West Stockbridge Complete Streets

Berkshire Regional Planning Commission

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BRPC
Berkshire Regional Planning Commission

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Introduction

Across the country, planners and municipal officials are increasingly realizing the benefits of creating connected, walkable communities. Pedestrian-oriented planning has been a major priority for the state of Massachusetts. MassDOT's Complete Streets program – which helps communities to make their streets safe and accessible for all travel modes – has awarded approximately $83 million in total funding through 444 technical assistance and construction awards since the program began in 2016.[1] A number of Berkshire communities have demonstrated their commitment to pedestrian-oriented planning by participating in the program. The Town of West Stockbridge is now among these communities and has worked diligently over the past several months to identify complete streets improvements that will enhance the transportation network for residents and visitors alike.

Figure 1: Distance and Destinations

Source: Centers for Disease Control and Prevention, 2010, www.newpublichealth.org

According to the National Household Travel Survey of 2017, 46% of all vehicle trips are three miles or less in length, and 21% of trips are one mile or less. A 2012 study by the Centers for Disease Control and Prevention revealed that almost half of people will walk to destinations of one mile or less (Figure 1). Non-motorized travel can provide a range of benefits including improved public health, promotion of tourism and economic development, and increased connectivity and livability – particularly for children, seniors, and people with disabilities.

Concept of Complete Streets

Complete Streets represents a commitment to provide safer and more accessible means of travel between home, school, work, recreation, and retail destinations. In so doing, the aim is to foster more livable, attractive, and healthier communities. Complete Streets roadways are designed to accommodate all users safely and comfortably, regardless of age, ability, or mode of transportation. In addition to providing safety and access for all users, Complete Street design treatments consider accommodations for disabled persons as required by the Americans with Disabilities Act (ADA). Design considerations for connectivity and access management are also accounted for with regards to nonmotorized users of the facility. With this vision in mind, the Town of West Stockbridge underwent a process to study in more detail the opportunities to incorporate pedestrian and bicycle-friendly design into future transportation investments.

As a rule of thumb, enhancements to the multimodal network must be done in a balanced and context-sensitive approach. This approach considers a wide array of factors from safety to livability and

[1] Massachusetts Department of Transportation. (2022). https://www.mass.gov/news/baker-polito-administration-announces-554-million-in-complete-streets-funding-program-awards

economic development to connectivity. Complete Streets components include typical roadway design features such as traffic calming, bicycle lanes, sharrows, wayfinding, safe crossings, landscaping, sidewalks, and/or wide shoulders to accommodate nonmotorized travelers in more rural areas. However, not all streets need to include every Complete Streets element. Certain criteria generally dictate which design features are appropriate. This means that the appropriate level of roadway completeness depends on its context and function. Complete Streets can be planned as a retrofit to existing streets or incorporated into the design of new streets.

Report Overview

This report has three key expected outcomes:

1. The first outcome is to support West Stockbridge's Complete Streets Policy, adopted by the Board of Selectmen back in 2016.
2. The second outcome is to evaluate existing conditions for nonmotorized users of the transportation system.
3. The third and final outcome is to recommend an implementation strategy for Complete Streets projects that follows a template designed by MassDOT to fulfill the requirements for a Complete Street Project Prioritization Plan.

The Bipartisan Infrastructure Law (BIL) that was enacted as the Infrastructure Investment and Jobs Act (IIJA) reauthorizes the Fixing American's Surface Transportation (FAST) Act, that supports the multimodal approach to transportation planning and programming and encourages communities to consider all users of the system in designing a safe, and well-connected system. MassDOT's Complete Streets Funding Program has provided West Stockbridge with the opportunity to look at existing conditions, potential improvements, and implementation strategies that support Complete Streets throughout the Town.

MassDOT Complete Streets Funding Program

Technical assistance to the Town of West Stockbridge by the Berkshire Regional Planning Commission (BRPC) was made possible through funding from MassDOT's Complete Streets program. The Complete Streets program was "authorized by the 2014 Transportation Bond Bill, [and] offers Massachusetts municipalities incentives to adopt policies and practices that provide safe and accessible options for all travel modes." Technical assistance funding of up to $38,000 was available to communities to develop a Complete Street prioritization plan.[2]

To participate and maintain eligibility in the funding program, communities are required to proceed through three tiers of the program. At Tier 1, a Town employee was required to attend a Complete Streets training session. The Town then had to adopt a policy affirming the community's commitment to Complete Streets in all aspects of transportation design and construction. At Tier 2, communities were required to draft a prioritization plan that outlined at least 15 eligible projects programmed over a 5-year period. This needs assessment and prioritization plan prepared by BRPC and the Town of West Stockbridge Complete Streets Committee meets the requirements for the town's Tier 2 eligibility. At Tier 3, communities are required to submit projects to MassDOT for potential construction funding. Up to $500,000 is available in construction funding yearly through the Complete Streets program. However, this

[2] MassDOT Complete Streets Funding Program Guidance: https://gis.massdot.state.ma.us/CompleteStreets/Content/Docs/Complete%20Streets%20Funding%20Program%20Guidance%20and%20Appendix.pdf

funding is distributed as a grant program, with no guarantee of funding from year to year. For the Town's Tier 2 list that was submitted to MassDOT, see Appendix C.

Eligible Roadways and Project Types

The MassDOT Complete Streets funding program provides potential funding for projects of four main project types including: traffic and safety; bicycle facilities; transit facilities; and pedestrian facilities (Table 1). For a complete list of eligible project types, refer to MassDOT Complete Streets Program Guidance.[3] Additionally, only locally maintained roadways are eligible for potential funding; state highways and roads maintained by other entities are not. However, this assessment examines complete streets needs on all roadways within the Town of West Stockbridge, regardless of jurisdiction, to ensure maximum connectivity throughout the transportation network. While some projects identified may not be eligible for funding, this needs assessment will become a tool to advocate for future changes to state roadways.

Table 1: Eligible Complete Streets Infrastructure

If a project or element does not appear in this list, it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects.			
S - Traffic & Safety	**B - Bicycle Facilities**	**P - Pedestrian Facilities**	**T - Transit Facilities**
S1. Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian, or transit modes	**B1**. Improvement of shared use paths (non-safety related)	**P1**. Sidewalk repairs (tree roots, uplifted panels, etc.)	**T1**. Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
S2. Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)	**B2**. Designated bicycle lanes	**P2**. Providing ADA/AAB compliant curb ramps	**T2**. Improving transit connections for bicyclists, including: providing secure bicycle parking, signing
S3. Pedestrian signal & timing (minor updates)	**B3**. Bicycle parking fixtures and/or shelters at transit and other locations	**P3**. Detectable warning surfaces	**T3**. Transit shelter
S4. Changing pedestrian signal timing (i.e., lead pedestrian interval)	**B4**. On-street bicycle parking	**P4**. Pedestrian wayfinding signs	**T4**. Transit signal prioritization
S5. Radar speed feedback ("Your Speed") signs	**B5**. Provide bicycle-safe drain grates and other hardware	**P5**. Providing new sidewalks	**T5**. Bus pull-out areas
S6. Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances	**B6**. Bicycle boulevards	**P6**. Providing pedestrian buffer zones	**T6**. Railroad grade crossings improvements (signs, flange way fill, etc.)
S7. Additional regulatory signing (for existing regulations)	**B7**. Bicycle wayfinding signs	**P7**. Pedestrian Refuge Islands	**T7**. Transit contra-flow lanes
S8. Speed humps/speed tables	**B8**. Shared lane markings (sharrows)	**P8**. Curb extensions at pedestrian crossings	**T8**. Park-n-ride facilities
S9. Street lighting	**B9**. Bike route signs	**P9**. Crosswalks	**T9**. Transit-only lanes
S10. Road diets	**B10**. New shared use paths	**P10**. Widening existing sidewalks	**TO**. Transit Facilities - Other

[3] Available from: https://masscompletestreets.com/

S11. Speed attenuation devices	**B11**. Designated Separated Bicycle Lane	**P11**. Accessible pedestrian signals	
S12. Roadway resurfacing or micro surfacing if restriping for new bicycle lanes	**B12**. Elimination of hazardous conditions on shared use paths	**P12**. New or improved crossing treatments at intersections, midblock, etc. including RRFB's and HAWK signals	
S13. Intersection reconstruction – reducing complexity and crossing distance	**B13**. Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)	**P13**. New pedestrian accommodations at existing traffic signals	
S14. New curbing or edging on uncurbed streets.	**BO**. Bicycle Facilities - Other	**P14**. Interim public plazas	
S15. Addition of or widening of shoulders		**P15**. Traffic re-routing to create pedestrian zones	
S16. Intersection signalization (major updates/upgrades & new Installation)		**P16**. Providing medians with ADA/AAB-compliant design	
S17. Traffic calming measures		**PO**. Pedestrian Facilities - Other	
S18. Roundabouts			
SO. Traffic & Safety - Other			

Economic Benefits of Complete Streets

People-oriented streets are more financially productive. Numerous studies[4] [5] and reports[6] [7] [8] show businesses located along streets where walking is safe and easy usually thrive. Improving an areas walkability or bikeability can drastically impact property values as well. A 2009 study revealed that in a typical market, an additional one-point increase in Walk Score (a measure of the amenities that can be accessed by walking) was associated with between $500 and $3,000 increase in home values.[9] A ten-point increase in Walk Score was found to increase commercial property values by 1% to 9%[10]. A 2012 report from Vermont estimated that biking and pedestrian related activities were associated with over $53 million in direct economic impact and helped support over 1000 jobs[11]. Implementing Complete Streets policies can stimulate private investment, especially in retail districts.[12] Other communities have seen direct increases in retail sales following complete streets investments.[13]

[4] Cortright, Joe. (2009). *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*. CEOs for CITIES. Impresa, Inc. (Link)
[5] Tolley, Rodney. (2011*). Good for Business: The benefit of making streets more walking and cycling friendly*. The Heart Foundation. (Link)
[6] Florida, Richard. (2014). *Walkability is Good for You*. CitiLab. (Link)
[7] Sisson, Patrick. (2019). *Why building walkable cities is the key to economic success*. Curbed: Real Estate / Urban Planning. (Link)
[8] Alfonzo, Mariela. (2015). *Making the Economic Case for More Walkability*. Urban Land. (Link)
[9] Cortright, Joe. (2009). *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*. CEOs for CITIES. Impresa, Inc. (Link)
[10] Pivo, Gary, et al. (2010). *The Walkability Premium in Commercial Real Estate Investments*. University of Arizona & Indiana University. (Link)
[11] https://headwaterseconomics.org/trail/84-bicycling-walking-vermont/
[12] https://smartgrowthamerica.org/resources/economic-revitalization-benefits-of-complete-streets
[13] https://smartgrowthamerica.org/complete-streets-pay-off/

Walkability is also an important consideration for employers. These days, young workers prefer living within walking distance of work, restaurants and shopping areas and fewer want cars. In 1995 people aged 21 to 30 drove 21% of all miles driven in the U.S. In 2009 it was 14% despite the consistent growth of this age group.[14] The bottom line, living car-free in walkable areas fits neatly within younger lifestyles. Considering the region's demographics, the Berkshires has a higher proportion of seniors in relation to younger people – a trend that is expected to continue to grow. Creating walkability is one strategy to draw young professionals and families to the area – and it also works to serve the needs of older populations as well.

In the U.S., the percentage of people who cease driving doubles each decade after the age of 65. As life expectancies increase and the number of non-drivers continues to grow – with more baby boomers aging-out of driving – providing mobility options that mesh with car-free lifestyles will be ever more important. Moreover, families living in walkable areas save $400 - $500 monthly in auto-costs compared to those in auto-dependent communities.[15]

Equity Benefits of Complete Streets

Complete streets improvements can be an important component of equitable transportation systems and communities. Not all residents can afford an automobile, and in aging communities, older residents may not be able or wish to drive. Complete Streets enable and create affordable transportation that can be used by anyone.

Public Health and Safety Benefits

Complete Streets are intended to provide safe access for all roadway users, including motor vehicles, bicyclists, and pedestrians; creating infrastructure that respects all users, improves access and safety for all. An evaluation of Complete Streets in Victoria, British Columbia, reported that reversing the planning priorities from a primary focus on automobile traffic to a focus on pedestrian and bicycle users, resulted in improved public fitness and health.[16] The interventions implemented to improve pedestrian safety included road diets that reduced the number of lanes, increased bicycle and pedestrian facilities, reduced speeds, and compact development types that improved pedestrian access.

In 2015, Smart Growth America (SGA) surveyed 37 different states, regions, and counties in the U. S. that have participated in Complete Street projects. Among those surveyed, 70% of the projects reported a reduction in collisions, and approximately 56% of these projects also reported a reduction in injuries resulting from collisions. These projects also reported an increase in pedestrian and bicycle traffic, with no change in motor vehicle traffic. Rates of collision and injury decreased despite the increase in pedestrian use, suggesting that the projects improved pedestrian safety.[17]

[14] Federal Highway Administration. (2009). *Summary of Travel Trends: 2009 National Household Travel Survey*. U.S. Department of Transportation. (Link)
[15] Walk Boston. (2012). *Good Walking is Good Business*. WalkBoston.org (Link)
[16] Litman, T. (2010). *Evaluating public transportation health benefits*. Retrieved from http://www.vtpi.org/tran_health.pdf
[17] Anderson, G., Searfoss, L., Cox, A., Schilling, E., Seskin, S., & Zimmerman, C. (2015). Safer streets, stronger economies: Complete streets project outcomes from across the United States. *Institute of Transportation Engineers, 85* (6), 29-36.

It is well established that physical activity promotes longevity, decreases risk of chronic conditions, and improves mental health and well-being, while relieving stress.[18,19] Access to an active living system can improve a community's health through the promotion of physical and recreational activity, while reducing poor health outcomes. An active living system that is used for commuting can help to reduce cardiovascular risk by 11%, increase daily steps, and increase time spent walking.[20] Researchers have correlated communities that report higher rates of walking and cycling to work with more daily physical activity and lower rates of obesity and diabetes.[21] Cycling and walking have been recognized as an important means to promote health since they are the most common forms of physical activity as well as active transport. An increase of one-hundred minutes of cycling per week, reduces the mortality risk by 10% when compared to non-cyclists. An increase of one-hundred and sixty-eight minutes of walking per week reduces the risk of early mortality by approximately 11%.[22]

Background

The Town of West Stockbridge developed this report with the support of their Complete Streets Committee, and technical assistance provided by the Berkshire Regional Planning Commission (BRPC). The Working Group is not a formally appointed town board or committee, and includes members of the Planning Board, the Town Administrator, and Highway Superintendent.

The town's Complete Streets Working Group was established in 2022, with the town having adopted their Complete Streets Policy back in 2016. Members of the Working Group include:

- Dana Bixby – Chair, West Stockbridge Planning Board
- Jay Elling* – Town Resident
- Frank Landsberger – Town Resident
- Doane Perry - Visioning Committee member
- Andy Potter* – Select Board member
- Joe Roy – Visioning Committee member
- Peter Thorne – Town Resident
- Curt Wilton – Highway Superintendent

*Working group member for a portion of the project timeline

[18] Centers for Disease Control and Prevention. (2015b) *Physical activity and health*. Retrieved from http://www.cdc.gov/physicalactivity/basics/pa-health/index.htm

[19] American Heart Association. (2015). *Physical activity improves quality of life.* Retrieved February 11, 2016, from http://www.heart.org/HEARTORG/HealthyLiving/PhysicalActivity/%20StartWalking/Physical-activity-improves-quality-of-life_UCM_307977_Article.jsp#.WHZ9qf4zXVl

[20] American Public Health Association. (2010). *Active transportation: Benefitting health, safety and equity.* Retrieved February 8, 2016, from http://www.apha.org/~/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.ashx

[21] Pucher, J., Buehler, R., Bassett, D. R., & Dannenberg, A. L. (2010). Walking and cycling to health: A comparative analysis of city, state, and international data. *American Journal of Public Health, 100*(10), 1986-1992.

[22] Schepers, P., Fishman, E., Beelen, R., Heinen, E., Wijnen, W., & Parking, J. (2015). The mortality impact of bicycle paths and lanes related to physical activity, air pollution exposure and road safety. *Journal of Transport & Health*, 2 (4), 460–473.

Complete Streets have many benefits including safety, multimodal transportation options, economic development, environmental benefits, public health, and accessibility. The Complete Streets Committee discussed these benefits and more broadly, how the integration of these elements into West Stockbridge's streetscape might work to better the community, for residents and visitors alike. For a list of Complete Streets Committee meetings, please see Appendix A.

Planning Framework

Implementing the town's Complete Streets Policy will have various benefits that are experienced by many different stakeholders. With full-scale implementation of Complete Streets elements, the community can see benefits in safety, increased transportation options, enhanced economic vitality, environmental benefits, public health impacts, and accessibility for persons with disabilities.

Vision and Intent

As it states in the town's Complete Streets Policy:

Town of West Stockbridge envisions a transportation system where users of all modes, ages, and abilities can move safely and efficiently. The purpose of the Town of West Stockbridge's Complete Streets Policy, therefore, is to accommodate all users by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of West Stockbridge to ensure the planning, design, operation, and maintenance of streets so they are safe for users of all ages and abilities and to provide a multi-modal transportation network. This Policy directs staff to consistently plan, design, construct, and maintain streets to accommodate a range of multi-modal transportation users including, but not limited to: pedestrians, cyclists, other nonmotorists, transit users, motorists, emergency vehicles, and freight/commercial vehicles.

Goals and Performance Measures

The goals and objectives of this Complete Streets Project Prioritization plan, guided by the West Stockbridge Complete Streets Committee, were developed to provide safety, promote context sensitivity, increase connectivity, asset management, project readiness, traffic calming, to ensure aging in place with access to public and commercial facilities, and to enhance air quality for all users of the street network, including pedestrians, cyclists, motorists, commercial vehicles, and emergency vehicles.

During the growth of their planning framework, the Complete Streets Committee developed system-wide performance measures for each of their eight goals. The performance measures, listed by goal area, are shown in Table 2. The overall goals, and performance measures for achieving those goals, were found to most closely identify with the projects prioritized by the committee.

