Acknowledgments

Thank You to our Town Staff and Consultant Team.

Thank You to the dedicated citizens of Amherst for their support and participation.
Village Streets Study Committee
Members

Tom Grella, BOS Ex-Officio, non-voting member
Kyle Coffey, Citizen Representative
Rolf Biggers, Citizen Representative
Will Ludt, Heritage Commission Representative
Doug Chabinsky, Historic District Commission Representative
Chris Buchanan, Bike/Ped Committee Representative
Tracie Adams, Planning Board Representative
### Staff and Consultant Support

#### Staff Members:
- **Peter Lyons**, Chair, Board of Selectmen
- **Jennifer Stover**, Administration
- **Eric Slosek**, DPW Director
- **Dr. Dean Shankle**, Town Administrator

#### Consultants:
- **Mobycon Team** including representatives, Emily Thomason, Mary Elbech, and Narayan Donaldson
- **CMA Engineers Inc Team** representative, Sam Fortier, PE
Shall the Town vote to raise and appropriate the sum of ninety-eight thousand dollars ($98,000) for the purpose of design engineering for reconstruction and safety improvements for on streets in the village area that are scheduled for reconstruction by the Department of Public Works, and the development of application materials for state, federal, and private grant programs. This shall be a special, nonlapses warrant article that will not lapse for a period of five years.”
Article 30 Streets

- Carriage Road
- Church Street
- Davis Lane
- Jones Road
- Main Street
Charter Creating the VSSC

<table>
<thead>
<tr>
<th>Evaluate</th>
<th>Conduct</th>
<th>Develop</th>
<th>Provide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate suggested streetscape improvements</td>
<td>Conduct a thorough assessment of recommendations by consultants</td>
<td>Develop a vision for specific treatment options</td>
<td>Provide recommendations for consideration by Board of Selectmen</td>
</tr>
</tbody>
</table>
Meetings 1st and 4th Tuesdays

- 24 July 2023: Organizational Meeting
- 1 Aug. 2023: Overview of Purpose and Materials
- 22 Aug. 2023: Step 1: Network Design Discussion
- 26 Sep. 2023: Step 2: Streetscape Design Discussion
- 3 Oct. 2023: Step 2: Streetscape Design Discussion
- 15 Oct. 2023: Site Walk to 5 Streets
- 7 Nov. 2023: Step 3: Intersection Design Discussion
Public Input Opportunities

- Prioritize time for public input at every meeting.
- Meeting schedule published on VSSC web page and Town calendar.
- Meeting schedule posted at Town Hall and Moulton’s Market and Library.
- Sandwich Board placed Town Hall prior to meetings.
- Site Walk - invited citizens to attend and provide input on streetscape design options.
Assessment

Visioning Phase Review - public input

Village Streets Study Committee Phase
- Step 1: Network Design
- Step 2: Streetscape Design
- Step 3: Intersection Design
3 Guiding Principles

1. When in doubt, refer to the Charter for the Village Streets Study Committee for guidance.

2. Respect the integrity of Amherst Village as a designated member of the National Register of Historic Places as well as historic landmarks (e.g. horse watering trough, etc.)

3. Prioritize citizen concerns about safety for everyone who enjoys the Amherst Village as a resident or uses the large public common as a gathering place.
Goals Based on Public Input

Improve safety for all users
- Reduce speeding and noise
- Prevent unwanted cut-through traffic
- Redesign confusing/dangerous intersections

Make Village even more pleasant to experience
- Fill in the missing pedestrian network
- Introduce aesthetically pleasing paving

Reinforce the unique small-town character and celebrate the town’s history
Traffic Calming Techniques

- Narrow roads
- Remove center lines
- Use alternate paving materials
- Optical narrowing
- Add horizontal deflections/chicanes
- Add vertical elements on road edges (ex: trees)
- Reduce corner radii
Recommendations - General

