

Planning Board

Public Meeting on Roads/Bikeways/Traffic Calming November 28, 2018

Attendees. Board members: Jenks, Eiseman (recording), Laurie, Dewey, Wilson

Others: Becky Basch and Corrine Meise-Munn (PVPC presenters), Joe Larson, Bruce Klotz,

Kristin DeBoer, Ann McNeal, Tilman Lukas, John Trickey, Fran Ozereko, Jonathan Woodbridge, others not recorded.

Topics covered in the presentation.

Overview: This effort is the result of a grant for Technical Assistance from the Pioneer Valley Planning Commission with the intention of creating a conceptual design for the West Pelham Village Center to address traffic speed and traffic calming possibilities as well as to begin planning for possible bike and pedestrian access to the Village Center. In 2016 the average daily traffic count (ADT) was between 1900 to 2000 vehicles contrasted with Daniel Shays Highway at 4500 to 7500; these numbers have an affect upon what designations the state will permit as well as the feasibility of some sorts of businesses wanting to locate in Pelham.

For an outline of the topics and information presented, see the accompanying document entitled Walking, Biking and Traffic Calming in West Pelham Village Center.

Comments/Breakout Groups

The audience expressed interest having a traffic light and questioned the designation of "thickly settled." Phased vs. prioritized installation of speed tables was discussed. A clearly perceived need was expressed to slowing speeds to 20 or 25 mph in the Mixed Use District and for an enforced speed limit of 35 mph for the remainder of Amherst Road in the Village Center District, beginning with a slow down from Arnold

and/or Jones Road and signage from there to the town line with appropriate notice and speed table design. Member Wilson heard the following additional comments during the breakout groups: the town needs to get it right before development starts; the town has a moral obligation not to endanger pedestrians and cyclists who use the road; the Town has a responsibility not to put pedestrians in harm's way by placing sidewalks and cross walks on a dangerous road.

It was noted that a Complete Streets prioritization project requires engineer being hired to look at all forms of transportation. Eiseman observed that money would be an issue and that more deliberation would be needed but that the first step should be a traffic study to understand just what is going on. Many seemed to agree that speed reduction was a critical first step toward making the Village Center work to reach the vision of a "real" center for the town.

The PVPC consultants will provide a report and map of the possible designs for further discussion and potential action steps.

Meeting adjourned at 8:45 pm with some attendees remaining to discuss issues informally.