Table 2: Annual System Performance Measures

Goal	Performance Measure	Data Source
Safety	Total crashes by severity and mode	MassDOT HSIP Crash Clusters[23]
Connectivity	Number of new ADA complaint curb ramps/linear feet if ADA compliant sidewalk or pathway. Share of non-automobile commuters.	Town of West Stockbridge, U.S. Census American Community Survey (ACS) data
Context Sensitivity	Project proposed in village districts, including the town center and Williamsville	Town of West Stockbridge
Traffic Calming	Annual number of citations for speeding	West Stockbridge Police Department
Aging in Place / Access to Public + Commercial Facilities	Annual number of projects adjacent or connecting to senior housing, COA, and schools. Number of project connecting to or adjacent to public facilities or town businesses.	Highway Dept.
Asset Management	Number of projects that compliment other capital needs such as underground work, resurfacing, culvert/bridge work, etc.	Town of West Stockbridge
Project Readiness	Number of projects in design/engineering phase	Town of West Stockbridge
Air Quality	Number of commercial vehicles exiting Turnpike and passing through village center	MassDOT

Related Plans and Initiatives

Compatibility with other town plans and initiatives provides an extra basis of support for Complete Streets projects. Based on the town's recent efforts in the development of a new Master Plan, the vision for transportation in West Stockbridge can be summarized as follows:

- Enhancing the village center grid with more connections for more modes of travel
- Making streets safer and more place-focused by calming speeds where appropriate
- Encouraging more pedestrian and bicycle travel
- Providing access to transit

The projects considered by the Complete Streets committee work to address these goals, such as through traffic calming infrastructure, new off-street paths, adding a transit shelter to the village center, and enhancing pedestrian and bicycle amenities.

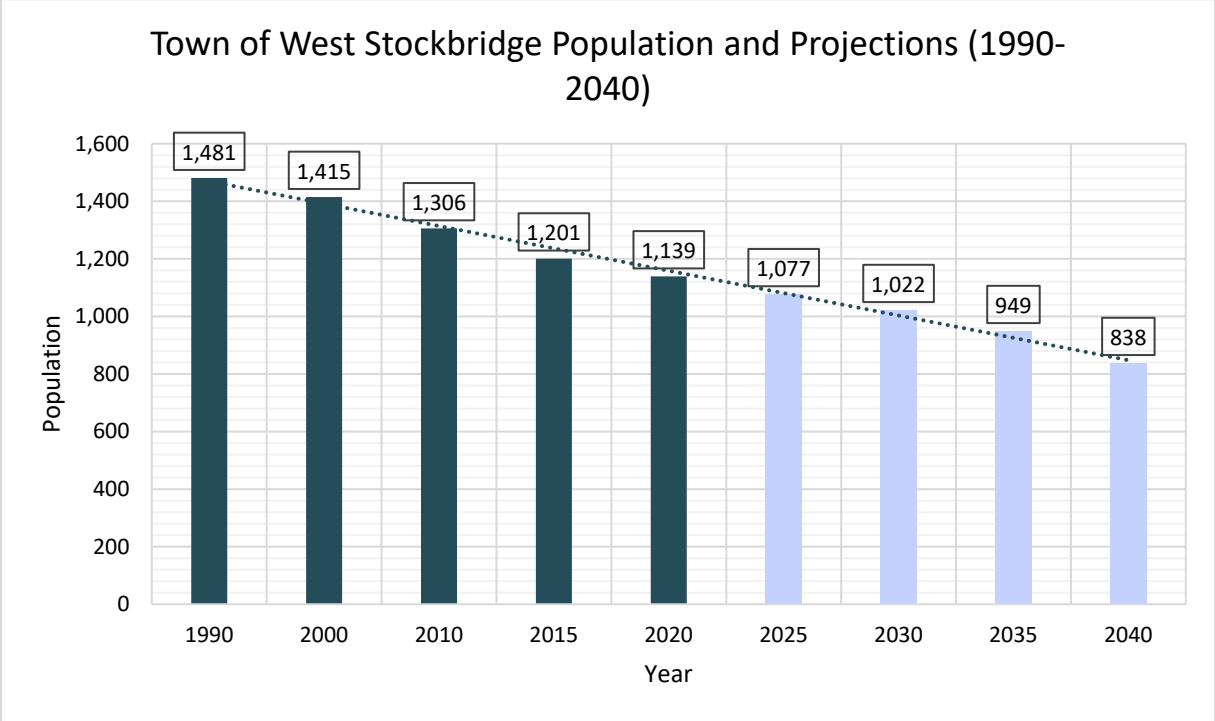
[23] http://geo.massdot.opendata.arcgis.com/datasets/cc323741010d4b17b71ca664e2050457_1

Existing Conditions

Sociodemographic Profile

Based on census data, the Town of West Stockbridge has around 1,164 year-round residents and has seen steady population decline since 2000. From the US. Census estimate of population in 2020 (1,139), the UMass Donahue Institute[24] predicts that the population of the town will decrease to approximately 1,022 residents by the year 2030, and to 838 residents by 2040 (see Figure 2). This is common in Berkshire County, which has been declining in population since the 1970s, and all but a few municipalities, are predicted to decline in population over the next few decades.

Figure 2: West Stockbridge Population (with projections for 2025, 2030, 2035, & 2040)



Source: U.S. Census: 1990, 2000 Census, 2010 Demographic Profile Data, and 2025, 2030, 2035, and 2040 Projections Courtesy of the UMass Donahue Institute

As aging in place becomes more popular among seniors, addressing elements like wayfinding, walkability, and roadway safety are important considerations. Additionally, being in a semi-rural community, Complete Streets improvements could be conceptualized as a form of public health infrastructure, enabling active transportation for older residents, and creating a connected network of town amenities and recreation areas.

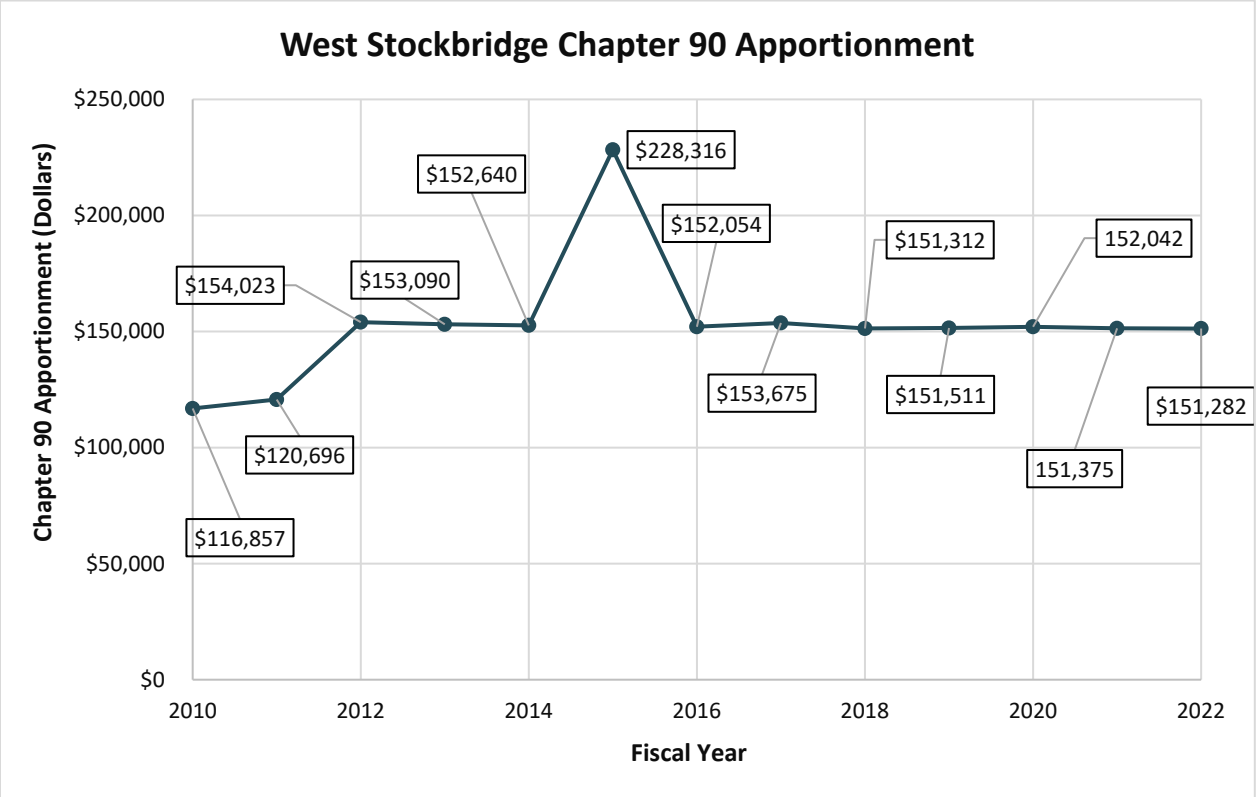
[24] http://www.donahue.umassp.edu/business-groups/economic-public-policy-research/expertise-services/economic-demographic-research

Fiscal Conditions

In Massachusetts, the Chapter 90 highway funding program was enacted in 1973 to entitle municipalities to reimbursement of documented expenditures on approved highway projects. Funds are provided through state Transportation Bond Issues and can be used for a variety of project types and municipal uses including preservation and improvement projects that create or extend the life of capital facilities, garages, salt sheds, buildings for storage of equipment, and road building machinery, equipment, and tools.

Chapter 90 apportionments fluctuate from year to year and are distributed based on a formula that factors in road miles (58.33%), population (20.83%) and employment (20.83%). In West Stockbridge, Chapter 90 funding is generally around $150,000 each fiscal year (FY), with a significant increase in 2015 to $228,316 due to additional statewide funding that fiscal year that was allocated by the Governor Baker administration (see Figure 3).[25]

Figure 3: Chapter 90 Apportionment Fiscal Year 2010-Fiscal Year 2022



Source: Massachusetts Department of Transportation: Highway Division

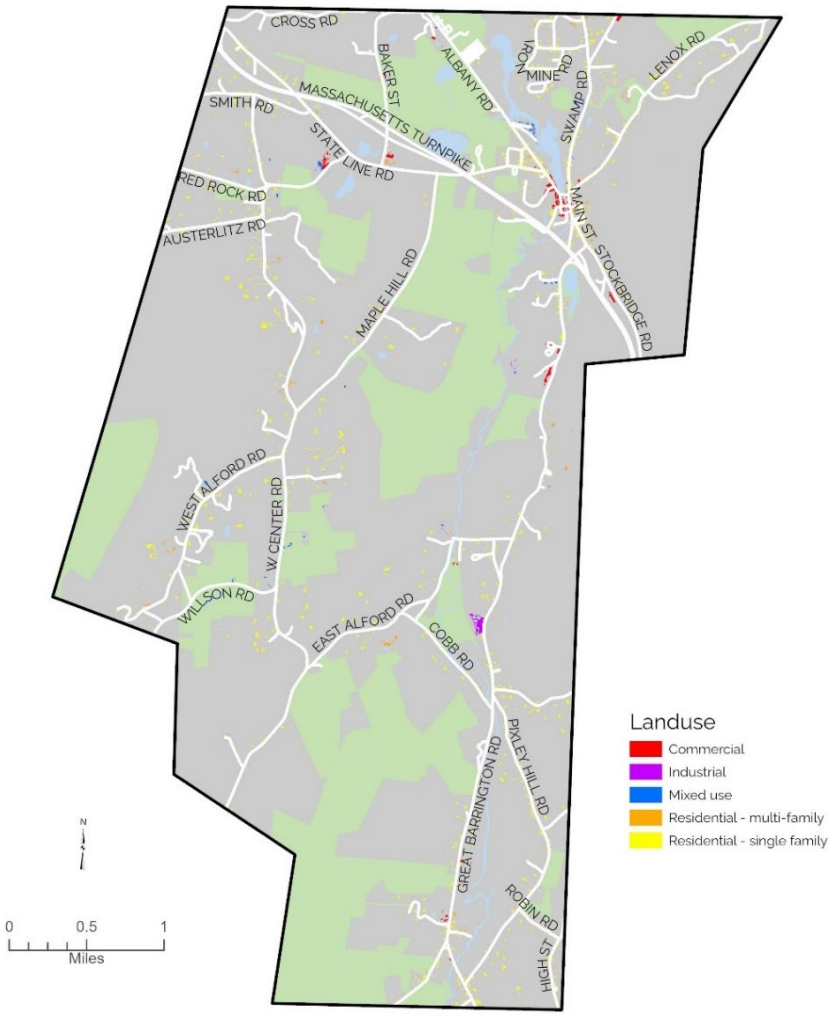
[25] MassDOT Chapter 90 Past Apportionments: https://masscompletestreets.com/

Topography and Land Use Characteristics

West Stockbridge owes much of its character to the natural landscape in which it sits. Located in the southern half of Berkshire County, West Stockbridge has a total area of 18.7 square miles and is bordered on the north by Richmond, on the east by Stockbridge, on the south by Great Barrington, on the southwest by Alford, and on the west by Austerlitz and Canaan, New York. The town is located along the Williams River, a marshy tributary of the Housatonic River. To the northeast, West Stockbridge Mountain lies along the Stockbridge town line. To the southwest, Tom Ball Mountain rises above the Alford town line, and Harvey Mountain rises on the state border. Maple Hill rises in the center of town, and is covered by a wildlife management area. Interstate 90, the Massachusetts Turnpike, crosses into the state in West Stockbridge. Exit 3, which consists of a western exit and an eastern entrance, is located near the center of town, near the southern junction of Route 41 and Route 102. The town's land use is predominantly rural-residential in character.

According to the 2020 American Community Survey, there are approximately 471 total households in the town. There are areas of agricultural use interspersed between forested and conservation land as well.

Figure 4: Town of West Stockbridge Land Use



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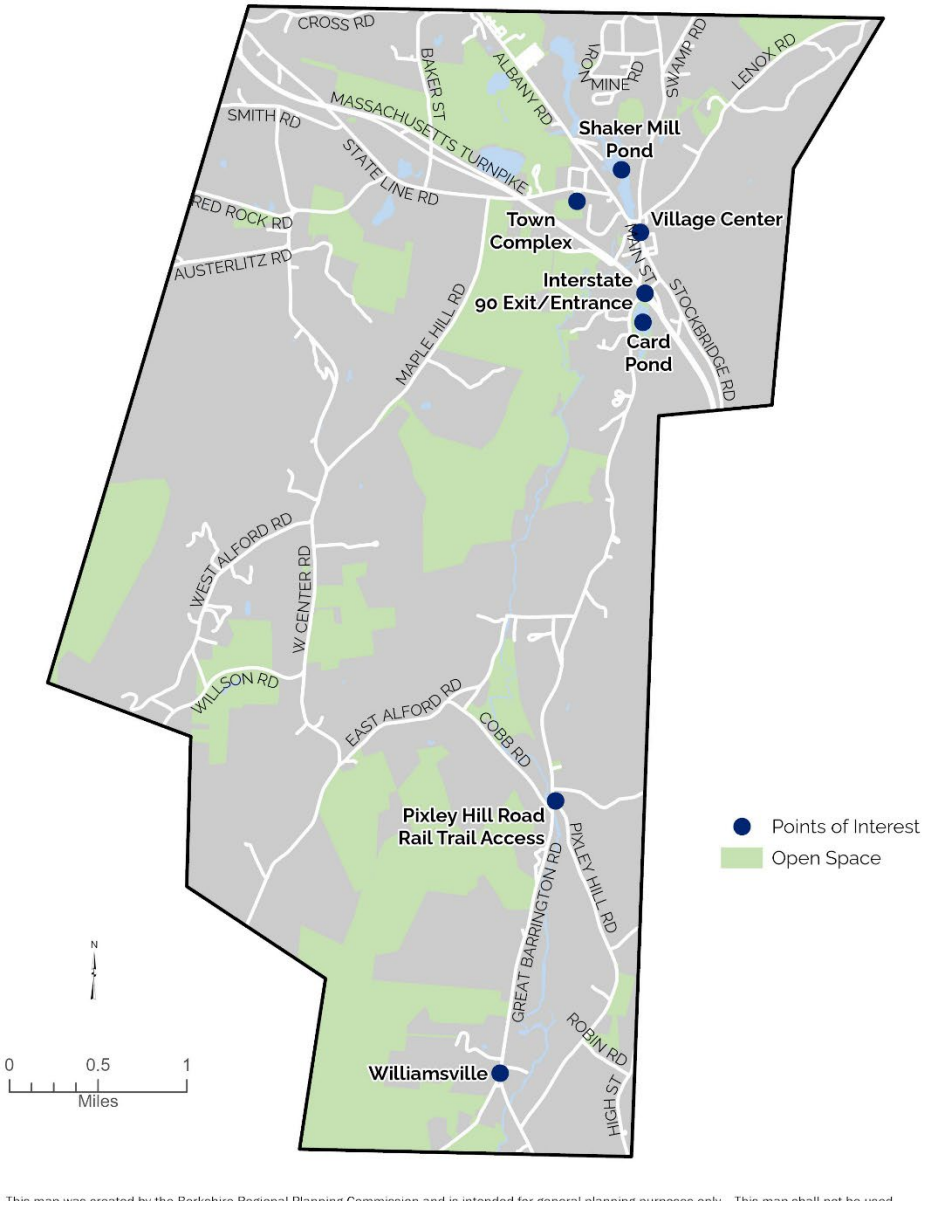
A large crushed stone quarry is the most prominent industrial land usage in the town. Small-scale commercial establishments such as dining, small businesses and lodging are mostly located in and around the village center in the northeast area of town (See Figure 4).

Local Destinations and Attractions

The projects proposed for Complete Streets funding are focused mostly on local attractions and points of interest around West Stockbridge. While many are concentrated in and around the main village center, some are in other parts of the town. Figure 5 provides a map-based reference to the points of interest that the Complete Streets projects are mainly associated with.

