

CHAPTER 6: MOBILITY

Granby provides a well maintained, multi-modal transportation system that safely accommodates all vehicles, pedestrians and bicyclists.

OVERVIEW

This section of the Master Plan provides the detailed analysis of existing transportation conditions in the town of Granby and identifies a number of solutions and strategies for development of more cost effective, safe and ecological transportation system for the town.

Granby is a mostly rural town with a Road network of 67.5 miles. Eighty Four percent or 56.7 miles are maintained by the town. The Massachusetts Department of Transportation Highway Division (MassDOT) maintains Route 202 and Route 116 in the town of Granby, a total distance of 7.9 miles. A total of 32.2 miles or almost forty eight percent of all roadway mileage is eligible for Federal Aid.

Route 202 is the major east-west corridor through the town of Granby. It is classified as an Urban Minor Arterial and Rural Minor Arterial. Granby is also served by Route 116 in the North West corner of the town. The town is connected through a network of roads to the neighboring towns of Amherst, Belchertown, Ludlow, South Hadley and Chicopee.

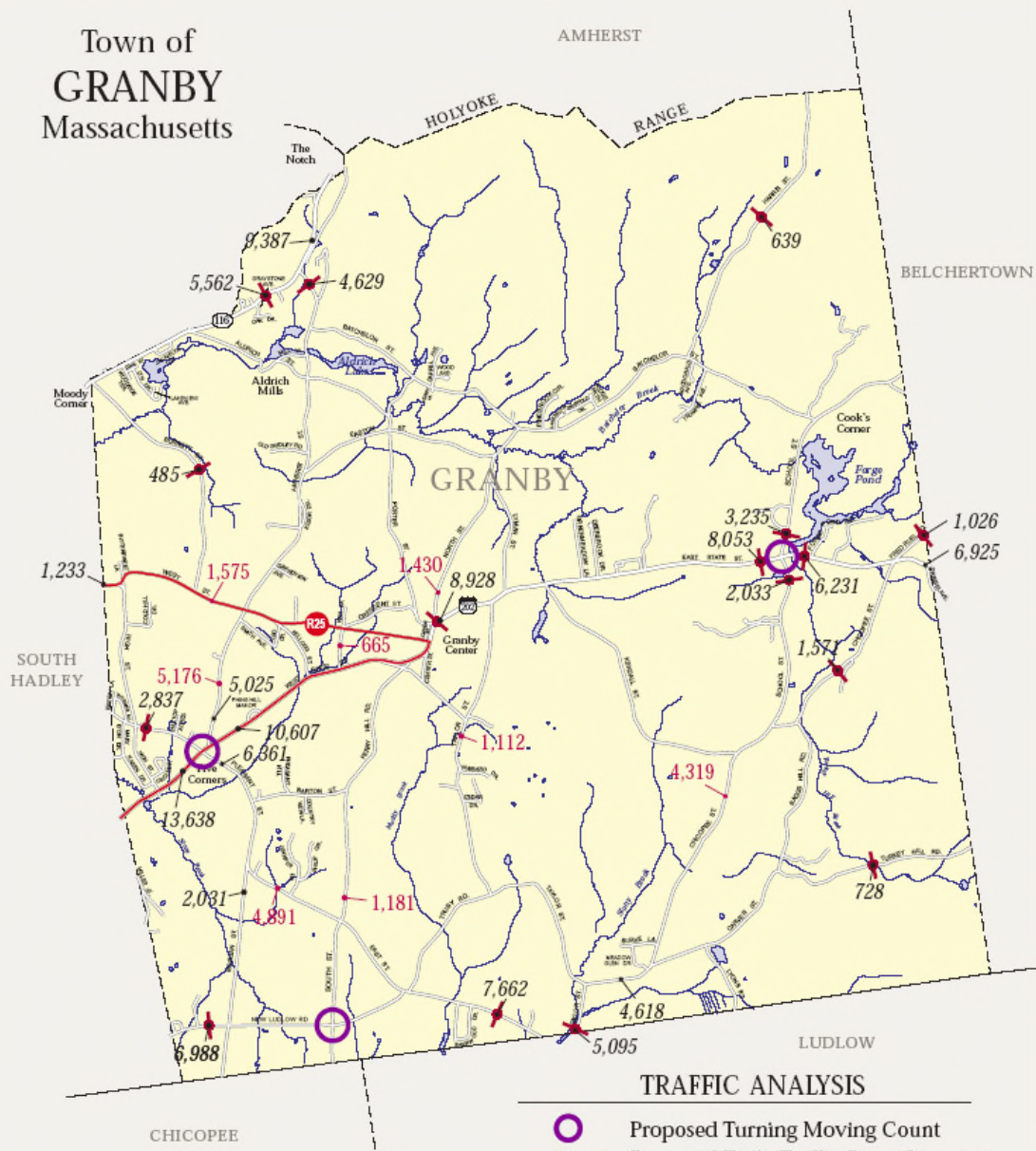
EXISTING CONDITIONS

Pioneer Valley Planning Commission (PVPC) performed the necessary surveys and studies to collect traffic volume, speed, vehicular classification, and crash data for roads in Granby to develop a profile of the existing transportation conditions in the town. This section provides a technical evaluation of the transportation components throughout the study area. Traffic conditions in Granby were studied by obtaining data for a total of 16 locations.

Traffic Volume:

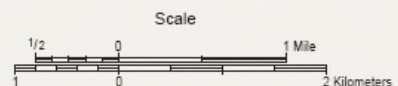
Historical traffic counts performed by the PVPC and the Granby Police Department were reviewed for use in the development of the Mobility section. These counts were adjusted to reflect 2008 traffic conditions. This information was combined with the vehicle volume data collected at the 16 locations identified in Table 1 to present a summary of daily traffic volumes throughout the Town of Granby. This information is presented on Figure 1.

Town of GRANBY Massachusetts



TRAFFIC ANALYSIS

- Proposed Turning Moving Count
- Proposed Daily Traffic Count Location
