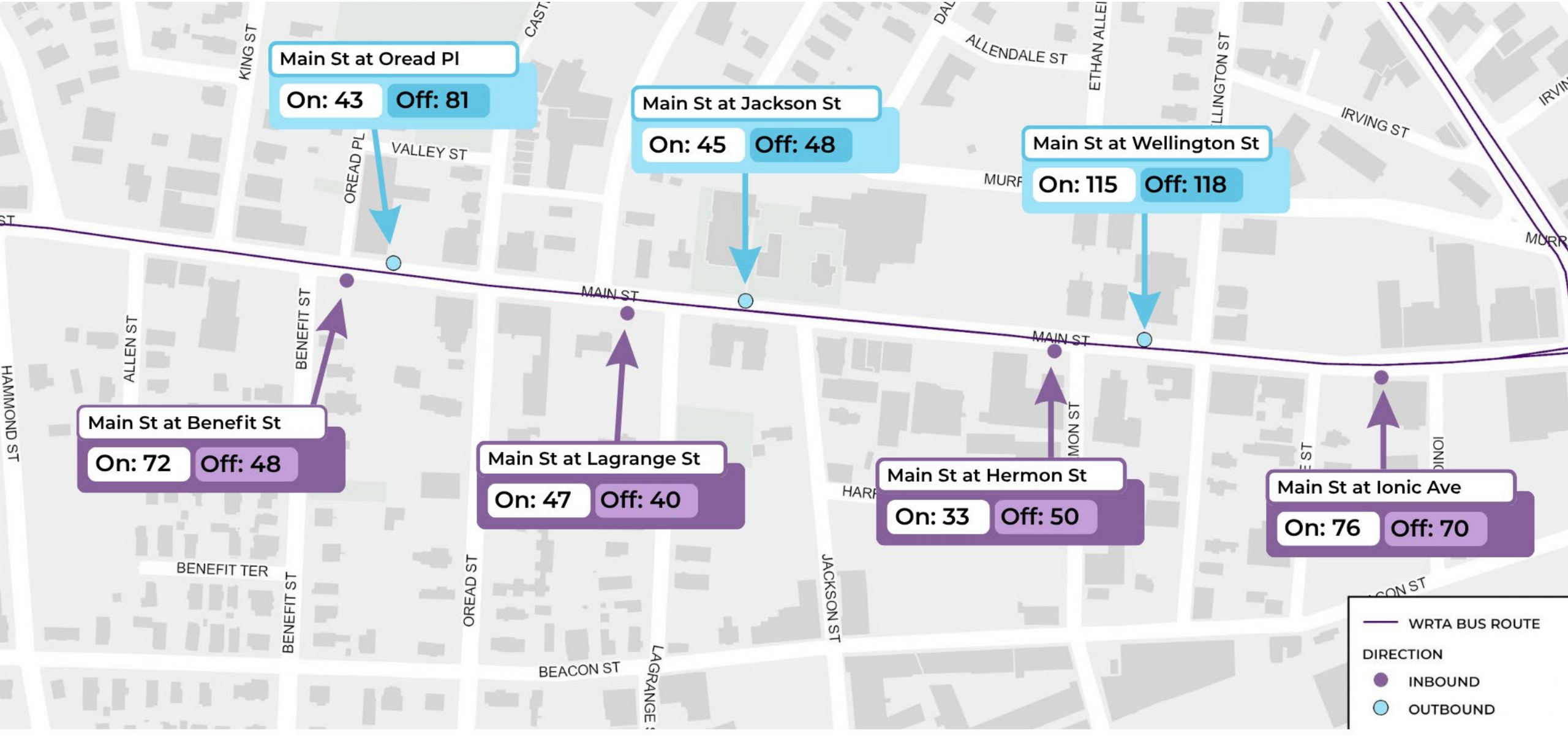
Streetlights

- Intermittent Cobra-style lights along corridor
- No pedestrian-level streetlights

WRTA Service

- Three WRTA routes serve this area: 19, 27, 33
- **Route 19**:
  - **#1 WRTA route for ridership**. **532,240 riders** in FY25
  - Peak Frequency: Maximum: 15 minutes.
  - WRTA Hub, City Hall, YMCA, Jacob Hiatt School, Webster Square Plaza, Gates Lane Elementary, South High School, & Godard Memorial Drive.
- **Route 27:**
  - **#2 WRTA route for ridership**. **481,947 riders** in FY25.
  - Peak Frequency: 30 minutes
  - WRTA Hub, City Hall, YMCA, Jacob Hiatt School, Webster Square, & Auburn Mall.
- **Route 33:**
  - **218,241 riders** in FY25, an 18% increase from FY24.
  - Peak frequency: 60 minutes
  - WRTA Hub, City Hall, YMCA, Jacob Hiatt School, Webster Square Plaza, Gates Lane Elementary, Leicester, Spencer, East Brookfield, Brookfield.

Transit Boardings/Alightings by Stop



Parking & Curb Use

- DTM team observed and recorded parking use on Main St on Wednesday, September 16 and Saturday, September 19 between 8 am and 9 pm.

