

WalkBike Springfield Virtual Meeting Notes June 10, 2021

I. **Safe Routes to School Update.** No updates at this time.

II. **Complete Streets Prioritization**

The entire meeting was discussion of the draft consolidation of Complete Streets projects that were itemized in the 2020 Update prepared by Becky Basch of the Pioneer Valley Planning Commission. Valdimir Caceres of Springfield DPW Engineering is the lead on the project and attended the meeting.

Overall themes:

- The current listing should not represent priority order, and there is a need to prioritize projects in previously red-lined area of the City.
- Improving whole corridors is a supported approach, although some of the proposed projects need more detail concerning which locations need crosswalks, enhanced pedestrian safety elements, etc.
- The City of Springfield cannot rely on just the MassDOT Complete Streets program to implement these projects (*communities are only allotted \$400,000 per 4 years & Springfield has on \$170,000 available in this fiscal year!*), and funds such as from the American Rescue Program should be used. (WBS, Wayfinders, GTC, and others will write a joint letter to the Mayor and Council about this.)

Discussion about the Projects:

- Tapley Street Corridor Improvements (Saint James Avenue to Bay Street) – *what accommodation for crossing @ Tapley/Bay intersection?*
- Bay Street Corridor Improvements (Tapley Street to Roosevelt Avenue) – *should consider expanding existing sidewalk into a shared-use path*
- Bay Street (**Actually Roosevelt Ave.**) Corridor Improvements (Bay Street to Wilbraham Road) – *project limits should go to Page, reclaim some of western side of roadway into a shared use path; intersection of Roosevelt & Wilbraham needs crosswalk and pedestrian activated crossing; new charter elementary/middle school on Roosevelt opposite Smith & Wesson.*
- Blunt Park Access Project ((1) Independence House to Blunt Park Rd; 2) Blunt Park Rd & Roosevelt Ave; 3) Blunt Park Rd from Roosevelt to Senior Center) – *consider as part of overall Roosevelt Ave. improvements*
- Breckwood Boulevard Corridor Improvements (Wilbraham Road to Boston Road) – *bicycle lane width should be entire width remaining after leaving 11' vehicle travel lane – do not repeat Bradley Rd. which marked a 5' (and less) bicycle lane, but left 14-15' vehicle travel lane – we need narrower lanes to slow down cars.*
- Saint James Avenue Corridor Improvements (Magazine Street to Martone Place) – *improving pedestrian crossings in the McKnight Neighborhood area; need to discuss further which other intersections should have the “bump outs” and “hawk beacons” as at Wellesley St. Posted speed limit needs to be reduced!*
- Fort Pleasant Avenue Corridor Improvements (Belmont Avenue to Sumner Avenue) – *should/can because of the roadway width definitely include protected bicycle lane & road diet*

- Trafton Road Corridor Improvements (Dickinson Street to Dickinson Street) – *improves bicycle and pedestrian access to Forest Park*
- Dickinson Street at Olmsted Drive (Intersection of Olmsted Drive)
- Sumner Avenue Traffic improvement (From 45 Sumner Ave. to Longhill Street intersection) – *extension of the X project*
- Dickinson Street Corridor to Longmeadow Town Line (Tiffany Street to Longmeadow Town Line) – *connects with bicycle lanes in Longmeadow, but see comment above about striping to narrow vehicle lane width, or better create a shared-use path at least on one side*
- Pedestrian Improvements - Longhill Street and West Columbus Avenue at Main Street (Main Street from West Columbus Ave to Longhill Street) – *currently minimal accommodation for pedestrian crossings, but intersection needs total redesign*
- Pasco Road Corridor Improvements (Page Blvd to Boston Rd) – *need to replace the left turn lane from Pasco to Page that formerly existed*
- Mid-Block Crosswalk (Intersection of Allen Street and Allen Park Road) – *brought of discussion of the need for mid-block crossing pedestrian accommodation in numerous locations, especially to parks, including Barrows on Walnut and Frank Adams on Wilbraham – need to do comprehensive review of the crossings to all parks*
- Walnut Street Corridor Improvements (Hancock Street to Hickory Street) – *needs to be from State Street and include crossing to GTC Farm store; WBS will conduct walk audit on 7/8/2021. Hancock St. Corridor improvements should also be included*
- Mason Wright Pedestrian Crossing – *should be part of above Walnut St. project*
- 2024 City-Wide Sidewalk Repairs (As specified within the Upper Hill section of Springfield)

We did not discuss these additionally listed projects. Recommended that city-wide sidewalk and ADA compliance be assessed with an **environmental justice criteria**, as done by the City of Boston. *Environmental justice areas statewide can be viewed in the MassGIS online tool. http://maps.massgis.state.ma.us/map_ol/oliver.php Under Data Layers click on Census 2010 and then Environmental Justice Populations*

Riverside Rd Pedestrian Crossings
 Boston Road neighborhood sidewalk improvements & traffic calming
 2024 City-Wide Bicycle Parking – *at all parks*
 2024 City-Wide Sidewalk Repairs
 2024 City-Wide Retrofit Warning Strips

NEXT MEETING – IN PERSON INFORMAL WALK AUDIT OF WALNUT STREET
Thursday, July 8, 2021 @ 6 PM