- PVPC Average Daily Traffic (ADT) Count
- Granby Police Department ADT Count
- PVT Fixed Transit Service



Prepared by Pioneer Valley Planning Commission, June 2008.

Average Daily Traffic (ADT) volumes were compiled for typical weekday as well as weekends at 16 locations within the study area using Automatic Traffic Recorders (ATRs). All ADT volumes were factored to represent Average Annual Daily Traffic (AADT) levels. Table 1 gives the AADT at those locations.

Table 1: Average Annual Daily Traffic at Various Locations.

| | Weekdays | | | Saturday | | | Sunday | | |
|--|----------|-------|-------|----------|-------|-------|--------|-------|-------|
| | NB/EB | SB/WB | Total | NB/EB | SB/WB | Total | NB/EB | SB/WB | Total |
| Route 202 E/O School Street | 3153 | 3078 | 6231 | 2904 | 2785 | 5689 | 2596 | 2475 | 5071 |
| Route 202 W/O School Street | 4128 | 3925 | 8053 | 3659 | 3397 | 7056 | 3217 | 3090 | 6307 |
| Route 202 E/O North Street | 4470 | 4459 | 8928 | 3865 | 3920 | 7785 | 3500 | 3428 | 6928 |
| School Street S/O Route 202 | 1023 | 1010 | 2033 | 775 | 754 | 1529 | 787 | 781 | 1568 |
| School Street N/O Route 202 | 1611 | 1623 | 3235 | 1196 | 1220 | 2416 | 1162 | 1122 | 2284 |
| Route 116 W/O Amherst Street | 2893 | 2649 | 5542 | 2686 | 2517 | 5203 | 2503 | 2286 | 4789 |
| Fred Ruel RD @ Belchertown Line | 602 | 604 | 1206 | 487 | 451 | 938 | 456 | 381 | 837 |
| Amherst Street S/O Route 116 | 2325 | 2304 | 4629 | 2020 | 2035 | 4055 | 1795 | 1823 | 3618 |
| Taylor Street @ Ludlow Town Line | 2734 | 2361 | 5095 | 2172 | 1973 | 4145 | 2097 | 1787 | 3884 |
| Pleasant Street E/O High Street | 1483 | 1354 | 2837 | 1670 | 1457 | 3127 | 1475 | 1429 | 2904 |
| Burnett St. btw West Street/ Route 116 | 251 | 234 | 485 | 286 | 263 | 549 | 232 | 224 | 456 |
| Harris St. btw Batchelor St./Amherst Town line | 287 | 352 | 639 | 269 | 344 | 613 | 265 | 320 | 585 |
| Turkey Hill Rd btw. Baggs Hill Rd./ Belchertown T.L. | 372 | 356 | 728 | 366 | 342 | 708 | 341 | 310 | 651 |
| New Ludlow Road W/O Morgan Street | 3466 | 3522 | 6988 | 3882 | 3848 | 7730 | 2737 | 2861 | 5598 |
| East Street E/O Sherwood Drive | 3734 | 3928 | 7662 | 3539 | 3587 | 7126 | 3240 | 3352 | 6592 |
| Chicopee Street S/O Route 202 | 810 | 761 | 1571 | 551 | 565 | 1116 | 529 | 519 | 1048 |