Figure 5: Local Destinations and Attractions in West Stockbridge



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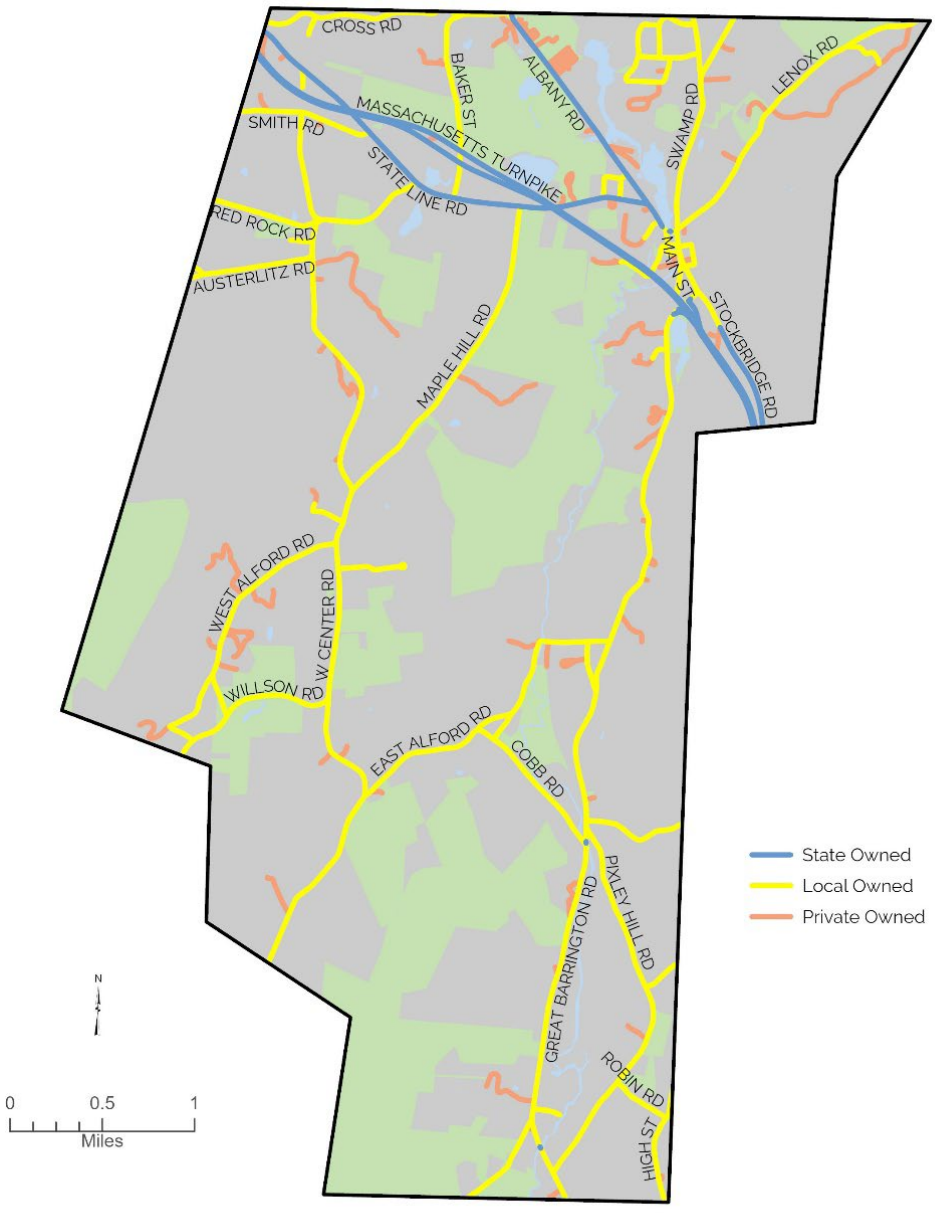
Transportation Conditions

The town of West Stockbridge is mostly comprised of rural arterial and collector roads running in a predominantly north-south direction. Most local roads are privately owned or essentially shared driveways (see Figure 6). Local roads under town jurisdiction are also spread throughout the town and mainly connect to other collectors and arterials. The most prominent roadway feature of the town is the Massachusetts Turnpike, a limited-access highway with one exit serving the town.

Figure 6: Roadway Jurisdiction in West Stockbridge



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Functional Classification

Functional classification is a way of grouping roadways into classes or systems based on character and type of traffic service they are intended to provide. All roadways are grouped into one of three classes (arterial, collector or local), and provide for transportation based on a spectrum between overall mobility and land access. Arterials provide for travel over long distances but offer a lesser degree of land access than local or collector roads. Conversely, local roadways provide a high degree of land access, but traverse shorter distances and provide less overall mobility (see Table 3).

Road Network

There are approximately 61 miles total of road in West Stockbridge, of which 9 miles are under MassDOT jurisdiction (Including Interstate 90), 16 miles are privately-owned and the remaining 36 miles are town accepted roads (see Table 4).

Users of the roads include private motor vehicles, freight/commercial vehicles, emergency vehicles, bicyclists, pedestrians, and school bus riders.

Table 3: Functional Classification Descriptions[26]

Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

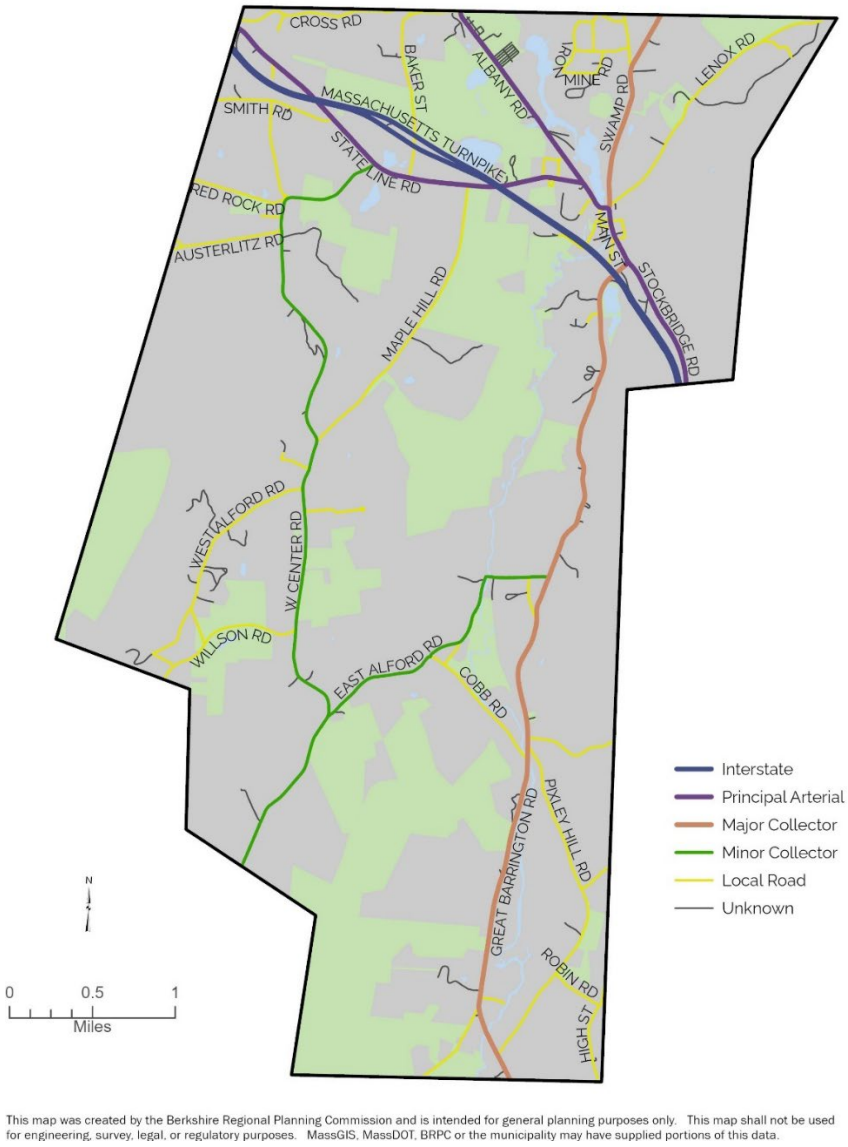
Table 4: West Stockbridge Roadway Jurisdiction Breakdown

Jurisdiction	Mileage	Percent of Roads
MassDOT	9	15%
Town	36	59%
Private	16	26%
Total	61	100.0%

Within West Stockbridge, Routes 102 and 41 (north of Interstate 90) are the only minor-arterial classified roads. Swamp Road and Route 41 (south of Interstate 90) are classified as major collectors. E Alford Road and W Center Road are classified as minor collectors. Roadways classified as arterials and collectors are eligible for receiving federal funds to implement projects that for example, seek to improve nonmotorized infrastructure. This includes monies made available through the Transportation Improvement Program (TIP). The remaining roads in West Stockbridge are all considered local roads. (See Figure 7). Local roads are not eligible for federal funding.

[26] Table adapted from Federal Highway Administration, Flexibility in Highway Design. Available from: http://www.fhwa.dot.gov/environment/publications/flexibility/ch03.cfm

Figure 7: Town of West Stockbridge Roads - Functional Classification



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Pedestrian Conditions

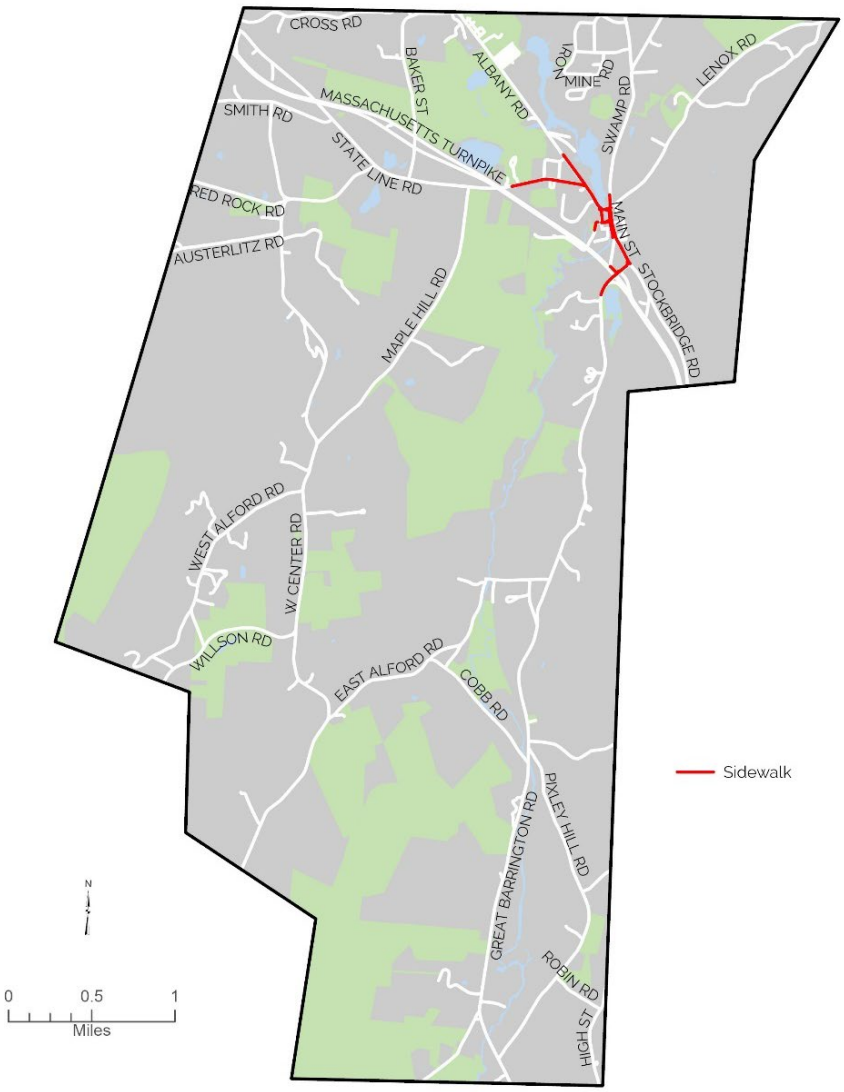
Sidewalk Network

Numerous studies show that millennials[27] and baby boomers[28] prefer walkable neighborhoods, with walkability serving as an important variable in housing and neighborhood choices. Those findings demonstrate the importance of creating walkable neighborhoods, especially for communities seeking to attract and retain young professionals while also allowing older adults to comfortably age-in-place

[27] https://www.strongtowns.org/journal/2016/2/12/americans-want-walkable-neighborhoods
[28] https://www.curbed.com/2017/7/25/16025388/senior-living-walkability-survey

Overall, West Stockbridge has a limited sidewalk network found in the village center (see Figure 8). It covers much of the village center grid and also extends along several of the main collector roads out of the village, for at least a portion. Along Route 102, the sidewalk extends westerly along the south side of the road until terminating near the Interstate 90 overpass. Along Route 41, the sidewalk extends southerly along the west side of the road until terminating at the Card Pond recreation area. The town also has a unique stretch of sidewalk that is independent of an adjacent roadway. This sidewalk connects the end of Old Great Barrington Road, which was truncated by the Massachusetts Turnpike construction, to Route 41 at the Turnpike interchange, preserving the historical walking route while the street is now a dead-end for vehicles.

Figure 8: West Stockbridge Sidewalk Network



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, MassDOT, BRPC or the municipality may have supplied portions of this data.

Crossings

There are some crosswalks found in the West Stockbridge village center along Main Street and Depot Street. A new crosswalk was recently striped as part of a MassDOT sidewalk improvement project up to Card Pond on Route 41. There is also a striped crosswalk at the Y-intersection of Route 41 and 102 north of the village center to facilitate walking to the Town Complex and residential streets.

Off-Road Pedestrian Network and Trails

The main off-road passage for hiking and mountain biking is the Housatonic Rail Trail in the southern section of the town. This mainly informal, unpaved trail runs along a former rail bed into the town of Great Barrington.

Bicycle Conditions

On-Road Bicycle Conditions

The town of West Stockbridge lacks any on-road bicycle facilities.

Off-Road Bicycle Conditions

The town of West Stockbridge lacks any formal off-road bicycle facilities.

Bicycle Parking

There are sets of bike racks and a bike self-repair station in the village center on Depot Street.

Signage/Wayfinding

The village center has local business directories posted in two locations: at the T-intersection of Main Street and Center Street, and at the corner of Depot Street and Route 41/102. The signage at Main Street/Center street is in good condition, while the signage at Depot St/Route 41/102 is showing advanced deterioration. In conjunction with the municipal parking lot improvement project listed in the next section, the town could explore making connections with local craftworkers to create a new sign that retains the character of the existing setup.

Safety

Safety is a major reason many communities look at Complete Streets improvements, and though safer infrastructure is one component in improving the safety of users, there is also a behavioral component that must be supported through encouragement and education. Several projects that aim to provide a greater offering and perception of safety for road users are proposed in the Tier 2 listing.

Crash Data and Clusters

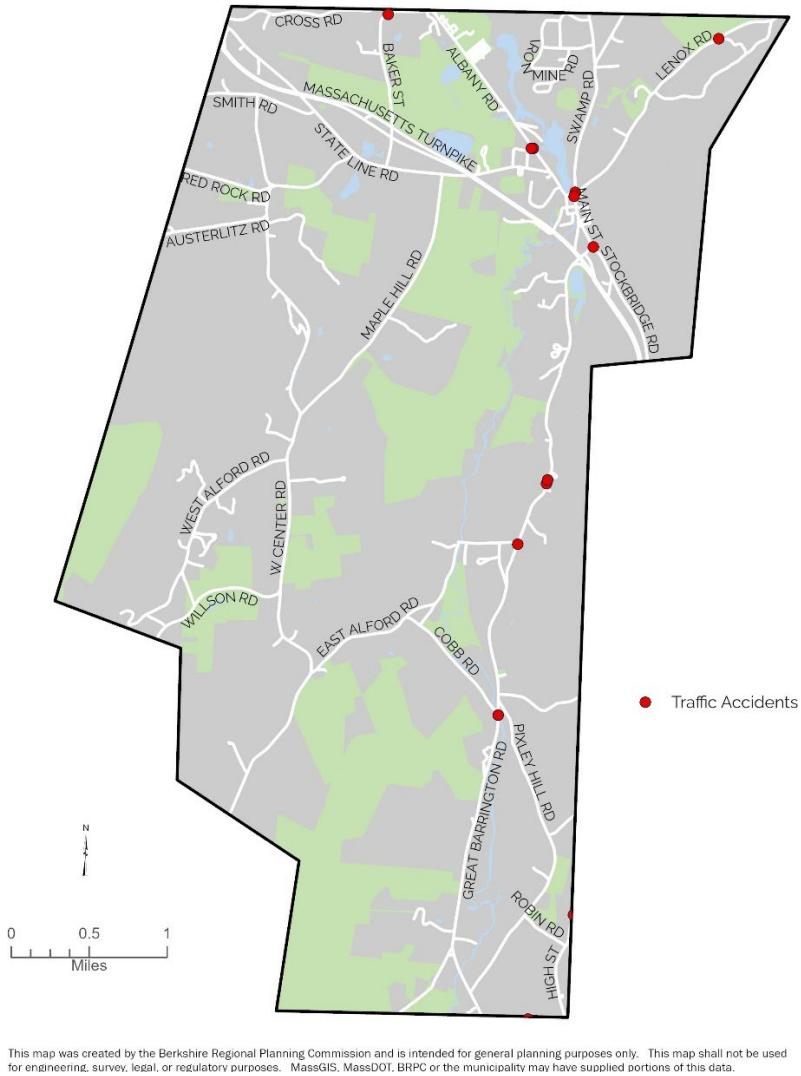
Crash data is available for a five-year period from 2018 to 2022. Crashes are grouped into four types based on damage including, fatality, non-fatal injury, property damage only (PDO) and when information is unavailable the crash type is listed as “not reported.” Crash statistics can be seen in Table 3.

