Attendees: Tracie Adams (Chair), Chris Buchanan, Will Ludt, Tom Grella, Doug Chabinsky, Rolf Biggers, and Kyle Coffey.

Staff present: Jennifer Stover (Executive Assistant); Eric Slosek (DPW Director)

**Administration**

1. **Welcome and Introductions**

The meeting was called to order at 5:30PM and all members were introduced. The Pledge of Allegiance was led by Tom Grella.

1. **Minutes - review and vote to accept Minutes from September 26, 2023 meeting**

None at this time.

1. **Updates since September 26, 2023 meeting**

The Committee reviewed any update items since the September 26th meeting.

**Committee Discussion Items**

1. **Village Streets Project background**

Tracie Adams gave a brief history of this project. She noted that DPW Director Eric Slosek was present at this meeting. She thanked him for submitting width data for the Village streets. Doug Chabinsky suggested that the group focus on the five streets up for reconstruction in order to speak with residents shortly. Will Ludt noted that he volunteered to walk the five streets and hand-deliver fliers to residents regarding a site walk by the Committee.

Tracie Adams introduced Sam Fortier, CMA Engineers. She noted that the federal grant application needs to be submitted by April.

1. **Streetscape Working Group report**

The Committee reviewed Carriage Road. It was noted that the main item of concern on the road is pedestrian safety. This was determined to be a neighborhood access street. The proposed speed limit is 25 mph. There is no width necessity for this street, so the recommendation is to leave it at the current width of 18’. This is proposed to be a shared space, meaning that there will be no separation between people walking/biking and vehicles. This could involve an alternate paving material to signify this as a shared space. The concern with this could be the potential cost of the material.

Doug Chabinsky suggested that a list of 2-3 materials and their costs be compiled for consideration. Chip coating may be a good option, especially if different colors can be mixed in. Eric Slosek noted that chip sealing is generally cheaper than paving. There are some downsides to chip sealing and some residents have noted issues. This is not always the best surface for bike riding. Will Ludt asked why this material is being considered. Doug Chabinsky noted that this could be a good option for Boston Post Road, instead of some of the more heavily walked roads.

Will Ludt asked if a shared space could include a walkway. Tracie Adams explained that a shared space would not include a separate space for pedestrians/cyclists.

The Committee reviewed Church Street. It was determined that this is a local flow road. This is proposed to be a shared space. The total width of the street is proposed to be 20-22’, with 10’ of asphalt and an alternative surface material of 5’ on either side. The Committee noted that the existing sidepath could be renovated or finished to be used for this alternative surface material.

Doug Chabinsky noted that sidewalks are not necessarily historic, and he would suggest removing it. If the sidepath is redone, it will need to meet the regulations. Most people do not use the path but walk along the side of the road. If the intention is to create a shared space, it would be good not to separate people in this area. Will Ludt agreed that it would be nice for this area to be green space instead.

Rolf Biggers stated that he would prefer a narrow roadway and a separate sidewalk for this space. Doug Chabinsky stated that he would prefer to see an almost shared space, without a curb separating the two. Rolf Biggers stated that this could be done by keeping the spaces next to each other but using alternative materials and/or colors for the sidewalk.

Eric Slosek stated that grass median has been a failure for maintenance anywhere in Town. There could be consideration to replacing the grass with a different kind of material or protecting the grass in some way. Doug Chabinsky suggested protecting the area with grass pavers.

Sam Fortier noted that curbing would require catch basins for runoff. Some of these roads may be flat, and this will require additional stormwater considerations. Many municipalities shy away from using curbing, as plows can damage it. The Committee could consider one material for the road and a separate material for the sidewalk, with a separate material.

Chris Buchanan stated that he used to run on the Church Street sidewalk, and he found some areas difficult as he needed to change sides due to location of the sidewalk. It became easier to simply run in the road itself.

Doug Chabinsky suggested proposing both the separation and non-separation options to residents during the site walk.

The Committee discussed this being a street with a 19’ width driving space on the Common side, with a 4’ shared space. The shared space on the Church side of the street should be an alternate material and should be contiguous and flush with the street. The alternative material will narrow. Sam Fortier suggested street trees to keep people from parking on the shared space.

The Committee discussed Davis Lane. This is currently 20’ wide. It was discussed that there could be a 4’ alternative surface walkway along the Clark School side of the road, with the rest of the width for vehicles. There was consideration for painting a walkway along the road and a temporary measure to see how this would work. The alternate material should be contiguous and flush with the street. The alternative material will narrow.

The Committee discussed Jones Road. It is currently 25’ wide. The Committee discussed taking 5’ of this space and making it into an alternative surface path on the Wilkins School side of the road. The alternate material should be contiguous and flush with the street. The alternative material will narrow. There was discussion regarding a path going through Wilkins School to get to Boston Post Road.