Source: PVPC

The roads carrying higher traffic volumes in Granby are Route 202, Amherst Street, Taylor Street, New Ludlow Road and East Street. Route 202 is the highest classified road and serves the town center, Granby High School, and the commercial hub of Five Corners. Moreover it is also used by the commuter traffic

traveling through Granby. Amherst Road (Route 116) connects Mount Holyoke College to Hampshire College and the University of Massachusetts. Taylor Street, New Ludlow Road and East Street have the higher traffic volumes due to the landfill and commuter traffic between Granby and Southern towns like Chicopee, Ludlow, and Springfield. About 28% of the total working people in Granby commute to Springfield, Ludlow and Chicopee for work. This could be the reason for the higher traffic volume on these roads.

Vehicle Travel Speeds:

Travel speed data was collected at all of the daily traffic count locations. This data was used to establish “bins” of data to summarize the ranges in which vehicles were measured to be traveling. Speed data was also used to calculate the “85th Percentile” Speed for each direction on the roadway. The 85th Percentile Speed is defined as the speed that 85 percent of all traffic is traveling at or below. This method is typically used to establish the posted speed limit on a roadway. By comparing the 85th Percentile Speed to the posted speed limit a community can determine how well traffic is complying with the current posted speed limits and if increased enforcement of the posted speed limits is necessary.

Based on the information collected by the PVPC, most of the vehicles are operating at or under the posted speed limit. This could be a function of the placement of the traffic counting equipment. Vehicles were found to travel in excess of the posted speeds on Route 202 east of North Street and Route 116 west of Amherst Street.

Vehicle Classification:

Classification counts were conducted at all of the daily traffic count locations. Vehicles are classified based on the number of axles and the distance between each axle. Two axle, six tire vehicles and vehicles with three or more axles are classified as a “truck” or heavy vehicle. The percentage of heavy vehicle traffic on a roadway is important, as large vehicles have different operating characteristics than normal passenger vehicles. This information is also an important factor in the pavement design of a roadway.

Higher percentages of heavy vehicles have been recorded on New Ludlow Road, East Street and Chicopee Street which could be due to the trucks commuting to the landfill located in the South West corner of the town. School Street south of the Route 202 also had a high percentage of heavy vehicles. Residents that live in

the School Street area also expressed concerns about noise associated with heavy vehicle traffic during the early morning hours.

