



Vanasse Hangen Brustlin, Inc.

101 Walnut Street
P. O. Box 9151
Watertown, MA 02471-9151
617 924 1770
FAX 617 924 2286

Memorandum

To: Jason Venditti, PE
UMass Facilities & Campus Planning
360 Campus Center Way
Amherst, MA 01003

Date: May 26, 2010

Project 10858.01
No.:

From: Joseph T. Wanat, PE, PTOE

Re: N. Pleasant Street/Governors
Drive/Eastman Lane Roundabout Plan
Updates

Based on the comments made at the May 4, 2010 Town of Amherst Public Works Committee Conceptual Design Hearing, the following roundabout plan revisions have been made:

- Fully raised "table top" crosswalks in advance of the roundabout have been scaled back to a lower 4 inch elevation. A textured imprint with a contrasting pavement color, white crosswalk bars, and yield markings/signage will be applied at the advance crosswalks and at the crosswalks at the roundabout. The request to reduce the raised crosswalk was made by the Town of Amherst and meeting attendees. It was also noted at the hearing that the imprint and raised nature will help improve awareness and visibility for drivers and pedestrians.
- The approach cross-section and circulating width of the roundabout have been modified to include wider 5-foot shoulder for bicycles. The 5-foot shoulder will terminate in advance of the roundabout. We are reviewing the applicability of pavement "sharrows" or a striped wide 5-foot shoulder and which applications is better for bicyclists. These modifications were requested by the Public Transportation and Bicycle Committee. This is also consistent with the Atkins Corner plan.
- Signage has been added to the plan package that makes it clear for bicyclists that they should either exit onto the sidewalk or merge into the travel lane at the roundabout approach. Wider sidewalks have been included in the areas that would accommodate bicycles exiting from the roadway. This request was made by the Public Transportation and Bicycle Committee.
- The existing crosswalk that is across Governors Drive that is immediately after the curve is proposed to be relocated to the west to a location that has better sight lines and that fits with the pedestrian desire lines from the Farview Way neighborhood (there is a worn path where the crosswalk will be aligned with). This has the advantage of better integrating Farview Way pedestrians into the plan.
- By way of clarification, vehicles will be required to yield to pedestrians or bicyclists in the crosswalks, in accordance with state law. The layout of the roundabout has many design traffic calming and pedestrian/bike friendly accommodations. Each approach is deflected so that vehicles are forced to slow down upon approaching the roundabout. As an added measure, each approach includes a slightly raised crosswalk approaching the roundabout. In addition, there will be "pedestrian scale" lighting to further increase visibility at night.