

Village Street Study Committee

Action Plan
Board of Selectmen
November 20, 2023

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

Eric Slosek, DPW
Director

Jennifer Stover,
Administration

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

Article 30

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, nonlapsing 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

Evaluate

Evaluate suggested streetscape improvements

Conduct

Conduct a thorough assessment of recommendations by consultants

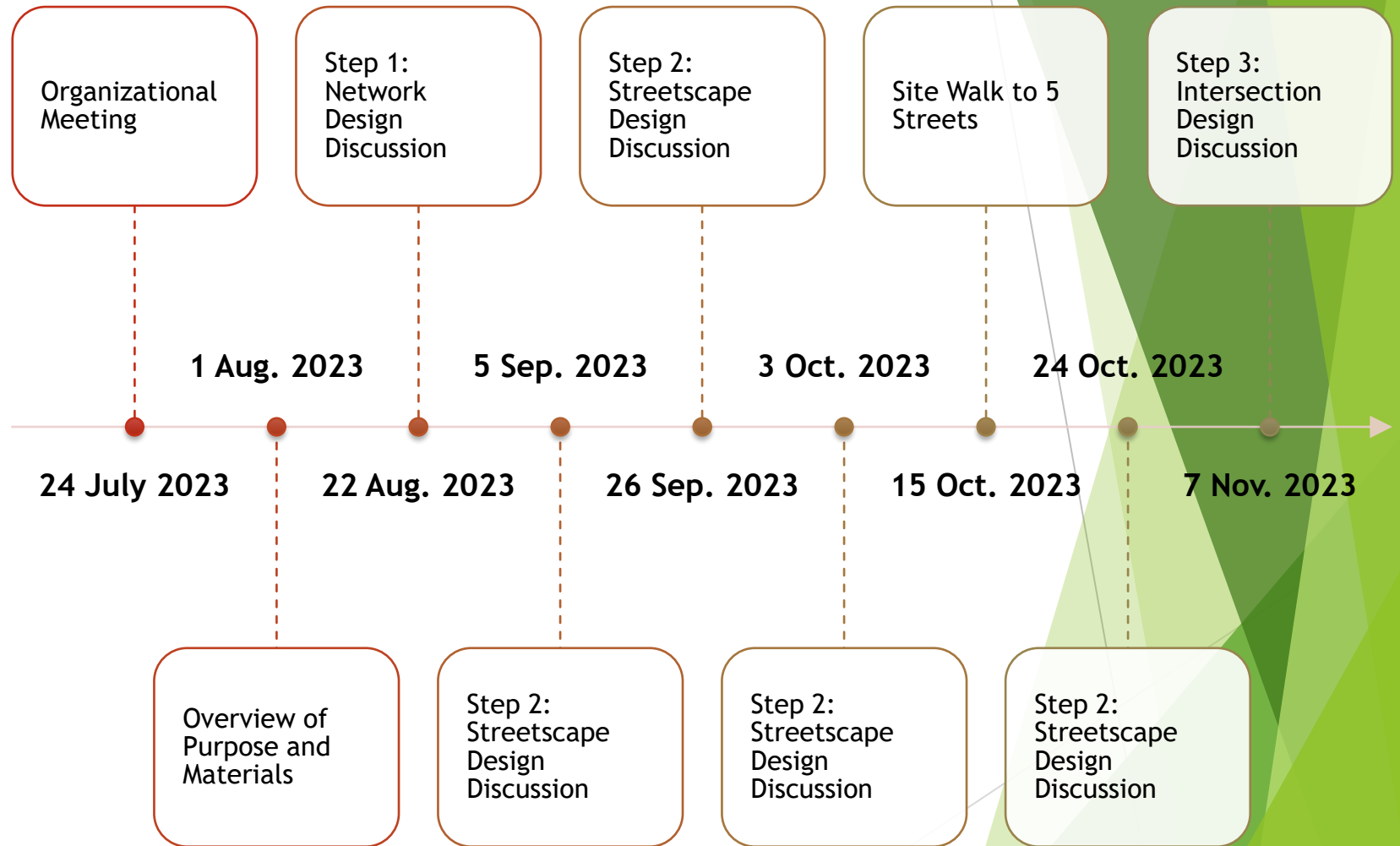
Develop

Develop a vision for specific treatment options

Provide

Provide recommendations for consideration by Board of Selectmen

Meetings 1st and 4th Tuesdays



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

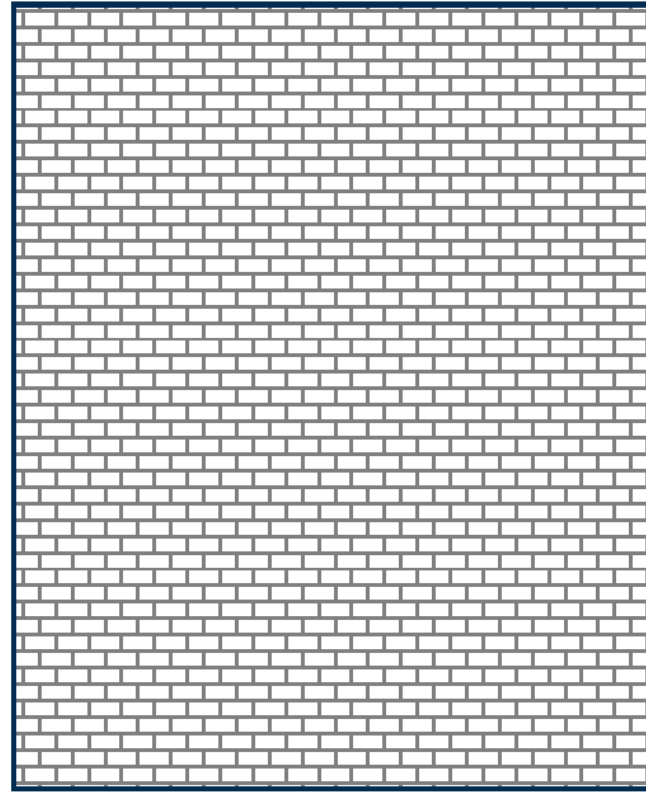


Step 2: Streetscape Design

Pedestrian priority

Separate pedestrian
sidewalk - 3 variations

Pedestrian Priority Design



18' - 20'

