

July 27, 2007

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** PELHAM 14491  
(NH 111A, Improvements to Town Center Intersections)

**DATE OF CONFERENCE:** July 19, 2007

**LOCATION OF CONFERENCE:** Pelham Police Community Conference Room

<b>ATTENDED BY:</b> <u>DEPARTMENT OF TRANSPORTATION</u>	<u>OTHERS</u>
Chris Waszczuk Craig Green Trent Zanes	Kerrie Diers, NRPC  Working Group Members (See Attached List)

**SUBJECT:** Working Group Meeting # 5

**NOTES ON CONFERENCE:**

**Introductions**

Chris Waszczuk welcomed everyone to the Pelham Working Group Meeting #5, and began with team and working group member introductions. He reviewed the steps in the CSS process. He indicated that there was a Public Workshop/Public Informational meeting planned for August/September and this meeting was needed to prepare for that meeting. The purpose of Working Group meeting #5 was to discuss the format of the public meeting; to review five alternatives (based on input from the last meeting) that had been developed to a higher level; and to rate each alternative using the screening criteria developed at Working Group meeting #4 with the intent to reduce the number of alternatives to three (ideally) to present at the public meeting. The Working Group Communication Subcommittee had also met since the last Working Group meeting (# 4), and they are going to report on their recommendations for methods to encourage the public to attend the Public Workshop/Public Informational meeting.

**Public Workshop/Public Informational Meeting**

Mr. Waszczuk suggested that a Public Workshop/Public Informational meeting consisting of two sessions be held on the same day in the same location. The Public Workshop session would be held in the afternoon from 2:30pm to 5:30pm, and would consist of an informal one-on-one

discussion between the attendees and Department staff. The NHDOT would provide alternative traffic simulations, signal and roundabout presentations, and a video on roundabouts. The suggested alternatives from the Working Group would also be on display, along with handouts on the screening criteria, PIP, and project schedule. It was also recommended to have comment sheets that the public could use to make comments on the alternatives.

The Public Informational meeting would be more structured and held in the evening from 6:30pm to 9:00pm. This would consist of a structured presentation of the CSS process, Public Involvement Plan, Problem and Vision Statement, screening criteria, alternatives and alternative ratings, along with a presentation on the historic resources. There also would be a question and answer period to get feed back from the public.

The group agreed that the meeting should be held on Thursday, September 13, 2007 (which was also recommended by the Communication Subcommittee).

### **Communication Subcommittee Report**

The subcommittee suggested the meeting be held at Chunky's Restaurant. A subcommittee member had talked to the owner of the restaurant and noted that he was agreeable. However, there is still a question as whether the restaurant would be available for both sessions. The subcommittee will approach the owner again to verify the availability of the function room for the afternoon and evening sessions. It was also decided to determine the availability of the clubhouse at the St. Patrick's Church as a back up.

The subcommittee suggested producing a color mailer, to advertise the public meeting that could be inserted in newspapers distributed in Pelham.

The subcommittee felt that the traffic simulations presented at the Working Group meeting #4 would be beneficial if they were put on the Town website. The subcommittee felt it was important to show the issues with just signaling the intersections and important to communicate the effects of a roundabout option. Mr. Gowan also suggested an email board be put up on the website to get comments and answer questions.

The subcommittee felt another method to get the public interested was to put video clips of the things the public might see at the public meeting on Pelham TV. (The subcommittee did videotape the Working Group meeting alternatives presentation for the local station.) This medium would be a means to continually send out information to keep the public informed.

Funding for the flyers was discussed. Mr. Waszczuk felt the NHDOT could produce them depending on the cost (less than \$1000), which would be charged to the project. Mr. Gowan and Mr. Thibault will put together a draft flyer and send to Mr. Waszczuk for review.

Selectman Gleason will discuss the availability of Chunky's Restaurant with the owner. Mr. Waszczuk will coordinate with Selectman Gleason to visit and review the suitability of both the Restaurant's function room and the clubhouse at St. Patrick's Church.

