

RESPONSES TO DISCUSSION QUESTIONS FOR TRANSPORTATION AND CIRCULATION SECTION

1. What types of traffic calming measures should be deployed in the Town Center and along Route 113? Are there other locations where traffic calming is needed? (A description of traffic calming is attached)

- Respondent 1: As we discussed in the Complete Streets Public Session, attendees of that meeting agreed rumble strips would be an appropriate way to slow traffic (something like cobblestones or granite pavers were suggested). The group was also supportive of small traffic rotaries. I was surprised to see that neither of these traffic-calming measures-- suggestions that came directly out of the Complete Streets meeting were not incorporated into the Masterplan Technical paper?
- Respondent 2: I am a fan of roundabouts which I have seen in a variety of sizes and complexity, increasingly in New England, but for many years in other places. I did not find the attachment with the description of other calming, but think we also discussed the use of cobblestones to line cross walks etc. Other locations might include the entrance to Larter field.
- Respondent 3: Rumble strips, cross walks that are of another material (cobble stone?) Any roadway that has a straight away but particularly by Larter field, McGovern's Farm, Central Cemetery, Woods Court curve.
- Respondent 4: Narrow the street area with the addition of much-needed sidewalks. Construct colored cement overlays on the crosswalks to indicate high foot traffic. Reconfigure the Town Center intersection to conform to a 90-degree grid pattern. Install stop lights and walking signals to ease congestion and enhance safety
- Respondent 5: The only ones that seem practical in the center are changing the color or texture of the pavement. There certainly isn't room for a pedestrian island, or to narrow the lanes.
- Respondent 6: Traffic calming not needed – perhaps vehicle activated sign (if anything), but traffic is relative and not bad to me. Streets are already narrow.

2. Is there a need for additional parking for the Nashua Rail Trail? If so, where should it be located?

- Respondent 1: No response
- Respondent 2: Yes, if possible. Otherwise signage directing users to the nearest additional lots where they might find space. I don't know what land

is available along the rail trail for additional lots, but I am sure they would be used if built.

- Respondent 3: No response
- Respondent 4: Based on the information provided in this document, it appears that additional parking could be beneficial in terms of encouraging more use of the trail, but I don't know where it should be located.
- Respondent 5: I don't know; I don't use it.
- Respondent 6: I do not think it is needed.

3. Should the town have a sidewalk snow removal bylaw in the future?

- Respondent 1: Yes, certainly in the Town Center.
- Respondent 2: This might be up for consideration at the next Master Planning in another ten years when we see how much sidewalk has actually been installed. At any rate I believe such a rule should only apply to sidewalks serving public or business locations. Doesn't the school, Library, Town Hall and PD currently keep their sidewalks clear? I suspect that any businesses also keep their place of business safely accessible. If a neighborhood such as Century Way wanted to be sure their walkways are clear it should be a neighborhood volunteer initiative.
- Respondent 3: Meaning who be responsible, the town or the property owners who abut it?
- Respondent 4: Yes, if it doesn't have one now and especially when we get sidewalks in the center of town and beyond.
- Respondent 5: Yes, it makes sense where there are sidewalks; it works in other places.
- Respondent 6: Maybe premature for a sidewalk snow removal bylaw. Would be helpful to have a sidewalk fund and a committee to target area of town that sidewalks would be most used.

4. Are the parking requirements outlined in the town's Zoning Bylaw reasonable and effective or are modifications needed?

- Respondent 1: No response
- Respondent 2: I am not aware of anyone who operates under the current rules who finds them unreasonable, but this is certainly a question to ask those who are personally impacted.
- Respondent 3: No response
- Respondent 4: This was not covered in this technical paper, so I cannot comment on this.

- Respondent 5: The parking requirements in the zoning by-laws seem adequate.
- Respondent 6: Don't know

5. How can the town finance sidewalk or pathway improvements and other infrastructure needs, given the fiscal challenges confronting the community?

- Respondent 1: How did Carlisle finance their sidewalks/walking paths? Perhaps we can learn from them??
- Respondent 2: Chapter 90 highway funds.
- Respondent 3: That is the million dollar question... I am not a fan of creating sidewalks town wide. I have no issue with them in the center of town, and those are getting funding so it is not an issue for construction. Long term maintenance is another story.
- Respondent 4: Pursue state, federal, and other funding, including CPC funds for improvements needed in front of or at locations designated for historical preservation or as open or recreational space. Mandate the funding of this from developers.
- Respondent 5: Financing infrastructure obviously must be done with bonding and we'll just have to bite the bullet and go with it.
- Respondent 6: Sidewalk fund, Complete Streets, part of MassWorks, Massachusetts Downtown Initiative (MDI), Contact Emmy Hahn, Program Coordinator/MDI, at 617-573-1364 or elizabeth.hahn@state.ma.us

6. Should the town actively work to acquire right-of-way easements for additional off-road trails?

- Respondent 1: Yes, absolutely! Trail networks continue to bring people out of their houses and into the community. Linking trails through further land conservation acquisitions is key.
- Respondent 2: No response
- Respondent 3: If Off road vehicles then No, that would encourage motor vehicle trespass and further destruction of properties, wetlands, etc. this is already a problem and is very difficult to enforce.
- Respondent 4: The town should actively work to pursue as much connectivity for our off-road trails as is feasible. These trails should also be properly maintained to ensure maximum usefulness.
- Respondent 5: No
- Respondent 6: Don't think so.

