

Aldrich Road Traffic Calming

Public Zoom Meeting

February 23, 2021



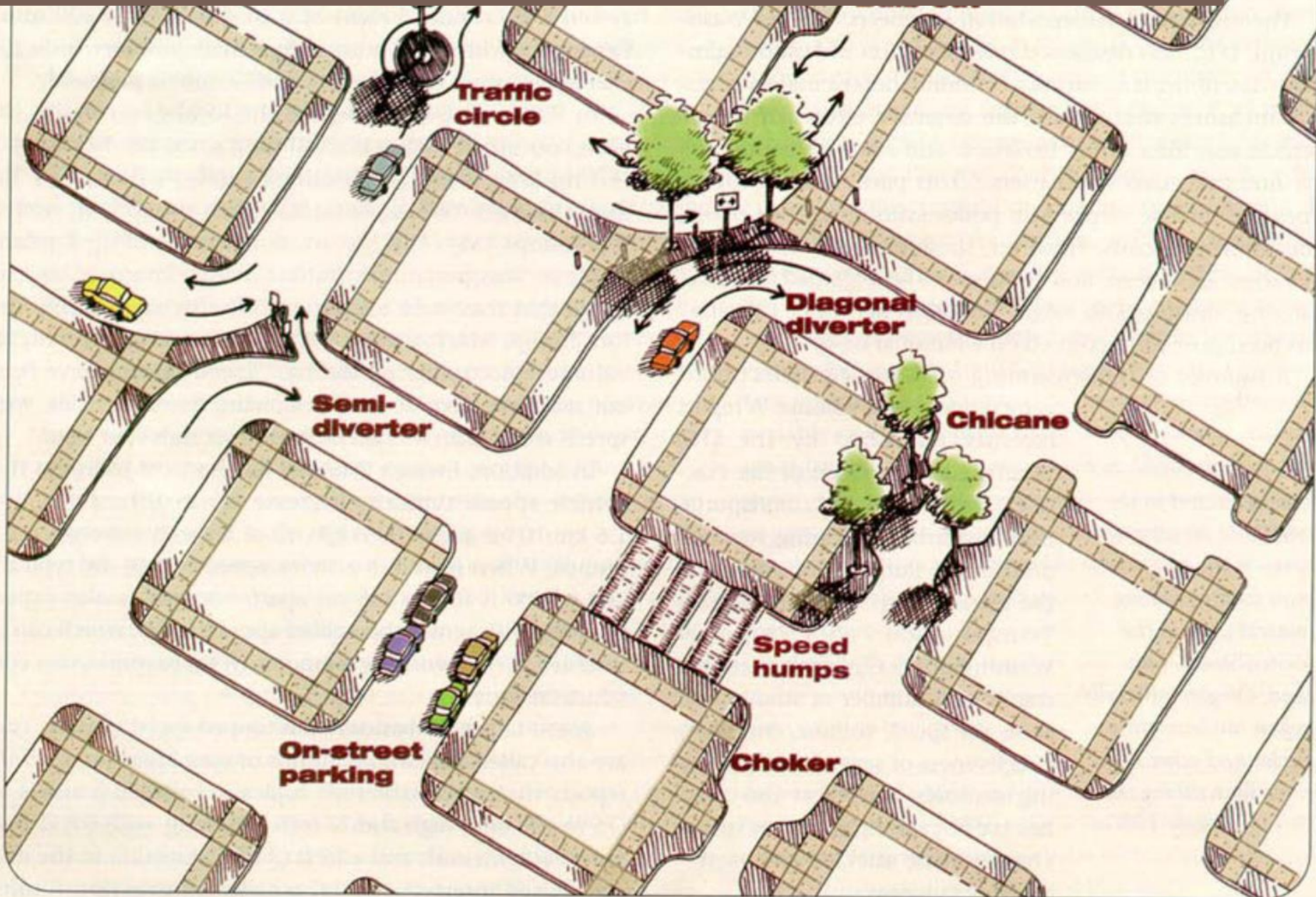
Past Efforts

- Neighborhood petition to lower speed limit to 20 MPH - Approved 1986
- Parking prohibited on curve at Sewall - 2002
- Public Meeting to discuss street design - March 2013
 - Traffic Calming Alternatives selected by residents
- 2014 Roadway Reconstruction - \$1.5 Million
 - Roadway reconstruction
 - Sidewalk adjustments
 - Curbing
 - Parking cut outs

