



WEST MAIN STREET CORRIDOR IMPROVEMENT PROJECT

Public Meeting for Phase 2 Improvements

MIA-041-10.32, PID 110253

September 24, 2020

5:00 PM to 8:00 PM

Hobart Arena – Bravo Room



Presentation Overview

- Why is the Project Needed?
- Project Phasing
- Overview of Crash Data
- Proposed Improvements
- Schedule

Why is the Project Needed?

- Reduce the high crash rate along West Main St
- Improve substandard roadway features
- Provide standard buffer and sidewalk for enhanced pedestrian mobility and access
- Upgrade aging and outdated infrastructure
 - Curbs
 - Sidewalks
 - Storm Sewer
 - Water Main (Dorset Rd to N Weston Rd)
 - Traffic Signal at Dorset Rd



- 339 crashes from 2013-2015 (Phase 1 and Phase 2)
- Nearly 20% injury crashes

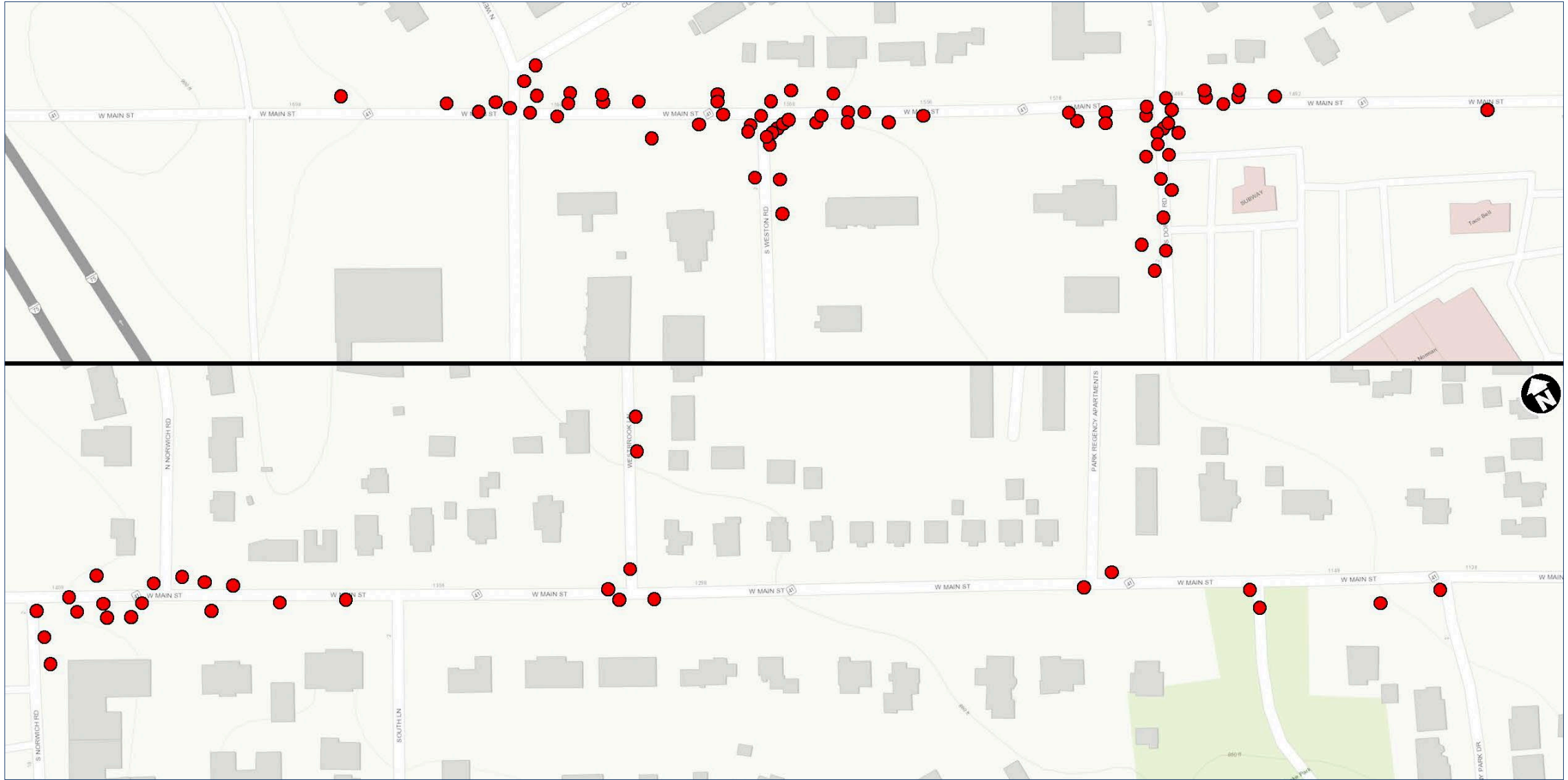
Project Phasing



- Phase 2 Limits: I-75 Northbound Ramps to Ridge Ave
 - 4,200 feet

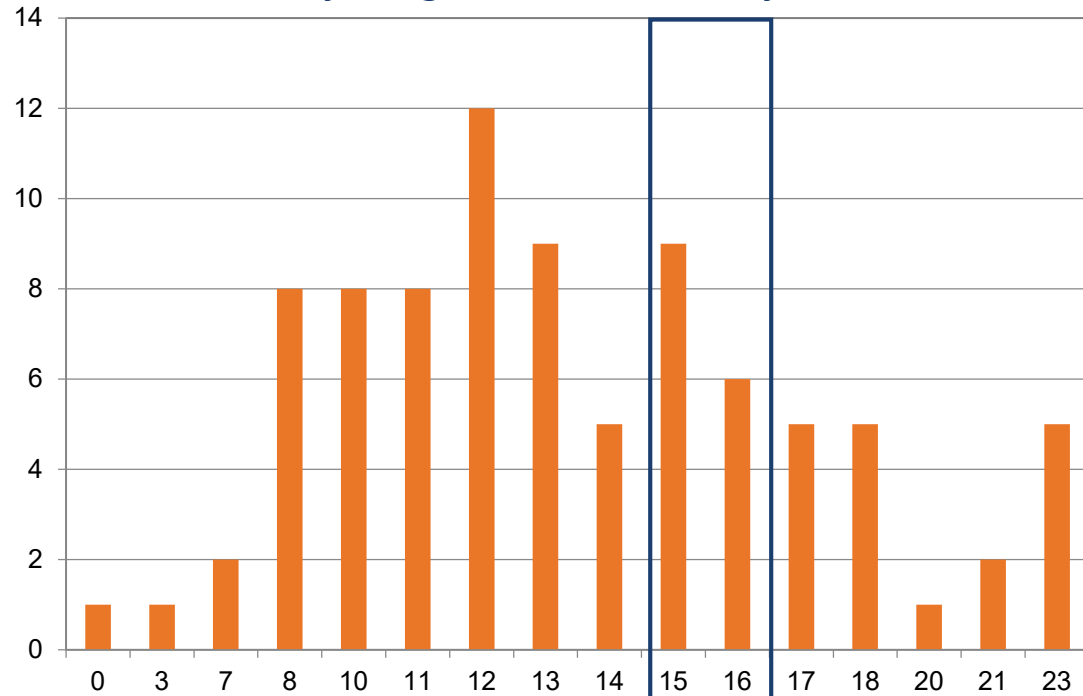
- Phase 1 Limits: Ridge Ave to Market St
 - 4,600 feet

Crashes – Nearly 20% injury crashes (2017-2019)