## **Review of Alternatives**

Mr. Zanes presented five alternatives (attached) for improving the capacity and safety of the intersections in Pelham. He noted that sidewalks shown on the alternatives were generally shown in locations to connect the sidewalks that exist today, but additional sidewalks could be added if the town wanted. It was noted that a Municipal Agreement would need to be executed between the Town and the Department whereby the sidewalks would be constructed as part of the project, but future summer and winter maintenance would be the responsibility of the Town.

It was noted that right-of-way lines and property lines shown on the plans were at tax map level only, and would be refined as additional right-of-way information (i.e. deeds, plans) is reviewed and plans are developed for a future formal public hearing.

Mr. Zanes then discussed the details of each alternative.

### Dual Roundabout Alternative A

This alternative would provide a roundabout at the NH 111A/Nashua Road/Main St. intersection and a roundabout at the Marsh Road/Gibson Drive intersection. This alternative would relocate Marsh Road through the Fire Station and would become the fourth leg of the NH 111A/Nashua Road/Main St intersection. Old Bridge Street would end at Old Common Road. Strip right-of-way acquisitions will be required from several properties including property from the Town.

The police chief was concerned about the drive to the community center and the athletic fields, particularly for police cruisers exiting into the Town common. It was suggested that the drive could be moved southerly to allow vehicles to utilize Common Street. The police chief felt a sidewalk should be extended to the senior center and between the two roundabouts. It was agreed to add the sidewalks to the plan.

There was a concern noted for the possibility of drivers heading south trying to make a left turn from Marsh Road to Old Bridge St. via Old Common Road in order to avoid the southerly roundabout. This appeared to be an awkward and less desirable movement, but will be looked at closer.

Mr. Zanes noted that the estimated construction cost for this option is approximately \$2.5 million.

### Dual Roundabout Alternative B

This alternative is similar to Alternative A except it avoids the fire station building. However, this alternative does require the closing of one side of the fire station building. Emergency vehicles would only be able to exit via the rear of the building. The fire chief felt this would eliminate the function of this building as a fire station, due to the way the fire equipment is set up in the building.

Estimated construction cost for this option is also approximately \$2.5 million.

### Dual Signal Alternative A

This alternative would install signals at the NH 111A/Nashua Road/Main Street intersection and relocate Marsh Road to become the forth leg of the intersection. Old Bridge Street would end at Old Common Road. This alternative would impact the fire station building. The Marsh Road/Gibson Drive intersection would be signalized as well. The roadway approaches to the intersections would require widening in order to provide the additional lanes to handle the traffic. Left and/or right turn lanes would be required and need to extend back far enough to accommodate the storage of queued traffic. NH 111A would get the majority of the green time during a signal phase due to the heavier volume of traffic. It was also felt that the intersections would have detection in the pavement and would need to be coordinated.

The alternative would impact private properties because of the widening required for the additional lanes. It was felt this alternative will likely have more property impacts as a result of the increased number of lanes.

The estimated construction cost of this option is approximately \$3 million.

### Dual Signal Alternative B

This alternative is similar to Alternative A except that it avoids the fire station building. The curvilinear alignment needed to avoid the building includes horizontal curves approaching the intersection that are only good for 25 mph. The Department has reservations with this alternative because of the potential for southbound motorist traveling through the intersection too fast and winding up in the opposing lane.

The estimated construction cost for this signalization option is approximately \$3 million.

### Single Five-Leg Roundabout

This alternative would impact the fire station building, and have greater right-of-way impacts than the four-legged roundabout. The diameter of the 5-leg roundabout would be approximately 55 feet larger than the Dual Roundabout Alternatives A & B. This alternative would also have longer queues of traffic than the other roundabout options due to the added complexity of the fifth leg and the heavy volume of traffic on Marsh Road and Old Bridge Street in the evening. Because of the larger diameter, the roundabout could be converted to a two-lane roundabout within the same footprint and additional right-of-way would not be required.

The estimated construction cost for this option is approximately \$1.9 million.