- Preserve the current network of roads
- Narrow the roads to minimum widths
- Remove center lines
- Create streetscape designs that define the way we want drivers to behave
- Select paving materials that convey you are entering a different space
- Connect the pedestrian network
- Consider placing conduit for utilities. Address water mains
- Consider Speed Limit 25 mph throughout Village (Jones Road)
- Consider No Through Trucking once NRPC data available
- Materials and construction sensitive to drainage concerns
Step 1: Road Network Design

- Regional Flow Street - High Vehicle Speeds like Amherst Street
- Regional Flow Street - Low Vehicle Speeds like Boston Post Road
- Local Flow Streets like Church Street, Davis Lane, Jones Road and Main Street
- Neighborhood Access Streets like Carriage Road
Step 2:
Streetscape Design

Pedestrian priority

Separate pedestrian sidewalk - 3 variations
Pedestrian Priority Design

18' - 20'
Footpath

Roadway

Grass Separation

6’

18”

18’ - 20’

21’ - 23’

18”
Footpath

Roadway

6’ 18” 18’ - 20’ 18”

27’ - 29’ total
<table>
<thead>
<tr>
<th>Vehicular spaces</th>
<th>Shared spaces, shoulders</th>
<th>Parking areas, accents, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ideal</strong></td>
<td>Asphalt, chip seal, etc.</td>
<td>Granite paving blocks, setts, etc.</td>
</tr>
<tr>
<td><strong>Basic</strong></td>
<td>Asphalt, chip seal, etc.</td>
<td>Pavers (e.g.: Unilock or similar company)</td>
</tr>
<tr>
<td><strong>Minimum</strong></td>
<td>Asphalt, chip seal, etc. (temporary treatment to be replaced by superior option at next lifecycle)</td>
<td>Asphalt, chip seal, etc. (temporary treatment to be replaced by superior option at next lifecycle)</td>
</tr>
</tbody>
</table>
Carriage Road

- Neighborhood Access Street
  - Shared Space - functions as pedestrian walking area
  - Streetscape Design - Pedestrian Priority
    - Alternate surface material entire street (Ideal Option: Granite Paving Blocks)
Church Street

Network Design - Local Flow Road

Shared Space - pedestrians and vehicles

Streetscape Design Pedestrian Priority

Alternate surface material entire street (Ideal Option: Granite Paving Blocks)
Davis Lane

Network Design - Local Flow Road

Shared Space - pedestrians and vehicles

Streetscape Design - Pedestrian Priority

Alternate surface material entire street (Ideal Option: Granite Paving Blocks)
Jones Road

Network Design - Local Flow Road

Recommend no center lines, no curbs

Streetscape Design Recommendation - Separate pedestrian sidewalk

Roadway asphalt with edging alternate material
Footpath

Roadway

Grass Separation

6’

18”

18’ - 20’

18”

21’ - 23’
Main Street

- Amherst Street to Library Driveway Section
- Library driveway to 8 Main Street Section (Moulton’s Intersection Area)
- 8 Main Street to Manchester Road Section
# Amherst Street to Library Driveway Section

<table>
<thead>
<tr>
<th><strong>Action</strong></th>
<th><strong>Description</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow</td>
<td>Narrow vehicle space from 25 feet to 20 feet</td>
</tr>
<tr>
<td>Remove</td>
<td>Remove center lines</td>
</tr>
<tr>
<td>Separate</td>
<td>Separate pedestrian sidewalk, ADA compliant</td>
</tr>
</tbody>
</table>
**Library driveway to 8 Main Street Section**  
(Moulton’s Intersection Area)

<table>
<thead>
<tr>
<th>Narrow</th>
<th>Alternate</th>
<th>Formalize</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow street from 25-27 feet to 20 feet</td>
<td>Alternate paving material from library driveway to 8 Main Street</td>
<td>Formalize parking along green space</td>
</tr>
</tbody>
</table>
8 Main Street to Manchester Road Section