MassDOT uses crash data collected over a five-year period to identify areas that have multiple crashes, these locations are called Crash Clusters. Each cluster is given a rating that measures the "equivalent property damage only" crashes. "Equivalent property damage only" is a method of combining the number of crashes with the severity of crashes based on a weighted scale where a fatal crash is worth 10, an injury crash is worth 5 and a property damage only crash is worth 1. The Massachusetts

Department of Transportation identifies "crash clusters" using crash reports provided by its Registry of Motor Vehicles Division. They determine the locations of clusters by grouping crashes that occur within a certain distance of each other (25 meters for vehicle crashes and 100 meters for bike and pedestrian crashes). The clusters are ranked based on the sum of the Equivalent Property Damage Only (EPDO) values of the crashes within the clusters. There are currently no top crash clusters in West Stockbridge.

As seen in Figure 9, Route 41 has the highest share of non-fatal crashes. This in part, is most likely due to the high volume and speed of vehicle traffic, winding and narrow segments, and the many turning and stopping movements to and from businesses. As noted in Table 3, most accidents result in property damage only (80%) followed by accidents involving non-fatal injuries (20%). No fatal crashes have taken place in West Stockbridge since at least 2015, which are the earliest records available on the MassDOT IMPACT dashboard.[29] It should be noted that crashes occurring on the West Stockbridge section of the Massachusetts Turnpike are not included for the town's statistics.

Figure 9: Town of West Stockbridge Car Crashes



[29] https://apps.impact.dot.state.ma.us/cdp/home

Table 3: West Stockbridge Crash Severity – 2018-2022

	Fatal	Non-Fatal Injury	Property Damage-only
Number	0	2	8
Percent	N/A%	20%	80%

Public Transportation (BRTA Bus Route)

West Stockbridge is not a BRTA participating community.

Needs

The needs portion is a qualitative system gap analysis based on field observations, existing planning documents and GIS data, aerial imagery, and concerns of the Complete Streets Working Group. The analysis looks at on- and off-road networks and has identified gaps in the network and intersections that are barriers to nonmotorized travel. This is a baseline to be used for the identification of potential Complete Streets improvements in West Stockbridge.

Narrow and Constrained Roadways

Most roadways in West Stockbridge are narrow and constrained by existing development, topography, wetlands, vegetation, and other conditions. This limits the ease with which nonmotorized facilities could be added to existing roadways, and greatly increases the cost that would be required to do so. It is also a key factor that limits cycling and pedestrian infrastructure along town roadways.

Speeding Vehicles

Through conversations with municipal officials and from observations around town, vehicle speeds are always a concern. Residents along Lenox Road in particular have a widespread perception and experience of speed deemed excessive for the surrounding context of the neighborhood. This road connects near the summit of Lenox Mountain and is a continuous descent into the village center. As the area becomes more thickly settled toward the village, numerous homemade yard signs can be observed telling drivers to slow down (see Figure 10). At least one speed feedback sign has been installed along this stretch.

Figure 10 – Signs along Lenox Road

Sidewalks

Like most rural communities in New England, West Stockbridge's streets do not feature sidewalks beyond the historic, built-up village center. The existing sidewalk network is well-connected, without any major gaps between isolated segments of sidewalk that could be easily joined together. Extending existing sidewalks to reach beyond the village center can encourage more trips by foot for residents, either for business, pleasure, or exercise. Those who currently do wish to walk beyond the village center will be sharing the road with vehicles. Due to the constraints on roadway widths, shoulders are often narrow or nonexistent, as seen on Swamp Road in Figure 11.

Intersections

In general, the town of West Stockbridge has a mainly rural road network where streets meet at natural corners and angles. The village center grid contains most of the town's 90-degree intersections. These intersections have been flagged over the years as being difficult to exit from onto the main road, due to a combination of sight distance and speed. Two intersections on Main Street in particular, Hotel Street and Center Street, are often avoided by locals when exiting the village grid. The town's historic structures along Main Street are built to a zero-lot-line; in other words, the buildings are not set back from the right-of-way at all. This creates small "sight triangles," necessitating drivers to pull forward into the intersection, and often needing to use a fast reaction time to utilize a gap in traffic. The same scenario can be used to describe exiting Center Street onto Main Street. The situation on Center Street is exacerbated by diagonal parking along Main Street, creating even more difficult sight distances.

The intersection of Main Street and Swamp Road is one of the more complex junctions within the town. While technically a three-way "Tee" intersection, it is situated on a curve and carries a high level of turning traffic. There have been instances of drivers misjudging the corner radii of the intersection, believed to be due, in part, to the nature of the curving road from which they are exiting. The main road also widens around the curve to accommodate truck traffic, which can add to further uncertainty and misjudgment of the road geometry by drivers.

In the southern part of town in the Williamsville hamlet, locals often report stressful scenarios when attempting to exit Water Street onto Route 41. A combination of a curve and rise in the road for northbound traffic on Route 41 creates difficult sight distances for drivers leaving Water Street. The speed of traffic along this rural route also creates difficult reaction and decision times for drivers.

Figure 11 – Walking along Swamp Road

Solutions to intersection problems include reconfiguration and traffic calming. Reconfiguration (i.e. improving angles or sight lines of intersecting streets) is often a costly and invasive process, especially in a built-up or historic environment. Right-of-way acquisition, building demolition, and new road construction are all possible components of reconfiguration projects. Traffic calming projects often do not improve intersection geometry or sight lines but can allow for more forgiving reaction and decision times as traffic moves slower. The Complete Streets projects proposed in this report generally recommend traffic calming projects that could work to improve conditions at these intersections.

Opportunities

In addition to the Complete Streets projects proposed in this report, the town has other opportunities that can be considered when the time is right for capital projects or routine maintenance. The Housatonic Rail Trail has the potential to link the village center down to Housatonic and Great Barrington if a full build-out were implemented. This could be accomplished by improving the surface of the current rail bed,

as well as utilizing on-street segments for more constrained conditions. Traffic patterns can also be further analyzed to address difficulties with turning movements in some village intersections. Some street segments could be considered for conversion to one way, or no-left-turn restrictions could be implemented. Finally, the town could consider expanding the village center grid by formalizing some segments of right-of-way that are private or utility-owned, to create more avenues for circulation. The following chapter lists and describes specific Complete Streets projects that have been identified through meetings with the steering committee and field investigations and analyses around West Stockbridge.

Project and General Recommendations

This section outlines some project specific and general recommendations that are not site-specific.

Project Selection and Final List

The Committee developed its final list of projects to submit to MassDOT. The key factors of safety, public health, increased livability, equity, and usability for all users of the street network, as well as overall budgeting based on an anticipated $500,000 for construction funding, guided the committee's decision making. For the complete list of potential improvements, see Table 4 below; for the Tier 2 list submitted to MassDOT (town projects only), see Appendix C. Table 5 provides expanded project descriptions, cost estimates, and funding needs.

Table 4: Final Complete Streets Project Prioritization (Tier 2) List

Project #	Project Type	Project Location	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations
PROJECT 1	Swamp Road/Main Street Pedestrian Improvements	Intersection of Swamp Road and Main Street	X	X				X	
PROJECT 2	Main Street Traffic calming/horizontal deflection	Main Street						X	
PROJECT 3	Lenox Road Speed Feedback Signs	Lenox Road	X					X	
PROJECT 4	Main Street school bus shelter	Main Street and Harris Street bridge					X		
PROJECT 5	Card Pond Area Improvements	Card Pond	X	X	X	X			
PROJECT 6	Depot Street/Center Street Intersection improvements	Intersection of Depot Street and Center Street	X		X				

Project #	Project Type	Project Location	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Ops and Access	Vehicular Operations	Freight Operations
PROJECT 7	Swamp Road/Main Street Geometry Improvements	Main Street/Swamp Road	X					X	
PROJECT 8	Town Complex Ped/Bike Connection Path	Oak Street terminus to Town Hall parking lot			X	X			
PROJECT 9	Pedestrian direction signs for Main Street, Old Gt. Barrington Road pathway	Old Gt. Barrington Road/Rt 102 intersection and Route 41/pedestrian walkway intersection, approx. 250 SW of Rt 41/102 junction			X				
PROJECT 10	Lenox Road Sidewalk Extension	7 Lenox Road to approx. 1500' north	X		X				
PROJECT 11	Swamp Road Sidewalk Extension Phase 1	Swamp Road	X		X				
PROJECT 12	Swamp Road Sidewalk Extension Phase 2	Near 45 Swamp Road to the intersection of Swamp Road/Cone Hill Road	X		X				
PROJECT 13	Williamsville Intersection Improvements	Intersection of Samantha Lane to Intersection of Long Pond Road	X					X	
PROJECT 14	Pixley Hill Road/Gt. Barrington Rd/ Housatonic Trailhead facilities	Pixley Hill Road/Gt. Barrington Road intersection			X	X			
PROJECT 15	Depot Street Municipal Parking Lot pedestrian improvements	Intersection of Main Street (Route 41) and Depot Street	X					X	

Table 5 Project Rankings, Descriptions, and Cost Estimates

Project Basics				Funding	
Project Priority Ranking	**Project Name**	**Project Description**	**Project Source**	**Estimated Cost Range**	**Funding Requested from MassDOT**
1	Swamp Road/Main Street Pedestrian Improvements	Create traffic calming/gateway treatments at the T-intersection of Swamp Road and Main Street, including ADA-accessible ramp improvements to replace existing nonconforming ramps. The existing crosswalk will be removed and a new crosswalk with standard-type white markings will be installed closer to the intersection.	CS Needs Assessment	$40,000	$35,000
2	Main Street Traffic calming/horizontal deflection	Enhance the gateway from Interstate 90/Route 41 into the village center by installing a planted traffic diverter on Main Street. The diverter would consist of a planted central island and a brick apron for truck over-tracking.	CS Needs Assessment	$450,000	$400,000
3	Lenox Road Speed Feedback Signs	Installation of pole-mounted speed feedback signs along Lenox Road, approaching the thickly-settled area toward the village center.	CS Needs Assessment	$7,200	$7,200
4	Main Street school bus shelter	Install a wooden school bus shelter and bicycle racks on the brick pavers near the pedestrian bridge over the Williams River. An accessible 5'x8' boarding/alighting area will be provided adjacent to the shelter.	CS Needs Assessment	$65,000	$58,000
5	Card Pond Area Improvements	Enhanced pedestrian/bicycle amenities at Card Pond and the immediate area. New high-visibility crosswalk and RRFB where the current sidewalk terminates, bike parking, seating, or lighting	CS Needs Assessment	$213,000	$188,000
6	Depot Street/Center Street Intersection improvements	Install crosswalks on other intersection legs as appropriate, brick surface treatment or raised/shared intersection space.	CS Needs Assessment	$423,000	$376,000

Project Priority Ranking	Project Name	Project Description	Project Source	Estimated Cost Range	Funding Requested from MassDOT
7	Swamp Road/Main Street Intersection Improvements	Based on the high reported number of left-turn roadway departures when turning from Main Street to Swamp Road, additional curb edge indication is proposed in the form of decorative bollards, along with centerline extension lines to better guide turning movements.	CS Needs Assessment	$14,000	$12,500
8	Town Complex Ped/Bike Connection Path	Design and install a 12-foot wide, bituminous asphalt multi-use path that connects the Town Hall complex to an adjoining dead-end residential street. Grades and cross-slopes will be ADA-accessible and motor vehicle access will be restricted by gates or bollards.	CS Needs Assessment	$212,000	$194,000
9	Pedestrian direction signs for Main Street, Old Gt. Barrington Road pathway	Provide walking directions and distances to and from Card Pond, to direct pedestrians onto improved Route 41 sidewalk and pathway. Proposed pedestrian wayfinding signs will be MUTCD-compliant.	CS Needs Assessment	$2,000	$2,000
10	Lenox Road Sidewalk Extension	Build a 5-foot wide concrete sidewalk beginning at the existing sidewalk terminus near 7 Lenox Road and continuing approximately 1500' north through the thicky-settled area, terminating at an ADA-accessible curb ramp.	CS Needs Assessment	$141,000	$130,000
11	Swamp Road Sidewalk Extension Phase 1	Approx. 0.5 miles of 5- foot wide concrete sidewalk on the west side of the roadway to extend through the dense residential area north of the village center, terminating near 45 Swamp Road with an ADA-accessible curb ramp.	CS Needs Assessment	$492,000	$452,000

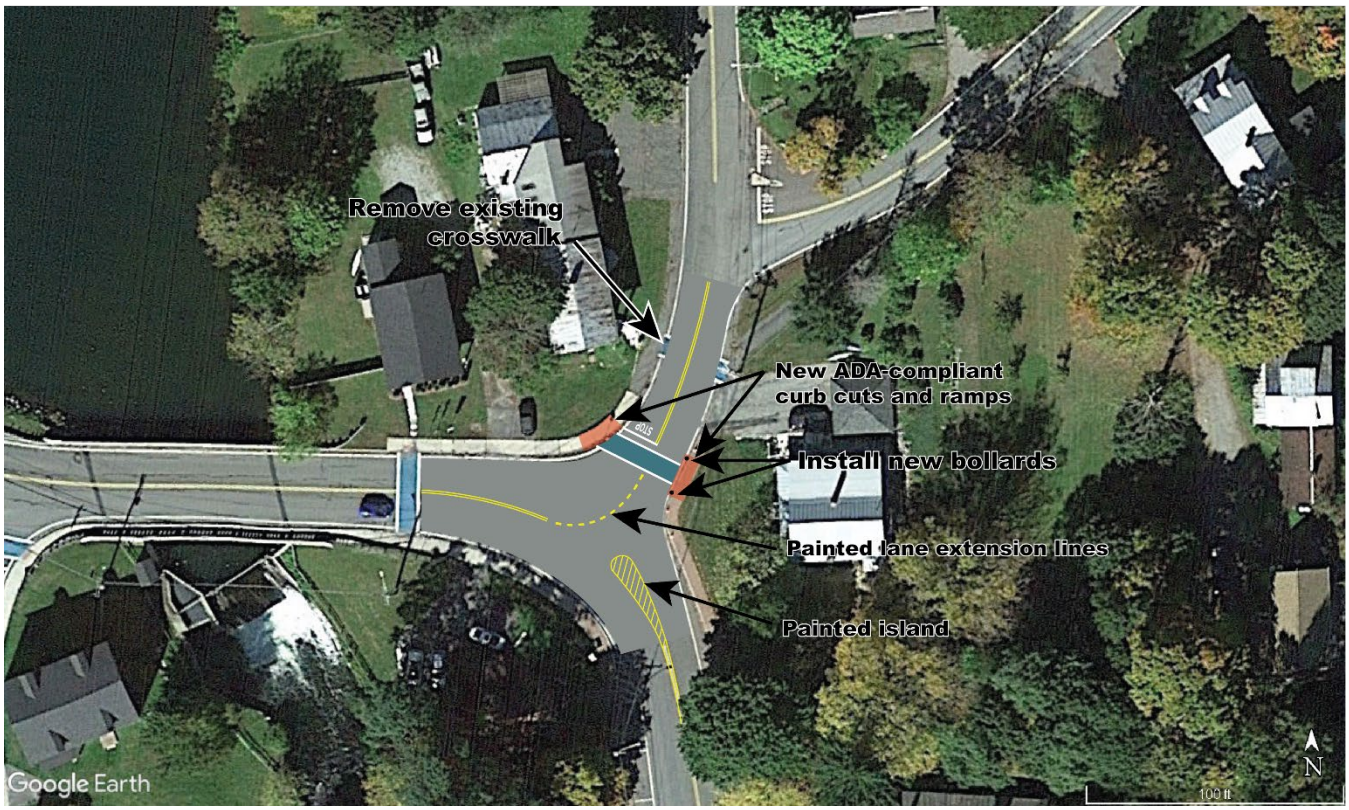
Project Priority Ranking	Project Name	Project Description	Project Source	Estimated Cost Range	Funding Requested from MassDOT
12	Swamp Road Sidewalk Extension Phase 2	Install 5-foot wide concrete sidewalk on the west side of Swamp Road from the terminus of Phase 1, continuing north approx. 1800' to the junction of Swamp Road and Cone Hill Road, terminating with an ADA-accessible curb ramp.	CS Needs Assessment	$488,000	$448,000
13	Williamsville Intersection Improvements	Installation of pole-mounted speed feedback signs and warning signs approaching intersection of Route 41/Water Street. Consider advisory speed limit, flashing yellow light, edge hardening, sidewalk or shoulder widening between Long Pond and Samantha Lane.	CS Needs Assessment	$7,000	$7,000
14	Pixley Hill Road/Gt. Barrington Rd/ Housatonic Trailhead facilities	Improve the current town-owned cleared area near the crossing of the Housatonic Rail Trail and Pixley Hill Road. Install bicycle parking, seating, and map board on poured concrete pad, placed at-grade. Improvements to the trail itself are not in the scope for this project.	CS Needs Assessment	$42,000	$37,000
15	Depot Street Municipal Parking Lot pedestrian improvements	Construct additional pedestrian amenities adjoining the municipal parking lot at the junction of Depot Street and Route 102. Includes: re-alignment of crosswalk across Rte 102. Any new sidewalk segments would consist of 5-foot wide concrete sections.	CS Needs Assessment	$60,000	$55,000

Project Descriptions and Concepts

Swamp Road/Main Street Pedestrian and Intersection Improvements

This project would consist of relocating the crosswalk on the northern leg of the Swamp Road/Route 102 intersection and installing Americans with Disabilities Act (ADA) compliant curb cuts and ramps. Currently, the crosswalk is set back from the intersection corner by about forty feet. This creates extra travel time and distance for pedestrians walking along the northern side of Route 102. Moving the crosswalk south to the corner of the intersection will reduce the walking distance required to stay within the crosswalk. See Figure 12 below for an illustration, for conceptual purposes only.

