

Diane,

Let me try detailing the meeting in written form. Need for the records and for the Living Well Committee. You can certainly send this to EDSC members. I hope I have captured the essence of the meeting. It was very participatory, many questions and concerns were raised and the plan is moving forward. Thanks to Rosemary and Vanessa for pulling this group together.

Attending:

Jim Tasse from the Bicycle Pedestrian Coalition, Tom from Ransom Engineering, Stephen Landry Traffic Engineer from DOT, a gentleman from PACTS(didn't quite get his name- very soft spoken), Clark Baston, Gay Petersen, Steven Palmer

I gave a brief historical update on how we got to today's meeting. Jim Tasse and Tom explained the proposed approach to traffic calming from the intersection of Route 9 and 115 at the Purple House to beyond the current pedestrian crossing by the variety store. They used a graphic layout to point out the areas they believed should receive attention. They were: center line delineators, reduction of the turning radius at the intersection by the stone pillars and the Purple House, crosswalks hash marks across Route 9 by the pillars, crosswalk across Route 9 and 115 by the stone pillar, crosswalk hash marks across the road from The Lane, cross walk hash marks across Route 9 at the Purple House and a special Route 9 and 115 crosswalk installed almost in line with the barn at Stone's. Signage will include warning drivers of lane changes and pedestrian crossing will be included.

As I understand from the discussion, the installation is obviously a temporary tactic to understand if it will have an impact on traffic speed. The town will continue to gather speed information before the installation, during and after. After may be several weeks to understand if the traffic speed creeps up or stays at the new level. Additional data will be gathered where the turning radii are altered- Purple House and at the stone pillars as mentioned above. This data gathered using hand held radar gun and observation will help determine the effectiveness of the reduced turning lanes. It is recommended the temp install remain up for a month. Acknowledging barriers(delineators) will be damaged spare parts and clearing road debris will need to be considered.