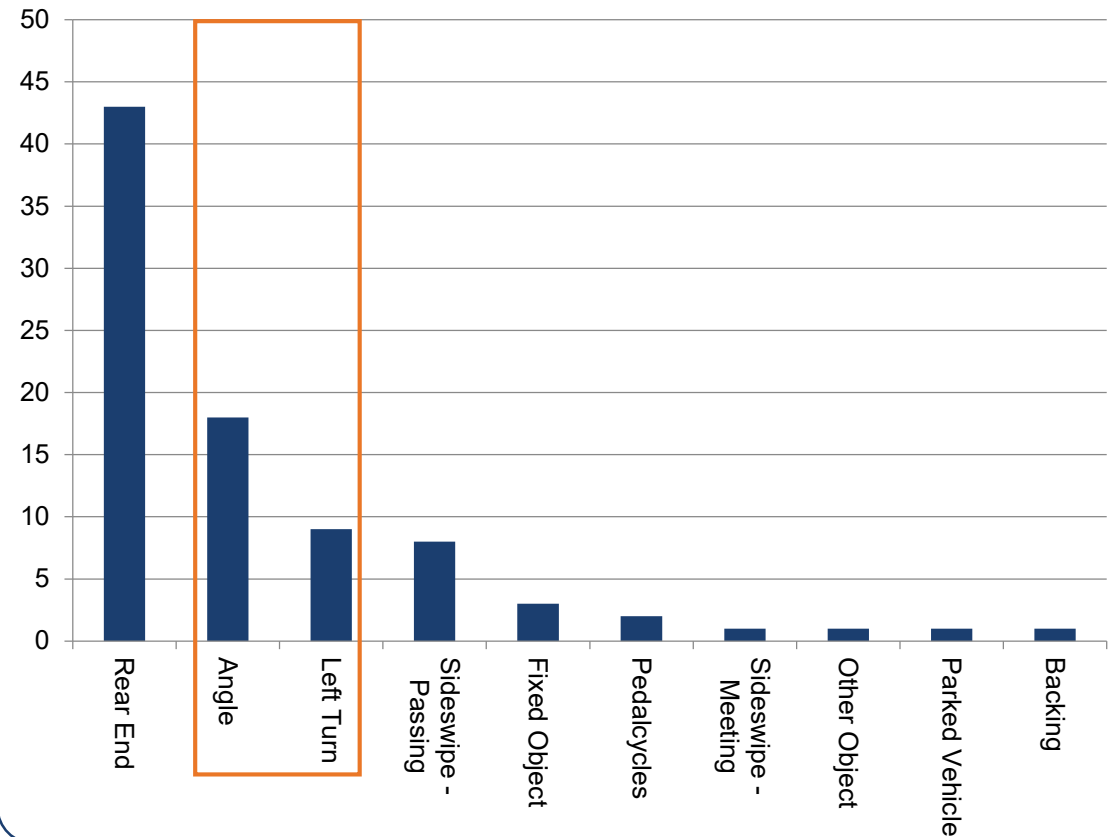


Crash Patterns

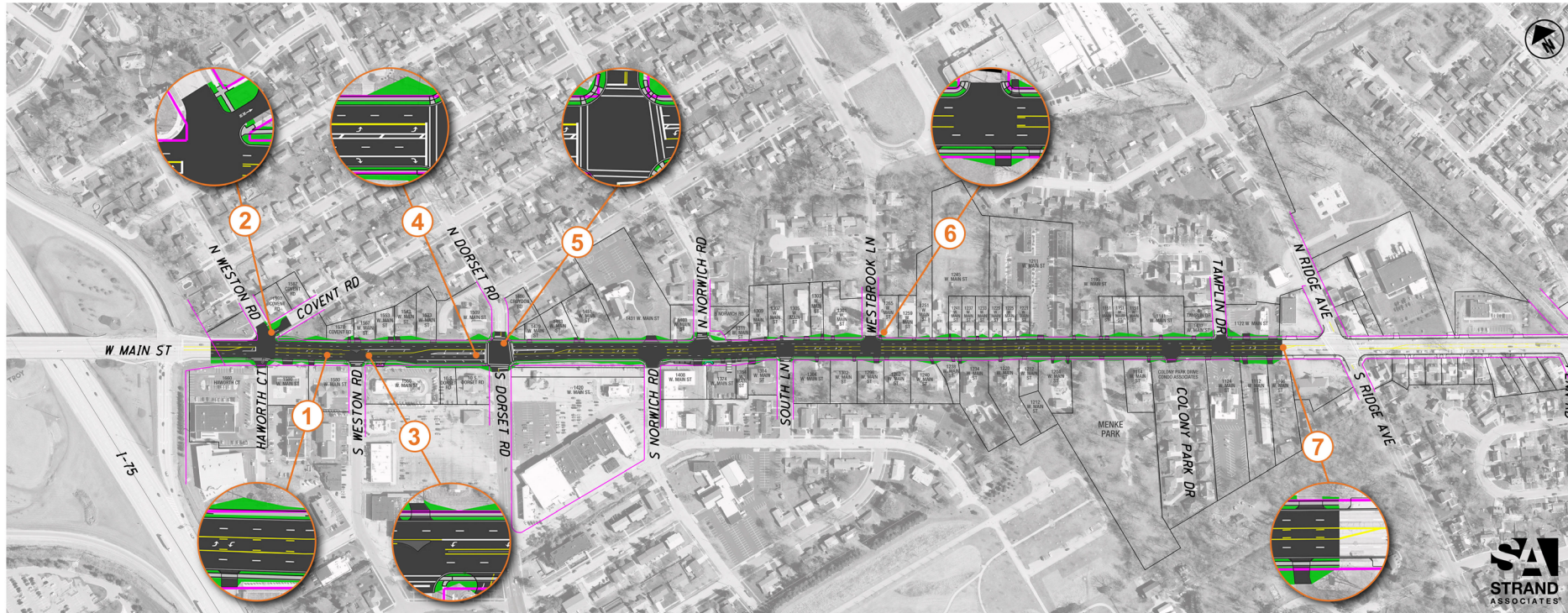
BY HOUR Nearly half (47%) of all crashes involve younger drivers (16-25 yrs old)