General Observations

- Parking regulations, metering and signage can be confusing
- Cars are regularly parked in no parking zones, too close to or on crosswalks, too close to intersections and in front of bus stops
- There are many private parking lots serving specific businesses and residences, but no public parking lots

Trends – Highest Usage Rates

Areas with **highest** usage rate are commercial centers with multiple small businesses or by the Jacob Hiatt Elementary School

Chandler St to Odd Fellows Apartments

Jackson St to Lagrange St (Jacob Hiatt)

Wellington St/Charlton St to Hermon St

Piedmont St to Castle St

Weekday vs Saturday

- Higher usage rates generally on Saturday, except around Jacob Hiatt
- Evening (9 pm) usage rates on Saturday are higher
- YMCA block has higher usage rates on the weekend than the weekday
- Parking is actively used on both sides of the street

Trees

In the public right-of-way

Street Trees

- Lack of trees along sidewalk in certain blocks
- Empty tree pits
- Additional trees on private property

Additional Existing Features

Woobins

- Placed at 10 locations along Main Street between Chandler & May

Bike Racks

- 9 locations in project area
- Styles: Hitch & Post, inverted ‘U’, bicycle shape

Summary of Mobility Challenges

Bicycling:

- Lack of safe bicycle facilities. More people ride bicycles and other micromobility devices (scooters, unicycles, skateboards) on the sidewalk than on the street

Walking:

- Many ADA ramps are not compliant making it difficult for people in wheelchairs and mobility devices to safely navigate the corridor
- Crossing the street can be dangerous
    - Cars parked too close to or on crosswalks
    - Pedestrian and drivers have difficulty seeing each other
    - Lack of crosswalk signage and RRFBs

WRTA:

- Transit riders need safe crossings close to the bus stop
- Bus stops often blocked by parked vehicles

Congestion, Traffic Lights, Streetlights:

- Traffic congestion at certain locations along the corridor can make buses late and make it hard for emergency vehicles to get through
- Streetlighting is intermittent and not at pedestrian level

Parking:

- Need clearer parking regulations and signage for all curbside needs (short- and medium-term parking, loading, drop-off/pick-up)

Complete Streets

What are Complete Streets?

Complete Streets are roadways planned, designed, operated, and maintained to provide safe, comfortable, and convenient access for all users—including pedestrians, bicyclists, public transit riders, and motorists of all ages and abilities.

Worcester Complete Streets Policy was adopted in 2017 and incorporates Complete Streets principles into the planning, design, construction, maintenance, and operation of its streets, transportation infrastructure, and transportation services. This includes redesigning roadways to accommodate all travel modes to the extent feasible based on roadway context and provide for the safe and convenient use of by people of all ages, economic statuses, and abilities.

WRTA
Worcester Regional Transit Authority

Typical Roadway Characteristics
(Chandler to May)

Right-of way

- Generally, 60’ wide
- Curb to curb 34-38’ wide
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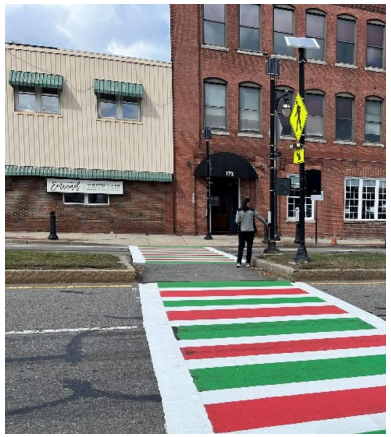
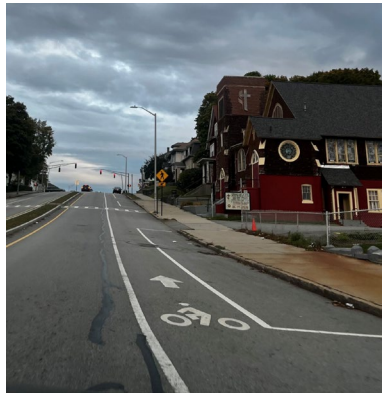
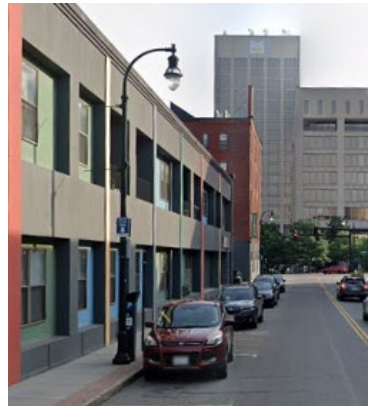
Example Complete Street Elements



Curb Extensions, Pedestrian Islands & RRFBs



Bike Lanes (Sidewalk level, two-way and conventional)



Clearly defined and marked parking & loading areas. Pedestrian-level streetlights.

Public Engagement & Project Timeline

- Data Collection:
  August – September 2026
- **Public Visioning (survey, tabling, business drop-in, visioning workshop):**
  September – October 2026
  Visioning Workshop October 14, 2026
- Initial Design Meeting:
  December 2026
- Final Design Meeting:
  Winter 2027
- Design finalized:
  March-April 2027
- Bidding & Construction:
  TBD

The City *of* Worcester

MAIN STREET SURVEY IS OPEN

Tell Us About Your Transportation Experiences