Table 2: Vehicle Classification

| | | Bikes | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | > 3 Axle | Total | Heavy |
|--|-----|-------|----------------|-------------|-------|---------------|---------------|----------|-------|-------|
| Route 202 E/O School Street | E/B | 220 | 16634 | 1786 | 48 | 188 | 131 | 140 | 19147 | 2.65% |
| | W/B | 216 | 16199 | 1536 | 41 | 209 | 146 | 168 | 18515 | 3.05% |
| Route 202 W/O School Street | E/B | 1241 | 20554 | 2380 | 74 | 199 | 304 | 155 | 24907 | 2.94% |
| | W/B | 313 | 19716 | 2865 | 107 | 259 | 173 | 197 | 23630 | 3.11% |
| Route 202 E/O North Street | E/B | 213 | 22899 | 3272 | 154 | 317 | 103 | 198 | 27156 | 2.84% |
| | W/B | 232 | 22023 | 3673 | 187 | 558 | 184 | 290 | 27147 | 4.49% |
| School Street S/O Route 202 | N/B | 81 | 4689 | 976 | 39 | 182 | 93 | 54 | 6114 | 6.02% |
| | S/B | 33 | 4513 | 1002 | 53 | 240 | 68 | 80 | 5989 | 7.36% |
| School Street N/O Route 202 | N/B | 64 | 7559 | 1382 | 57 | 150 | 67 | 5 | 9284 | 3.01% |
| | S/B | 78 | 7792 | 1221 | 25 | 97 | 73 | 68 | 9354 | 2.81% |
| Route 116 W/O Amherst St. | E/B | 102 | 14400 | 1163 | 243 | 151 | 57 | 68 | 16184 | 3.21% |
| | W/B | 123 | 15716 | 1263 | 235 | 145 | 38 | 57 | 17577 | 2.70% |
| Fred Ruel Rd./Belchertown Line | E/B | 27 | 2544 | 351 | 11 | 6 | 8 | 3 | 2950 | 0.95% |
| | W/B | 18 | 2294 | 328 | 3 | 14 | 9 | 0 | 2666 | 0.98% |
| Amherst Street S/O Route 116 | N/B | 136 | 9761 | 1373 | 30 | 198 | 114 | 100 | 11712 | 3.77% |
| | S/B | 93 | 9527 | 1534 | 57 | 213 | 103 | 119 | 11646 | 4.22% |
| Taylor Street @ Ludlow T.L. | N/B | 1185 | 12557 | 1892 | 37 | 258 | 211 | 136 | 16276 | 3.94% |
| | S/B | 84 | 11048 | 2330 | 58 | 410 | 82 | 193 | 14205 | 5.23% |
| Pleasant Street E/O High Street | E/B | 115 | 7050 | 1919 | 102 | 167 | 29 | 43 | 9425 | 3.62% |
| | W/B | 110 | 7062 | 1227 | 58 | 141 | 25 | 32 | 8655 | 2.96% |
| Burnett St. btw West Street/ Route 116 | N/B | 11 | 1086 | 277 | 19 | 35 | 3 | 4 | 1435 | 4.25% |
| | S/B | 5 | 1104 | 225 | 4 | 33 | 1 | 1 | 1373 | 2.84% |
| Harris St. Batchelor St./Amherst Town line | N/B | 14 | 1699 | 9 | 0 | 1 | 1 | 0 | 1724 | 0.12% |
| | S/B | 23 | 1976 | 120 | 1 | 17 | 0 | 6 | 2143 | 1.12% |
| Turkey Hill Rd btw. Baggs Hill Rd./ Belchertown T.L. | E/B | 7 | 1822 | 424 | 25 | 41 | 2 | 6 | 2327 | 3.18% |
| | W/B | 3 | 1754 | 394 | 27 | 18 | 5 | 11 | 2212 | 2.76% |
| New Ludlow Road W/O Morgan Street | E/B | 177 | 17787 | 3178 | 46 | 246 | 452 | 263 | 21886 | 3.40% |
| | W/B | 301 | 15919 | 4011 | 101 | 617 | 339 | 411 | 21699 | 6.77% |
| East Street E/O Sherwood Drive | E/B | 381 | 18765 | 3718 | 118 | 591 | 367 | 351 | 21886 | 3.40% |
| | W/B | 548 | 17831 | 3580 | 104 | 581 | 252 | 470 | 23366 | 6.02% |
| Chicopee Street S/O Route 202 | N/B | 63 | 3141 | 585 | 25 | 81 | 18 | 13 | 3926 | 3.49% |
| | S/B | 43 | 2984 | 1047 | 13 | 240 | 14 | 21 | 4362 | 6.60% |

Safety:

The crash history of Granby was used to estimate the safety conditions of the Town. Crash information was gathered based on information provided by the

MassDOT. Table 3 below summarizes the number of crashes for a period of three years (2004-2006).

Table 3: Crash Data for Entire Town of Granby

| Year | Total No. Of Crashes | Type | Number of Crashes | Severity | Weather Conditions | Road Conditions |
|------|----------------------------|-----------------|----------------------|------------------------|-----------------------|-----------------|
| 2004 | 179 | Angle | 33 | Property Damage 110 | Clear 104 | Dry 107 |
| | | Side Swipe | 15 | Fatal Injury 0 | Rain 10 | Wet 29 |
| | | Rear End | 26 | Non Fatal Injury 58 | Snow 26 | Ice 12 |
| | | Fixed Object | 92 | Unknown 11 | Cloudy 36 | Snow 30 |
| | | Head On | 8 | | Fog 2 | Unknown 1 |
| | | Unknown | 5 | | Unknown 1 | |
| 2005 | 187 | Angle | 35 | Property Damage 114 | Clear 112 | Dry 99 |
| | | Side Swipe | 18 | Fatal Injury 2 | Rain 7 | Wet 28 |
| | | Rear End | 29 | Non Fatal Injury 58 | Snow 21 | Ice 14 |
| | | Fixed Object | 88 | Unknown 13 | Cloudy 43 | Snow 42 |
| | | Head On | 13 | | Fog 2 | Unknown 4 |
| | | Unknown | 4 | | Unknown 2 | |
| 2006 | 150 | Angle | 34 | Property Damage 90 | Clear 96 | Dry 101 |
| | | Side Swipe | 16 | Fatal Injury 1 | Rain 3 | Wet 31 |
| | | Rear End | 23 | Non Fatal Injury 43 | Snow 7 | Ice 6 |
| | | Fixed Object | 70 | Unknown 16 | Cloudy 40 | Snow 8 |
| | | Head On | 2 | | Fog 2 | Unknown 4 |
| | | Unknown | 5 | | Unknown 2 | |

