



**The City of Haverhill, Massachusetts – Department of Transportation Safe Streets and Roads for All (SS4A) Action Plan and Demonstration Grant**  
***“Haverhill Main Street Intersection Development Project”***

With funding from the US Department of Transportation’s Safe Streets and Roads for All (SS4A) Grant Program, the City of Haverhill, Massachusetts will implement the “Haverhill Main Street Intersection Development Project” over a one-year period. The City of Haverhill is committed to eliminating traffic fatalities and severe injuries in their community. The City of Haverhill’s regional planning agency, Merrimack Valley Planning Commission (MVPC), has received a SS4A Safety Action plan grant for communities within its jurisdiction. Together, the MVPC and Haverhill will develop a comprehensive safety action plan which will be informed by Haverhill’s proposed demonstration project.

This proposed SS4A demonstration project will focus on safety improvements, mobility concerns, and compliance with the American Disability Act requirements for the Columbia Park at Main Street intersection area in Haverhill. If funded, the City of Haverhill will focus on prioritizing equity and community engagement while developing evidence-based projects and strategies through the lens of the Safe System approach.

In July of 2023, the Mayor of Haverhill signed a declaration that pledges the City to working with the MVPC towards the goal of zero deaths in the community. This leadership commitment will continue through the development of the demonstration activities with council and city administration-driven goal setting, meaningful collaboration in community engagement events, and focused engagement directed toward the reduction of fatalities and serious injuries on city streets and roads.

This demonstration project area is in an environmental justice zone. The project study area includes a mix of residential and commercial uses and is within walking distance of destinations including the Burnham Elementary School, retail and commercial businesses, churches and synagogue, Social Security Department office, and Downtown Haverhill including City Hall and Library.

The proposed demonstration project elements include the following:

- Extend landscaped center island on Columbia Park using temporary markers such as planter boxes to provide a pedestrian refuge and shorter crossing for Columbia Park (currently approximately 100 feet wide).
- Relocate stop sign and install new Stop Bar on Columbia Park approach to Main Street.
- Place temporary curb ramps, in accordance with ADA and AAB standards, and stripe a new high visibility crosswalk across Columbia Park, and restripe crosswalks across Columbia Place, and 7th Avenue.
- Consolidate two mid-block crossings of Main Street around Columbia Park and Columbia Place.
- Set up temporary plastic bollards to mark bump-outs, temporary, ADA curb ramps, and stripe mid-block crosswalk on Main Street between 7th Avenue and Columbia Place. Install speed feedback radar safety installations.
- Install and monitor pedestrian advance warning signs and Rectangular Rapid Flashing Beacon (RRFB).
- Redesign of approximately 200 linear feet of 8-foot-wide sidewalk in poor condition on both sides of Main Street, between Columbia Place and Columbia Park which is not currently ADA compliant. Temporary patch unsafe sidewalk conditions.

The City's ongoing commitment to transportation safety, demonstrated by the July 2023 Mayoral declaration and continued engagement with the public, will continue through SS4A grant implementation to maintain accountability, progress, and transparency with all members of the public. This approach will provide the public with regular (annual, at a minimum) accessible data that reports progress toward Action Plan development and the reduction of roadway fatalities and serious injuries.

### **Date Collection and Analysis**

Crash data will include roadway fatality and serious injury data and crashes involving pedestrians and bicyclists from the demonstration area shall be obtained within 30 working days from the grant award. Before and after photos will be taken of the area. Transportation data from the various monitoring equipment shall be obtained on a quarterly basis and analyzed. There will be community meetings to discuss the demonstration area as well as the pre- and post-installation monitoring results. Pre- and post-installation transportation data collection and analysis. Examples include:

- Speed management pilots: vehicle speeds and Stop sign compliance.
- Pedestrian pilots: pedestrian counts/volumes; street space allocations by mode/use; pedestrian crossing distance; driver yielding rates at crosswalks.
- Bicycle pilots: bicyclist counts/volumes; bikeshare trips.
- Public input, community meetings, intercept surveys, key stakeholder interviews, online tools and engagement.

The City will develop a monitoring and evaluation plan to determine which types of data and associated metrics are relevant for the assessment of its demonstration activity. This will help ensure consistency across pre-/post- data collection and measure the performance and success of improvements.

### **Proposed Timeframe and Deliverables**

Project design to include contract documents, specifications and construction cost estimate will begin within 30 days after the grant award and is anticipated to be completed within 30 to 40 working days after work begins. Project shall be publicly bid and procured within 60 working days after design completion. The City will adhere to federal, state, and local regulations for the design and procurement process. Installation shall begin within 60 working days after the equipment is delivered. Site preparation/mobilization could begin prior the delivery of proposed equipment. Project design related to crash data shall be obtained within 30 working days from the grant award. For before and after study evaluation/post monitoring purposes, data and photos will be obtained for the project area prior to the start of the project and after the project completion. The post monitoring shall occur after a minimal of one month implementation. The Transportation data and post monitoring effort shall be obtained and analyzed for at the 6-month and 12-month periods. There will be community meetings to discuss the demonstration area as well as the pre- and post-installation monitoring results. The final deliverable for this demonstration project will be a report of the activities undertaken along with monitoring analysis/results with recommendations for permanent implementation. This report will subsequently be incorporated into the regional Safety Action plan being developed by the area's planning agency, Merrimack Valley Planning Commission.