BY TYPE Multiple crash types exceed statewide averages

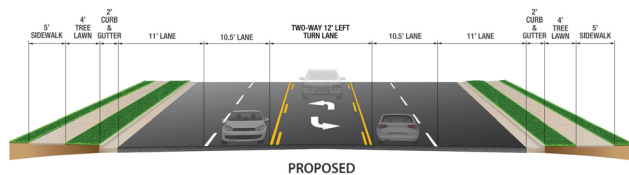


Proposed Improvements



KEY NOTES

① The West Main Street typical section will have two lanes in each direction, a two-way left turn lane with dedicated left turn lanes at the intersection, new curb and gutter new 5 ft sidewalks offset from the back of the road.



② Covent Rd. will be restricted to Eastbound traffic at intersection with N Weston Rd. to reduce dangerous turning movements.

③ A center median will be installed for access control to restrict left-turns out of the McDonald's parking lot and provide safe access to S Weston Rd.

④ Dedicated right- and left turn lanes will be added to help reduce unnecessary queuing at the Dorset Rd. intersection.

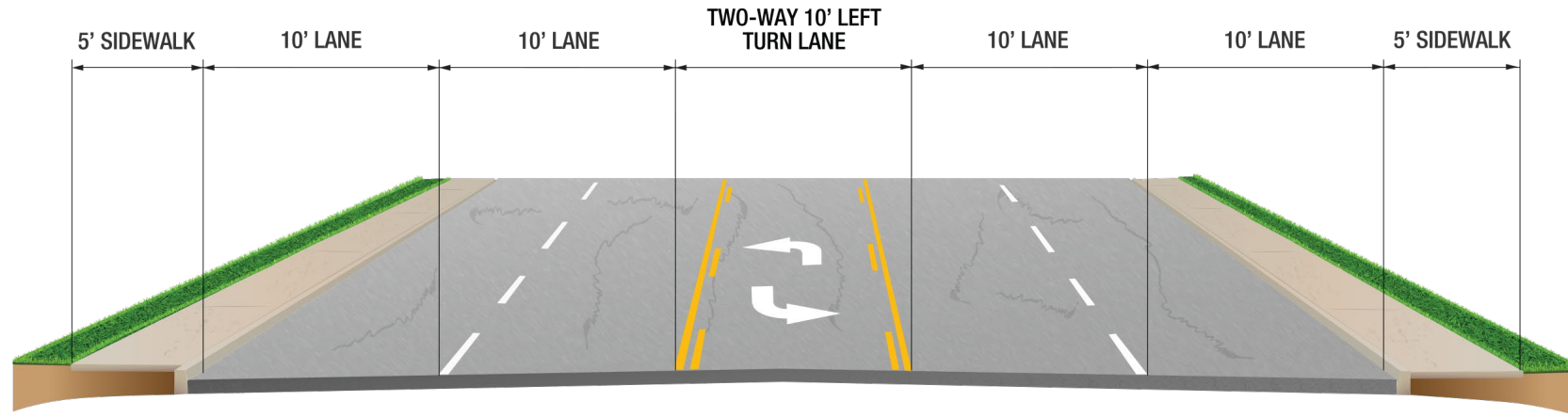
⑤ The traffic signal at Dorset Road will be reconstructed to improve signal head visibility and adjust signal timings for increased traffic flow.

⑥ Curb Ramps will be updated along length of the project to improve pedestrian access.

