

# **Making Traffic Better Around Silver Lake**



A Proposal

# What's Wrong With The Roads Now?

If you go around Silver Lake without a car you'll see a few things in a way that drivers may not notice:

- Narrow lanes
- Blind curves
- No sidewalks
- No bike lanes
- No safe shoulders

The speed limit never exceeds 25 MPH but some cars go *much* faster than that.  
Even 20MPH feels awfully fast when it's just a couple of feet away.

# Lets Just Widen The Road!

Normally, we would talk about ways to widen the road, even though...

- It requires taking land away from people through easements and eminent domain
- It's expensive
  - Buying the land - time, lawyers, money
  - Moving utility poles can cost \$25,000 - \$250,000 *per pole*
  - Each intersection needs to be rebuilt
  - People's driveways need to be rebuilt
- The neighborhood would be disrupted for a long time

**BUT there's a catch...**

# **There's No Room!**

Grove Avenue and Lake Street grew up before there were cars. The placement of houses, utility poles, and trees constrain the roads from getting any wider.

INSERT PHOTOS HERE

# **Our Solution: A Loop Around the Lake**

**Traffic would largely flow counter-clockwise around Silver Lake.**

Starting at the intersection of Main Street and Lake Street:

- Lake Street one-way westbound from Main Street to the intersection of South Street and Lake
- Lake remains two-way from South to Shawsheen Avenue, same as today
- Grove Avenue one-way eastbound from Lake to Main
- Main remains unchanged

# Why Pick The Direction We Did?

## Why Is Lake Street Westbound?

- Easy flow from Main Street northbound
  - There's enough room for cars to pull around left-turning vehicles at Lake
- Easy flow from Glen Road
  - Straight off Glen, easy left onto Lake

## Why is Grove Avenue Eastbound?

There's already a stop light at the intersection of Grove and Main, making left turns onto Main possible.

**Very Important:** Taking a left from Lake onto Main would be very inconvenient, and possibly dangerous, during commuter hours. A counter-clockwise flow prevents that.

# Sidewalks and Bike Lanes

## Sidewalks

A single-width sidewalk could run around inner (lake-side) loop.

*Why the inner loop?*

- A person could walk all the way around the lake
- There are fewer than half as many street intersections on the inner loop vs. the outer loop

## Bike Lanes

A bike lane could go around the outer loop of the pavement, to the right of a single-width car lane.

The bike lane doubles as a go-around space for car-lane blockages, or short-term parking.

Wilmington has lots of bicyclers, but almost no bike lanes or bike trails. We could start to change that, catching up to surrounding communities.

# Advantages

## Silver Lake Is A Large Recreation Area

- Contiguous pedestrian ways connect everything
- Makes room for a sidewalk
  - Benefits Walkers, Joggers, Dog-walkers
  - School bus stop safety
- Makes room for a bike lane
- Keeps cars away from people
- Safer for kids that walk and play near the street
- Pedestrians encourage a sense of community

## Traffic Calming

- Less Pass-Through Traffic
  - Cars may avoid one-way streets when there are alternatives like Main Street, Shawsheen Avenue, and South Street
- People naturally drive slower when the road feels smaller

## Popular for Homeowners

- Sidewalks can increase home values
- No need to take property, move utilities, cut down trees