Source: MassDOT

There were a total of 516 crashes in the Town of Granby from 2004 to 2006. There were three fatal crashes over this same time period. The total number of crashes decreases from 2005 to 2006. Most crashes involved a vehicle striking a fixed object such as a utility pole or tree. Most crashes occurred during clear weather conditions and dry roadway conditions. The severity of most crashes consisted of property damage only. Approximately one third of all crashes resulted in a personal injury. The intersection of Route 202 with Pleasant Street and Amherst Street (Five Corners) experienced the highest number of intersection crashes in the town. This intersection, which experienced a total of 55 crashes from 2003 to 2005, appears as number 39 out of 100 on the Top 100 High Crash Intersections

list for the Pioneer Valley region. A summary of the number of crashes occurring at local intersections from 2004 to 2006 is shown in Table 4.

Table 4: Top 25 High Crash Intersections in the Town of Granby

| No. | INTERSECTION | 2004 | 2005 | 2006 | Total |
|-----|--|-----------|-----------|-----------|------------|
| 1 | WEST STATE STREET / PLEASANT STREET / AMHERST STREET | 23 | 16 | 18 | 57 |
| 2 | EAST STATE STREET (ROUTE 202) / SCHOOL STREET | 5 | 1 | 7 | 13 |
| 3 | EAST STREET / NEW LUDLOW ROAD / TRUBY STREET | 2 | 7 | 4 | 13 |
| 4 | NEW LUDLOW ROAD / SOUTH STREET | 6 | 3 | 3 | 12 |
| 5 | AMHERST STREET / KIZIOR DRIVE | 5 | 4 | 2 | 11 |
| 6 | WEST STATE STREET (ROUTE 202) / HIGH STREET | 1 | 5 | 5 | 11 |
| 7 | NEW LUDLOW ROAD / MORGAN STREET | 1 | 7 | 2 | 10 |
| 8 | EAST STATE STREET / FRED RUEL STREET / CHICOPEE STREET | 1 | 5 | 1 | 7 |
| 9 | AMHERST STREET / WEST STREET | | 2 | 4 | 6 |
| 10 | CHICOPEE STREET / CARVER STREET | 1 | 1 | 4 | 6 |
| 11 | EAST STATE STREET (ROUTE 202) / LYMAN STREET | 4 | 1 | 1 | 6 |
| 12 | EAST STREET / SOUTH STREET | 2 | | 4 | 6 |
| 13 | AMHERST ROAD (ROUTE 116) / AMHERST STREET | 1 | 3 | 1 | 5 |
| 14 | AMHERST STREET / BATCHELOR STREET | 3 | 1 | 1 | 5 |
| 15 | BATCHELOR STREET / SCHOOL STREET | 1 | 3 | 1 | 5 |
| 16 | EAST STATE STREET (ROUTE 202) / KENDALL STREET | 2 | 1 | 2 | 5 |
| 17 | TAYLOR STREET / CARVER STREET | 3 | 1 | 1 | 5 |
| 18 | WEST STATE STREET (ROUTE 202) / CRESCENT STREET | 1 | 1 | 3 | 5 |
| 19 | AMHERST ROAD (ROUTE 116) / ALDRICH STREET | 2 | 1 | 1 | 4 |
| 20 | AMHERST ROAD (ROUTE 116) / BURNETT STREET | 1 | 2 | 1 | 4 |
| 21 | CARVER STREET / MEADOW GLEN DRIVE | | 4 | | 4 |
| 22 | CHICOPEE STREET / BAGGS HILL ROAD / TURKEY HILL ROAD | 1 | 1 | 2 | 4 |
| 23 | EAST STREET / SHERWOOD DRIVE | 1 | 3 | | 4 |
| 24 | PLEASANT STREET / BARTON STREET | 2 | 2 | | 4 |
| 25 | PLEASANT STREET / EAST STREET / MORGAN STREET | 3 | 1 | | 4 |
| | NON INTERSECTION CRASHES | 87 | 84 | 48 | 219 |

Source: MassDOT

The Five Corners intersection was redesigned in 2005 and exclusive left turn lanes were added to Route 202. MassDOT recently modified the traffic signal to provide protected left turn phasing for Route 202. Based on data collected from the Granby Police Department, the number of crashes dropped from 18 in 2006, to 7 in 2007. A number of crashes at the Five Corners occur between vehicles entering and exiting the many curb cuts surrounding the intersection. All other intersections in Granby averaged less than 5 crashes per year over the three year analysis period.