<table>
<thead>
<tr>
<th>Narrow</th>
<th>Remove</th>
<th>Reduce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow Road from 27 feet to 20 feet</td>
<td>Remove center lines</td>
<td>Reduce excess asphalt</td>
</tr>
</tbody>
</table>
Step 3: Intersection Design

- Amherst Street/Main Street/Davis Lane/Carriage Road
- Davis Lane/Foundry Street
- Main Street/Pierce Lane
- Jones Road/Mack Hill Road/Dodge Road
- Boston Post Road/Main Street/School Street/Carriage Road
Intersection Concepts

- Narrow the roadway
- Narrow the intersection
- Use alternate surface material to designate shared space at intersections/crosswalks
- Realign intersections to “T-intersection” design
- Reduce corner radii
Amherst Street/Main Street/Davis Lane/Carriage Road

- Create T-intersection Main Street into Amherst Street - *minor added cost
- Remove the excess asphalt
- Reduce turning radii - *very little added cost
- Extend alternate paving material (granite paving blocks) as pedestrian crossing area from Davis Lane across Main Street. Creates gateway treatment
- Current footpath upgraded to ADA compliant sidewalk
- Shift current diagonal crosswalk to direct, shortened crosswalk
Amherst/Main/Davis/Carriage
Extend alternate paving material (granite paving blocks) as pedestrian crossing area from Davis Lane across intersection with Foundry. Creates gateway treatment

Reduce turn radii as practical - *very little added cost
Jones Road/Mack Hill Road/Dodge Road

- Reduce turning radii to extent practical with significant reduction in turn radius on the Dodge Road side of Mack Hill Road to slow traffic speeds
- Remove excess asphalt
- Truck apron or raised curb to address cars driving through grass area where excess pavement was reduced
- Add other layers of traffic calming if determine it is needed
  - Alternate paving material entire intersection
  - Add mountable material several feet as approach intersection
  - Add pushpin - less desirable
Main Street at Pierce Lane

- Both driveways configured as T-intersections with Main Street
- Remove excess asphalt
- *This option can be accomplished with little to no additional cost
AMHERST INTERSECTIONS

Main/Pierce

Legend:
- Proposed Pavement
- Proposed Alternate Surface Material (Shared Vehicle/Pedestrian Space)
- Proposed Alternate Surface Material (Parking/Accents)
- Proposed Pavement Reduction and Grass (at Intersections)
- Proposed Sidewalk Reconstruction (6-feet min.)
- Proposed Tree
- Proposed Crosswalk
Boston Post Road/Main Street/School Street/Carriage Road

- Narrow School Street and allow a T-intersection with Boston Post Road
- Extend alternate surface material on Main Street from library driveway to 8 Main Street and on Boston Post Road from Moulton’s parking on Boston Post Road to Mike’s
- Consider relocating parking spaces Moulton’s Market on Boston Post Road side to parking area across from Moulton’s between flower bed and green space
Vision for the Village

Master Plan

82% strongly agree/agree important to maintain rural character and feeling of Amherst.
Safe Streets and Roads for All (SS4A) Grants

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The fiscal year (FY) 2023 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants closed on July 10, 2023. Planning and Demonstration Grant award decisions are expected to be announced in October 2023 and Implementation Grant award decisions are expected to be announced in December 2023.

The FY24 Notice of Funding Opportunity (NOFO) for SS4A is expected to open in Spring 2024.

Subscribe to email updates to be notified when additional information is available.
Next Steps...

- BOS accept the recommendations of the VSSC
- BOS vote to move forward with grant preparation
- Civil engineering firm prepares federal grant application package
- Grant application due by July 2024 tentatively - date yet to be announced
Appendices

Links are provided to materials mentioned during this PowerPoint presentation and found in the accompanying written report.

The written report and this PowerPoint presentation will be available on the Village Streets Study Committee web page.
Thank You to all who have participated in this process!
Village Street Study Committee

Action Plan
Historic District Commission
November 16, 2023