7. Should the Town post “share the road” signs on appropriate roadways?

- Respondent 1: No, there are too many signs already. They are a driving distraction.
- Respondent 2: Yes
- Respondent 3: No, this contributes to more visual pollution.
- Respondent 4: Yes. The town should also install vehicle-activated signs at key locations including the Pleasant Street/Hollis Street intersection to alert vehicles to abide by posted speed limits and ensure safety. This particular intersection has a high incidence of vehicles traveling well over the posted speed limit of 25 mph.
- Respondent 5: Yes
- Respondent 6: Yes

8. Should the town’s subdivision and zoning regulations be modified to reflect current practices and the desires of the community in terms of roadway width, historical roadside features (stone walls, shade trees, markers, etc.) and maintenance of rural character? Should Dunstable revise these regulations to provide greater emphasis on pedestrian and bicycle transportation?

- Respondent 1: The zoning needs to be modified to reflect Dunstable’s commitment to preserving the rural and historic character of the town. There are not enough mechanisms of protection in our zoning. The roads in Dunstable should not be widened. Wide roads are out of place in Dunstable and just encourage speeding. Subdivisions should not require such incredibly wide roads; the style is totally out of character with the town. Features such as: historic residences/buildings, barns, stonewalls and trees that add to the streetscape character of our town should be protected with stiffer regulations.
- Respondent 2: Perhaps. They should be carefully looked at.
- Respondent 3: What are the current practices referred to? The town has worked hard to preserve the visual character which is predominately made up of the narrow roads, stone walls, street trees. This one of the things that people claim to like so yes these elements should be protected. And if the regs can be modified to do that then I believe they should. I do not think it should be an across the board regulation. I do not believe that all of our roads can or should have to be altered to accommodate these. In many cases the roads are too narrow and there is no forgiveness because of stone walls, property lines, street trees etc to accommodate bike lanes with significant

alteration to the aesthetic. Recall that narrowing is one of the traffic calming measures.

- Respondent 4: No. Current practices are neither up to code nor conducive to safe travel for pedestrians, non-motorized vehicles or horses. Yes. Regulations should be revised to ensure safe travel for pedestrian, bicycle, and equine transportation.
- Respondent 5: Yes. Yes.
- Respondent 6: Yes. Yes.

9. Should developers be required to provide streetscape amenities, such as street trees, benches, and pedestrian scale lighting, as part of the project permitting process?

- Respondent 1: Trees and benches – not lighting, again out of character with the town, not necessary, as we are fortunately, not a high crime area.
- Respondent 2: Yes.
- Respondent 3: I do not believe that all projects need to have pedestrian lighting, benches bike paths etc... street trees yes because it is at least some form of mitigation for the numerous trees cleared for the project. Plus those have the added benefit of providing shade on the paved surfaces, clean air, aesthetics etc
- Respondent 4: Yes. This would be in keeping with the rural character of our community
- Respondent 5: Street amenities would seem to depend on the size of the subdivision. Someone building one or two houses shouldn't be required to do that, but someone building more than 5 or 6 should.
- Respondent 6: Yes, but should have some flexibility depending on the project.

10. Does the Town maintain unaccepted streets? If so, is there an acceptance process in place so that the Town can receive additional Chapter 90 funds?

- Respondent 1: No response
- Respondent 2: You're asking us? What is the current practice? I believe that a minimum is currently done to enable emergency vehicles to safely navigate these roads. Nothing more should be done by the town until the developer has met his obligations. Unsure if developers are required to post a bond for such projects....If not, why not?
- Respondent 3: No response.
- Respondent 4: Yes. If not, there should be so that Chapter 90 funds or other government funds could be obtained.

- Respondent 5: I don't think the Town does maintain unaccepted streets. I don't know if there is a "process" in place, but it certainly happens.
- Respondent 6: Don't know

11. Run off the road accidents are a problem in Dunstable, particularly along Route 113. In your opinion, what can be done to reduce these types of incidents?

- Respondent 1: Enforcing slower speeds and deploying traffic calming measures would reduce the incidence of road run-off.
- Respondent 2: Could you give us more info on this? Walkers, bikers, other vehicles? run off the road by...? Statistics?
- Respondent 3: Police presence, rumble strips, maintaining narrow roads, putting the darn phone down.
- Respondent 4: Sidewalks along Route 113 would help to narrow the road and encourage slower speeds as well as help to keep pedestrians and cyclist safe. Installation of vehicle-activated signs at the intersection of Hollis and Pleasant Streets and the intersection of Main Street and Lowell Streets.
- Respondent 5: 113 is a narrow, windy, hilly road with shoulders that drop off in places. People who drive it on a regular basis should know that and modify their driving to fit the geography. Drivers should be paying more attention to driving and less to speeding, talking or texting on phones, or playing with the sound systems in their cars. Driving must fit the configuration of the road, the weather conditions and the time of day, whether dark or light.
- Respondent 6: More investment in DPW for the treatment of roads, potholes, and snow removal. The area with highest injury crashes has a speed limit of 25mph. Don't think you can decrease that anymore.