Figure 12: Main Street/Swamp Road



Main Street traffic calming/horizontal deflection

The village center of West Stockbridge serves as a gateway to western and southern areas of Berkshire County. The westernmost exit of the Massachusetts Turnpike serves West Stockbridge, and it is also the convergence of regional arterial routes 41 and 102. Regional traffic passing through the area and local traffic generated from residences and shops all pass through the village center while traveling on Route 41 and 102, or when exiting Interstate 90 and continuing north or east. It is important to signal to traffic passing through the village center that slower speeds and more care are expected. While it may be a short segment on a longer journey for many travelers, the sustained presence of traffic through the village center that is traveling at speeds deemed to high presents an opportunity to improve safety and quality of life for those who spend their time there.

The goal of the proposed Main Street traffic calming project is to provide an unmistakable cue to drivers that they are entering the village center while traveling northbound on Routes 41/102. This practice can be seen in rural areas of Europe and Scandinavia, where villages are clustered tightly and spread around the countryside. When drivers approach a densely populated area, physical characteristics of the roadway change – texture, color, width, and alignment – to indicate a renewed sense of care and attention is required beyond the more sparely populated rural highway. Often, this change in roadway is introduced at a "gateway" which can be seen as the physical boundary between the countryside and the village center. The gateway could be a roundabout or other major intersection. If no intersection is nearby, the gateway can take the form of a *chokepoint* (narrowing of the road – see Figure 13), *chicane* (an artificial curve of the road – see Figure 14), or a speed hump or speed table (an artificial rise in the road). This project proposes to create a *chicane* gateway for Main Street.

Figure 13: Chokepoint

Figure 14: Chicane

Since a chicane gateway requires widening of the roadway to accommodate the central island, an area with adequate open space along the side of the road is required. The short stretch of Main Street immediately north of the West Stockbridge Congregational Church presents the best opportunity. Approximately 150 linear feet of Main Street would need to be widened. A central island would be constructed to create the curve effect of the chicane. The island could be planted or decorated to create an attractive, welcoming gateway to the village center. See the proposed illustration (Figure 15) for more detail. This illustration is for conceptual purposes only and does not represent an engineering study or drawing.

Figure 15: Main Street horizontal deflection concept

Lenox Road speed feedback signs

The approach into the village center of West Stockbridge via Lenox Road consists of a long descent with increasing density of houses and activity along the road. The perception and experience of many residents along this corridor is that vehicles are often traveling too fast, as illustrated by the numerous homemade signs along the road telling drivers to slow down. Digital speed feedback signs would be placed strategically along Lenox Road to alert motorists of the 25mph speed limit approaching the thickly settled area. A suggested location is approximately 1500' northeast from the terminus of Lenox Road with Swamp Road. Exact placement will be subject to engineering review and sight distance analysis to ensure maximum effectiveness and visibility.

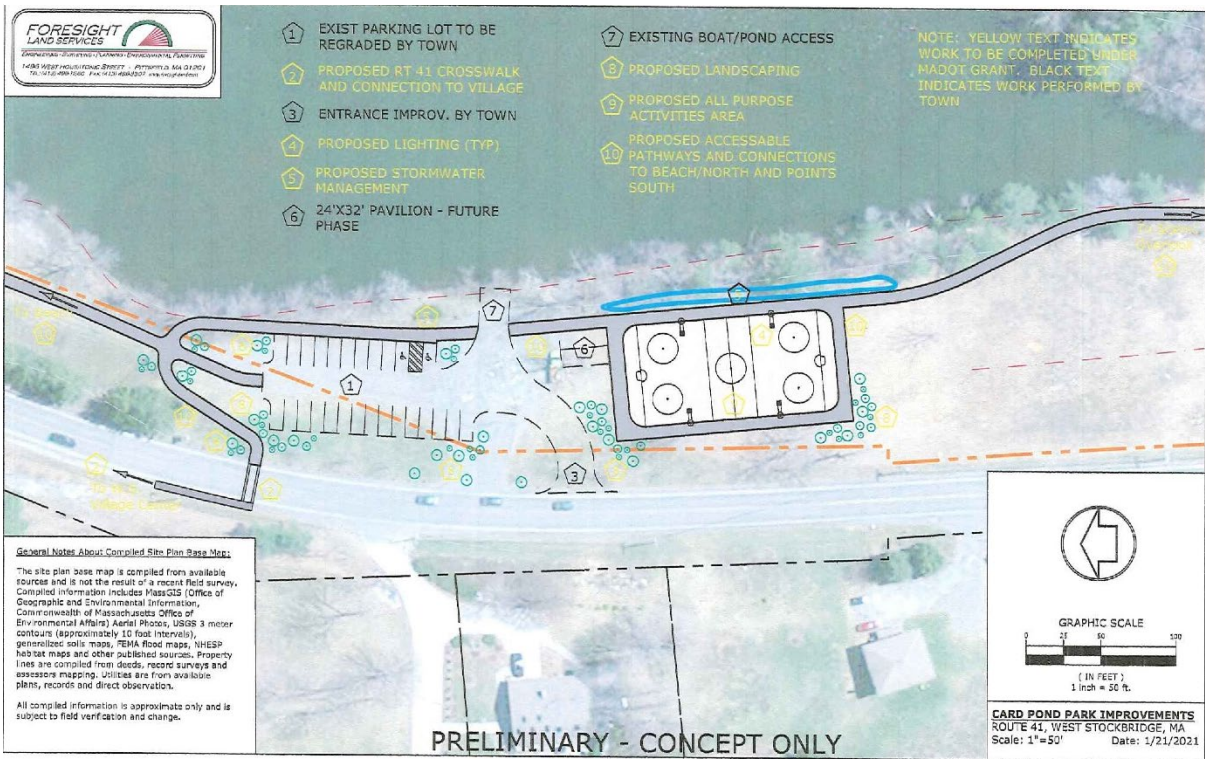
Main Street school bus shelter

This enhancement to the village center streetscape would include a rustic, covered, bus shelter that would be utilized as a single point of pickup and drop-off for school children who live in the vicinity. Bike racks would also be installed adjacent to the shelter. The location would serve as a focal point for cycling and transit, including if any future transit services are to be proposed through the area.

Card Pond area improvements

The Route 41 corridor from the Mass Pike interchange to the Card Pond recreation area was recently improved with a new sidewalk and crosswalk. This sidewalk connects to a pedestrian passage to Old Great Barrington Road and onto Main Street and beyond. This is turn creates a continuous pedestrian corridor between the village center and Card Pond recreation area. Accessibility ends at the park grounds, however, as the new sidewalk does not continue into the recreation area. This project proposes to construct a new segment of sidewalk and "trailhead" area to lead guests into the Card Pond area proper. The sidewalk would meet with the existing terminus on the eastern side of Route 41 and continue at an

Figure 16: Card Pond area concept (via Foresight)

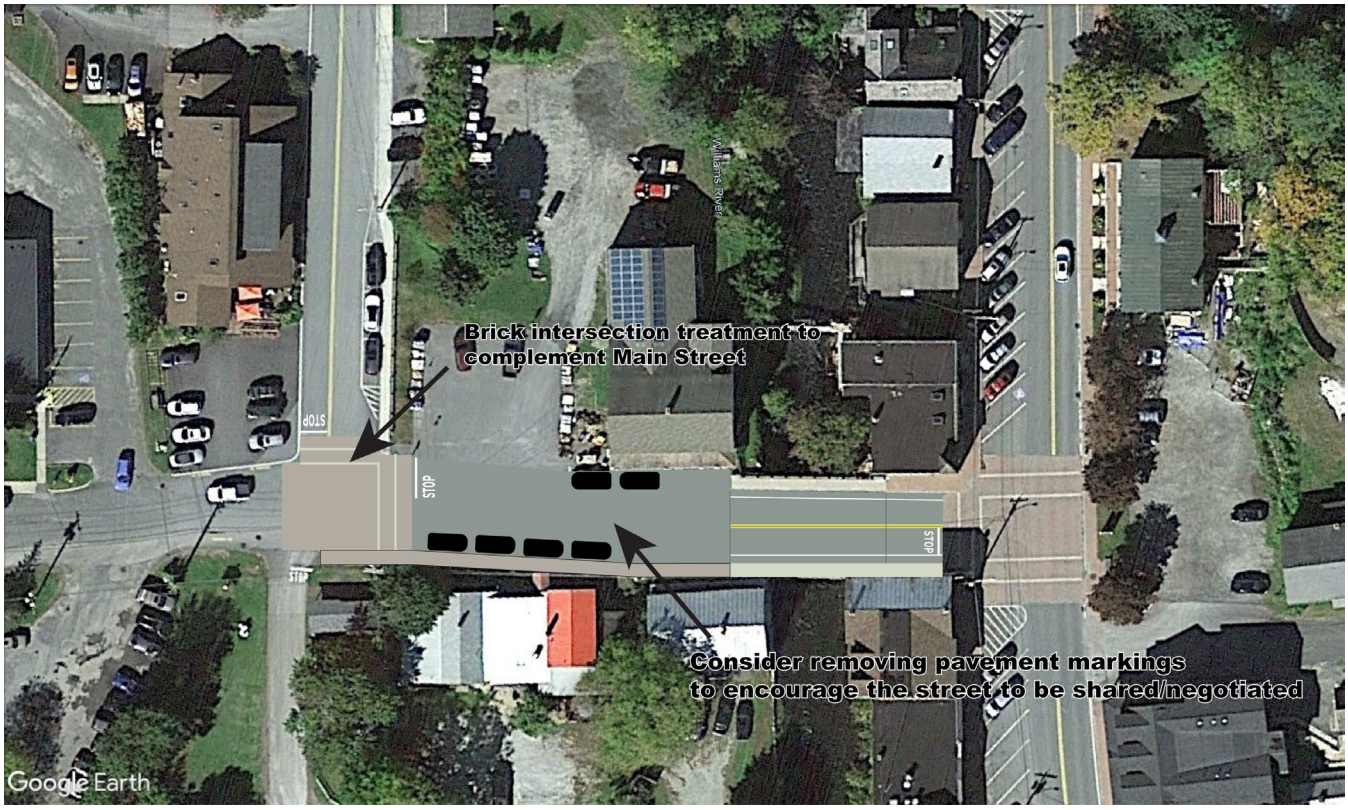


ADA-accessible slope to the park gate at Card Pond. A landing area that could serve as a "trailhead," featuring seating, bike racks, and a community bulletin board, would also be installed. See Figure 16 for a concept developed by Foresight Land Services incorporating these and other proposed features.

Depot Street/Center Street intersection improvements

This intersection forms the only corner of the village "grid" that is not along a major roadway. Both Depot and Center Streets are low-speed, local-access streets with areas of parallel parking and a low speed limit. This intersection could be further enhanced to complement the retail, event, and dining attractions around the neighborhood. A brick overlay to match the intersection of Center Street and Main Street would create a deeper sense of place and further encourage pedestrian trips across the intersection. Due to the constrained width of the right-of-way through Center Street, sidewalks are incomplete on some legs of the intersection. Removal of the yellow and white lines along the area of Center Street between Depot and the Williams River bridge could encourage greater negotiating and sharing of the space between pedestrians and vehicles. Existing parking layouts would be preserved. See Figure 17 for an illustration, for conceptual purposes only.

Figure 17: Depot Street/Center Street area



Swamp Road/Main Street Geometry Improvements

In addition to improving the facilities for pedestrians at the intersection of Swamp Road and Main Street, there is also desire to create a safer environment for driving at this busy intersection. Currently, there are numerous reports of drivers making left turn maneuvers from Main Street onto Swamp Road and swinging too wide, striking the curb and sometimes mounting the sidewalk. The town currently has two orange traffic cones in place to mark the edge of the curb and provide a better visual cue. Town

officials report this strategy as being effective, but a more permanent solution is desired. It is proposed to replace the two traffic cones with permanent bollards that will provide the same visual cue for drivers turning left, and provide a more permanent, elegant look to the major intersection. In addition to the bollards, yellow centerline extensions are also proposed to provide a clearer turning path for drivers. This project is also depicted in Figure 12 above.

Town Complex pedestrian/bicycle connection path

This project would create a shared-use path (SUP) connection to the West Stockbridge Town Complex from Oak Street, a dead-end street that ends behind the Town Complex property. This connection would allow passage for people walking or using bicycles and other personal conveyances between the Town Complex and village center while generally avoiding the heavier travelled arterial Routes 41 and 102. The path is proposed to access the southern area of the Town property, near existing sports fields. It would be a 10-foot wide, paved trail approximately 1200 feet in length. See Figure 18 for a proposed layout. This illustration is for conceptual purposes only.

Figure 18: Town Complex bike/ped path

Main Street/Old Great Barrington Road pedestrian directions

As part of the recent resurfacing and improvement project of Route 41 in the vicinity of the Mass Pike interchange, a pedestrian sidewalk that links the West Stockbridge village center to Route 41 was also upgraded to ADA accessibility. At the same time, a degraded sidewalk was removed from the vicinity of the Route 41/Route 102 intersection to the northeast of the Mass Pike interchange. It is proposed to add pedestrian wayfinding signs to inform walkers and cyclists that a safe alternative route is available from the Card Pond area to the village center and vice versa. Signs showing walking direction and mileage and/or travel time would be mounted near the Y-intersection of Main Street and Old Great Barrington Road and at the beginning of the ramp leading to the pedestrian corridor that is separate from Route 41 right-of-way. Sign samples are shown in Figure 19.

Figure 19: Sample pedestrian wayfinding signs

Lenox Road sidewalk extension

Currently, a sidewalk exists on the northbound side of Lenox Road up to the driveway of the 7 Lenox Road property. This project proposes to continue the sidewalk northward along Lenox Road through the thickly settled area. The sidewalk would continue for approximately 1500 feet. A section of ledge close to the edge of the northbound side of Lenox Road could necessitate the need to cross the road and continue the crosswalk on the other side for part of this segment.

Swamp Road sidewalk extension Phase 1

Swamp Road is the main thoroughfare between the West Stockbridge village center and points north in Richmond and Pittsfield. Currently, a combination of sidewalk and widened shoulder extends about 400 feet north along the west side of Swamp Road. At that point, the shoulder drops and the roadbed is only as wide as the two travel lanes, plus 2-foot shoulders on either side. This project proposes installing a full sidewalk along the west side of Swamp Road for approximately a half-mile. This first phase of the project would end near 45 Swamp Road at a cleared area next to the road.

Swamp Road sidewalk extension Phase 2

The second segment of sidewalk along Swamp Road would join the terminus of the first phase near 45 Swamp Road. From here, the sidewalk would continue north approximately 1800 feet until ending at the Y-intersection with Cone Hill Road. The total length of both phases combined would be 4,500 feet.

Williamsville Intersection Improvements

This project originated from reports by residents in the Williamsville hamlet, regarding the difficulty of exiting Water Street onto Route 41 when driving. Water Street adjoins to the east side Route 41 and is a dead-end street. Route 41 northbound (approaching Water Street) has limited sight distance to Water Street due to a curve and rise in the road. Encouraging slower speeds through this hamlet will allow safer and less stressful navigation out of Water Street and lower the risk of a crash. This area is more thickly settled than the adjoining segments of Route 41, with a village character extending from the intersection

with Pixley Hill Road in the south to the intersection with Samantha Lane in the north. This segment has posted speed limits between 35 and 40mph.

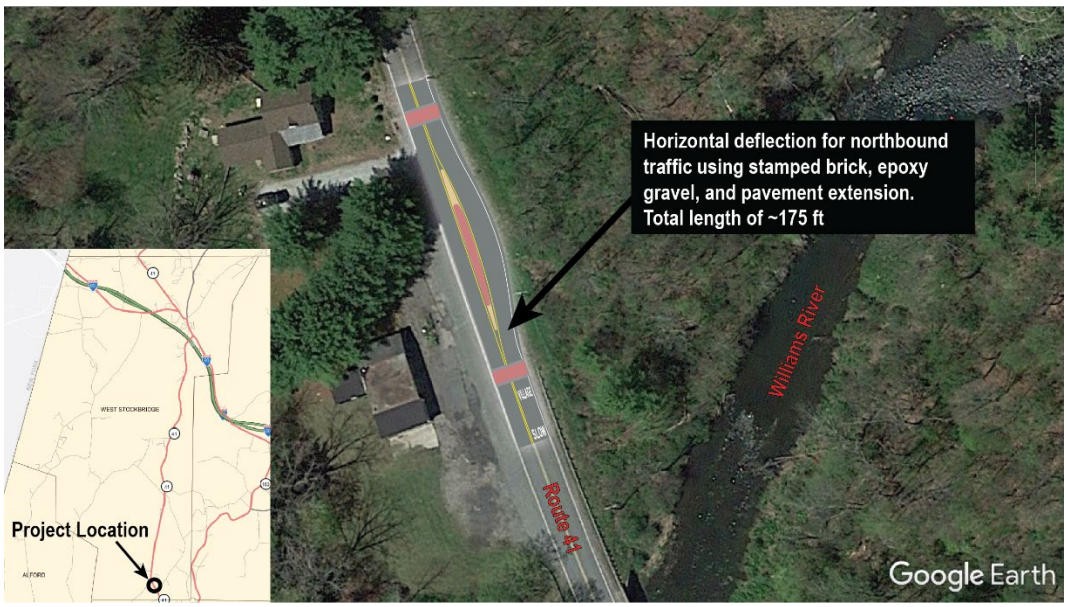
There are three major intersections within the thickly settled hamlet area: Long Pond Road, Water Street, and Samantha Lane. This dense clustering of intersections prompts the consideration of traffic calming elements, especially in advance of the limited sight distance for northbound traffic. There are two main alternatives that could be considered: Sign, striping, and edge treatments (Alternative 1) and horizontal deflection (Alternative 2).

Figure 20: Conceptual warning installations

Alternative 1 would consist of complementary warning signs, striping and "edge hardening" to both visually narrow the space and provide greater emphasis on slowing travel speeds through the hamlet area. An advisory speed limit of 30mph could be posted without any regulatory changes in advance of the northbound curve. A flashing yellow light posted near Long Pond Road would alert northbound travelers that more attention is required ahead. Warning signs indicating that traffic could be entering or turning ahead would further emphasize the importance of slowing down (see Figure 20).

