

Warren Select Board
Saturday, November 6, 2021
VHB Traffic/Parking Consultant Kick Off Meeting
1:30-3:00PM
Warren Municipal Building/Parking Lot

Goals For the Day:

- *Project understanding and goals presented by Warren Selectboard to VHB Consultant.
– Mark Hamelin & David Saladino
- *Site Walk to familiarize team with study issues and opportunities
- *Initial impressions and schedule going forward

Minutes of November 6, 2021
Warren Selectboard
1:30 PM
Warren Municipal Building
In Person - Village walkthrough

Members Present: Luke Youmell, Vice Chair, Bob Ackland, Camilla Behn, Devin Klein Corrigan

Others Present: David Saladino & Mark Hamelin - VHB, Warren village residents

1:30 PM – Meeting called to order. Bob Ackland introduced David Saladino and Mark Hamelin from VHB. They were selected to perform analysis of pedestrian and vehicle traffic in Warren village. After walking around the village with residents, hearing input at multiple locations, they will propose design changes to introduce traffic calming and increase pedestrian accessibility.

Dave Campanelli asked if this review also considered the part of Warren Village opposite 100, including West Hill Rd. and Ellen Lane. It does not but it was mentioned that could be included in a further study. The Selectboard limited the scope of the RFP in consideration of cost.

The group walked from the municipal parking lot, north on Main St., east on Flat Iron, up Brook Rd. to School Rd. They then proceeded down Brook Rd. to Main St., south on Main St. to the covered bridge and back to the municipal lot. Stops were made at critical points to get feedback from those attending. Listed below are the notes from each stop.

Flat Iron and Main Street

- Wide road apron encourages vehicles coming north on Main to carry speed onto Flat Iron
- Parking is congested near gazebo and often used by the same cars all day
- Vehicles travelling west on Flat Iron can have poor visibility depending on how they approach intersection
- Narrowing the apron may reduce speed and improve sight lines
- A path to/around gazebo would offer a way for pedestrians to avoid intersection

Flat Iron

- Road is heavily used by bikes and pedestrians
- Speed is a factor, walkers don't know where to put themselves
- One way and one lane (with two way traffic) options were discussed

Flat Iron and Brook Rd.

- Heavy pedestrian use of this intersection
- Children walk from here across Brook Rd. to trail
- Vehicle speed tends to increase for westbound traffic coming down Brook Rd.
- An all-way stop was discussed, as was a crosswalk to the path

Brook Rd.

- Speeding here is the major concern
- Narrowing the road by allowing/encouraging parallel parking or narrowing lanes was discussed
- The bridge by Luce Pierce Rd. was identified as a potential option for traffic calming by; adding lights and/or curbs, narrowing lanes with line painting, potential one-way, alternating traffic
- Marked shoulders for pedestrian traffic was discussed for the entire road from School Rd. to Main St.

Brook Rd. and School Rd.

- Traffic coming downhill carries speed
- Sightlines are poor looking uphill
- Options were discussed for marking the boundary of the village further up Brook Rd.
- There are existing welcome and speed limit signs that could be moved or highlighted so that they are more noticeable
- People preferred the previous speed limit sign which displayed actual speed rather than, Slow Down

Brook Rd. and Main St.

- The apron is wide which allows speed to be carried through intersection
- Heavy pedestrian use on both sides of Main St. which is dangerous with over speed vehicles
- No clear way for pedestrians to walk to/from Park and Ride lot

Main St.

- Existing traffic calming measures were examined and it was noted that it has worked at reducing vehicle speed
- Pedestrian access along Main Street (extending/connecting sidewalks) was discussed
- Crosswalks at key locations, like the post office, were discussed

Main St. and Covered Bridge Rd.

- Wide aprons here and at the bottom of Fuller Hill Rd. encourage speed and rolling through intersection
- People park in the wide aprons
- The aprons are unattractive and could be used instead as green space

Other Discussion

- Options for extending the existing traffic calming work throughout the village; e.g. using bridges as entrance markers and traffic calming devices
- Lengthy discussion on lighting. Dimmer light might encourage slower speeds.
- David and Mark will review all input to develop potential plans for redesign

3:45pm - Meeting Adjourned

The Warren Selectboard

Andrew Cunningham, Chair



Luke Youmell, Vice Chair



Bob Ackland

Camilla Behn



Devin Klein Corrigan