Gent suggestions for adding to Keith Oborne’s Info Information for the RTC September 26 meeting

RE: RFP for engineering services the Bridge Street North Sidewalk Project -

A. The two main elements of the RFP warrant a brief discussion with the RTC during the 9/26 meeting:

**• A sidewalk and uphill bike lane on the east side of Bridge St. from the Railroad tracks to Rt. 2.** *The RTC previously discussed this, with unanimous support (5/11/21 meeting) for part of Alternative 2, namely for the sidewalk on the east side of Bridge Street, without a shared use path for bicyclists.*

• **A sidewalk and crosswalk on the west side of Bridge St. at the intersection with Railroad St., near the Richmond Market.**

*First, we need to learn more about the timing of negotiations between the town and Dan Noyes regarding the ROW matter RE: Railroad Street. Also during the 5/11/21 meeting, “Committee members agreed the town should work with Dan Noyes as an active partner for the project. Jason Charest will follow up with the railroad to assess the required distance from the railroad tracks for a sidewalk.” We should confirm with Jason Charest the required distance from railroad tracks for a sidewalk.*

B. I am recommending adding one element that is not currently in the RFP, namely relating to the crosswalks in the upper block. During the 5/11/21 meeting, the RTC recommended having two crosswalks, with bump outs to add safety, recognizing that two bump outs might reduce the number of parking spaces in the block.

C. Chris Cole has also engaged Josh Arneson and Keith Oborne in an email discussion about the RFP. As Chris said during our RTC meeting on 9/12, the engineer will confirm at the final design level that the wall at the Northfield Savings Bank will need to be moved to accommodate the sidewalk there, which was stated in the original study. I think we should add a bullet for that within the RFP, just to be sure the firm is aware that is a distinct project task/element.

Background - RTC meeting minutes – 5/11/21

The Transportation Committee first discussed the area near Jolina Court north to the main business block. There was unanimous support for part of Alternative 2, namely for a sidewalk on the east side of Bridge Street – to connect to the sidewalk in front of the former bank and The Big Spruce restaurant. Committee members did not think a shared use path is desired for that area, as it could add to confusion and pedestrians/bicycling may move across the vehicle travel lanes. Several committee members said the at-grade striping with no raised sidewalk raises safety concerns for pedestrians. Dan Noyes expressed concern about making any changes to the current arrangement in front of the Richmond Market and would like to keep the striping in front of the market instead of placing a sidewalk there. He said that the set-up is working well for large trucks and noted that he owns quite a bit of the area being considered for improvements. Committee members agreed the town should work with Dan Noyes as an active partner for the project. Jason Charest will follow up with the railroad to assess the required distance from the railroad tracks for a sidewalk.

With respect to crosswalks in the upper block, the committee discussed alternative 2 and alternative 3. Discussion ensued about having two crosswalks – one in the current location and one at the Pleasant Street/Depot Street intersection. Bump outs at each would add safety. However, having two crosswalks would result in the loss of an additional parking space. Five members supported having two crosswalks and one member preferred the Pleasant Street/Depot Street location only. Dan Noyes and Jason Charest discussed the width for parallel parking, which is 8 feet. Jason will follow up with Dan to discuss parallel parking in that block.