Past Efforts continued

- Requests for stop signs at Boss Avenue and Sewall Road - numerous times, denied due to ineligibility
- Removed double yellow centerline between Sewall Road and Islington Street - 2016
- January 2019 - Traffic Calming Process - PTS approved removal of centerline from Middle Street to Joffre Terrace, adding more speed limit signs and continue to monitor speeds.
- Speed Feedback sign November 2020
- Speeds over 40 MPH have dropped from 0.4% to 0.06%

TRAFFIC CALMING PROCESS



Traffic Calming Process

Phase 1 – Preliminary Assessment - Completed

Phase 2 – Type of Traffic Calming Measure - Current

Level I Program - Community Oriented Traffic Calming

Level II Program - Physical Traffic Calming Measures

Phase 3 – Funding and Implementation

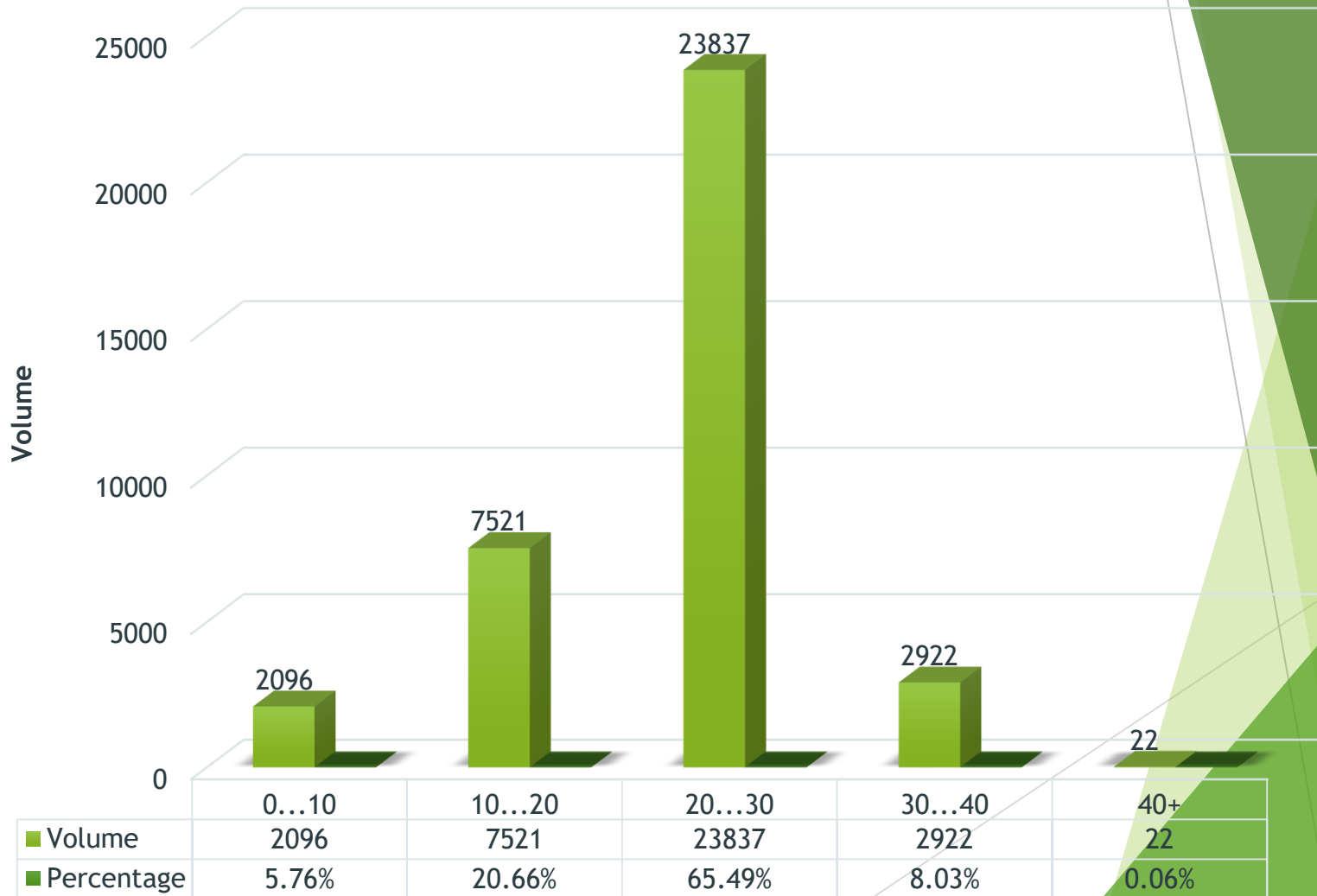
Phase 1 – Preliminary Assessment

- One 10-foot wide travel lane in each direction
- Double yellow center line on curve, white edge lines
- Sidewalk on both sides entire length
- Parking prohibited near Portsmouth Laundry
- Crosswalks at Sewall Road and Boss Avenue