## **Results of the Screening of the Alternatives**

Kerrie Diers facilitated the screening of the alternatives. She noted that the purpose of the screening is to evaluate whether an alternative is effective in addressing the problems and goals defined for the project. The Work Group divided up into three groups and rated each of the alternatives. At the end of this session, each group reported on the group's summary of their top three alternatives (a summary of each group's rating is attached). The following is the result of this session:

Group 1 Alternative Rankings

## #1 – Dual Roundabout Alternative A

This alternative was felt to be reasonable, had the most “very good” ratings  
They felt it should have sidewalks from the senior center to the town center and to St Patrick’s Church

## #2 - Dual Roundabout Alternative B

## #3 – Dual Signal Alternative A

Group 2 Alternative Rankings

## #1 – Dual Roundabout Alternative A

## # 2 – Dual Signal Alternative A

## # 3 - Single Five-leg Roundabout Alternative

There was some concern that the other roundabout options would have a negative effect on the old home day activities. It was felt this alternative might help restore the original old home day location.

Group 3 Alternative Rankings

## #1 – Dual Roundabout Alternative A

## #2 – Dual Roundabout Alternative B

## #3 – Dual Signal Alternative A

The Working Group members felt the Dual Signal Alternative B should be dropped. It was suggested that only the other four alternatives should be presented to the public as reasonable alternatives for consideration. There was also a suggestion that only the roundabout options should be brought to the public as each group rated the roundabout alternatives as having the best attributes. Mr. Waszczuk felt a signal option should be brought forward to more fully discuss that option and address the public sentiment that wants a signal alternative.

The fire chief noted his discomfort with any alternative that left the fire station building, as the building would lose its functionality as a fire station. Mr. Waszczuk felt the Working Group should strongly state at the public informational meeting that the alternatives that impact the building would be more desirable for a long-term solution for the community.

It was suggested that a presentation of all the alternatives that were investigated should be made at the public informational meeting with a list of the benefits and drawbacks for each option, and the option that the Working Group recommended should be noted. It was suggested that the public be made aware of the reasons for the Working Group’s recommendation (based on the qualities and attributes) and to inform them that the Working Group would like to hear their input. Mr. Waszczuk stressed to the Group that they need to express their opinion on what they consider the best option at the public informational meeting.

## **Next Working Group Meeting**

The next Working Group meeting will be November 15, 2007

## **Assignments**

Review the Alternatives

Spread the word about the public meeting

Attend the Public Workshop/Public Informational meeting

Submitted by:

Craig A. Green, PE  
Administrator, Highway Design

Noted by: WJO, CMW

cc: J. Moore  
C. Green  
Tom Gaydos, Pelham Town Administrator

## PELHAM 14491 Working Group Meeting

Attendance List July 19, 2007

### WORKING GROUP MEMBERS

Betty Leonard

	Joyce E. Mason	Council on Aging
	Phil Currier	Hist. Soc. & Cong. Church
	Father Bob	St. Pats
	Herman Hanson	Veterans
✓	Eleanor Burton	Schools
✓	Marc Duquette	Center Resident
	Linda Stecchi	Center Resident
✓	Shirley Sutton	Center Resident
✓	John Crane	Pelham Funeral Home - Business
	Michael Marion	Center Business Owner
✓	Leo Thibault	Former NRPC Commissioner
	Mary Robin Bousa	Planning Board
	Dave Hennessey	Zoning Board of Appeals
	Paul Dadak	Conservation Commission
	Jean-Guy Bergeron	Selectman/State Rep
✓	Hal Lynde	Selectman
	Tom Gaydos	Town Administrator
✓	<del>Evan Haglund</del> JOSEPH ROARK	Police Chief
✗	Mike Walker	Fire Chief
✓	Jeff Gowan	Planning Director
✓	Jim Lamontagne	Citizen
✓	Cliff Hayes	Citizen
✓	Tim Roache	NRPC
	Linda Wilson	NHDHR
✓	Chris Waszczuk	NH DOT