OPPORTUNITIES AND CHALLENGES

Transit:

Granby is served by two different fixed bus routes, the Orange 38/9 and Red 25. Orange 38/9 is a route that caters largely to college students. It begins at UMass and transports students to and from Mount Holyoke College in South Hadley Center. Five College Inc. supports the Orange 38/9 as a part of their efforts to foster interchange between the five colleges. This route only operates during the school year and winter and spring intercessions. This route travels along Amherst Road (Route 116), which has a very small length of pavement in Granby. Passengers can make Flag Stops along the route for boarding the bus.

The Red 25 begins at Veterans Park in Holyoke, proceeds to South Hadley, then Granby, returning to Veterans Park and continuing on through Holyoke to the Holyoke Mall. Some of the R25 trips go directly from Holyoke to South Hadley Center. The Red 25 has headways or frequencies of 90 minutes throughout the day. The R25 has only two designated stops at the Granby Town Center. One in the morning at 6:00 a.m. and the other in the afternoon at 2:10 p.m. Passengers can make Flag Stops along the route for boarding the bus.

In addition to the fixed route bus service PVTa provides Paratransit Van Service in Granby. PVTa has two types of Van service, Senior service and ADA service. The Senior service is available to all seniors over 60 based on space availability Monday through Friday from 9:00 a.m. to 4:30 p.m. The ADA service, which is required under the Americans with Disability Act, is available for the people with disabilities that limit them from being able to use the fixed route bus service. The hours that the ADA service is available follows the fixed route service of operation.

Sidewalk Inventory:

The PVPC staff conducted an inventory of sidewalks for the entire Town of Granby as part of the Master Plan process. The results of the complete sidewalk inventory show that the town possesses very few roads with sidewalks and there are few existing pedestrian connections in the town. Table 5 shows the locations of existing sidewalks in the Town of Granby.

Table 5: Existing Sidewalk Locations

| Location | Side | Reference |
|------------------|-------------|---|
| Route 202 | East | Center Street to catholic church |
| Route 202 | East | Over Stony Brook |
| Route 202 | West | Deerbrook Drive to edge of the Granby High School |
| West Street | North | Route 202 to West Street School |
| Deerbrook Drive | East | Entire length |
| Maximilian Drive | West | Entire length |
| Jackielyn Circle | Both | Entire length |
| Lynn Drive | Both | Entire length |
| Woodside Terrace | East | Entire length |
| Diane Street | Both | Entire length |
| Lakeview Avenue | both | Entire length |

Access Management:

Access management consists of land use control measures and design standards to limit access points on high volume roadways. It improves traffic flow and safety through well defined access points that balance the movement of traffic over the length of the corridor. Proper spacing between access points along the corridor is also critical to minimizing vehicle conflict points.

There are a number of locations in Granby that could benefit from improvements to their existing access driveways. The Town of Granby should work with property owners to improve the definition of existing driveways. Long, undefined curb cuts should be defined with curbing to clearly identify the entrance and exit points from the parcel. Land uses with more than one driveway should have all driveways clearly marked. When practical, consideration should be given to limit turns to right turn in/right turn out only when there is a high potential for conflict.

Trip Generation:

The local transportation system is partially driven by the various land uses in the community. Land use size and type has a direct impact on the number of trips it can be expected to generate over the course of an average weekday. 'Trip Generation' is a publication developed by the Institute of Transportation Engineers (ITE). This manual estimates the number of trips that could be

generated by the collection of land uses based on information collected at similar facilities across the country. ‘Trip Generation’ is routinely updated to incorporate new land uses and data. As a result, it is important to use the most recent version to estimate the potential traffic impact of a proposed new development. Table 6 presents an estimate of number of trips that could be generated by a variety of land uses at different concentrations of development.

