

## Bay State Village Association Traffic History

### **Late 1980's, Save Lives Program**

Bay State participated in the city's Save Lives Program raising awareness of the dangers of unsafe driving practices. This effort included making "go slow" signs which were posted on people's lawns.

### **1993, Petition for double line on Riverside Drive**

The Association successfully sponsored a petition to get a double line painted on Riverside Drive. After the lines were painted there was a decrease in vehicles passing other vehicles on Riverside Drive.

### **2004, Riverside and Federal Street stop sign**

An increase in crashes at Riverside and Federal led to a dialogue between the Association and the DPW. A study of installing a four way stop at the intersection concluded it did not meet state requirements. The four way stop proposal was rejected. Repairs to a broken pipe on Federal Street led to reduced icing at the intersection and made some improvement.

### **2008, November 11, Acceptance of Traffic Calming Request by the city's Traffic and Parking Commission**

The Traffic and Parking Commission accepts the Village Association's application for Traffic Calming. Highlighted in the application was the speed on Riverside Drive and dangers at three intersections: first, Federal and Riverside, second Riverside, Milton and Elm streets at the base of the hill by the high school, and finally Riverside and Ladd, the curve in the road in front of the Cutlery Building. The application included a petition with 109 signatures.

### **2009, April 20<sup>th</sup> to 30<sup>th</sup>. Initial traffic study.**

As part of the traffic study, put in motion by the traffic calming application, traffic counters were placed at 3 spots: on Riverside in front of the American Legion. On Riverside near Ladd Ave. On Clement Street above the Clement Street Bridge.

Speeds recorded on Riverside led to the instillation of temporary speed humps to test their effect.

### **2011, September and October. Temporary Speed Humps**

Two temporary speed humps are installed on Riverside, one near Feiker School and the second between Hinckley and Federal.

### **2011, November 11 Traffic Forum, presentation of results from speed hump test.**

Laura Hanson, then Northampton's traffic engineer presented findings. 27 people attended the meeting. 25 emails and letters went to the Traffic and Parking Commission. 38 families from Nonotuck Day Community School supported speed humps.

It was clear speed humps slowed traffic on Riverside. The forum heard both support and objection to the speed humps. In a letter to the DPW Director from the

Association President Peter McLean and Transportation Committee Chair, Vern Fath the results of the forum were described. “The input reflects both substantial support for the speed humps and serious objection. Objections came almost exclusively from those who live in the immediate vicinity of the speed humps, citing noise from vehicles going over the humps, noise from vehicles slowing when approaching and accelerating after going over the humps, long lines of vehicles waiting to go over the humps and elevated levels of vehicle exhaust...Those who expressed support for the humps outnumber those who oppose them. Many families with young children have spoken in favor, fearing for their safety...”

**2013, April 13. Traffic Calming Application status**

While the application has been approved it is now 6<sup>th</sup> of 14 applications ranked in order of priority. Current status, “On hold until more funding becomes available.”

Many of the original documents referred to above are available at <http://www.baystatevillage.org>. In the left column click on BSVVA traffic calming.

This synopsis was prepared by Peter McLean, 9/21/14