The Committee noted that Main Street was separated into three sections for points of discussion. The first section runs from Amherst Street to Boston Post Road. There is an existing path along this way separated by grass. The area in front of Moulton’s Market is currently a shared space, though improvements could be considered. The third section is from Moulton’s Market to Church Street and the recommended treatment for this section is yet undetermined.

Doug Chabinsky stated that this road is approximately 26’ in width. The grass berm between Carriage Lane and Main Street is currently used for parking. He suggested making this area an alternative material to allow for parking. Past Moulton’s Market, there is an existing sidewalk off the road, and past there, people tend to use the Common to walk through. He would prefer to see the road narrowed and for there to be specific parking areas. The Village Common area is lacking parking and defined spaces would be helpful.

Chris Buchanan agreed with Doug Chabinsky’s suggestions from Amherst Street to Boston Post Road. The road is appropriately wide as it currently exists, and one can see the impact parked cars have on the road speed.

Rolf Biggers noted that there could be granite cobbles down the center of the road instead of a center line. From the Library to the Moulton’s Market area could have a granite paver material, as a nod to this being a mixed-use area. This could be heavily textured granite, to alert vehicles as to the type of space they are entering.

The Committee discussed breaking up Main Street into the following three sections: from Amherst Street to the Library driveway, Library driveway to 16 Main Street, and 16 Main Street to Manchester Road. For the first segment, the Committee discussed a width of 20’, with 8’ of parallel parking spaces across from the Library, broken up with trees. An existing sidewalk in this area is likely not compliant and should be widened to 5’ to be ADA compliant. The second segment, in front of Moulton’s Market, should have an alternative surface material for the whole vehicle space. An alternate surface material should be considered for parking/other uses in this area. For the third segment, the Committee discussed narrowing the north side of the roadway from 27’ to 20’. The 7’ should be allowed to return to green space. The south side of this road should be retained.

Tom Grella noted that, while it is nice to narrow roads, there could be concern regarding plowing the streets. Eric Slosek explained that a plow is 11’ wide. The Committee agreed that this is something to consider.

The Committee agreed to hold a site walk of the Village streets with the public on October 15th at 11:00am at three locations throughout the Village. The rain date will be October 17th at 5:30pm. The Committee noted that it would complete the discussion on streetscapes at its next meeting, October 24th.

Will Ludt stated that he would like the Committee to consider No Thru Trucking ordinance wording at the next meeting. Doug Chabinsky noted that this Committee should endorse this idea, but that the Board of Selectmen is also currently considering this idea.

**6. Public Input Opportunity - please give name and address when come to microphone**

Jeanne Ludt, 3 School Street, stated that the basis of many of the Committee’s decisions seemed to be existing street width. She stated that she hopes the Committee will consider other variables, such as usage, when it completes its site visit. The Committee should also consider lighting, signage, and physical barriers. She noted concerns regarding tractor trailers coming through the Village. She asked about the streetscape working group and when it was formed, as she did not see it listed in the minutes. Transparency is important. She asked if any green space will be taken away from Main Street. Doug Chabinsky stated that there are no plans to do so, but the intention instead is to give back some green space.

Jeanne Ludt asked if the streetscape working group actually went to Main Street during its work. Doug Chabinsky stated that he was part of the group and knows the streets of the Village well.

A resident of Manchester Road stated that the Committee has been doing well creating a long-term plan, but he has not seen much being done on a short-term basis. He noted that Manchester Road should also be considered for some of these solutions. Doug Chabinsky explained that the Committee will be making recommendations on both short-term and long-term solutions to the Board of Selectmen.

Bill Veillette, 1 Pierce Lane, stated that he does not believe the proposed solutions will be confusing to anyone. He stated that the Committee’s suggestions seem simple and in keeping with the rural character of the Village. He was glad to hear there will be a site walk of the area. He suggested a “T” intersection at Pierce Lane leading into Main Street. This will slow traffic. He asked Eric Slosek to consider the grass paver idea for specific locations in the Village. He would make a donation to try this in an area. He stated that he does not want to see parking where it is unnecessary. He endorsed what Jeanne Ludt stated about transparency, as he believes certain items are happening behind the scenes. The Committee should post all agenda documents.

Doug Chabinsky stated that the Committee started by looking at how to calm and slow the traffic in the Village, while also providing safety for pedestrians. Once this part is complete, other items can be layered on top.

**Other Business**

**7. Adjournment**

*A MOTION was made by Kyle Coffey and SECONDED by Doug Chabinsky to adjourn the meeting at 8:06PM.*

*All were in favor.*