### NHDOT AND NRPC STAFF

✓	Kerrie Diers	NRPC - Facilitator
✓	Craig Green	NH DOT - Admin. Highway Design
	Bill Oldenburg	NH DOT - Preliminary Design
✓	Trent Zanes	NH DOT - Preliminary Design
	Kevin Nyhan	NH DOT - Environ. Coordinator





## Pelham 14491 Town Center

Working Group Meeting #5  
 July 19, 2007  
 Thursday, 6:00 pm – 8:45 pm

Pelham Police Conference Room  
 6 Village Green, Pelham, NH

### AGENDA

1. Introduction (Chris) 6:00 – 6:15
2. Public Workshop / Public Info Mtg Format (Chris) 6:15 – 6:30
3. Report from Communications Sub-Committee (Jeff) 6:30 – 7:00
4. Review Reasonable Alternatives (Trent) 7:00 – 7:30
  - Dual Roundabout Alternative A
  - Dual Roundabout Alternative B
  - Dual Signal Alternative A
  - Dual Signal Alternative B
  - Single 5-Leg Roundabout Alternative
5. Group Breakout – Rate Alternatives w/ Screening Criteria  
 (Kerrie) 7:30 – 8:15
6. Group Report of Alternative Ratings (Kerrie) 8:15 – 8:30
7. Assignment (Chris) 8:30 – 8:45

Project Website: [www.nh.gov/dot/projects/pelham14491/index.htm](http://www.nh.gov/dot/projects/pelham14491/index.htm)

#### Context Sensitive Solutions (CSS)

**“A collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.”**

*Contact Information:*  
 Chris Waszczuk, PE  
 Chief Project Manager  
 NHDOT  
 7 Hazen Drive  
 PO Box 483  
 Concord, NH 03302-0483

Tel: 271-6675  
 Fax: 271-7025  
 Email: [cwaszczuk@dot.state.nh.us](mailto:cwaszczuk@dot.state.nh.us)

# GROUP 1 Dual Roundabout Alternative A

1

1 CHOICE

## Pelham Town Center Project SCREENING SUMMARY

Consensus Reached

### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

The Pelham town center will be enhanced by changes to multiple intersections, which will make the town center safer and more welcoming to drivers, pedestrians, and bicyclists. These changes will enhance and preserve the rural character, historic setting and community aesthetics. Traffic movement for all approaches through the Town center will flow at a slow, steady, safe, and efficient manner for all modes of travel. Gateway treatments will provide an announcement to drivers that they are entering the Town center. These combined with the changes to the intersections, will create a catalyst for other changes, that contribute to the sense of a Town center and destination that will be the pride of the community, and encourage activities that attract pedestrians and groups of people.

COMMUNITY VISION NUMBER

Category	Score				
	VP	P	N	G	VG
Access					✓
Aesthetics					✓
Community Resources					✓
Economic Vitality				✓	
Historic and Archeological Resources			✓		
Implementation			✓		
Mobility					✓
Natural Environment			✓		
Public Health				✓	
Quality of Life				✓	
Residential Neighborhoods					✓
Safety					✓
Support			✓		
Transportation Choice				✓	

GROUP #1

The concept satisfies all element of the Project Vision Statement	<input type="checkbox"/>	Unreasonable
	<input checked="" type="checkbox"/>	Reasonable

# GROUP 1 Dual Roundabout Alternative B

2  
Choice

Pelham Town Center Project

## SCREENING SUMMARY

Consensus Reached

### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

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COMMUNITY VISION

Category	Score				
	VP	P	N	G	VG
Access					✓
Aesthetics					✓
Community Resources					✓
Economic Vitality				✓	
Historic and Archeological Resources			✓		
Implementation			✓		
Mobility					✓
Natural Environment			✓		
Public Health				✓	
Quality of Life				✓	
Residential Neighborhoods					✓
Safety					✓
Support			✓		
Transportation Choice				✓	