Alternative 2 is designed to provide a "gateway" effect into the hamlet area of Williamsville. The project would consist of a new planted island constructed in the center of the road on Route 41. The roadbed would be widened around the island to create a gentle, yet noticeable curve that will require a reduction in speed to comfortably navigate. This traffic calming gateway feature is frequently utilized in parts of Europe as a way of slowing vehicles entering a village center from a rural roadway. See Figure 21 for an example illustration, for conceptual purposes only.

Figure 21: Williamsville horizontal deflection



Pixley Hill Rd/Great Barrington Rd Housatonic Trailhead facilities

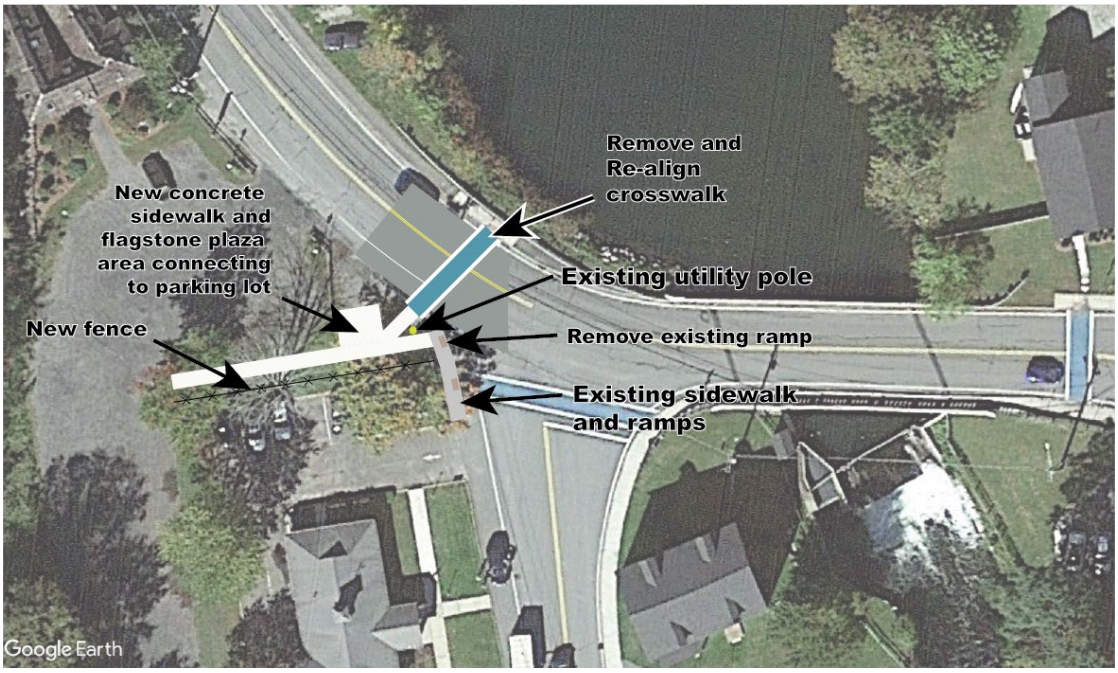
The Housatonic Rail Trail is a hiking and mountain biking path that utilizes the former rail bed that ran from the junction with the existing CSX rail line to the Housatonic rail line just south of the village of Housatonic. The trail intersects with and effectively terminates near the intersection of Route 41 (Great Barrington Road) and Pixley Hill Road. This project would utilize town land to create a pull-off area where visitors to the trail could park and create a trailhead area with a community sign board, map, and seating area. A similar layout can be seen along the Ashuwillticook Rail Trail in Cheshire, as seen in Figure 22.

Figure 22: Existing Cheshire trailhead

Depot Street municipal parking lot pedestrian improvements

The town currently operates a gravel parking lot near the corner of Depot Street and Route 102/41, immediately northwest of the village center. There is no formal pathway from the parking lot that connects to surrounding sidewalks. This project proposes to create a formal connection between the parking lot and village center with a new plaza space and realigned crosswalk. Currently, the crosswalk that spans Route 102/41 directs pedestrians toward a small stub of sidewalk, which then immediately leads to a crosswalk across Depot Street. To provide direct access from the parking lot to these crosswalks, and thereby the greater sidewalk network, the Route 102/41 crosswalk would be realigned to terminate more directly in front of the parking lot. A short new section of sidewalk would then be able to tie together the two crosswalks and parking lot via a small plaza. This plaza would host a seating area, sign board, a business directory or wayfinding board, or a future gazebo. See Figure 23 below. This illustration is for conceptual purposes only.

Figure 23: Depot Street/Municipal parking lot



General Recommendations

This section outlines some general recommendations that are not site-specific and may occur at a higher level than the project level. These recommendations are intended to outline opportunities to support Complete Streets in Otis on an ongoing basis.

Design & Engineering

This element broadly covers some of the design and engineering recommendations that will enhance multimodal accommodations and encourage people to utilize active modes.

Complete Streets improvements can come in many forms, whether signage or entire sidewalks, the different elements are based on their context and needs. Improvements are for a variety of modes, whether motorists, cyclists, or pedestrians, Complete Streets are for everyone.

Below are recommendations for general and specific improvements to the transportation network that support Complete Streets principles and goals. Recommended projects that were also included on the town's Tier 2 list have been noted throughout this section. Any improvements will likely need design and/or engineering and it is encouraged that the town reference the following detailed best practices, as applicable, which include but are not limited to:

- MassDOT Project Development and Design Guide
- FHWA Manual of Uniform Traffic Control Devices (MUTCD)
- AASHTO A Policy on the Geometric Design of Highways and Streets
- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Transit Street Design Guide
- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- US Access Board Streets and Sidewalks Guidelines
- AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities
- National Complete Streets Coalition Resources

These improvements may be paid for by a variety of funding sources, which include but are not limited to:

- MassDOT Complete Streets Funding Program
- Chapter 90 Funds
- MassWorks Grants
- Federal TIP Funds (STBGP, CMAQ, TA Set-Aside, etc.)

Sidewalks

Sidewalks are a critical component of many small village areas and as such, ensuring pedestrian movement and access improves connectivity, improves public health and safety, and promotes increased economic development. Sidewalks should be vertically and horizontally separated from the roadway. It is desirable for a sidewalk through zone to be a minimum of 6 feet, although 5 feet is acceptable if right-of-way does not allow it. The minimum of 5 feet is due to ADA requirements, to ensure all ages and abilities can use the facility. In non-village centers it may be more advantageous to look at combining pedestrians and cyclists on a shared use path.

The town should consider sidewalks along Swamp Road in the extreme long-term, while keeping in mind a general goal to make as many locations as possible walkable within a ½-mile radius of the village center, equating to a 10-minute walk one-way.

Implement Traffic Calming Measures in Key Locations

Traffic calming takes elements of design and landscaping together to slow down cars and increase awareness of pedestrians and cyclists. This can improve nonmotorized safety, enhanced walkability, improved stormwater management, and contribute to the beautification of the natural character in rural areas. Traffic calming comes in many different forms and may include vertical deflections (speed humps or raised intersections), horizontal shifts (traffic circle or chicane), and/or roadway narrowing (choker or center island). These treatments are often accompanied by visual enhancements like trees, plantings, wayfinding, and/or street furniture. An easy-to-implement option for traffic calming is speed feedback signs.

Speed Feedback Signs

In West Stockbridge, the recommendation is to include speed feedback signs at key locations along Lenox Road. Speed feedback signs, particularly newer or enhanced models can also collect data about roadways, such as total number of vehicles and the number of speeding and non-speeding vehicles that pass the sign. Feedback signs can be powered via solar panel, AC power connection, or battery. In West Stockbridge, the use of solar powered speed feedback signs will reduce maintenance needs and installation costs associated with use of either battery powered or AC powered signs respectively. The Town should also ensure that trees are trimmed during sign installation so that the sign's solar panel has adequate sun exposure. See Figure 24 for an example speed feedback sign.

Figure 24: Example Speed Feedback Sign

View Every Repaving Project as an Opportunity to "Complete the Street"

During every repaving project, the town should assess the condition of the roadway and determine if low-cost improvements could be added to each project.

Additionally, shoulder widening and lane narrowing are crucial ways to improve cycling and walking on roadways that do not have dedicated nonmotorized facilities like sidewalks or bike lanes. Paved shoulders

have benefits for vehicle drivers, cyclists, and pedestrians.[30] Shoulders are often an option to accommodate nonmotorized travelers in low density areas where dedicated facilities aren't feasible. Wide shoulders are shown to increase the safety for nonmotorized travelers by separating them from the vehicle lane, although there is the potential that with wider shoulders, speeds can increase. Cyclists report feeling more comfortable having extra space that is outside the vehicle lane, and an extra 4-6 feet[31] can provide them with precious separation from moving vehicles.

The Town of West Stockbridge should evaluate the usage of wider shoulders to accommodate bicycle and pedestrian travelers where dedicated facilities are infeasible. Providing paved shoulders as part of routine resurfacing, restoration, rehabilitation, and/or reconstruction work on roadways is a way to implement the Town's Complete Streets Policy given consideration. Based on guidance from MassDOT, shoulder widths to accommodate pedestrians and cyclists should be at least 4' wide for a Case 4 Shared Bicycle/Pedestrian Accommodation.[32]

Moreover, pavement striping is one of the cheapest ways to reduce vehicle speeds[33], and in areas without dedicated pedestrian and cycling facilities, help to define the road shoulder for these users. Also consider lane widths throughout town. For collector type roads, the FHWA and MassDOT note that vehicle lane widths can range from 10-12' in width[34,35]. For local roadways, guidance from these agencies notes that lane widths can be 9-12' in width.[36]

These widths are of course dependent on other local conditions such as the design speed of the road. For instance, MassDOT guidance suggests that for collector roads, 10' lane widths may be possible on roads where the design speed is below 45 mph. The town should consult with MassDOT or a traffic engineer for specific guidance on lane widths. By narrowing lanes, it may be possible to gain additional right of way for widened road shoulder or other facilities. Narrower lane widths could be easily incorporated into routine repaving or restriping projects.

Invest in Easy Wins to Support Local Cyclists and Bike Tourism

Bicycle parking is a key element to the usability of bicycles for transportation, if there is nowhere to safely park a bicycle, people will be less likely to rely on it for transportation. Bicycle parking is good to have at major public facilities and at/near key town destinations; there are many options for bicycle parking, and for reference see the Association of Pedestrian and Bicycle Professionals' *Essentials of Bike Parking*.[37]

In West Stockbridge, the recommendation is to include bicycle racks at key locations including:

- Town Complex
- Depot Street municipal parking area

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[30] http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/

[31] https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/8_paved_shoulders.pdf

[32] https://www.massdot.state.ma.us/Portals/8/docs/designGuide/CH_5.pdf

[33] http://nacto.org/docs/usdg/roadway_striping_as_a_traffic_calming_option_kahn.pdf

[34] https://www.massdot.state.ma.us/Portals/8/docs/designGuide/CH_5_a.pdf (See Exhibit 5-14)

[35] http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm(See Table 3)

[36] The Vermont Agency of Transportation (VTrans) recently issued a Highway Safety and Design Engineering Instruction stating Vermont state highways "should have a maximum lane width of 11 (eleven) feet for all directions of travel." Noting that when "greater widths are used shoulder widths are typically reduced, resulting in a shoulder width that is less than ideal for bicycle traffic." http://vtrans.vermont.gov/sites/aot/files/highway/documents/structures/HSDEI%2015-103%20-%2011%20Foot%20Lane%20Width.pdf

[37] http://www.apbp.org/?page=publications

- Housatonic Rail Trail entrance
- Main Stret business district

To help support bike tourism in West Stockbridge, the town should also install more bike repair stations, perhaps at the Town Complex on Route 102. Adding a bench and table in this location for cyclists would also be beneficial. If constructed, the town should promote these amenities on its website and regionally so that that cyclists know about them.

Implementation

In an effort to ensure the Town of West Stockbridge can successfully implement their Complete Streets Policy, the Complete Streets Working Group and BRPC staff developed a table which outlines annual steps that ensure timely implementation of Complete Streets projects in the Town of Otis. Annual implementation steps can be seen in Table 5.

Table 5: Annual Implementation Tasks and Model Project Cycle

Action	Responsible Party	Timeline (Annual)	Others Interested
Project Identification	Complete Streets Working Group	Spring	Select Board, Highway Dept., Community Members
Score and rank new projects, Revise Tier 2 List	Complete Streets Working Group	Late Spring	Select Board, Highway Dept., Residents
Project Budgeting	Complete Streets Working Group, Community Members	Early Spring - Early Summer	Select Board, Finance, Highway Department
Prepare RFP for design needs on identified projects requiring engineering or design	Highway Dept.	Fall	Select Board, Finance, Complete Streets Working Group
Construction	Highway Dept.	Following Spring	Select Board, Complete Streets Working Group
Evaluate and document performance (See Performance Measures section)	Complete Streets Working Group	Following Summer or Fall	Select Board, Highway Dept., Community Members

Conclusion

The Town of West Stockbridge has great potential to invite more walking and cycling around its many community assets. Leveraging complete streets project funding is just one way to start this initiative. A good strategy to keep in mind when planning projects is the "Five E's" of active transportation: Engineering, Education, Encouragement, Enforcement, and Evaluation.

Engineering involves the design and construction of complete streets and other safety improvements.

Education can include public and private workforces, schools, and other PSAs to communicate the value added to all users of a complete street.

Encouragement can consist of community bike rides and walks, signage, events, and branding to grow active participation and use of complete streets.

Enforcement includes communicating traffic laws to all users of the road and demonstrating how the facilities are effectively used.

Finally, Evaluation includes performance measures, like those discussed in this report, that show how effective a new street design is at accomplishing the goals of the Town leadership.

Berkshire Regional Planning Commission welcomes the opportunity to further assist town leaders in the development of future projects and will be working to ensure the success of this valuable initiative.

Appendix A

Public Outreach and Engagement

Complete Streets Committee Meeting #1: May 31, 2022

The first meeting of the Complete Streets Working Group was held on May 31, 2022, at 10:00am at the West Stockbridge Town Complex. The participants were:

- Complete Streets Working Group Committee
- BRPC Planning Staff

The goal of this meeting was to kick off the project and provide Working Group members an outline of the process. The Working Group reviewed existing conditions, planning framework, and the project schedule. They discussed potential goals for the project. Working Group members were asked to consider their top goals and performance measures for the projects.

Complete Streets Committee Meeting #2: June 14, 2022

The second meeting of the Complete Streets Working Group was held on June 14, 2022, at 10:00am at the West Stockbridge Town Complex. The participants were:

- Complete Streets Working Group Committee
- BRPC Planning Staff

Project ideas were brought to the meeting and tips for identifying the highest-priority projects were shared in the working group. Further consideration of the groups top goals and performance measures was taken, and the process of weighting and ranking final projects was discussed.

Complete Streets Committee Meeting #3: September 15, 2022

The third meeting of the Complete Streets Working Group meeting was held on September 15, 2022, at 10:00am at the West Stockbridge Town Complex. The participants were:

- Complete Streets Working Group Committee
- BRPC Planning Staff

The working group reviewed proposed projects and provided additional ideas for town projects. A final list of 15 project ideas was provided at the end of the meeting.

Complete Streets Committee Meeting #4: October 7, 2022

The fourth meeting of the Complete Streets Working Group meeting was held on October 7, 2022, at 10:00am at the West Stockbridge Town Complex. The participants were:

- Complete Streets Working Group Committee
- BRPC Planning Staff

The final draft of Tier 2 project proposals was reviewed, and further public participation/outreach strategies was discussed. Logistics for a site visit were reviewed and scheduled.

Complete Streets Committee Meeting #5: November 8, 2022 (Site visits)

The fifth meeting of the Complete Streets Working Group meeting was held on November 8, 2022, at 10:00am at the Depot Street parking lot and project site locations. The participants were:

- Complete Streets Working Group Committee
- Foresight Land Services
- BRPC Planning Staff

Sites of the proposed Complete Streets projects were visited by BRPC staff, members of the Complete Streets committee, and staff from Foresight Land Services. Project specifics were discussed to provide a basis for cost estimates.

Appendix B

Complete List of Potential Improvements

massDOT
Massachusetts Department of Transportation

Complete Streets Funding Program
Project Prioritization Plan

Municipality	West Stockbridge
MassDOT District	1
Name	Marie Ryan
Title	Town Administrator
Date	1/7/2023

Public Engagement

Public Engagement Description

The Town of West Stockbridge developed this plan with the support of their Complete Streets Committee and technical assistance provided by the Berkshire Regional Planning Commission (BRPC). The Working Group is not a formally appointed town board or committee, and includes members of the Planning Board, the Town Administrator, and Highway Superintendent. The town's Complete Streets Working Group was established in 2022, with the town having adopted their Complete Streets Policy back in 2016.