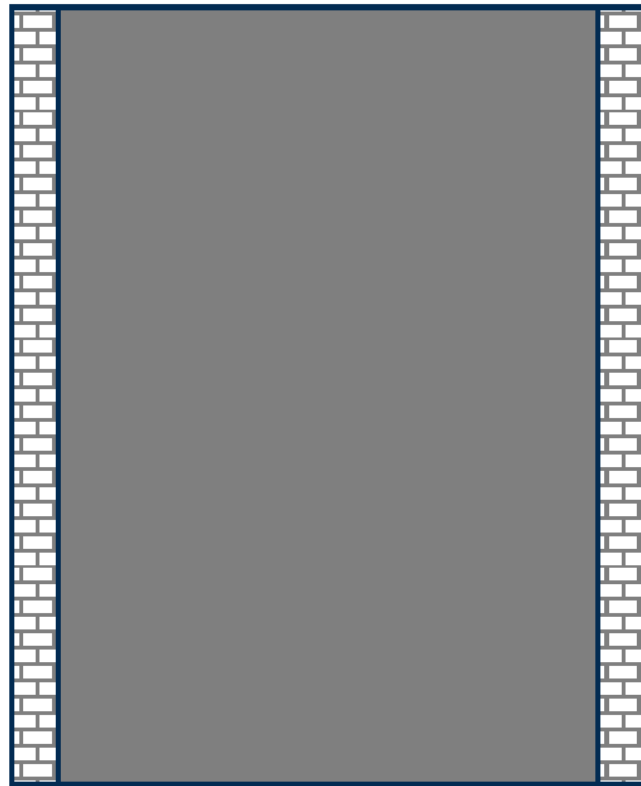
Footpat

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6'

Roadway

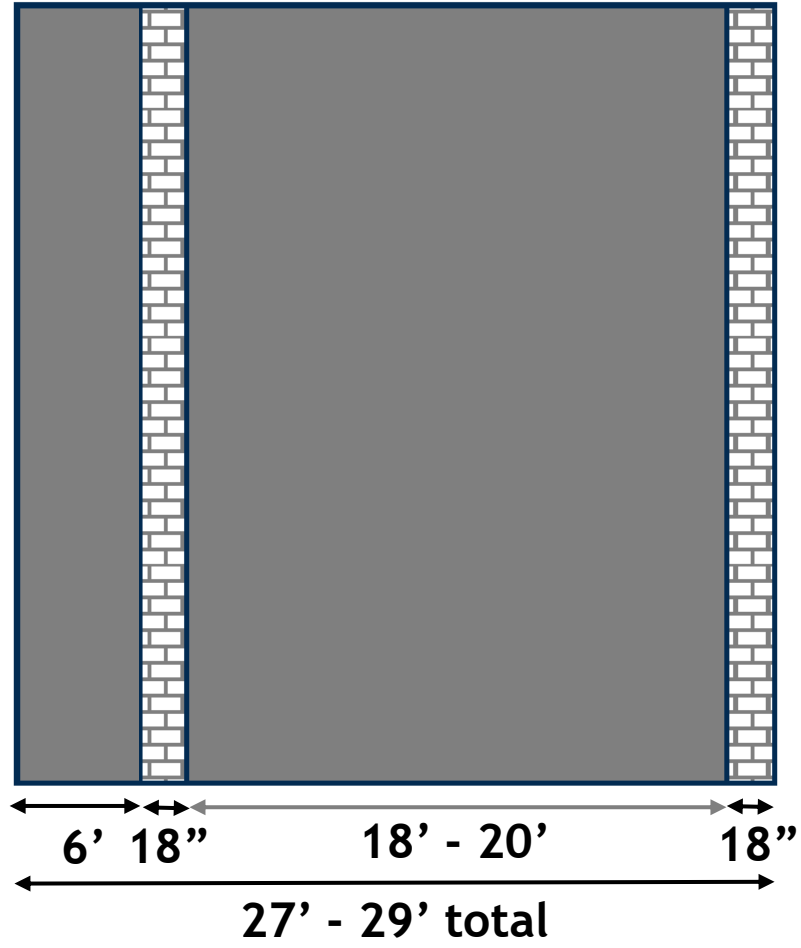


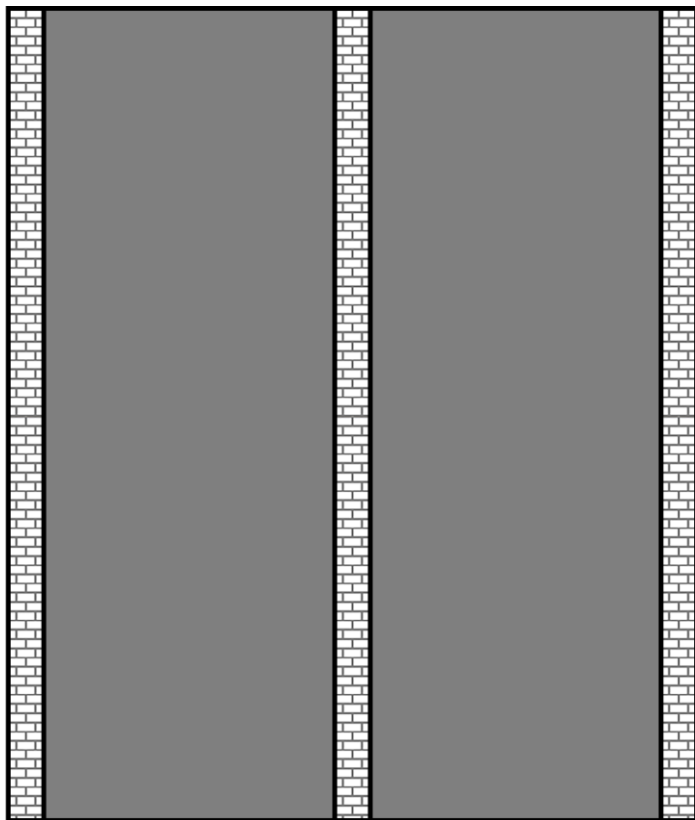
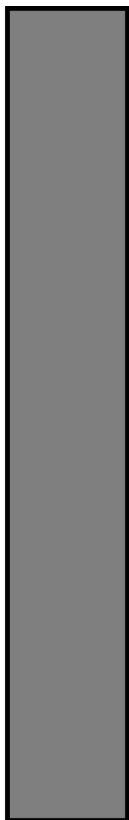
18" 18' - 20' 18"
21' - 23'