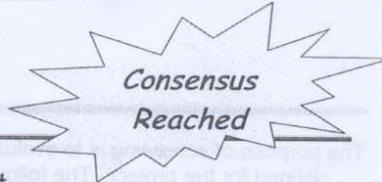
GROUP #1

The concept satisfies all element of the Project Vision Statement		✓
	Unreasonable	Reasonable

# GROUP 1 Dual Signal Alternative A

*3 Office*

## Pelham Town Center Project SCREENING SUMMARY



### Project Problem Statement

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*COMMUNITY VISION MISSING*

Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics				✓	
Community Resources				✓	
Economic Vitality				✓	
Historic and Archeological Resources			✓		
Implementation			✓		
Mobility				✓	
Natural Environment			✓		
Public Health				✓	
Quality of Life				✓	
Residential Neighborhoods				✓	
Safety			✓		
Support			✓		
Transportation Choice				✓	

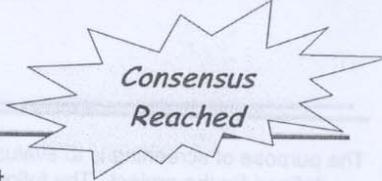
*GROUP #1*

The concept satisfies all element of the Project Vision Statement	✓	
	Unreasonable	Reasonable

# GROUP 1 Dual Signal Alternative B

*SAFETY CONCERNS WITH ON COMING TRAFFIC FROM WINDHAM ROAD ONTO MARSH RD.*

## Pelham Town Center Project SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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*COMMENT VISIT*

Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics				✓	
Community Resources				✓	
Economic Vitality				✓	
Historic and Archeological Resources			✓		
Implementation			✓		
Mobility				✓	
Natural Environment			✓		
Public Health				✓	
Quality of Life				✓	
Residential Neighborhoods				✓	
Safety		✓			
Support			✓		
Transportation Choice				✓	

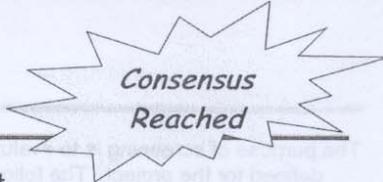
*GROUP #1*

The concept satisfies all element of the Project Vision Statement	X	
	Unreasonable	Reasonable

# GROUP 1 Single 5-Leg Roundabout Alternative

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

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*COMMUNITY VISION MISSING*

Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics				✓	
Community Resources				✓	
Economic Vitality				✓	
Historic and Archeological Resources			✓		
Implementation			✓		
Mobility				✓	
Natural Environment			✓		
Public Health				✓	
Quality of Life				✓	
Residential Neighborhoods				✓	
Safety				✓	
Support			✓		
Transportation Choice					

*GROUP #1*

The concept satisfies all element of the Project Vision Statement

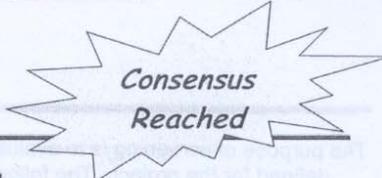
Unreasonable | Reasonable

*NEUTRAL*

# GROUP 2 Dual Roundabout Alternative A

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

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### Project Vision Statement

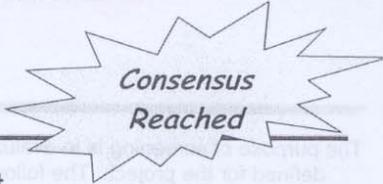
The Pelham town center will be enhanced by changes to multiple intersections, which will make the town center safer and more welcoming to drivers, pedestrians, and bicyclists. These changes will enhance and preserve the rural character, historic setting and community aesthetics. Traffic movement for all approaches through the Town center will flow at a slow, steady, safe, and efficient manner for all modes of travel. Gateway treatments will provide an announcement to drivers that they are entering the Town center. These combined with the changes to the intersections, will create a catalyst for other changes, that contribute to the sense of a Town center and destination that will be the pride of the community, and encourage activities that attract pedestrians and groups of people.