Project Basics / Location / Modes Served

Project Priority Ranking	Project Name	Project Description	Project Source	Project Location	Google Maps Link	Pedestrian	Bicycle	Transit	Vehicle/Freight
1	Swamp Road/Main Street Pedestrian Improvements	Create traffic calming/gateway treatments at the T-intersection of Swamp Road and Main Street, including ADA-accessible ramp improvements to replace existing nonconforming ramps. The existing crosswalk will be removed and a new crosswalk with standard-type white markings will be installed closer to the intersection.	CS Needs Assessment	Intersection of Swamp Road and Main Street	Google Maps	Yes	No	No	No
2	Main Street Traffic calming/horizontal deflection	Enhance the gateway from Interstate 90/Route 41 into the village center by installing a planted traffic diverter on Main Street. The diverter would consist of a planted central island and a brick apron for truck over-tracking.	CS Needs Assessment	Main Street	Google Maps	No	No	No	Yes
3	Lenox Road Speed Feedback Signs	Installation of pole-mounted speed feedback signs along Lenox Road, approaching the thickly-settled area toward the village center.	CS Needs Assessment	Lenox Road	Google Maps	No	No	No	Yes
4	Main Street school bus shelter	Install a wooden school bus shelter and bicycle racks on the brick pavers near the pedestrian bridge over the Williams River. An accessible 5'x8' boarding/alighting area will be provided adjacent to the shelter.	CS Needs Assessment	Main Street and Harris Street bridge	Google Maps	Yes	No	Yes	No
5	Card Pond Area Improvements	Enhanced pedestrian/bicycle amenities at Card Pond and the immediate area. New high-visibility crosswalk and RRFB where the current sidewalk terminates, bike parking, seating, and lighting.	CS Needs Assessment	Card Pond	Google Maps	Yes	No	No	No
6	Depot Street/Center Street Intersection improvements	Install crosswalks on other intersection legs as appropriate, brick surface treatment or raised/shared intersection space.	CS Needs Assessment	Intersection of Depot Street and Center Street	Google Maps	Yes	No	No	Yes
7	Swamp Road/Main Street Intersection Improvements	Based on the high reported number of left-turn roadway departures when turning from Main Street to Swamp Road, additional curb edge indication is proposed in the form of decorative bollards, along with centerline extension lines to better guide turning movements.	CS Needs Assessment	Main Street/Swamp Road	Google Maps	No	No	No	Yes
8	Town Complex Ped/Bike Connection Path	Design and install a 12-foot wide, bituminous asphalt multi-use path that connects the Town Hall complex to an adjoining dead-end residential street. Grades and cross-slopes will be ADA-accessible and motor vehicle access will be restricted by gates or bollards.	CS Needs Assessment	Oak Street terminus to Town Hall parking lot	Google Maps	Yes	Yes	No	No
9	Pedestrian direction signs for Main Street, Old Gt. Barrington Road pathway	Provide walking directions and distances to and from Card Pond, to direct pedestrians onto improved Route 41 sidewalk and pathway. Proposed pedestrian wayfinding signs will be MUTCD-compliant.	CS Needs Assessment	Old Gt. Barrington Road/Rt 102 intersection and Route 41/pedestrian walkway intersection, approx. 250 SW of Rt 41/102 junction	Google Maps	Yes	No	No	No
10	Lenox Road Sidewalk Extension	Build a 5-foot wide concrete sidewalk beginning at the existing sidewalk terminus near 7 Lenox Road and continuing approximately 1500' north through the thicky-settled area, terminating at an ADA-accessible curb ramp.	CS Needs Assessment	7 Lenox Road to approx. 1500' north	Google Maps	Yes	No	No	No
11	Swamp Road Sidewalk Extension Phase 1	Approx. 0.5 miles of 5- foot wide concrete sidewalk on the west side of the roadway to extend through the dense residential area north of the village center, terminating near 45 Swamp Road with an ADA-accessible curb ramp.	CS Needs Assessment	Swamp Road	Google Maps	Yes	No	No	No
12	Swamp Road Sidewalk Extension Phase 2	Install 5-foot wide concrete sidewalk on the west side of Swamp Road from the terminus of Phase 1, continuing north approx. 1800' to the junction of Swamp Road and Cone Hill Road, terminating with an ADA-accessible curb ramp.	CS Needs Assessment	Near 45 Swamp Road to the intersection of Swamp Road/Cone Hill Road	Google Maps	Yes	No	No	No
13	Williamsville Intersection Improvements	Installation of pole-mounted speed feedback signs and warning signs approaching intersection of Route 41/Water Street. Consider advisory speed limit, flashing yellow light, edge hardening, sidewalk or shoulder widening between Long Pond and Samantha Lane	CS Needs Assessment	Intersection of Samantha Lane to Intersection of Long Pond Road	Google Maps	No	No	No	Yes
14	Pixley Hill Road/Gt. Barrington Rd/ Housatonic Trailhead facilities	Improve the current town-owned cleared area near the crossing of the Housatonic Rail Trail and Pixley Hill Road. Install bicycle parking, seating, and map board on poured concrete pad, placed at-grade. Improvements to the trail itself are not in the scope for this project.	CS Needs Assessment	Pixley Hill Road/Gt. Barrington Road intersection	Google Maps	Yes	Yes	No	No
15	Depot Street Municipal Parking Lot pedestrian improvements	Construct additional pedestrian amenities adjoining the municipal parking lot at the junction of Depot Street and Route 102. Includes: re-alignment of crosswalk across Rte 102. Any new sidewalk segments would consist of 5-foot wide concrete sections.	CS Needs Assessment	Intersection of Main Street (Route 41) and Depot Street	Google Maps	Yes	No	No	Yes
16									
17									
18									
19									
20									
21									

Project Types

Project Priority Ranking	Intersection Redesign				Street Reconfigurations & Traffic Calming			Pedestrian Crossing Modifications							Pedestrian & Bike Network Connections					Transit Investments		Environment & Streetscape Investments					
	Roundabouts/Mini Traffic Circle	Intersection Reconstruction	Tighten Curb Radii/Curb Extension	Intersection Signalization	Road Diet/Lane Elimination	Lane Narrowing	Other Traffic Calming Elements	ADA-compliant Curb Ramps	Pedestrian Hybrid Beacon/HAWK	Ped-Activated Warning Device/RRFBs	Pedestrian Signal Upgrades	Crossing Islands	Raised Intersection or Raised Crosswalk	Crosswalk Improvements	Sidewalk	Shared-Use Path/Separated Bike Lane	On-road Bike Lane	Bicycle Boulevards	At-grade Rail Crossing Improvements	Transit Station/Stop Access Improvements	Transit Service Improvements	Street Lighting	Wayfinding for Pedestrians/Bicyclists	Bicycle Parking	Bicycle-Friendly Drain Grates	Stormwater Management	Street Trees/Landscaping
1								Yes						Yes													
2						Yes	Yes																				Yes
3							Yes																				
4																				Yes							
5														Yes	Yes									Yes			
6		Yes					Yes	Yes						Yes													
7							Yes																				Yes
8																Yes							Yes				
9																							Yes				
10								Yes							Yes												
11								Yes							Yes												
12								Yes							Yes												
13							Yes																				
14																							Yes	Yes			Yes
15								Yes						Yes	Yes									Yes			
16																											
17																											
18																											
19																											
20																											
21																											

Assessment / Funding Request / Construction Schedule

Project Priority Ranking	Network Gap: Is a Network Gap being filled?	High Crash Location: Pedestrian	High Crash Location: Bicycle	High Crash Location: Vehicle	Environmental Justice: Is an Environmental Justice Population Served? (See MassGIS Map)	Safe Routes to School: Does this project improve safety or accessibility within one mile of a school?	Safe Routes for Seniors: Does this project improve safety or accessibility within 1/4 mile of a Senior destination?	Accessibility: Does this project improve conditions for people with disabilities?	State-owned ROW: Does this project include any state-owned right-of-way?	Estimated Project Cost Range	Funding Requested from MassDOT	Other Funding Source(s) & Amount (if applicable)	Anticipated Construction Duration
1	No				No	No	No	Yes	No	<$50,000	$35,000.00		4
2	No				No	No	No	No	No	$250,000 - $500,000	$400,000.00		12
3	No				No	No	No	No	No	<$50,000	$7,200.00		1
4	No				No	No	No	Yes	No	$50,000 - $100,000	$58,000.00		3
5	Yes				No	No	No	Yes	No	$100,000 - $250,000	$188,000.00		5
6	No				No	No	No	Yes	No	$250,000 - $500,000	$376,000.00		5
7	No				No	No	No	No	No	<$50,000	$12,500.00		2
8	No				No	No	No	Yes	No	$100,000 - $250,000	$194,000.00		10
9	Yes				No	No	No	No	No	<$50,000	$2,000.00		1
10	Yes				No	No	No	Yes	No	$100,000 - $250,000	$130,000.00		8
11	Yes				No	No	No	Yes	No	$250,000 - $500,000	$452,000.00		8
12	Yes				No	No	No	Yes	No	$250,000 - $500,000	$448,000.00		8
13	No				No	No	No	No	No	<$50,000	$7,000.00		6
14	No				No	No	No	No	No	<$50,000	$37,000.00		4
15	Yes				No	No	No	Yes	No	$100,000 - $250,000	$55,000.00		4
16													
17													
18													
19													
20													
21													

Appendix C

Opinion of Probable Cost

FORESIGHT
LAND SERVICES, INC.

ENGINEERING · SURVEYING · PLANNING · ENVIRONMENTAL SERVICES

*Steven A. Mack, P.E.**
Marc S. Volk
Marc A. LeVasseur

West Stockbridge Complete Streets Abbreviated Scopes of Work

(For planning purposes only – not based on a design or a recent survey)
December 29, 2022

Project #1 – Swamp Road/Main Street Pedestrian Improvements
Create traffic calming/gateway treatments at the T-intersection of Swamp Road and Main Street. Remove the existing crosswalk pavement markings, add new curbing, and repair the sidewalk. Install two (2) new ADA-compliant curb ramps with new granite curbing. Install new painted crosswalk and stop line. Restore brick sidewalk and landscape areas.

Project #2 – Main Street Traffic Calming/Horizontal Deflection
Enhance the gateway from Interstate 90/Route 41 into the village center by installing a planted traffic diverter on Main Street. The diverter would consist of a planted central island and a brick apron for truck over-tracking. Approximately 150 feet of roadway will be widened by full depth reconstruction and approximately 400 feet of new brick paver sidewalk will be installed to match the existing downtown pavers. The work limits will be milled and overlaid after installation of the island, curbing and brick over-tracking area. New signage and pavement markings will also be provided. Permanent sidewalk takings or easements with survey will be required.

Project #3 – Lenox Road Speed Feedback Signs
Installation of two (2) pole-mounted digital speed feedback signs along Lenox Road, approaching the thickly settled area toward the village center.

Project #4 – Main Street School Bus Shelter
Installation of a wooden school bus shelter and two (2) bicycle racks on the brick pavers (to be removed and reset) near the pedestrian bridge over the Williams River.

Project #5 – Card Pond Area Improvements
Enhanced pedestrian/bicycle amenities at Card Pond and the immediate area. New high-visibility crosswalk and RRFB where the current sidewalk terminates, bike parking and seating. Improvement and extension of existing trails.

Project #6 – Depot Street/Center Street Intersection Improvements
Improve traffic safety via installation of crosswalks on other intersection legs as appropriate, brick surface treatment or raised/shared intersection space. Install approximately 560 square yards of pavers similar to the Main Street Crosswalk on an asphalt base over gravel. Colored brick with different patterns could delineate pedestrian accessible crosswalk.

Project #7 – Swamp Road/Main Street Geometry Improvements
Based on the high reported number of left-turn roadway departures when turning from Main Street on to Swamp Road, additional curb edge indication is proposed in the form of two (2)

decorative breakaway bollards within the existing paver sidewalk (to be removed and reset as needed). Approximately 250 feet of centerline extension lines will be installed to better guide turning movements.

Project #8 – Town Complex Pedestrian/Bicycle Connection Path
Design and installation of a concrete multi-use path, approximately 950 feet long and 10 feet wide, that connects the Town Hall complex to Oak Street, an adjoining dead-end residential street, accessing the Town center.

Project #9 – Main Street/Old Great Barrington Road Pathway Pedestrian Direction Signs
Provide two (2) signs for walking directions and distances to and from Card Pond, to direct pedestrians onto improved Route 41 sidewalk and pathway.

Project #10 – Lenox Road Sidewalk Extension
Build a 5-foot wide concrete sidewalk beginning at the existing sidewalk on Main Street and continuing approximately 400 feet north toward the thickly settled area to 6 Lenox Road.

Project #11 – Swamp Road Sidewalk Extension Phase 1
Approximately 0.5 miles of a 5-foot wide sidewalk on the west side of the roadway to extend through the dense residential area north of the village center, terminating near 33 Swamp Road.

Project #12 – Swamp Road Sidewalk Extension Phase 2
Installation of a 5-foot wide concrete sidewalk on the west side of Swamp Road from the terminus of Phase 1, continuing north approximately 2,800 feet to the junction of Swamp Road and Cone Hill Road.

Project #13 – Williamsville Intersection Improvements
Improve traffic safety via installation of two (2) pole-mounted speed feedback signs approaching intersection of Route 41/Water Street. Consider advisory speed limit, flashing yellow light, edge hardening, sidewalk or shoulder widening between Long Pond and Samantha Lane.

Project #14 – Depot Street Municipal Parking Lot Pedestrian Enhancements
Construct additional pedestrian amenities, consisting of a small plaza with a seating area and wayfinding signs/boards, adjoining the municipal parking lot at the junction of Depot Street and Albany Road/Route 102. This project includes the realignment of the crosswalk across Route 102.

Project #15 – Pixley Hill Road/Great Barrington Road/Housatonic Trailhead Facilities
Improve the current town-owned area near the crossing of the Housatonic Rail Trail Right of Way and Pixley Hill Road. Remove less than 0.1 acre of invasive species and brush for the installation of one (1) bicycle rack, one (1) park bench, one (1) trash receptacle, and one (1) map board on a poured concrete pad. Work is within 100 feet of a Bordering Vegetated Wetland and 200-foot Riverfront Area. Permitting is not included in the preliminary estimate. Native plantings (25) have been included for mitigation.

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Swamp Road/Main Street Pedestrian Improvements

Project Rank: #1 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	40	$ 55.00	$ 2,200.00
151.01	Gravel Borrow - Type C	CY	30	$ 55.00	$ 1,650.00
451	HMA for Patching	TON	10	$ 275.00	$ 2,750.00
452	Asphalt Emulsion for Tack Coat	GAL	5	$ 20.00	$ 100.00
482.3	Sawcutting Asphalt	FT	120	$ 8.00	$ 960.00
504	Granite Curb Type VA4 - Straight	FT	15	$ 70.00	$ 1,050.00
504.1	Granite Curb Type VA4 - Curved	FT	15	$ 110.00	$ 1,650.00
509	Granite Transition Curb for Pedestrian Curb Ramps - Straight	FT	15	$ 90.00	$ 1,350.00
509.1	Granite Transition Curb for Pedestrian Curb Ramps - Curved	FT	15	$ 110.00	$ 1,650.00
570.1	Hot Mix Asphalt Curb Type 1	FT	30	$ 30.00	$ 900.00
590	Curb Removed & Stacked	FT	60	$ 12.00	$ 720.00
701	Concrete Sidewalk	SY	20	$ 85.00	$ 1,700.00
701.2	Concrete Sidewalk Wheelchair Ramp	SY	30	$ 150.00	$ 4,500.00
702	Hot Mix Asphalt Sidewalk or Driveway	TON	10	$ 300.00	$ 3,000.00
706.11	Brick Walk Removed and Stacked	SY	20	$ 50.00	$ 1,000.00
751.1	Loam for Lawns	CY	10	$ 90.00	$ 900.00
765	Seeding	SY	20	$ 4.00	$ 80.00
767.31	Straw Mulch	SY	20	$ 3.00	$ 60.00
767.121	Sediment Control Barrier	FT	10	$ 40.00	$ 400.00
796	Perennial	EA	5	$ 50.00	$ 250.00
854.1	Pavement Marking Removal	SF	270	$ 3.00	$ 810.00
860.106	6 Inch Reflectorized White Line (Painted)	FT	100	$ 4.00	$ 400.00
860.112	12 Inch Reflectorized White Line (Painted)	FT	100	$ 6.00	$ 600.00
864.001	Pavement Arrows and Legends Reflectorized Green Inlay (Painted)	SF	180	$ 5.00	$ 900.00
864.04	Pavement Arrows and Legends Reflectorized White (Thermoplastic)	SF	20	$ 25.00	$ 500.00
					$ -
	Traffic Control			5%	$ 1,504.00
	Mobilization			3%	$ 902.40
	Construction Contingency			10%	$ 3,008.00
	Engineering/Design			15%	$ 4,512.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 40,006.40**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

Supervisor/Foreman Date

massDOT Massachusetts Department of Transportation Highway Division

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Main Street Traffic Calming/Horizontal Deflection

Project Rank: #2 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	400	$ 55.00	$ 22,000.00
151.01	Gravel Borrow - Type C	CY	300	$ 55.00	$ 16,500.00
220	Drainage Structure Adjusted	EA	3	$ 500.00	$ 1,500.00
220.7	Sanitary Structure Adjusted	EA	3	$ 500.00	$ 1,500.00
415.1	Pavement Standard Milling	SY	800	$ 10.00	$ 8,000.00
450.23	Superpave Surface Course - 12.5 (SSC - 12.5)	TON	140	$ 245.00	$ 34,300.00
450.32	Superpave Intermediate Course - 19.0 (SIC - 19.0)	TON	200	$ 230.00	$ 46,000.00
451	HMA for Patching	TON	20	$ 275.00	$ 5,500.00
452	Asphalt Emulsion for Tack Coat	GAL	80	$ 20.00	$ 1,600.00
482.3	Sawcutting Asphalt	FT	200	$ 8.00	$ 1,600.00
485.3	Paver Block Pavement	SY	70	$ 400.00	$ 28,000.00
510	Granite Edging Type SA	FT	300	$ 55.00	$ 16,500.00
510.1	Granite Edging Type SA (Radius 10 Feet or less)	FT	40	$ 60.00	$ 2,400.00
580.1	Curb Removed, Relocated & Reset	FT	400	$ 45.00	$ 18,000.00
706	Brick Walk	SY	230	$ 400.00	$ 92,000.00
751.1	Loam for Lawns	CY	90	$ 90.00	$ 8,100.00
765	Seeding	SY	770	$ 4.00	$ 3,080.00
767.31	Straw Mulch	SY	770	$ 3.00	$ 2,310.00
767.121	Sediment Control Barrier	FT	100	$ 20.00	$ 2,000.00
796	Perennial	EA	20	$ 50.00	$ 1,000.00
832	Warning-Regulatory and Route Marker - Aluminum Pavel (Type A)	SF	30	$ 25.00	$ 750.00
847.1	Sign Sup (N/Guide)+Rte Mkr w/1 Brkway Post Assembly - Steel	EA	2	$ 275.00	$ 550.00
860.106	6 Inch Reflectorized White Line (Painted)	FT	800	$ 4.00	$ 3,200.00
860.112	12 Inch Reflectorized White Line (Painted)	FT	100	$ 6.00	$ 600.00
861.106	6 Inch Reflectorized Yellow Line (Painted)	FT	800	$ 4.00	$ 3,200.00
864.04	Pavement Arrows and Legends Reflectorized White (Thermoplastic)	SF	90	$ 25.00	$ 2,250.00
901.3	4000 PSI, 1.5 Inch, 565 Cement Concrete for Post Foundation	CY	1	$ 650.00	$ 650.00
	Permanent Sidewalk Easement Reimbursement	AC	0.1	$ 100,000.00	$ 10,000.00
	Permanent Sidewalk Easement Survey & Recording	EA	1	$ 6,500.00	$ 6,500.00
					$ -
	Traffic Control			5%	$ 16,979.50
	Mobilization			3%	$ 10,187.70
	Construction Contingency			10%	$ 33,959.00
	Engineering/Design			15%	$ 50,938.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 451,654.70**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/20/2022