Phase 1 – Preliminary Assessment

- 900 - 1,000 average daily traffic volume
- Posted Speed Limit 20 MPH
- Speeds near Boss Avenue
 - Average 22 MPH
 - 85th percentile 28 MPH
 - 0.06% over 40 MPH
- 2 accidents in last 5 years
- Functional Classification (determined by County, State and FHWA) - **Local** - designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

Speed Data



Traffic Calming Process

Phase 1 – Preliminary Assessment - Completed

Phase 2 – Type of Traffic Calming Measure - Current

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Level II Program - Physical Traffic Calming Measures

Phase 3 – Funding and Implementation

Community Oriented Traffic Calming Measures

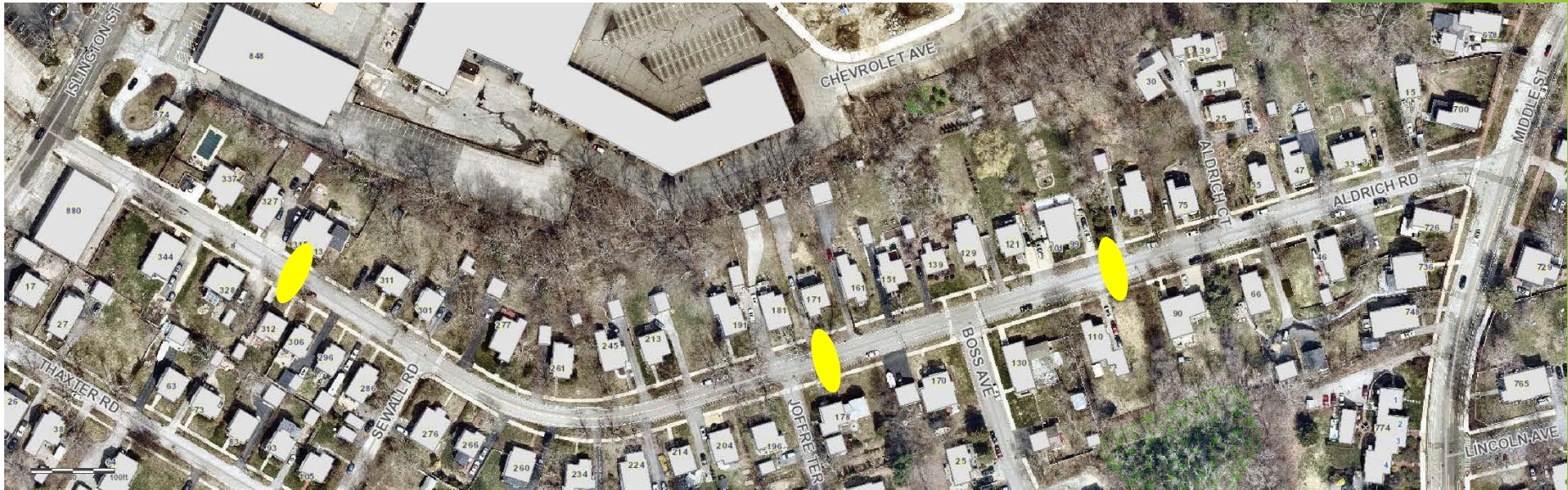
- Street Signs / Pavement Markings (MUTCD compliance required)
- Radar Speed Feedback Sign
- Police Enforcement



Physical Traffic Calming Measures

- Vertical Deflections
 - Speed hump
 - 25-27 MPH 85th %ile
 - Speed table
 - 30-32 MPH 85th %ile
 - Speed cushion
 - Raised crosswalk
 - Raised intersection
- Horizontal Deflections
 - Neighborhood traffic circle
 - Curb extension / bulb out
 - Chicane
 - Median Island
- Physical Obstructions
 - Semi-diverter
 - Diagonal diverter
 - Street closures
 - Median island

Possible Locations of Speed Humps



Next Steps

- Report Back to Parking and Traffic Safety Committee - March 4th

Questions and Comments

The slide features a white background with the text "Questions and Comments" in a bold, black, sans-serif font. On the right side, there are several overlapping, semi-transparent green geometric shapes, including triangles and polygons, creating a modern, abstract design.