Category	Score				
	VP	P	N	G	VG
Access					X
Aesthetics				X	
Community Resources				X	
Economic Vitality					X
Historic and Archeological Resources					X
Implementation					X
Mobility					X
Natural Environment				X	
Public Health				X	
Quality of Life					X
Residential Neighborhoods				X	
Safety					X
Support					X
Transportation Choice					X
The concept satisfies all element of the Project Vision Statement	Unreasonable		Reasonable ✓		

# GROUP 2 Dual Roundabout Alternative B

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

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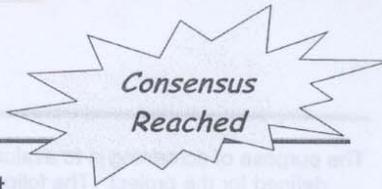
Category	Score				
	VP	P	N	G	VG
Access	X				
Aesthetics		X		GA	
Community Resources		X		GA	
Economic Vitality		X			GA
Historic and Archeological Resources		X			GA
Implementation		X			GA
Mobility	X				GA
Natural Environment				X	
Public Health				X	
Quality of Life				X	GA
Residential Neighborhoods				X	
Safety	X	GA			GA
Support		X			
Transportation Choice					X

The concept satisfies all element of the Project Vision Statement	✓	
	Unreasonable	Reasonable

# GROUP 2 Dual Signal Alternative A

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

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### Project Vision Statement

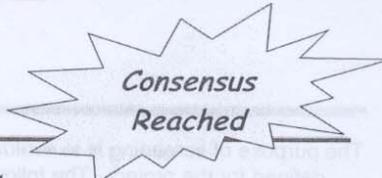
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Category	Score				
	VP	P	N	G	VG
Access					X
Aesthetics		X			
Community Resources				X	
Economic Vitality				X	X
Historic and Archeological Resources					X
Implementation		X			X
Mobility				X	
Natural Environment				X	
Public Health				X	
Quality of Life				X	
Residential Neighborhoods		X			
Safety				X	
Support			X		
Transportation Choice				X	
The concept satisfies all element of the Project Vision Statement	Unreasonable		Reasonable		

# GROUP 2 Dual Signal Alternative B

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

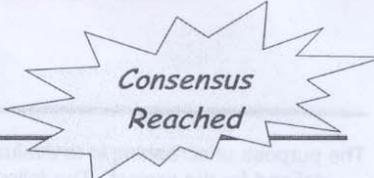
The Pelham town center will be enhanced by changes to multiple intersections, which will make the town center safer and more welcoming to drivers, pedestrians, and bicyclists. These changes will enhance and preserve the rural character, historic setting and community aesthetics. Traffic movement for all approaches through the Town center will flow at a slow, steady, safe, and efficient manner for all modes of travel. Gateway treatments will provide an announcement to drivers that they are entering the Town center. These combined with the changes to the intersections, will create a catalyst for other changes, that contribute to the sense of a Town center and destination that will be the pride of the community, and encourage activities that attract pedestrians and groups of people.

Category	Score				
	VP	P	N	G	VG
Access					X
Aesthetics		X			
Community Resources		X			
Economic Vitality				X	
Historic and Archeological Resources					X
Implementation					X
Mobility		X			
Natural Environment				X	
Public Health				X	
Quality of Life				X	
Residential Neighborhoods				X	
Safety		X			
Support			X		
Transportation Choice				X	
The concept satisfies all element of the Project Vision Statement	X		Reasonable		

# GROUP 2 Single 5-Leg Roundabout Alternative

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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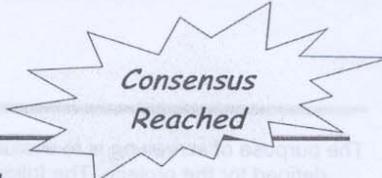
Category	Score				
	VP	P	N	G	VG
Access			X		
Aesthetics				X	
Community Resources					X
Economic Vitality					X
Historic and Archeological Resources				X	
Implementation					X
Mobility				X	
Natural Environment				X	
Public Health			X		
Quality of Life				X	
Residential Neighborhoods			X		
Safety				X	
Support				X	
Transportation Choice				X	
The concept satisfies all element of the Project Vision Statement					✓
	Unreasonable		Reasonable		

