The City of Lowell • Department of Planning and Development
JFK Civic Center • 50 Arcand Drive • Lowell, MA 01852
P: 978.674-4252 • F: 978.970.4262
www.LowellMA.gov

Diane Nichols Tradd
Assistant City Manager/DPD Director

Craig Thomas
Deputy Director

MEMORANDUM

TO: Eileen M. Donoghue, City Manager EMD

FROM: Diane N. Tradd, Assistant City Manager/DPD Director

DATE: April 9, 2019

SUBJECT: MOTION OF 2/26/19 BY COUNCILOR MERCIER REQUEST CITY MANAGER HAVE TRANSPORTATION ENGINEER REVISIT THE TRAFFIC LIGHT AT THE CORNER OF BROADWAY AND PAWTUCKET STREETS IN FRONT OF THE HUMANE SOCIETY AND SEE IF CHANGE IS POSSIBLE TO A BLINKING/PEDESTRIAN CROSSING LIGHT

The traffic signal at Broadway and Pawtucket Streets was designed, purchased and installed by UMass Lowell, in coordination with the City of Lowell in 2013-2014. The intent of the project was to improve access to existing UMass Lowell parking facilities, reduce traffic congestion and reduce pedestrian vehicle conflicts on the core of campus by implementing full turning movements at the intersection. The acute skew of the existing intersection created a condition that did not allow for full turning movements. A Traffic Impact Assessment (TIA), dated July 21, 2013, was performed by the University's design consultant, TEC, which included evaluation of the existing intersection alignment, turning movement counts and traffic counts. The traffic counts indicate Pawtucket Street carries 14,400 vehicles per day (VPD) north of Broadway and 9,100 VPD south of Broadway. Broadway Street carries 4,700 VPD, east of Pawtucket Street.

The Transportation Engineer has reviewed the TIA report and reached the following determinations regarding the traffic signal:

- Warranted under existing traffic conditions, as well as under future traffic growth projections
- Provided a significant reduction in traffic along Broadway and Wilder during peak commute times
- Provided a left turn lane on Pawtucket Street southbound which reduced delays
- Reduces travel time and delay for vehicles exiting the existing surface parking

The Transportation Engineer recommends the signal remain in place.

NV/ns
cc: Natasha Vance, Transportation Engineer