Project Name: Lenox Road Speed Feedback Signs

Project Rank: #3 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
	Pole Mounted Speed Feedback Sign	EA	2	$ 3,500.00	$ 7,000.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Traffic Control			3%	$ 210.00
	Mobilization			0%	$ -
	Construction Contingency			0%	$ -
	Engineering/Design			0%	$ -
TOTAL	**MassDOT request not to exceed $500,000**				**$ 7,210.00**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Main Street School Bus Shelter

Project Rank: #4 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	10	$ 55.00	$ 550.00
151.01	Gravel Borrow - Type C	CY	10	$ 55.00	$ 550.00
706.1	Brick Walk Removed and Relaid	SY	30	$ 125.00	$ 3,750.00
707.9	Bicycle Rack	EA	2	$ 1,500.00	$ 3,000.00
745	Pedestrain Bus Shelter	EA	1	$ 40,000.00	$ 40,000.00
767.121	Sediment Control Barrier	FT	20	$ 20.00	$ 400.00
901.3	4000 PSI, 1.5 Inch, 565 Cement Concrete for Post Foundation	CY	1	$ 650.00	$ 650.00
					$ -
	Traffic Control			5%	$ 2,445.00
	Mobilization			3%	$ 1,467.00
	Construction Contingency			10%	$ 4,890.00
	Engineering/Design			15%	$ 7,335.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 65,037.00**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Card Pond Area Recreation Accessibility Improvements

Project Rank: #5 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	840	$ 35.00	$ 29,400.00
144	Class B Rock Excavation	CY	50	$ 125.00	$ 6,250.00
152	Processed Gravel for base	CY	160	$ 50.00	$ 8,000.00
170	Fine Grading & Compacting	SY	1500	$ 7.00	$ 10,500.00
404.5	Reclaimed Pavement Borrow Material for sub base	CY	730	$ 35.00	$ 25,550.00
632.4	Individual Post Removed & Discarded	EA	25	$ 35.00	$ 875.00
655	Cedar Rail Fence	LF	75	$ 90.00	$ 6,750.00
665	Chain Link Fence Removed & Stacked	LF	60	$ 25.00	$ 1,500.00
701	Concrete Sidewalk	SY	110	$ 85.00	$ 9,350.00
703.01	Wheel Stop	EA	20	$ 350.00	$ 7,000.00
704	Stone Dust Walkway	TON	85	$ 90.00	$ 7,650.00
707.1	Park Bench	EA	2	$ 2,500.00	$ 5,000.00
707.2	Trash Receptacle	EA	2	$ 2,250.00	$ 4,500.00
707.8	Steel Bollard	EA	2	$ 1,500.00	$ 3,000.00
707.9	Bike Rack	EA	1	$ 1,100.00	$ 1,100.00
776.538	Red Maple 8-10'	EA	6	$ 120.00	$ 720.00
778.164	Birch 8-10' clump	EA	2	$ 140.00	$ 280.00
778.421	Crabapple 1.5-2" caliper	EA	3	$ 80.00	$ 240.00
790.719	Silky Dogwood 2'-3'	EA	3	$ 65.00	$ 195.00
796	Perennial	EA	10	$ 45.00	$ 450.00
984.62	Stone for Erosion Control	CY	30	$ 90.00	$ 2,700.00
	Push Button Solar Pedestrian Crossing Sign	EA	2	$ 10,000.00	$ 20,000.00
	Loam, Seed, Straw Mulch & Cleanup	SY	1200	$ 13.00	$ 15,600.00
	HMA Entrance Apron	TON	22	$ 120.00	$ 2,640.00
	Traffic Control			3%	$ 5,077.50
	Mobilization			3%	$ 5,077.50
	Construction Contingency			5%	$ 8,462.50
	Engineering/Design			15%	$ 25,387.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 213,255.00**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Depot Street/Center Street Intersection Improvements

Project Rank: #6 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	280	$ 55.00	$ 15,400.00
151.01	Gravel Borrow - Type C	CY	160	$ 55.00	$ 8,800.00
220	Drainage Structure Adjusted	EA	2	$ 500.00	$ 1,000.00
220.7	Sanitary Structure Adjusted	EA	1	$ 500.00	$ 500.00
358	Gate Box Adjusted	EA	2	$ 300.00	$ 600.00
450.32	Superpave Intermediate Course - 19.0 (SIC - 19.0)	TON	210	$ 230.00	$ 48,300.00
452	Asphalt Emulsion for Tack Coat	GAL	40	$ 20.00	$ 800.00
482.3	Sawcutting Asphalt	FT	200	$ 8.00	$ 1,600.00
485.3	Paver Block Pavement	SY	560	$ 400.00	$ 224,000.00
510.01	Granite Edging for Traffice Pavers - Flush	FT	200	$ 75.00	$ 15,000.00
751.1	Loam for Lawns	CY	10	$ 90.00	$ 900.00
765	Seeding	SY	20	$ 4.00	$ 80.00
767.31	Straw Mulch	SY	20	$ 3.00	$ 60.00
767.121	Sediment Control Barrier	FT	50	$ 20.00	$ 1,000.00
					$ -
	Traffic Control			5%	$ 15,902.00
	Mobilization			3%	$ 9,541.20
	Construction Contingency			10%	$ 31,804.00
	Engineering/Design			15%	$ 47,706.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 422,993.20**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Swamp Road/Main Street Geometry Improvements

Project Rank: #7 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	1	$ 55.00	$ 55.00
151.01	Gravel Borrow - Type C	CY	1	$ 55.00	$ 55.00
706.1	Brick Walk Removed and Relaid	SY	20	$ 125.00	$ 2,500.00
707.81	Steel Bollard - Breakaway	EA	2	$ 2,000.00	$ 4,000.00
751.1	Loam for Lawns	CY	2	$ 90.00	$ 180.00
765	Seeding	SY	20	$ 4.00	$ 80.00
767.31	Straw Mulch	SY	20	$ 3.00	$ 60.00
767.121	Sediment Control Barrier	FT	10	$ 10.00	$ 100.00
861.106	6 Inch Reflectorized Yellow Line (Painted)	FT	250	$ 8.00	$ 2,000.00
901	4000 PSI, 1.5 Inch, 565 Cement Concrete	CY	1	$ 1,500.00	$ 1,500.00
					$ -
	Traffic Control			5%	$ 526.50
	Mobilization			3%	$ 315.90
	Construction Contingency			10%	$ 1,053.00
	Engineering/Design			15%	$ 1,579.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 14,004.90**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/20/2022

Project Name: Multi-use pathway from Town Hall Campus to Oak Street

Project Rank: #8 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
101	Clearing & Grubbing	ACRE	0.5	$ 38,000.00	$ 19,000.00
120.1	Unclassified Excavation	CY	380	$ 55.00	$ 20,900.00
403	Reclaimed Pavement for Base	CY	360	$ 38.00	$ 13,680.00
701	Concrete Sidewalk	SY	850	$ 85.00	$ 72,250.00
701.2	Concrete Pedestrian Curb Ramp	SY	16	$ 155.00	$ 2,480.00
767.6	Aged Pine Bark Mulch for Pathway Shoulders	CY	115	$ 75.00	$ 8,625.00
707.2	Trash Receptacle	EA	2	$ 2,250.00	$ 4,500.00
707.1	Park Bench	EA	3	$ 2,500.00	$ 7,500.00
707.8	Steel Bollard	EA	2	$ 1,200.00	$ 2,400.00
	Pole Mounted Solar Powered Streetlamp	EA	6	$ 4,500.00	$ 27,000.00
901.3	4500psi Concrete for Pole Foundation	CY	3	$ 500.00	$ 1,500.00
					$ -
					$ -
					$ -
					$ -
					$ -
	Traffic Control	n/a		3%	$ -
	Mobilization			3%	$ 5,395.05
	Construction Contingency			5%	$ 8,991.75
	Engineering/Design			10%	$ 17,983.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 212,205.30**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/20/2022

Project Name: Pedestrian Direction Signs for Main St./Old Great Barrington Rd. to Card Pond

Project Rank: #9 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
829	Roadside Guide Sign - Type B	SF	12	$ 28.00	$ 336.00
877.3	Sign Post - 2" Steel	EA	2	$ 235.00	$ 470.00
901.3	4500psi Concrete for Post Foundation	CY	2	$ 350.00	$ 700.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Traffic Control			LS	$ 500.00
	Mobilization			0%	$ -
	Construction Contingency			0%	$ -
	Engineering/Design			0%	$ -
TOTAL	**MassDOT request not to exceed $500,000**				**$ 2,006.00**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/20/2022

Project Name: Lenox Road Sidewalk Extension

Project Rank: #10 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	45	$ 55.00	$ 2,475.00
129.2	Old Pavement Excavation	SY	162	$ 30.00	$ 4,860.00
201	Catch Basin - Replace	EA	2	$ 5,500.00	$ 11,000.00
222.3	Frame & Grate	EA	2	$ 950.00	$ 1,900.00
384.1	Curb Stop Removed & Reset	EA	2	$ 775.00	$ 1,550.00
403	Reclaimed Pavement for base	CY	45	$ 20.00	$ 900.00
403	Reclaimed Pavement for base	CY	260	$ 20.00	$ 5,200.00
451	HMA for patching (paved waterway)	TON	15	$ 285.00	$ 4,275.00
504	Granite Curb Type VA4	LF	326	$ 50.00	$ 16,300.00
514	Granite Curb Inlet	EA	1	$ 625.00	$ 625.00
690	Stone Masonry Wall Remove & Rebuild w/mortar	CY	30	$ 1,550.00	$ 46,500.00
701	Concrete Sidewalk	SY	182	$ 85.00	$ 15,470.00
701.1	Concrete Sidewalk at Driveways	SY	42	$ 110.00	$ 4,620.00
	Loam, Seed, & Straw Mulch	SY	45	$ 12.00	$ 540.00
					$ -
	Traffic Control			3%	$ 3,486.45
	Mobilization			3%	$ 3,486.45
	Construction Contingency			5%	$ 5,810.75
	Engineering/Design			10%	$ 11,621.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 140,620.15**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/19/2022

Project Name: Swamp Road Sidewalk Extension Phase 1

Project Rank: #11 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	445	$ 55.00	$ 24,475.00
129.2	Old Pavement Excavation	SY	220	$ 30.00	$ 6,600.00
144	Class B Rock Excavation	CY	60	$ 180.00	$ 10,800.00
201	Catch Basin	EA	3	$ 4,500.00	$ 13,500.00
209	Drop Inlet Type D	EA	4	$ 4,500.00	$ 18,000.00
209.4	Drop Inlet - remodel	EA	5	$ 2,500.00	$ 12,500.00
222.3	Frame & Grate	EA	8	$ 950.00	$ 7,600.00
224.12	12" Hood	EA	8	$ 550.00	$ 4,400.00
252.12	12" Corrugated Plastic Pipe	LF	900	$ 100.00	$ 90,000.00
384.1	Curb Stop Removed & Reset	EA	15	$ 775.00	$ 11,625.00
403	Reclaimed Pavement for base	CY	260	$ 20.00	$ 5,200.00
504	Granite Curb Type VA4	LF	1620	$ 50.00	$ 81,000.00
514	Granite Curb Inlet	EA	8	$ 500.00	$ 4,000.00
701	Concrete Sidewalk	SY	1112	$ 85.00	$ 94,520.00
701.1	Concrete Sidewalk at Driveways	SY	195	$ 110.00	$ 21,450.00
874.2	Traffic Sign Remove & Reset	EA	8	$ 120.00	$ 960.00
					$ -
	Traffic Control			3%	$ 12,198.90
	Mobilization			3%	$ 12,198.90
	Construction Contingency			5%	$ 20,331.50
	Engineering/Design			10%	$ 40,663.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 492,022.30**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/19/2022

Project Name: Swamp Road Sidewalk Extension Phase 2

Project Rank: #12 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	630	$ 55.00	$ 34,650.00
144	Class B Rock Excavation	CY	60	$ 180.00	$ 10,800.00
201	Catch Basin	EA	0	$ 4,500.00	$ -
209	Drop Inlet Type D	EA	0	$ 4,500.00	$ -
209.4	Drop Inlet - remodel	EA	0	$ 2,500.00	$ -
222.3	Frame & Grate	EA	0	$ 950.00	$ -
224.12	12" Hood	EA	0	$ 550.00	$ -
252.12	12" Corrugated Plastic Pipe	LF	0	$ 100.00	$ -
384.1	Curb Stop Removed & Reset	EA	5	$ 775.00	$ 3,875.00
403	Reclaimed Pavement for base	CY	420	$ 20.00	$ 8,400.00
514	Granite Curb Inlet	EA	0	$ 500.00	$ -
630.2	Highway Guard Removed & Discarded	LF	280	$ 8.00	$ 2,240.00
701	Concrete Sidewalk at road grade	SY	1580	$ 85.00	$ 134,300.00
701.1	Concrete Sidewalk at Driveways	SY	125	$ 110.00	$ 13,750.00
874.2	Traffic Sign Remove & Reset	EA	6	$ 120.00	$ 720.00
996.31	Mechanically Stabilized Earth Wall	SY	130	$ 1,500.00	$ 195,000.00
					$ -
	Traffic Control			3%	$ 12,112.05
	Mobilization			3%	$ 12,112.05
	Construction Contingency			5%	$ 20,186.75
	Engineering/Design			10%	$ 40,373.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 488,518.85**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R)

Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/20/2022

Project Name: Williamsville Intersection Improvements

Project Rank: #13 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
	Pole Mounted Speed Feedback Sign	EA	2	$ 3,500.00	$ 7,000.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
	Traffic Control			3%	$ 210.00
	Mobilization			0%	$ -
	Construction Contingency			0%	$ -
	Engineering/Design			0%	$ -
TOTAL	**MassDOT request not to exceed $500,000**				**$ 7,210.00**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/19/2022

Project Name: Depot Street Municipal Parking Lot Pedestrian Enhancements

Project Rank: #14 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
120.1	Unclassified Excavation	CY	20	$ 55.00	$ 1,100.00
127	Concrete Excavation	CY	5	$ 175.00	$ 875.00
510	Granite Edging	LF	160	$ 50.00	$ 8,000.00
655	Cedar Rail Fence	LF	80	$ 85.00	$ 6,800.00
701	Concrete Sidewalk	SY	15	$ 85.00	$ 1,275.00
701.2	Concrete Sidewalk Pedestrian Curb Ramp w/DWP	EA	1	$ 1,500.00	$ 1,500.00
705	Flagstone Walk	SY	54	$ 350.00	$ 18,900.00
707.1	Park Bench	EA	1	$ 2,500.00	$ 2,500.00
707.2	Trash Receptacle	EA	1	$ 2,250.00	$ 2,250.00
783.441	Tulip Tree 2-2.5" Caliper	EA	3	$ 675.00	$ 2,025.00
864.07	Pavement Legends - Epoxy	SF	240	$ 7.50	$ 1,800.00
877	Sign Post Remove & Reset	EA	3	$ 135.00	$ 405.00
	Loam, Seed & Mulch	LS	1	$ 1,000.00	$ 1,000.00
					$ -
	Traffic Control			3%	$ 1,452.90
	Mobilization			3%	$ 1,452.90
	Construction Contingency			5%	$ 2,421.50
	Engineering/Design			10%	$ 4,843.00
TOTAL	**MassDOT request not to exceed $500,000**				**$ 58,600.30**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date

Complete Streets Funding Program
Exhibit B: Preliminary Estimate Form

Municipality: West Stockbridge Date: 12/28/2022

Project Name: Pixley Hill Road/Great Barrington Road/Housatonic Trailhead Facilities

Project Rank: #15 Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
101	Clearing & Grubbing	ACRE	0.1	$ 50,000.00	$ 5,000.00
120.1	Unclassified Excavation	CY	30	$ 55.00	$ 1,650.00
151.01	Gravel Borrow - Type C	CY	50	$ 55.00	$ 2,750.00
707.2	Trash Receptacle	EA	1	$ 2,250.00	$ 2,250.00
707.1	Park Bench	EA	1	$ 2,500.00	$ 2,500.00
707.9	Bicycle Rack	EA	1	$ 1,500.00	$ 1,500.00
751.1	Loam for Lawns	CY	10	$ 90.00	$ 900.00
765	Seeding	SY	120	$ 4.00	$ 480.00
767.31	Straw Mulch	SY	120	$ 3.00	$ 360.00
767.121	Sediment Control Barrier	FT	200	$ 20.00	$ 4,000.00
796	Perennial	EA	25	$ 50.00	$ 1,250.00
831.5	Trail Map Board w/ Cover and Supports	EA	1	$ 4,000.00	$ 4,000.00
901	4000 PSI, 1.5 Inch, 565 Cement Concrete	CY	3	$ 1,500.00	$ 4,500.00
901.3	4000 PSI, 1.5 Inch, 565 Cement Concrete for Post Foundation	CY	1	$ 650.00	$ 650.00
					$ -
	Traffic Control			5%	$ 1,589.50
	Mobilization			3%	$ 953.70
	Construction Contingency			10%	$ 3,179.00
	Engineering/Design			15%	$ 4,768.50
TOTAL	**MassDOT request not to exceed $500,000**				**$ 42,280.70**

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

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See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx.

HED-614 (R) Supervisor/Foreman Date