# GROUP 3 Dual Roundabout Alternative A

#1

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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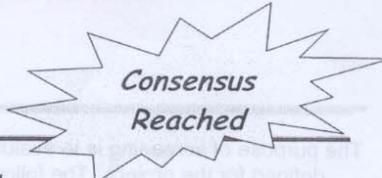
Category	Score				
	VP	P	N	G	VG
Access					✓
Aesthetics					✓
Community Resources					✓
Economic Vitality					✓
Historic and Archeological Resources					✓
Implementation				✓	AAAA
Mobility					✓
Natural Environment			✓		
Public Health				✓	
Quality of Life					✓
Residential Neighborhoods				✓	
Safety					✓
Support			✓		
Transportation Choice					✓

The concept satisfies all element of the Project Vision Statement	Unreasonable	Reasonable

# GROUP 3 Dual Roundabout Alternative B

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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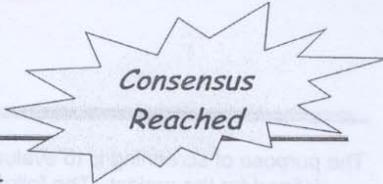
Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics		✓			
Community Resources				✓	
Economic Vitality					✓
Historic and Archeological Resources					✓
Implementation				✓	
Mobility					✓
Natural Environment			✓		
Public Health				✓	
Quality of Life					✓
Residential Neighborhoods				✓	
Safety		✓			
Support			✓		
Transportation Choice					✓

The concept satisfies all element of the Project Vision Statement	Unreasonable	Reasonable
		✓

# GROUP 3 Dual Signal Alternative A

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics		✓			
Community Resources					✓
Economic Vitality					✓
Historic and Archeological Resources				✓	
Implementation		✓			
Mobility				✓	
Natural Environment			✓		
Public Health		✓		<del>✓</del>	
Quality of Life				✓	
Residential Neighborhoods		✓			
Safety				✓	
Support			✓		
Transportation Choice				✓	

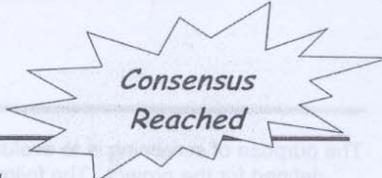
The concept satisfies all element of the Project Vision Statement	Unreasonable	Reasonable
		(Handwritten circle around 'Reasonable')

# GROUP 3 Dual Signal Alternative B

#2

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics		✓			
Community Resources				✓	✓
Economic Vitality					✓
Historic and Archeological Resources				✓	
Implementation		✓			
Mobility		✓			
Natural Environment			✓		
Public Health		✓			
Quality of Life				✓	
Residential Neighborhoods		✓			
Safety	✓				
Support			✓		
Transportation Choice					✓

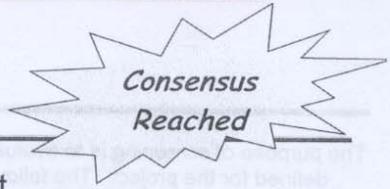
The concept satisfies all element of the Project Vision Statement	Unreasonable	Reasonable
	(circled)	(crossed out)

# GROUP 3 Single 5-Leg Roundabout Alternative

A

Pelham Town Center Project

## SCREENING SUMMARY



### Project Problem Statement

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No "sense of place" exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.

### Project Vision Statement

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#1 R/A  
A  
B  
C

Category	Score				
	VP	P	N	G	VG
Access				✓	
Aesthetics				✓	
Community Resources				✓	
Economic Vitality				✓	
Historic and Archeological Resources				✓	
Implementation					✓
Mobility				✓	
Natural Environment			✓		
Public Health				✓	
Quality of Life					✓
Residential Neighborhoods		✓		✓	
Safety					✓
Support			✓		
Transportation Choice				✓	

The concept satisfies all element of the Project Vision Statement	Unreasonable	Reasonable