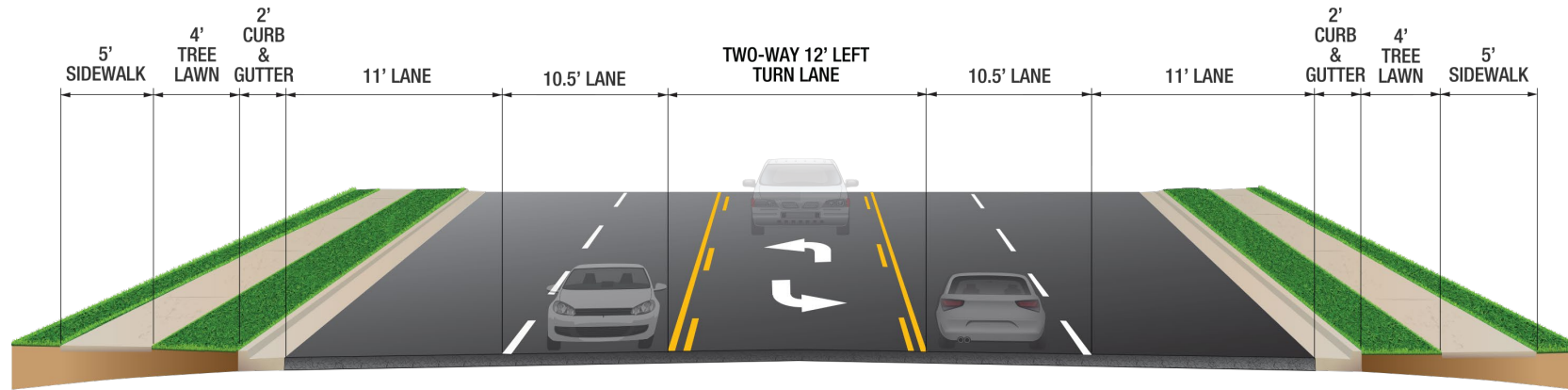
⑦ Pavement will tie into proposed improvements from Phase 1 before Ridge Ave.

Increase Lane Widths

EXISTING



PROPOSED



Proposed lane widths result in a 25%-35% reduction in potential for sideswipe crashes

Improve Pedestrian Facilities

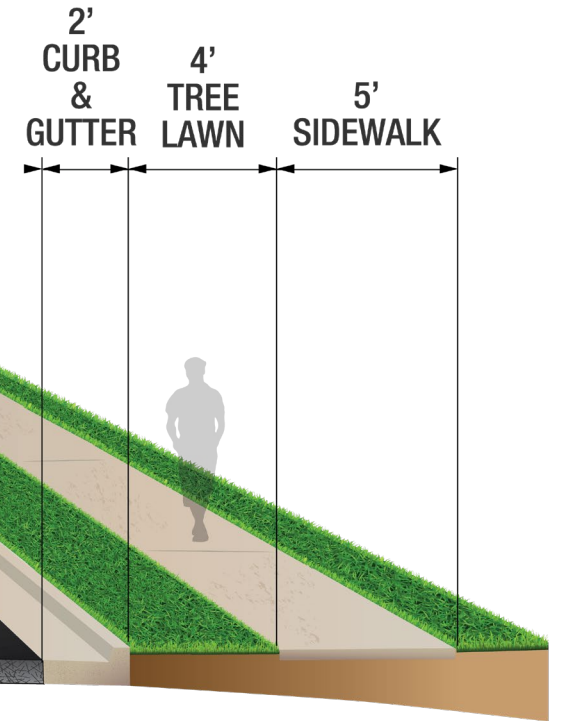


Existing

- Sidewalk < 5 ft
- No buffer strip

Proposed

- Sidewalk = 5 ft
- Buffer strip = 4 ft



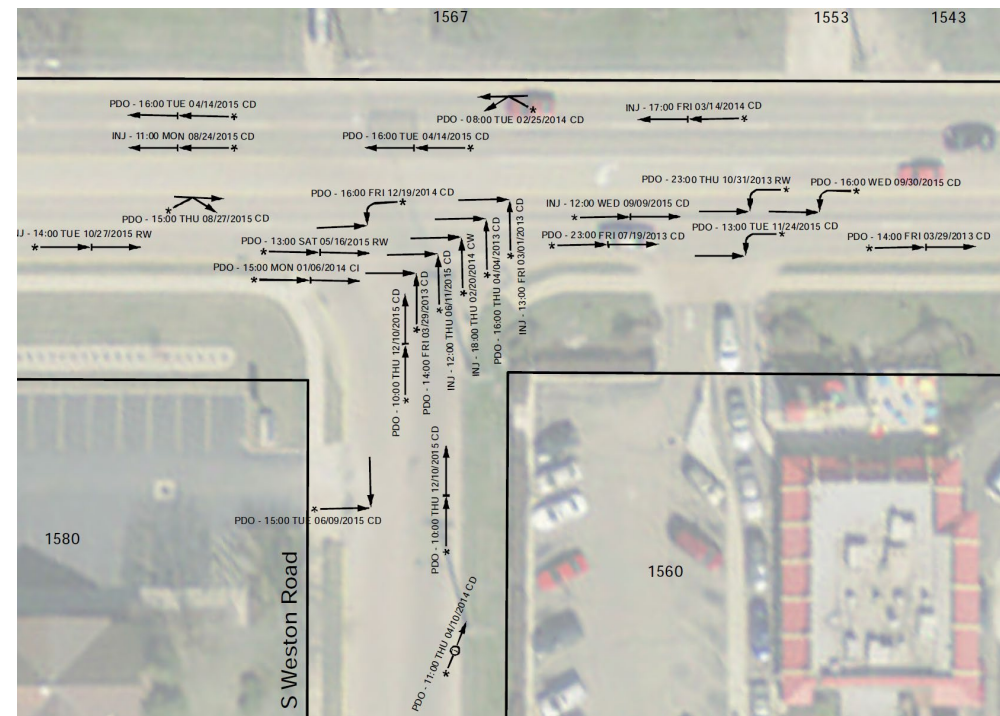
Increase Safety Performance

Countermeasures to mitigate the following crash types:

- Sideswipe crashes (9%) due to narrow lane widths
- Access management proposed to mitigate angle crashes (21%) and left turn crashes (10%)
- Rear end crashes (49%) mitigated with EB right turn lane at Dorset Road

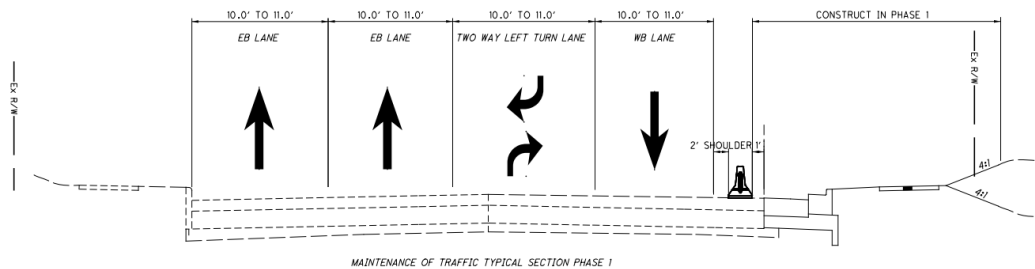
Historical vs current crash data comparison:

- 87 total crashes/ 15 injury (2013-2015)
- 83 total crashes/ 16 injury (2017-2019)
- Overall crash rate and injury crash rate have remained consistent

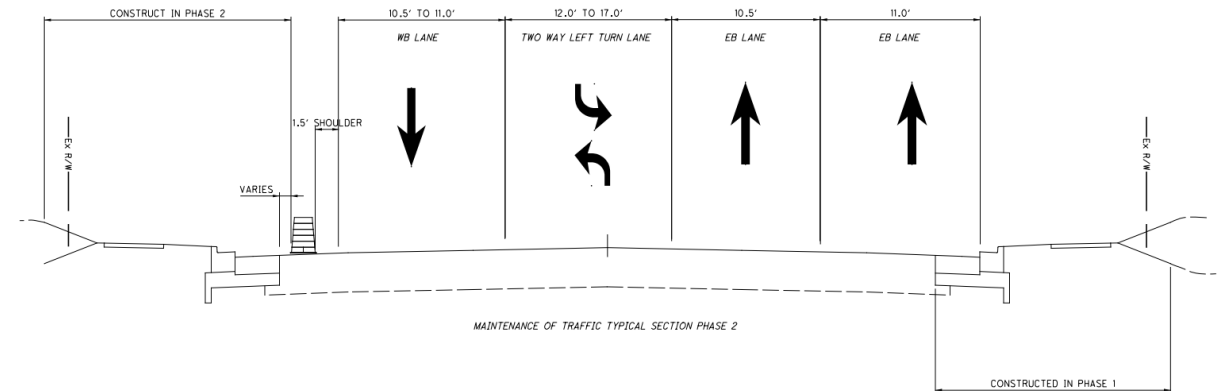


Maintenance of Traffic

- Construction to occur in two phases
- Two-way traffic to be maintained
- Access to driveways and properties to be maintained
- Temporary sidewalk closures will be necessary



Phase 1 – construct improvements on south side of West Main St



Phase 2 – construct improvements on north side of West Main St

Schedule