Table 6: Daily Trip Generation Estimates by Land Use Type and Size

| Land Use | ITE Code | 10,000 SF | 20,000 SF | 50,000 SF | 100,000 SF |
|--------------------------------------|----------|-----------------------|-----------|-----------|------------|
| Light Industrial | 110 | 70 | 140 | 272 | 645 |
| Manufacturing | 140 | 38 | 76 | 173 | 367 |
| Mini Warehousing | 151 | 25 | 50 | 125 | 250 |
| Health/Fitness Club | 492 | 329 | 659 | | |
| General Office | 710 | 227 | 386 | 782 | 1,334 |
| Shopping Center | 820 | 429 | 859 | 2,147 | 4,294 |
| Supermarket | 850 | 1,022 | 2,045 | 5,112 | |
| Pharmacy with Drive Thru | 881 | 882 | | | |
| Drive In Bank (3,000 SF) | 912 | 739 | | | |
| Fast Food with Drive Thru (3,000 SF) | 934 | 1,488 | | | |
| Gas Station with Market | 945 | 162.78 trips per pump | | | |
| Single Family Home | 210 | 9.57 trips per unit | | | |
| Senior Adult Housing (Detached) | 251 | 3.71 trips per unit | | | |

Source: Trip Generation, 7th Edition, ITE

Granby Bicycle Compatibility Analysis

The Pioneer Valley Planning Commission staff conducted an evaluation of the conditions for bicycling on the roadways in Granby. The bicycle compatibility index (BCI) allows practitioners to evaluate the capability of a variety of roadways to accommodate both motorists and bicyclists using geometric and operational characteristics such as lane widths, speed, and volume. Staff used the BCI model to assign a score to 121 individual roadway segments in Granby. The BCI analysis used MassDOT road inventory data including; travel lane width, shoulder width, posted speed, % of heavy truck traffic, and frequency of curb cuts, parking turnover and traffic volume. The scores range from “A” to “F”

with most suitable roadway segments scoring “B” or better and the least suitable roadways scoring in the lower range of “D” or “F.”

Granby roadways generally received scores in the “B”, “C” and “D” range. In general roads in Town have low traffic volumes that appeal to cyclists. Many roadways in town are also scenic, adding to their appeal. There are issues that may need to be addressed. The biggest issue is a lack of consistent shoulder width. For instance there are segments of West and East Streets (Rt. 202) where the shoulder width varies widely from as much as 6 feet down to no shoulder at all. Some roadways are winding with poor sight lines. Bachelor Street is an example of a roadway that would attract far more cyclists and even provide a regional bicycling connection if issues of sight line and consistent shoulder width could be addressed.



Streets with Standard or Wide-Curb Lanes



Streets with marked bicycle lanes

Regional Bikepath and Multi-use Trail Connections

Granby is strategically positioned to take advantage of a growing regional network of bikeway and multi-use trails. In addition to on-road connections, the master planning process revealed an opportunity to connect Granby to the Five College Bikeway via links to South Hadley and Amherst using the abandoned trolley line over the Route 116 “Notch” to Hadley. The “Notch Trolley Line Trail” would provide direct access to Hampshire College and the Norwottuck Rail Trail Network. The trail would create a recreational resource for the community while providing cyclists, pedestrians and non –motorized commuters with an alternative to the steep grade on Route 116. The “Notch Trolley Line Trail” would also link up with the Massachusetts Department of Conservation (DCR) Holyoke Range visitors’ center and trail system while encouraging visitors to consider alternative modes of transportation.

Mount Holyoke College, the Town of Amherst, DCR, MassDOT and the Norwottuck Rail Trail Advisory Committee have all discussed the possibility of using the abandoned trolley line in the past, however no formal progress or planning has been completed. The Town of Granby is in a unique position to support or advance this initiative as one of the most critical components of this multi-town project is located in Granby.

GOALS AND STRATEGIES

Goal 1: Utilize the principles of access management to control entrance and egress points for land uses on priority roadways.

Strategy #1: Plan for the impact of future growth along the Route 202 corridor by developing an access management plan in cooperation with MassDOT District 2, the Granby Highway Department, local emergency responders, and other appropriate local agencies.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Planning Board, Granby Highway Department, MassDOT

Resources Needed: Sample Access Management Plans, Local Review Committee

Target Date for Completion:

Strategy #2: Work with MassDOT District 2 and property owners to request easements for exclusive turn lanes and shoulders, where appropriate, for new development along the Route 202 corridor.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: MassDOT, Planning Board, Granby Highway Department

Resources Needed: Appropriate funding

Target Date for Completion:

Strategy #3: Conduct reviews of local bylaws to ensure that appropriate regulations are in place to require site plan review and traffic impact studies for future development. This would identify land uses and traffic volume levels that would require a Traffic Impact Study.

Action Steps

Type: Regulatory

Level of Priority:

Who Is Responsible: Planning Board

Resources Needed: Sample Bylaw

Target Date for Completion:

Strategy #4: Consider developing thresholds to trigger peer review. It may be possible to eliminate unnecessary and costly peer reviews for smaller scale projects.