Grass Separation

Footpat

Roadway





	Vehicular spaces	Shared spaces, shoulders	Parking areas, accents, etc.
Ideal	Asphalt, chip seal, etc.	Granite paving blocks, setts, etc.	Granite paving blocks, setts, etc. (rougher texture).
Basic	Asphalt, chip seal, etc.	Pavers (e.g.: Unilock or similar company)	Pavers (e.g.: Unilock or similar company)
Minimum	Asphalt, chip seal, etc.	Asphalt, chip seal, etc. (temporary treatment to be replaced by superior option at next lifecycle)	Asphalt, chip seal, etc. (temporary treatment to be replaced by superior option at next lifecycle)

available.

Table 3. Approved palette of surface materials

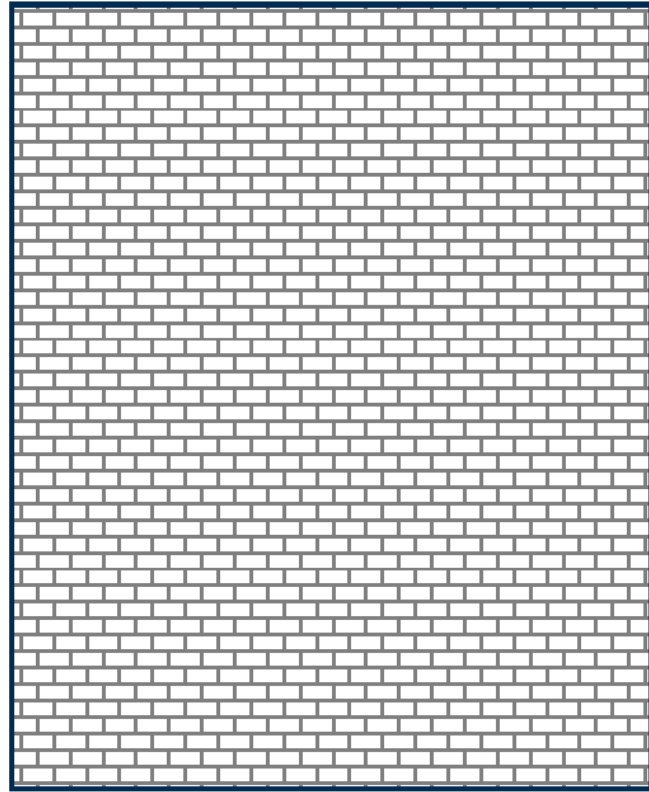
Carriage Road

Neighborhood Access Street

Shared Space - functions as pedestrian walking area

Streetscape Design- Pedestrian Priority

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



18' - 20'

Church Street

Network Design - Local Flow Road



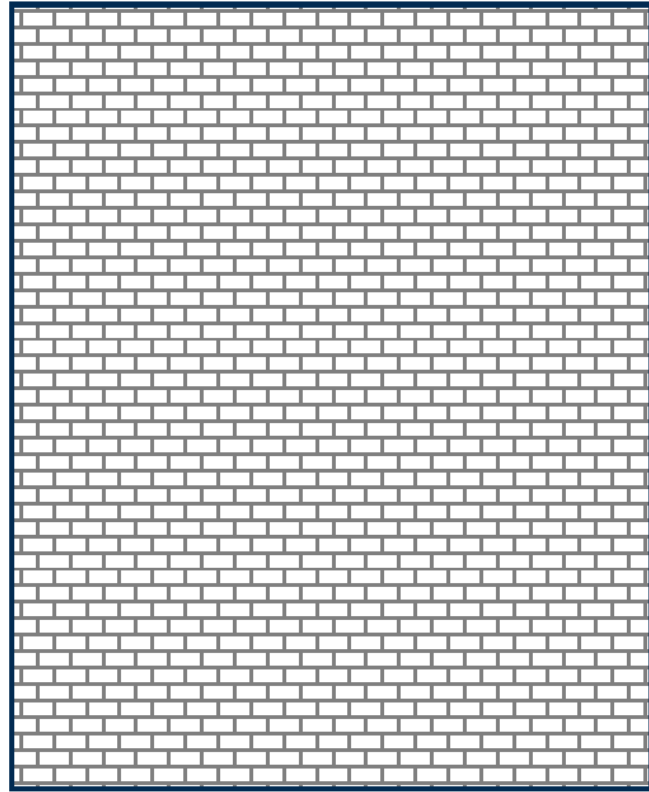
Shared Space - pedestrians and vehicles



Streetscape Design Pedestrian Priority



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



18' - 20'

Davis Lane

Network Design - Local Flow Road



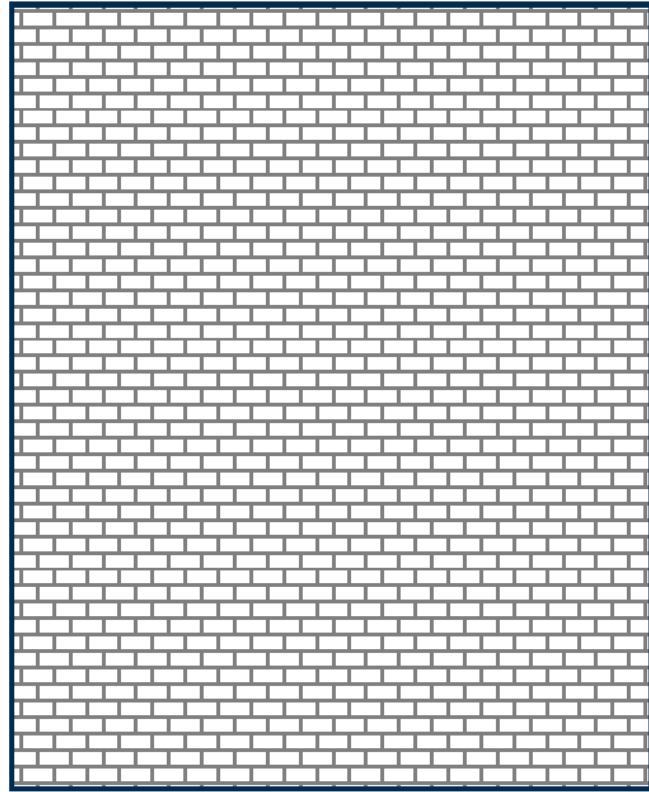
Shared Space - pedestrians and vehicles



Streetscape Design - Pedestrian Priority



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



18' - 20'

Jones Road

Network Design - Local Flow Road

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graph TD; A[Network Design - Local Flow Road] --> B[Recommend no center lines, no curbs]; B --> C[Streetscape Design Recommendation - Separate pedestrian sidewalk]; C --> D[Roadway asphalt with edging alternate material];
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Recommend no center lines, no curbs

Streetscape Design Recommendation
- Separate pedestrian sidewalk

Roadway asphalt with edging
alternate material

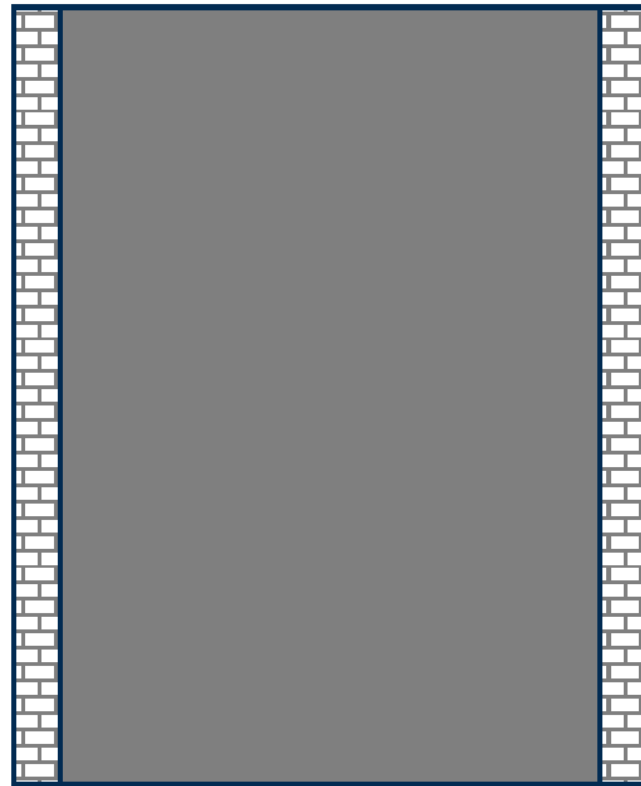
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6'

Roadway



18" 18' - 20' 18"
21' - 23'

Grass Separation

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

Narrow	Narrow vehicle space from 25 feet to 20 feet
Remove	Remove center lines
Separate	Separate pedestrian sidewalk, ADA compliant

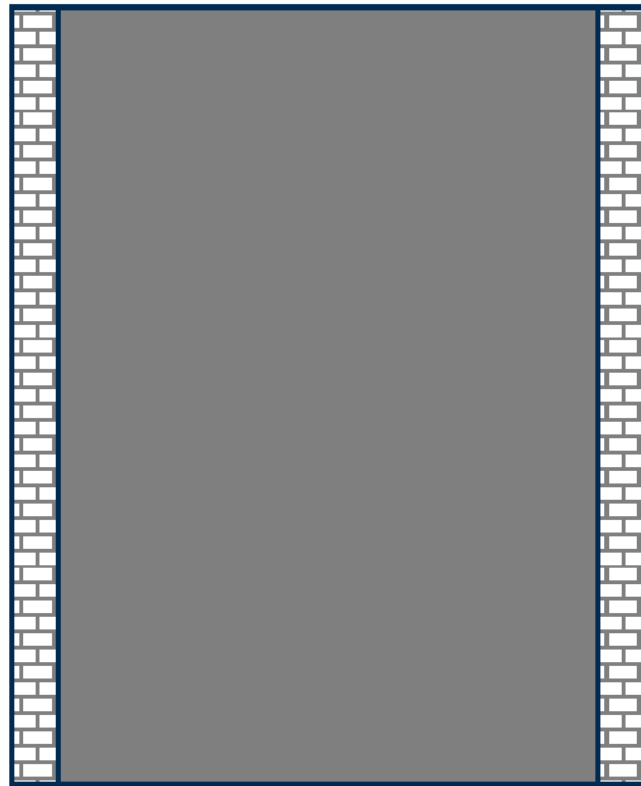
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6'

Roadway



18" 18' - 20' 18"
21' - 23'

Grass Separation

Library driveway to 8 Main Street Section (Moulton's Intersection Area)

Narrow

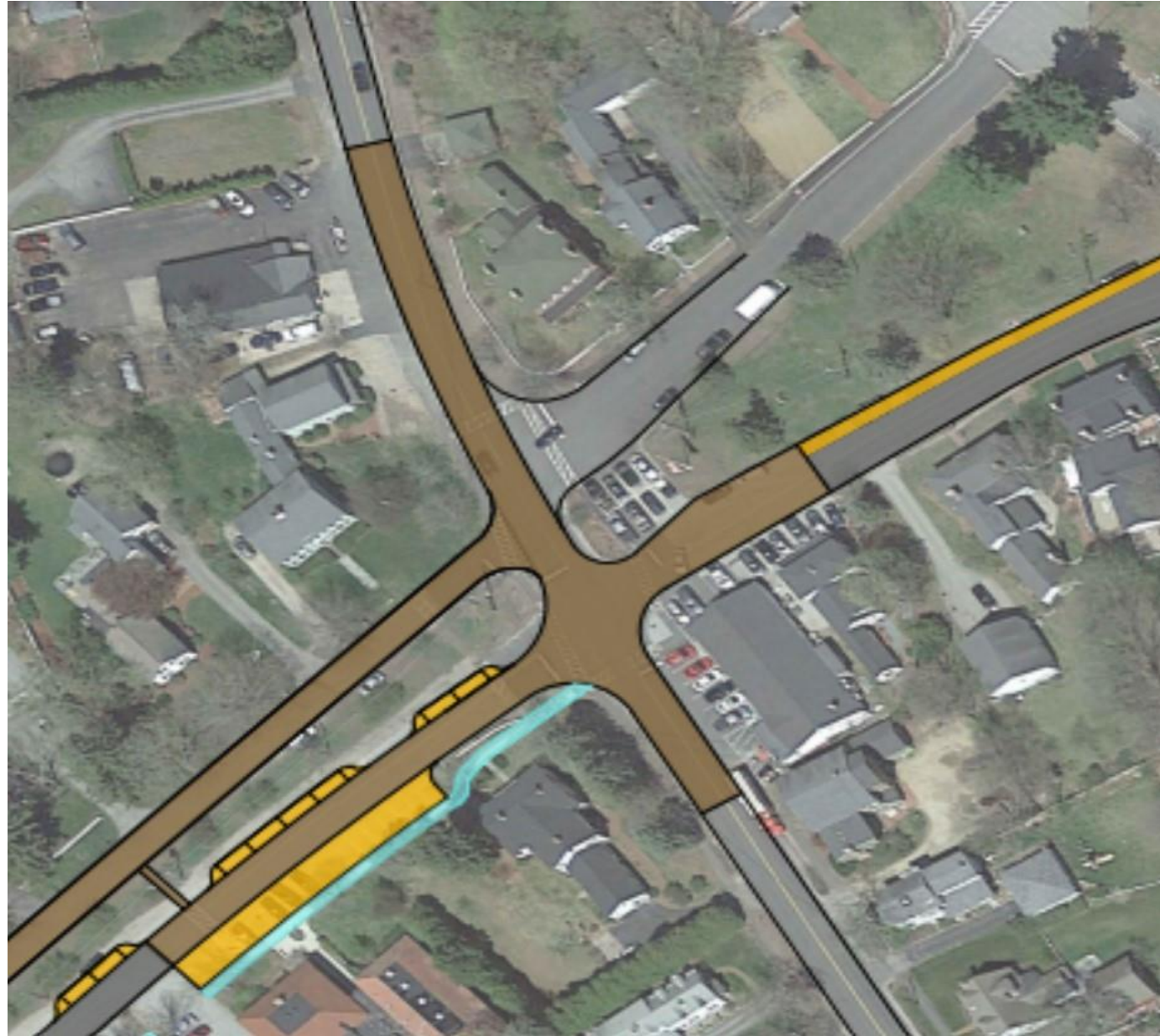
Narrow street
from 25-27 feet
to 20 feet

Alternate

Alternate paving
material from
library driveway
to 8 Main Street

Formalize

Formalize
parking along
green space



8 Main Street to Manchester Road Section

Narrow

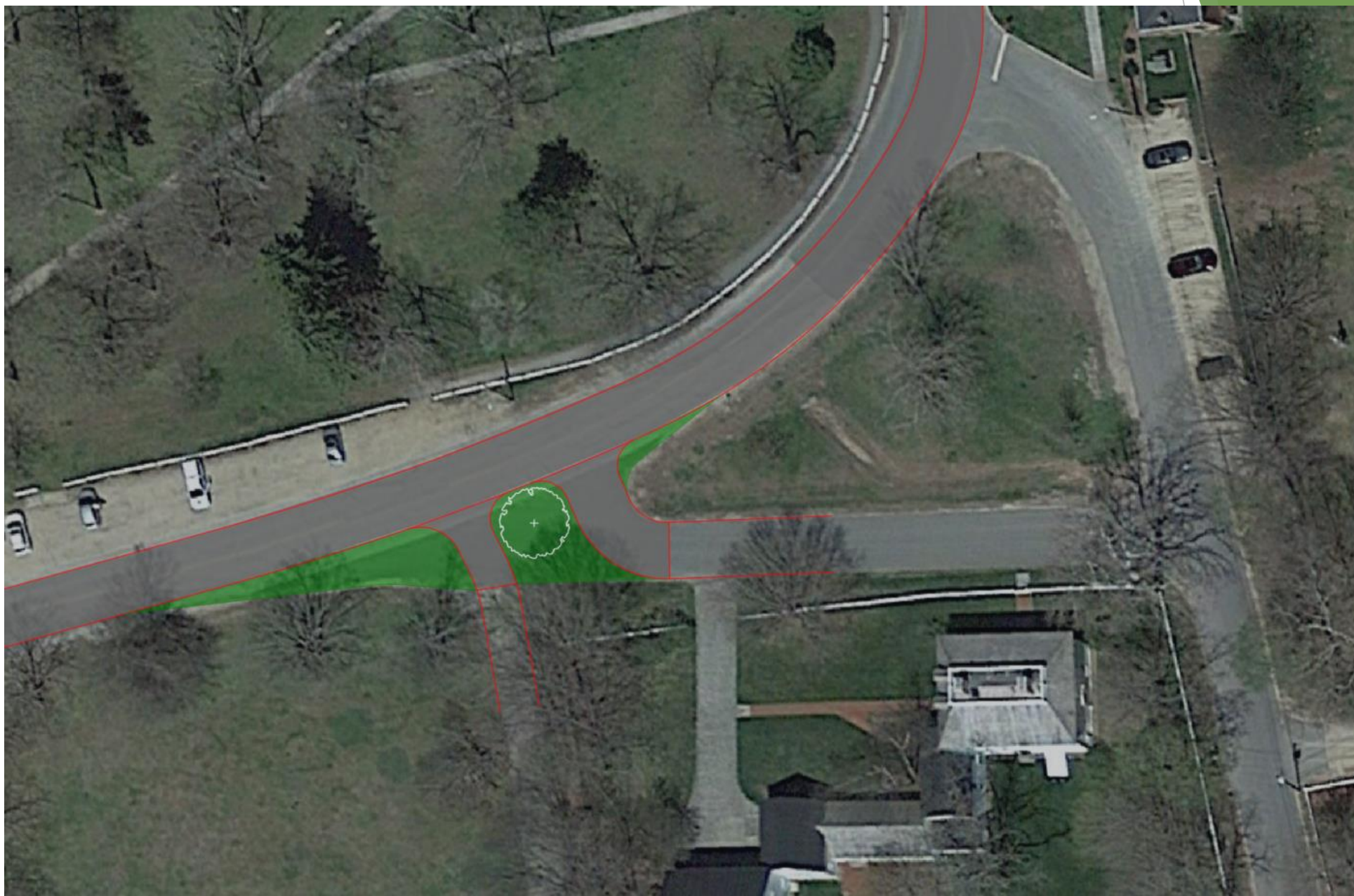
Narrow Road
from 27 feet to
20 feet

Remove

Remove center
lines

Reduce

Reduce excess
asphalt



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

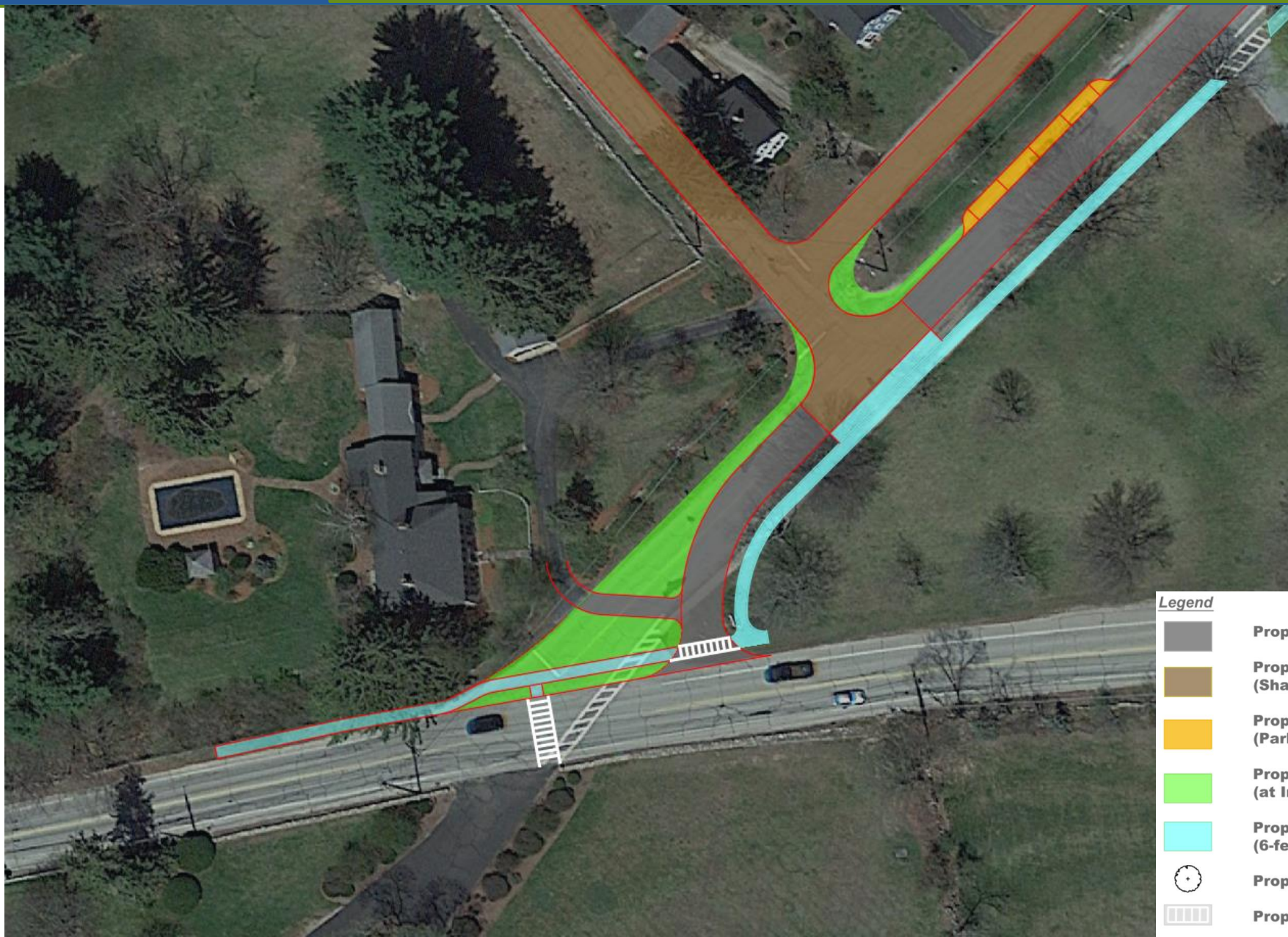
Amherst Street/Main Street/Davis Lane/Carriage Road

- ▶ 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



Amherst/Main/Davis/Carriage



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**

Davis Lane/Foundry Street

- ▶ 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

Foundry/Davis



Foundry/Davis



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**

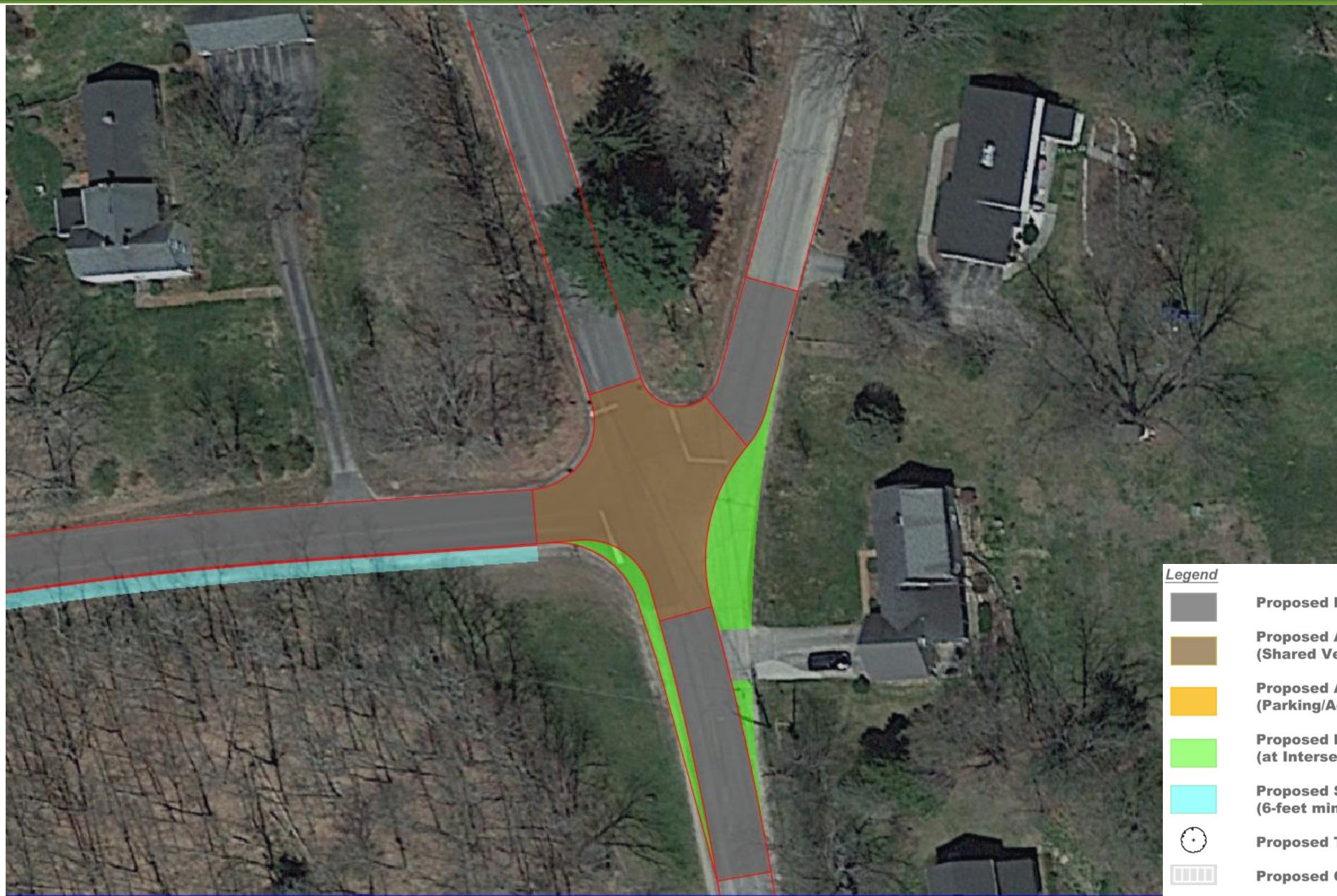
Jones Road/Mack Hill Road/Dodge Road

- ▶ 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

Mack/Jones/Dodge



Mack/Jones/Dodge



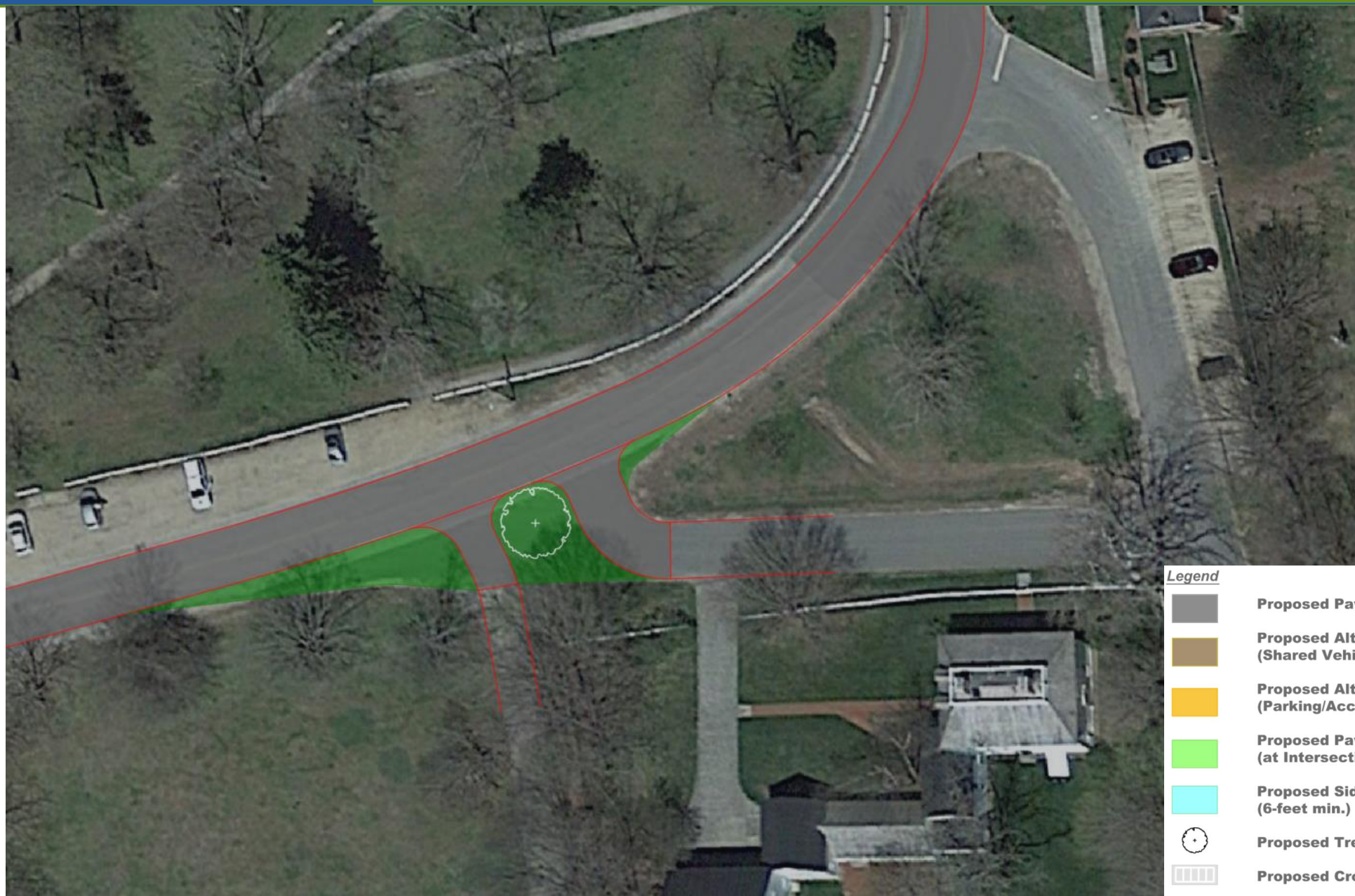
Legend








- | | |
|---|--|
|  | 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 |

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

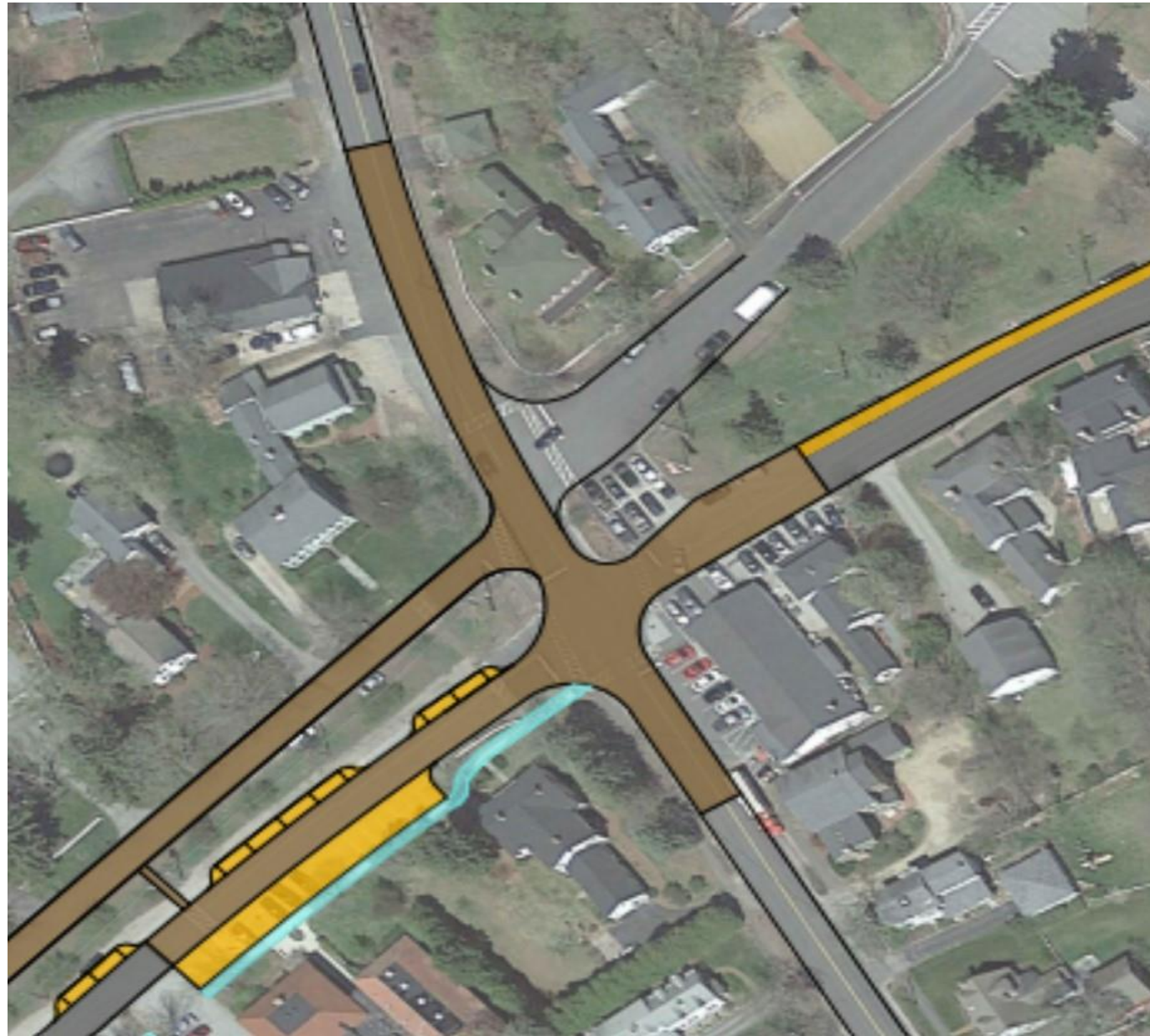


**Legend**

	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