



## Office of the Selectboard Town of Montague

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### MEMORANDUM

**Date:**

**To:** Selectboard

**From:** Chris Nolan-Zeller, Assistant Town Administrator

**Re:** Montague Center Complete Streets Design Update

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The Town's consultants at Bowman Engineering have provided an updated design for the Montague Center Complete Streets project. The revised plan incorporates several changes from the original VHB design that improve safety, increase efficiency, and remain within the existing grant budget. Key updates include:

**Intersection Improvements at Main & Center Streets:** The end of Center Street will now meet Main Street at a near 90-degree angle instead of the current Y-intersection. This adjustment improves safety for vehicles and pedestrians, eliminates one set of RRFBs (saving approximately \$15,000), and still accommodates fire engines, dump trucks, and similar large vehicles.

**Stormwater Management Enhancements:** Bowman has simplified piping and catch basins in favor of new curbing that allows more natural water infiltration. Further soil analysis is planned to confirm feasibility.

**North Street Access:** The intersection with Main Street is now a single 90-degree connection, improving safety for cyclists by reducing conflict zones and allowing safe right or left turns for vehicles.

**Driveway Adjustments:** The private driveway at 39 Main Street may require an extension as part of the intersection work, which could necessitate an easement approved at Town Meeting.

**Post Office Area:** Bowman simplified stormwater drainage by incorporating a small sidewalk tunnel with a grate, reducing costs from over \$10,000 to approximately \$3,000. Raised crosswalks near the post office remain in the design in response to neighborhood input.

**FRTA Bus Stop Relocation:** The bus stop has been moved slightly north to avoid conflicts with the new raised crosswalks.

Overall, the updated design reflects community priorities, enhances safety for all users, and maintains project value within the existing budget. The full plan set from Bowman is attached for reference.

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