



Town of Chatham
Department of
Community Development



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MEMORANDUM

DATE: March 30, 2011

TO: William G. Hinchey, Town Manager

FROM: Terry Whalen, Principal Planner

RE: **West Chatham Main Street Intersections and Corridor Project
Selection of Alternative to Submit to MassDOT**

At the last meeting of the “*West Chatham Main Street Intersections and Corridor Project*” four project alternatives were discussed. Two “Composite Scenarios” developed by the Town’s traffic engineering consultants (FST, Inc.) and concepts developed by each of West Chatham’s neighborhood associations, the West Chatham Association (WCA) and the West Chatham Village and Business Association (WCVBA). While none of the four alternatives discussed gained support as stand alone options, there is still general consensus on design objectives including:

- Slowing down traffic
- Improving intersection safety and function
- Safe access/egress from curb cuts and consolidation of curb cuts where possible
- Provisions for pedestrians and bicycles
- Managing left turns to/from businesses
- Improving landscaping
- Sight line and signage improvements along the corridor

The Project Team has been working to reduce the curb-to-curb width and provide accommodations for all modes of transportation for this project in a manner that improves safety, provides opportunities to improve the aesthetics of the corridor, is realistically operational and eligible for funding from MassDOT. The four alternatives discussed and put forward for consideration are as follows:

Composite Scenario 1 – Primary Elements: A roundabout at the George Ryder Road / George Ryder Road South intersection with pedestrian crossings, an exclusive area for protected left turns in the vicinity of the Post Office, continuing with a two lane interconnecting corridor running the eastern two-thirds of the corridor, with and a signalized intersection at Barnhill Road with pedestrian crossings (see Attachment #1). Additionally, five foot sidewalks on the south side and a ten foot wide multi-use path on the north side is included to accommodate bike and pedestrian traffic in the corridor.

Composite Scenario 2 - Primary Elements: Proposed signal at the George Ryder Road / George Ryder Road South intersection with pedestrian crossings, an interconnecting corridor with protected left turning areas in the vicinity of the Post Office, Seaquanset Road, D'Angelo's and Shop Ahoy, and a signalized intersection at Barnhill Road with pedestrian crossings (see Attachment #2). Additionally, five foot sidewalks on the south side and a ten foot wide multi-use path on the north side is included to accommodate bike and pedestrian traffic in the corridor.

West Chatham Association (WCA) Scenario - Primary Elements: A signalized intersection at George Ryder Road / George Ryder Road South, maintenance of an exclusive two way center turning lane (ten feet wide) turn lane throughout the corridor interspersed with raised/planted midblock/refuge islands at proposed crosswalk locations and a signalized (flashing yellow in winter) intersection at Barnhill (see Attachment #3). Five foot sidewalks on the south side and a six foot wide multi-use path on the north. Sidewalks on both sides would be separated from the road surface by three foot wide planted strips.

West Chatham Village and Business Association (WCVBA) Scenario - Primary Elements: Planted "splitter" island before George Ryder Road / George Ryder Road South intersection, with a two-lane corridor running with 11.5 ft travel lanes the entire length of the corridor, with a second planted "splitter" island located to the east of Barnhill Road (see Attachment #4). Other elements of the proposal include a five feet sidewalk on the south side, with a four foot wide planted strip on both the north and south sides with an eight foot multi-use path also located on the north side and pedestrian accommodations at all intersections.

A key component of this project's scope has been to bring alternatives forward to the Board of Selectmen for consideration and endorsement in moving towards the filing of the PIF. The two composite scenarios developed will meet MassDOT standards. The other two scenarios may require the town to seek design waivers because they are not typical MassDOT approaches to road design. If the Board supports submitting either of the alternatives to the composite scenarios, it will entail filing a PIF to MassDOT petitioning their ability to accommodate "context sensitive designs and traffic calming measures of the MassDOT's *Project Development and Design Guidebook*". Careful attention to the design guidelines in the Project Development and Design Guidebook will reduce the risk that MassDOT will not accept an alternative approach.

In order to move this project forward, the Project Team is seeking an endorsement from the Board of Selectmen on one of the alternatives to submit with a PIF to MassDOT. Staff and project consultants will be in attendance at the Board's meeting on April 26th to support the discussion on making a decision to move forward. Project background information and the West Chatham Project's Comment log are still available on the Town's website by using the "West Chatham Intersections & Corridor Project" link on the homepage (<http://www.chatham-ma.gov>).

Please let me know if you need any additional information.

cc: *West Chatham Planning Projects Distribution List (via email)*
Bikeways Committee, Planning Board and Traffic Study Committee Members (via email)
Kevin McDonald, Director of Community Development
Chief Mark Pawlina, Chatham Police Department
Captain John Cauble, Chatham Police Department
Deputy Chief Richard Hunter, Chatham Fire Department
Jeff Colby, Department of Public Works
Paul Lagg, Community Development Department
Dr. David Burns, President - West Chatham Association (WCA)
Darci Sequin, President – West Chatham Village and Business Association (WCVBA)
Doug Prentiss, PE, Consultant - West Chatham Intersection and Corridor Project
John Lipman, Consultant - West Chatham Visualization and Land Use Planning Project