TRANSPORTATION & STREET DESIGN

Review of Goals

• Connect neighborhoods to Square
• Enable access to the river
• Improve pedestrian environment
• Reorient road network to local use
Three Specific Areas of Intervention

Existing transportation infrastructure with biggest problems and highest potential for improvement:

- South Gateway
- Northeast Gateway
- Clippership Drive
Directionality of the Streets

Objectives
• Reorient road network to local use
• Provide access to new development and open space
• Accommodate but disperse thru traffic

Interventions
• Clippership Drive 2-way
• 2-way roads wherever possible
• Formalize new road south of City Hall
South Gateway: Route 16 Underpass

- Huge physical and psychological barrier
- Pedestrian unfriendly
- Erratic driving patterns

- 75% of width designated for cars
- Can’t tell you’re 100 yards from historic Square

Visualization: Looking north on Main Street under Route 16
Medford Square in the distance
South Gateway: Route 16 Underpass

- Continue urban “feel” of the Square south down Main Street
- Widen sidewalks to 11 feet
- Lamps and lighting
- Textured paving
- Landscape and widen the median
- Narrow view calms traffic
- Still two clear travel lanes, both ways

Main Street, under Route 16 overpass
South Gateway: Cradock Bridge

- Demarcate lanes
- Accommodate regional bike path
- Widen sidewalk
- Create sense of arrival and gateway identity
  - Landscape median
  - Lamp posts
  - Town banners
  - Textured paving
South Gateway: Relocate Rte. 16 Ramps

- Plenty of underutilized space between ramps and highway

- Move the ramps to open up land on river’s edge
  - More open recreational space

- Create a new riverfront park
  - Enhances views to the square
  - Continue regional bike path
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Northeast Gateway: Salem St. near City Hall

Pedestrian Access

• Current path is poor

• Realign pedestrian path
  • Provide continuous walking path from across I-93 to Medford Square
  • Add crosswalk by SpringStep
  • Highlight existing cultural institution
Northeast Gateway: Salem St. near City Hall

Vehicle Access

• Direct access from I-93 to new development and the riverfront
  • Allow left turn onto two-way Clippership Drive

• Traffic light to southwest will regulate oncoming traffic

• Add one-way connecting road south of City Hall
Clippership Drive

Objectives
- Change the perception from bypass road to local street
- Create riverfront open space
- Enable new development and street life oriented to the river
Clippership Drive: Streetscape

**Streetscape Interventions**
- Realign Clippership Drive, on-street parking, two-way
- “Square off” intersection of Main Street and Clippership Drive
- New, wider sidewalks
- Create plazas between the buildings and sidewalk
- Install crosswalks, lighting, street trees
On-Street Parking Impacts

- West: no change
- East: 100+ new spaces
  - 130 new spaces constructed
  - 21 spaces eliminated
  - Clippership Drive: 91 new spaces
- 3 loading zones to support businesses
Next Steps

• Master Plan
  • Combine all recommendations

• Budget
  • Recommendations for how much developers and city can shoulder

• Model the through traffic regionally
  • Where it’s coming from
  • Where it’s going to

• Final Report