Action Steps

Type: Regulatory

Level of Priority:

Who Is Responsible: Planning Board, Selectboard

Resources Needed: Sample Bylaw

Target Date for Completion:

Goal 2: Identify opportunities to construct new sidewalks in Town.

Strategy #1: Work with MassDOT District 2 to discuss the feasibility of incorporating sidewalks to connect key pedestrian trip generators as part of proposed resurfacing work along the Route 202 corridor. MassDOT is currently in the preliminary stages of developing a resurfacing project for Route 202. There may be opportunities to include sidewalks in some areas along the Route 202 corridor. The two priority areas for sidewalks along Route 202 are:

1. along the north side from the Five Corners to Crescent Street.
2. along the north side from Lyman Street to Maximillian Drive.

It will also be important to discuss opportunities to upgrade the existing traffic signal control equipment at the intersection of Route 202 with Pleasant Street and Amherst Street in the Five Corners area. This will be important as development continues to occur in this area. Improvements

could include the installation of sidewalks, crosswalks, and pedestrian actuated traffic signals.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Selectboard, Planning Board, Granby
Highway Department

Resources Needed: Federal Funding, local maintenance funds

Target Date for Completion:

Strategy #2 Support alternative travel options by constructing new sidewalks to link residential areas to schools.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: MassDOT, Granby Highway
Department, Planning Board

Resources Needed: Appropriate Funding

Target Date for Completion:

Strategy #3: Work with MassDOT and the Granby Highway Department to consider the construction of sidewalks when roads are built and/or maintained.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: MassDOT, Granby Highway
Department, Planning Board

Resources Needed: Appropriate funding and staff time

Target Date for Completion:

Strategy #4: Consider a Snow Removal Bylaw for Sidewalks. This would require property owners to remove snow on sidewalks in front of their land.

Action Steps

Type: Regulatory

Level of Priority:

Who Is Responsible: Selectboard

Resources Needed: Sample Bylaw

Target Date for Completion:

Goal 3: Develop a safe, interconnected bicycle network.

Strategy #1: Work with MassDOT District 2 to incorporate consistent shoulders where feasible into proposed resurfacing work along the Route 202 corridor. MassDOT is currently in the preliminary stages of developing a resurfacing project for Route 202. There may be opportunities to improve existing shoulder to provide consistent width for bicycle travel. Shoulders provide greater separation between vehicles and bicyclists and improve the safety of on road bicyclists.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Selectboard, Planning Board, Granby
Highway Department

Resources Needed: Federal Funding, local maintenance funds

Target Date for Completion:

Strategy #2 Support alternative travel options by developing on-road bicycle lanes, where feasible, to link residential areas to schools.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: MassDOT, Granby Highway
Department, Planning Board

Resources Needed: Appropriate Funding

Target Date for Completion:

Strategy #3: Consider providing bicycle racks on all publicly owned properties. Encourage local business to also provide bicycle racks.

Action Steps

Type: Regulatory

Level of Priority: 2

Who Is Responsible: Selectboard, Planning Board

Resources Needed: Funding for Bicycle racks, staff time for installation

Target Date for Completion: Ongoing

Strategy #4: Consult with the PVPC to work with interested parties to advance a multi use trail along the Route 116 corridor.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: PVPC, Selectboard

Resources Needed: None

Target Date for Completion:

Strategy #5: Work with PVPC and MassDOT and bicycle advocates in Granby to plan, design and oversee construction of a bicycle network in Granby.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: MassDOT, PVPC, Granby Highway Department, Bicycle Advocate groups

Resources Needed: Townwide Bicycle Route Plan, Right of Way Acquisition,

Target Date for Completion:

Goal 4: Support the use of alternative forms of transportation.

Strategy #1: Work with the Pioneer Valley Transit Authority to identify opportunities to enhance existing transit service for the Town of Granby. Consider requesting a town wide transit survey to identify the demand for additional regional transit service and connections to local colleges and universities.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Selectboard, PVTA, PVPC

Resources Needed: Appropriate transit funding, staff time.

Target Date for Completion:

Strategy #2: Work with students and other special interest groups to develop a local public awareness campaign on the benefits of alternative forms of transportation to the automobile.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Planning Board, School Committee

Resources Needed: Staff Training, State Education Grant

Target Date for Completion:

Strategy #3: Develop partnerships with property owners of underutilized parking areas to increase carpooling opportunities with park and ride lots.

Action Steps

Type: Non Regulatory

Level of Priority:

Who Is Responsible: Selectboard, PVPC, Property Owners

Resources Needed: Sample Agreements, Appropriate
Incentives for Property Owners

Target Date for Completion: