



COMPLETE STREETS NEEDS ASSESSMENT AND PRIORITIZATION PLAN

TOWN OF GREAT BARRINGTON, MA
Summer 2018



PREPARED BY:
Berkshire Regional Planning Commission (BRPC)
& the Town of Great Barrington

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1. INTRODUCTION

This section summarizes the **purpose** of this report, **why** it is important to plan for Complete Streets, and **how** Complete Streets enhancements should occur. It also reviews the MassDOT Complete Streets funding program.

The Town of Great Barrington completed a comprehensive Master Plan in 2013 that addresses many aspects of transportation and continues to work toward a community that is attractive, welcoming and safe for all residents of all ages through Complete Streets planning. Complete Streets can help increase and improve access to local destinations and attractions via walking, bicycling or riding public transit. As part of the pledge to these efforts, Great Barrington has also committed to create safer roadways for pedestrians and motorists alike by adopting a Complete Streets Policy in June of 2017. With this vision in mind, the Town of Great Barrington undertook this assessment and planning process to study in more detail the opportunities to incorporate pedestrian and bicycle-friendly design into future transportation investments.

In accordance with the Complete Streets Policy (see **Appendix D**), the Town developed this report with the support of their Complete Streets Team, and technical assistance provided by the Berkshire Regional Planning Commission. The Town's Complete Streets Team was appointed by the Town Manager in 2018. Members of the Team included:

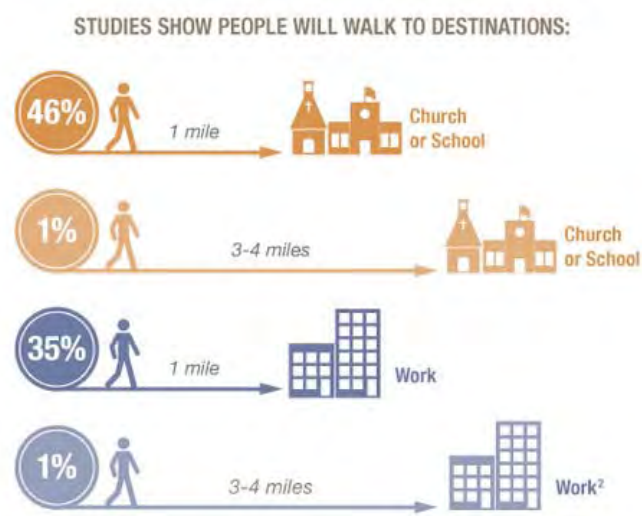
- Edward Abrahams, Selectboard
- Jeremy Higa, Planning Board
- Rebecca Jurczyk, Health Department
- Pedro Pachano, Planning Board
- Chris Rembold, Town Planner
- Polly Mann Salenovich, Council on Aging Director
- Jennifer Tabakin, Town Manager, Ex Officio
- Sean Van Deusen, DPW Director

This report has three key expected outcomes. The first is to support Great Barrington's Complete Streets Policy. The second is to evaluate existing conditions for nonmotorized users of the transportation system. The third 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.

Why Complete Streets Matter:

According to the National Household Travel Survey of 2009, 50% of all household trips are less than three miles in length, and 28% are less than one mile. Nonetheless, most of these trips were completed by driving a vehicle. 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 1.1**). Non-motorized travel can provide a range of

Figure 1.1 Distance and Destinations



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

benefits including improved public health, promotion of tourism and economic development, and increased connectivity and livability – particularly for children, seniors and people with disabilities.

While the nation's transportation system was designed primarily with cars in mind, Complete Streets represents a commitment to provide safer and more accessible means of travel between home, school, work, recreation and retail destinations. Creating safe and accessible pedestrian connections can work to foster more livable, attractive and healthier communities. Complete Streets are roadways designed to safely and comfortably accommodate all users, 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.

The newest federal transportation legislation, Fixing American's Surface Transportation (FAST) Act, 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 Great Barrington with the opportunity to look at existing conditions, potential improvements, and implementation strategies that support Complete Streets throughout the town.

Economic Benefits of Complete Streets

Complete Streets improvements and aspects of nonmotorized transportation have shown some impressive economic benefits to communities and regions. 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 jobs¹. Implementing Complete Streets policies can stimulate private investment, especially in retail districts.² Other communities have seen direct increases in retail sales following complete streets investments.³ Studies have shown increases in property values following the addition of bike lanes along streets, as well as higher values in walkable neighborhoods in general⁴. Other research has found that every dollar spent on bike infrastructure returns between four and five dollars in benefits. New York City found that construction of bicycle infrastructure resulted in fewer vacancies along those streets. Finally, investments in nonmotorized transportation reduce the economic burden placed on residents. When residents can use cheaper transportation options, such as biking and walking, they are free to use money that would otherwise go to fuel or vehicle maintenance in other ways.

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

¹ <https://headwaterseconomics.org/trail/84-bicycling-walking-vermont/>

² <https://smartgrowthamerica.org/resources/economic-revitalization-benefits-of-complete-streets>

³ <https://smartgrowthamerica.org/complete-streets-pay-off/>

⁴ http://vibrantneo.org/wp-content/uploads/2014/03/VibrantNEO_EconomicBenefitsofCompleteStreets.pdf

public fitness and health.⁵ 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.⁶

It is well established that physical activity promotes longevity, decreases risk of chronic conditions, and improves mental health and well-being, while relieving stress.^{7,8} 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.⁹ 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.¹⁰ 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%.¹¹ Enhancements to the multimodal network must be done in a balanced and context-sensitive approach that looks at a wide range of factors from safety to livability and economic development to connectivity. These criteria must be considered when thinking about Complete Streets improvements that accommodate all users of all abilities. 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.

MassDOT Complete Streets Funding Program

Technical assistance to the Town of Great Barrington by BRPC was made possible through funding from MassDOT's Complete Streets program. The Complete Streets program was "authorized by the 2014

⁵ Litman, T. (2010). *Evaluating public transportation health benefits*. Retrieved from http://www.vtpi.org/tran_health.pdf

⁶ 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.

⁷ Centers for Disease Control and Prevention. (2015b) *Physical activity and health*. Retrieved from <http://www.cdc.gov/physicalactivity/basics/pa-health/index.htm>

⁸ 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#.WHZ9qf4zXVI

⁹ 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

¹⁰ 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.

¹¹ 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.

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 \$50,000 was available to communities to “conduct a needs assessment, network gap analysis, and/or safety audit to determine a targeted investment strategy for Complete Streets infrastructure.”¹²

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 Great Barrington Complete Streets Team meets the requirements for the town’s Tier 2 eligibility. At Tier 3, communities were required to submit projects to MassDOT for potential construction funding. Up to \$400,000 is available in construction funding yearly through the Complete Streets program. However, this 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 **Table C1**.

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 1.1**). For a complete list of eligible project types, refer to MassDOT Complete Streets Program Guidance.¹³ 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 Great Barrington, 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 1.1: MassDOT 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 |

¹² Mass. Dept. of Transportation (MassDOT). 2016. Complete Streets Flyer. Available from: <https://www.mma.org/massdot-offers-%E2%80%98complete-streets%E2%80%99-funding-opportunities>

¹³ Available from: <http://www.massdot.state.ma.us/highway/DoingBusinessWithUs/LocalAidPrograms/CompleteStreets/FundingProgram.aspx>

| | | | |
|--|--|--|---|
| 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 |
| 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 | |

2. PLANNING FRAMEWORK

This section describes the town's Complete Streets policy, goals and performance measures related to Complete Streets as well as the scoring system used to rank and prioritize potential projects. Finally, it reviews past planning efforts that have included Complete Streets elements and the public process used to create this plan.

Implementing Great Barrington's Complete Streets Policy will result in various benefits that are experienced by many different stakeholders. For the full text of the policy, see **Appendix D**. 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 of Great Barrington's Complete Streets Policy:

The purpose of the Town of Great Barrington's Complete Streets Policy...is to accommodate all users by creating a roadway network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of Great Barrington 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 Great Barrington Complete Streets Team, were developed to provide safety, mobility/connectivity, usability, traffic calming, and accessibility for all users of the street network, including pedestrians, cyclists, other nonmotorists, transit riders, motorists, commercial vehicles, and emergency vehicles.

How We Travel

The way, or mode, by which people travel, is called “Mode-Share.” Mode-Share is a general Complete Streets performance measure that the Town can track independent of any others identified in **Table 2.2**. The Town currently sees a commute mode-share dominated by automobile travel (79.1% of commuters). The envisions that Complete Streets will enable modest increases in all modes other than automobile. The current mode-share is described in **Table 2.1**.

Table 2.1 Great Barrington Mode-Share for Commuters

| Mode | Percent of Commuters |
|--------------------------------|----------------------|
| Car, Truck, or Van | 79.1% |
| Public Transit | 0.0% |
| Bike | 1.7% |
| Walk | 3.5% |
| Taxi, Other (motorcycle, etc.) | 3.6% |
| Work from Home | 12.2% |

Source: 2012-2016 American Community Survey 5-Year Estimates

In the development of their planning framework, the Great Barrington Complete Streets Team developed system-wide performance measures for each of their ten goals. The performance measures, listed by goal area, are shown in **Table 2.2**

Methodology

To develop a data-driven process to guide the prioritization of Complete Streets projects in Great Barrington, the Complete Streets Team developed a planning framework that outlined: goals, performance measures, evaluation criteria/scoring, and weighting. This framework ensured the goals were measurable, and that scoring of the projects directly related to the plan’s goals. The Team was asked to weight and rank each goal, and that was integrated into the multi-criteria analysis used to prioritize the town’s improvements. Based on combined weighting and ranking scores from each Team member, projects related to safety and access to public/civic facilities achieved the greatest weight. Projects related to the goal of enhancing resident choice and public and process-driven projects were weighted the lowest. The planning framework matrix can be seen in **Table 2.2**. For project scoring based on this matrix, see **Appendix B**.

Table 2.2 Planning Framework

| SYSTEM | | | PROJECT-SPECIFIC | |
|-----------------------------------|--|---|--|-------------|
| Goal Area/Theme | Goal | System Performance Measure | Project Scoring | Weight |
| Connectivity | Provide transportation choices by improving system connectivity within and between modes. | share of non-automobile commuters (ACS) | 0 – does not address connectivity within or between modes 1 – addresses existing gap (sidewalk or bike lane gap, or new extended facility) barrier (fair or poor condition sidewalk, underpass, etc.), and/or connectivity between modes 2 – addresses more than one existing gap, barrier, and/or connectivity between modes 3 addresses gap or barrier, and provides new shared use path or off-road facility Note: Off-road path meeting ADA requirements but not allowing bicycles will receive max of 2 points | 1.11 |
| Safety | Prioritize safety for all users of the transportation system | total crashes by severity and mode | 0 - project reduces or does not impact safety for users of the transportation system 1 - project addresses safety concern for vulnerable user (cyclist, pedestrian, etc.) 2 - project addresses safety concern for all users (drivers, vulnerable users, etc.) 3 - project addresses safety concern for all users and is in a Crash Cluster | 1.98 |
| Public Health & Carbon Footprint | Promote the health and well-being of residents and visitors of all ages across Great Barrington by providing active mode infrastructure that is safe, accessible and does not contribute to carbon emissions | Annual heart-attack related hospitalizations | 0 - project has no active mode component and does not reduce carbon emissions 1 - project has an active mode component but does not link to open space and/or recreational facilities 3 - project has an active mode component and connects to open space and/or recreational facilities | 1.03 |
| Traffic Calming | Promote traffic calming measures in Great Barrington to encourage access for all modes, reduce speeds in activity hubs, and promote attractive streetscapes | annual number of speeding citations | 0 - project has no traffic calming component 1 - project has traffic calming component that impacts ONE of the following: speed reduction, streetscape improvement, encourages access for all modes 2 - project has traffic calming component that impacts TWO of the following: speed reduction, streetscape improvement, encourages access for all modes 3 - project has traffic calming component that address ALL of the following: speed reduction, streetscape improvement, encourages access for all modes | 1.35 |
| Access to Public/Civic Facilities | Promote connectivity to public facilities such as schools, parks, town buildings, libraries, and recreational areas | number of projects connecting to or adjacent to public facilities | 0 – project is not adjacent to or does not connect to a public building/facility 1 – project is adjacent or next to ONE public building/facility 3 - project is adjacent to or connects to TWO or more public buildings/facilities | 1.17 |

| SYSTEM | | | PROJECT-SPECIFIC | |
|---|---|---|---|-------------|
| Goal Area/Theme | Goal | System Performance Measure | Project Scoring | Weight |
| Aging in Place/Age Friendly | Ensure connectivity for residents of all ages to ensure the community is livable for anyone aged “8 to 80” | number of projects adjacent to or connecting to senior housing, COA organization(s), & schools | 0 – project is not adjacent nor connects to senior housing, a school, or the community center 1 – project is adjacent &/or connects to ONE of the following senior housing, school, or community center 3 – project is adjacent to &/or connects to at least TWO of the following senior housing, school, or community center or addresses safety concern specific to seniors/children | 1.11 |
| Public & Process-Driven Projects | Prioritize projects identified through the public process or resident concerns | number of completed improvements that were identified in GB Master Plan; number of projects that address frequent resident concerns | 0 – does not address resident concern, planned project, or Master Plan improvements 1 – project addresses concern identified by GB residents but not in GB planning documents 2 – addresses project identified in regional planning document or GB planning document other than Master Plan 3 – address project identified in Master Plan | 0.77 |
| Connecting Housatonic Village to Great Barrington’s Downtown | Prioritize projects that advance efforts to provide nonmotorized connections between GB’s two village centers | number of projects advancing connection goals | 0 – project does not address nonmotorized connection between GB’s two village centers 1 – project addresses general safety concern or nonmotorized improvement at key areas connecting GB’s village centers 2 – projects improves/provides new dedicated pedestrian or bicycle facility between GB’s village centers 3 – project provides new shared use path between GB’s village centers | 1.06 |
| Resident Choice | Prioritize projects that are selected by residents through opinion survey and/or public forum | number of complete projects from Tier 2 list | 0 – project was not in top 10 on priority list survey 1 – project ranked 7-10 on priority list survey 2 – project ranked 4-6 on priority list survey 3 – project ranked 1-3 on priority list survey | 0.56 |

Related Plans and Initiatives

The Town of Great Barrington worked with the Berkshire Regional Planning Commission (BRPC) in 2018 to develop this Complete Streets Prioritization Plan, which examines needs for Complete Streets in the town and identifies potential projects for implementation. Completion of this Tier 2 plan and other project implementation by the town will help it to advance several goals, objectives, and actions of the 2013 Master Plan.

[Great Barrington Master Plan \(2013\)](#)

The Great Barrington Master Plan is a recently completed advisory document that sets a direction for the community and is intended to guide policy decisions, investment, and decision-making for the next 10-20 years. The plan is comprehensive, exploring goals and strategies for addressing a range of public services and life in Great Barrington. There are many potential Complete Streets projects and related initiatives in the Master Plan.

[Lake Mansfield Area Improvements Plan](#)

The Lake Mansfield Area Improvements plan was completed by Kyle Zick Associates in 2016. The plan is an exploration of ways to address concerns about Lake Mansfield Rd. that were identified in the Master Plan. The Lake Mansfield Plan presents several conceptual design iterations to improve biking and walking along the roadway, as well as enhanced access and aesthetics to the public beach and recreation area.

Preliminary Feasibility Analysis: Housatonic Bike Path

This feasibility study was conducted by VHB in 2016. The study looks at options for a bike path from Housatonic village south to the Great Barrington downtown. Much of the plan is focused on potential off-road routes that take advantage of the relatively flat terrain near the Housatonic River. However, North Plain Rd., Van Deusenville Rd., and Division St. are also mentioned as potential on-road bike routes. Additionally,

Sidewalk Inventory and Condition Analysis

Great Barrington's sidewalks were evaluated by engineers at Tighe & Bond in 2012 using a simple four-point scale from excellent to poor. This evaluation can be seen in **Figure 3.13a** and **Figure 3.13b**.

Public Process

The public process used to identify and prioritize potential projects included the following outreach.

Public Opinion Survey

Between March and April of 2018, a public opinion survey was available online through the website SurveyMonkey.com. Hard paper copies were available at the Senior Center. The survey received 297 responses and asked mostly open-ended questions about complete streets needs throughout the community. A summary of the results of this survey as well as detailed responses can be found in **Appendix F**. The summary includes open-ended responses grouped by location or responses type.

Open House / Public Forum

On April 25th, 2018 the Complete Streets Team held an Open House at the Great Barrington Senior Center. The Open House was attended by approximately 30 residents. The Open House reviewed Complete Streets basics as well as a draft project list. Attendees were asked to mark their favorite potential projects using a sticker dot. Foresight Land Services also attended to discuss the potential South Main St. Reconstruction Project with residents. This is potentially federally funded TIP project that is in the initial stages of design. A summary of sticker dot responses can be found in **Appendix A - Table A1**.

Project Prioritization Survey

During April and May of 2018, a second public survey asked respondents to mark the three projects they felt were most important to construct. The survey received 314 responses. A summary of responses to this survey can be found in **Appendix A – Table A1**. Detailed responses can be found in **Appendix F**.

Complete Streets Report Review and Adoption

On July 23rd, 2018 members of the Complete Streets Team presented a draft of Great Barrington's Complete Streets report to the Selectboard. The draft was subsequently made available online, via the town's webpage and at the town's library. On August 13th, 2018 the Selectboard moved to adopt the Complete Streets report.

3. EXISTING CONDITIONS

This section describes existing conditions in Town, to create a baseline with which to examine potential Complete Streets needs and potential improvements in the community.

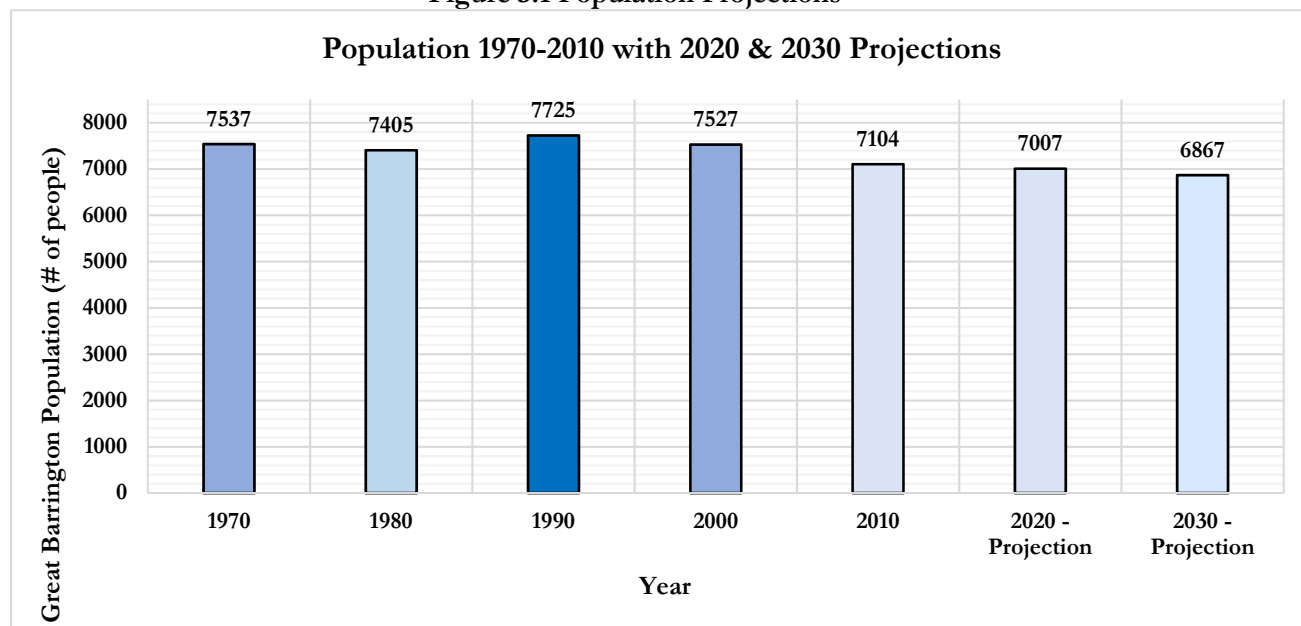
Sociodemographic Profile

The Town of Great Barrington has around 7,104 year-round residents and has some population variability, with the overall trend indicating minor population loss since 1990. From the US. Census estimate of population in 2010 (7,104), the UMass Donahue Institute¹⁴ predicts that the population of the town will

¹⁴ <http://www.donahue.umassp.edu/business-groups/economic-public-policy-research/expertise-services/economic-demographic-research>

decline to approximately 6,867 residents by the year 2030, a decrease of 3.3% (see **Figure 3.1**). Overall population loss is common in Berkshire County, having steadily decreased in population since the 1970s. All but a few municipalities, are predicted to decline in population over the next few decades.

Figure 3.1 Population Projections

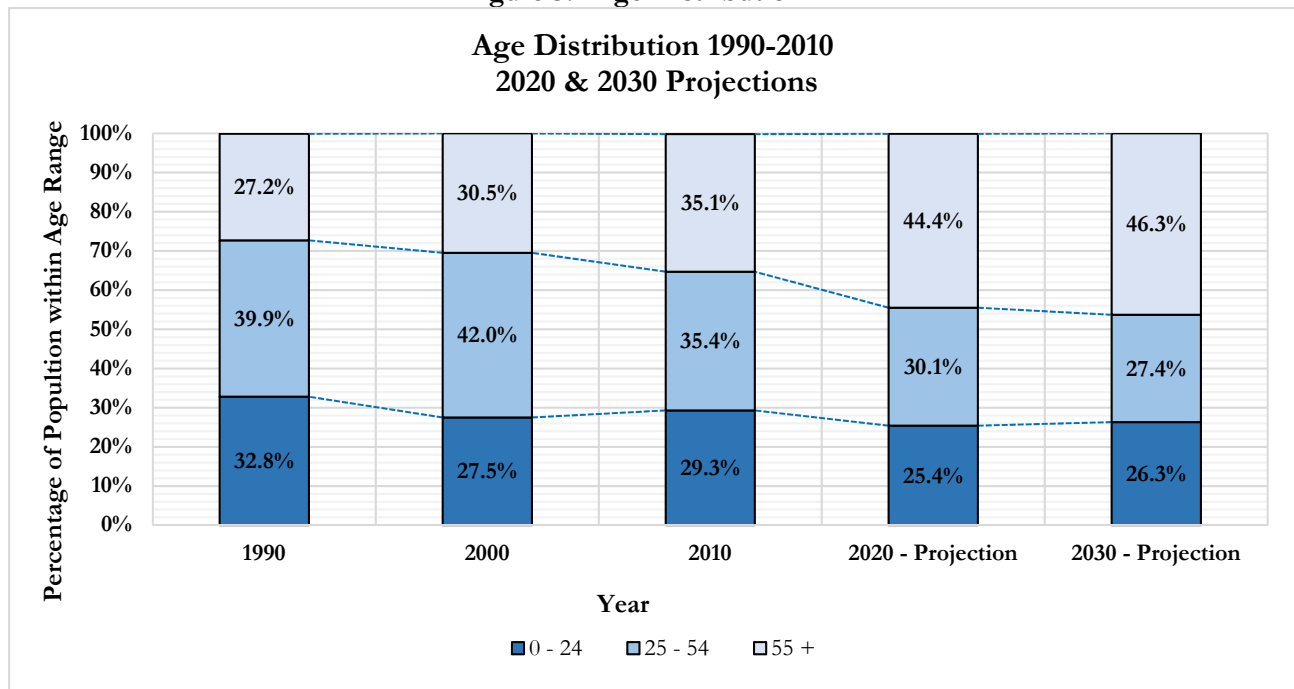


Source: U.S. Census: 1980, 1990, 2000 Census, 2010 Demographic Profile Data, & 2020-2030 Projections
Courtesy of the UMass Donahue Institute

According to 2012-2016 American Community Survey 5-Year Estimates data, approximately 36% of the population is 55-years of age and older, and by 2030 it is expected that approximately 43% of the town's population will be over the age of 55 (See **Figure 3.2**). This aging trend is further reflected in Great Barrington's median age increase, moving from 34.8 years-old to 45.5 years-old from 1980-2010.¹⁵ As aging in place becomes more popular among seniors, the composition of the population is an important consideration when planning and implementing various Complete Streets elements such as wayfinding, walkability, and roadway safety. Additionally, as 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. (See **Figure 3.6**)

¹⁵ Community Master Plan: Town of Great Barrington, MA. 2013. Volume 1.
https://www.townofgb.org/sites/greatbarringtonma/files/uploads/master_plan_volume_1_0.pdf

Figure 3.2 Age Distribution



Source: U.S. Census: 1980, 1990, 2000 Census, 2010 Demographic Profile Data, & 2020-2030 Projections
Courtesy of the UMass Donahue Institute

Climate

There are on average 185 sunny days per year and about 89 precipitation days per year,¹⁶ the latter of which may make travelling by bicycle or foot difficult at times throughout the year. Berkshire County receives snowfall throughout the winter months and sits at a higher elevation than most of Massachusetts. However, the summer months aren't as hot on average as the rest of the state, and many are great days to travel using active modes.

Topography & Land Use Characteristics

Great Barrington owes much of its character to the natural landscape it inhabits. Located in the southern half of Berkshire County, Great Barrington is bordered by the Towns of West Stockbridge, Stockbridge, and Lee to the north, Monterey and Tyringham to the east, New Marlborough and Sheffield to the south, and Alford and Egremont to the West., Great Barrington is approximately a half-hour drive from Pittsfield, the region's largest city. Within the southern Berkshires, Great Barrington is the most populous town, giving it a vibrant downtown surrounded by residential neighborhoods and commercial areas.

The Housatonic River flows roughly through the middle of town. In the north, Monument Mountain is a prominent landmark and popular hiking area. East Mountain defines topography to the south and is the home of Butternut ski area. Beartown State forest and steep topography form the eastern border of town. Rolling hills and agriculture are found west of downtown.

Urban Area and Open Space

Great Barrington's varied landscape and underlying geographical beauty set the foundation for residents' quality of life. The natural surroundings offer a variety of ecosystem services – the benefits people derive from nature – for residents including clean air and water. Resulting from generations of stewardship from landowners, land trusts, advocacy groups, and town officials, one third or about 10,000 acres of the town's

¹⁶ <https://www.bestplaces.net/climate/city/massachusetts/great%20barrington>

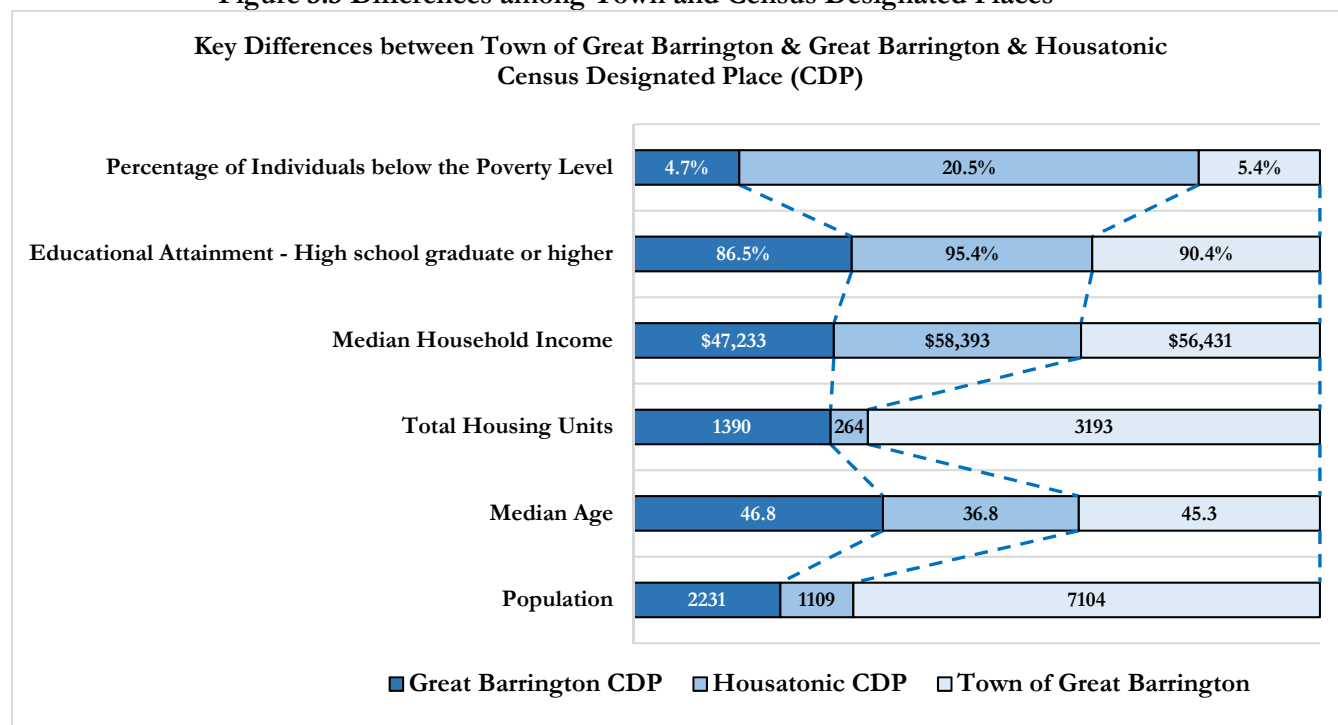
land area is protected and cannot be developed. A series of scenic and water resource laws and regulations ensure that Great Barrington’s valuable natural resources are protected for generations to come.

The United States Census Bureau delineates urban and rural areas for measuring statistically significant changes and trends to our nation’s demographic make-up. The Census Bureau defines Urban Areas (UAs) as densely developed territory that contains 50,000 or more people. An initial urban cluster is first identified within a given region. In the Berkshires, Pittsfield’s large population and high population density are the reason that the Berkshires has a census defined urban area at all. If territory surrounding this urban area meet certain population density thresholds, they are added to the defined “urban” extents. Great Barrington, and many other surrounding towns have a high enough population density and are close enough to Pittsfield that they are included in this urban area definition. For the purposes of this report, the Census urban area definition is only useful in identifying areas of town that have a relatively higher population density than others. The extents of the urban area in Great Barrington can be seen in **Figure 3.4**.

Another useful Census Bureau measure is the ‘Census Designated Place’ (CDP). A CDP is often a village or neighborhood within a larger municipality that has been identified by the Census Bureau to allow for statistical comparisons with the larger community. Great Barrington CDP is located near the center of downtown, along the Housatonic River, and occupies 1.4 square miles of total land area. Housatonic Village is the other area in town that is defined as a CDP. These two areas have a relatively high population density as well as a concentration of services and commercial areas that distinguish them from the surrounding town. The extents of the CDP in Great Barrington can be seen in **Figure 3.4**.

Great Barrington CDP has a total population of 2,231 and Housatonic CDP has a population of 1,109 residents. Notable differences are seen in median age, median household income, poverty levels, and educational attainment, (See **Figure 3.3**).¹⁷

Figure 3.3 Differences among Town and Census Designated Places



¹⁷ U.S. Census Bureau: 2012-2016 American Community Survey, 5-Year Estimates.

According to the U.S. Census, the Town of Great Barrington is approximately 45.8 mi² (29,312 acres) in size, with an average population density of approximately 166 residents per square mile.¹⁸ There are 3,193 total housing units in town according to the 2012-2016 American Community Survey, 5-Year Estimates.¹⁹

Neighborhood Density

Neighborhood density, using MassGIS categories, can be seen in **Figure 3.5**. The densest neighborhoods in Great Barrington include those in downtown Great Barrington such as the Fairview Terrace neighborhood along with neighborhoods located throughout Housatonic Village. Neighborhood density is derived from the MassGIS Land Use dataset that was last updated in 2005. High density neighborhoods are identified as areas where housing is located on lots smaller than ¼ acre. Medium density neighborhoods are areas where housing is located on ¼ to ½ acre lots. Low density neighborhoods are areas where housing is located on ½ to 1 acre lots. Finally, very low-density neighborhoods are areas where housing is located on lots greater than 1 acre in size and very remote rural housing. While the relative density (e.g., high, medium, low) is subject to some interpretation, the information is important because it helps locate where Complete Streets enhancements could improve traffic safety and transportation connections.

Key Destinations

The Town of Great Barrington is working to make the town more pedestrian- and bicyclist-friendly, with the goal of encouraging residents and visitors to walk or bike to their destinations. Whether running errands, visiting local businesses to shop or eat, or visiting one of the many cultural or natural attractions that the town has to offer – Complete Streets design elements will enable pedestrian mobility and access for day to day living. Providing safe routes and wayfinding to these destinations is key to getting more people out of cars and creating a pedestrian/biking environment.

An important step in creating this environment is to identify locations of key destinations throughout the town and to evaluate the condition of the routes between them. Identifying and assessing existing routes allows for targeted investments to ensure such routes are more robust and conducive to pedestrian mobility. Engaging in this exercise also helps identify areas of opportunity where new connections can be made. Destinations and attractions include businesses, institutions, cultural sites, and outdoor recreational areas that entice tourists and residents alike. The Town of Great Barrington, as mentioned, contains a mix of residential neighborhoods, a multitude of natural and scenic areas for recreational enjoyment, and offers a variety of businesses for shopping and dining. **Figure 3.6**. illustrates areas or sites that are considered key destinations/attractions.

Major Employers

In addition to encouraging nonmotorized travel to key destinations, ensuring convenient and multi-modal commuting and access to major employers is also a key town priority. A map of key major employers can be found in **Figure 3.7**.

Transportation Funding Sources

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 provided through the state 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.

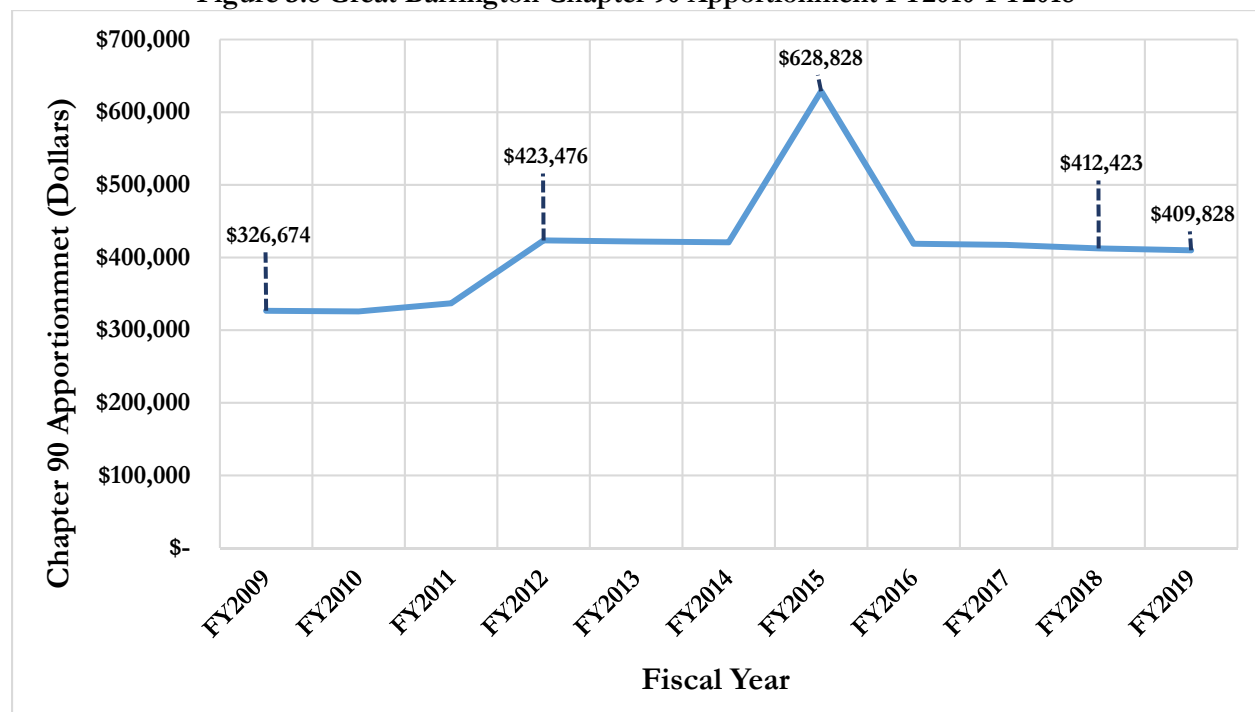
Chapter 90 apportionments fluctuate from year to year and are distributed based on a formula that factors in road miles (58.33%), population (20.83%) and employment (20.83%). In Great Barrington, Chapter 90

¹⁸ <http://GreatBarrington-ma.net/about/demographics.html>

¹⁹ <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

funding is around \$400,000 each fiscal year (FY), with a significant increase in 2015 to over \$628,000 due to additional statewide funding that fiscal year that was allocated by the Baker administration (see **Figure 3.8**).

Figure 3.8 Great Barrington Chapter 90 Apportionment FY2010-FY2018



Source: Massachusetts Department of Transportation: Highway Division

Transportation Conditions

Road Network and Jurisdiction

There are just over 108 miles of road in Great Barrington, of which about 19 miles are under MassDOT's and MassDCR's jurisdiction, 10.28 miles are privately-owned and the remaining 79.10 miles are town accepted roads (see **Table 3.1** and **Figure 3.9**). The major arterial roads, including Route 7, Route 41, and Route 183 are mostly in good condition. The major caveat with arterial roads in Great Barrington is most lack any type of pedestrian accommodations. In rural communities, arterial routes often provide the main connectors to other portions of a municipality, meaning that even along major routes, the creation of pedestrian facilities must be given consideration.

Table 3.1 Great Barrington Road Jurisdiction

| Jurisdiction | Mileage | Percent of Roads |
|--------------|---------------|------------------|
| MassDOT | 13.41 | 12.3% |
| MassDCR | 5.91 | 5.4% |
| Town | 79.10 | 72.8% |
| Private | 10.28 | 9.5% |
| Total | 108.70 | 100.0% |

Bridges

MassDOT lists 22 total bridges (and two culverts) in Great Barrington. Eleven of these facilities are maintained by the Town and the other 11 are maintained by MassDOT. Bridges listed in **Table 3.2** can be divided into three classifications:

- MassDOT and municipally-owned structures with spans greater than 20 feet. These are categorized as National Bridge Inventory (NBI) structures. MassDOT inspects NBI bridges on a biannual basis.
- MassDOT Highway and municipally-owned short span bridges with spans between 10 to 20 feet. These are categorized as “BRI” or “short span” structures. The first complete Inspection of the short span bridge inventory is currently in progress by MassDOT.
- MassDOT Highway and municipally-owned Culverts with spans of 4 to 10 feet. This category is largely incomplete, and an inventory effort is underway by MassDOT. There are two culverts listed for Great Barrington (both found on Route 23), however, in reality, there are many more.

Table 3.2 Bridges

| Name | Ownership | Facility Carried | Length (ft.) | Structural Deficiency | Posted | Classification | Bridge Number | Stream |
|--|-----------|-------------------|--------------|-----------------------|-----------------|-------------------|---------------|------------------|
| Shaw | MUN | HWY DIVISION ST | 61.02 | NO | Posted For Load | Bridge (NBI) | 04E | WILLIAMS RIVER |
| | MUN | HWY DIVISION ST | 142.38 | NO | Posted For Load | Bridge (NBI) | 04F | HOUSATONIC RIVER |
| | MUN | HWY DIVISION ST | 41.01 | NO | Open | Bridge (NBI) | 04G | SEEKONK BROOK |
| | MUN | HWY COTTAGE ST | 133.85 | YES | Posted For Load | Bridge (NBI) | 04H | HOUSATONIC RIVER |
| | MUN | HWY BRIDGE ST | 131.88 | NO | Posted For Load | Bridge (NBI) | 04J | HOUSATONIC RIVER |
| | MUN | HWY BROOKSIDE RD | 148.29 | NO | Posted For Load | Bridge (NBI) | 04K | HOUSATONIC RIVER |
| | MUN | HWY PUMPKIN HOLL | 60.69 | NO | Open | Bridge (NBI) | AVQ | GREEN RIVER |
| | MUN | HWY SEEKONK CRSS | 77.09 | NO | Posted For Load | Bridge (NBI) | 04M | GREEN RIVER |
| | MUN | HWY HURLBURT RD | 154.85 | NO | Open | Bridge (NBI) | 04N | GREEN RIVER |
| | MUN | HWY SEEKONK RD | 53.47 | NO | Open | Bridge (NBI) | AFT | SEEKONK BROOK |
| | MUN | HWY ALFORD RD | 12.13 | NO | Open | Short Span Bridge | 4YP | LONG POND BROOK |
| Vandeusenville | DOT | ST 41 N PLAIN RD | 38.05 | NO | Open | Bridge (NBI) | OCA | WILLIAMS RIVER |
| Housatonic Bridge (recently reconstructed) | DOT | ST183 PARK ST | 109.90 | YES | Open | Bridge (NBI) | OCW | HOUSATONIC RIVER |
| | DOT | ST 23 /ST41/MAPLE | 93.50 | NO | Open | Bridge (NBI) | A13 | GREEN RIVER |
| Brown Bridge | DOT | US 7 /ST23/STATE | 119.09 | YES | Posted For Load | Bridge (NBI) | 09M | HOUSAOTNIC RIVER |
| | DOT | US 7 S MAIN ST | 144.35 | NO | Open | Bridge (NBI) | ANN | GREEN RIVER |

| | | | | | | | | |
|--|-----|-------------------|-------|---------|------|-------------------|-----|--------------------|
| | DOT | US 7 STOCKBRIDGE | 26.9 | NO | Open | Bridge (NBI) | 09N | TOM PALMER BROOK |
| | DOT | ST 23 MONTEREY RD | 35.10 | NO | Open | Bridge (NBI) | OC9 | TOM PALMER BROOK |
| | DOT | ST 23 @ STA 103 | 9.84 | NO | Open | Culvert | 4YT | STRM TO HOUSAONTIC |
| | DOT | ST 23 STATE RD | 9.84 | UNKNOWN | Open | Culvert | 54A | STRM TO HOUSATONIC |
| | DOT | US 7 @ STA 0+39 | 10.17 | NO | Open | Short Span Bridge | 4YQ | STRM TO HOUSATONIC |
| | DOT | US 7 @ STA 29+45 | 10.17 | NO | Open | Short Span Bridge | 4YR | STRM TO HOUSATONIC |

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 (principle/minor arterials, major/minor collectors and local roads), 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 3.3**).

Table 3.3 Functional Classification Descriptions²⁰

| 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. |

In Great Barrington, principal and minor arterial roads including Route 7, Route 41, and Route 183 are in fair to good condition. Most arterial roads in Great Barrington lack pedestrian or cycling accommodations. In rural communities, arterial routes provide a connection between major areas of a community and to other surrounding communities.

Arterials and collectors are eligible to receive federal funding to implement projects that for example, seek to improve non-motorized, pedestrian-centered infrastructure. This includes monies made available through the Transportation Improvement Program (TIP). Route 7 is the only road considered a principal arterial in Great Barrington. Route 41, Route 183, and a portion of Route 183 are considered minor arterials. Alford Rd., Division St., Egremont Plain Rd., and the other portion of Route 183 leading to Monterey Rd. are classified as major collectors. Monument Valley Rd., Hurlburt Rd., and Seekonk Rd. are classified as minor collectors. The remaining roads in Great Barrington are all considered local roads. (See **Figure 3.10**). Local roads are not eligible for federal funding.

Speed Limits

Speed limits, in conjunction with other factors like traffic volume, shoulder width, sight distance, have an impact on both the actual and perceived safety of nonmotorized travelers when they travel along a roadway

²⁰ Table adapted from Federal Highway Administration, Flexibility in Highway Design. Available from: <http://www.fhwa.dot.gov/environment/publications/flexibility/ch03.cfm>

without a dedicated facility. When speeds are higher, the severity of accidents involving nonmotorists is drastically increased, so separation of pedestrians from fast moving vehicle traffic is preferred. On low-volume roadways with high speed limits, ensuring safety for nonmotorized travelers within the corridor is critical for safety (actual and perceived). When speeds are high and there is little room to accommodate nonmotorists, looking at parallel routes, or separate facilities is important.

Route 7 has speed limits ranging from 40 to 55. Other arterials and collectors tend to be in the 30-40 mph range. Downtown has speed limits in the 20-30 mph range. Many of the local roads in town do not have a posted speed limit. A map of speed limits is shown below in **Figure 3.11**.

The 2016 Municipal Modernization Act allows communities to reduce the speed limit to 25mph on unposted roadways without the need for a traffic study. However, this can only occur on roadways within a “thickly settled” area. Much of Great Barrington’s Downtown and Housatonic village center would likely qualify as thickly settled based on building density.

Road Surface Type

Road surface type has potential implications for Complete Streets improvements, specifically for pedestrian and bicycling facilities. Generally, unpaved (dirt or gravel) roadways are considered exempt from many potential Complete Streets improvements for a variety of reasons. For example, unpaved roadways cannot be striped, and thus rely solely on warning signage to convey information, which means that elements such as bike lanes or shared lane markings cannot be added to these roadways. Moreover, pedestrian facilities, such as sidewalks are generally not included along unpaved roadways, unless they are in the form of an informal path alongside the roadway.

In general, vehicle speeds on unpaved roadways are lower due to road width and the surface type. Traffic volumes are generally lower as well. Low traffic speeds and volumes can make these roadways ideal for pedestrians, particularly recreational walkers. However, the surface type may create issues with accessibility as required by the Americans with Disabilities Act (ADA). ADA regulations require that all accessible floor and ground surfaces be “firm, stable and slip resistant” and other ADA guidance notes that “most loose materials, including gravel will not meet these requirements unless properly treated to provide sufficient surface integrity and resilience²¹.” Additionally, unpaved roads are sometimes used by cyclists, particularly those who ride mountain bikes with wider tires, and may be preferred due to relatively low traffic volumes. The narrow tires of many road bikes limit their use on unpaved roadways.

The majority (82.6%) of roads in Great Barrington are surface-treated (i.e. asphalt, concrete, pavement, etc.), followed by gravel/stone and unimproved, graded dirt (See **Table 3.4** and **Figure 3.12**). Many of those in the “unknown” category are private roads.

Table 3.4 Great Barrington Road Surface

| Surface Type | Mileage | % of Roads |
|-----------------|---------------|-------------|
| Surface-Treated | 89.76 | 82.6% |
| Gravel/Stone | 6.54 | 6% |
| Unknown | 12.4 | 11.4% |
| Total | 108.70 | 100% |

²¹ <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-3-floor-and-ground-surfaces#3021>

Pedestrian Conditions

Sidewalk Network

Numerous studies show that millennials²² and baby boomers²³ 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. And, as stated in the Introduction, almost half of all trips could be made without a car, if safe walking facilities existed.

In total, Great Barrington has a little over 13 miles of sidewalk along town roads (See **Figure 3.13a** & **Figure 3.13b**). Great Barrington's Master Plan states that 6.6 miles of sidewalk, or about half, were rated as 'poor' by the town's Department of Public Works (DPW). Funding to maintain and replace sidewalks in poor condition remains extremely limited. In the 2013 Master Plan, it was estimated that that it would take 11 years to replace all sidewalks rated as poor based on historical allocations of money for sidewalk projects.

Crossings

Most crossings in Great Barrington are at unsignalized intersections. The town has existing Rapid Rectangular Flashing Beacons (RRFB) at an unsignalized mid-block crossing on South Main St. near Guido's and the Senior Center. Notable crossings are those in the downtown area which receive heavy pedestrian traffic compared to other areas of town, which also includes some mid-block crossings. Another notable crossing is the raised traffic calming crossing located near the public beach on Lake Mansfield Rd.

Off-Road Pedestrian Network and Trails

With 69% of Great Barrington covered by forest, it isn't difficult to stumble onto a number of preserves containing both formal and informal trails (See **Figure 3.14**). A small portion of the Appalachian Trail passes through the southeast corner of Great Barrington. One notable trail was recently completed in Lake Mansfield Forest. Other notable trails include those found in Beartown State Forest and in town recreation areas, like McAllister Park. The Great Barrington Riverwalk, which travels along the Housatonic River from the Rite-Aid south to Bridge St. has been designated as a National Recreation Trail by the National Park Service. Moreover, students at Bard College at Simon's Rock use an off-road trail to travel between campus and Alford Rd. / Castle Hill Ave. and then on town streets to downtown.

Bicycle Conditions

On-Road Bicycle Conditions

Hilly roads, narrow shoulders, and uneven pavement may make on-road bicycling difficult in some areas. Roads with better pavement condition tend to experience higher speeds, which can result in safety issues for cyclists. Therefore, separate bicycle facilities are the ideal for routes such as these. Great Barrington has only two segments of on-road bicycle facilities, both located along Route 7. A map of existing bike facilities can be seen in **Figure 3.15**.

Western New England Greenway

The Western New England Greenway, or U.S. Bicycle Route 7, is a multi-segment, multi-state bike route that links New York City and Montreal, passing north to south directly through the middle of Berkshire County.²⁴ The route largely follows Route 7 through the western portions of Connecticut, Massachusetts, and Vermont.

²² <https://www.strongtowns.org/journal/2016/2/12/americans-want-walkable-neighborhoods>

²³ <https://www.curbed.com/2017/7/25/16025388/senior-living-walkability-survey>

²⁴ <http://wnegreenway.org/>

The route links with East Coast Greenway at the Merritt Parkway near Norwalk, CT at its Southern terminus, and with Quebec's Route Verte at its northern terminus at the Canadian Border. Most of the route is located along existing roadways, which in Berkshire County are generally running along or parallel to Routes 7, 8, and 2. However, the Greenway does take advantage of the Ashuwillticook Rail Trail, which passes through Lanesborough, Cheshire, and Adams (See **Figure 3.16**). In Great Barrington, the Greenway travels entirely on-road, primarily along Route 183, Route 7 and then Brookside Rd. and East Sheffield Rd. before entering Sheffield.

There are plans to add wayfinding and signage to the multi-state route in the coming years. The effort will be coordinated across state lines to ensure a consistent look and feel to the route. This effort is not yet underway as of summer 2018 but is a short- to mid-term plan of the Western New England Greenway's Executive Team.

Bike Racks and Other Amenities

Great Barrington has a few bike racks scattered throughout town. Recently, the Town installed a bike repair station at Town Hall. The Town should ensure all public facilities have adequate bike parking and continue to install repair stations at key areas throughout town.

Bicycle Competency Mapping

Competency mapping is a method of classifying roadways that indicates the level of experience that is generally required for cycling on the roadway and accounts for various roadway characteristics including shoulder width, traffic speed and volume, or the presence of existing facilities, such as bike lanes. BRPC evaluated all roadways in the town as part of this planning process. A flow-chart explaining the categorization process is described in **Figure 3.17** and a description of the five competency levels can be found in **Table 3.5**. Final mapped competency levels are found in **Figure 3.18**.

The levels rank competency needed to safely cycle on a road and describe both the easiest and the most difficult areas to ride. The levels enable a quick reading of how useable the existing roadway network is for residents of and visitors to the Great Barrington area. For example, most cyclists will be able to use Level 1 categorized routes, but far fewer will feel comfortable using level 4 or 5 roadways. The resulting map shows the roads that are most difficult to navigate. It is also useful for identifying gaps and barriers to nonmotorized travel as well as the planning of alternative routes on easier to travel routes to bypass higher competency level roadways.

Table 3.5 Bicycle Competency Levels²⁵

| Competency Level | Route Ease/Safety | Usability |
|------------------|-----------------------------|---|
| Level 1 | Easiest routes | Learning to bike, beginner, casual, experienced, expert - everyone |
| Level 2 | Easy routes | Beginner, casual, experienced, expert – most people |
| Level 3 | Moderately difficult routes | Casual, experienced, expert – confident, but cautious riders |
| Level 4 | Difficult routes | Experienced, expert – experienced riders |
| Level 5 | Most difficult | Expert (rider with a lot of experience riding on-road) – expert riders, with caution |

²⁵ Adapted from Pikes Peak Area Council of Governments. 2015. Regional Nonmotorized Transportation System Plan.

There are no Level 1 routes in Great Barrington. Many residential, low volume roads have been determined to be Level 2 or Level 3 roads, allowing most riders to feel comfortable riding them, however, steep grades (which are not accounted for in the competency mapping) may limit their potential for use by casual cyclists. There are many Level 2 facilities in Great Barrington and these are usually low-volume neighborhood streets where cyclists have room to ride. Most of the higher volume “main” roads in town have been rated at Level 4 or 5.

Most of the minor arterial and collector roads in the town have been rated as Level 3, 4 and 5. Level 4 and 5 facilities suggest major barriers for cyclists, whether in the form of high speeds and volumes or lack of separation from motorized traffic. Safety improvements and dedicated facilities should be considered on these roadways so that riders are separated from the higher volumes/speeds.

Shoulder Width

Wide shoulders are a nonmotorized accommodation that benefits all roadway users. Wider road shoulders provide space for pedestrians in rural areas, can be designated as bike lanes, and also increase safety for drivers. **Figure 3.19** identifies potential shoulder width on major roadways (collector and above) throughout town if vehicle lanes were restriped to an 11-foot width. This map was created by taking measurements from aerial photography in GIS. BRPC staff also checked some dimensions in the field. While bicycle competency mapping takes the existing shoulder width into account, it does not directly describe the potential road shoulder width available for biking, as **Figure 3.19** below does. Most arterial roadways in Great Barrington have very wide shoulders available for cycling. However, high traffic volumes and vehicle speeds may deter cyclists in these areas. Other major roadways, such as Route 41 and 183 have relatively narrow shoulders with high traffic speeds. While traffic volumes and speeds may be a little lower than on Route 7, these areas may still deter many cyclists, particularly inexperienced ones. Aside from some arterial roadways, existing roadway widths in Great Barrington are narrow, and there is little opportunity to gain extra space for bicyclists if lanes are restriped to a narrower 11' dimension. However, some key portions of roadway might benefit from narrower vehicle lanes, which could free up space in the shoulder for nonmotorized users. These include Division St., portions of Route 183 / Park St., Egremont Plain Rd., and Taconic Ave. Though, even with restriping, it is unlikely that restriping would result in the full 4-5' shoulder along each side of the road needed to create a new bike lane, but it could help increase comfort and safety for nonmotorized users.

Off-Road Bicycle Conditions

There are no dedicated off-road cycling routes in Great Barrington.

Safety

Safety is a major reason many communities look at Complete Streets improvements, and though safer infrastructure is one component of improving the safety of users, there is also a behavioral component that must be supported through encouragement and education. Recent accident data was collected and reviewed to determine what types and under what conditions accidents are occurring.

Accident Data and Crash Clusters

Crash data is available for a three-year period from 2013 to 2015. 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.” Accident statistics can be seen in **Table 3.6** and a map of accident locations can be seen in **Figure 3.20**.

MassDOT uses crash data collected over a three-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.

Table 3.6 Great Barrington Accident Statistics, 2013-2015

| GREAT BARRINGTON ACCIDENT STATISTICS 2013 - 2015 | | | | |
|--|------|------|------|---|
| CRASHES BY TYPE | 2013 | 2014 | 2015 | NOTES: Increasing number of crashes over the 3-year period |
| Total Crashes | 216 | 221 | 250 | |
| Fatality | 0 | 0 | 2 | |
| Non-fatal Injury | 47 | 40 | 47 | |
| Property Damage Only | 165 | 173 | 192 | |
| Not reported | 4 | 8 | 9 | |
| | | | | |
| COLLISION TYPE | 2013 | 2014 | 2015 | NOTES: Predominantly rear-end and single vehicle crashes |
| Angle | 50 | 38 | 70 | |
| Head-on | 8 | 6 | 5 | |
| Not Reported | 5 | 6 | 5 | |
| Rear-end | 65 | 60 | 67 | |
| Rear-to-rear | 1 | 5 | 5 | |
| Sideswipe | 26 | 39 | 34 | |
| Single Vehicle Crash | 61 | 67 | 64 | |
| | | | | |
| DAY OF WEEK | 2013 | 2014 | 2015 | NOTES: Highest number of crashes on Thursdays and Fridays |
| Sunday | 21 | 26 | 19 | |
| Monday | 30 | 41 | 35 | |
| Tuesday | 30 | 24 | 37 | |
| Wednesday | 31 | 30 | 32 | |
| Thursday | 34 | 27 | 41 | |
| Friday | 42 | 30 | 53 | |
| Saturday | 28 | 43 | 33 | |
| | | | | |
| TIME OF DAY | 2013 | 2014 | 2015 | NOTES: Most crashes during daylight hours |
| 4 AM - 10 AM | 29 | 36 | 43 | |
| 10 AM - 4 PM | 94 | 95 | 126 | |
| 4 PM - 10 PM | 78 | 67 | 70 | |
| 10 PM - 4 AM | 15 | 23 | 11 | |
| | | | | |
| MONTH | 2013 | 2014 | 2015 | NOTES: Some seasonal variation. |
| January | 24 | 26 | 21 | |
| February | 17 | 12 | 28 | |
| March | 12 | 17 | 15 | |
| April | 15 | 12 | 14 | |
| May | 20 | 17 | 21 | |
| June | 16 | 16 | 28 | |
| July | 24 | 18 | 28 | |
| August | 13 | 22 | 23 | |
| September | 9 | 15 | 19 | |
| October | 21 | 18 | 16 | |
| November | 24 | 25 | 16 | |
| December | 19 | 25 | 21 | |

| WEATHER | 2013 | 2014 | 2015 | | NOTES: Most crashes occur on clear days. |
|---|------|------|------|--|---|
| Clear | 132 | 115 | 163 | | |
| Clear/Cloudy | 5 | 4 | 8 | | |
| Clear/Other | 17 | 17 | 19 | | |
| Cloudy | 28 | 33 | 20 | | |
| Cloudy/Other | - | 3 | 1 | | |
| Cloudy/Rain | 10 | 15 | 12 | | |
| Cloudy/Snow | 1 | 3 | 5 | | |
| Rain | 10 | 12 | 7 | | |
| Snow | 10 | 4 | 4 | | |
| Snow/Sleet | - | 1 | 2 | | |
| Other | - | 1 | - | | |
| | | | | | |
| ROAD SURFACE | 2013 | 2014 | 2015 | | NOTES: Most collisions occur on dry road surfaces, again with 2015 topping both 2014 and 2013. |
| Dry | 160 | 156 | 197 | | |
| Wet | 42 | 43 | 27 | | |
| Ice | 4 | 7 | 5 | | |
| Snow/Slush | 9 | 13 | 16 | | |
| Sand/Dirt/Mud | 1 | 1 | 2 | | |
| Not Reported | - | 1 | 3 | | |
| Data Source: MassDOT 2013-2015 Crash Data | | | | | |

Public Transportation (BRTA Bus Route)

BRTA provides the only fixed-route public transportation service in the Berkshires. Great Barrington is located at the southern extent of fixed-route service in the county. The bus route loops through town passing by major destinations such as Housatonic, commercial areas along Route 7, downtown, and Fairview Hospital (see **Figure 3.21**). The Town has recently updated signage along the BRTA bus route and replaced some aging shelters to make BRTA bus service more prominent and encourage its use. New signage includes route maps and provides potential riders with a code that can be texted to a BRTA service to see when the next bus will arrive (see **Figure 3.22**).

Figure 3.4 Great Barrington Urban Area

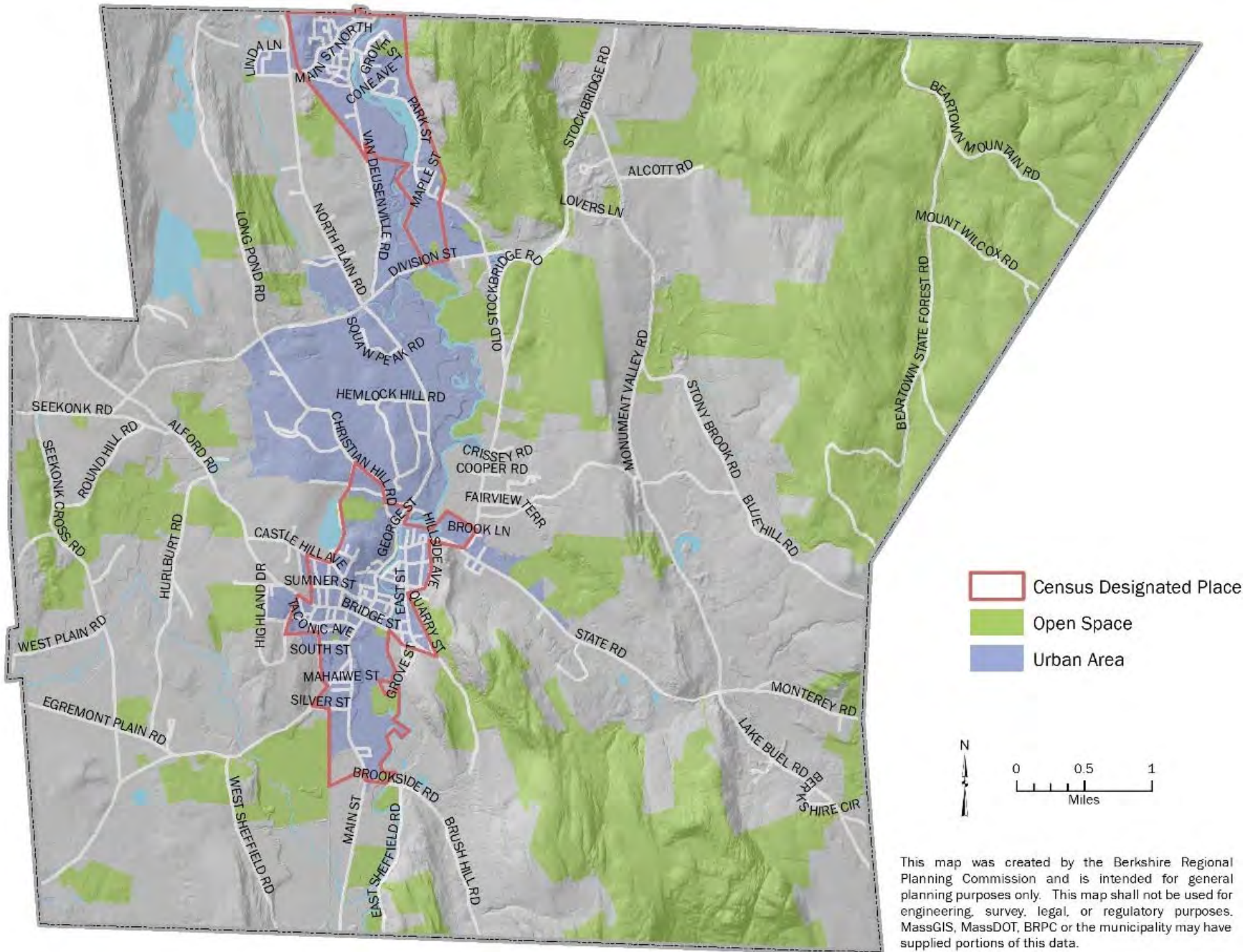


Figure 3.5 Neighborhood Density

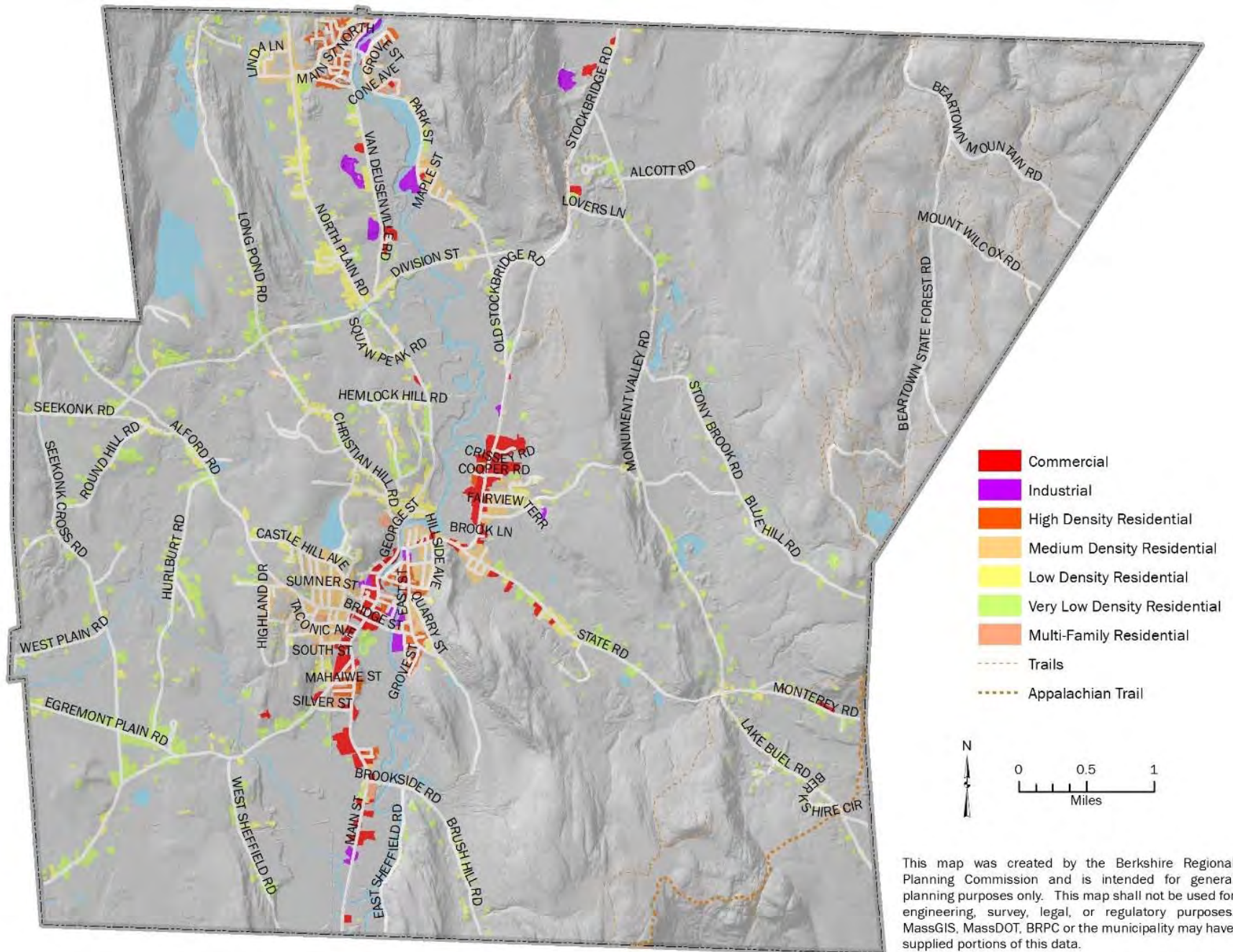
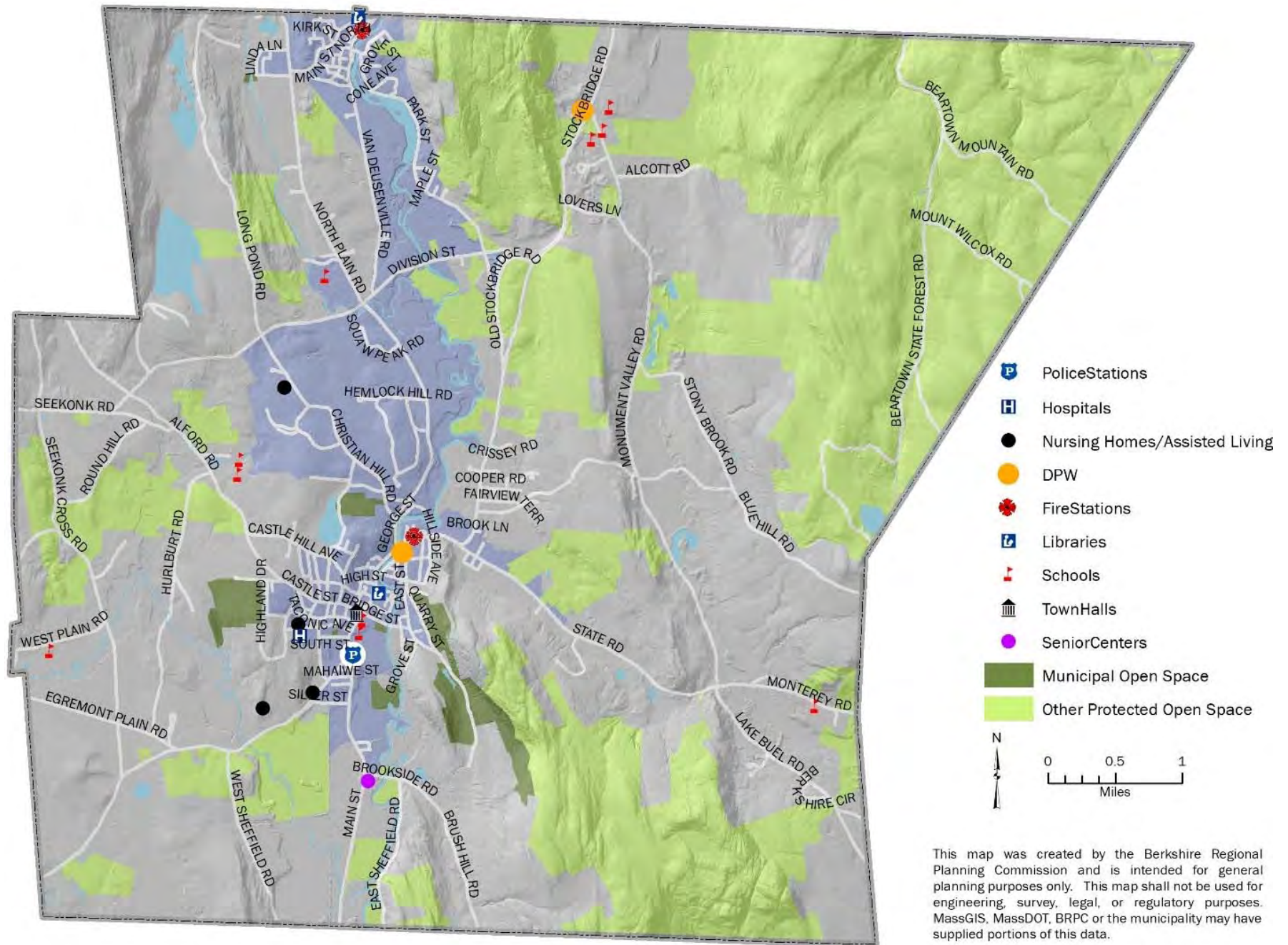


Figure 3.6 Town Destinations & Attractions



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Figure 3.7 Major Employers

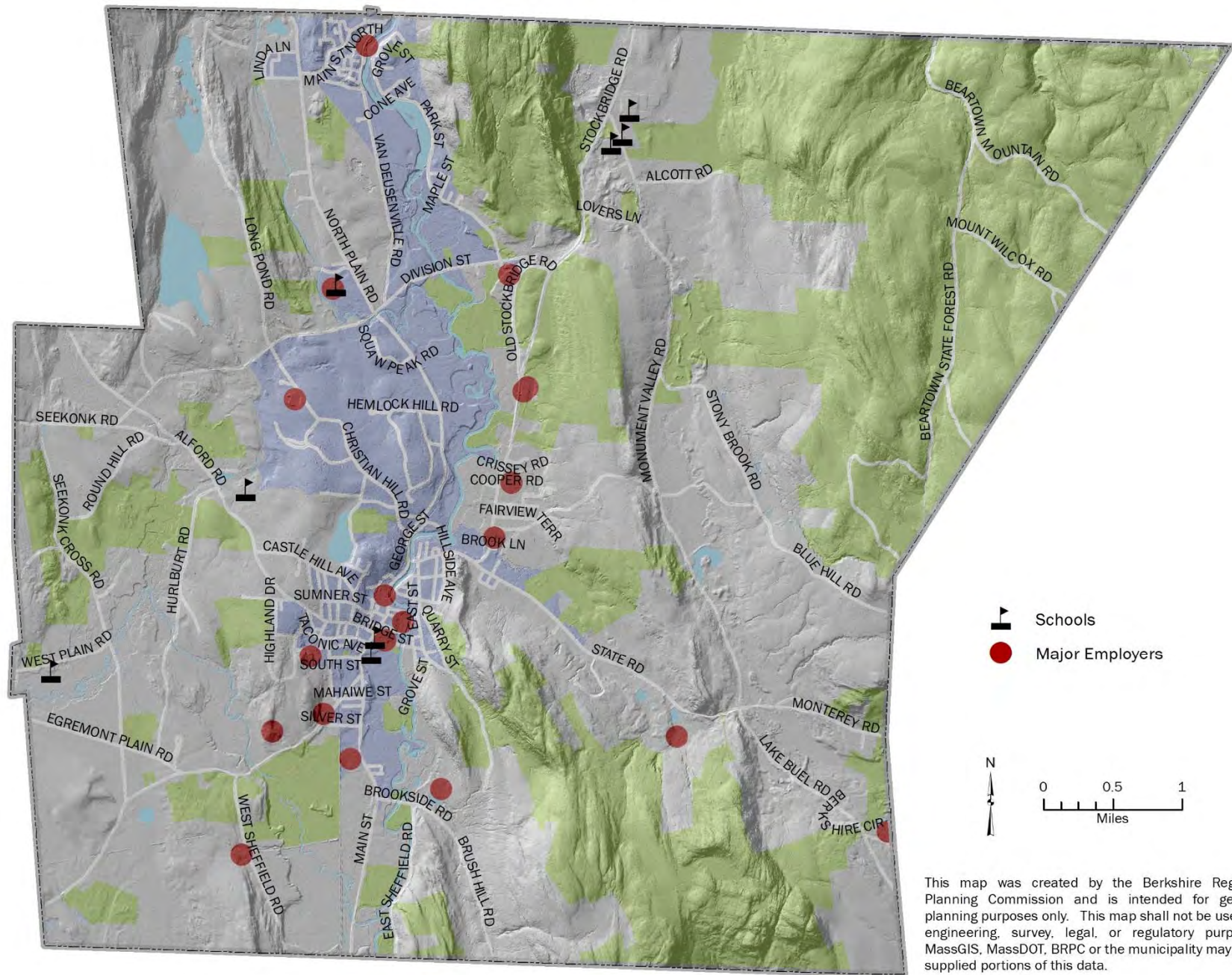


Figure 3.9 Roads by Jurisdiction

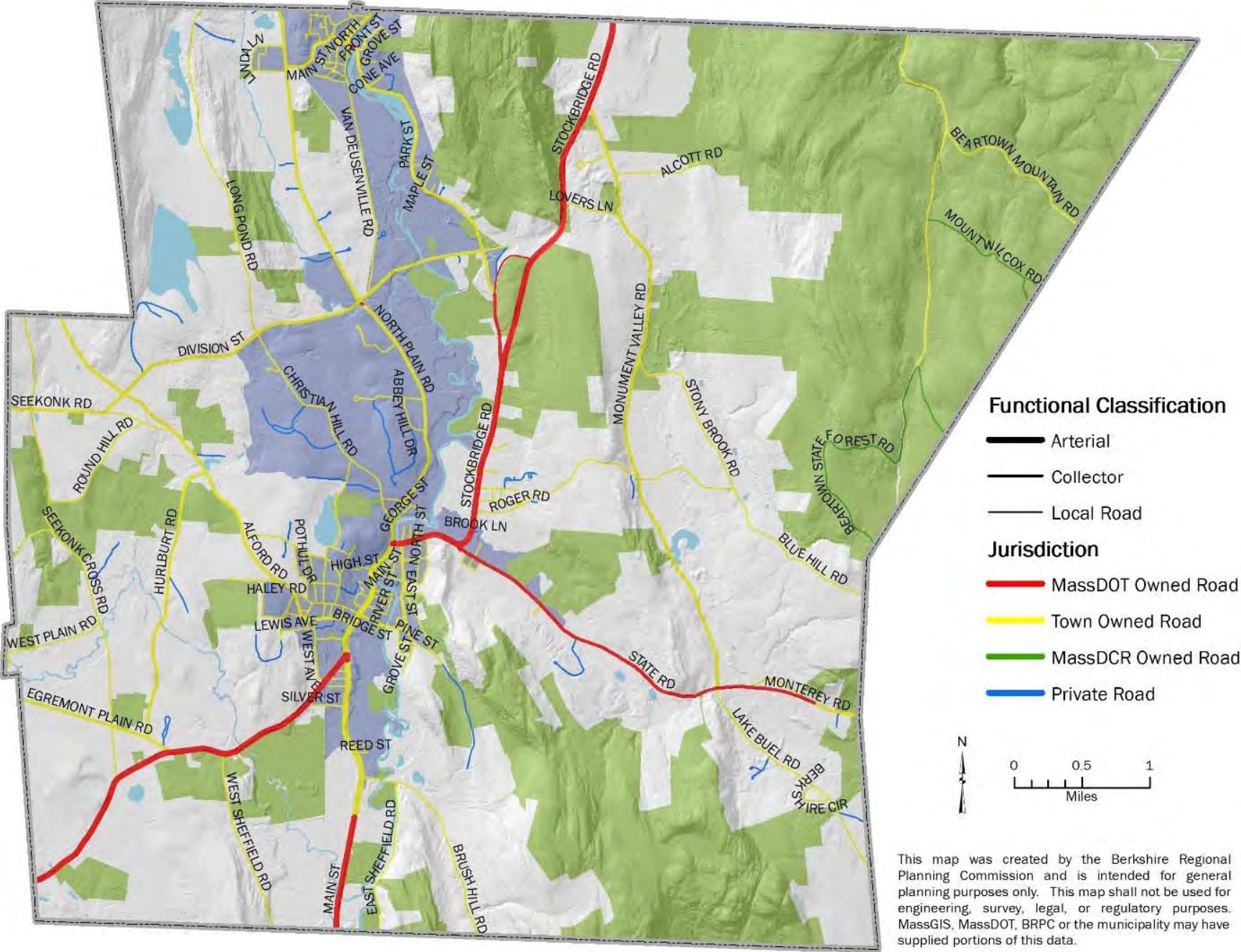
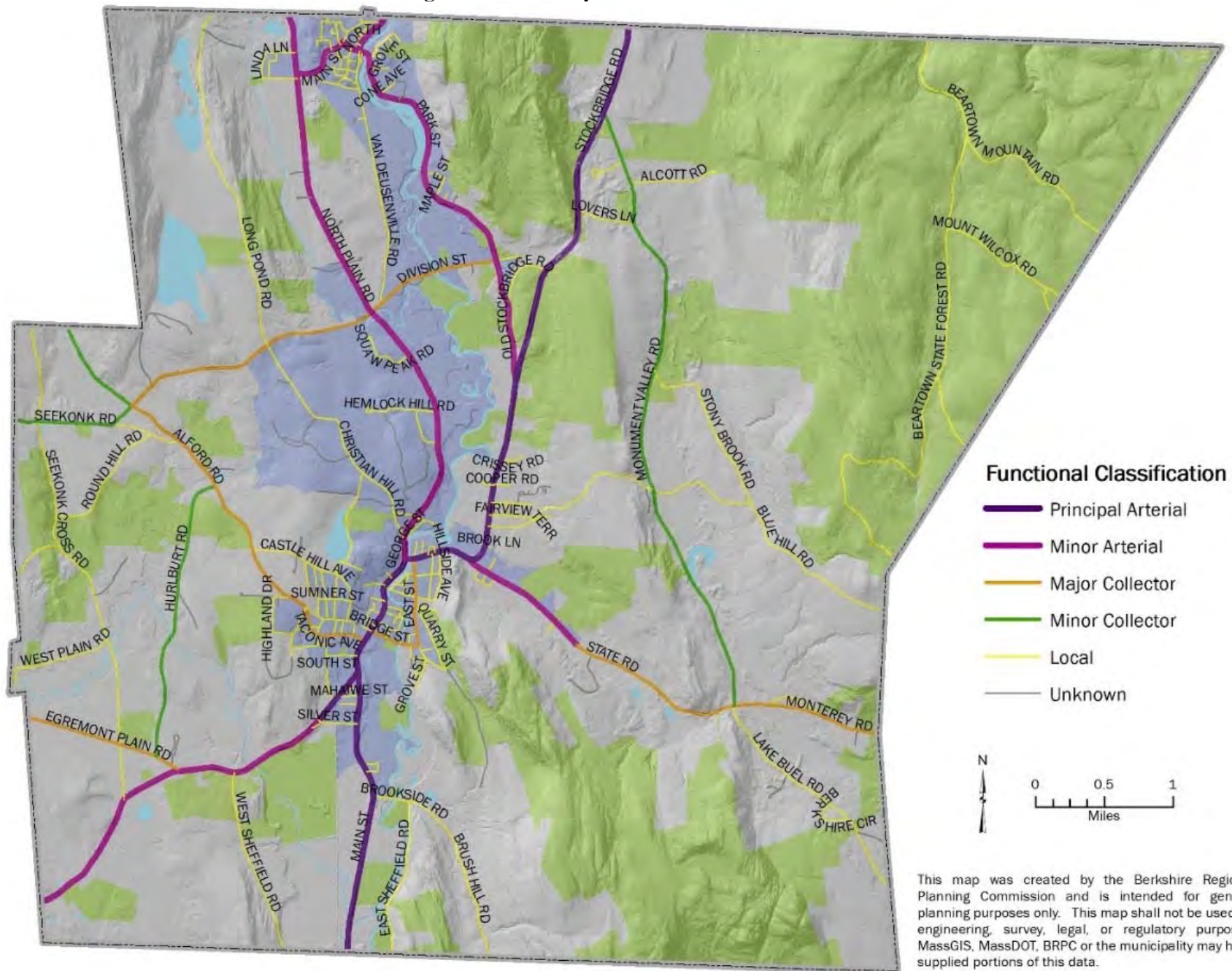


Figure 3.10 Roads by Functional Classification



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Figure 3.11 Speed Limits

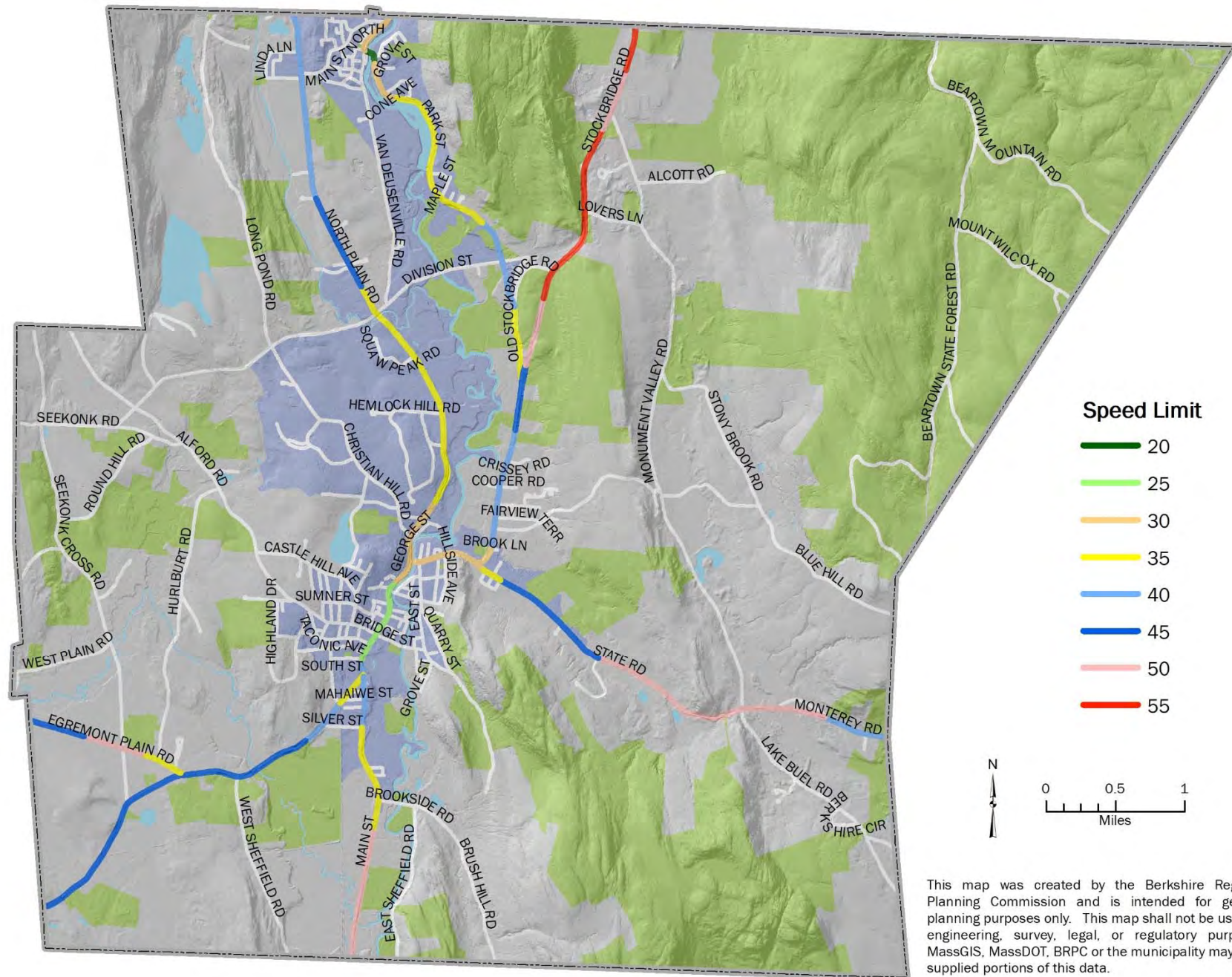


Figure 3.12 Roads by Surface Type

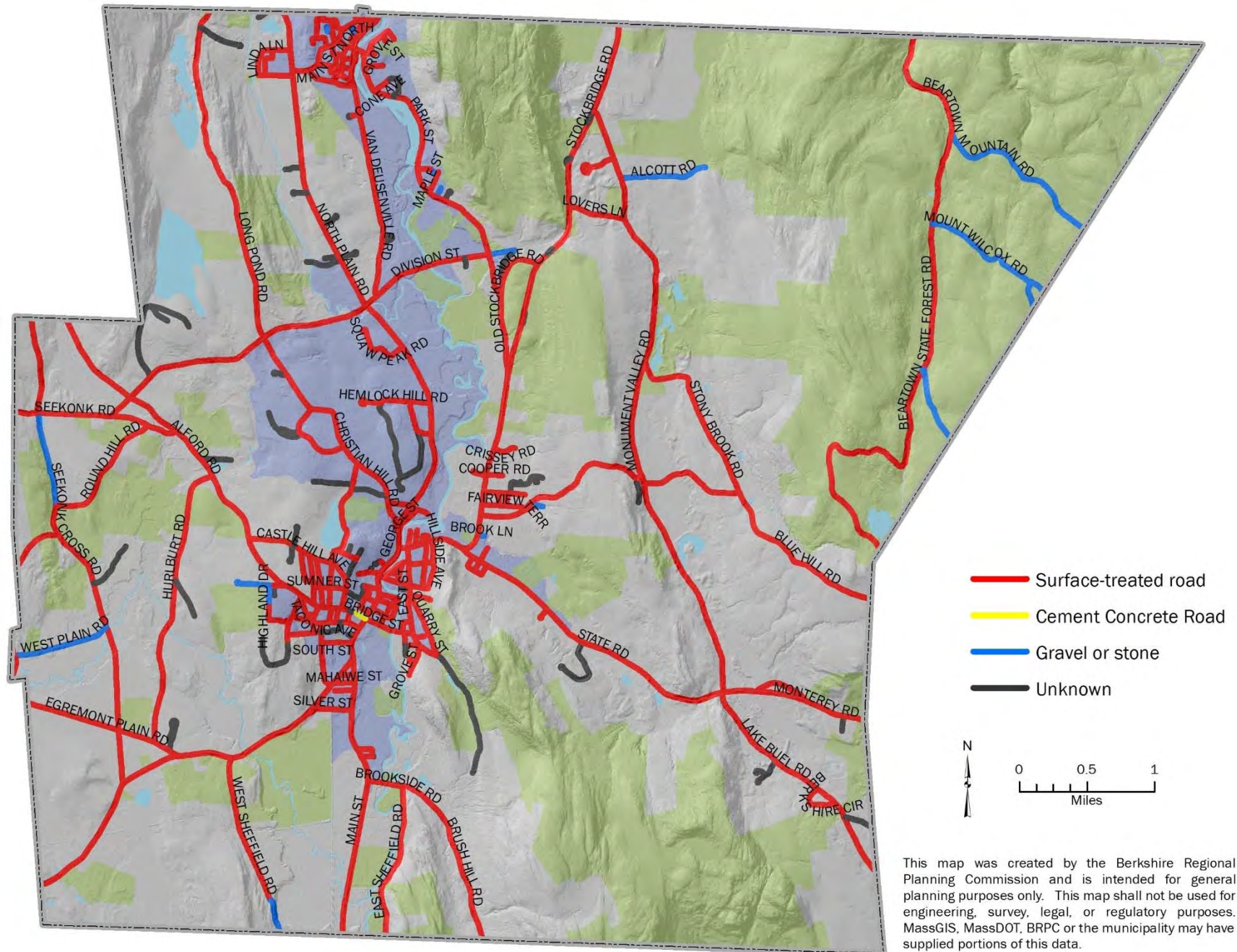


Figure 3.13a Existing Sidewalk Network in Housatonic Village

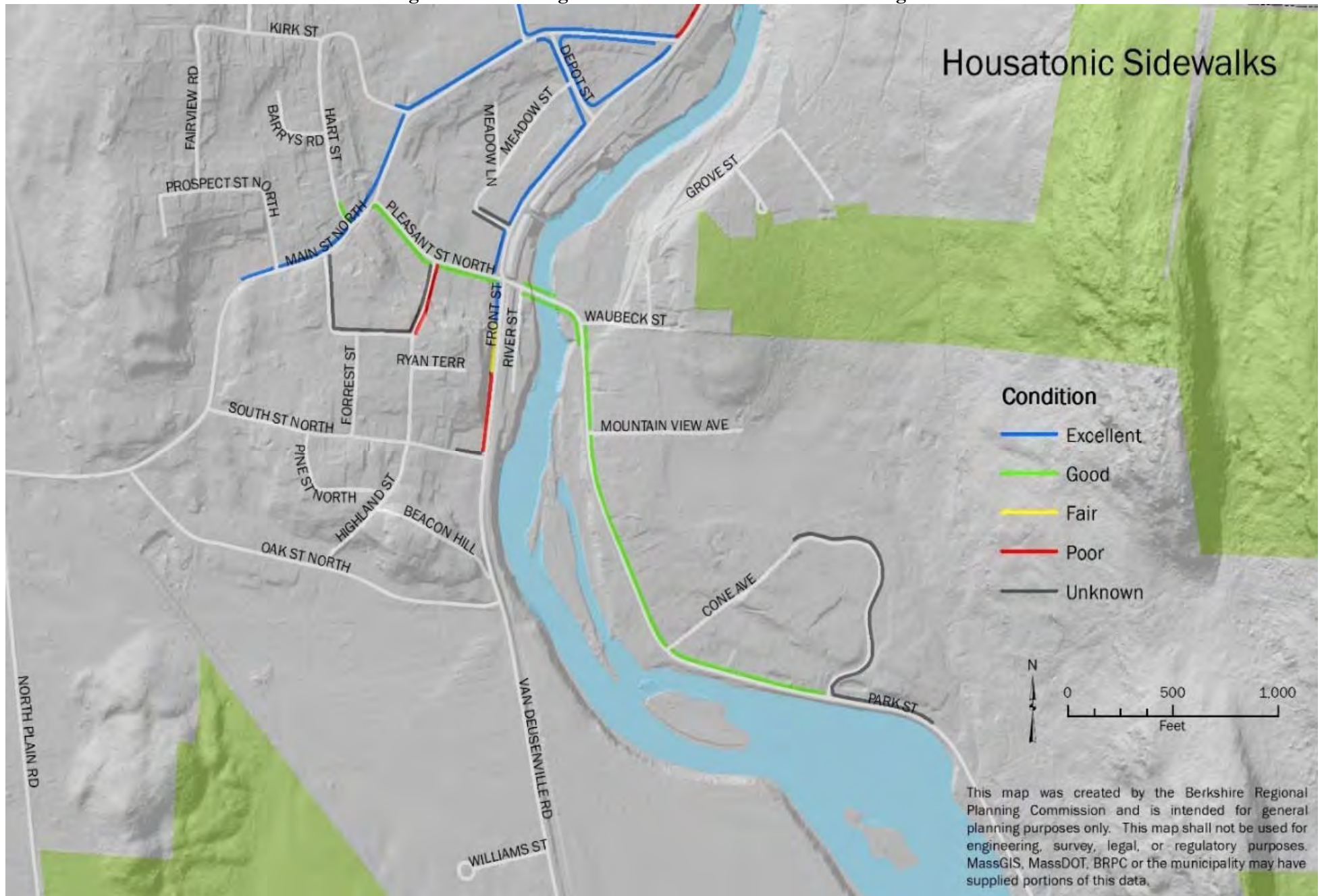


Figure 3.13b Existing Sidewalk Network in Downtown Great Barrington

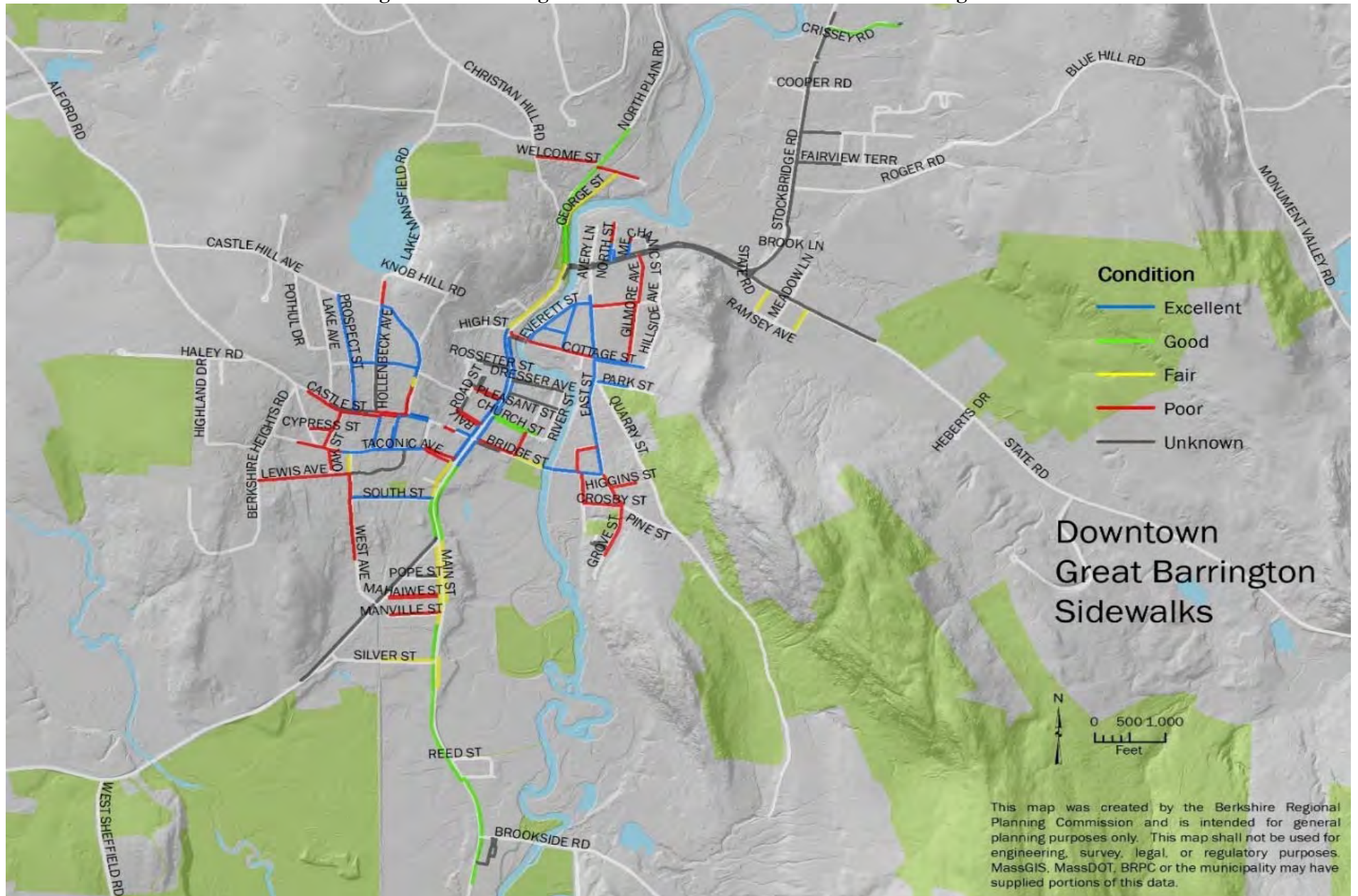
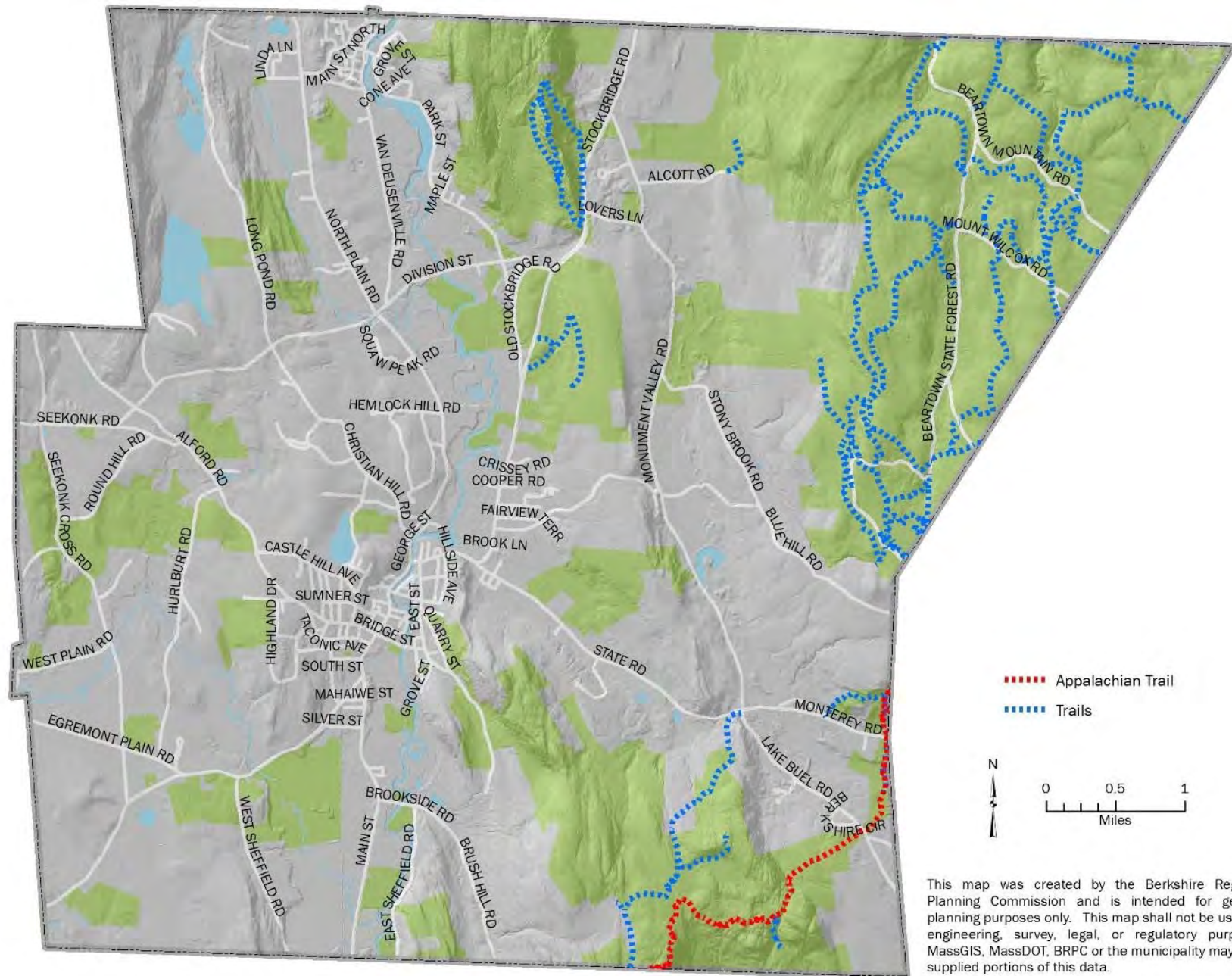


Figure 3.14 Trails



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.

Figure 3.15 Existing Bike Facilities

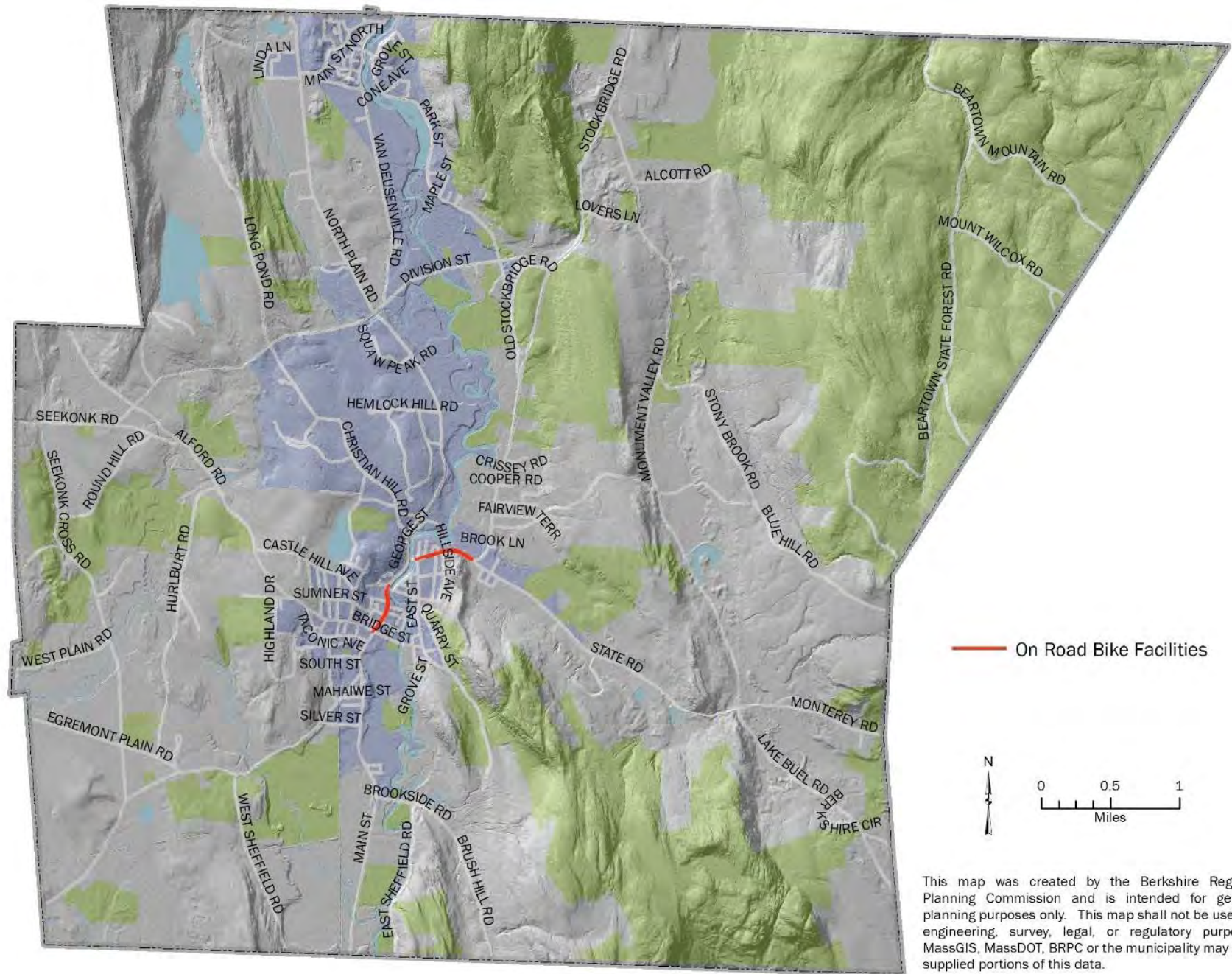


Figure 3.16 Western New England Greenway Route in Great Barrington

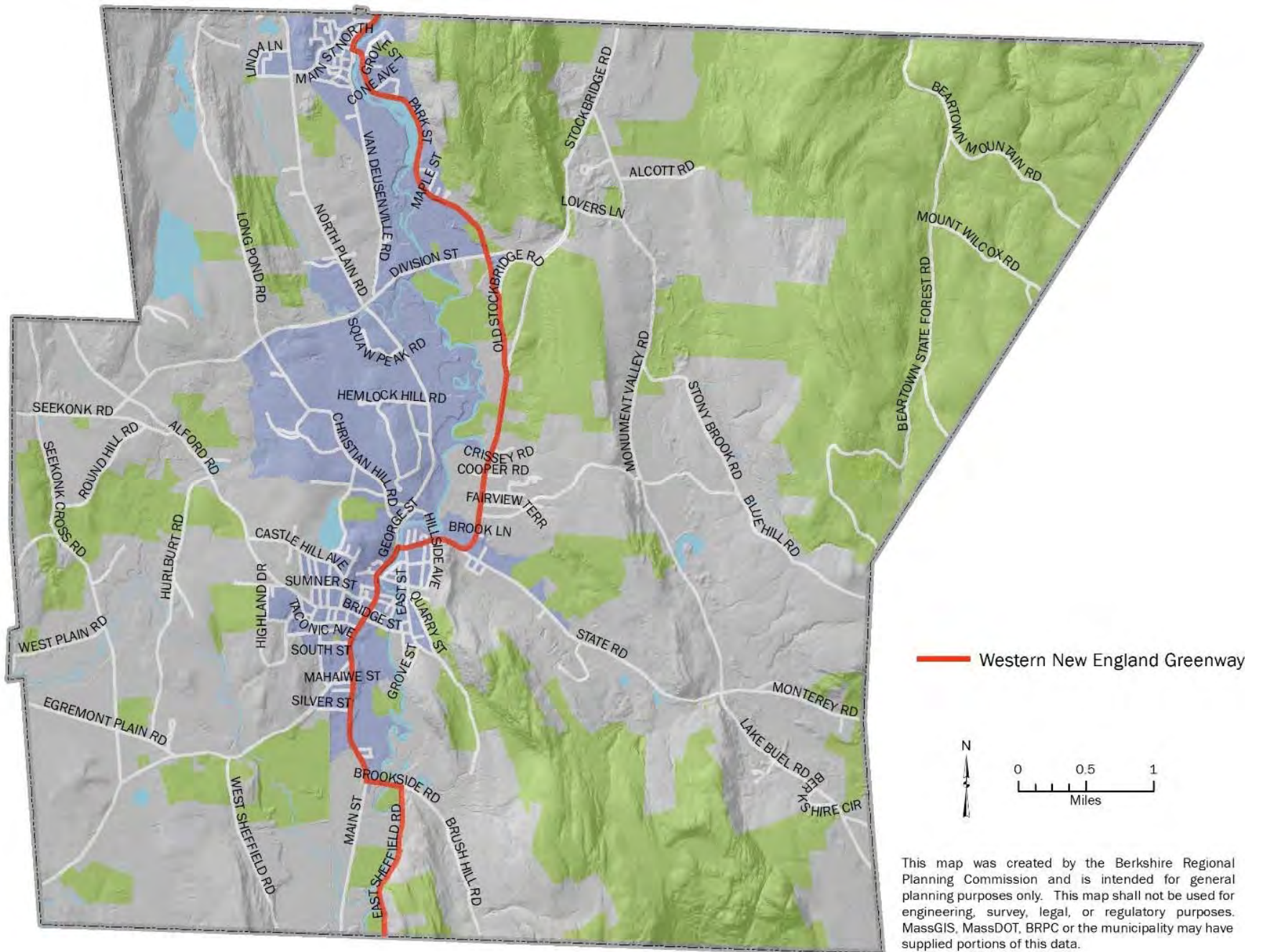


Figure 3.17 Bicycle Competency Classification Methodology

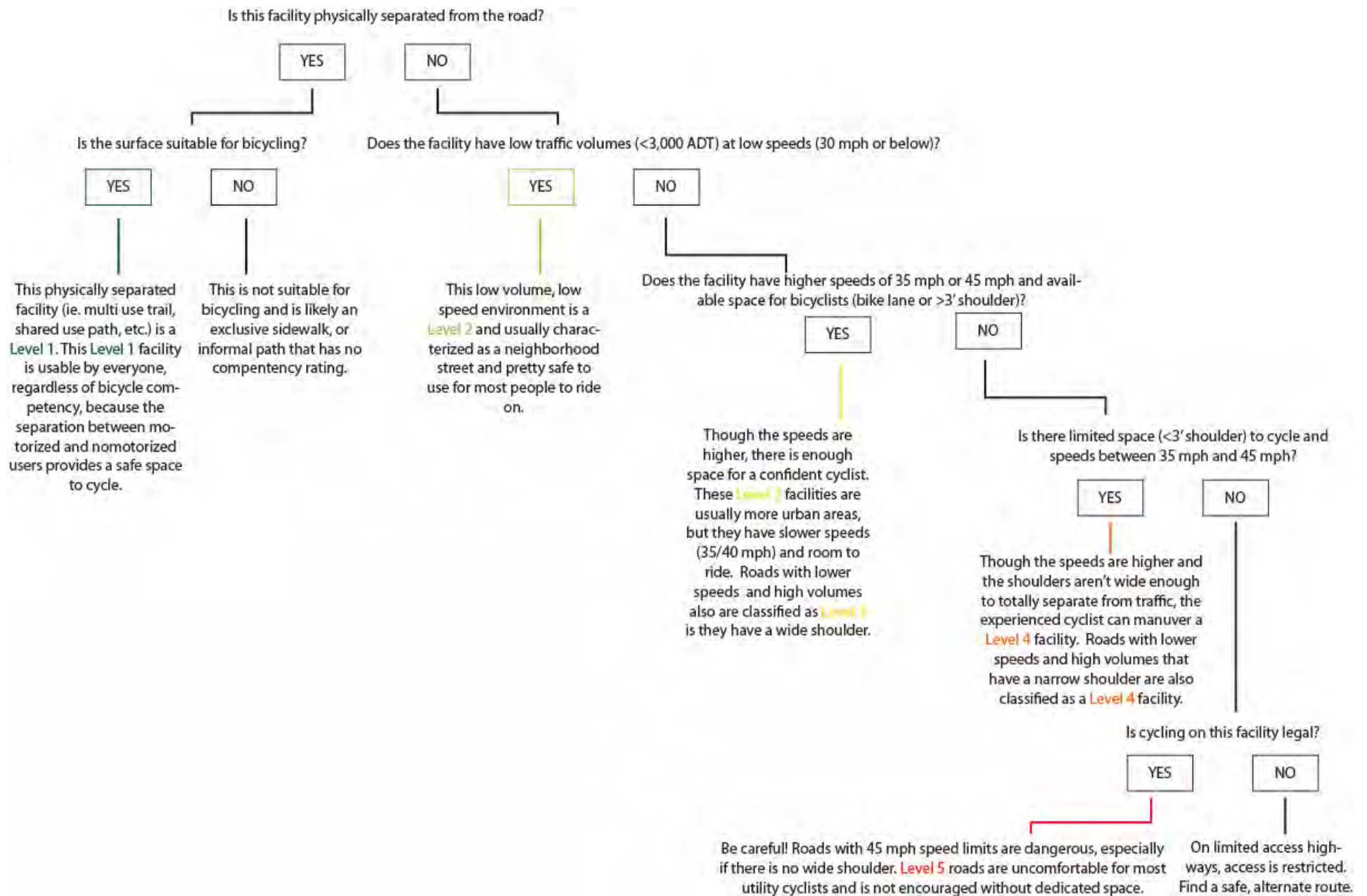


Figure 3.18 Bicycle Competency Map

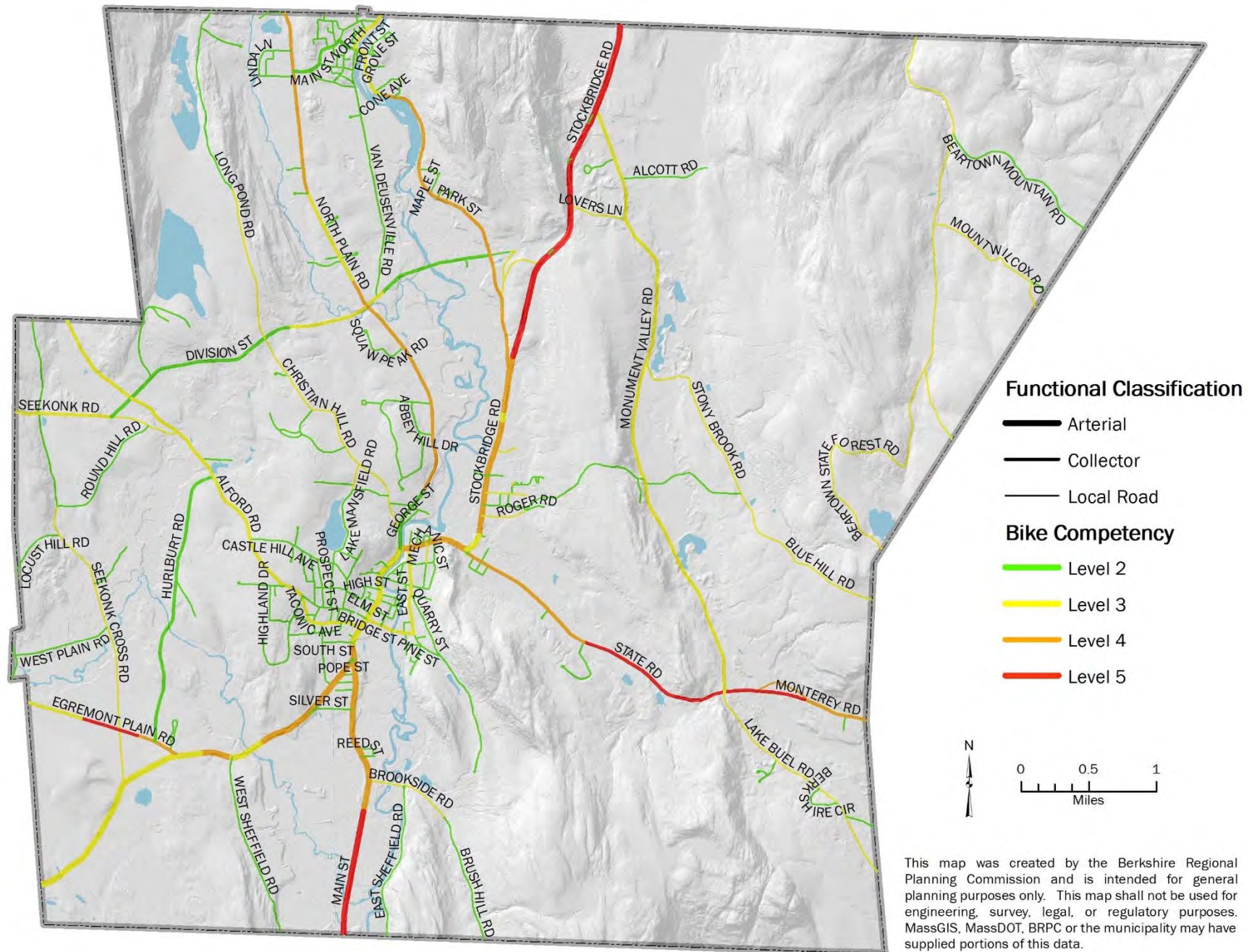


Figure 3.19 Potential Shoulder Width

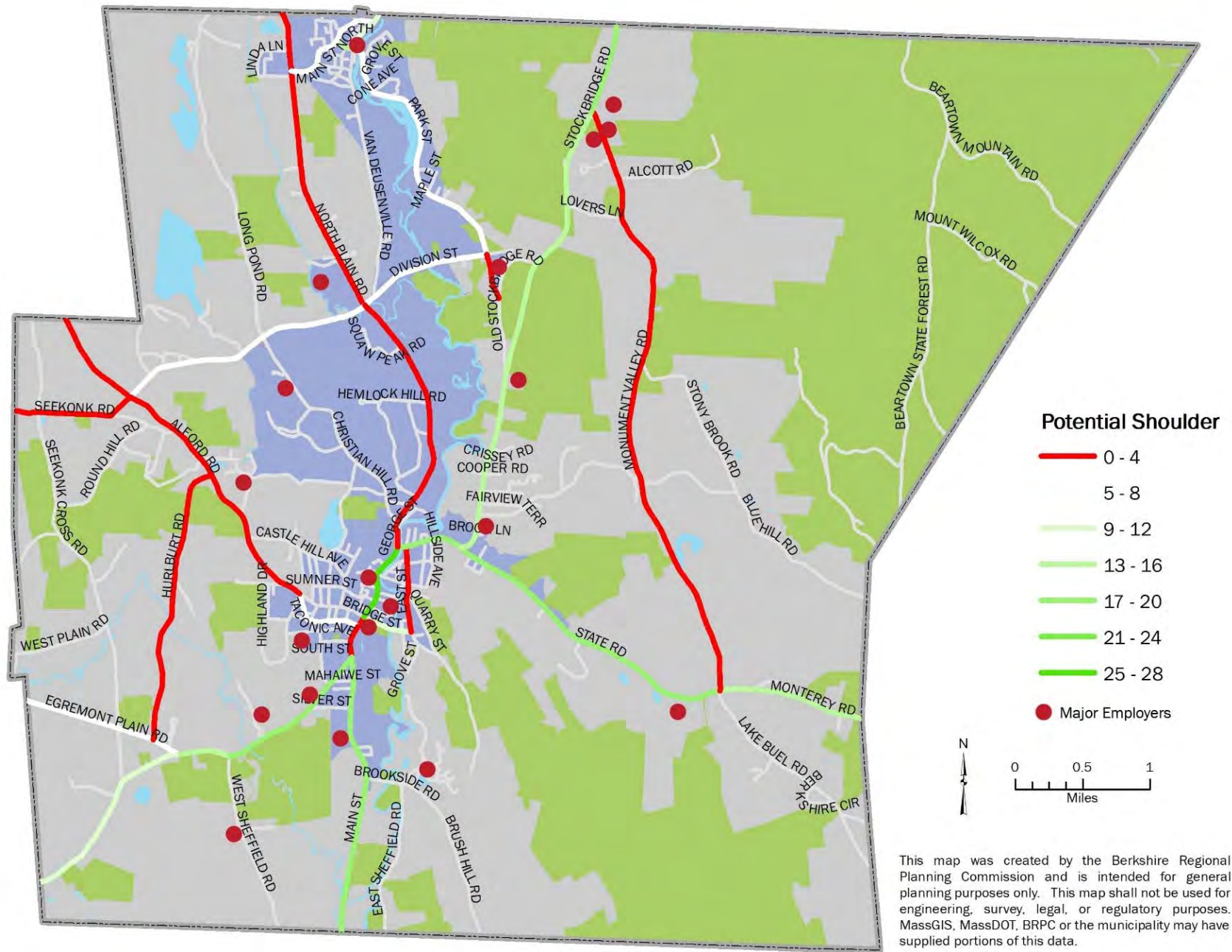


Figure 3.20 Accident Locations

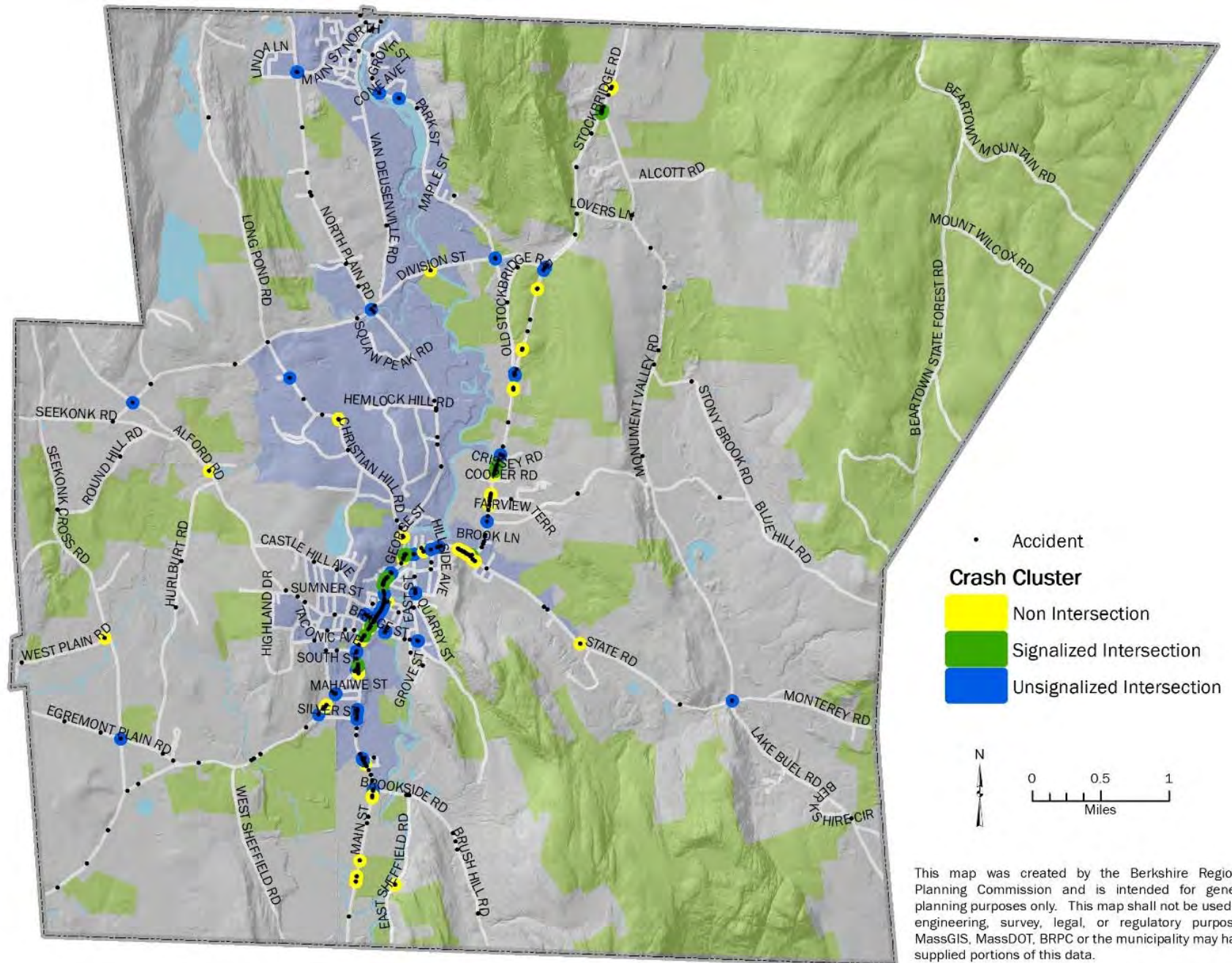
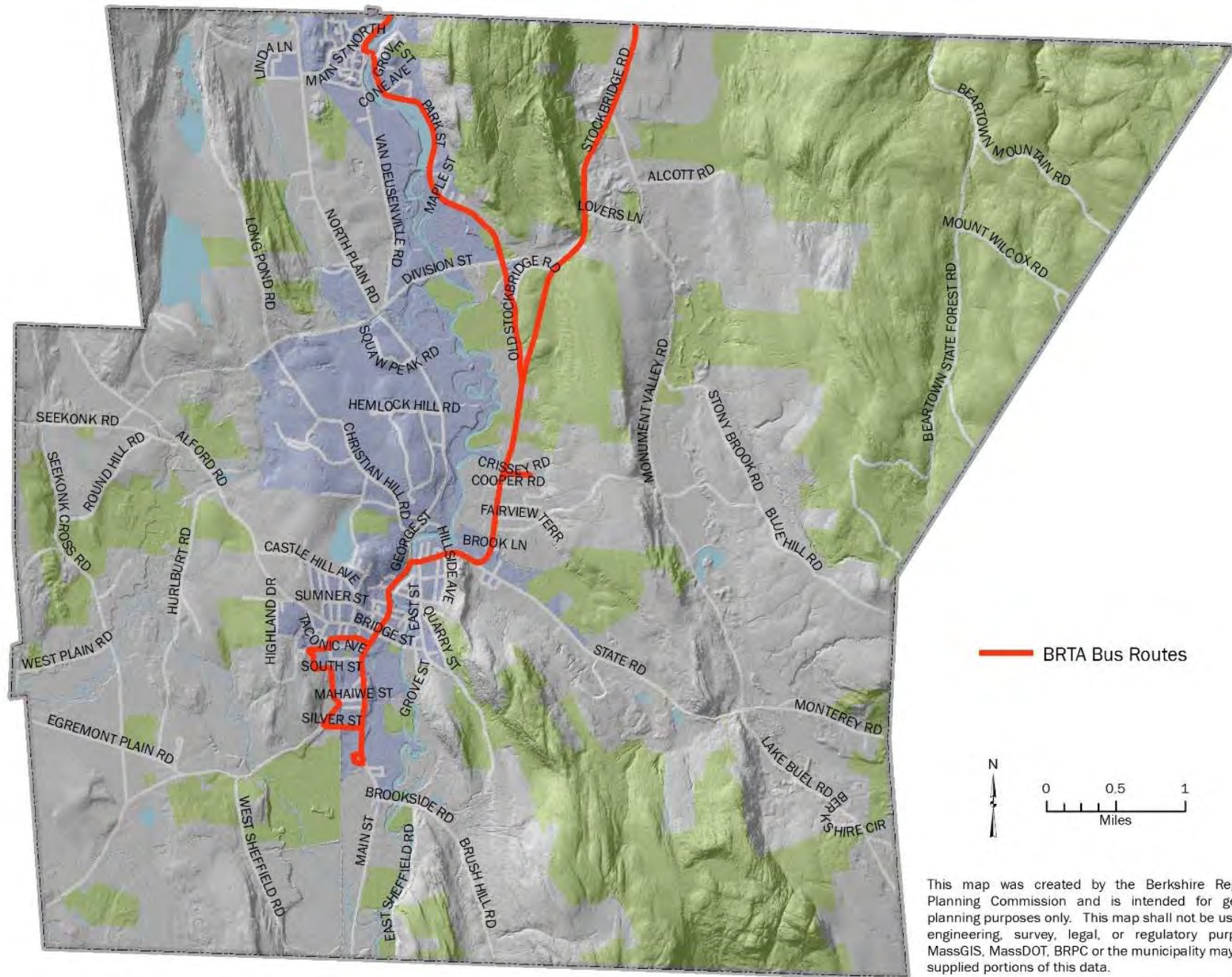


Figure 3.21 Great Barrington BRTA Bus Route



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Figure 3.22 New Bus Route Signage



4. 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 Team. The analysis looks at on- and off-road networks and has identified gaps in the network along with intersections that are barriers to nonmotorized travel. This is a baseline to be used for the identification of potential Complete Streets improvements in Great Barrington.

Major Challenges

Connecting Housatonic Village and the Great Barrington Downtown

It has long been a vision of the town to provide a dedicated biking and walking connection between the Great Barrington Downtown and the Village of Housatonic. There are many potential routes, and all have significant advantages and disadvantages. In 2016, the town worked with VHB to evaluate several potential routes for an off-road shared-use path between the two town centers. However, this route will not be easy or inexpensive to construct and would necessitate significant concessions from landowners.

Narrow and Constrained Roadways Limit Potential for New Nonmotorized Infrastructure

Most roadways in Great Barrington are narrow and constrained by existing development, topography, wetlands, vegetation and other conditions. In most cases, the shoulders cannot be significantly widened. 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.

Speeding Vehicles Deter Nonmotorized Users

High vehicle speeds can deter pedestrians and cyclists from using the roadway, particularly where no nonmotorized facilities are present. High vehicle speeds coupled with the absence of pedestrian and cycling facilities in areas outside of the Great Barrington's downtown and in Housatonic discourage traveling along these roads via walking or biking. The town may want to consider implementing speed feedback signs or other traffic calming measures that slow vehicle speeds in key areas.

Most Easy to Cycle Areas found West of Downtown

The roads west of downtown and connecting to the Town of Egremont are some of the easiest to cycle on. Traffic volumes are relatively low and the topography (with some exceptions) is gentle enough for cyclists of varying abilities to feel comfortable cycling on. However, this relatively small area isn't necessarily where recreational cyclists want to ride or where utility cyclists can access jobs, retail, or other services.

Some Key Recreation Areas Lie Just Outside the Town's Sidewalk Network

Key neighborhood recreation areas are located just beyond the existing sidewalk network. These areas include Old Maids Park, McAllister Park, Cemeteries in Housatonic, and the Lake Mansfield recreation area. It should be noted that connecting these areas with new sidewalk will be a challenge.

Lack of Cycling Infrastructure

The only dedicated cycling infrastructure in Great Barrington are two short sections of bike lane, located along Main St. and Route 7 west of the Brown Bridge. Beyond the bike lanes, Great Barrington does have "Share the Road" and "Bike Route" signs strategically placed throughout town.

The Route 41 / North Plain Rd. Underpass and Surrounding Area is a Challenge for Nonmotorized Users

Route 41 / North Plain Rd. narrows and turns sharply as it passes under the rail bridge near the intersection of George St. The narrow underpass cannot accommodate a sidewalk and can be intimidating for cyclists.

Additionally, south of the underpass, sidewalk only exists on the west side of the road. Pedestrians travelling to downtown from George St. must cross the road to use the sidewalk, and limited visibility to the north can make this daunting. The town should consider long term accommodations to alleviate this “pinch point.”

Gaps, Barriers & Opportunities

Gaps are considered missing links where pedestrian infrastructure is either inadequate, antiquated or is non-existent. Location specific gaps and barriers are either point-specific locations such as a lack of a crosswalk or ADA ramps, or an entire intersection that presents a barrier to nonmotorized travel and is unsafe for vulnerable users. This might be due to inadequate crossing treatments, confusing geometry, long crossing distances, lack of crosswalks or traffic control devices. Generally, these are areas that provide access to or within major destinations or are desirable in connecting residential areas to primary activity centers.

Opportunities are areas where nonmotorized facilities could be extended to reach a new destination.

BRPC mapped locations of existing sidewalk and identified gaps within the network (**Figure 4.1a & Figure 4.1b**). Gaps were identified by connecting two segments of existing sidewalk through the shortest possible route. This method does not consider existing conditions, such as Right-of-Way width, existing topography or wetlands that will affect potential construction. Moreover, gaps were only assessed from street to street or along streets containing a large sidewalk gap along both sides. Smaller sidewalk gaps, such as a gap in sidewalk along one side of a street, where sidewalk on the opposite side is continuous, were not identified.

Future Bike Facilities

Figure 4.6 describes future bike facilities in Great Barrington based on typologies described in the FHWA *Small Town and Rural Multi-Modal Networks*²⁶ guidance, existing planned shared-use paths, and TIP eligibility. While bike lanes and shared-use paths provide the best accommodation for cyclists, they are extremely expensive to implement, and can take decades to plan, design, and fund. Additionally, on roadways with relatively low traffic volumes and speeds, dedicated bike lanes or other separation from traffic may not be necessary. The future bike facilities described in **Figure 4.6** try to provide accommodation for cyclists to all areas and major employers throughout town while limiting future expenses, particularly on smaller local roadways.

Shared-Use Path

Shared-use Paths are off-road facilities open to cyclists and pedestrians. These facilities provide the greatest comfort to cyclists as there is little to no interaction with vehicle traffic except at road crossings (**Figure 4.2**).

Bike Boulevards

Bicycle boulevards are typically residential streets where widening is unlikely to occur. In these areas bicycles can be best accommodated by providing traffic calming and installing sharrows and new warning signage (**Figure 4.3**).

Bike Lanes

Bike lanes are dedicated bike facilities in the shoulder of roadways (see **Figure 4.4**). Basic bike lanes separate cyclists from traffic with painted striping and warning signs. Cyclists will find increasing comfort with either separated or buffered bike lanes, which provide either increasing horizontal or vertical distance between bikes and vehicles. The town should plan for these facilities along major roadways, particularly those maintained by MassDOT and advocate for their implementation. In the extreme long term, existing road shoulder or existing bike lanes may be reconstructed with buffered or separated lanes to better accommodate cyclists;

²⁶ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

however, simple striped lanes are a great start - particularly in rural areas like the Berkshires where on-road bike facilities are limited.

Advisory Shoulders

Advisory shoulders, also known as advisory bike lanes or suggestion lanes are areas where accommodations for cyclists and pedestrians are desired but widening is unlikely to occur. These areas require long straight sections of roadway with good visibility and relatively low speeds and traffic volumes (see **Figure 4.5**).

Figure 4.1a Sidewalk Gaps and Opportunities – Housatonic Village

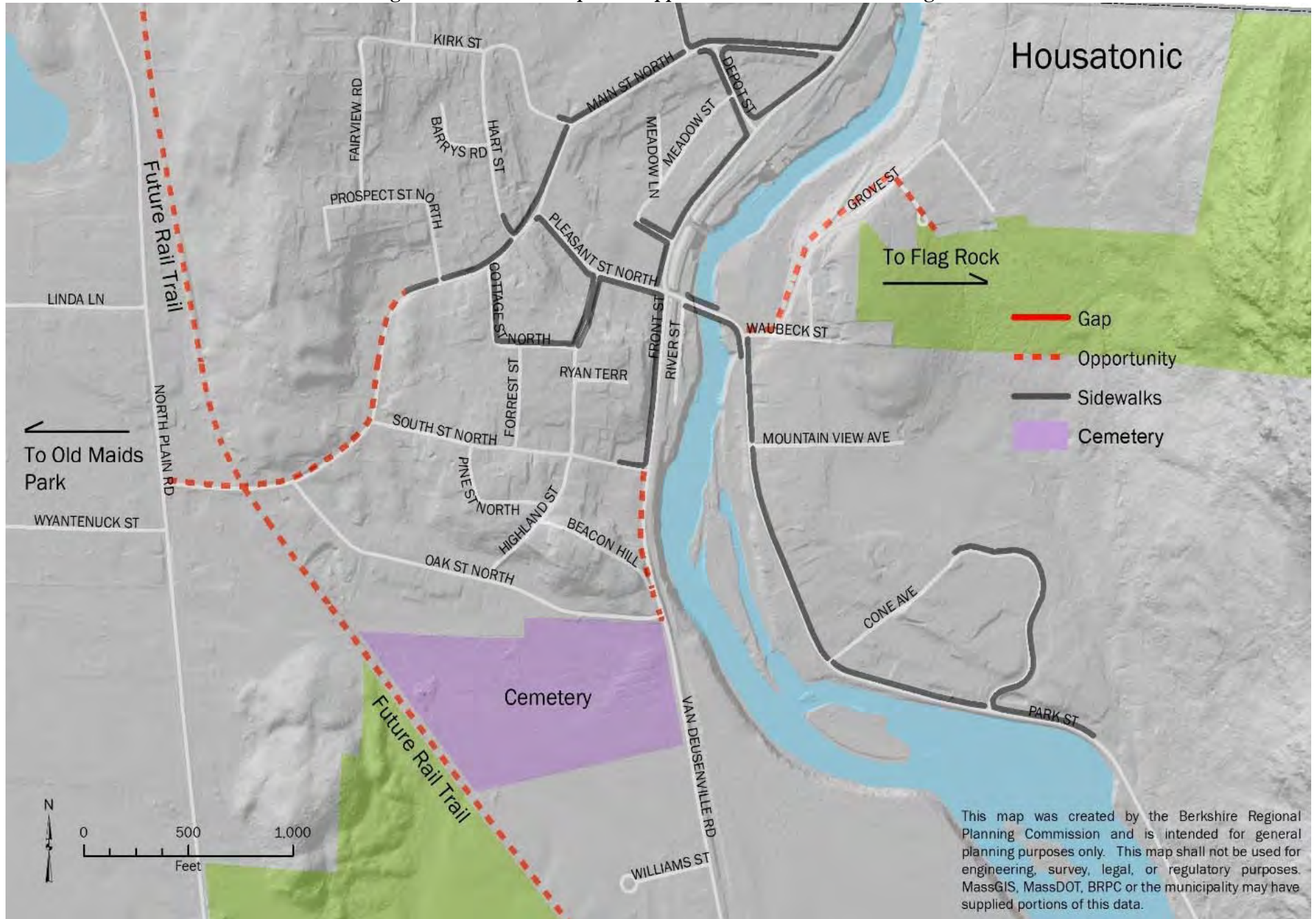


Figure 4.1b Sidewalk Gaps and Opportunities – Downtown Great Barrington

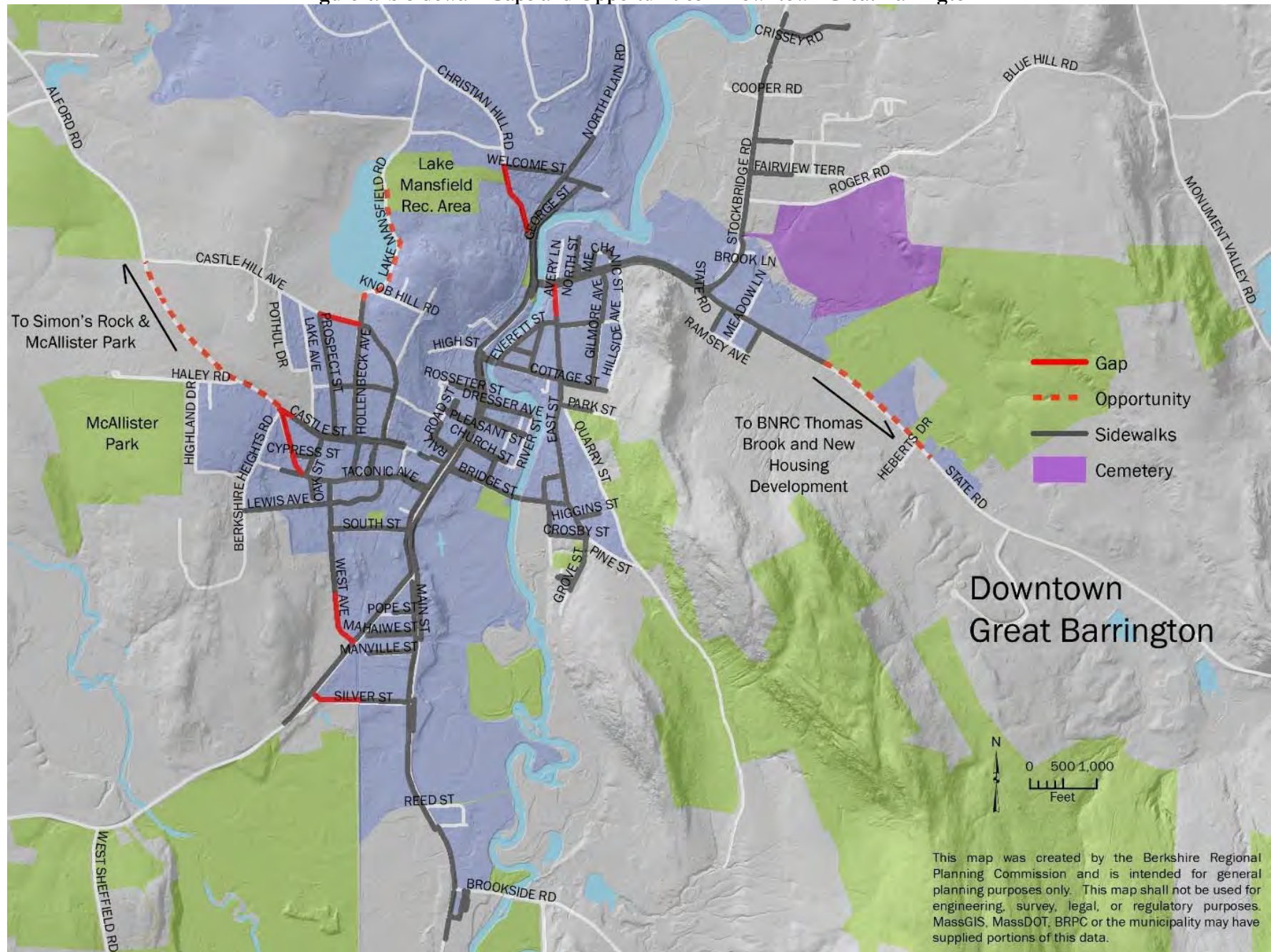


Figure 4.2 Shared-Use Path



Figure 4.3 Bike Boulevard



Figure 4.4 Bike Lanes



Figure 4.5 Advisory Shoulders

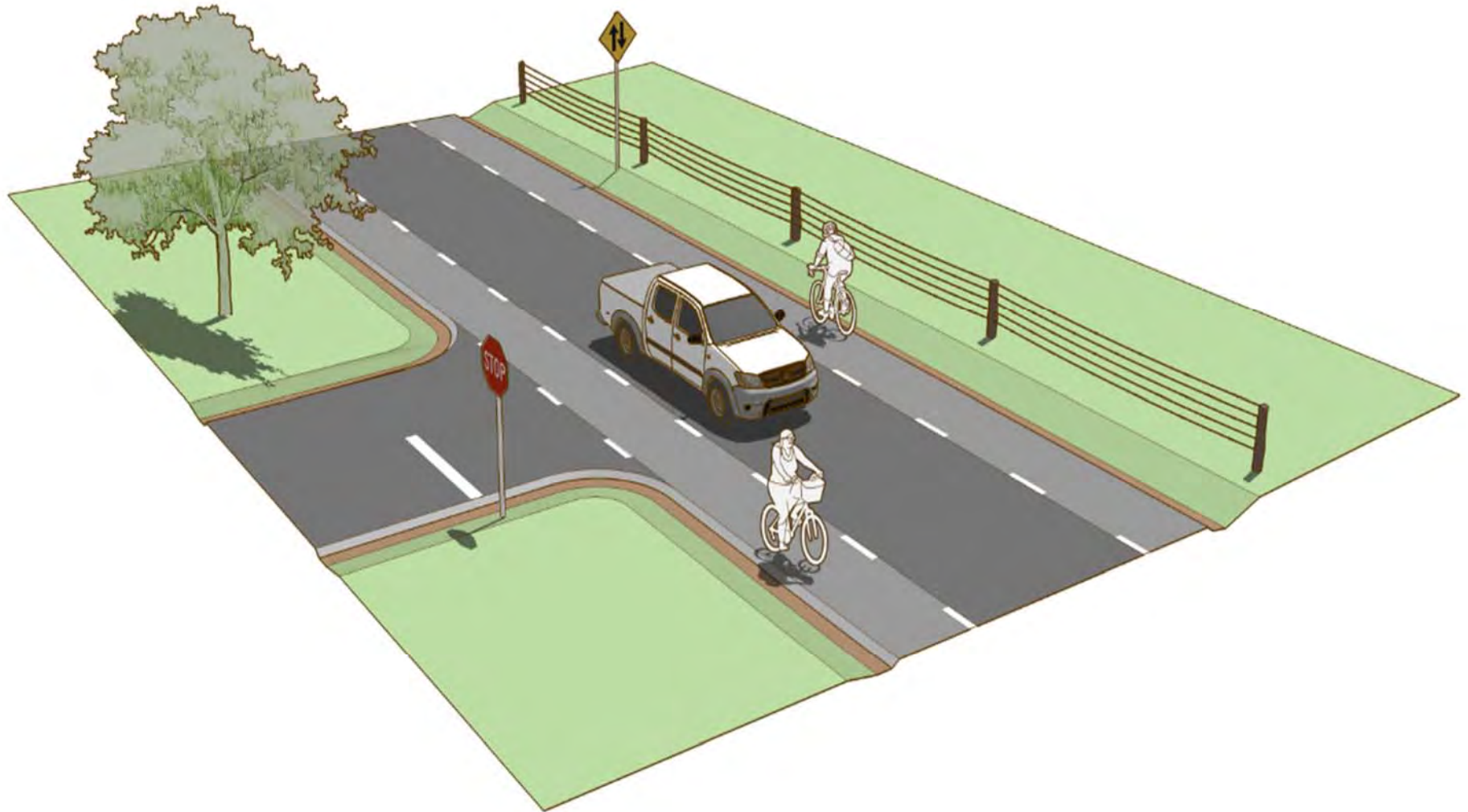
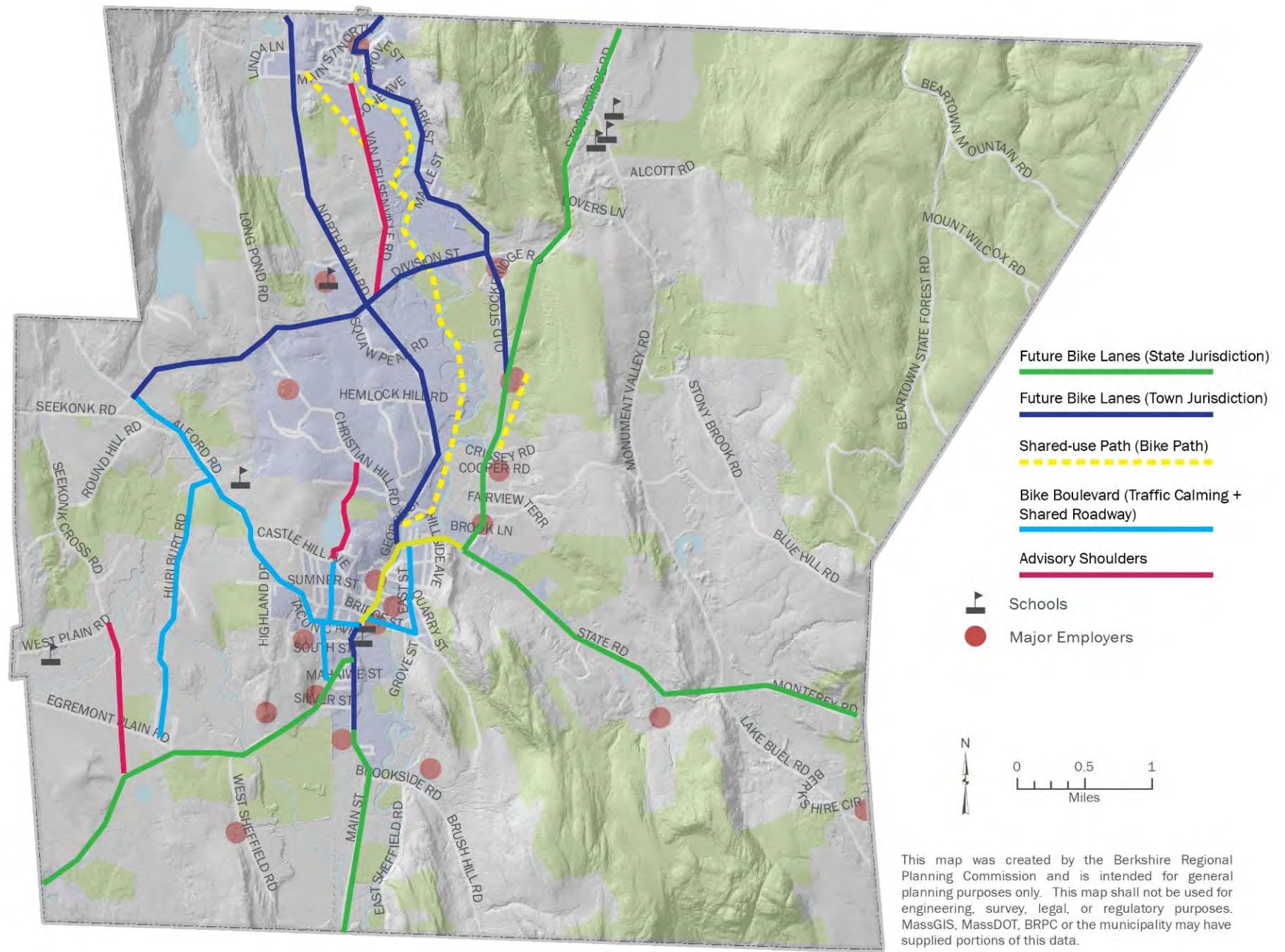


Figure 4.6 Future Bike Facilities



5. PROJECT AND GENERAL RECOMMENDATIONS

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

Engineering + Design References

Complete Streets improvements can come in many forms, from signage to entire sidewalks – the different elements are based on the context and needs of a given area. As this report has established, Complete Streets are for everyone – supporting a variety of travel modes, from motorists to cyclists to pedestrians.

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.)

Project Selection and Final List

The final project list was selected by the Complete Streets Team and includes projects identified through the Master Plan and other planning studies, this needs assessment, resident concerns, and other planned capital projects. The final project list is a subset of the overall recommendations of this plan. Projects located on state roads (**black, italicized text**) are not eligible for Complete Streets funding and were not included on the Tier 2 spreadsheet sent to MassDOT. Likewise, the Riverwalk Extension project was not included due to other eligibility concerns. While this project list allows the town to remain eligible for funding through the Complete Streets program, it is likely that many other sources of funding will be used to construct projects. Federal-aid eligible projects have been noted in **Table 5.1** below.

Table 5.1 Final Complete Streets Project Prioritization (Tier 2) List

| Project # | Project Name | Project Location and Features | Notes |
|-----------|--|---|--|
| PROJECT 1 | Housatonic Main St. Sidewalk Extension | Housatonic - Main St. from sidewalk end west to Route 41 / N. Plain Rd. | Connect village to Rail Trail & Old Maids Park |
| PROJECT 2 | Old Route 7 Shared-Use Path | Off Road from CHP to Brewery / Community Center | Former road bed |
| PROJECT 3 | Lake Mansfield Rd. nonmotorized Improvements | Lake Mansfield Rd. | Recreation area |

| Project # | Project Name | Project Location and Features | Notes |
|---------------------|--|---|--|
| State Road 1 | <i>New sidewalk / Traffic Calming</i> | <i>Route 7 / Stockbridge Rd. from Belcher Square north to CHP</i> | <i>State Road Project - not eligible for Complete Streets funding</i> |
| PROJECT 4 | South Main St. Reconstruction | South Main St / Route 7 - from senior center north to S. Berkshire Power Equipment / Big Y Entrance | Addresses safety for seniors / sidewalk gap on east side of road. Upcoming federally funded TIP project. |
| PROJECT 5 | Housy Rail Trail | Off Road from Main St. in Housatonic south to Vandeusenville Road. | Former rail bed |
| State Road 2 | <i>Full Reconstruction w/ bike/ped. improvements</i> | <i>Route 7 / State Rd. from Bridge east to Belcher Square</i> | <i>State Road Project - not eligible for Complete Streets funding</i> |
| State Road 3 | <i>Intersection Reconstruction / Safety Improvements</i> | <i>Route 7 / Monument Mtn. High School entrance</i> | <i>State Road Project - not eligible for Complete Streets funding</i> |
| PROJECT 6 | East St. Bike Boulevard | East St. - Install Sharrows, install share-the-road signage, install speed tables and radar speed feedback signs. Investigate possibility of additional stop signs along East St. and connecting streets, as well as at other key intersections in the area. | |
| PROJECT 7 | Railroad St. Streetscape Enhancements | Railroad St. - 10 Benches and 3 Trash Receptacles | |
| PROJECT 8 | Housatonic Front St. Sidewalk Extension | Housatonic - Front St. from sidewalk end south to Oak St. / Cemetery | To popular walking area |
| State Road 4 | <i>Sidewalk Extension</i> | <i>Route 23/183 from sidewalk end southeast to new public housing / BNRC Thomas and Palmer Brook</i> | <i>State Road Project - not eligible for Complete Streets funding</i> |
| PROJECT 9 | Downtown Crossing Enhancements | Installation of RRFB at crossings on Bridge and Main St. | |
| PROJECT 10 | Castle Hill Bike Boulevard | Castle Hill area - primarily Hollenbeck Ave. and West Ave. Install share-the-road signage, install speed tables and radar speed feedback signs. Investigate possibility of additional stop signs along West Ave. and Hollenbeck. and connecting streets, as well as at other key intersections in the area. | |
| PROJECT 11 | Taconic Ave. Sidewalk Extension - Phase 1 | Taconic Ave. - from Barrington Pl. to Berkshire Heights | Connect to McCallister Park. Potential federal-aid eligible project. |
| PROJECT 12 | Taconic Ave. Sidewalk Extension - Phase 2 | Alford Rd. - from Berkshire Heights to Haley Rd. | Connect to Simon's Rock and McCallister Park. Potential federal-aid eligible project. |
| PROJECT 13 | Taconic Ave. Sidewalk Extension - Phase 3 | Alford Rd. - From Haley Rd. to Castle Hill Ave. | Connect to Simon's Rock and McCallister Park. Potential federal-aid eligible project. |
| PROJECT 14 | Route 41 Traffic Calming | Route 41 / North Plain Rd. - Install speed feedback signs | Town considering reconstructing portions of Route 41 for a future federally funded TIP project. |
| PROJECT 15 | Route 183 Bicycle Accommodations | Route 183 / Park St. - Install sharrows and new share-the-road signage | TIP eligible roadway |
| PROJECT 16 | Main St. Bicycle Accommodations | Main St. from St. James Pl. south to Police Station. - Install sharrows and share-the-road signage | TIP eligible roadway |
| PROJECT 17 | West Ave. Sidewalk Extension | West Ave from sidewalk end to Maple Ave / Route 41 | Sidewalk gap - 900' |
| PROJECT 18 | Silver St. Sidewalk Extension | Silver St. from sidewalk end to Maple Ave / Route 41 | Sidewalk gap - 700' Rail Crossing |

Note: The proposed Riverwalk Extension was considered for inclusion in the Tier 2 list, but was not listed due to eligibility concerns. The project was scored and ranked with other projects and can be seen in **Table B1 in Appendix B**.

Cost Estimates

Cost estimates for each project were prepared by Foresight Land Services for the Town of Great Barrington and can be seen in **Table C1**.

General Recommendations

Continue Regional TIP Participation

The TIP requires that communities fund design and engineering work; however, when the project can be scheduled and programmed through the TIP, construction is fully funded. While projects can sometimes take years to become integrated into the Transportation Improvement Program, it is a way to fund expensive and complicated transportation projects. The town should continue investment in design and engineering for its federal aid-eligible roadways to ensure they are competitive on the regional TIP. Projects on federal-aid eligible roads have been noted in the project descriptions above.

View Every Repaving Project as an Opportunity to “Complete the Street”

During every repaving project, the town should assess the condition of the existing sidewalk, the width of the existing lanes and shoulder, streetscape amenities (trash receptacles, trees and shrubs, bike racks, lighting, wayfinding signs, etc.) 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. 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 when they have extra space that is outside the vehicle lane. An extra 4-6 feet can provide this precious separation from moving vehicles.

The Town of Great Barrington 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 Great Barrington Complete Streets Policy given due 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.²⁷

Use the 2016 Municipal Modernization Act to Reduce Speed Limits in Key Areas and Prioritize Nonmotorized Users

The Town should consider lowering speed limits in specific areas where pedestrian safety may be at risk. Studies have correlated increased risk of injury or death with rising vehicle speeds. Risk of death from a collision at 23 mph is only 10%. However, as vehicle speed increases to 32 mph, the risk of death during a collision increases to 25%, and at 42 mph rises to 50%.²⁸ Moreover, high vehicle speeds can act as a deterrent to potential pedestrians and cyclists.

²⁷ https://www.massdot.state.ma.us/Portals/8/docs/designGuide/CH_5.pdf

²⁸ <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

The 2016 Municipal Modernization Act²⁹ gives municipalities greater flexibility and control over reducing speed limits and establishing 20 mph “safety zones” on local roadways. Municipalities can now opt-in to the statutory 25 mph limits on local roadways within a “thickly settled” area or business district without conducting a traffic study. MGL Chapter 90, Section 1 defines a thickly settled or business district as, “the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over.”³⁰ Much of the Great Barrington downtown, Housatonic village, and surrounding neighborhoods qualify as thickly settled. Additionally, safety zones of 20 mph can be established near or adjacent to land uses “where vulnerable road users are likely to be present” – such as parks and playgrounds, senior housing and centers, high schools, and daycare facilities.³¹ Pursuing a 25mph statutory speed limit in areas of town would not alter the speed limit on roads with “special speed regulations” – essentially those roads with existing posted speed limits. The City of Pittsfield recently utilized the new legislation to reduce speed limits along North St.³² Refer to **Figure 3.11** for mapped speed limits throughout town. Most “unknown” speed limits are likely statutory speed zones where the town could pursue a reduced 25 mph speed limit.

Advocate for Complete Streets Improvements on State Roadways

Potential projects on state owned roadways were scored and ranked during the planning process to see how these projects compared to others in the community (see **Table 5.1**). The town should advocate to MassDOT to advance and construct these projects. The Town of Great Barrington should submit these projects, in writing, to the District 1 Highway Director.

Ensure Bike Parking and Amenities at Town Facilities and Open Space Areas

Bicycle parking is a key street furnishing 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 in village center areas for visitors to shops and restaurants. There are many options for bicycle parking, and for reference see the Association of Pedestrian and Bicycle Professionals’ *Essentials of Bike Parking*.³³ Bicycle repair stations are another component of cycling infrastructure that include tools and an air pump for repairing or maintaining bicycles. Repair stations can help cyclists “in a pinch” who may not have a set of tools on hand and demonstrates that the town is bike friendly and encourages cycling. The town recently installed one of these repair stations at Town Hall. The town should consider installing others in key areas, such as at other points along USBR 7.

Consider Implementing a Town-Wide Bike Plan

While bike lanes and shared-use paths provide the greatest comfort for cyclists, they are expensive and time-consuming to implement. While some costly capital investments and federally funded TIP projects may be necessary to provide comprehensive bicycle accommodations, many other improvements can be made at little cost to the town. Moreover, in rural areas, low traffic volumes mean that not every road needs accommodation. The Future Bike Facilities Map seen in **Figure 4.6** includes recommendations for reconstruction and widening as well as the implementation of less costly bicycle accommodations such as bike boulevards and advisory shoulders.

²⁹ <http://www.mass.gov/dor/docs/dls/city-town/2016/16ctown-aug18.pdf>

³⁰ <http://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/SpeedLimits/FrequentlyAskedQuestions.aspx>

³¹ <http://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering/SpeedLimits/FrequentlyAskedQuestions.aspx>

³² <http://www.berkshireeagle.com/stories/pittsfield-trims-speed-limit-on-north-street-from-30-to-25-mph.498393>

³³ <http://www.apbp.org/?page=publications>

Formalize a Complete Streets Review and Implementation Process

The Town of Great Barrington should formalize a review process that ensures its Complete Streets policy is implemented thoughtfully and carefully. The Public Works Department should begin project proposals yearly by formulating a budget and identifying roadway needs. This initial project list should be reviewed by key staff members including the Town Manager, Selectboard and others. After this initial review, staff should organize a site visit to discuss potential complete streets improvements and evaluate other means to enhance the overall project value. Moreover, key staff members, such as the DPW director, Town Planner, and Town Manager, should draft a yearly memorandum that evaluates implementation progress based on the performance measures listed in **Table 2.2** and describing each Complete Streets project.

Implementation

In an effort to ensure the Town of Great Barrington is able to successfully implement their Complete Streets Policy, the Complete Streets Team and BRPC staff developed a table that details potential annual steps to ensure implementation of Complete Streets projects in the Town of Great Barrington. Annual implementation steps can be seen in **Table 5.2**.

Table 5.2 Annual Implementation Tasks and Project Cycle

| Action | Responsible Party | Timeline (Yearly) | Others Interested |
|---|----------------------------|--------------------------|---|
| Project Identification | DPW, Complete Streets Team | Spring | Selectboard |
| Score and rank new projects, Revise Tier 2 List | Complete Streets Team | Late Spring | DPW |
| Project Budgeting | DPW | Summer or Fall | Selectboard, Finance Committee |
| Prepare RFP for design needs on identified projects requiring engineering or design | DPW | Fall | Selectboard, Finance Committee, Complete Streets Team |
| Construction | DPW | Following Spring | Selectboard, Complete Streets Team |
| Evaluate and Document Performance (See Performance Measures section) | Complete Streets Team | Following Summer or Fall | Selectboard, DPW |

APPENDIX A: PUBLIC PROCESS

Public Project Selection & Ranking (Public Forum & Online Project Selection Survey)

Over the course of developing, ranking, and ultimately selecting projects, residents of Great Barrington had the opportunity to voice their views on projects they believed might best serve the needs of the town. The results are shown below.

Table A1 Public Opinion Forum & Survey Results

| Ranking (1 = Most important to 15 = least important) | <u>Public Forum</u> Frequency of Respondents that voted for project | | <u>Online Public Survey</u> Frequency of Respondents that voted for project | | <u>Cumulative –</u> Public Forum + Online Survey Combined (High to Low) | |
|---|---|----|---|---------|--|-----|
| 1 | East St. Traffic Calming | 18 | Lake Mansfield Rd. Bike / Ped. Improvements | 16 5 | Lake Mansfield Rd. Bike / Ped. Improvements | 172 |
| 2 | Main St. Bicycle Accommodations | 12 | Downtown to Simon's Rock Walking Path | 12 0 | Downtown to Simon's Rock Walking Path | 126 |
| 3 | Lake Mansfield Rd. Bike / Ped. Improvements | 7 | South Main St. Reconstruction and Safety Improvements | 92 | South Main St. Reconstruction and Safety Improvements | 94 |
| 4 | Downtown to Simon's Rock Walking Path | 6 | Housatonic Rail Trail | 85 | Housatonic Rail Trail | 87 |
| 5 | Taconic Ave. Sidewalk Extension | 6 | Riverwalk Extension | 71 | Riverwalk Extension | 74 |
| 6 | Silver St. Sidewalk Extension | 5 | Old Route 7 Path to CHP | 62 | Old Route 7 Path to CHP | 63 |
| 7 | Housatonic Main St. Sidewalk Extension | 4 | Housatonic Main St. Sidewalk Extension | 53 | Housatonic Main St. Sidewalk Extension | 57 |
| 8 | Route 41 / N. Plain Rd. Traffic Calming | 4 | Housatonic - Front St. Sidewalk Extension | 48 | Housatonic - Front St. Sidewalk Extension | 51 |
| 9 | Housatonic - Front St. Sidewalk Extension | 3 | Route 183 Bicycle Accommodations | 38 | Main St. Bicycle Accommodations | 47 |
| 10 | Riverwalk Extension | 3 | Taconic Ave. Sidewalk Extension | 37 | Taconic Ave. Sidewalk Extension | 42 |
| 11 | South Main St. Reconstruction and Safety Improvements | 2 | Main St. Bicycle Accommodations | 35 | East St. Traffic Calming | 40 |
| 12 | Housatonic Rail Trail | 2 | Route 41 / N. Plain Rd. Traffic Calming | 27 | Route 183 Bicycle Accommodations | 40 |
| 13 | Route 183 Bicycle Accommodations | 2 | Castle Hill Traffic Calming | 23 | Route 41 / N. Plain Rd. Traffic Calming | 31 |
| 14 | Old Route 7 Path to CHP | 1 | East St. Traffic Calming | 22 | Castle Hill Traffic Calming | 23 |
| 15 | West Ave Sidewalk Extension | 1 | West Ave Sidewalk Extension | 18 | West Ave Sidewalk Extension | 19 |
| 16 | Castle Hill Traffic Calming | 0 | Silver St. Sidewalk Extension | 13 | Silver St. Sidewalk Extension | 18 |

The green (left) column represents the results from the public forum – with the project name and frequency of those in favor of the project. The East Street Calming project received the most support at the forum. The blue (center) column represents the results from the online survey – topped by the Lake Mansfield Road Bike/Ped. Improvement project. The tan (right) column represents the cumulative scores from the public forum and online survey.

APPENDIX B: PROJECT SCORING

Table B1 outlines the complete list of potential Complete Streets improvements identified by the Great Barrington Complete Streets Team and their scores. Projects in this list were further refined into a final list for submittal to MassDOT. Project locations have also been mapped in **Figure B1**.

Red text in the table denotes projects that are located along state highways, which are not eligible for funding through the MassDOT Complete Streets Program. The town should work closely with MassDOT to advocate for and include these improvements in future state roadway work. Please also note that some projects included in **Table B1** were not included in the final Tier 2 list sent to MassDOT due to eligibility concerns.

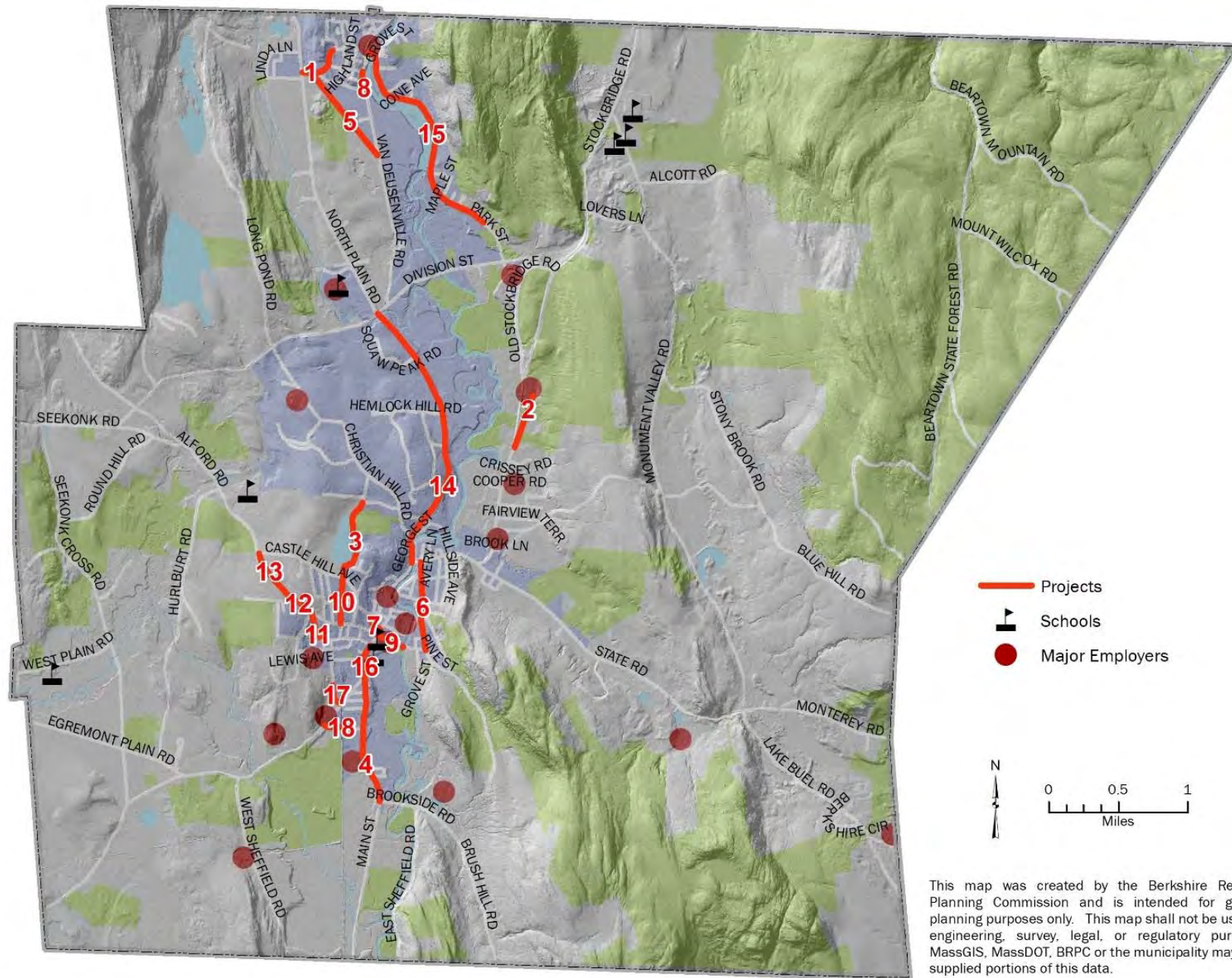
Table B1 Complete List of Potential Improvements

| | | | | Conne ctivity | Safety | Public Health & Carbon Footprint | Traffic Calming | Acces s to Public / Civic Facilit ies | Aging in Place / Age Friend ly | Public and Process Driven Projects | Connecti ng Housato nic and GB Downtow n | Resident Choice (to be complete d after survey # 2) | Score Unweight ed | Score Weight ed |
|-----------------|---|--|------------|------------------|--------|---|--------------------|--|---|---|--|---|-------------------------|-----------------------|
| Project | Type | Location | WEIG HT | | | | | | | | | | - | - |
| PROJECT 1 | Sidewalk Extension | Housatonic - Main St. from sidewalk end west to Route 41 / N. Plain Rd. | | 1 | 3 | 3 | 2 | 1 | 0 | 3 | 2 | 2 | 17 | 19.26 |
| PROJECT 2 | New shared-use path | Off Road from CHP to Brewery / Community Center | | 3 | 1 | 3 | 0 | 1 | 3 | 3 | 3 | 1 | 18 | 18.95 |
| PROJECT 3 | Reconstruction w/ bike/ped improvements | Lake Mansfield Rd. | | 1 | 1 | 3 | 3 | 1 | 0 | 3 | 2 | 3 | 17 | 17.06 |
| PROJECT 4 | New walking path | Extend Riverwalk south to Brookside Ave. (Note: This project was not included in the final Tier 2 list) | | 2 | 1 | 3 | 1 | 1 | 3 | 3 | 0 | 2 | 16 | 16.42 |
| State Road 1 | New sidewalk / Traffic Calming | Route 7 / Stockbridge Rd. from Belcher Square north to CHP | | 1 | 3 | 1 | 3 | 2 | 0 | 3 | 0 | 0 | 13 | 16.33 |
| PROJECT 5 | Reconstruction / Crossing improvements / sidewalk extension | South Main St / Route 7 - from senior center north to S. Berkshire Power Equipment / Big Y Entrance | | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 0 | 3 | 14 | 16.23 |
| PROJECT 6 | New shared-use path | Off Road from Main St. in Housatonic south to Vandeusenville Road. | | 3 | 1 | 1 | 0 | 0 | 1 | 3 | 3 | 3 | 15 | 14.62 |
| State Road 2 | Full Reconstruction w/ bike/ped. improvements | Route 7 / State Rd. from Bridge east to Belcher Square | | 1 | 3 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 11 | 13.99 |
| State Road 3 | Intersection Reconstruction / Safety Improvements | Route 7 / Monument Mtn. High School entrance | | 0 | 3 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 10 | 13.61 |
| PROJECT 7 | Traffic Calming | East St. - Install Sharrows, install share-the-road signage, install speed tables and radar speed feedback signs. Investigate possibility of additional stop signs along East St. and connecting streets, as well as at other key intersections in the area. | | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 10 | 11.9 |

| | | | | | | | | | | | | | | |
|--------------|--------------------------------|---|--|---|---|---|---|---|---|---|---|---|---|-------|
| PROJECT 8 | Streetscape Improvements | Railroad St. - 10 Benches and 3 Trash Receptacles | | 1 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 9 | 11.59 |
| PROJECT 9 | Sidewalk Extension | Housatonic - Front St. from sidewalk end south to Oak St. / Cemetery | | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 1 | 9 | 9.77 |
| PROJECT 10 | Downtown Crossing Enhancements | Installation of (4) RRFB and repainting of crosswalks along Bridge St. | | | | | | | | | | | | |
| State Road 4 | Sidewalk Extension | Route 23/183 from sidewalk end southeast to new public housing / BNRC Thomas and Palmer Brook | | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 9.75 |
| PROJECT 11 | Traffic Calming | Castle Hill area - primarily Hollenbeck Ave. and West Ave. Install share-the-road signage, install speed tables and radar speed feedback signs. Investigate possibility of additional stop signs along West Ave. and Hollenbeck. and connecting streets, as well as at other key intersections in the area. | | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 7 | 9.22 |
| PROJECT 12 | Sidewalk Extension - Phase 1 | Taconic Ave. - from Barrington Pl. to Berkshire Heights | | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 9.21 |
| PROJECT 13 | Sidewalk Extension - Phase 2 | Taconic Ave. - from Berkshire Heights to Haley Rd. | | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 9.21 |
| PROJECT 14 | Sidewalk Extension - Phase 3 | Taconic Ave - From Haley Rd. to Castle Hill Ave. | | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 9.21 |
| PROJECT 15 | Traffic Calming | Route 41 / North Plain Rd. - Install speed feedback signs | | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 6 | 8.19 |
| PROJECT 16 | Bicycle Accommodations | Route 183 / Park St. - Install sharrows and new share-the-road signage | | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 6 | 7.24 |
| PROJECT 17 | Bicycle Accommodations | Main St. from St. James Pl. south to Police Station. - Install sharrows and share-the-road signage | | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 6 | 6.6 |
| PROJECT 18 | Sidewalk Extension | West Ave from sidewalk end to Maple Ave / Route 41 | | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 6.09 |
| PROJECT 18 | Sidewalk Extension | Silver St. from sidewalk end to Maple Ave / Route 41 | | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 6.09 |

Project numbers refer to Table 5.1 and Table C1 in Appendix C.

Figure B1. Potential Improvements



APPENDIX C: MASSDOT COMPLETE STREETS PROJECT PRIORITIZATION PLAN

The following Appendix section (**Table C1**) is a copy of the Tier 2 Prioritization Plan that was submitted to MassDOT. Projects are identical to those found in **Table 5.1** but includes additional information such as estimated start and end locations, anticipated construction duration and other information.

Table C1 MassDOT Complete Streets Tier 2 Prioritization Plan

| Project Details | | | EJ | Complete Streets Location | | | Project Origin and Type | | Complete Streets Needs | | | | | | | | Complete Streets Funding Request | | | Construction Schedule | |
|-----------------|--|--|----------------------------------|--|--|--|---|--|------------------------|-------------------|---------------------|------------------|-------------------------------|----------------------|--------------------|--|----------------------------------|------------------------------------|--|--|--|
| Rank | Project Name | Project Description | Environmental Justice Population | Project Limits | Project Start Location: X,Y Coordinates (MA State Plane meter) | Project End Location: X,Y Coordinates (MA State Plane meter) | Complete Streets Project Origin (planning documentation or supporting analysis) | Complete Streets Project Type (refer to the Eligible Projects Worksheet) | Safety | ADA Accessibility | Pedestrian Mobility | Bicycle Mobility | Transit Operations and Access | Vehicular Operations | Freight Operations | Will this project be in Coordination with other Communities? (list, if applicable) | Total Estimated Project Cost | Complete Streets Funding Requested | Other Funding Source(s) and Amount (if applicable) | Anticipated Construction Duration (number of months) | Desired Construction Start Date (month/year) |
| 1 | Housatonic Main St. Sidewalk Extension | Extension of new ADA compliant sidewalk along Main St. for approx. 1700' to provide connectivity between village center, future shared-use path (rail trail) and nearby open space. Installation of five (5) new ADA compliant curb ramps along new sidewalk length. | Yes | End of sidewalk on Main St. in Housatonic west to the intersection of Route 41/ N. Plain Rd. | 45,629.92 , 891,050.73 | 45,279.65 , 890,796.60 | Master Plan | P2, P3, P5, P9 | X | X | X | | | | | No | \$ 241,729.44 | \$ 222,076.64 | \$19,652.80 (Chap. 90, Town) | 3 | 06/01/19 |
| 2 | Old Route 7 Shared-Use Path | Construction of approx. 2000' of new asphalt shared-use path along old Route 7 road bed. | No | Old road bed east of Route 7 from CHP to Brewery parking lot | 47,934.17 , 887,049.37 | 47,745.65 , 886,444.32 | CS Needs Assessment | B10, P2 | X | X | X | X | | | | No | \$ 275,000.00 | \$ 250,000.00 | \$25,000 (Chap. 90, Town) | 4 | 04/01/20 |
| 3 | Lake Mansfield Rd. nonmotorized Improvements | Reconstruction of Lake Mansfield Rd. with biking and walking improvements. Town is evaluating potential to install sidewalks, bike lanes, or advisory shoulders. | No | Lake Mansfield Rd. from Christian Hill Rd. to Hollenbeck Ave. | 46,052.99 , 889,119.81 | 45,744.74 , 884,932.15 | Master Plan | BO, PO | X | X | X | X | | | | No | ? | \$400,000 | Town, Chap. 90 | 4 | 08/01/21 |
| 4 | South Main St. Reconstruction | Reconstruction of South Main St. and the installation of new bike lanes, replacement and extension of sidewalk to enhance safety for seniors, as well as intersection signal and crossing upgrades. | Yes | South Main St. from intersection of Maple Ave. south to end of town jurisdiction | 46,005.44 , 883,681.27 | 46,129.58 , 882,100.15 | Capital Improvement Program (CIP) | S1, S5, S13, S16, B2, P1, P2, P3, P5, P9 | X | X | X | X | | X | | No | \$5,000,000 | \$400,000 | \$4,600,000 (Chap. 90, TIP) | 6 | 07/01/21 |
| 5 | Housley Rail Trail | Construction of approx. 5000' of new asphalt shared-use path along old rail bed in Housatonic. | Yes | Off road path from Main St. in Housatonic southeast to | 45,396.62 , 890,780.13 | 46,171.80 , 889,761.45 | Master Plan | B10, P2 | | X | X | X | | | | No | \$ 110,633.58 | \$ 101,638.98 | 8994.6 (Chap. 90) | 4 | 04/01/20 |

| Project Details | | | EJ | Complete Streets Location | | | Project Origin and Type | | Complete Streets Needs | | | | | | | | Complete Streets Funding Request | | | Construction Schedule | |
|-----------------|---|---|-----|---|------------------------|------------------------|-------------------------|--------------------|------------------------|---|---|---|--|---|--|----|----------------------------------|---------------|-----------------------------|-----------------------|----------|
| | | | | VanDeusenville Rd. | | | | | | | | | | | | | | | | | |
| 6 | East St. Bike Boulevard | Installation of sharrows, new bike warning signage (W11-1 and MA-W16-19P), (4) traffic calming speed tables and (3) radar speed feedback signs along East St. Restriping of existing crosswalks. | No | East St. from State Rd. (Route 7) south to Bridge St. | 46,648.37 , 885,097.52 | 46,704.69 , 884,106.93 | CS Needs Assessment | S5, S8, B6, B8, P9 | X | | | X | | X | | No | \$ 44,710.50 | \$ 41,075.50 | \$3635 (Chap. 90, Town) | 1 | 08/01/19 |
| 7 | Railroad St. Streetscape Enhancements | Installation of (10) ADA accessible benches and (3) trash receptacles along Railroad St. Work will complement road reconstruction and sidewalk replacement to enhance accessibility. | No | Railroad St. from Main St. (Route 7) north to approx. 49 Railroad St. | 46,174.72 , 884,344.56 | 46,083.54 , 884,420.74 | Master Plan | PO, | | | | X | | | | No | \$ 34,928.00 | \$ 33,448.00 | \$1,480 (Chap. 90, Town) | 1 | 04/01/19 |
| 8 | Housatonic Front St. Sidewalk Extension | Extension of new ADA compliant sidewalk along Front St. for approx. 700' to provide connectivity between village center and nearby open space. | Yes | Front St. in Housatonic from sidewalk end south to Oak St. | 45,978.64 , 890,815.24 | 45,998.84 , 890,605.03 | Master Plan | P2, P3, P5, P9 | X | X | X | | | | | No | \$ 145,232.25 | \$ 133,424.75 | \$11,807.5 (Chap. 90, Town) | 1 | 06/01/21 |
| 9 | Downtown Crossing Enhancements | Installation of (4) RRFB and repainting of crosswalks along Bridge St. | No | Bridge St. | 46,148.09 , 884,271.63 | 46,424.68 , 884,141.51 | CS Needs Assessment | P9, P12 | X | | | X | | | | No | \$ 60,000.00 | \$ 60,000.00 | NA | 1 | 06/01/21 |
| 10 | Castle Hill Bike Boulevard | Installation of Sharrows, new bike warning signage (W11-1 and MA-W16-19P), (3) traffic calming speed tables and (2) radar speed feedback signs along Hollenbeck Ave. | No | Hollenbeck Ave. from Lake Mansfield Rd. south to Castle St. | 45,744.74 , 884,932.15 | 45,718.07 , 884,407.26 | CS Needs Assessment | S5, S8, B6, B8, P9 | X | | | X | | | | No | \$ 23,665.20 | \$ 21,741.20 | \$1924 (Chap. 90, Town) | 1 | 08/01/19 |
| 11 | Taconic Ave. Sidewalk Extension - Phase 1 | Extension of new ADA compliant sidewalk along Taconic Ave. from Barrington Pl. to Berkshire Heights (approx 975'). Extension of sidewalk will improve connectivity between Downtown and nearby open space, as well as improve safety for students at Simon's Rock College using this roadway to walk to downtown. | Yes | Taconic Ave. from Barrington Pl. to Berkshire Heights. | 45,469.85 , 884,246.51 | 45,379.34 , 884,524.47 | CS Needs Assessment | P2, P3, P5, P9 | | X | X | X | | | | No | \$ 282,187.50 | \$ 255,097.50 | \$27090 (Chap. 90, Town) | 2 | 07/01/20 |
| 12 | Taconic Ave. Sidewalk Extension - Phase 2 | Extension of new ADA compliant sidewalk along Taconic Ave. from Berkshire Heights to Haley Rd (approx 800'). Extension of sidewalk will improve connectivity between Downtown and nearby open space, as well as improve safety for students at Simon's Rock College using this roadway to walk to downtown. | No | Alford Rd. from Berkshire Heights to Haley Rd. | 45,379.34 , 884,524.47 | 45,189.90 , 884,666.39 | CS Needs Assessment | P2, P3, P5, P9 | | X | X | X | | | | No | \$ 263,437.50 | \$ 238,147.50 | \$25290 (Chap. 90, Town) | 2 | 06/01/21 |

| Project Details | | | EJ | Complete Streets Location | | | Project Origin and Type | | Complete Streets Needs | | | | | | | | Complete Streets Funding Request | | | Construction Schedule | |
|-----------------|---|--|-----|--|---------------------------|---------------------------|-------------------------|----------------|------------------------|---|---|---|--|--|--|----|----------------------------------|---------------|---------------------------|-----------------------|----------|
| 13 | Taconic Ave. Sidewalk Extension - Phase 3 | Extension of new ADA compliant sidewalk along Alford Rd. from Haley Rd. to Castle Hill Ave (approx. 2400'). Extension of sidewalk will improve connectivity between Downtown and nearby open space, as well as improve safety for students at Simon's Rock College using this roadway to walk to downtown. | No | Alford Rd. from Haley Rd. to Castle Hill Ave. | 45,189.90 , 884,666.39 | 44,756.82 , 885,224.50 | CS Needs Assessment | P2, P3, P5, P9 | X | X | X | | | | | No | \$ 166,562.50 | \$ 150,572.50 | \$15990 (Chap. 90, Town) | 2 | 06/01/22 |
| 14 | Route 41 Traffic Calming | Installation of (2) radar speed feedback signs along Route 41/North Plain Rd. to calm traffic and enhance safety for nonmotorized users. | Yes | Route 41 / North Plain Rd. | 45,833.08 , 888,558.30 | 46,586.07 , 887,502.98 | CS Needs Assessment | S5 | X | | X | X | | | | No | \$ 13,688.00 | \$ 13,108.00 | \$580 (Town) | 1 | 08/01/19 |
| 15 | Route 183 Bicycle Accommodations | Installation of sharrows and bike warning signage (W11-1 and MA-W16-19P) along portions of Route 183 to provide greater accommodation for cyclists. | Yes | Route 183 / Park St. | 46,031.81 , 891,041.92 | 47,729.63 , 888,128.23 | CS Needs Assessment | S5, B8 | X | | X | X | | | | No | \$ 15,467.44 | \$14,812.04 | \$655.40 (Town) | 1 | 08/01/19 |
| 16 | Main St. Bicycle Accommodations | Installation of sharrows and bike warning signage (W11-1 and MA-W16-19P) along a portion of Main St. to provide greater accommodation for cyclists. | Yes | Main St. from Taconic Ave. south to Maple Ave. | 46,067.35 , 884,159.25 | 45,992.90 , 883,814.69 | CS Needs Assessment | B8 | | | | X | | | | No | \$ 4,967.80 | \$ 4,757.30 | \$210.5 (Town) | 1 | 04/01/20 |
| 17 | West Ave. Sidewalk Extension | Extension of new ADA compliant sidewalk approx. 900' along West Ave. to fill a network gap. Construction of one (1) new ADA compliant curb ramp along new sidewalk length. | Yes | West Ave. from sidewalk end south to Maple Ave. | 45,636.64 , 883,697.30 | 45,722.60 , 883,473.73 | CS Needs Assessment | P2, P3, P5, P9 | X | X | X | | | | | No | \$ 118,441.62 | \$ 108,812.22 | 9,629.4 (Chap. 90, Town) | 2 | 09/01/19 |
| 18 | Silver St. Sidewalk Extension | Extension of new ADA compliant sidewalk approx. 700' along Silver St. to fill a network gap. | Yes | Silver St. from sidewalk end north to Maple Ave. | 45,730.24 , 883,205.29 | 45,539.46 , 883,227.35 | CS Needs Assessment | P2, P3, P5, P9 | X | X | X | | | | | No | \$ 117,157.50 | \$ 107,632.50 | \$9525 (Chap. 90, Town) | 2 | 09/01/21 |

APPENDIX D: TOWN PLAN SUMMARY

The following are goals, actions, and objectives from existing town planning documents relevant to this Complete Streets Needs Assessment.

Master Plan

Goal TR 1: Improve neighborhood safety and connections by using a “Complete Streets” approach to all transportation improvements.

TR 1.1: Calm traffic speeds in neighborhoods using passive means such as speed humps, bump outs, and traffic signs.

TR 1.2: Make walking easier. Ensure there are enough sidewalks, in good repair, and connected to each other, to services, and to other neighborhoods in a logical manner. Undertake walkability studies to develop a walkability improvement plan.

TR 1.3: Make walking more appealing to pedestrians. Buffer sidewalks from roads with street trees, grass strips or other means. Partner with local garden clubs and volunteers for an “adopt a median / flower box” program following the example of other local towns.

TR 1.4: In the Capital Improvement Plan, integrate the Complete Streets approach into transportation improvements. Design and budget decisions about tree plantings, and the type materials used such as asphalt or concrete, can impact the aesthetics and safety of the transportation system and should be addressed by DPW and town boards when completing the transportation plan.

TR 1.5: Develop a connectivity plan that improves town-wide connections, using sidewalks, bike paths, and multi-use paths. Paths should connect to jobs and services such as health care, downtown, and the schools, Great Barrington and Housatonic, and scenic resources like the River and open space.

TR 1.6: Improve winter sidewalk maintenance in neighborhoods. Consider a town regulation that requires homeowners and businesses to clear sidewalks within 24 hours of a snow event. Attend to concerns of the disabled and the elderly.

TR 1.7: Commit at least 15 percent of local spending for transportation improvements to non-automobile improvements, such as sidewalks, crosswalks, street trees, trails, bike accommodations, and signage. At current levels, this would be about \$90,000 annually, enough to repair and add significant trails or sidewalks. Demonstrate this yearly when presenting the street improvement and Capital Improvement Plan.

TR 1.8: Commit that every street or road improvement, such as widening, intersection redesign, repaving, and guardrails, also accommodate pedestrians and bicycles. Mandate this in all public roads, subdivision roads, and the driveways of any new commercial development. Attend to the needs of our residents, especially to the needs of our youngsters and senior citizens. Where the road is state-maintained, e.g., all of Route 7 and Route 23 outside of downtown, advocate to Mass DOT to include bike lanes.

TR 1.9: Work with Bard College at Simon’s Rock to develop signage and maps for a pedestrian route from campus to downtown, using the on-campus trails, gas easements, and Castle Hill Avenue.

Goal TR 2: Improve traffic safety town wide.

TR 2.1: Slow speeds and reduce curb cuts to minimize vehicle-pedestrian-bike conflicts. Address high volume arterial roads and major neighborhood through streets (like East Street) first.

TR 2.2: Work with MassDOT and the BRPC to conduct an access management study of Stockbridge Road to assess needed pedestrian, bicycle, and traffic safety improvements.

TR 2.3: Continue proactive traffic enforcement. Increase patrols at high-traffic periods.

Goal TR 3: Improve local public transit.

TR 3.1: Cooperate with regional partners to fund adequately the Southern Berkshire Elderly Transportation shuttle bus service.

TR 3.2: Cooperate with regional partners, and state and federal officials, to improve the efficiency of and adequately fund the Berkshire Regional Transportation Authority. Consider a “local hub” from which more frequent service can be provided to employment and community centers in Great Barrington and South County yet make easy connections to points north.

TR 3.3: Take the lead in developing a ride share system, utilizing town website space or other resources as necessary to host a bulletin board or phone number for ride service. This is particularly important in providing access to town meetings, held at the high school, and to other services that may be remote to populations without access to a car.

Other Complete Streets Related items in the Master Plan

OSR 9.5 Continue stormwater improvements at Lake Mansfield, including the road, the boat launch, and Knob Hill Road. Design for the health of the lake, the safety of recreation area users, and vehicles.

TR 4.1 Rehabilitate Bridge Street and Cottage Street bridges. Accommodate pedestrians and bicyclists and add fishing piers where possible.

OSR 5.8 Identify and publicize the best walking roads, for those who prefer not to be off-road. Rural, low-traffic roads can be pleasant walking routes and an alternative to wilderness trails.

LU R7.3 Encourage shared driveways, connections and curb cuts between adjacent commercial uses. Route 7, particularly Stockbridge Road, can be unsafe to cross or bike or walk along. Better access management is needed.

OSR 5.2 Conduct walkability studies to identify where improvements to sidewalks and crosswalks are needed, and where connections can be made. Use studies to inform the Capital Improvement Plan.

OSR 8.2 Complete the Housatonic River Greenway (the River Walk south), to connect downtown with Olympian Meadows, the Fairgrounds, the Historical Society at the Truman Wheeler Farm, and the senior housing and Senior Center, as detailed in the 1997 Master Plan and in feasibility studies. Reach out to and cooperate with the John Dewey Academy school at Searles Castle to attend to their access, insurance, and liability concerns. Explore alternate routes if needed.

OSR 8.3 Develop a River Walk in Housatonic, extending from the Monument Mills to the Berkshire Mountain Bakery, and south, if possible. Preferably as part of development, not as an independent capital project. Consider both the east and west banks of the River.

OSR 8.5 Extend the downtown River Walk north to Cottage Street and Stanley Park.

OSR 5.3 Accommodate bike trails, sidewalks, and crosswalks when any road is rehabilitated. (See also “Complete Streets” strategies, above)

OSR 5.4 Connect Great Barrington and Housatonic village with a bike route or off-road bike trail. Work with local bike advocates and regional partners to build on the possible routes they have already identified and connect this route to the planned County-long north-south bike route.

LU H.7 Connect neighborhoods with the village core, open spaces including Old Maid's, Greenlawn Cemetery, Flag Rock, the Housatonic River, and Rising Pond.

LU R7.2 Work with land trusts, businesses, the community center, and the hospitality industry to promote trails and safe connections to open spaces and services. Some of the protected open spaces along Route 7 are connected and these are a good model to follow. These spaces should be promoted through the tourist and hospitality industry.

OSR 2.1 Develop signage to direct people to recreation areas; develop signs and/or informational kiosks at recreational areas.

Housatonic Village Walkability Study

Sidewalk Recommendations

Improve sidewalk presence and width

Improve sidewalk condition

Remove pedestrian obstructions

Crosswalk Recommendations

Add crosswalks strategically throughout the village

Improve crosswalk signage

Remove barriers posed by driveway curb cuts

Improve crosswalk markings

Safety and Traffic Recommendations

Calm traffic to reduce potential conflicts raised by speeding vehicles and limited visibility in places

Buffer sidewalks as much as possible with road shoulder, grass strips, or street trees

Aesthetics, Amenities and Connectivity Recommendations

Improve street lighting, particularly around Park St. rail underpass

Improve connectivity to Flag Rock trailheads (Grove St.), Old Maids Park (Main St), and the Cemetery (Front St.)

Complete Streets Policy

The following pages are the Great Barrington Complete Streets Policy, which was adopted in 2017. Adoption of a Complete Streets policy ensures the town is committed to Complete Streets principles. Adoption was also the first step in making the town eligible to receive technical assistance funding and potential construction funding.

Town of Great Barrington, Massachusetts

Complete Streets Policy

Complete Streets provide safety, comfort, mobility, and accessibility for all users of the street network, including pedestrians, cyclists, other nonmotorists, transit users, school bus riders, motorists, commercial vehicles, and emergency vehicles, and are for people of all ages and abilities. Complete Streets principles contribute to the safety, health, economic vitality, and quality of life in our community by improving the motorized and nonmotorized environments in order to provide safe, accessible, and comfortable means of travel between home, school, work, recreation, and/or retail destinations. The Complete Streets framework also furthers equity objectives by providing safe forms of transportation for all Great Barrington residents.

Vision and Intent

Great Barrington envisions a transportation system where users of all modes and abilities can move safely and efficiently. The purpose of the Town of Great Barrington'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 Great Barrington 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.

Core Commitment

The Town of Great Barrington recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, other nonmotorists, transit and school bus riders, motorists, freight/commercial drivers, and emergency responders are legitimate users of the transportation network and deserve safe facilities. "All users" includes users of all ages and abilities.

The Town of Great Barrington recognizes that all roadway projects, including new construction, maintenance, upgrades, and reconstruction, are opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities that is safe, accessible, and comfortable for all users.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects to the maximum extent practical. All transportation infrastructure and street design projects requiring funding or approval by the Town of Great Barrington, as well as projects funded by the State and/or Federal government, including but not limited to Chapter 90 funds, Town improvement grants, Transportation Improvement Program funds, the MassWorks Infrastructure Program, Community Development Block Grants, and other State and/or Federal funds for transportation improvements shall adhere to the Town of Great Barrington's Complete Streets Policy.

Private developments and related roadway design components shall adhere to Complete Streets principles. In addition, to the extent practical, state owned-roadways will comply with the Complete

Streets Policy, including design, construction, and maintenance of such roadways within the Town of Great Barrington.

The Superintendent of Public Works, in consultation with a Complete Streets team (described below), will use best judgment regarding the desirability and feasibility of applying Complete Streets principles for routine roadway maintenance and projects, such as repaving, restriping, and so forth. Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations, or subdivisions may be exempted from the Complete Streets Policy upon approval by the Town Manager, where documentation and data indicate that any of the following apply:

1. Roadways where specific users are prohibited by law, such as interstates or pedestrian malls. An effort will be made, in these cases, for Complete Streets accommodations elsewhere.
2. Cost or impacts of Complete Streets accommodation are excessively disproportionate to the need or probable future use.
3. Other Town policies, regulations, or requirements contradict or preclude implementation of Complete Streets principles.

Context Sensitive Approach

Complete Streets principles include the development and implementation of projects in a context-sensitive manner where project implementation is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to planning and design includes a range of goals achieved by giving significant consideration to stakeholder and community values and livability. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety, mobility, and infrastructure condition.

Best Practices

The Town of Great Barrington's Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users. Ensuring the region has a multi-modal transportation system that is well-connected, integrated, and safe is an important part of the development of transportation infrastructure in the region. Complete Streets principles will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. As practicable, recommendations from the Complete Streets team for incorporating complete streets elements will occur in project's beginning stages, prior to design, and will continue through design development, implementation phases.

The Town of Great Barrington recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.

The latest design guidance, standards, best practices, and recommendations available at the time of implementation will be used, including but not limited to the newest version of:

- MassDOT Project Development and Design Guide,¹
- NACTO Urban Street Design Guide,² Urban Bikeway Design Guide,³ Global Street Design Guide,⁴ and/or Transit Street Design Guide⁵
- FHWA Manual on Uniform Traffic Control Devices,⁶
- National Complete Streets Coalition Resources,⁷
- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach,⁸
- Architectural Access Board 521 CMR Rules and Regulations,⁹
- United States Access Board Streets and Sidewalks Guidelines,¹⁰ and/or
- AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities.¹¹

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Implementation and Next Steps

A Complete Streets team will be created to implement and monitor this initiative. The Complete Streets team will be an ad-hoc committee designated by the Town Manager. It will be a multidisciplinary team and members will include representation from: Public Works, Health, and Planning Departments, and other committees, departments or organizations, as appropriate. The focus of this team will be ensuring the implementation of the Complete Streets Policy and, where necessary, altering existing practices and overcoming barriers that may act as impediments to implementation. In addition, this team will regularly update and solicit feedback on potential projects with the general public to ensure that the perspectives of the community are considered and incorporated, as appropriate.

Implementation of the Town of Great Barrington's Complete Streets Policy will be carried out cooperatively within all relevant departments in the Town and, to the greatest extent possible, in coordination with regional, state, and federal partners.

The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets in Great Barrington.

The Town, with input from the Complete Streets team, shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines,

¹ <https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms.aspx>

² <http://nacto.org/publication/urban-street-design-guide/>

³ <http://nacto.org/publication/urban-bikeway-design-guide/>

⁴ <http://globaldesigningcities.org/publication/global-street-design-guide/>

⁵ <http://nacto.org/transit-street-design-guide/>

⁶ <http://mutcd.fhwa.dot.gov/>

⁷ <http://www.smartgrowthamerica.org/complete-streets>

⁸ <http://www.ite.org/css/>

⁹ <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>

¹⁰ <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks>

¹¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm

programs, and templates to integrate Complete Streets principles in all roadway projects.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bikeway network.

The Town will evaluate projects within the Capital Improvement Program to ensure projects comply with this Policy in a context sensitive manner and to the maximum extent practicable.

The Town will secure training for pertinent Town staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy. Training may be accomplished through workshops and other appropriate means. The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of the Complete Streets Policy.

Evaluation of Effectiveness

The Complete Streets team will develop performance measures to assess the rate, success, and effectiveness of implementing the Town of Great Barrington's Complete Streets Policy on an annual basis. The team will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy. These performance measures shall include: total miles of bike lanes, linear feet of pedestrian accommodation, number of new curb ramps installed, and number of crosswalk and intersection improvements. The team may also include metrics like: rate of crashes by mode, rate of children walking or cycling to school, and/or number of trips by mode.

Adopted by the Selectboard this ____ day of _____, 2017

Sean A. Stanton, Chair

APPENDIX E: DETAILED PROJECT COST ESTIMATES



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # E2650

Project Name Complete Streets Program

Project Location/Road Housatonic ~ Main St. Sidewalk. West Extension

Date 6/25/2018

| ITEM # | QTY. | UNIT | DESCRIPTION OF ITEM | UNIT PRICE \$ | AMOUNT \$ |
|---------|--------|-------|-----------------------------------|------------------|---------------|
| 701 | 715.00 | SY | Concrete Sidewalk | \$85.00 | \$ 60,775.00 |
| 520 | 880.00 | FT | Concrete Curb | \$35.00 | \$ 30,800.00 |
| 701.1 | 170.00 | SY | Concrete sidewalk at driveways | \$70.00 | \$ 11,900.00 |
| 701.2 | 30.00 | SY | Concrete Sidewalk Wheelchair Ramp | \$100.00 | \$ 3,000.00 |
| 861.112 | 540.00 | FT | Crosswalk - 3@180' painted ea. | \$1.20 | \$ 648.00 |
| 220 | 4.00 | EA | Drainage Structure Adjusted | \$400.00 | \$ 1,600.00 |
| 376.5 | 1.00 | EA | Hydrant Adjusted | \$1,500.00 | \$ 1,500.00 |
| 715 | 10.00 | EA | Mailbox Remove & Reset | \$120.00 | \$ 1,200.00 |
| 472 | 200.00 | TON | HMA for miscellaneous work | \$175.00 | \$ 35,000.00 |
| 151.22 | 120.00 | CY | Gravel Borrow for Sidewalks | \$55.00 | \$ 6,600.00 |
| 102.52 | 50.00 | FT | Temporary Tree Protection | \$10.00 | \$ 500.00 |
| 482.3 | 310.00 | FT | Sawcutting Asphalt | \$3.50 | \$ 1,085.00 |
| 751 | 50.00 | CY | Loam Borrow | \$60.00 | \$ 3,000.00 |
| 144 | 2.00 | CY | Class B Rock Excavation | \$150.00 | \$ 300.00 |
| 204 | 3.00 | EA | Gutter Inlet w/ F & G | \$2,500.00 | \$ 7,500.00 |
| | 1.00 | ALLOW | Safety Controls & Signage | \$2,500.00 | \$ 2,500.00 |
| | 1.00 | ALLOW | Seed, Straw Mulch & Cleanup | \$3,000.00 | \$ 3,000.00 |
| | 1.00 | ALLOW | Traffic Control | \$5,000.00 | \$ 5,000.00 |
| | 1.00 | ALLOW | Testing Services | \$1,000.00 | \$ 1,000.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | 1.00 | | Mobilization | 3% | \$ 5,307.24 |
| | 1.00 | | Construction Contingency | 10% | \$ 17,690.80 |
| | 1.00 | | Engineering / Design | 10% | \$ 17,690.80 |
| | | | | | \$ - |
| TOTAL | | | | | \$ 217,596.84 |



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # E2650

Project Name Complete Streets Program

Project Location/Road Traffic Calming - East Street

Date 7/5/2018

| ITEM # | QTY. | UNIT | DESCRIPTION OF ITEM | UNIT PRICE \$ | AMOUNT \$ |
|---------------|-------------|-------------|---|-------------------------|---------------------|
| 847.1 | 6.00 | EA | Sign Support w/ Breakaway Post Assembly - Steel | \$125.00 | \$ 750.00 |
| 832 | 30.00 | SF | Share the Road Signs (6 Total) | \$12.00 | \$ 360.00 |
| 877.4 | 2.00 | EA | Sign Post, 2-1/2" Steel | \$2,300.00 | \$ 4,600.00 |
| | 2.00 | EA | Speed Feedback Sign | \$3,500.00 | \$ 7,000.00 |
| | 1.00 | EA | Speed Feedback Sign Type 2 (trailer) | \$10,000.00 | \$ 10,000.00 |
| 864.04 | 480.00 | SF | White Reflective Sharrows 4'x6' (20 Total) | \$8.00 | \$ 3,840.00 |
| 460.01 | 4.00 | EA | HMA Speed Tables with Pavements Markings etc. | \$1,800.00 | \$ 7,200.00 |
| 460.02 | 4.00 | EA | Removable Speed Tables (ALTERNATE) | \$500.00 | \$ 2,000.00 |
| 847.1 | 2.00 | EA | Stop Signs with Posts (ALLOWANCE) | \$250.00 | \$ 500.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | 1.00 | | Mobilization | 3% | \$ 1,087.50 |
| | 1.00 | | Construction Contingency | 10% | \$ 3,625.00 |
| | 1.00 | | Engineering / Design | 10% | \$ 3,625.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | |
| TOTAL | | | | | \$ 44,587.50 |

HED-614 (R)

Supervisor/Foreman

Date



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # E2650

Project Name Complete Streets Program

Project Location/Road Traffic Calming -Castle Hill

Date 7/5/2018

| <i>ITEM #</i> | <i>QTY.</i> | <i>UNIT</i> | <i>DESCRIPTION OF ITEM</i> | <i>UNIT PRICE</i> \$ | <i>AMOUNT</i> \$ |
|---------------|-------------|-------------|---|-------------------------|---------------------|
| 847.1 | 4.00 | EA | Sign Support w/ Breakaway Post Assembly - Steel | \$125.00 | \$ 500.00 |
| 832 | 20.00 | SF | Share the Road Signs (4 Total) | \$12.00 | \$ 240.00 |
| 877.4 | 2.00 | EA | Sign Post, 2-1/2" Steel | \$2,300.00 | \$ 4,600.00 |
| | 2.00 | EA | Speed Feedback Sign | \$3,500.00 | \$ 7,000.00 |
| 460.01 | 3.00 | EA | HMA Speed Tables with Pavements Markings etc. | \$1,800.00 | \$ 5,400.00 |
| 460.02 | 3.00 | EA | Removable Speed Tables (ALTERNATE) | \$500.00 | \$ 1,500.00 |
| | | | | | \$ - |
| | 1.00 | | Mobilization | 3% | \$ 577.20 |
| | 1.00 | | Construction Contingency | 10% | \$ 1,924.00 |
| | 1.00 | | Engineering / Design | 10% | \$ 1,924.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | |
| TOTAL | | | | | \$ 23,665.20 |

HED-614 (R)

Supervisor/Foreman

Date



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # E2650

Project Name Complete Streets Program

Project Location/Road Bicycle Accomodations - Park Street

Date 6/25/2018

| ITEM # | QTY. | UNIT | DESCRIPTION OF ITEM | UNIT PRICE \$ | AMOUNT \$ |
|---------------|-------------|-------------|---|-------------------------|---------------------|
| 847.1 | 4.00 | EA | Sign Support w/ Breakaway Post Assembly - Steel | \$125.00 | \$ 500.00 |
| 832 | 20.00 | SF | Share the Road Signs (4 Total) | \$12.00 | \$ 240.00 |
| 877.4 | 2.00 | EA | Sign Post, 2-1/2" Steel | \$2,300.00 | \$ 4,600.00 |
| | 2.00 | EA | Speed Feedback Sign | \$3,500.00 | \$ 7,000.00 |
| 864.04 | 96.00 | SF | White Reflective Sharrows 4'x6' (4 Total) | \$8.00 | \$ 768.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | 1.00 | | Mobilization | 3% | \$ 393.24 |
| | 1.00 | | Construction Contingency | 10% | \$ 1,310.80 |
| | 1.00 | | Engineering / Design | 5% | \$ 655.40 |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| TOTAL | | | | | \$ 15,467.44 |

HED-614 (R)

Supervisor/Foreman

Date



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # E2650

Project Name Complete Streets Program Project Location/Road Bicycle Accomodations - South Main St. (Taconic to Police Station)

Date 7/5/2018

| <i>ITEM #</i> | <i>QTY.</i> | <i>UNIT</i> | <i>DESCRIPTION OF ITEM</i> | <i>UNIT PRICE</i> \$ | <i>AMOUNT</i> \$ |
|---------------|-------------|-------------|---|-------------------------|---------------------|
| 847.1 | 2.00 | EA | Sign Support w/ Breakaway Post Assembly - Steel | \$125.00 | \$ 250.00 |
| 832 | 10.00 | SF | Share the Road Signs (2 Total) | \$12.00 | \$ 120.00 |
| 864.04 | 480.00 | SF | White Reflective Sharrows 4'x6' (20 Total) | \$8.00 | \$ 3,840.00 |
| | | | | | \$ - |
| | | | | | \$ - |
| | 1.00 | | Mobilization | 3% | \$ 126.30 |
| | 1.00 | | Construction Contingency | 10% | \$ 421.00 |
| | 1.00 | | Engineering / Design | 5% | \$ 210.50 |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| | | | | | \$ - |
| TOTAL | | | | | \$ 4,967.80 |

HED-614 (R)

Supervisor/Foreman

Date



STATE AID REIMBURSABLE PROGRAM – PRELIMINARY ESTIMATE

Chapter 90

City /Town of Great Barrington Contract # 17

Project Name Complete Streets Program

Project Location/Road West Avenue - Sidewalk Extension to Maple Avenue

Date 7/19/2018

| ITEM # | QTY. | UNIT | DESCRIPTION OF ITEM | UNIT PRICE \$ | AMOUNT \$ |
|---------------|-------------|-------------|-----------------------------------|-------------------------|---------------------|
| 791 | 440.00 | SY | Concrete Sidewalk | \$85.00 | \$ 37,400.00 |
| 701.1 | 86.00 | SY | Concrete Sidewalk at Driveways | \$69.00 | \$ 5,934.00 |
| 701.2 | 5.00 | SY | Concrete Sidewalk Wheelchair Ramp | \$100.00 | \$ 500.00 |
| 570.2 | 710.00 | FT | HMA Curb Type 2 Curb | \$6.00 | \$ 4,260.00 |
| 472 | 4.00 | TON | HMA for Miscellaneous Work | \$200.00 | \$ 800.00 |
| 120 | 125.00 | CY | Earth Excavation | \$14.00 | \$ 1,750.00 |
| 144 | 2.00 | CY | Class B Rock Excavation | \$150.00 | \$ 300.00 |
| 151.22 | 80.00 | CY | Gravel Borrow for Sidewalks | \$55.00 | \$ 4,400.00 |
| 151 | 15.00 | CY | Gravel Borrow | \$45.00 | \$ 675.00 |
| 482.3 | 250.00 | FT | Saw Cutting Asphalt | \$3.50 | \$ 875.00 |
| 220 | 6.00 | EA | Structure Adjust | \$400.00 | \$ 2,400.00 |
| 376.5 | 1.00 | EA | Hydrant Adjust | \$1,500.00 | \$ 1,500.00 |
| 697.1 | 6.00 | EA | Sediment Sack | \$125.00 | \$ 750.00 |
| 104 | 5.00 | EA | Tree Removal 24" plus | \$2,500.00 | \$ 12,500.00 |
| 105 | 6.00 | EA | Stump Removal | \$500.00 | \$ 3,000.00 |
| 734 | 3.00 | EA | Sign Remove & Reset | \$150.00 | \$ 450.00 |
| 514 | 4.00 | EA | Granite Curb Inlet | \$450.00 | \$ 1,800.00 |
| | 1.00 | ALLOW | Safety Controls & Signage | \$2,500.00 | \$ 2,500.00 |
| | 1.00 | ALLOW | Seed, Straw Mulch & Cleanup | \$5,000.00 | \$ 5,000.00 |
| | 1.00 | ALLOW | Traffic Control | \$8,000.00 | \$ 8,000.00 |
| | 1.00 | ALLOW | Testing Services | \$1,500.00 | \$ 1,500.00 |
| SUBTOTAL | | | | | \$ 96,294.00 |
| | 1.00 | | Mobilization | 3% | \$2,888.82 |
| | 1.00 | | Construction Contingency | 5% | \$4,814.70 |
| | 1.00 | | Engineering/Design | 5% | \$4,814.70 |
| TOTAL | | | | | \$108,812.22 |

APPENDIX F: PUBLIC SURVEY RESULTS

This Appendix includes a summary of the open-ended responses to the Great Barrington Complete Streets survey. Responses were categorized by type and location to aid with project identification. It also includes the individual responses to each question. Finally, it contains the individual responses to the project selection survey.

GB Complete Streets Survey Open Ended Response Summary

Q3

Where do you feel most safe walking or riding a bike in Great Barrington? Please list specific streets or areas of town.

| Area | mention1 | mention2 | mention3 | mention4 | sum | % (of 281) |
|-----------------|----------|----------|----------|----------|-----|------------|
| Downtown | 118 | 7 | | | 125 | 44.5% |
| Castle hill | 32 | 10 | 3 | 1 | 46 | 16.4% |
| General | 46 | | | | 46 | 16.4% |
| Housatonic | 14 | 16 | 1 | 1 | 32 | 11.4% |
| East st | 10 | 9 | 4 | 1 | 24 | 8.5% |
| Nowhere | 19 | | | | 19 | 6.8% |
| Everywhere | 13 | | | | 13 | 4.6% |
| West of town | 8 | 3 | 3 | | 14 | 5.0% |
| Lake mansfield | 2 | 6 | 2 | | 10 | 3.6% |
| South main | 7 | 3 | | | 10 | 3.6% |
| Stockbridge Rd. | 4 | 4 | 2 | | 10 | 3.6% |
| State road | 3 | 3 | | | 6 | 2.1% |

19 responses mention difficulty crossing the road, particularly in downtown area

10 responses mention walking / biking in cemeteries in town

Q4

Where do you feel most unsafe walking or riding a bicycle in Great Barrington? Please list specific streets or areas of town.

| Area | mention1 | mention2 | mention3 | mention4 | sum | % (of 283) |
|-----------------|----------|----------|----------|----------|-----|------------|
| Downtown | 60 | 8 | 2 | | 70 | 24.7% |
| North Plain | 46 | 17 | 1 | | 64 | 22.6% |
| Stockbridge Rd. | 22 | 19 | | 1 | 42 | 14.8% |
| Lake Mansfield | 23 | 11 | 4 | | 38 | 13.4% |
| Housatonic | 15 | 14 | 5 | | 34 | 12.0% |
| General | 28 | 1 | | | 29 | 10.2% |
| Castle Hill | 20 | 4 | 2 | | 26 | 9.2% |
| South Main | 15 | 3 | | | 18 | 6.4% |
| East St | 10 | 6 | | | 16 | 5.7% |
| Nowhere | 12 | | | | 12 | 4.2% |
| West of town | 7 | 3 | 2 | | 12 | 4.2% |
| State Road | 4 | 4 | | | 8 | 2.8% |
| Everywhere | 6 | 1 | | | 7 | 2.5% |

17 responses mention difficulty crossing the road, particularly in downtown area

13 responses mention Railroad st.

13 responses mention RR underpass on North Plain Road

Q6

What areas of Town could provide better accessibility for people with disabilities?

| Area | mention1 | mention2 | mention3 | mention4 | sum | % (of 240) |
|-----------------|----------|----------|----------|----------|-----|------------|
| Downtown | 80 | 3 | 1 | | 84 | 35.0% |
| Don't Know | 52 | | | | 52 | 21.7% |
| General | 40 | 1 | | | 41 | 17.1% |
| Housatonic | 18 | 4 | | 1 | 23 | 9.6% |
| Castle hill | 8 | 6 | 1 | | 15 | 6.3% |
| Everywhere | 12 | 1 | | | 13 | 5.4% |
| Lake mansfield | 8 | 3 | 1 | | 12 | 5.0% |
| South main | 8 | 4 | | | 12 | 5.0% |
| Stockbridge Rd. | 2 | 5 | 1 | | 8 | 3.3% |
| North Plain | 4 | 1 | | | 5 | 2.1% |
| East St | 3 | | | | 3 | 1.3% |
| State road | 2 | | | | 2 | 0.8% |
| West of town | 2 | | | | 2 | 0.8% |
| Nowhere | 1 | | | | 1 | 0.4% |

6 responses mention Ramsdell Library

Several responses of "needed everywhere but downtown"

13 responses mention parking

30 responses specifically mention Railroad St.

16 specifically mention Bridge St.

How would you improve WALKING and walkability in Great Barrington? Walkability is defined as how “friendly” an area is to walking. Walkable areas make it easy, enticing, and safe to walk for pedestrians. If you have a specific street or intersection in mind, please note this in your response.

Q7

| Improvement | mention1 | mention2 | mention3 | mention4 | sum | % (of 258) |
|--|----------|----------|----------|----------|-----|------------|
| Sidewalk (repair, extension, etc) | 132 | 8 | 2 | | 142 | 55.0% |
| Crossings | 32 | 17 | 1 | | 50 | 19.4% |
| General | 21 | | | | 21 | 8.1% |
| Traffic Calming | 11 | 9 | 1 | | 21 | 8.1% |
| Don't know | 18 | | | | 18 | 7.0% |
| lighting | 4 | 14 | | | 18 | 7.0% |
| Shared-Use Path | 6 | 5 | 1 | | 12 | 4.7% |
| Shoulder | 4 | 8 | | | 12 | 4.7% |
| Enforcement | 6 | 3 | 1 | | 10 | 3.9% |
| Streetscape | 6 | 1 | 2 | | 9 | 3.5% |
| Intersections | 7 | | | | 7 | 2.7% |
| Downtown Sidewalks (ledges, tripping, etc) | 1 | 5 | | | 6 | 2.3% |
| Underpass | 5 | 1 | | | 6 | 2.3% |
| Winter Maintenance | 4 | 2 | | | 6 | 2.3% |
| Bike Lanes | | 2 | | | 2 | 0.8% |

17 responses specifically mention Railroad St.

13 responses specifically mention Bridge St.

19 responses specifically mention Lake Mansfield

11 responses mention Taconic Ave.

8 mention north plain rd.

How would you improve BIKING in Great Barrington?
Consider changes you would make so that it would be easier,
more convenient, and safe to use a bicycle to get around
town. If you have a specific street or intersection in mind,
please note this in your response.

Q8

| Improvement | mention1 | mention2 | mention3 | mention4 | sum | % (of 233) |
|--|----------|----------|----------|----------|-----|--------------|
| Bike Lanes / Widening / Shoulders | 97 | 5 | | | 102 | 43.8% |
| General | 34 | | | | 34 | 14.6% |
| Bike Path / Connect Housatonic and Downtown | 29 | 3 | | | 32 | 13.7% |
| Don't know / Don't B | 28 | | | | 28 | 12.0% |
| Traffic Calming | 14 | | | | 14 | 6.0% |
| Bike Racks | 8 | 2 | 1 | | 11 | 4.7% |
| Signage / Route marki | 5 | 4 | 2 | | 11 | 4.7% |
| Enforcement | 6 | 2 | | | 8 | 3.4% |
| Road Maintenance | 6 | 2 | | | 8 | 3.4% |
| Underpass | 2 | 3 | | | 5 | 2.1% |
| Education | 2 | 2 | | | 4 | 1.7% |
| Crossings | 1 | 1 | | | 2 | 0.9% |
| Bike Share | | 1 | 1 | | 2 | 0.9% |
| Intersections | 1 | | | | 1 | 0.4% |

28 responses mention Route 41 / North Plain Rd

22 responses mention Route 7

How would you improve TRAFFIC SAFETY in Great Barrington?
Consider how you might make Town roads safer for pedestrians,
bicyclists, drivers, and people of all ages and abilities (e.g., more
crosswalks, improved signage, better lighting, etc.) If you have a
specific street or intersection in mind, please note this in your
response.

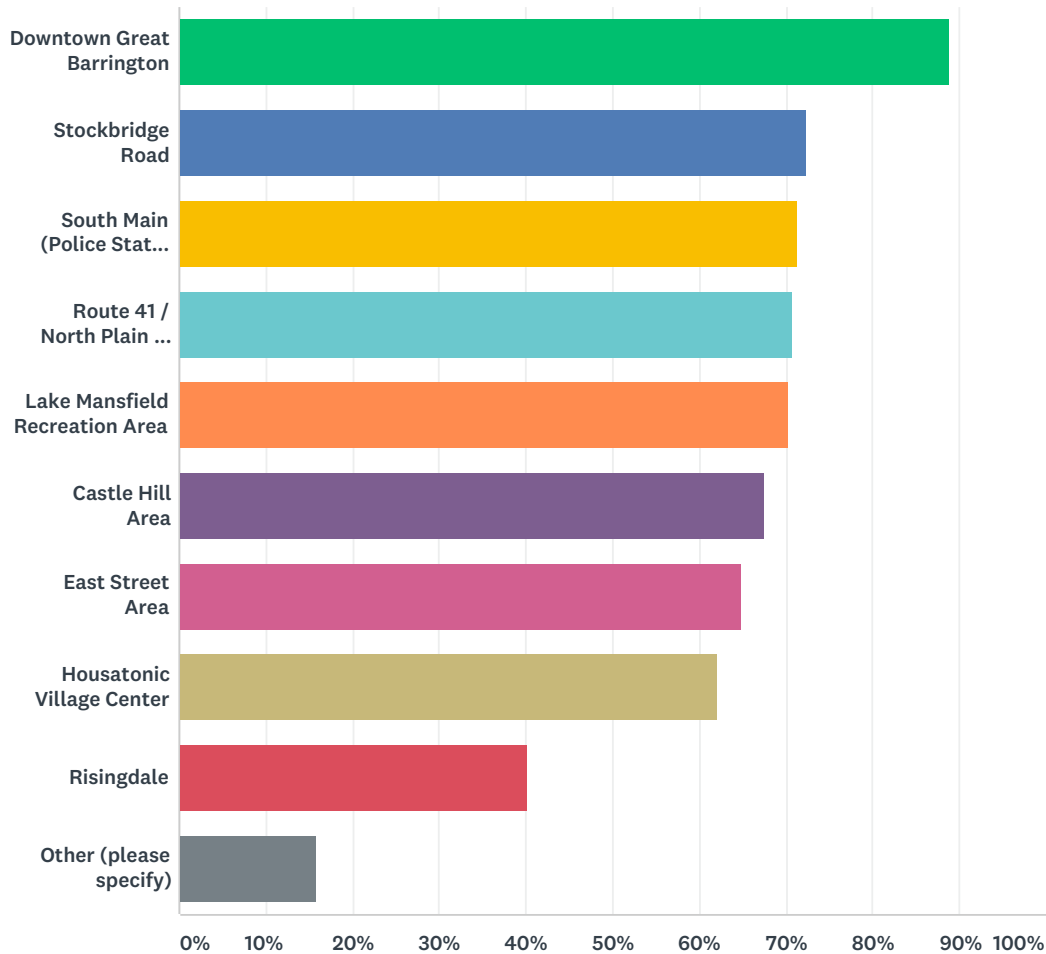
Q9

| Improvement | 1 | 2 | 3 | 4 | sum | % (of 251) |
|--------------------------------|----|----|---|---|-----|--------------|
| Crossings | 70 | 16 | 6 | | 92 | 36.7% |
| Signals + intersections | 32 | 10 | | | 42 | 16.7% |
| Enforcement | 29 | 9 | 2 | | 40 | 15.9% |
| Traffic calming | 30 | 8 | 1 | | 39 | 15.5% |
| Signage | 13 | 11 | 2 | | 26 | 10.4% |
| Lighting | 12 | 5 | 2 | 1 | 20 | 8.0% |
| General | 18 | | | | 18 | 7.2% |
| Bike lanes | 3 | | 3 | 2 | 8 | 3.2% |
| Parking | 3 | 5 | | | 8 | 3.2% |
| Education + Awareness | 5 | 2 | | | 7 | 2.8% |
| Sidewalks | | 6 | 1 | | 7 | 2.8% |
| Striping | 1 | 4 | | | 5 | 2.0% |
| Route 7 Bypass | 3 | 1 | | | 4 | 1.6% |
| Underpass | 3 | | | 1 | 4 | 1.6% |
| Widening | | 2 | 2 | | 4 | 1.6% |
| Maintenance | 2 | 1 | | | 3 | 1.2% |
| Road diet | 3 | | | | 3 | 1.2% |
| Shared roads | | 2 | | | 2 | 0.8% |

| | | | | | | |
|-------------------------|---|---|---|--|-----|------------|
| Q10 | <p>How would you improve PUBLIC TRANSPORTATION in Great Barrington? Consider how you would improve public transportation, such as the BRTA bus route, paratransit, or SBETC Elderly transportation services in the community. If you have a specific street or intersection in mind, please note this in your response.</p> | | | | | |
| | 1 | 2 | 3 | | Sum | % (of 229) |
| Don't know / don't use | 75 | | | | 75 | 32.8% |
| General | 44 | | | | 44 | 19.2% |
| Frequency | 27 | 4 | | | 31 | 13.5% |
| Route Changes | 19 | 7 | 1 | | 27 | 11.8% |
| Education / promotion | 18 | 3 | | | 21 | 9.2% |
| Trolley / train | 15 | 2 | 1 | | 18 | 7.9% |
| Shelters / stops | 13 | 2 | | | 15 | 6.6% |
| Weekend / night service | 10 | 5 | | | 15 | 6.6% |
| Rideshare | 2 | 5 | | | 7 | 3.1% |
| Wassaic | 1 | 2 | 1 | | 4 | 1.7% |
| Parking | 2 | | | | 2 | 0.9% |

Q1 Which neighborhoods in Great Barrington are you familiar with? (Please check all that apply)

Answered: 296 Skipped: 1



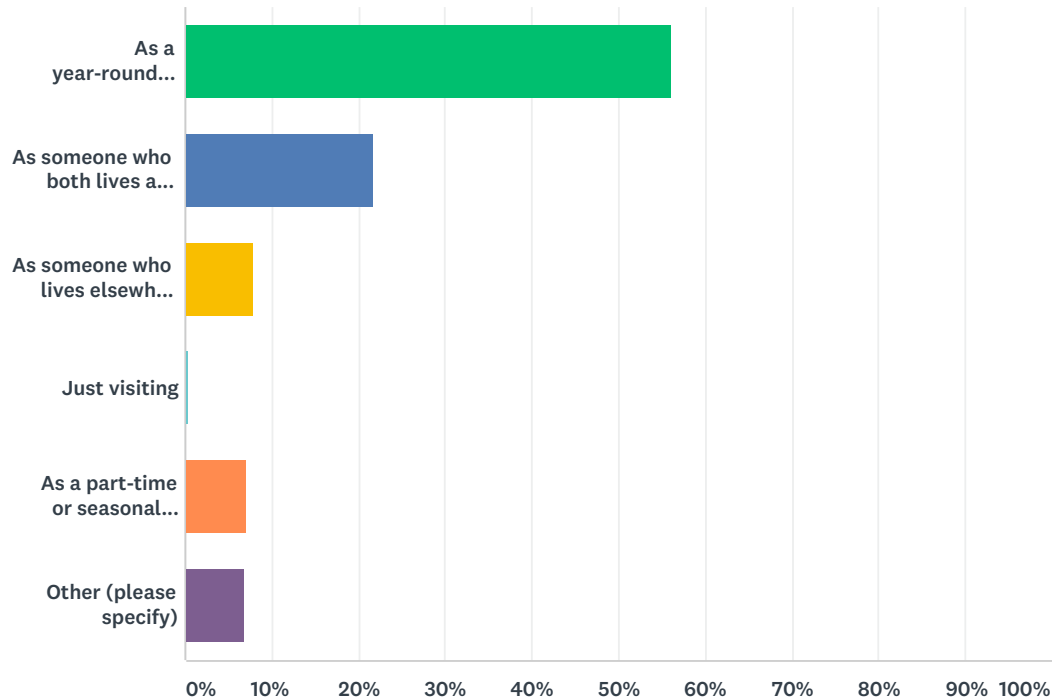
| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Downtown Great Barrington | 88.85% | 263 |
| Stockbridge Road | 72.30% | 214 |
| South Main (Police Station south to Senior Center) | 71.28% | 211 |
| Route 41 / North Plain Rd (Downtown to Division St) | 70.61% | 209 |
| Lake Mansfield Recreation Area | 70.27% | 208 |
| Castle Hill Area | 67.57% | 200 |
| East Street Area | 64.86% | 192 |
| Housatonic Village Center | 62.16% | 184 |
| Risingdale | 40.20% | 119 |
| Other (please specify) | 15.88% | 47 |

Great Barrington Complete Streets Survey

Total Respondents: 296

Q2 What is your relationship to the Town of Great Barrington. (Please check only one)

Answered: 293 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| As a year-round resident | 55.97% | 164 |
| As someone who both lives and works in Town | 21.84% | 64 |
| As someone who lives elsewhere but commutes to Town to work | 7.85% | 23 |
| Just visiting | 0.34% | 1 |
| As a part-time or seasonal resident | 7.17% | 21 |
| Other (please specify) | 6.83% | 20 |
| TOTAL | | 293 |

Q3 Where do you feel most safe walking or riding a bike in Great Barrington? Please list specific streets or areas of town.

Answered: 282 Skipped: 15

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | where sidewalks are | 4/17/2018 8:50 AM |
| 2 | just around the quiet street around Fairview Terrace and Blue Hill and St. Peters cemetery | 4/5/2018 10:35 PM |
| 3 | Rt 7 south of police station and in town north of Dewey Academy | 4/5/2018 7:46 PM |
| 4 | Walking anywhere there is a sidewalk. Riding my bike only at the cemetery behind 4 brothers. | 4/5/2018 4:51 PM |
| 5 | Main Street Downtown Great Barrington | 4/5/2018 3:35 PM |
| 6 | downtown area / stockbridge road. | 4/5/2018 12:19 PM |
| 7 | Biking Main St. south of town center walking | 4/5/2018 12:17 PM |
| 8 | Nowhere - I have been in GB main St. since its beautification. | 4/5/2018 11:24 AM |
| 9 | downtown GB | 4/5/2018 11:20 AM |
| 10 | unsafe | 4/5/2018 11:19 AM |
| 11 | I dont walk or bike, I park at the store Im shopping at. | 4/5/2018 11:17 AM |
| 12 | Downtown, south of Silver St. to Senior Center | 4/5/2018 11:13 AM |
| 13 | GB Cemetery | 4/5/2018 9:24 AM |
| 14 | Downtown, main street | 4/5/2018 9:10 AM |
| 15 | Reconstructed main st. and flanking areas- on foot only. Biking on back roads/ rail trail only. | 4/5/2018 8:47 AM |
| 16 | Section of State Road where there are wide shoulders. Bike lanes in town are an improvement but still challenging. | 4/4/2018 4:00 PM |
| 17 | I feel most safe walking around Main Street, East Street to Cottage Street and Cottage Street back to Main Street. | 4/4/2018 3:34 PM |
| 18 | Castle Hill, Lake Mansfield | 4/4/2018 12:25 PM |
| 19 | Walking on the sidewalks in GB are safe for me. | 4/4/2018 12:19 PM |
| 20 | Main st., Railroad St., Bridge St. is OK, but sidewalks down to skate park need work. | 4/4/2018 11:18 AM |
| 21 | quiet side streets | 4/4/2018 10:56 AM |
| 22 | Walking where there are sidewalks. Biking most anywhere, but North Plain Road, Park St. and Van Deusenville could sure use a marked bike lane. | 4/4/2018 10:28 AM |
| 23 | On the sidewalk in Housatonic for walking. Riding, I try to go out to low traffic areas since most town roads do not have bike paths so I use Division Street go to Alford St. Division St is horrible due to no space and horrible pavement. Sooo dangerous. | 4/4/2018 10:13 AM |
| 24 | East Street area | 4/3/2018 9:27 PM |
| 25 | Boardman Street | 4/2/2018 3:32 PM |
| 26 | I feel safe walking where there are sidewalks. I don't think that riding a bike is safe anywhere. Drivers don't respect bikes. | 4/2/2018 1:42 PM |
| 27 | Main Street between from the Mahawie to the Prarie Whale and up by Lake Mansfield. | 4/2/2018 12:39 PM |
| 28 | Castle Hill area | 4/1/2018 6:29 PM |
| 29 | Parts of Downtown Housatonic. Downtown GB proper. | 3/31/2018 5:21 PM |

Great Barrington Complete Streets Survey

| | | |
|----|--|--------------------|
| 30 | Downtown GB; the red and white crosswalks are great and the sidewalks are beautiful. In Housatonic Village ONLY WHERE THERE ARE SIDEWALKS. | 3/31/2018 1:48 PM |
| 31 | I feel safe everywhere, but I suppose I feel most safe in my own neighborhood of East Street/Cottage. | 3/30/2018 4:07 PM |
| 32 | No where | 3/30/2018 4:04 PM |
| 33 | I think Main St is very safe, it doesn't attract a bad group of people. | 3/30/2018 1:10 PM |
| 34 | State Rd toward Butternut Basin. Up Rt. 7 on the sidewalks toward Marshals. | 3/30/2018 10:00 AM |
| 35 | no where | 3/29/2018 10:36 AM |
| 36 | Nowhere! It's treacherous and non pedestrian friendly at every corner. Also, there is too much visual noise, i. e. too many sign and poles. | 3/29/2018 8:45 AM |
| 37 | In and around Main St, off of East St & around Pine, by the reservoir (although there are a lot of ticks up there!). | 3/28/2018 3:28 PM |
| 38 | downtown | 3/28/2018 11:25 AM |
| 39 | Walking - anywhere there are sidewalks and a buffer - downtown GB, sidewalk in Castle Hill area. Biking - anywhere with a dedicated bike lane - downtown GB. | 3/28/2018 8:56 AM |
| 40 | village, stockbridge rd up to 183, train tracks, Lake Mansfield | 3/28/2018 7:16 AM |
| 41 | Alford Road, Boardman Road, North Plan Road, Route 151 | 3/27/2018 8:32 PM |
| 42 | Main St. East St Area. That is it. | 3/27/2018 7:05 PM |
| 43 | Main Street Side walks | 3/27/2018 6:49 PM |
| 44 | east sheffield rd | 3/27/2018 10:45 AM |
| 45 | Hollenbeck Ave, Sumner Street area. | 3/27/2018 7:40 AM |
| 46 | walking on main st.. Do not ride Bikes | 3/26/2018 9:09 PM |
| 47 | none really | 3/26/2018 3:48 PM |
| 48 | Castle Hill ave, east street, | 3/26/2018 10:17 AM |
| 49 | Some of the hill areas and Main Street | 3/26/2018 5:59 AM |
| 50 | Downtown area, downtown Housatonic, East St neighborhood, Castle Hill neighborhood | 3/23/2018 11:22 AM |
| 51 | west out by Hurlburt rd. | 3/22/2018 10:12 PM |
| 52 | Walking anywhere in the downtown area. Very safe. Crosswalks are good. The autos are well aware and slow down or stop. I bike constantly and this area is also pretty good. The one problem that is really unavoidable I guess is that the bike lanes are next to the parked cars and a biker's nightmare is driver not paying attention might open his door into the bike lane. I am very careful here and I don't see how much can be done other than maybe a sign on each side of town for drivers to be alert to this. | 3/22/2018 6:25 PM |
| 53 | Main Street downtown | 3/22/2018 9:34 AM |
| 54 | Taconic Ave to downtown, Main Street shopping area, except crossing the street,. Generally where there are sidewalks for walking. Haven't ridden a bike recently. | 3/22/2018 8:57 AM |
| 55 | Downtown | 3/22/2018 8:32 AM |
| 56 | When on a sidewalk. Since the downtown project that area is most walkable with the new sidewalks. | 3/22/2018 7:43 AM |
| 57 | Walkthrough between railroad st and triplex | 3/22/2018 7:09 AM |
| 58 | main st is OK, being well marked. But the CROSS WALKS ARE TERRIBLE, being inconsistent: wait for the light? Go ahead? Nobody knows what to do and it is a stupid and unsafe and ambiguous situation. I have seen so many near-fatalities there. | 3/22/2018 6:31 AM |
| 59 | Honestly, I don't feel safe being a pedestrian anywhere there are moving cars in GB. The worst is main st. in center of town - so many distracted drivers not stopping at crosswalks for pedestrians. Railroad street is pretty good - it's a one way st. and many are looking for parking so driving slower. | 3/22/2018 6:05 AM |

Great Barrington Complete Streets Survey

| | | |
|----|---|--------------------|
| 60 | Walking: downtown is OK, residential streets on the Hill are good, Hurlburt Rd is very good. Biking: Christian Hill Rd is OK (but needs repaving), MA23 (State Rd) east of US7 is good, Alford Rd is good. | 3/21/2018 7:19 PM |
| 61 | I am 92 years old and cannot walk any distance but feel perfectly safe driving my car on Main Street & adjoining streets, going to the Post Office and all other errands I want to do around Town. | 3/21/2018 2:40 PM |
| 62 | Cemetery in HOUSATONIC. | 3/21/2018 12:16 PM |
| 63 | Downtown areas, local neighborhoods | 3/21/2018 9:53 AM |
| 64 | Anywhere in GB where there is an actual sidewalk. | 3/21/2018 9:09 AM |
| 65 | Castle Hill area but not Lake Mansfield area | 3/21/2018 9:00 AM |
| 66 | 'The hill' (except Taconic & West). Downtown: along Main Street (Except crossing), Westbound Railroad. East of Main (except Bridge St). East Street neighborhood, except East Street itself. | 3/20/2018 9:49 PM |
| 67 | Main street South Main St. (up to Bilmar's) | 3/20/2018 6:05 PM |
| 68 | walking in downtown. biking- no where is safe. | 3/20/2018 5:27 PM |
| 69 | outside of the downtown | 3/20/2018 3:54 PM |
| 70 | Downtown main street and all streets within the downtown area, railroad etc. | 3/20/2018 3:19 PM |
| 71 | The traffic pattern has greatly impacted downtown pedestrians, it is not implicitly safe from cars and distracted drivers. Out of downtown is safer for walking and bicycling, but still too busy for the the original small town model and the development today and how everyone will be impacted. I don't think that development of this small town is being taken into account as far as pedestrians and traffic flow. | 3/20/2018 2:33 PM |
| 72 | Roads with wider shoulders, 7 & State/183/57 toward Butternut. | 3/20/2018 1:48 PM |
| 73 | Main street | 3/20/2018 12:18 PM |
| 74 | Safe walking on main st, although the new curbs can be very awkward- jutting up where you don't expect. | 3/20/2018 11:35 AM |
| 75 | Back streets like Boardman Street, away from any traffic; not regular throughways. | 3/20/2018 11:16 AM |
| 76 | Walking on Main Street | 3/20/2018 11:14 AM |
| 77 | Main Street | 3/20/2018 11:01 AM |
| 78 | Parts of downtown, Housatonic Village. Most of the Hill | 3/20/2018 10:29 AM |
| 79 | Main Street sidewalks, behind Main Street | 3/20/2018 10:26 AM |
| 80 | main st, castle hill area | 3/20/2018 10:05 AM |
| 81 | The Hill neighborhood, Simons Rock campus | 3/20/2018 9:56 AM |
| 82 | I feel safe walking on streets with sidewalks, or on streets quiet enough so that there is seldom two-way traffic so there is plenty of room for cars to avoid pedestrians. I would not feel safe walking on Stockbridge Road north of town; I have seen people walking at the edge of the road there and wondered that there is no sidewalk there between CHP and the Price Chopper shopping center. Likewise route 41 near town, and Alford Road between Castle Street and Simon's Rock. The top part of Taconic is iffy for pedestrians, too (I have had to walk there while canvassing). As for bikes, I confess I do not ride a bike any more, but I would be terrified to ride on any main road in and around town. There are bike lanes, sure, but they are merely painted lines and they are often blocked by parking or double-parked cars and trucks. If there were any way to use existing paths to make a bike lane entirely separate from traffic for recreational use, I would be for it. Beside the railway line would be a good place, and the gentle grade would be an advantage, too. Trains do not come often and when they do they make enough noise so that a bicyclist could get far enough away not to be in danger. | 3/20/2018 9:54 AM |
| 83 | On Main St sidewalks from the PO to Town Hall | 3/20/2018 9:41 AM |
| 84 | Main Street | 3/20/2018 9:22 AM |
| 85 | Alleyways | 3/20/2018 9:09 AM |
| 86 | Everywhere | 3/20/2018 9:00 AM |

Great Barrington Complete Streets Survey

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|-----|--|--------------------|
| 87 | Downtown | 3/20/2018 8:34 AM |
| 88 | "The Hill" neighborhood near Lake Mansfield and western GB, around Round Hill Road / the sheep farm. | 3/20/2018 8:01 AM |
| 89 | Main Street | 3/20/2018 7:48 AM |
| 90 | Castle hill, Bridge St | 3/20/2018 7:41 AM |
| 91 | Alford. Actually riding through town is okay with bike lane. Town as you define it here is so small that it's just a pass through on a bike. Walking is fine too because the sidewalks exist though on railroad they should be repaired. And the steel plates in front of some building are slippery in rain. Is there something that can be done by town there? | 3/20/2018 7:24 AM |
| 92 | house on taconic ave to town | 3/20/2018 6:51 AM |
| 93 | All along Main Street and along State Rd | 3/20/2018 6:38 AM |
| 94 | Just the places that have very little traffic and the only people who go there live there... like the small streets around east st and housatonic area. | 3/19/2018 10:36 PM |
| 95 | Boardman Street into Sheffield. West Sheffield Road into Sheffield | 3/19/2018 6:47 PM |
| 96 | On the sidewalks in GB (only those in town) | 3/19/2018 5:02 PM |
| 97 | do not have bike but have a wheel chair | 3/19/2018 2:07 PM |
| 98 | Blue hill road Fairview terrace | 3/19/2018 12:27 PM |
| 99 | Walking on sidewalks only- Main St in GB (brown bridge to South Main St), Downtown Housatonic, Stockbridge Road, East Street area | 3/19/2018 10:59 AM |
| 100 | Biking-Hurlburt, Alford road north of Hurlburt, Green River Road | 3/19/2018 8:29 AM |
| 101 | Walking- anywhere there is a sidewalk especially on side streets. Less so on Stockbridge Rd especially when trying to cross the road (ex Greylock Credit Union to Berkshire Bank is dangerous attempting to cross as a pedestrian. | 3/18/2018 10:37 PM |
| 102 | Main Street | 3/18/2018 9:50 PM |
| 103 | yup | 3/18/2018 9:41 PM |
| 104 | walking: Railroad St. Castle St. and the Hill | 3/18/2018 4:32 PM |
| 105 | Castle Hill area, Main Street (walking) | 3/18/2018 3:26 PM |
| 106 | One of the cemeteries..believe it or not! | 3/18/2018 2:10 PM |
| 107 | Main Street | 3/18/2018 2:03 PM |
| 108 | I feel most safe on quiet secondary, often dirt roads. | 3/18/2018 10:15 AM |
| 109 | Castle hill area | 3/18/2018 8:28 AM |
| 110 | Prospect,Hollenbeck, etc | 3/18/2018 7:57 AM |
| 111 | Main St. | 3/18/2018 1:15 AM |
| 112 | Main street in the town center for walking, not so safe for biking | 3/17/2018 6:34 PM |
| 113 | Feel safe on all the streets in the "Brooklyn" East St. neighborhoods. Also all the neighborhoods in GB. Walk most of them on a regular basis | 3/17/2018 4:06 PM |
| 114 | I have not felt unsafe anywhere. Therefore this is a question I cannot answer. | 3/17/2018 10:17 AM |
| 115 | Anywhere | 3/17/2018 9:29 AM |
| 116 | Housatonic Center, Lake Mansfield | 3/17/2018 8:43 AM |
| 117 | Walking and riding a bike are two completely different thing. I feel safe walking anywhere there are side walks. I feel safe riding my bike anywhere there are designated bike lanes. Stockbridge rd to state rd to main st to south main st. | 3/16/2018 11:57 PM |
| 118 | Main Street, GB | 3/16/2018 9:58 PM |
| 119 | Bicycling-nowhere; walking-Main St. Downtown; walking-Taconic Ave. Barrington Pl. Berkshire Hts. | 3/16/2018 9:22 PM |

Great Barrington Complete Streets Survey

| | | |
|-----|--|--------------------|
| 120 | I feel safe walking pretty much anywhere in GB (and I walk a lot) except maybe Alford Road. I only feel safe biking on the sidewalks. The bike paths do NOT make me feel safe at all, especially the one on Main Street. | 3/16/2018 9:08 PM |
| 121 | Parking lots sadly. As most sidewalks aren't able to support wheelchair without issues | 3/16/2018 8:50 PM |
| 122 | Bike on streets in Housatonic, van duesenville road. Walk in Housatonic, downtown and the hill. | 3/16/2018 7:27 PM |
| 123 | I feel safe walking everywhere except the major roads that do not have sidewalks - | 3/16/2018 6:26 PM |
| 124 | Boardman, Christian Hill, 23 east of town | 3/16/2018 5:55 PM |
| 125 | Housatonic walkibg | 3/16/2018 4:37 PM |
| 126 | anywhere outside of the immediate downtown Main Street area | 3/16/2018 3:48 PM |
| 127 | Sidewalk | 3/16/2018 3:43 PM |
| 128 | where there are sidewalks in Housatonic | 3/16/2018 3:30 PM |
| 129 | No where when it comes to riding a bike. Too many cars going too fast. Can't bike on sidewalks, many are uneven. Feel safe walking East Street area and from Belcher Square to Price Chopper. | 3/16/2018 2:38 PM |
| 130 | Mainly just main st. East st. Bridge. | 3/16/2018 2:32 PM |
| 131 | Southmain Street, East street and Main street Loop and most side roads in town have sidewalks Route 7 North up till 183 North. | 3/16/2018 1:02 PM |
| 132 | Side streets, when we are able to avoid pot holes. Commonwealth Ave, Magnolia Street, Stockbridge Road | 3/16/2018 12:57 PM |
| 133 | around the Hill, in town (downtown shops) | 3/16/2018 12:40 PM |
| 134 | On the sidewalks on main street and also on the sidewalk section of Housatonic on rte 183 and in Housatonic Center | 3/16/2018 12:31 PM |
| 135 | Most any place. Do you mean safe as I am not going to trip and fall, or safe as in getting mugged? Be more specific. | 3/16/2018 12:24 PM |
| 136 | All over | 3/16/2018 12:03 PM |
| 137 | I feel safe when there are sidewalks in either Housie or GB. | 3/16/2018 11:51 AM |
| 138 | Housatonic Cemetery, sidewalks on Main St Housatonic. | 3/16/2018 11:51 AM |
| 139 | Almost everywhere | 3/16/2018 11:02 AM |
| 140 | On the Hill towards Lake Mansfield for biking and walking. Walking all neighborhoods, including downtown, down Bridge St to East St area. | 3/16/2018 10:59 AM |
| 141 | main st, cottage st, railroad st | 3/16/2018 10:44 AM |
| 142 | Walking anywhere there are sidewalks | 3/16/2018 9:39 AM |
| 143 | Main Street | 3/16/2018 9:39 AM |
| 144 | Walking downtown; at least there are sidewalks! | 3/16/2018 9:02 AM |
| 145 | Seekonk Cross Rd., Alford Rd. | 3/16/2018 8:30 AM |
| 146 | Side streets with (in good condition) sidewalks are safest. Bicycle riding in Great Barrington and Housatonic is taking your life into your own hands. | 3/16/2018 8:19 AM |
| 147 | All streets except Main Street | 3/16/2018 6:49 AM |
| 148 | Near my home, on the hill, Lake Ave. | 3/16/2018 5:15 AM |
| 149 | East Street, only in good weather | 3/16/2018 4:15 AM |
| 150 | On Main Street, where the sidewalks are well "padded" from traffic. | 3/15/2018 11:39 PM |
| 151 | Downtown | 3/15/2018 11:31 PM |
| 152 | Main st | 3/15/2018 11:19 PM |
| 153 | Main street | 3/15/2018 10:50 PM |
| 154 | Cemetery in Housatonic. | 3/15/2018 10:41 PM |

Great Barrington Complete Streets Survey

| | | |
|-----|--|--------------------|
| 155 | No where | 3/15/2018 10:10 PM |
| 156 | Downtown | 3/15/2018 9:41 PM |
| 157 | On some sidewalks on the hill. On Main Street. But I don't feel that safe crossing the street. Thats it. I don't feel safe biking, neither does my avid cyclist husband. | 3/15/2018 9:36 PM |
| 158 | Nowhere is particularly safe for biking, except for rural roads such as Alford Road toward Alford. Main street in town is OK for walking, as long as you take care not to stumble over all the unnecessary ledges and isles. Railroad street has dismal sidewalks. | 3/15/2018 9:25 PM |
| 159 | On the sidewalks along Main Street. | 3/15/2018 9:14 PM |
| 160 | Main Street | 3/15/2018 8:07 PM |
| 161 | Feel safe walking on all the sidewalks. Riding a bike on any street that has a breakdown lane or a bike lane. | 3/15/2018 7:43 PM |
| 162 | Main Street, Housatonic, to Prospect Street. Oak Street. Kirk Street, Hart Street, Fairview Road. Park Street from the bridge to Bernard Gibbons Drive. | 3/15/2018 7:36 PM |
| 163 | Side walks | 3/15/2018 7:29 PM |
| 164 | Sides streets like the Alford Loop or around Stockbridge Bowl | 3/15/2018 7:28 PM |
| 165 | Not many, the cemeteries. | 3/15/2018 7:05 PM |
| 166 | There are not very many places I feel comfortable riding my bike (or letting my children ride their's) in Great Barrington. Seekonk Cross Road, Hurlburt Road, Lake Avenue and Boardman are the streets I feel most comfortable navigating on. | 3/15/2018 6:47 PM |
| 167 | Nowhere | 3/15/2018 6:29 PM |
| 168 | Hollenbeck Ave, Prospect St, Lake Ave, Taconic Ave | 3/15/2018 6:10 PM |
| 169 | Downtown main street | 3/15/2018 6:01 PM |
| 170 | Dam near anywhere ,lol.. | 3/15/2018 5:53 PM |
| 171 | Bard College at Simons Rock | 3/15/2018 5:26 PM |
| 172 | I walk safely onside walks and trails (Lake Mansfield, River Walk) Biking is best out of heavy traffic areas, though main street is much improved with the bike lane. | 3/15/2018 5:16 PM |
| 173 | Housatonic Center | 3/15/2018 5:05 PM |
| 174 | The secondary (side) streets and areas beyond downtown | 3/15/2018 4:55 PM |
| 175 | Walk to downtown most days. Don't ride a bike. | 3/15/2018 4:50 PM |
| 176 | Down castle hill ave to main | 3/15/2018 4:49 PM |
| 177 | Main Street (Cottage St. to Taconic Ave.); East Street (Stockbridge Rd. to Bridge St.); Stockbridge Rd. (Main St. to Price Chopper) | 3/15/2018 4:43 PM |
| 178 | Most of the neighborhood streets on the hill Rt. 23 / Maple Avenue to West Sheffield Road; due to wide shoulder Rt 23 in general is pretty good due to wider shoulder Seekonk Cross Road Simon's Rock College Campus Lake Mansfield Road along the Lake and the pathway to Christian Hill Road | 3/15/2018 4:39 PM |
| 179 | Main St area, Castle st area | 3/15/2018 4:38 PM |
| 180 | Main Street or Stockbridge Rd. | 3/15/2018 4:33 PM |
| 181 | Walking downtown or through neighborhoods. I wouldn't walk down any of the highways (route 7 north/south of downtown, route 183, etc) | 3/15/2018 4:11 PM |
| 182 | Main Street, east street, Stockbridge road | 3/15/2018 4:06 PM |
| 183 | Walking on Main Street downtown as well as rural back roads. Biking on rural back roads and 23 from Egremont to Spring Street. | 3/15/2018 4:01 PM |
| 184 | I feel safest walking where there are sidewalks, and riding a bike when there is a bike path. That would be downtown GB and downtown Housatonic. | 3/15/2018 3:57 PM |
| 185 | Main Street, Bridge, Church, and Castle Streets | 3/15/2018 3:56 PM |

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| 186 | Walking in town (Main St, Railroad St), but crossing streets can be sketchy. Walk on Rte 23 W (State Road), sometimes heavy/fast moving traffic. Biking - not main roads - side streets are better traffic wise, but there's not much shoulder for bikes of these streets | 3/15/2018 3:50 PM |
| 187 | Downtown on Main St & around Railroad St | 3/15/2018 3:44 PM |
| 188 | I only feel safe walking or riding a bike in my neighborhood. I do not see sidewalks anywhere in this town aside for Main Street, which is a nightmare for cyclists, and pedestrians are a nightmare for drivers as there are too many crosswalks. | 3/15/2018 3:34 PM |
| 189 | Downtown | 3/15/2018 3:31 PM |
| 190 | Main Street | 3/15/2018 3:28 PM |
| 191 | Only on my driveway. | 3/15/2018 3:11 PM |
| 192 | Downtown. I don't feel unsafe anywhere. | 3/15/2018 2:52 PM |
| 193 | Anywhere except the RR underpass on Rte 41. | 3/15/2018 2:37 PM |
| 194 | I don't really feel safe doing either. | 3/15/2018 2:35 PM |
| 195 | The McCallister property, because there are no cars. Route 71 near the airport because there is a lot of room and good sight lines. Believe it or not, for biking route 7 on the way to Sheffield. Again, lots of room. | 3/15/2018 2:19 PM |
| 196 | Main Street, North Plain Road - sidewalks, Pearl Street, Welcome Street, George Street | 3/15/2018 2:11 PM |
| 197 | Van duesenville, Alford rd for riding bikes | 3/15/2018 2:07 PM |
| 198 | Main Street, East Street, Taconic Street, South Street, West Street, Hollenbeck, Prospect, Ramsey Ave, Burning Tree | 3/15/2018 2:06 PM |
| 199 | Walking: main st, gilmore ave, anderson st, east st biking: main st during early morning only; gilmore, anderson, | 3/15/2018 2:01 PM |
| 200 | Walking and riding a bike are completely different. The many hazardous pot holes on most main roads are hard to avoid on a bike. Division street, Lake Mansfield road ,Christian Hill and others are in terrible shape for cycling. At least walking you can avoid them. But when I walk I often go through Simons Rock to avoid traffic | 3/15/2018 1:51 PM |
| 201 | Down town, Castle St | 3/15/2018 1:48 PM |
| 202 | Main Street | 3/15/2018 1:44 PM |
| 203 | Oak St N., Main St Housatonic, Front St., Main St- GB, Stockbridge Rd up to Shopping Center | 3/15/2018 1:39 PM |
| 204 | Main Street, Railroad Street, Castle Street, Bridge Street, Elm Street | 3/15/2018 1:31 PM |
| 205 | The Hill | 3/15/2018 1:28 PM |
| 206 | Bike & walk: cemeteries,The Hill, Blue Hill Rd, N,Plain, Division St. Walk: downtown, Bridge St. East St. Gilmore Ave; sidewalk along 7(town all the way to Price Chopper) | 3/15/2018 1:22 PM |
| 207 | Bike riding on Hurlburt and Alford Road but Route 71 by airport is hard to ride on due to potholes by airport. | 3/15/2018 1:21 PM |
| 208 | Between 23 and downtown - most other roads feel unsafe. | 3/15/2018 12:58 PM |
| 209 | Downtown where there are traffic lights for crossing the street - Main St, Bridge St, Elm St, etc. | 3/15/2018 12:50 PM |
| 210 | Off road, Monument Valley, Beartown SF, McAllister, 3Mile Hill, Various BNRC and other trails/areas. (Note: I don't ride a bike.) | 3/15/2018 12:47 PM |
| 211 | All street except the south end of Main St from Guidos south | 3/15/2018 12:40 PM |
| 212 | Everywhere | 3/15/2018 12:36 PM |
| 213 | Walking: Main Street Biking: Alford Road | 3/15/2018 12:35 PM |
| 214 | Downtown | 3/15/2018 12:33 PM |
| 215 | Walking on Main Street, State Rd, Stockbridge Rd Biking in less congested roads such as Alford Rd, Division St, North Plain & Rte 183 | 3/15/2018 12:22 PM |
| 216 | Most places for walking. | 3/15/2018 12:21 PM |

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| 217 | East street, parts of downtown | 3/15/2018 12:14 PM |
| 218 | I bike on Monument Mountain Road | 3/15/2018 12:13 PM |
| 219 | Maple avenue | 3/15/2018 12:12 PM |
| 220 | Main Street | 3/15/2018 12:11 PM |
| 221 | east/ cottage/ bridge streets | 3/15/2018 12:09 PM |
| 222 | Downtown Great Barrington, The Hill, East Street area, Housatonic center | 3/15/2018 12:05 PM |
| 223 | Van Deusenville Road for biking Front Street for biking and walking | 3/15/2018 11:49 AM |
| 224 | I do not ride a bicycle in GB. Safest walking on Main Street in the downtown area. | 3/15/2018 11:46 AM |
| 225 | Nowhere the roads are too bad to safely travel with cars | 3/15/2018 11:45 AM |
| 226 | Quarry St., Pine st. | 3/15/2018 11:37 AM |
| 227 | X | 3/15/2018 11:34 AM |
| 228 | walking: any place with sidewalks riding bike: place with wide (full) break-down lane (e.g. Route 7 south of town) | 3/15/2018 11:33 AM |
| 229 | Main Street | 3/15/2018 11:32 AM |
| 230 | for walking it is Main Street, State Road and Stockbridge Road because of the sidewalks. | 3/15/2018 11:31 AM |
| 231 | All of downtown Housatonic. | 3/15/2018 11:30 AM |
| 232 | Railroad Street | 3/15/2018 11:30 AM |
| 233 | Main Street | 3/15/2018 11:28 AM |
| 234 | On the sidewalks in great Barrington (walking). I don't ride a bike on the roads. | 3/15/2018 11:26 AM |
| 235 | Castle Hill | 3/15/2018 11:24 AM |
| 236 | I feel safest walking from the library down to Bridge Street, not crossing Main Street. I feel safe crossing the side streets but never cross Main Street except at a stop light | 3/15/2018 11:19 AM |
| 237 | Downtown | 3/15/2018 11:18 AM |
| 238 | State Rd Stockbridge Rd Maple Any of the "highways" in general | 3/15/2018 11:15 AM |
| 239 | Housatonic and Lake Mansfield area | 3/15/2018 11:09 AM |
| 240 | Walking Castle Hill area | 3/15/2018 11:09 AM |
| 241 | back roads | 3/15/2018 11:07 AM |
| 242 | Anywhere but main st/ along 7 | 3/15/2018 11:03 AM |
| 243 | The residential neighborhoods feel safe because of side walks and low traffic. The downtown generally feels safe, except if needing to cross the street near Fuel. That crossing is long and I worry that traffic won't stop. Housatonic generally is easy to walk around pleasant st and main. Some of the areas near the bridge don't feel safe. Lake Mansfield always feels a bit dangerous walking around the lake. Having a dedicated pedestrian route would be tremendous. The walk between Lake Mansfield and downtown should have a dedicated path with side walks. Going under the tunnel is a bit unsafe because of the turn and lack of side walk. I never walk on 41 because it feels too busy. | 3/15/2018 10:53 AM |
| 244 | Castle Hill Ave area | 3/15/2018 10:49 AM |
| 245 | Downtown only | 3/15/2018 10:49 AM |
| 246 | Only back roads but then there is no shoulder | 3/15/2018 10:45 AM |
| 247 | Main Street and Housatonic for walking. Roads with minimum 3' on shoulder for bike riding | 3/15/2018 10:45 AM |
| 248 | Main Street north of police station. | 3/15/2018 10:43 AM |
| 249 | really all streets are good except for: stockbridge road from price chopper down through Rte. 183 all the way to Bernard gibbons drive and also walking under underpass on north plain road near the river | 3/15/2018 10:40 AM |
| 250 | Main Street; anywhere in Housatonic | 3/15/2018 10:39 AM |

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| 251 | Hill neighborhood | 3/15/2018 10:38 AM |
| 252 | Biking: E. Sheffield Rd aka Boardman from Eisner camp to Sheffield; Monument Valley Rd from the middle school to Rt 23, then on to Lake Buhl Rd; Rt 23 from Belcher Sq to Hartsville; Hurlburt Rd; Rt 183 (Park) fro Housie to Rt 7; and of course, the rail trail in Housatonic | 3/15/2018 10:19 AM |
| 253 | Only in downtown Great Barrington I think we should have sidewalks on NPR that connect us to the Housatonic Village | 3/15/2018 10:10 AM |
| 254 | Main sr | 3/15/2018 9:28 AM |
| 255 | I don't ride my bike in GB | 3/15/2018 9:26 AM |
| 256 | Walking - where there are sidewalks separated from the street. Biking - on low traffic neighborhood streets and roads with wide shoulders | 3/15/2018 9:13 AM |
| 257 | Housatonic center and side streets/hills. Taconic hill area Lake Mansfield neighborhoods Gilmore/bridge/east st area Downtown (walking--not so much biking) | 3/15/2018 8:52 AM |
| 258 | In town | 3/15/2018 8:32 AM |
| 259 | walking-downtown GB and Housie | 3/15/2018 7:21 AM |
| 260 | Castle hill | 3/14/2018 9:54 PM |
| 261 | Main Street, Taconic ave, Hollenbeck ave, Highland Dr, Haley Dr, Pleasant View, Berkshire Heights. All the side streets off of Hollenbeck. | 3/14/2018 9:25 PM |
| 262 | Walking on Main - side streets. Don't feel particularly safe riding my bike. | 3/14/2018 9:20 PM |
| 263 | Main Street- if I don't have to cross the street | 3/14/2018 9:11 PM |
| 264 | I don't ride a bike, but walking...seems safe everywhere. | 3/14/2018 9:07 PM |
| 265 | East, Bridge, Main | 3/14/2018 9:05 PM |
| 266 | Railroad Street, downtown Housatonic, | 3/14/2018 8:59 PM |
| 267 | The rail trail | 3/14/2018 8:35 PM |
| 268 | Walking: Main Street on sidewalks (not Railroad Street). Crossroads on Main Street can be treacherous but have been improved with more clear markings and signage; these need regular upkeep to remain visible to motorists (some of whom still blow right through them). | 3/14/2018 7:25 PM |
| 269 | With the exception of traffic-heavy roads like State, Stockbridge, North Plain, and Division, I feel comfortable walking everywhere in town. | 3/14/2018 7:19 PM |
| 270 | Cemeteries, east street, route 7/Stockbridge road, Gilmore ave area | 3/14/2018 6:47 PM |
| 271 | on the hill; I walk down Dresser and Pleasant plus river walk but in the winter the streets are not plowed, for some strange reason. No cleaned sidewalks in the winter and no any parks available for walking a dog or yourself, is a major problem in the Berkshires | 3/14/2018 6:41 PM |
| 272 | dont | 3/14/2018 6:34 PM |
| 273 | Main Street | 3/14/2018 6:29 PM |
| 274 | Main Street East street | 3/14/2018 6:27 PM |
| 275 | Walking downtown is good unless you need to cross the street. The East st sidewalk is good when it is cleared of snow. There is not a roadway I feel comfortable biking in. | 3/14/2018 6:25 PM |
| 276 | Lake Mansfield, Van Deusenville Rd in Housie, quiet low traffic areas like that | 3/14/2018 6:11 PM |
| 277 | Walking on Main Street during the day | 3/14/2018 6:09 PM |
| 278 | Downtown; the Hill | 3/14/2018 6:01 PM |
| 279 | Downtown. East street area (Gilmore). The Hill except lake Mansfield rd. | 3/14/2018 6:00 PM |
| 280 | Castle Hill, Simon's Rock Area, Housatonic on both foot and bike | 3/14/2018 5:58 PM |
| 281 | No where | 3/14/2018 5:52 PM |
| 282 | Honestly, no place. I always feel there is an element of risk when I am on foot in GB,unless I am not crossing a street. | 3/14/2018 4:33 PM |

Q4 Where do you feel most unsafe walking or riding a bicycle in Great Barrington? Please list specific streets or areas of town.

Answered: 284 Skipped: 13

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | where sidewalks impede walkers. look right across from your house to see where pine trees block sidewalks | 4/17/2018 8:50 AM |
| 2 | down town GB around the shops and Railroad street. also lights by the intersection of Rt. 7 and Rt. 27. | 4/5/2018 10:35 PM |
| 3 | North of police station and south of CVS on Rt 7. | 4/5/2018 7:46 PM |
| 4 | Bike riding anywhere in town. walking I feel comfortable every where. | 4/5/2018 4:51 PM |
| 5 | on Main Street (north) in Housatonic between Oak Street and South Street | 4/5/2018 3:35 PM |
| 6 | none | 4/5/2018 12:19 PM |
| 7 | biking in business district. walking on State road where no sidewalk - friends mother hit by car there and killed 15 years ago | 4/5/2018 12:17 PM |
| 8 | very difficult everywhere for people with disabilities | 4/5/2018 11:24 AM |
| 9 | unsafe | 4/5/2018 11:19 AM |
| 10 | same as above | 4/5/2018 11:17 AM |
| 11 | all the area with stores | 4/5/2018 11:15 AM |
| 12 | dont bike | 4/5/2018 11:13 AM |
| 13 | Belcher Square - State Rd. East toward Butternut | 4/5/2018 9:24 AM |
| 14 | Lake Mansfield Road, Christian Hill Road | 4/5/2018 9:10 AM |
| 15 | Anything north of Chrissy Rd on 7 and Brick House on 183. Anything south of Big Y. Anything west of McTeigue and McClelland on 23. Anything north of Domaney's on 41. | 4/5/2018 8:47 AM |
| 16 | 41 just north of town has no shoulders and curves with blind spots. East street has limited shoulders and sidewalks. | 4/4/2018 4:00 PM |
| 17 | Lake Mansfield Rd, end of Main Street onto North Plain Rd where crosswalk ends and meets the underpass, there is a slight curve of the road on East Street where I think a CAUTION Pedestrians sign might be helpful- it is difficult to notice the curve and adjust speed accordingly for pedestrian use, Bridge Street could use sidewalk improvements, Taconic Ave would benefit from continuous sidewalks because of dense residential property and the proximity to downtown, pedestrian crossing signals and crosswalks are needed on Rt. 7 Stockbridge Rd to connect the retail and restaurants on either side of this commercial zone, Housatonic village- Front Street could benefit from improved sidewalks connecting the businesses for pedestrians. | 4/4/2018 3:34 PM |
| 18 | Crossing Main Street | 4/4/2018 12:25 PM |
| 19 | I feel most unsafe crossing, specifically Main St. GB, or for that matter any street when one is in the crosswalk. | 4/4/2018 12:19 PM |
| 20 | Rt. 7 from town towards Price Chopper. Bad! Also North Plain Rd needs bike lanes as cars can go fast. | 4/4/2018 11:18 AM |
| 21 | any main road | 4/4/2018 10:56 AM |
| 22 | West end of Main Street in Housatonic. No sidewalks and high speeds. We need flashing lights and sidewalks there. Stockbridge Road north of Crissey Road to Community Health Programs. Sidewalk badly needed, marked bike lane would be excellent. | 4/4/2018 10:28 AM |
| 23 | Route 41 North Plain and Division St | 4/4/2018 10:13 AM |
| 24 | Main Street | 4/3/2018 9:27 PM |

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| 25 | Route 7, most parts | 4/2/2018 3:32 PM |
| 26 | Safe anywhere there are sidewalks. Not safe riding a bike anywhere. | 4/2/2018 1:42 PM |
| 27 | Almost everywhere on Stockbridge Road but mostly at the intersection of 7 and 183. | 4/2/2018 12:39 PM |
| 28 | Main street, North Plain Rd | 4/1/2018 6:29 PM |
| 29 | N Plain Rd. Main St Housatonic from N Plain Rd until the sidewalks | 3/31/2018 5:21 PM |
| 30 | Main St. Housatonic WHERE THERE ARE NO SIDEWALKS, particularly between South Street and Oak Street. Cars ignore the speed limit (25 mph) and walking here with our dog and family can be terrifying. There was recently a car accident at the corner of Oak and Main that took down a fence and a telephone pole. Please help make this area safer for pedestrians by providing sidewalks! Also, the neighborhood community would like a solar speed limit sign at the corner of Oak and Main where it would be well-positioned to be seen from both directions. Thank you. | 3/31/2018 1:48 PM |
| 31 | I think the road by Lake Mansfield is pretty dangerous at night due to the poor visibility, but this area probably shouldn't have big street lights anyway. For riding bikes, sometimes it feels more dangerous than it should riding through downtown, due to people not respecting the bike lane/not checking their rear view window before opening car doors next to the bike lane. | 3/30/2018 4:07 PM |
| 32 | East, cottage, Gilmore, | 3/30/2018 4:04 PM |
| 33 | N/A | 3/30/2018 1:10 PM |
| 34 | Christian Hill Road | 3/30/2018 10:00 AM |
| 35 | Main and St. James Corner, Crossing at Elm Street and Main | 3/29/2018 10:36 AM |
| 36 | Any street, side or Main. Cars and trucks are all over going too fast. | 3/29/2018 8:45 AM |
| 37 | The road to Lake Mansfield, for obvious reasons. | 3/28/2018 3:28 PM |
| 38 | taconic road | 3/28/2018 11:25 AM |
| 39 | North Plain Rd north of Welcome St | 3/28/2018 7:16 AM |
| 40 | Route 7 | 3/27/2018 8:32 PM |
| 41 | Route 23. The Hill. | 3/27/2018 7:05 PM |
| 42 | Everywhere except Main Street sidewalks | 3/27/2018 6:49 PM |
| 43 | downtown, main st, | 3/27/2018 10:45 AM |
| 44 | Main Street in Housatonic between a Prospect Street and Route 41. Route 41and Vanduesenville Road and Division street. | 3/27/2018 7:40 AM |
| 45 | george st, pearl st, North plain Rd (underpass) | 3/26/2018 9:09 PM |
| 46 | downtown even though there is a bike lane drivers are not aware side roads not enough space and rt 7 north stockbridge road there is no shoudler to speak of | 3/26/2018 3:48 PM |
| 47 | Main Street | 3/26/2018 10:17 AM |
| 48 | Lake Mansfield area | 3/26/2018 5:59 AM |
| 49 | Rte 7 north and south of downtown, North Plain Rd, Rte 23 west of Green River bridge | 3/23/2018 11:22 AM |
| 50 | Lake Mansfield Road--I consider it to be extremely dangerous for pedestrians...an accident waiting to happen. It is so full of potholes, that drivers have to weave all over the road to miss the potholes. Even if the road were in perfect shape, pedestrians would still endangered; they need a sidewalk. Railroad's sidewalks are a mess. | 3/22/2018 11:13 PM |
| 51 | Worst is from just beyond St. James Place heading south on Main Street. The bike lane ends and suddenly you are out on a four lane road with a very narrow shoulder if any. The other very difficult part is for a biker who wants to go straight on Main and not turn right onto Maple avenue as he has to cross traffic to head straight. I usually just turn right and get back to Main street a bit further south like on Pope Street. As for biking the rest of town is not too bad and I find that a very high percentage of drivers around here are alert to bikers. | 3/22/2018 6:25 PM |
| 52 | Stockbridge Road | 3/22/2018 9:34 AM |
| 53 | Streets without sidewalks | 3/22/2018 8:57 AM |

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| 54 | Main st should be off limits for bikes. | 3/22/2018 8:39 AM |
| 55 | Stockbridge road | 3/22/2018 8:32 AM |
| 56 | Main Street in Great Barrington... people still do not always stop at crosswalks | 3/22/2018 7:49 AM |
| 57 | All crosswalks are dangerous due to the speed and carelessness. I would also choose not to walk around Lake Nansfiens for the same reasons. | 3/22/2018 7:43 AM |
| 58 | Crosswalks in downtown GB | 3/22/2018 7:09 AM |
| 59 | East st feels the most unsafe for cyclists and Bridge st as well. People go way too fast on East st and there obviously have been sad vehicular deaths there. Please consider putting up the "your speed is....and the posted speed limit is" signs there, as well as traffic calming measures. Anything would improve the situation. | 3/22/2018 6:31 AM |
| 60 | Main st. When I have to cross at non-street light crosswalks. There's always someone who doesn't stop. | 3/22/2018 6:05 AM |
| 61 | Walking or biking: US7 north of downtown (Stockbridge Rd), Maple Ave intersection with US7 south of town (when southbound; northbound is fine) Walking: Christian Hill Rd | 3/21/2018 7:19 PM |
| 62 | Do not ride a bicycle at any time | 3/21/2018 2:40 PM |
| 63 | Part of Main street in HOUSATONIC, East st, Stockbridge rd, North Plain rd.. | 3/21/2018 12:16 PM |
| 64 | South Main area, State maintained roads | 3/21/2018 9:53 AM |
| 65 | Anywhere there is no sidewalk. For instance, East Street | 3/21/2018 9:09 AM |
| 66 | Lake Mansfield area but we are there daily. Taconic St/Alford Rd getting to McAlister property | 3/21/2018 9:00 AM |
| 67 | Taconic, Alford Rd, Upper Castle Hill, northbound railroad, Lake Mansfield Rd, crossing Main St, Bridge street. Hollenbeck, too. Maybe add some Portland, Oregon speed bumps, or stop signs at Castle Hill and Sumner. | 3/20/2018 9:49 PM |
| 68 | Lake Mansfield Road | 3/20/2018 6:50 PM |
| 69 | Silver St...I walk that in the morning and with the curve at the top it is hard to see on-coming traffic and there's no break down lane or sidewalk | 3/20/2018 6:05 PM |
| 70 | Alford road is very dangerous for both bikes and pedestrians. There needs to be a sidewalk to Simon's Rock. | 3/20/2018 5:27 PM |
| 71 | Main street and crosswalks | 3/20/2018 3:54 PM |
| 72 | Castle hill, Taconic and Castle hill avenue | 3/20/2018 3:19 PM |
| 73 | Riding a bicycle in around town is NOT safe, there are too many cars with not enough traffic plans for both bicyclists and cars. Going from 2 lanes in town to four lanes is bad planning, there aren't other towns around here that have that design. Also, riding a bicycle down or up the hill on Alford road is extremely dangerous and for walking too and for the college students there. People in their cars speed constantly on that road. That road needs either more police surveillance or roads signs that drivers would be required to adhere to. Crossing the wide streets in downtown GB is often unsafe with distracted drivers year round. Erecting Stop signs in cross walks would be helpful and could help bring awareness to drivers. Having to cross such a wide street in a small town like GB, isn't on the side of the pedestrians. Towns like North Hampton have audible cross walk signs and more traffic signs. More needs to be done to alert drivers as to the need to adhere to laws when driving in this small town. | 3/20/2018 2:33 PM |
| 74 | N Plain/41, 183/Park, 183 along river toward Glendale, Alford rd. | 3/20/2018 1:48 PM |
| 75 | Railroad Street and street the co-op is on - the sidewalks are atrocious and dangerous, especially in the winter | 3/20/2018 12:18 PM |
| 76 | Least safe: Stockbridge road, castle hill, around lake mansfield | 3/20/2018 11:35 AM |
| 77 | Main Street downtown. The bicycle lanes are poorly designed and unsafe. The section of Main St. running south of St. James Place is particularly dangerous to ride. | 3/20/2018 11:16 AM |
| 78 | Benton Avenue, Taconic Avenue, castle Hill to the old railroad station, West Avenue, Lewis Avenue. Lake Mansfield Road | 3/20/2018 11:14 AM |
| 79 | Bridge Street | 3/20/2018 11:01 AM |

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| 80 | Main St. Rt. 23 Rt 41 esp underpass | 3/20/2018 10:29 AM |
| 81 | Near lake Mansfield- Road is too narrow and sight lines are terrible | 3/20/2018 10:29 AM |
| 82 | crossing Main Street in crosswalks, walking on Stockbridge Road | 3/20/2018 10:26 AM |
| 83 | lake mansfield area, east st, bridge st. | 3/20/2018 10:05 AM |
| 84 | Because of road / sidewalk conditions: from Cumberland Farms gas station to Price Chopper / Marshall's shopping center. Also under the train bridge from 7 to 41. Because of creepy people driving around / parked: Lake Mansfield recreation area | 3/20/2018 9:56 AM |
| 85 | i would not walk on route 7, Stockbridge Road, north of town because the margins are so narrow and the "safety" barriers prevent pedestrians from getting farther away from the road. The same is true for cycling, though I do not do this. I fear for the cyclists who must navigate very narrow lanes very close to fast-moving traffic. But then, I'm probably more of a scaredy-cat than most.. | 3/20/2018 9:54 AM |
| 86 | On many side streets, especially by Lee Bank (both sides) | 3/20/2018 9:41 AM |
| 87 | Taconic Ave. | 3/20/2018 9:22 AM |
| 88 | Alleyways | 3/20/2018 9:09 AM |
| 89 | See above | 3/20/2018 9:00 AM |
| 90 | Everywhere but downtown | 3/20/2018 8:34 AM |
| 91 | I like to walk from the Hill to the McAllister Wildlife Sanctuary, and the fastest way to get there would be to walk up Taconic Street to Haley Street. But the curve there (where Taconic turns into Alford Street) is dangerous to walk on because of the guard rail there on the left (as you're going uphill) -- you'd be pinned if a car swerved at all. | 3/20/2018 8:01 AM |
| 92 | Christian Hill, Lake Mansfield, Castle Hill | 3/20/2018 7:48 AM |
| 93 | Housatonic especially from the cemetery on Front Street to Pleasant Street. Also from Route 41 intersection down Main Street to Pleasant Street in Housatonic. | 3/20/2018 7:41 AM |
| 94 | Riding mostly out of town on roads because Little shoulder. Don't love walking under railroad pass by castle street at night. | 3/20/2018 7:24 AM |
| 95 | unsure | 3/20/2018 6:51 AM |
| 96 | On a lot of the awful sidewalks on Castle Hill | 3/20/2018 6:38 AM |
| 97 | Downtown GB is a nightmare. Main street in particular. Biking next to parked cars that throw their doors open without notice right in front of you is insane. Trying to cross the street requires a PhD, especially when motorists are confused by the progression of lights versus red and white striped crosswalks. Stockbridge Rd (route 7) is unsafe during the winter and the sidewalks are never shoveled out so it's literally impossible to walk or bike there. | 3/19/2018 10:36 PM |
| 98 | On my street, West Avenue. The 20mph sign was removed more than 10 years ago (in front of our house, 127 West Avenue) and never returned after work on the sewer. My requests for this to be replaced were ignored. The sidewalks are never plowed in the winter on West Avenue and its a speedway. Please consider addressing this speed issue and making the sidewalks passable. It would be very much appreciated. please feel free to call if you are interested in hearing more (413) 427-2973. Thanks! | 3/19/2018 5:02 PM |
| 99 | Downtown GB...the new sidewalks are terrible and select against the handicapped | 3/19/2018 12:27 PM |
| 100 | In spring, summer & fall I walk on Alford Rd, Seekonk Rd, Division St (my neighborhood), usually mornings. Roads are narrow, curvy. Cars & pickups speed. Many more large delivery & trailer trucks in recent months. Lots of pedestrians and bicyclists out here. Very dangerous and unsafe for all. | 3/19/2018 11:07 AM |
| 101 | Any roads in Housatonic that don't have sidewalks | 3/19/2018 10:59 AM |
| 102 | Biking-route 7 is scary! Walking-the area around Lake Mansfield; on and around Taconic Avenue. | 3/19/2018 8:29 AM |
| 103 | North Plain Rd. Particularly the section from Abbey Hill around the corner to where sidewalk starts up again a few houses from Welcome Street. Cars coming from Housatonic towards GB drive faster than speed limit and it is dangerous just pulling out of one of those driveways. | 3/18/2018 10:37 PM |
| 104 | Taconic Lot | 3/18/2018 9:50 PM |
| 105 | na | 3/18/2018 9:41 PM |

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| 106 | Bicycle pretty much all over Crossing Main St. still feels risky esp. by Berkshire Bank | 3/18/2018 4:32 PM |
| 107 | Biking-Main Street and near Lake Mansfield Walking, biking and car-Underpass of intersection of Rt. 41, Christian Hill Rd, State Rd; Lake Mansfield Road | 3/18/2018 3:26 PM |
| 108 | Lake Mansfield Christian Hill Rd | 3/18/2018 2:10 PM |
| 109 | Main st Stockbridge rd east street | 3/18/2018 2:03 PM |
| 110 | I feel unsafe riding downtown | 3/18/2018 10:15 AM |
| 111 | Crossing the intersection of Main Street and Maple Ave. the cars turning right into Maple Ave cannot see the crosswalk unless they make a complete stop-which they never do. | 3/18/2018 8:28 AM |
| 112 | Main street | 3/18/2018 7:57 AM |
| 113 | South Main st | 3/18/2018 1:15 AM |
| 114 | Intersection of Hwy7 and Hwy 23 by the Police station. Westbound cars on 23 making right turn at the intersection are very unsafe for the pedestrians | 3/17/2018 6:34 PM |
| 115 | During the winter with snow like now feel unsafe crossing the bridge on Bridge St. because the snow on the pedestrian path is not plowed. Dangerous | 3/17/2018 4:06 PM |
| 116 | Nowhere | 3/17/2018 10:17 AM |
| 117 | None | 3/17/2018 9:29 AM |
| 118 | Road from Police Station down to Big Y. All of Route 183. | 3/17/2018 8:43 AM |
| 119 | I feel most unsafe walking around lake Mansfield. I feel most unsafe riding my bike up Rt 7 north of the radio station | 3/16/2018 11:57 PM |
| 120 | Railroad Street, both sides | 3/16/2018 9:58 PM |
| 121 | Christian Hill Rd, Division St., Rt 41 after the sidewalk ends | 3/16/2018 9:22 PM |
| 122 | See above. I feel most unsafe biking on Main, Route 7 and Alford Road | 3/16/2018 9:08 PM |
| 123 | Sidewalks/crosswalks | 3/16/2018 8:50 PM |
| 124 | Bike - North plain rd, Route 41, division street | 3/16/2018 7:27 PM |
| 125 | unsafe on Alford Road, Lake Mansfield Road, Christian Hill I don't feel safe riding a bike anywhere | 3/16/2018 6:26 PM |
| 126 | Main/south Main from Castle st south | 3/16/2018 5:55 PM |
| 127 | Na | 3/16/2018 4:37 PM |
| 128 | Downtown Main Street | 3/16/2018 3:48 PM |
| 129 | Name any road with traffic on it- we must reduce speed limits on state rd | 3/16/2018 3:43 PM |
| 130 | where there are no sidewalks in Housatonic | 3/16/2018 3:30 PM |
| 131 | Main Street, State Road, Stockbridge Road bike riding | 3/16/2018 2:38 PM |
| 132 | Taconic, West, | 3/16/2018 2:32 PM |
| 133 | Route 7 North after 183. It would be nice to be able to walk to Monument Mountain or even Fountain Pond Park. Route 41 is extremely rough even when trying to just get to Lake Mansfield. Alford Road, Division Street and Christian Hill road can be rough due to no shoulder, traffic is normally light though. The roads off Castle Hill Ave and over by Fairview aren't the flatest or safest. Normally covered in water or mud and leaves, uneven. You also get pools of water and uneven sidewalks over by Ward's and Dunkin donuts | 3/16/2018 1:02 PM |
| 134 | Main Street, East Street, Stockbridge Road, South past the police department. | 3/16/2018 12:57 PM |
| 135 | By Lake Mansfield is usually fine but sometimes precarious if there is traffic, esp in the summer (true for most of GB, as there are more cars then). 41 and near Sr center need better sidewalks / walkways / infrastructure in general to make it walkable and safe. | 3/16/2018 12:40 PM |
| 136 | Route 183, Route 41 | 3/16/2018 12:31 PM |
| 137 | I feel safe everywhere regardless if you mean tripping or personal safety. Again be more specific, these questions will get half the people answering one way and the other half answering the other way. What's the goal | 3/16/2018 12:24 PM |

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| 138 | RE Housatonic, where there should be special attention paid because a high concentration of families with children live here: (1) the sidewalk on Main St MUST go all the way to Route 41--MANY, MANY people walk this route and it's been a problem for years. (2) Many people use the cemetery to exercise--it is VERY dangerous to walk up Front St--we need the sidewalk to extend to Oak. (3) Hart St, where we have lived since 1996--this street has improved but people ignore the posted speed limit and we never have police enforcement of it. (4) Route 183 - it's a lovely road that MANY bicyclists use--it's not safe; people have told me that people (mostly in pickup trucks) have harassed or tried to run them off the roads--hoping the town will also have a parallel campaign on safety for all--many of us live here to enjoy the land and not just from the view of our cars. | 3/16/2018 11:51 AM |
| 139 | Anywhere on Division St, Housatonic; VanDuesenville Rd, North Plain Rd | 3/16/2018 11:51 AM |
| 140 | Can't think of anyplace, but we're not out too late these days. | 3/16/2018 11:02 AM |
| 141 | On Main St north of Cottage -- no sidewalk along the grassy side, and lots of busy driveway on the other side (Cumberland, oil company, etc). Also, on Main St from CVS south towards South St. This hill is always wet and/or icy (drainage problems from Bryant Court), as is the sidewalk where the two driveways merge (Smith Watson and 400 Main). | 3/16/2018 10:59 AM |
| 142 | state rd, stockbridge rd, south main beyond big y, maple st, alford rd | 3/16/2018 10:44 AM |
| 143 | Anywhere there are no sidewalks | 3/16/2018 9:39 AM |
| 144 | Lewis Ave , north of Fairview Hospital | 3/16/2018 9:39 AM |
| 145 | Along Route 41 (North Plain Road). | 3/16/2018 9:02 AM |
| 146 | East St., Main St. | 3/16/2018 8:30 AM |
| 147 | Areas where sidewalks are absent or in very poor condition (example, Gilmore Avenue area). There is no safe bike-riding in Great Barrington and Housatonic. | 3/16/2018 8:19 AM |
| 148 | Main Street (downtown) | 3/16/2018 6:49 AM |
| 149 | Main Street, so much traffic | 3/16/2018 5:15 AM |
| 150 | Main Street | 3/16/2018 4:15 AM |
| 151 | The north end of town while biking, but I feel safe walking | 3/15/2018 11:39 PM |
| 152 | Lake Mansfield recreation area | 3/15/2018 11:31 PM |
| 153 | 41, 183 | 3/15/2018 11:19 PM |
| 154 | Route 183, Rt 41 | 3/15/2018 10:50 PM |
| 155 | North Plain Road | 3/15/2018 10:41 PM |
| 156 | In front of my house on route 183, also known as Park street where the speed limit is 35 and motorists often drive 50+ mph. A former neighbor was killed by a car jogging in this area in front of her house. | 3/15/2018 10:10 PM |
| 157 | St. James Place at Main St. North Plain Rd. and Main St. near underpass Lake Mansfield Rd. | 3/15/2018 9:41 PM |
| 158 | Everywhere but the few streets mentioned above. I won't let my kids walk to the lake as the road is terrible. The streets are not biker friendly. I've tried, but prefer to drive to a bike trail. Hence, there's not much biking done. | 3/15/2018 9:36 PM |
| 159 | Biking on state roads, particularly in down town GB, where you have to watch out for car doors opening and cars leaving their parking place as you ride on the bike lane, as well as cars coming out of side streets and parking lots. Trying to get into the left lane on your bike at the light at the bridge to go onto rt 41 is a hazard. The underpass on rt 41 is downright scary for bikers and pedestrians. Plus, trucks get stuck there all the time because the road slants, which is not taken into account on the signs that give the clearance measuring. | 3/15/2018 9:25 PM |
| 160 | Walking in the street on Castle Hill/Castle Street from the top of The Hill to the area near the gazebo. | 3/15/2018 9:14 PM |
| 161 | Crossing Bridge Street at skate park cross walk. | 3/15/2018 8:07 PM |
| 162 | Riding a bike on North Plain Road or walking on Christian Hill Road. | 3/15/2018 7:43 PM |
| 163 | Front Street from Oak Street to South Street!!! Also Main Street from Prospect Street to Oak Street. | 3/15/2018 7:36 PM |

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| 164 | Light in front of car entering out of Rail Road street. It goes from two way to one way Have had Many times of almost getting hit by pushy drivers on my left that can't wait to go and push me off the road Very poor design! In summer heavy traffic it's a nightmare | 3/15/2018 7:29 PM |
| 165 | Route 183 and Route 7 | 3/15/2018 7:28 PM |
| 166 | Main Street Housatonic from Prospect Street to Route 41, VanDuesen Road from Pleasant Street to the cemetery, Oak Street Housatonic, Route 183 from Bernard Gibbons Drive to the Risingdale neighborhood | 3/15/2018 7:05 PM |
| 167 | Taconic/Alford Avenue. | 3/15/2018 6:47 PM |
| 168 | Everywhere | 3/15/2018 6:29 PM |
| 169 | East St, Main St | 3/15/2018 6:10 PM |
| 170 | By the Triplex | 3/15/2018 6:01 PM |
| 171 | busy traffic during ski ,etc. congestions,lol | 3/15/2018 5:53 PM |
| 172 | Rte 41, Rte 183 | 3/15/2018 5:50 PM |
| 173 | Lake Mansfield, main st, and Stockbridge rd. | 3/15/2018 5:26 PM |
| 174 | very unsafe: in the area of the underpass on on RT 41. Pedestrian safety must be improved here, please! | 3/15/2018 5:16 PM |
| 175 | North Plain Road | 3/15/2018 5:05 PM |
| 176 | Main Street/Route 7, Taconic Avenue, Boardman Street (due to potholes) | 3/15/2018 4:55 PM |
| 177 | Gilmore Avenue sidewalks are terrible. Most other sidewalks in town have been redone in the past four decades, but not Gilmore Ave., despite a lot of foot traffic and the courthouse. | 3/15/2018 4:50 PM |
| 178 | All over downtown | 3/15/2018 4:49 PM |
| 179 | Gilmore Ave. (Stockbridge Rd. to Cottage St.); Mansfield Lake area | 3/15/2018 4:43 PM |
| 180 | Main Street from Bridge St to Big Y; must ride on sidewalks due to high vehicle speed / speeding West Avenue; no shoulder; sidewalks in very poor condition. Christian Hill Road Division Street Rt. 41: no shoulder Blue Hill Road: no shoulder; major truck traffic from Roger Road from O'Brian Trucking & Landscaping | 3/15/2018 4:39 PM |
| 181 | Stockbridge Rd, Risingdale, Housatonic, North Plain area | 3/15/2018 4:38 PM |
| 182 | Almost all the sidewalks (except Main St., a lot of cracks and bumps in sidewalks) or, in areas without sidewalks. | 3/15/2018 4:33 PM |
| 183 | Monument valley road, egremont road | 3/15/2018 4:11 PM |
| 184 | Route 41 and 183 (no side walks) | 3/15/2018 4:06 PM |
| 185 | 7 south of Big Y is unsafe for walking, as is 23 from Agway west. Biking is unsafe on Main Street all the way to Belcher Square, 7 up to Monument, 7 South. | 3/15/2018 4:01 PM |
| 186 | Around Lake Mansfield, parts of Castle Hill, Route 41, parts of Division Street | 3/15/2018 3:57 PM |
| 187 | No where | 3/15/2018 3:56 PM |
| 188 | Walking: crossing main streets in center of town is not very safe. Biking: feel unsafe in center of town (Main St, Railroad St, etc) also Stockbridge Road | 3/15/2018 3:50 PM |
| 189 | Silver Street where there is no sidewalk. Also crossing 41/23 at the Newsboy Monument. The sidewalk up the Main St. hill in front of Finnerty is potholed & often icy. Same with the sidewalk from Silver St to Manhattan Pizza. These are areas I walk as often as I can, but they are often impassable or unsafe (ice/mud/both). | 3/15/2018 3:44 PM |
| 190 | East Street is a major artery, yet it is unlit in the evening. There are no real sidewalks or bicycle travel lanes on either side of Stockbridge Rd heading from Main St towards The Brewery. | 3/15/2018 3:34 PM |
| 191 | State road | 3/15/2018 3:31 PM |
| 192 | Rte. 41/North Plain Rd. | 3/15/2018 3:28 PM |
| 193 | Rt. 7 between Great Barrington and STockbridge | 3/15/2018 3:11 PM |
| 194 | Any street with distracted drivers, but really, no places. | 3/15/2018 2:52 PM |

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| 195 | RR underpass on Rte. 41 | 3/15/2018 2:37 PM |
| 196 | Downtown intersections (RR/Main, Bridge/Main, Cottage/Main. Crosswalks can be dangerous as well. RR Street sidewalks. | 3/15/2018 2:35 PM |
| 197 | Lake Mansfield road. Also, 41 between the railroad underpass and where the Plain Road levels out. | 3/15/2018 2:19 PM |
| 198 | Belcher Square | 3/15/2018 2:11 PM |
| 199 | Rt 41, | 3/15/2018 2:07 PM |
| 200 | Christian Hill Road, Area by Simon's Rock | 3/15/2018 2:06 PM |
| 201 | Walking: everett st at night (sidewalks aren't great and sections of the street are very dark). Gilmore Ave - walk in road at night because sidewalks are unsafe in the dark. Rte 41 at RR underpass and up Christian Hill Road - so very narrow and nowhere to walk except in the road. Biking: Main St during busy times of day and weekends. Even w/ bike lane cars drive in it and people don't look when getting out of their cars. Christian Hill Rd. Bridge Street is a mess but assume this will be remedied once construction is complete. | 3/15/2018 2:01 PM |
| 202 | See above. Division St, Lake Mansfield rd and Christian Hill are terrible and Rte 41 is bad because there's no shoulder. I won't ride through town because I don't trust the drivers | 3/15/2018 1:51 PM |
| 203 | Taconic Ave | 3/15/2018 1:48 PM |
| 204 | Bridge Street, Rt 7 north of the bridge, back of Railroad Street and Elm Street | 3/15/2018 1:44 PM |
| 205 | Rt 41 Housa, | 3/15/2018 1:39 PM |
| 206 | Castle Hill area, areas without sidewalks | 3/15/2018 1:31 PM |
| 207 | Taconic Main Street (crosswalks) | 3/15/2018 1:28 PM |
| 208 | Uneasy walking: Blue Hill Road & other "rural" roads, Mon. Valley Rd. & other trafficked roads (no bike lanes) | 3/15/2018 1:22 PM |
| 209 | Lake Mansfield due to potholes, up Pleasant View, Highland, Hawley, certain parts of Monument Valley. | 3/15/2018 1:21 PM |
| 210 | Rt. 41, Stockbridge Rd. | 3/15/2018 12:58 PM |
| 211 | Can't think of any. | 3/15/2018 12:50 PM |
| 212 | Monument Valley Road is deadly, especially during commuting times. Occasionally on weekends there are incredibly fast cars and motorcycles flying by. | 3/15/2018 12:47 PM |
| 213 | at some cross walks | 3/15/2018 12:41 PM |
| 214 | Main Street from Guidos going SOUTH | 3/15/2018 12:40 PM |
| 215 | Don't feel unsafe anywhere | 3/15/2018 12:36 PM |
| 216 | Bridge Street | 3/15/2018 12:35 PM |
| 217 | Housatonic | 3/15/2018 12:33 PM |
| 218 | Walking on Main Street assuming you need to cross the street Biking anywhere on Rte 7 | 3/15/2018 12:22 PM |
| 219 | Parts of Rt 7 on the north and south sides of town for riding a bike. Not enough bike lane/shoulder. | 3/15/2018 12:21 PM |
| 220 | South Main, 41 headed north out of town | 3/15/2018 12:14 PM |
| 221 | Hard to say | 3/15/2018 12:13 PM |
| 222 | Alford road | 3/15/2018 12:12 PM |
| 223 | Walking to the parking lot behind the Catholic Church after work.....there is no lighting.... | 3/15/2018 12:11 PM |
| 224 | lovers lane/ monument valley | 3/15/2018 12:09 PM |
| 225 | Route 41, Van Deusenville Road/Division Street area, State Road | 3/15/2018 12:05 PM |
| 226 | For biking and walking 183 between Risingdale and Route 7 For biking Route 7 | 3/15/2018 11:49 AM |
| 227 | Railroad Street! | 3/15/2018 11:46 AM |
| 228 | Alford road. Division street Christian hill. North plain road | 3/15/2018 11:45 AM |

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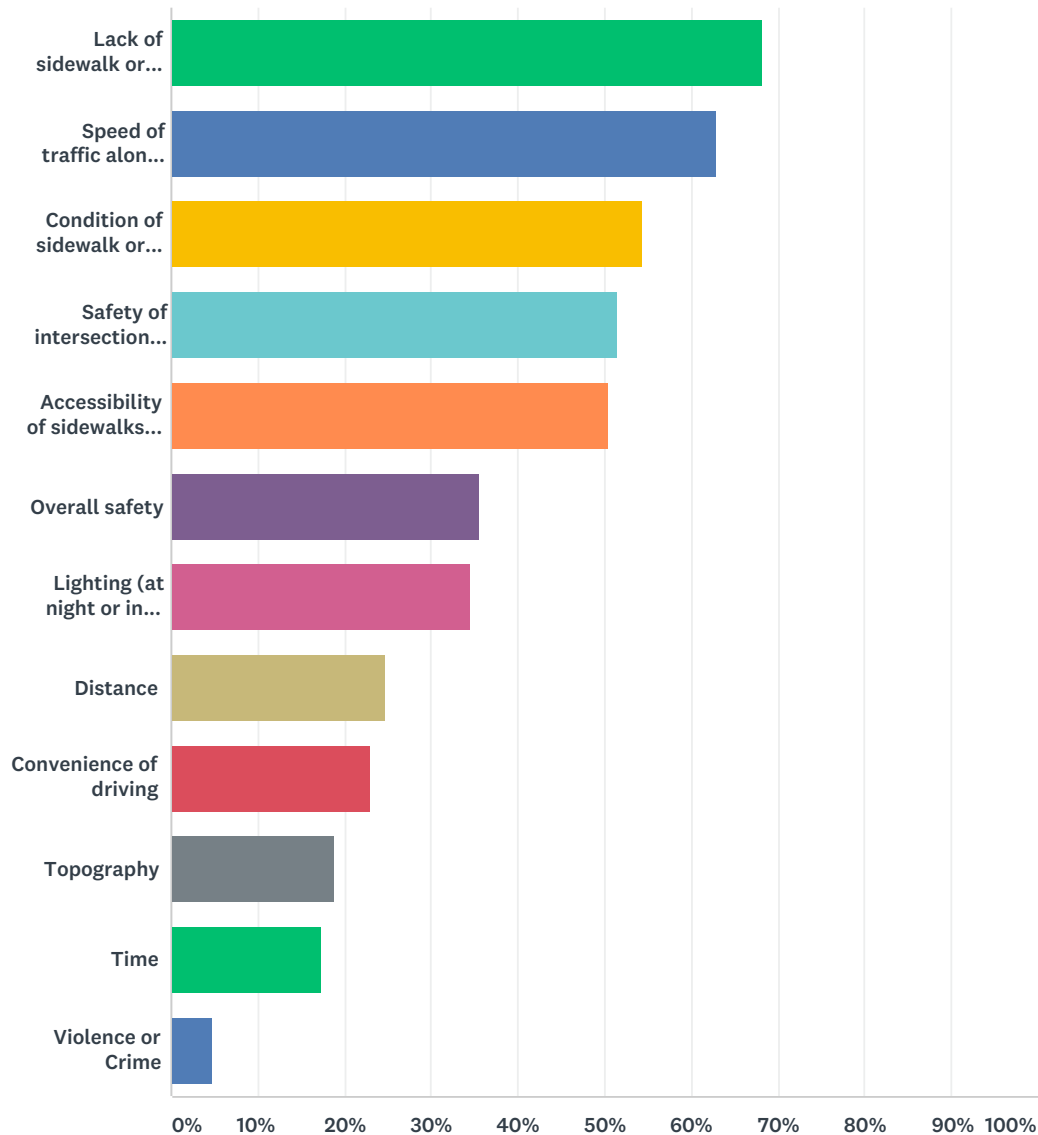
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| 229 | East St. | 3/15/2018 11:37 AM |
| 230 | roads that have high-speed car traffic but little or no paved area other than the traffic lane - e.g. Alford Road | 3/15/2018 11:33 AM |
| 231 | Christian Hill | 3/15/2018 11:32 AM |
| 232 | "The Hill" and Lake Mansfield for lack of sidewalks | 3/15/2018 11:31 AM |
| 233 | Downtown Great Barrington from Town Hall to the Prairie Whale. Just so much gnarly traffic. | 3/15/2018 11:30 AM |
| 234 | Main Street | 3/15/2018 11:30 AM |
| 235 | Alford Road | 3/15/2018 11:28 AM |
| 236 | I don't feel unsafe anywhere in the areas that I walk. | 3/15/2018 11:26 AM |
| 237 | Near route 7 | 3/15/2018 11:24 AM |
| 238 | Crossing Main Street at anywhere other than a stop light. Cars have gotten better at stopping but they still go way to fast. | 3/15/2018 11:19 AM |
| 239 | On Rt 23. | 3/15/2018 11:18 AM |
| 240 | Main st | 3/15/2018 11:15 AM |
| 241 | Stockbridge Road and Route 183 | 3/15/2018 11:09 AM |
| 242 | Downtown, East Street, Lake Mansfield Recreation Area | 3/15/2018 11:09 AM |
| 243 | downtown | 3/15/2018 11:07 AM |
| 244 | Rt 7 | 3/15/2018 11:03 AM |
| 245 | See answers in 3. | 3/15/2018 10:53 AM |
| 246 | Rt. 41; Stockbridge Rd; Lake Mansfield area; pedestrian crosswalks in Downtown GB. | 3/15/2018 10:49 AM |
| 247 | Crossing Main Street at the crosswalks. VERY UNSAFE!!! There should be a traffic light at Railroad St to stop traffic for pedestrians. | 3/15/2018 10:49 AM |
| 248 | Downtown for biking lake Mansfield walking and riding. | 3/15/2018 10:45 AM |
| 249 | Stockbridge road for walking 2 lane roads with limited shoulder for biking | 3/15/2018 10:45 AM |
| 250 | Main south of police station. This should be a high priority for bike lane and better sidewalks, especially near The shopping center. | 3/15/2018 10:43 AM |
| 251 | stockbridge road from price chopper down through Rte. 183 all the way to Bernard gibbons drive and also walking under underpass on north plain road near the river | 3/15/2018 10:40 AM |
| 252 | No experience other than above. | 3/15/2018 10:39 AM |
| 253 | lake Mansfield road | 3/15/2018 10:38 AM |
| 254 | Rt 41/North Plain Rd; Rt 7/Stockbridge Rd; Rt 7 south; Division St (lots of potholes, poor shoulder); | 3/15/2018 10:19 AM |
| 255 | Our own street is very dangerous | 3/15/2018 10:10 AM |
| 256 | Main st near cvs | 3/15/2018 9:28 AM |
| 257 | I don't ride my bike in GB | 3/15/2018 9:26 AM |
| 258 | Walking - in winter when you have to walk in the road. Biking - Route 7 going up/down the mountain, North Plain Rd (high speed cars but no shoulder). | 3/15/2018 9:13 AM |
| 259 | Taft farms to price chopper plaza | 3/15/2018 8:52 AM |
| 260 | Around lake Mansfield | 3/15/2018 8:32 AM |
| 261 | Gilmore Ave. it is a speedway. Quality of life is very low because you can not walk or bike in this area. Putting up speed limit signs did nothing | 3/15/2018 7:21 AM |
| 262 | Lake mansfield | 3/14/2018 9:54 PM |
| 263 | Lake Mansfield road | 3/14/2018 9:25 PM |
| 264 | Route 41, Lake Mansfield, Van Duesenville Road | 3/14/2018 9:20 PM |

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| 265 | Crossing Main Street | 3/14/2018 9:11 PM |
| 266 | No issues w/ walking except for the overhanging trees and bumpy sidewalks and high speeds occasionally on Castle St. | 3/14/2018 9:07 PM |
| 267 | Bridge st. bridge in winter | 3/14/2018 9:05 PM |
| 268 | Front Street in Housatonic (btw Oak and South St.), Van Deusenville (btw. Division and Oak) Main Street, Housatonic (btw N. Plain and Prospect St.) | 3/14/2018 8:59 PM |
| 269 | Where the side walk ends @ the old church on front street, housatonic, to the cemetery and oak street. Where the side walk ends on Main Street (by john's garage) to north plain road, housatonic. 183 north to Glendale (and beyond) | 3/14/2018 8:35 PM |
| 270 | Walking on Railroad Street is increasingly treacherous in the winter. Sidewalks are broken and slanted and icy. Walking at the back of Railroad Street, near the small municipal lot, is also dangerous--very dark and cars fly around the corner and can't see pedestrians. | 3/14/2018 7:25 PM |
| 271 | Roads with heavy traffic or no sidewalks. State Road, North Plain, Division, Maple Ave, Stockbridge Road. | 3/14/2018 7:19 PM |
| 272 | Route 41, Rt 7 past price chopper, into housatonic by river ... | 3/14/2018 6:47 PM |
| 273 | unsafe in what meaning? Gangs? Rapists? The major lack of safety for walkers is lack of clean sidewalks in the winter - they are either covered with 2 feet of snow or ice. | 3/14/2018 6:41 PM |
| 274 | dont | 3/14/2018 6:34 PM |
| 275 | Crossing Silver Street | 3/14/2018 6:29 PM |
| 276 | By Cumberland farms | 3/14/2018 6:27 PM |
| 277 | The underpass is deadly for those not in cars. Route 7 down and around Big Y is also hazardous Alford rd from Simon's Rock on to Taconic is not safe for the kids walking back and forth as they have to walk in the road. | 3/14/2018 6:25 PM |
| 278 | Rte 41 from Housie into town. Monument Mountain. | 3/14/2018 6:11 PM |
| 279 | From Christian Hill Commons towards town, especially at the Route 41 underpass | 3/14/2018 6:09 PM |
| 280 | Taconic-Alford Road, Christian Hill road | 3/14/2018 6:01 PM |
| 281 | Lake Mansfield road. Stockbridge rd (bicycle), Rt 41. | 3/14/2018 6:00 PM |
| 282 | Route 7, Route 41, cannot safely ride a bike on either, would like to be able to ride from Housatonic to downtown GB. Pavement conditions in Housatonic are getting to be unsafe | 3/14/2018 5:58 PM |
| 283 | All of downtown and roads don't have space for bike riding. RT 7 is a death trap | 3/14/2018 5:52 PM |
| 284 | Any place between the Bridge and CHP on route 7 | 3/14/2018 4:33 PM |

Q5 Which of the following issues do you believe influence your or others' decisions to walk or ride a bicycle in Great Barrington? (Please check all that apply)

Answered: 292 Skipped: 5



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Lack of sidewalk or bike lane | 68.15% | 199 |
| Speed of traffic along route | 63.01% | 184 |
| Condition of sidewalk or pathways | 54.45% | 159 |
| Safety of intersections and crossings | 51.37% | 150 |
| Accessibility of sidewalks and pathways | 50.34% | 147 |
| Overall safety | 35.62% | 104 |

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| Lighting (at night or in winter) | 34.59% | 101 |
| Distance | 24.66% | 72 |
| Convenience of driving | 22.95% | 67 |
| Topography | 18.84% | 55 |
| Time | 17.47% | 51 |
| Violence or Crime | 4.79% | 14 |
| Total Respondents: 292 | | |

Q6 What areas of Town could provide better accessibility for people with disabilities?

Answered: 241 Skipped: 56

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | most | 4/17/2018 8:50 AM |
| 2 | Down Town area and around Price Chopper. | 4/5/2018 10:35 PM |
| 3 | Outside of Post Office and Library | 4/5/2018 7:46 PM |
| 4 | Downtown. | 4/5/2018 4:51 PM |
| 5 | Main Street from route 41 to route 183 in Housatonic | 4/5/2018 3:35 PM |
| 6 | Main St. ramp access to restaurants and stores | 4/5/2018 12:19 PM |
| 7 | side streets off main st. | 4/5/2018 12:17 PM |
| 8 | I no longer do any business on GB Main St. | 4/5/2018 11:24 AM |
| 9 | Unsure | 4/5/2018 9:24 AM |
| 10 | Parks-all of them. Anything north of Belcher Sq. All of Housy. Focus ADA/ AAB upgrade funds on outdoor spaces/ trails/ parks to provide greatest benefit to most people/ new economy model of Berkshires. These are areas that otherwise won't see improvements. All Com.St. projects will inherently be accessible so don't waste funding on sidewalk projects, etc. that will/ can be covered by other general highway funds anyway. | 4/5/2018 8:47 AM |
| 11 | Housatonic Village and public parks and other recreational public space. | 4/4/2018 3:34 PM |
| 12 | South of Police Station, By the bridge, North of bridge | 4/4/2018 12:25 PM |
| 13 | Not sure | 4/4/2018 11:18 AM |
| 14 | housatonic | 4/4/2018 10:56 AM |
| 15 | Housatonic West Main St., Ramsdell Library, | 4/4/2018 10:28 AM |
| 16 | Not sure | 4/3/2018 9:27 PM |
| 17 | Railroad Street, Church Street, Bridge StreetR | 4/2/2018 3:32 PM |
| 18 | I think we do a good job with this. | 4/2/2018 1:42 PM |
| 19 | All areas except for the center of town. | 4/2/2018 12:39 PM |
| 20 | Main Street | 4/1/2018 6:29 PM |
| 21 | Don't really know. | 3/31/2018 1:48 PM |
| 22 | I don't know. | 3/30/2018 4:07 PM |
| 23 | Neighborhoods | 3/30/2018 4:04 PM |
| 24 | I would try to be more technologically savvy with some sort of electronic billboard and maybe other cool physical technology that is out there. | 3/30/2018 1:10 PM |
| 25 | Main Street | 3/29/2018 10:36 AM |
| 26 | All of town! | 3/29/2018 8:45 AM |
| 27 | River Walk | 3/28/2018 3:28 PM |
| 28 | i don't know | 3/28/2018 11:25 AM |
| 29 | Parks and recreational areas | 3/27/2018 8:32 PM |
| 30 | I don't know. | 3/27/2018 7:05 PM |
| 31 | Most Areas including Main Street | 3/27/2018 6:49 PM |

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| 32 | don't know | 3/27/2018 10:45 AM |
| 33 | Side walks on both sides of Route 7 in between Plaza Package and Aegean Breeze | 3/27/2018 7:40 AM |
| 34 | on North Plain rd - from underpass to the bridge I have encountered two different individuals in the road with motorized wheelchairs. why being as there is a side walk there . But no side walk on christian hill rd. | 3/26/2018 9:09 PM |
| 35 | parking facilities off street | 3/26/2018 3:48 PM |
| 36 | Railroad street, bridge street | 3/26/2018 10:17 AM |
| 37 | South Main Street, Main Street, Fairview Hospital area | 3/26/2018 5:59 AM |
| 38 | repair sidewalks | 3/23/2018 11:22 AM |
| 39 | My biggest problem with accessibility for anyone is the often day or more wait for sidewalks to be cleared of snow (not in the downtown area which is very fast but other places the residents use). I've had to walk on Main Street several times (near South Road) which is dangerous for bikes and pedestrians. I can't imagine how a handicapped person would get through. Also the sidewalk just north of the Senior Center on the east side of the street is a mess. Needs repair. The sidewalk from Maple Avenue to St. James Place on the west side is also very much in need of repair. If I were in a wheel chair that would be very scary to go over those bumps, holes and the unevenness. | 3/22/2018 6:25 PM |
| 40 | Stockbridge Road, South Main | 3/22/2018 9:34 AM |
| 41 | The Hill | 3/22/2018 8:57 AM |
| 42 | All | 3/22/2018 8:32 AM |
| 43 | I know the new coop would solve that area's issue, but the sidewalks on railroad street could use some work. If the handicap parking spots were better monitored those who need them would be able to use them. I see people often walking on route 41 where there is no bike lane, but I am not sure if there if is enough of a need to warrant any work done. | 3/22/2018 7:43 AM |
| 44 | Main st giant curbs are hazardous | 3/22/2018 7:09 AM |
| 45 | Railroad st is a mess of course, the sidewalks are terrible. Bridge st is still going to need it's face lift and I can't believe the town just let that go. | 3/22/2018 6:31 AM |
| 46 | Coop area | 3/22/2018 6:05 AM |
| 47 | Practically anywhere outside of downtown | 3/21/2018 7:19 PM |
| 48 | Condition of sidewalks on Railroad Street. | 3/21/2018 2:40 PM |
| 49 | Everywhere except downtown great barrington and Housatonic. | 3/21/2018 12:16 PM |
| 50 | South Main Street, North Main (north of Elm St.), North Plain/Christian Hill area. | 3/21/2018 9:53 AM |
| 51 | Main Street, Housatonic, where sidewalk stops east of Johnny'sGarage. FrontStreet, Housatonic, sidewalkstops at South Street. People walk and ride wheelchairs to cemetery... dangerous after South Street. | 3/21/2018 9:09 AM |
| 52 | Lake Mansfield | 3/21/2018 9:00 AM |
| 53 | Castle Street pedestrian underpass, or a better way to get over the tracks. Cars whip around off Taconic and onto Castle. | 3/20/2018 9:49 PM |
| 54 | Railroad st. | 3/20/2018 6:05 PM |
| 55 | Sidewalks should be built on all major routes coming into town. | 3/20/2018 5:27 PM |
| 56 | all of the town parks | 3/20/2018 3:54 PM |
| 57 | All areas on the hill | 3/20/2018 3:19 PM |
| 58 | All of downtown | 3/20/2018 2:33 PM |
| 59 | River walk, clearer & more consistent crosswalks. | 3/20/2018 1:48 PM |
| 60 | Not sure | 3/20/2018 12:18 PM |
| 61 | Town hall-? | 3/20/2018 11:35 AM |
| 62 | Railroad Street needs ramps into stores. | 3/20/2018 11:16 AM |

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| 63 | Taconic to West to Lewis. You see people on the road with motorized wheelchairs and traffic too fast to be safe. Lake Mansfield Road | 3/20/2018 11:14 AM |
| 64 | Main Street | 3/20/2018 11:01 AM |
| 65 | All. Too many uneven sidewalks | 3/20/2018 10:29 AM |
| 66 | All of them. | 3/20/2018 10:26 AM |
| 67 | lake mansfield area | 3/20/2018 10:05 AM |
| 68 | From Housatonic river bridge up to Pricechopper shopping center and walk from downtown to Coop. | 3/20/2018 9:56 AM |
| 69 | Sorry- I haven't thought about this. | 3/20/2018 9:54 AM |
| 70 | Not sure | 3/20/2018 9:41 AM |
| 71 | Monument Valley Road | 3/20/2018 9:22 AM |
| 72 | Bridge st | 3/20/2018 9:09 AM |
| 73 | Unsure | 3/20/2018 9:00 AM |
| 74 | Route 23 | 3/20/2018 8:34 AM |
| 75 | Hm, I'm not sure about that. It seems pretty accessible overall. | 3/20/2018 8:01 AM |
| 76 | All areas where there are zigzag sidewalks. With sudden drops in sidewalk. Any steps from sidewalk to street without railings to help disabled or elderly to get to main street. | 3/20/2018 7:52 AM |
| 77 | All of downtown and Housatonic | 3/20/2018 7:41 AM |
| 78 | Don't know | 3/20/2018 7:24 AM |
| 79 | need to look again | 3/20/2018 6:51 AM |
| 80 | Overall I love what's been down downtown but unfortunately I do think a lot of the multi-layer sidewalks are dangerous and hard to navigate. | 3/20/2018 6:38 AM |
| 81 | Sidewalks EVERYWHERE need to be cleared, salted, and sanded in winter immediately. | 3/19/2018 10:36 PM |
| 82 | West Avenue! | 3/19/2018 5:02 PM |
| 83 | You only have in front of Berk Comm College and Barr. Outfitters that my Husband can get out of the vehicle with a ramp. A regular parking spot with a handicap sign does not make it handicap | 3/19/2018 2:07 PM |
| 84 | Many of your handicapped spots do not provide accessibiltiy...blocked by a tree ...mailbox etc....you should walk the streets and look at every spot marked and then imagine a person in a wheelchair with a ramp...EVERY marked spot should work for that person | 3/19/2018 12:27 PM |
| 85 | Sidewalks in Housatonic | 3/19/2018 10:59 AM |
| 86 | This is an important question, but I am not sure. | 3/19/2018 8:29 AM |
| 87 | Everywhere! People who are wheelchair bound have a particularly difficult time. | 3/18/2018 10:37 PM |
| 88 | Sidewalks on both sides of Stockbridge Road. Improved sidewalk conditions on Railroad and Bridge streets | 3/18/2018 9:50 PM |
| 89 | housey | 3/18/2018 9:41 PM |
| 90 | All over. Uneven sidewalks are a big issue. Untreated sidewalks in the Winter Better accessibility? Ramsdell | 3/18/2018 4:32 PM |
| 91 | Town is good at this | 3/18/2018 3:26 PM |
| 92 | Bridge st | 3/18/2018 2:03 PM |
| 93 | don't know | 3/18/2018 10:15 AM |
| 94 | The sidewalks along Main Street from big y to railroad | 3/18/2018 8:28 AM |
| 95 | Taconic ave, Castle Hill, etc | 3/18/2018 7:57 AM |
| 96 | Downtown area | 3/18/2018 1:15 AM |
| 97 | all, except town center | 3/17/2018 6:34 PM |

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| 98 | Railroad Street, given the terrible condition of the sidewalks | 3/17/2018 10:17 AM |
| 99 | Downtown | 3/17/2018 9:29 AM |
| 100 | Railroad street parking, at the top of the hill looks terrible and is difficult to get around. This town could use some easy access parking garages. | 3/17/2018 8:43 AM |
| 101 | Housatonic | 3/16/2018 11:57 PM |
| 102 | GB Railroad and Castle Streets | 3/16/2018 9:58 PM |
| 103 | I don't know | 3/16/2018 9:22 PM |
| 104 | In winter the sidewalks on Main make me uncomfortable. As someone who had a disability I would never walk in downtown in winter....too many curbsings, sloping sidewalks and black ice. Also parking is difficult because the snow drifts make it impossible to get out of the passenger side. The higher curbs make this problem much worse than it was before. | 3/16/2018 9:08 PM |
| 105 | Christian Hill Commons /lake Mansfield areas could provide wheelchair accessible ramps for visitors and residents. Very difficult to get to areas of interest | 3/16/2018 8:50 PM |
| 106 | South Main Street in Great Barrington. Lake Mansfield beach. Ramsdell library, Railroad stree, church street, bridge street | 3/16/2018 7:27 PM |
| 107 | Railroad Street | 3/16/2018 6:26 PM |
| 108 | Don't know | 3/16/2018 5:55 PM |
| 109 | Housatonic post office | 3/16/2018 4:37 PM |
| 110 | N/A | 3/16/2018 3:43 PM |
| 111 | Ramsdell | 3/16/2018 3:30 PM |
| 112 | Better sidewalks on Railroad Street over to Elm Street. Handicap ramp for Ramsdell Library | 3/16/2018 2:38 PM |
| 113 | West ave, taconic , oak, 41.....locations of group homes | 3/16/2018 2:32 PM |
| 114 | I haven't really thought to much about accessibility, unfortunately. | 3/16/2018 1:02 PM |
| 115 | The whole town is horrendous at services people with disabilities. My husband is a disabled combat veteran. He has handicapped plates and placards. The area around the Triplex has a few handicapped parking spots. These spots are either illegally parked in, have HUGE snow piles in the spot or you have someone who is parked in front of them, whilst waiting for someone. NO ONE patrols this or fines people. | 3/16/2018 12:57 PM |
| 116 | downtown seems okay but I haven't thought about it much. Lake Mansfield should feel more accessible to everyone, including along the road. | 3/16/2018 12:40 PM |
| 117 | I don't think this is a major issue | 3/16/2018 12:31 PM |
| 118 | Mainstreet in GB and Housatonic is all we can address. As you repair sidewalk improve them at that time. We can't afford everything. | 3/16/2018 12:24 PM |
| 119 | Not sure but wondering if the Housie Park is accessible. | 3/16/2018 11:51 AM |
| 120 | The area we walk and ride in seem to be accessible. | 3/16/2018 11:51 AM |
| 121 | Many individual businesses, but not necessarily in one neighborhood. | 3/16/2018 11:02 AM |
| 122 | state rd | 3/16/2018 10:44 AM |
| 123 | I don't know | 3/16/2018 9:39 AM |
| 124 | Bridge Street | 3/16/2018 9:39 AM |
| 125 | Downtown. | 3/16/2018 9:02 AM |
| 126 | RR St., Church St., Elm St., South Main St. | 3/16/2018 8:30 AM |
| 127 | I do not know. | 3/16/2018 8:19 AM |
| 128 | Route 23 between GB and S. Egremont | 3/16/2018 6:49 AM |
| 129 | Since I don't have any I don't know | 3/16/2018 4:15 AM |
| 130 | Main Street And in Housatonic | 3/15/2018 11:39 PM |

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| 131 | All | 3/15/2018 11:31 PM |
| 132 | All areas in town should be looked at. | 3/15/2018 11:19 PM |
| 133 | Lake Mansfield, baseball field on Bridge Street | 3/15/2018 10:41 PM |
| 134 | No opinion | 3/15/2018 10:10 PM |
| 135 | Triplex Theater Lake Mansfield Rd. | 3/15/2018 9:41 PM |
| 136 | I'm not sure. But seeing as it's hard for even able bodied people To cross the street or interpret the crosswalks at lights and there are ZERO street lights in neighborhoods. Not able to enjoy a stroll much of the time without being on high alert. | 3/15/2018 9:36 PM |
| 137 | Railroad street | 3/15/2018 9:25 PM |
| 138 | The new sidewalks along Main Street are unnecessarily complex with their slopes and steps that make it difficult for anyone to just walk easily. They must be even harder to navigate for those with disabilities. The old sidewalks were much simpler and better. | 3/15/2018 9:14 PM |
| 139 | All. Only center of town Main Street is fully accessible | 3/15/2018 8:07 PM |
| 140 | Not sure! | 3/15/2018 7:43 PM |
| 141 | Not sure. | 3/15/2018 7:36 PM |
| 142 | Not sure | 3/15/2018 7:29 PM |
| 143 | Housatonic Village Center | 3/15/2018 7:05 PM |
| 144 | Main Street | 3/15/2018 6:29 PM |
| 145 | Main St, Stockbridge Rd | 3/15/2018 6:10 PM |
| 146 | no idea ,probably over by the post office or theater? | 3/15/2018 5:53 PM |
| 147 | Lake Mansfield Trails, lower section of River Walk | 3/15/2018 5:16 PM |
| 148 | Not sure | 3/15/2018 5:05 PM |
| 149 | Downtown sidewalks off Main Street (ie. Railroad Street) need repairs to ensure disabled access and pedestrian safety | 3/15/2018 4:55 PM |
| 150 | Pick one. Main Street has improved some. | 3/15/2018 4:50 PM |
| 151 | Railroad st | 3/15/2018 4:49 PM |
| 152 | Gilmore Ave. in need of new sidewalk! Mansfield Lake area - accessibility for all. | 3/15/2018 4:43 PM |
| 153 | Bridge Street Lake Mansfield Road; no sidewalk or shoulder Railroad Street: extremely poor condition of sidewalks; old metal coal vaults are a hazard when wet or icy/snowy; no crosswalk into pedestrian alley Upper Railroad Street; lack of sidewalks and defined HC parking Taconic Parking Lot: poor condition | 3/15/2018 4:39 PM |
| 154 | Flagrock. Sidewalks bad in the whole complex. | 3/15/2018 4:33 PM |
| 155 | Railroad street | 3/15/2018 4:11 PM |
| 156 | All, except downtown Main Street | 3/15/2018 4:01 PM |
| 157 | Lake Mansfield area | 3/15/2018 3:57 PM |
| 158 | n/a | 3/15/2018 3:56 PM |
| 159 | unsure | 3/15/2018 3:50 PM |
| 160 | Bridge St although I guess that's in progress. Of course the areas south of the 7/23 intersection. Downtown looks pretty accessible to me. There are a lot of areas that could probably be improved but I'm not as familiar with them. | 3/15/2018 3:44 PM |
| 161 | The area behind Azteca Mexican restaurant has handicapped parking that is always being taken by visiting New Yorkers that are not handicapped so that they don't have to walk. I have handicapped license plates and because of this, on numerous occasions, I've been made to walk from past Carr Hardware to reach my destination. I have never seen enforcement by LE when this has happened. I've reported it, I've confronted people sitting in their cars, which is illegal even for those with handicapped markings. | 3/15/2018 3:34 PM |

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| 162 | Anywhere outside of Main Street. | 3/15/2018 3:28 PM |
| 163 | Not sure | 3/15/2018 3:11 PM |
| 164 | Downtown. | 3/15/2018 2:52 PM |
| 165 | We do an admirable job, although I am not disabled and don't know what that would be like. | 3/15/2018 2:37 PM |
| 166 | Railroad Street. Side Streets. | 3/15/2018 2:35 PM |
| 167 | I don't know because I don't have a disability. | 3/15/2018 2:19 PM |
| 168 | Downtown is fine, however outlying areas are not. | 3/15/2018 2:11 PM |
| 169 | Unsure | 3/15/2018 2:07 PM |
| 170 | Railroad Street, Castle Hill Ave (sidewalks in places are not suitable for wheelchairs). East side of town. Bridge St. | 3/15/2018 2:01 PM |
| 171 | I imagine in the winter it is nearly impossible for a person in a wheelchair most places in town | 3/15/2018 1:51 PM |
| 172 | East | 3/15/2018 1:48 PM |
| 173 | Railroad Street, Bridge Street, Castle Street, Elm Street | 3/15/2018 1:44 PM |
| 174 | Ramsdell Library, | 3/15/2018 1:39 PM |
| 175 | Railroad Street, Elm Street, Bridge Street, Taconic Ave, Castle Hill area | 3/15/2018 1:31 PM |
| 176 | Railroad Street | 3/15/2018 1:28 PM |
| 177 | Fairgrounds Area (Historical Society, senior housing, shopping) Town Hall area -- more disabled parking spots, easier access to TH | 3/15/2018 1:22 PM |
| 178 | Unsure | 3/15/2018 1:21 PM |
| 179 | More bike lanes!! | 3/15/2018 12:58 PM |
| 180 | Downtown where the sidewalks (mainly Railroad Street) are broken up and uneven. | 3/15/2018 12:50 PM |
| 181 | Rail Trail. | 3/15/2018 12:47 PM |
| 182 | not sure | 3/15/2018 12:40 PM |
| 183 | Do not know. | 3/15/2018 12:35 PM |
| 184 | Housatonic Park | 3/15/2018 12:33 PM |
| 185 | enforce parking restrictions and enforce ADA rules for businesses i.e. Triplex | 3/15/2018 12:22 PM |
| 186 | Railroad Street | 3/15/2018 12:14 PM |
| 187 | do not know | 3/15/2018 12:13 PM |
| 188 | Alford road | 3/15/2018 12:12 PM |
| 189 | Everywhere outside of downtown | 3/15/2018 12:05 PM |
| 190 | Most of 183 to Route 7 | 3/15/2018 11:49 AM |
| 191 | Railroad Street | 3/15/2018 11:46 AM |
| 192 | None | 3/15/2018 11:45 AM |
| 193 | parks | 3/15/2018 11:37 AM |
| 194 | I only really shop. Main Street/Pricerite and Big Y which are all OK | 3/15/2018 11:32 AM |
| 195 | pretty friendly now | 3/15/2018 11:31 AM |
| 196 | All. | 3/15/2018 11:30 AM |
| 197 | All | 3/15/2018 11:30 AM |
| 198 | Don't know. | 3/15/2018 11:26 AM |
| 199 | If the center parking area was turned into a park with places to walk and sit. | 3/15/2018 11:24 AM |
| 200 | I'm not too sure on this one. I feel the Main St redo helped with sidewalk access for people with disabilities. | 3/15/2018 11:19 AM |

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| 201 | NA | 3/15/2018 11:18 AM |
| 202 | South Main Street Stockbridge road | 3/15/2018 11:15 AM |
| 203 | Downtown, in particular at intersections. | 3/15/2018 11:09 AM |
| 204 | Lake Mansfield Recreation Area | 3/15/2018 11:09 AM |
| 205 | no comment | 3/15/2018 11:07 AM |
| 206 | Lake Mansfield Bridge street near the co-op | 3/15/2018 10:53 AM |
| 207 | Most areas do not seem particularly convenient for people with disabilities; then again, not being disabled myself, I don't necessarily keep an eye on this issue. | 3/15/2018 10:49 AM |
| 208 | Railroad St sidewalks. | 3/15/2018 10:49 AM |
| 209 | Not sure | 3/15/2018 10:45 AM |
| 210 | Unsure. Downtown Main Street seems fine | 3/15/2018 10:45 AM |
| 211 | I think this is in pretty good shape, but I do not have a disability. Better to ask this question if people who have disabilities. | 3/15/2018 10:43 AM |
| 212 | not sure | 3/15/2018 10:40 AM |
| 213 | town parks | 3/15/2018 10:38 AM |
| 214 | Really important and lacking: a safe and accessible path from Housatonic to Great Barrington for walking or biking - none of the roads - Alford/Castle St, North Plain (Rt 41) Rd, VanDeusenville Rd, or Route 7 offer safe access between Housie and GB. | 3/15/2018 10:19 AM |
| 215 | NPR | 3/15/2018 10:10 AM |
| 216 | All | 3/15/2018 9:28 AM |
| 217 | South of Finnerty and Stevens going South towards Big Y sidewalks and crossing 7 by senior housing | 3/15/2018 9:26 AM |
| 218 | Areas near the hospital, senior housing and nursing homes | 3/15/2018 9:13 AM |
| 219 | My sister is in and out of a wheel chair from an accident-- she has good access in downtown GB, at shopping centers (adequate parking spaces and flat terrain) | 3/15/2018 8:52 AM |
| 220 | I don't know | 3/15/2018 8:32 AM |
| 221 | All areas out side the down town corridor. New sidewalk a few years ago on Cottage is not accessible except through a driveway at the bottom near the bridge | 3/15/2018 7:21 AM |
| 222 | East st | 3/14/2018 9:54 PM |
| 223 | Rail Road St., Bridge Street, Castle st. Side walks are horrible | 3/14/2018 9:25 PM |
| 224 | Closer parking | 3/14/2018 9:11 PM |
| 225 | Don't know anything about this. | 3/14/2018 9:07 PM |
| 226 | ? | 3/14/2018 9:05 PM |
| 227 | Not sure. | 3/14/2018 8:59 PM |
| 228 | ALL! Railroad Street is especially shameful since it is the heart of downtown and absolutely, completely inaccessible for anyone in a wheelchair or with mobility issues: Sidewalks are broken and slanted and there are not sufficient curb cuts. Stores are completely inaccessible because of thresholds at doorways. Each winter they become more unusable by anyone with a disability or mobility issue. It's an embarrassment to the town. | 3/14/2018 7:25 PM |
| 229 | Downtown, the intersection of Main and Maple. | 3/14/2018 7:19 PM |
| 230 | As a parent of a child with profound disabilities I would love better access to push special strollers and wheelchairs in natural environments ... like the river walk etc. It would also be wonderful to have a handicap accessible playground for children with disabilities | 3/14/2018 6:47 PM |
| 231 | Forget about people with disabilities - a normal person over 50 (someone who is not 100% fit) doesn't have safe walking passages in Great Barrington | 3/14/2018 6:41 PM |
| 232 | idk | 3/14/2018 6:34 PM |

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| 233 | The Sidewalks on South Main going towards Big Y are horrible lots of cracks and dips | 3/14/2018 6:29 PM |
| 234 | Not sure | 3/14/2018 6:27 PM |
| 235 | Again, down by Big Y and the senior housing. That area is SO dangerous and it's not practical for seniors with disabilities to walk to the grocery store even though it's right there. Also, up by the Brewery on Stockbridge road. People want to cross back and forth from accommodations to dining options and there's no place for them to safely do that especially if they have disabilities that slow them down. | 3/14/2018 6:25 PM |
| 236 | Not sure | 3/14/2018 6:11 PM |
| 237 | Route 41 underpass | 3/14/2018 6:09 PM |
| 238 | Neighborhoods with crumbling sidewalks | 3/14/2018 6:01 PM |
| 239 | The crosswalk at the PO in Housatonic STILL does not match use, or drivers' expectations of where it would logically be--never gets plowed out, for instance. | 3/14/2018 5:58 PM |
| 240 | Downtown | 3/14/2018 5:52 PM |
| 241 | Downtown, but still not great | 3/14/2018 4:33 PM |

Q7 How would you improve WALKING and walkability in Great Barrington? Walkability is defined as how “friendly” an area is to walking. Walkable areas make it easy, enticing, and safe to walk for pedestrians. If you have a specific street or intersection in mind, please note this in your response.

Answered: 259 Skipped: 38

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | where its necessary to walk in street or road. many hedges are over sidewalk. summer st. opposeite chaloke. | 4/17/2018 8:50 AM |
| 2 | need more town parks for exercise in town. | 4/5/2018 10:35 PM |
| 3 | From down town to down past Guido's. | 4/5/2018 4:51 PM |
| 4 | Sidewalks and dynamic speed limit signs that show speed of vehicle, on Main Street in Housatonic between Oak street and South Street | 4/5/2018 3:35 PM |
| 5 | repair broken sidewalks, add sidewalks to streets that have none. | 4/5/2018 12:19 PM |
| 6 | lighting, smooth sidewalk | 4/5/2018 12:17 PM |
| 7 | Get rid of Right on Red at Main St + Bridge St. Get rid of brick pavers. | 4/5/2018 11:24 AM |
| 8 | unsafe | 4/5/2018 11:19 AM |
| 9 | none | 4/5/2018 11:13 AM |
| 10 | Belcher Square is difficult and dangerous for pedestrians and motorists as drivers run red lights constantly and I have never seen enforcement. Also, State Rd. between Belcher Sq and Hevreh is rarely if ever enforced for people who "floor it" heading east from Belcher Sq or fail to slow down to 30 heading toward Belcher Sq. Can be scary to walk or ride, even on sidewalk at times. | 4/5/2018 9:24 AM |
| 11 | Sidewalk along Lake Mansfield Road | 4/5/2018 9:10 AM |
| 12 | Wider walks with a purpose. Eliminate dead end sidewalks, provide well lit crossings in all locations where single side walks jump from one side of R.O.W. to other. Pull walks to far edge of R.O.W. and provide cross-country options wherever practicable. Belcher Sq. north to at least Holiday Inn needs MADOT attention ASAP. Tragedy somewhere between The East and Holiday Inn/ Jennifer House is inevitable as currently constituted. Connection between Domaney's and Gans/ The Cove needs improving via continuous sidewalk on west side of 7. Big Y to Brush Hill, particularly on west side to VFW needs cohesion. | 4/5/2018 8:47 AM |
| 13 | continued improvement of sidewalks as you leave downtown area to extend the walking options | 4/4/2018 4:00 PM |
| 14 | I would connect the downtown to hiking or walking paths like Lake Mansfield Forest, the Housatonic Rail Trail, and connect the Village with the Downtown district. | 4/4/2018 3:34 PM |
| 15 | Most of all, we need better signage and maybe flashing lights or speed bumps at crosswalks across Main Street in business district. Cars still drive too fast, and sometimes don't stop for pedestrians in crosswalks. And it's MA residents too, not only out-of-staters. | 4/4/2018 12:25 PM |
| 16 | The Main Street sidewalk to Route 41 in Housatonic needs to be extended so we can walk on it. Traffic needs to be slowed on the West end of Main St. in Housatonic. We very much need bike lanes on North Plain Road between Housatonic and GB. This would definitely increase our entire family's frequency of riding a bike to town. | 4/4/2018 11:18 AM |
| 17 | the route to connect great barrington to housatonic | 4/4/2018 10:56 AM |
| 18 | West Main in Housatonic, North End of Stockbridge Road. | 4/4/2018 10:28 AM |
| 19 | Main St in Housatonic needs sidewalks and some sort of bike path or area for walkers, joggers and cyclist on RT 41 or North Plain and Division. Fix paving on Division St! | 4/4/2018 10:13 AM |

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| 20 | Some of the sidewalks are narrow, but usually not too problematic | 4/3/2018 9:27 PM |
| 21 | Replace, repave sidewalks on Railroad Street | 4/2/2018 3:32 PM |
| 22 | The cross-walks on Main Street are now a trap. With the renovation, motorists think Main Street is a highway and drive faster than they used to. The cross-walks used to be respected. Now they most definitely are not. This is the number one safety concern. | 4/2/2018 1:42 PM |
| 23 | Encourage more clearing of the sidewalks during the winter. More enforcement of speed and reckless driving in high pedestrian areas. Too many large trucks speed through town. | 4/2/2018 12:39 PM |
| 24 | Better sidewalks | 4/1/2018 6:29 PM |
| 25 | Complete the sidewalks throughout Downtown Housatonic | 3/31/2018 5:21 PM |
| 26 | Main Street Housatonic between Oak St. and South St. We desperately need to improve pedestrian safety and walkability. | 3/31/2018 1:48 PM |
| 27 | I think that the area just north of downtown GB, consisting of the old Reid Cleaners building, the church in construction, Prairie Whale, etc. should be a priority. That could be a whole new area that people frequent as they frequent the Railroad St area, but it needs more appealing stores and frankly needs to look nicer than it does. | 3/30/2018 4:07 PM |
| 28 | ? | 3/30/2018 4:04 PM |
| 29 | N/A | 3/30/2018 1:10 PM |
| 30 | By the underpass. Better lighting | 3/30/2018 10:00 AM |
| 31 | The traffic lights (signals) need to be corrected at Main and Castle and Main and St. James Place. They should be 4 way stops. | 3/29/2018 10:36 AM |
| 32 | Indicate where pedestrian walkways are ie with bricks or flashing markers in walkway areas, or humps. Any crosswalk on Main St in GB. Fix River St... It's dangerous... uneven and forgotten. Need more human scaled lights on Pleasant and Dresser. | 3/29/2018 8:45 AM |
| 33 | More town trash cans and recycle bins would be welcome. Also, I walk along Bridge Street to and from town. Unfortunately, between the decrepit Searles school and the potentially toxic empty field, it's not the prettiest walk. I understand not much can be done about these properties, but somehow beautifying this road would entice me to walk more frequently. | 3/28/2018 3:28 PM |
| 34 | seems pretty good to me. | 3/28/2018 11:25 AM |
| 35 | Traffic calming techniques Medians, plantings, public art, police walking the beat, outdoor cafes. Prohibit right turns on red signal | 3/27/2018 8:32 PM |
| 36 | Increase the buffers between sidewalks and cars (Stockbridge Rd). Add sidewalks (Route 23) | 3/27/2018 7:05 PM |
| 37 | Slowing traffic everywhere would make walking more attractive | 3/27/2018 6:49 PM |
| 38 | re-install blinking lights at cross walks | 3/27/2018 10:45 AM |
| 39 | Side Walks on The entire Main Street in Housatonic. And Great Barrington. From Price Chopper to Big Y both sides of the street | 3/27/2018 7:40 AM |
| 40 | underpass - up christian hill rd. George st. and pearl st | 3/26/2018 9:09 PM |
| 41 | side street lighting and sidewalks | 3/26/2018 3:48 PM |
| 42 | Improving sidewalk width, conditions, and grade of sidewalks especially down bridge street and railroad street | 3/26/2018 10:17 AM |
| 43 | Walking paths around Lake Mansfield. | 3/26/2018 5:59 AM |
| 44 | more safe access on sides of roadways | 3/23/2018 11:22 AM |
| 45 | The sidewalk on Castle St. above the under pass is very unsafe, not maintained, and never snow plowed. The volume of foot traffic to and from the hill is up this street not Taconic ave. Other side walks on side streets feeding into this street have been redone. This sidewalk needs to be a priority. | 3/22/2018 10:12 PM |
| 46 | Basically the sidewalks I mentioned above and the quicker removal of snow. I've had to walk from downtown to the Big Y and much of it on the road in winter. | 3/22/2018 6:25 PM |
| 47 | Wider sidewalks, more crossing zones with better signage | 3/22/2018 9:34 AM |

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| 48 | Sidewalks everywhere, good street lighting and slower traffic | 3/22/2018 8:57 AM |
| 49 | Fix the sidewalks everywhere. Extend sidewalks everywhere. Some sidewalks just end, and too have to cross the street to continue or walk in traffic. Stockbridge road (rt.7) by the fire station could use some major repairs. Many people walk and live there. The walk from there to downtown needs major renovations and sidewalk access on both sides | 3/22/2018 8:32 AM |
| 50 | I think that bridge street which is already getting some work done would be great as an increase in length of the river walk, which I think is also in talks as well. The crosswalks are really the issue in my opinion, especially in the summer with more traffic, people are careless. The area from the Lee Bank building to Griffin GB feels disconnected, but I do not have a suggestion on how to fix that. | 3/22/2018 7:43 AM |
| 51 | Main st reconstruction changed "quaint downtown" into a high speed highway | 3/22/2018 7:09 AM |
| 52 | There should be a sidewalk going up Taconic Ave for all the people who do walk there already and risk their lives, particularly past the curve toward the Castle St entrance. It's a nightmare walking there. | 3/22/2018 6:31 AM |
| 53 | Main Street - at least a flashing yellow light at all crosswalks. | 3/22/2018 6:05 AM |
| 54 | North Plain Road, Division St, Alford Rd, and similar "arteries" are not walkable since there's either a narrow margin or no margin separating walkers from traffic. If the roads were wide enough to have bike lanes, they'd be walkable. | 3/21/2018 7:19 PM |
| 55 | Not involved in biking | 3/21/2018 2:40 PM |
| 56 | Sidewalks. | 3/21/2018 12:16 PM |
| 57 | Create connecting loops between neighborhoods. | 3/21/2018 9:53 AM |
| 58 | keep all sidewalks in good condition | 3/21/2018 9:09 AM |
| 59 | RR underpass steps near Town Hall needs lighting and sidewalk work | 3/21/2018 9:00 AM |
| 60 | Add pedestrian islands to Main st. with trees in them. Add Portland, Oregon style neighborhood speed bumps (deep so they're not bad when you're going 20, but rip up your car when you're going 35) Add stop signs at Hollenbeck / Castle Hill and Hollenbeck / Sumner Add greenspace between sidewalks and the road, for example along Castle Hill. Probably not feasible in all cases, but along sleepy Prospect St, there's room. Clear snow from neighborhood sidewalks, or incent residents to do so. Address overgrown bushes taking up sidewalk space. Wider sidewalks along Railroad Street. Add a sidewalk to Bridge St. | 3/20/2018 9:49 PM |
| 61 | Fix Lake Mansfield Road. Make it one way w/ pedestrian/bicycle path | 3/20/2018 6:50 PM |
| 62 | Refer to a previous answer...Silver St. is dangerous (at the curve). A breakdown lane at least or sidewalk at best would be nice. I walk in the Berkshire Hts/Barrington place/Lewis Ave and West st. areas. Some have sidewalks, some don't. I don't mind smaller roads not having sidewalks (Berkshire Hts) but the roads near the Hospital should have them which should include ALL of Lewis. | 3/20/2018 6:05 PM |
| 63 | A single sidewalk would make a HUGE difference. There isn't even a sidewalk to use to get to the beach at lake Mansfield. Why does Benton Avenue have double sidewalks? Many of the sidewalks going from the Hill into town have dangerous cracks and uneven pavement. | 3/20/2018 5:27 PM |
| 64 | better maintained conditions of the sidewalks | 3/20/2018 3:54 PM |
| 65 | Sidewalks | 3/20/2018 3:19 PM |
| 66 | Additional, and brighter nighttime lighting on downtown streets at all major intersections. I have seen lighted stop signs in towns in MA. those would be excellent placed in the busiest pedestrian crosswalks in downtown, for instance outside of where Fuel currently is located. | 3/20/2018 2:33 PM |
| 67 | Wider shoulders improve use, enjoyment & safety not only for walkers, runners & bikers, but also for drivers. | 3/20/2018 1:48 PM |
| 68 | Have to have safe sidewalks. the problem with the new main street sidewalks too is the raised curb which is very easy to trip on. The raised curbs are great for dividing the street from the sidewalk, but they should be marked or painted yellow so they are more visible, and less easy to stumble over | 3/20/2018 12:18 PM |

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| 69 | Railroad st shopping is dangerous, getting up and off curbs. Around Lake Mansfield is dangerous if people are speeding and unaware of passage. Could town manage sidewalks in snow, particularly up around castle hill, hollenbeck area? Home owners do their best, but oftentimes its impossible. Now that there's even less parking in town, people want to walk in, but if sidewalks are covered with snow, it can be dangerous. | 3/20/2018 11:35 AM |
| 70 | Better defined and maintained sidewalks | 3/20/2018 11:16 AM |
| 71 | Castle Street needs improved sidewalks. Lake Mansfield Road | 3/20/2018 11:14 AM |
| 72 | Walk signs longer | 3/20/2018 11:01 AM |
| 73 | Need a bike/walking path connecting Town with Housatonic | 3/20/2018 10:29 AM |
| 74 | Widen road near lake Mansfield | 3/20/2018 10:29 AM |
| 75 | Ramps on Main Street could be better placed. Automatic crossing signals. More crossing signals on Stockbridge Road. Sidewalks on both sides. renovated sidewalks on all side streets to Main Street, improved parking and larger, longer term parking lots so people can park and walk. | 3/20/2018 10:26 AM |
| 76 | sidewalks or bike lanes | 3/20/2018 10:05 AM |
| 77 | Sidewalk around Lake Mansfield to Castle Hill neighborhood and better lighting. Continuous, wide sidewalk from downtown all the way to Price Chopper shopping center | 3/20/2018 9:56 AM |
| 78 | Downtown GB is very walkable as far north as Cottage Street. After that it's more problematic. South of Taconic/St. James Place it's tricky too, because there do not seem to be adequate sidewalks all the way to the Big Y shopping center, to which I might walk with a grocery cart if the sidewalks were better. There are also spots in residential neighborhoods where the sidewalks suddenly disappear, such as on West Street, near Dr. Nord's office, and on Taconic Avenue north of Oak Street. The residential areas are not dangerous, though, because the traffic is not dense or very fast. | 3/20/2018 9:54 AM |
| 79 | Again, side streets are in pretty bad shape (cracking, uneven surfaces), the crosswalks need better visibility (maybe w pedestrian flashing lights) | 3/20/2018 9:41 AM |
| 80 | More and better sidewalks. | 3/20/2018 9:22 AM |
| 81 | Wider sidewalks | 3/20/2018 9:09 AM |
| 82 | Large trees, attractive, simple sidewalks, charming buildings, interesting shops and restaurants. | 3/20/2018 9:00 AM |
| 83 | Sidewalks | 3/20/2018 8:34 AM |
| 84 | Please see my note from earlier about Taconic Street. Also, where Routes 7 and 23 split off on the north side of town, I seem to remember that the sidewalk is a little dicey there -- it stops on the left side as you're headed toward Monument Mountain. | 3/20/2018 8:01 AM |
| 85 | The problem is that for disabled, vision impaired, or elderly, most of the sidewalks are dangerous and require continual attention to where yo step off the curb or where there is a change in the design of the side walk | 3/20/2018 7:52 AM |
| 86 | Add sidewalks to Christian Hill- and to all areas without sidewalks. Repair Castle Hill area sidewalks that are now in disrepair. | 3/20/2018 7:48 AM |
| 87 | Enforce speed limits in downtown. Cite motorists who do not stop at the crosswalk for pedestrians. | 3/20/2018 7:41 AM |
| 88 | I think it's quite a walkable town. That being said the crosswalks are nuts. At railroad and by rubis pedestrians can walk into street and wave to stop cars but can't at elm street and castle/bridge. But they look exactly alike. So I see people walking into elm street intersection against a red light for them/green for cars looking shocked when people don't stop their cars. The logic there makes no sense and is dangerous. | 3/20/2018 7:24 AM |
| 89 | will consider | 3/20/2018 6:51 AM |
| 90 | I live off of Taconic Ave and fear for my life every time I walk along it with my children because of the speeding. It's definitely improved with the speed signs (thank you!) but I still wish the police would crack down on speeders that go down and up Taconic (and then fly up Barrington Place). There are some particularly awful sidewalks on Barrington Place and heading down from there onto Taconic. | 3/20/2018 6:38 AM |

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| 91 | Intersections need to be made clearer. What about raised crosswalks? Much clearer and provide speed checks at the same time. They also feel more inviting and accessible. God knows we don't need even less parking downtown, but from a vehicle it's impossible to see pedestrians trying to cross unless they're already partway in the road or if not, until you're practically on the crosswalk. And everyone gets so confused by the red crosswalk at the corner of east and main because it signals that you should stop for pedestrians like the others on main but there's a light there. And the light doesn't take into account vehicles turning left onto main from east. | 3/19/2018 10:36 PM |
| 92 | Complete sidewalks on West Avenue (a major thoroughfare). A speedway that is frightening. So glad my kids are no longer small. Clean them in the winter! | 3/19/2018 5:02 PM |
| 93 | the curbs are nuts...I have watched people fall and stumble all over the center of GB...shameful | 3/19/2018 12:27 PM |
| 94 | Again, Alford Rd area. Roads need to be wider to accommodate bikes, pedestrians. Speed limits need to be enforced, mostly posted 35 MPH, but this means nothing to motorists. Perhaps flashing speed signs like those on Taconic Ave. | 3/19/2018 11:07 AM |
| 95 | The "Hill" is not a great place to walk. Very little sidewalks and tight roads. It would be nice if some of North Plain Road had sidewalks, especially south end near downtown. The pedestrian crosswalk lights in downtown GB are not timed well (especially one at Town Hall). Pedestrians are made to cross the road when oncoming turning traffic has the green light. Not safe at all. | 3/19/2018 10:59 AM |
| 96 | I live on Brainard avenue on the Hill. I think the chief deterrent to walking is fast traffic. | 3/19/2018 8:29 AM |
| 97 | Better sidewalks and lighting. Extended sidewalks (again on North Plain Rd sidewalk ends too abruptly and becomes dangerous to walk safely) and Division Street. Universal signs designating walkers. How about some paths just for walking along the Housatonic River? That would give people an alternative to the roads and enjoy the scenery. | 3/18/2018 10:37 PM |
| 98 | Sidewalks on both sides of Bridge Street. Improved passway behind the old fire station. | 3/18/2018 9:50 PM |
| 99 | ok | 3/18/2018 9:41 PM |
| 100 | Need to connect H-Tonic with the rest of GB for walking or biking. Speaking of connecting: There is soon to be a digital divide between Town and Village and although not part of this question. It is a very high priority. If you are talking about quality of life | 3/18/2018 4:32 PM |
| 101 | Pedestrian sidewalks | 3/18/2018 3:26 PM |
| 102 | Lower and enforce speed limits in "neighborhoods" | 3/18/2018 2:10 PM |
| 103 | Sidewalk on bridge st | 3/18/2018 2:03 PM |
| 104 | I think it is friendly | 3/18/2018 10:15 AM |
| 105 | Better sidewalks from big y to railroad, and on railroad st. Safer crosswalk at main st and Maple Ave. | 3/18/2018 8:28 AM |
| 106 | Sidewalk condition in many places is very poor. No crossing markings on main street at the intersections with secondary streets. On South main from St. James to East-mountain Medical there are only 4 marked crossings. and again sidewalks in very poor conditions, very little maintenance | 3/17/2018 6:34 PM |
| 107 | Need better side walks on Bentley. As it is now one must walk in the road and watch for trucks heading to/from the sewer plant. | 3/17/2018 4:06 PM |
| 108 | No opinion | 3/17/2018 10:17 AM |
| 109 | You need parking | 3/17/2018 9:29 AM |
| 110 | Good lighting, even sidewalks. The "Riverwalk" in GB is not really a riverwalk. That area could be made into a real park and look a lot nicer. Also, Lenox cleans the snow off their sidewalks in winter. GB could try that. | 3/17/2018 8:43 AM |
| 111 | Sidewalks that don't end abruptly without a street crossing | 3/16/2018 11:57 PM |
| 112 | Above mentioned streets are uneven | 3/16/2018 9:58 PM |
| 113 | Make all of Christian Hill Rd safer for walking. Better speed control on Division St. | 3/16/2018 9:22 PM |
| 114 | No particular intersection expect for the sidewalk under the tracks on Taconic and the underpass under the rr tracks by the Mahaiwe. I walk all over with no problem except in winter when downtown can be dangerous to me. | 3/16/2018 9:08 PM |

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| 115 | Railroad street interesections, instead of just walking out whenever a crosser pleases to have a timed light just like the lights at the adjacent lights | 3/16/2018 8:50 PM |
| 116 | On Main Street dim street lights and increase lighting at crosswalks. Sidewalks on bridge street to Co-op. Walking along rt seven should be improved and ability to cross at Berkshire brewery. I would like my kids to be able to walk from mason library to Berkshire south | 3/16/2018 7:27 PM |
| 117 | Move the sidewalk going from the light at the brown bridge to the underpass to the other side of the road so people can come from Lake Mansfield forest over Welcome Street, through George Street and safely return to Main Street | 3/16/2018 6:26 PM |
| 118 | Don't know | 3/16/2018 5:55 PM |
| 119 | I think Great Barrington is quite walkable, actually. Most people don't walk because they're lazy. | 3/16/2018 3:48 PM |
| 120 | State rd | 3/16/2018 3:43 PM |
| 121 | Smoother sidewalks, too many cracks, uneven sections of concrete. Railroad St. especially | 3/16/2018 2:38 PM |
| 122 | Improve side walks, enforce speed limit/ rights of pedestrians in cross walk, lights in allys off railroad, police presence downtown at night | 3/16/2018 2:32 PM |
| 123 | Living in town I try to walk mostly everywhere within a 3 mile radius of where I live. I haven't found to many areas where traffic is rough where there are sidewalks. There are two side roads that I think cause issues for pedestrians and traffic alike. Bridge Street/ School street intersection by the co-op. And the other is silver street, South Main street. going across that intersection is harrowing. People do not slow down pulling onto Silver and the cross walk is, what feels like, greater than 100 ft long. | 3/16/2018 1:02 PM |
| 124 | The cross walk by the firehouse is a hazard. I travel this route twice daily and live off of Stockbridge road. There are people who are waiting either near the cemetery or up near the old Impoco video, wanting to cross the road and they have to chance it and nearly get hit because people cannot see the cross walks. Or the cross walk near Lee Bank and further down off the corner of Church Street, you have cross walks where you cannot see into the road, if cars are parked on the side. While driving down the street you cannot see if someone has stepped into the cross walk. Eye sore or not, lights are needed. Jaywalkers cross where ever is the easiest, out of sheer laziness, and again, where is the enforcement??? Speaking of crosswalks, you go down to the one at the post office and because there is a merge right before, drivers think it is a drag race, if they are in the right lane, to cut off the person in the non merging lane, they speed up and totally disregard the cross walk and that people are hard to see, if standing on the side near the church. | 3/16/2018 12:57 PM |
| 125 | Overall I wish the different areas of town felt more connected for pedestrians. Certain areas are more walk-friendly than others but overall it feels disjointed. I love to walk and have lived in cities for most of my life without cars, so it's my default--but here, it's hard to think about walking to the grocery store when I know that there are swaths along the way that are poorly lit or the traffic speed makes it an unpleasant walking experience. | 3/16/2018 12:40 PM |
| 126 | More sidewalks or more flat areas on the shoulders of roads with no sidewalks. | 3/16/2018 12:31 PM |
| 127 | I don't think there are any areas that require catastrophic repairs. Its not the towns job to "get more people to walk". | 3/16/2018 12:24 PM |
| 128 | Fix the sidewalks on Railroad Street | 3/16/2018 12:03 PM |
| 129 | Sidewalks and lower speed limits in the Housatonic Village core, on Main St and Front Sts, as mentioned above. | 3/16/2018 11:51 AM |
| 130 | Housatonic seems very walkable except for VanDuesenville Rd where a walkway is needed. Also beyond John's Auto Body headed toward Rt 41 or back from Rt 41 where you are in the road. | 3/16/2018 11:51 AM |
| 131 | Downtown, (or Uptown for some of my friends) is good but getting out of the car, and climbing over the snow banks onto the sidewalk, is not. | 3/16/2018 11:02 AM |
| 132 | GB is very walkable, except this one section of sidewalk that feels like a hazard (in front of Bryant Court and 400 Main). If this wet, muddy, icy section were upgraded, walking would be physically much safer. | 3/16/2018 10:59 AM |
| 133 | all of main st from kimballs to trottas, maximizing access to wine | 3/16/2018 10:44 AM |
| 134 | Don't know | 3/16/2018 9:39 AM |
| 135 | Better lighting, maintenance and level sidewalk under the railroad. | 3/16/2018 9:39 AM |

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| 136 | Police presence. | 3/16/2018 9:02 AM |
| 137 | Widen sidewalks, intersection of 23 and 7 South of Town is dangerous for pedestrians, repainted crosswalks more often | 3/16/2018 8:30 AM |
| 138 | Walkability in Great Barrington (town center and side streets) is passable (again, condition of sidewalks is poor). However, don't forget Housatonic in this walkability and bike riding study. Taxpaying residents live up here as well and many streets do not have sidewalks. | 3/16/2018 8:19 AM |
| 139 | More frequent striping of cross walks would really help -- many out-of-town motorists aren't aware of the pedestrian right-of-way and the current striping wears down very quickly. | 3/16/2018 6:49 AM |
| 140 | Better drainage in bad weather. | 3/16/2018 4:15 AM |
| 141 | Better crossing lights, and crosswalks that are OBVIOUS to cars. The ones currently on Main Street are frightening. | 3/15/2018 11:39 PM |
| 142 | Alford Road from Simon's Rock to Main street needs a sidewalk. Also, Lake Mansfield recreation area needs a walk way. | 3/15/2018 11:31 PM |
| 143 | Side walks on North Plain Road. Crosswalks at Main, Bridge & Castle - Cottage & main an all stop cross walk. | 3/15/2018 10:41 PM |
| 144 | Sidewalks along routes 7 and 183 for safe walking and traveling by bike to work, shopping, banking, restaurants, | 3/15/2018 10:10 PM |
| 145 | There are intersections that are unsafe. For instance; Maple Ave. and Main, St. James Pl. and Main, Rt. 41 and Division St. | 3/15/2018 9:41 PM |
| 146 | street lights in walkable neighborhoods. Sidewalks that are wide and well taken care in neighborhoods for instance on Castle Hill. Same with the street around lake Mansfield. Also, the river walk is not very inviting. | 3/15/2018 9:36 PM |
| 147 | Get rid of the weird ledges and edges that serve no purpose. Wide open sidewalks. Repair sidewalks on RRstreet without changing the small town character. (Leave the marble slabs etc.) Get on with the Lake Mansfield plans already! | 3/15/2018 9:25 PM |
| 148 | The town of GB is generally good for walking, except as noted above in #6. The new sidewalks along Main Street are too complex. | 3/15/2018 9:14 PM |
| 149 | Fix side walks. Better position cross walks. Bridge street skate park cross walk has blind spot for cars heading towards main steet and people fly down that road to avoid Main Street traffic. Crossing situation by domainy's is ridiculous and high traffic | 3/15/2018 8:07 PM |
| 150 | Walking on Christian Hill Road is dangerous as cars do not obey speed limits or do not give way to people walking along it. | 3/15/2018 7:43 PM |
| 151 | Many people walk in the Housatonic cemetery. It would be nice to be able to walk safely from downtown Housatonic to the cemetery. Front Street is quite dangerous between South Street and Oak. Also, Main Street from Prospect Street to North Plain Road could be safer with a sidewalk. | 3/15/2018 7:36 PM |
| 152 | There are plenty of cross walks . It's people Jay walking and just walking out in traffic | 3/15/2018 7:29 PM |
| 153 | We'd love a sidewalk along 183 between High Street and downtown Housatonic and then along 41 from Housatonic to Pixley Hill to create a circular loop for bikers and pedestrians that live in that area or want to access Housatonic without the big hills and traffic. | 3/15/2018 7:28 PM |
| 154 | In Housatonic how the few sidewalks that exist connect to each other crossing streets and at intersections. Also the width of some of the sidewalks barely allow 2 people to pass, wider sidewalks would help. | 3/15/2018 7:05 PM |
| 155 | Taonic/Alford Avenue is very tricky to navigate as a pedestrian or cyclist. There are no sidewalks above Barrington Place and narrow shoulders. Cars consistently travel at speeds exceeding the posted limits which endangers all pedestrians (children, dog-walkers, students, etc.). In addition, there are no safe or designated areas to cross Taonic/Alford. | 3/15/2018 6:47 PM |
| 156 | Extending the current sidewalks to surrounding neighborhoods | 3/15/2018 6:29 PM |
| 157 | Stockbridge Rd is difficult to cross. | 3/15/2018 6:10 PM |
| 158 | cafe's ,food ,etc. court attractions ,etc.. | 3/15/2018 5:53 PM |
| 159 | improve crossing areas on often use routes. Provide for walking and biking lanes. slow traffic. Change the lake area of Lake Mansfield Road to a one way road to allow for safety for all. | 3/15/2018 5:16 PM |

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| 160 | More sidewalks | 3/15/2018 5:05 PM |
| 161 | Fix sidewalks on sidestreets and ensure areas currently under development have walking areas until sidewalks are installed. | 3/15/2018 4:55 PM |
| 162 | East Street sidewalks are very close to the sidewalk and have safety issues. Gilmore Ave. sidewalks are broken up, dislodged by tree roots, unsafe. | 3/15/2018 4:50 PM |
| 163 | N/a | 3/15/2018 4:49 PM |
| 164 | Repair existing sidewalks, or make new ones on most streets. | 3/15/2018 4:43 PM |
| 165 | <p>A..Make every major intersection in all of our internal neighborhoods have stop signs for ALL traffic. This would slow down vehicles using the neighborhoods for shortcuts. It is also a well-practiced traffic calming technique used throughout the USA. Traverse City, MI has an extensive system. They have installed very small-circular landscape islands in intersections that have 4-way stop signs. This has eliminated the local neighborhoods as "short cut" routes. This short cutting thru neighborhoods has especially increased with the use of satellite / GPS map systems in vehicles and on personal communication devices. These intersections in GB include: 1. Corner of West Avenue and South Street 1a. West Avenue / Taconic Ave 2. Brainard / Caste St / Hollenbeck 3. Castle Hill Ave / Caste St 4. Lake Mansfield Rd / Castle Hill Ave 5. Castle Hill / Lake Avenue 6. Bridge St / East St 7. East St / Cottage St 8. Gilmore / Cottage / Hillside 9. Gilmore / Anderson 10. Blue Hill Road / Roger Rd / Fairview Terrace I do not know enough about traffic in Housatonic to recommend any intersections to apply this to. B. First for sidewalk, replace the existing old, deteriorating sidewalks now in Town. Some are in such bad conditions that our DPW refuses to run the sidewalk snow plow rig on them! C. Install new sidewalks AFTER the existing sidewalks are replaced. Create a criteria for where these new sidewalks should be replaced based on need and condition. D. Install 5' wide sidewalks wherever possible and not 4' wide. Then the 5' wide snow plow rig will not crush and compact the sides of the 4' sidewalks. This has created a 4-6" drop on each side of the sidewalks and they are now a tripping hazard! E. Install concrete sidewalks, NOT asphalt. They will hold up 3 times as long. F. Get feedback from the residents who live on streets before sidewalks are replaced. We are your "clients" so to speak and pay dearly our property taxes for civic improvements like this. G. Change the in-Main Street signage at the crosswalks so there are 2 or 3 different types of signs that can rotated out. Vehicle drivers have gotten so used to those current signs, that they become invisible. H. Continue to paint crosswalks in the "red & white" stripes. Very effective! I. Paint in a very bright color, those super dangerous raised curb/brick "islands" on the Main Street sidewalks. They are very dangerous for pedestrians, elderly, children. Have never-ever seen this detail installed before in a downtown area. The one at Barrington Outfitters is painted and it warns folks quite clearly. J. In summary, walking is proven to be the best and easiest methods for exercise and cardio. You only need yourself to do this, no equipment like a bike. Make GB into a truly walkable Town for residents and visitors.</p> | 3/15/2018 4:39 PM |
| 166 | Division st, Stockbridge Rd area, North Plain Rd | 3/15/2018 4:38 PM |
| 167 | More benches. | 3/15/2018 4:33 PM |
| 168 | Unsure | 3/15/2018 4:11 PM |
| 169 | Put in side walks even if it's only on one side of the street!! | 3/15/2018 4:06 PM |
| 170 | Improved sidewalks and lighting beyond immediate downtown, improved traffic control everywhere, especially downtown which is a speedway in the morning making it very dangerous to cross in the crosswalks. Improve policing of traffic infractions. | 3/15/2018 4:01 PM |
| 171 | With sidewalks or wider shoulders on the roads. | 3/15/2018 3:57 PM |
| 172 | Sidewalks, benches, good signage | 3/15/2018 3:56 PM |
| 173 | no specific suggestions | 3/15/2018 3:50 PM |
| 174 | Crosswalk at the Newsboy Monument. | 3/15/2018 3:44 PM |
| 175 | I think Main Street is dangerous for drivers as well as pedestrians. There are too many crosswalks. People try to zip from one passed the next only to slam on their brakes when someone runs out without looking because they feel as though the crosswalk has magical protective qualities. Many locals such as myself believe there should only be one at the Town Hall intersection, one at the church intersection, one at the Rite Aid intersection, and Cottage Street. All should have a crossing light and flashing lights in the crosswalk itself. The other crosswalks in between are unnecessary, cause traffic backups, and people, mostly out of towners, tend to jay-walk anyways. | 3/15/2018 3:34 PM |
| 176 | Crossing police station intersection in any direction | 3/15/2018 3:31 PM |

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| 177 | The intersection of Rt. 7/41 at the bridge has terrible pedestrian signalling and sidewalk/crosswalk access and options. | 3/15/2018 3:28 PM |
| 178 | Not sure | 3/15/2018 3:11 PM |
| 179 | Evening out the sidewalks to mitigate tripping. | 3/15/2018 2:52 PM |
| 180 | I think we're pretty good in walkability, but I don't walk south of town much. | 3/15/2018 2:37 PM |
| 181 | I find walking not so bad. I'm on Hollenbeck and walk to town a lot. | 3/15/2018 2:19 PM |
| 182 | In many places, the sidewalks need repair as do the curbs. | 3/15/2018 2:11 PM |
| 183 | More sidewalks | 3/15/2018 2:07 PM |
| 184 | More Sidewalks | 3/15/2018 2:06 PM |
| 185 | Updating the old sidewalks that are cracked, buckled, etc. More police presence during busy periods at main crosswalks in town. Repaint the crosswalks regularly so they are easily seen by drivers. | 3/15/2018 2:01 PM |
| 186 | Rte 41 is difficult especially in the winter due to lack of shoulder. Downtown is better with new sidewalks . | 3/15/2018 1:51 PM |
| 187 | Provide walkways, repair existing ones | 3/15/2018 1:48 PM |
| 188 | Enforce speed limits, resolve confusion between traffic light and walk/don't walk signs at Main St and Elm St., repair sidewalks on RR St, add a crosswalk between Castle St and St James Place. | 3/15/2018 1:44 PM |
| 189 | sidewalks, disability ramps at intersections, speed bumps, | 3/15/2018 1:39 PM |
| 190 | Sidewalks on Railroad & Elm street are uneven, not always well kept in winter | 3/15/2018 1:31 PM |
| 191 | The sidewalks on Railroad are dilapidated and not handicapped accessible. They are so slanted that it is difficult to walk when there is ice, dangerous for elders, and impossible for people in wheelchairs or those who have limited mobility. State Street is not walkable for people with disabilities. Generally they are limited to Main Street. | 3/15/2018 1:28 PM |
| 192 | Bridge St -- sidewalks both sides; streetside trees | 3/15/2018 1:22 PM |
| 193 | Put sidewalks in all the way up Taconic to town of Alford. Kinda unsafe to walk the route. | 3/15/2018 1:21 PM |
| 194 | The Main Street project has greatly improved the walkability of the downtown area, but the other areas are not as "friendly," with narrow sidewalks and traffic speeding close by. | 3/15/2018 12:50 PM |
| 195 | Sidewalks, well marked crossings and signs at intersections. Occasional benches at aesthetic spots. (In Stockbridge, most of these are memorials to someone paid by friends or family) | 3/15/2018 12:47 PM |
| 196 | The Housatonic Cemetery | 3/15/2018 12:41 PM |
| 197 | Many of the sidewalks are in poor condition. | 3/15/2018 12:40 PM |
| 198 | Uneven sidewalks and curbs. | 3/15/2018 12:35 PM |
| 199 | taking better care of sidewalks outside of the downtown area | 3/15/2018 12:33 PM |
| 200 | Walking and walkable in town needs to be consistent year round. Having the town mini plow/snow thrower/sander operate only for a couple days post snowfall is only beneficial to the town center. That machine should be operated everyday until ALL the sidewalks are clear in town. But certainly the town center has priority for successive snow falls | 3/15/2018 12:22 PM |
| 201 | The lack of sidewalks on one or both sides of the street in many parts of the residential area's, such as East, Quarry, Gilmore, Hillside, much of "the hill" neighborhoods. | 3/15/2018 12:21 PM |
| 202 | Intersection of 23 and So Main difficult to navigate, intersection of Main/Stockbridge Rd & 41, also difficult, no sidewalk or crossing option for retailers on Caligari side. Sidewalk is unclearly marked on Bridge St from Main to the Co-op. | 3/15/2018 12:14 PM |
| 203 | do not know | 3/15/2018 12:13 PM |
| 204 | Alford Ed needs sidewalk to Simon's Rock. | 3/15/2018 12:12 PM |
| 205 | the new crosswalks are not safe..... | 3/15/2018 12:11 PM |
| 206 | Sidewalks wherever possible. These need to be well lit, well maintained and well sign posted so that drivers are on the lookout for pedestrians. | 3/15/2018 12:05 PM |

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| 207 | A continuous sidewalk or path connecting Great Barrington to Housatonic Sidewalks or paths connecting to the Jennifer Commons shops | 3/15/2018 11:49 AM |
| 208 | Walking routes with signage that indicate a safe, accessible walking path that goes thru town and adjacent neighborhoods. Would be great for them to note distance walked! | 3/15/2018 11:46 AM |
| 209 | Better sidewalks and lighting | 3/15/2018 11:45 AM |
| 210 | remove Main St. bumpouts that protrude onto the sidewalk | 3/15/2018 11:37 AM |
| 211 | Southbound side of Front St is very dangerous as it approaches the graveyard. Stockbridge Rd north of Jennifer She dangerous too and weeds grow onto pavement, forcing pets into traffic lane. Rt 183 just north of Stockbridge town line is quite dangerous because of curve and lack of shoulder between traffic and guard rail. I understand this should be another town's problem, but it has been brought up to those Selectmen, who have dismissed safety concerns, possibly because most of those affected are from this town. | 3/15/2018 11:34 AM |
| 212 | route 41 railroad underpass | 3/15/2018 11:33 AM |
| 213 | Slower traffic - less traffic. | 3/15/2018 11:30 AM |
| 214 | The pedestrian walkways where cars are supposed to stop but often do not are dangerous and need to be thought through differently. | 3/15/2018 11:30 AM |
| 215 | Alford Road needs a sidewalk | 3/15/2018 11:28 AM |
| 216 | Walking/biking lanes would be a great improvement for safety. | 3/15/2018 11:26 AM |
| 217 | I wish that Piggy Lane from the parking lot by the railroad tracks up to Castle Hill Road would be made into a lovely walkable area for people who go up and down all the time. | 3/15/2018 11:24 AM |
| 218 | Something needs to be sorted for crossing Main Street. Either warning systems at the crosswalks or just limit crossing to the stop lights. | 3/15/2018 11:19 AM |
| 219 | The lack of sidewalks is huge hurdle. Putting them in to have to avoid walking on roads would greatly increase walkability | 3/15/2018 11:15 AM |
| 220 | More sidewalks and more lighting. | 3/15/2018 11:09 AM |
| 221 | Downtown is especially "unfriendly". It is not safe in the intersections. Drivers do not see that there are people in crosswalks and drive too fast. Two color markings on the pavements are overly "busy" and don't stand out. One color markings/paint, for example all green are clearer. | 3/15/2018 11:09 AM |
| 222 | not sure | 3/15/2018 11:07 AM |
| 223 | I would get rid of those God awful aluminum tubes that hold up the stoplights. Seriously whoever blighted the town with those should not be in charge of anything that aesthetically impacts the town | 3/15/2018 11:03 AM |
| 224 | Just upkeeping the side walks and improving the street crossings. Maybe looking into some bump outs for downtown to encourage traffic to slow down and give pedestrians a feeling of safety. | 3/15/2018 10:53 AM |
| 225 | The lack of sidewalks in various places and road shoulders is a frustration for those of us who walk regularly so creating more sidewalks would be tops on my list to create a more walkable town. One of the worst areas for this issue is Lake Mansfield. Between the lack of a sidewalk and continually crumbling asphalt, it greatly takes away from being able to enjoy it as a recreation area. Also, several streets up in the Castle Hill area are lacking in this basic pedestrian need. | 3/15/2018 10:49 AM |
| 226 | The crosswalks on Main St. are unsafe. Crossing 4 lanes of traffic and hoping distracted drivers stop is extremely dangerous to pedestrians. I was told by the town that there was no need for a traffic control as no CARS come out of RR St. This was clearly an automobile centric decision and not in keeping with a pedestrian first concept. | 3/15/2018 10:49 AM |
| 227 | Lake Mansfield rd needs help. It's a "recreational area" that is in safe and thus less recreational. | 3/15/2018 10:45 AM |
| 228 | Defined walkway with lighting, a sidewalk. Don't like to walk along roads without them | 3/15/2018 10:45 AM |
| 229 | Sidewalk from Hillside to Sunoco Station is very unappealing and too close to high speed traffic. | 3/15/2018 10:43 AM |
| 230 | really need sidewalks from risingdale to Housatonic and also going the other way from risingdale to Price Chopper | 3/15/2018 10:40 AM |
| 231 | no ideas | 3/15/2018 10:38 AM |

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| 232 | See Number 6 above. I realize the limitations on all those roads, but perhaps it can start with a weekly 2-3 hour closing of one lane to cars and have "Sunday Morning Bike and Walks" on it. This is how NYC got started years ago to encourage people to go out on the roads. It is also a very popular thing in many cities around the world., | 3/15/2018 10:19 AM |
| 233 | More paths/ sidewalks! | 3/15/2018 10:10 AM |
| 234 | Signage re. Pedestrian right of way at cross walks | 3/15/2018 9:28 AM |
| 235 | Pedestrian specific lights on Main street by Yellow House Book Store and better plowing for scooters near Big Y | 3/15/2018 9:26 AM |
| 236 | Fix old broken sidewalks, add new sidewalks, and set them back from the road so all the snow does not get plowed on to them. Close Lake Mansfield Road to vehicles. | 3/15/2018 9:13 AM |
| 237 | Crossing by domaneys or anywhere near Cumberland farms isn't great... heavy traffic and confused tourists. | 3/15/2018 8:52 AM |
| 238 | More speed bumps around lake Mansfield, sidewalks in parking areas near triplex | 3/15/2018 8:32 AM |
| 239 | again Gilmore Ave. It has become a popular cut-across. The police do not monitor. Speeds are excessive. Can't be "friendly" if residents do not feel safe | 3/15/2018 7:21 AM |
| 240 | Lower speed limit (division st). | 3/14/2018 9:54 PM |
| 241 | Repair side walks. Street lights on side streets for better lighting at night | 3/14/2018 9:25 PM |
| 242 | Distance is an issue | 3/14/2018 9:11 PM |
| 243 | I have no prob w/ the crosswalks in town, but that's because I know the etiquette. How to convey that to others, esp. tourists, is the elephant in the room. Marking on the street w/ words, stripes would be good. Lighting at night still not terrific, but I watch carefully. | 3/14/2018 9:07 PM |
| 244 | Better snow and ice clearing on sidewalks on Main st. Merchants should have to keep sidewalk in front of business clear. It's atrocious. | 3/14/2018 9:05 PM |
| 245 | Extend sidewalks in Housatonic on Front Street (add south of South St.) and Main Street (add west from Prospect (+/-) to N. Plain. | 3/14/2018 8:59 PM |
| 246 | Better, wider sidewalks that are maintained and kept up: flat, even, and with curb cuts that allow for points of access for those in wheelchairs. Also, much better snow removal form these sidewalks, including snow removal at wheelchair accessible parking spots. Currently, there is not adequate plowing or shoveling by the sidewalks at these accessible spots, making it impossible for people in wheelchairs to actually exit their cars and get on the sidewalk. Railroad Street, for all of the reasons above--including the back of Railroad Street. | 3/14/2018 7:25 PM |
| 247 | More sidewalks | 3/14/2018 7:19 PM |
| 248 | I would love for there to be a safe walking path to access chp and the schools ... a safe walking biking path up Rt 7 would add lots of connections between gb and the schools as well as Stockbridge . I would also love better lighting in the east street area to walk safely into town | 3/14/2018 6:47 PM |
| 249 | create sidewalks where they don't exist and clear them ALL out of snow and ice in the winter, not only Main street sidewalks. In terms of specific streets I use: Dresser av, Pleasant street, East street, Pine street, Castle ave, Rosseter street etc | 3/14/2018 6:41 PM |
| 250 | idk | 3/14/2018 6:34 PM |
| 251 | Smoother Sidewalks on the south end of main | 3/14/2018 6:29 PM |
| 252 | N/a | 3/14/2018 6:27 PM |
| 253 | Traffic enforcement. A massive ticketing week downtown to slow people down and other more minor infractions! Also a walking officer to ticket pedestrians who jaywalk instead of using the areas provided for safety. People both drivers and pedestrians do whenever they want because they know law enforcement doesn't want to impact tourism by having a reputation for ticketing. | 3/14/2018 6:25 PM |
| 254 | More and taller trees, sitting areas/benches. Getting rid of those new "raised" parts with sharp edges on the sidewalks. | 3/14/2018 6:11 PM |
| 255 | Route 41 underpass | 3/14/2018 6:09 PM |
| 256 | In the Hill area: redo-complete sidewalks especially on Taconic-Alford Road, Castle St, Lake | 3/14/2018 6:01 PM |

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| 257 | Sidewalks in areas with a lot of traffic. (Not necessary on the hill). Ways to cross busy streets (stockbridge rd, South Main). | 3/14/2018 6:00 PM |
| 258 | Walkability in downtown GB would be greatly improved by getting rid of illogical grades in the new sidewalk areas, there is no walkability on Stockbridge Road. Also we have schools in a place no one can walk or ride a bike to. | 3/14/2018 5:58 PM |
| 259 | Make sure there are sidewalks or footpaths on all streets, clearly marked | 3/14/2018 4:33 PM |

Q8 How would you improve BIKING in Great Barrington? Consider changes you would make so that it would be easier, more convenient, and safe to use a bicycle to get around town. If you have a specific street or intersection in mind, please note this in your response.

Answered: 234 Skipped: 63

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | make use of roads single file. real fine a few of the show offs impound bikes. a real fine. | 4/17/2018 8:50 AM |
| 2 | All residential areas around the Down town area should have bike lanes. | 4/5/2018 10:35 PM |
| 3 | Provide a bike lane north of Police Station and south of CVS | 4/5/2018 7:46 PM |
| 4 | We need a bike path. | 4/5/2018 4:51 PM |
| 5 | Bike lanes where width of road can accommodate , all over | 4/5/2018 3:35 PM |
| 6 | open car doors on the street make it difficult to pass | 4/5/2018 12:19 PM |
| 7 | sometimes use bike to commute senior center and rough roads a deterrent | 4/5/2018 12:17 PM |
| 8 | dont bike | 4/5/2018 11:24 AM |
| 9 | unsafe | 4/5/2018 11:19 AM |
| 10 | Yes | 4/5/2018 11:13 AM |
| 11 | Bike bypass of heavily traveled areas wherever practicable. Bike paths and dedicated routes are only tool to grow ridership/ transition users from other transport. If you are comfortable on a bike in a shared environment, you already ride it. Only tool to grow the user base/ encourage new ridership is to let people get their feet wet on functional dedicated routes away from traffic. | 4/5/2018 8:47 AM |
| 12 | More signage, more promotion | 4/4/2018 4:00 PM |
| 13 | Connect the Housatonic Village with the Downtown District, to Simon's Rock College, to the Berkshire Hills School District, and to Fairview by safe bike routes | 4/4/2018 3:34 PM |
| 14 | Expand bike lanes and signage directed at motorists | 4/4/2018 12:25 PM |
| 15 | Bike lanes from Housatonic to GB on North Plain Rd. and Rt. 7 More Bike racks to park the bikes in town. | 4/4/2018 11:18 AM |
| 16 | bike path for sure | 4/4/2018 10:56 AM |
| 17 | Marked bike lanes -- Stockbridge Road and North Plain, South Main. A "bike crossing" sign ahead of the Division Street flashing light would be great. Also "bike friendly" signs at town border entrances, "share the road" signs around town. | 4/4/2018 10:28 AM |
| 18 | I was surprised upon moving here a few years how unfriendly the biking is here in GB overall. Drivers are unfriendly as well as there is little room to bike on the edges of the roads. Division St and 41 are main roads to access more rural roads so they need improvement. I have never attempted Main St in GB> | 4/4/2018 10:13 AM |
| 19 | Same answer as last question | 4/3/2018 9:27 PM |
| 20 | Designated bike lanes. Bike racks at 50 yard intervals. Signs at the entrance to the Town boundary on major roads that announce area as high density for cyclists | 4/2/2018 3:32 PM |
| 21 | We need a campaign to educate drivers how to watch-out for cyclists. My husband was knocked off his bike by a car that made a right turn in front of him. When we learned to drive in England, a lot of time was spent understanding the needs of cyclists. We need the same kind of education. If this isn't done, then all the bike lanes in the world aren't going to help. | 4/2/2018 1:42 PM |
| 22 | Bike lanes on both sides of route seven from Guidos to Thornewood Inn. | 4/2/2018 12:39 PM |
| 23 | Less traffic | 4/1/2018 6:29 PM |

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| 24 | A bike lane on N Plain Rd from the West Stockbridge line to Downtown would be fantastic! | 3/31/2018 5:21 PM |
| 25 | Bike route on N. Plain Rd. from downtown GB to Housatonic. Right now there is very little room for bikes; cars have to swerve into the oncoming lane if there is a bicyclist. I live in Housatonic and work in GB and would ride my bike to work if it were safer along N. Plain Rd. | 3/31/2018 1:48 PM |
| 26 | 41 really needs to be looked at. It is perfectly situated for road bike routes during the warmer months, but there is either no breakdown lane or drivers don't respect it, which makes it really uncomfortable for bikers to ride. Cars routinely fly by at high speeds only a few feet from the bikers. | 3/30/2018 4:07 PM |
| 27 | Bike lanes particularly on route 41 | 3/30/2018 4:04 PM |
| 28 | N/A | 3/30/2018 1:10 PM |
| 29 | I wish North Plain Rd had a bike path. Not wide enough. | 3/30/2018 10:00 AM |
| 30 | I don't bike in GB. | 3/29/2018 10:36 AM |
| 31 | Bike lanes are treacherous. Too easy to get killed if a driver opens a door or pulls out, not seeing the bike. Very dangerous for pedestrians, esp elders. Most bikers prefer no bike lanes. In NYC, many neighborhoods are removing bike lanes. | 3/29/2018 8:45 AM |
| 32 | The potholes on Bridge street are awful. I ride my bike on this road, often with a full basket of groceries. I usually have to brace myself and my little wire basket so that nothing falls out. | 3/28/2018 3:28 PM |
| 33 | flatten the hills | 3/28/2018 11:25 AM |
| 34 | Widen North Plain Rd. | 3/28/2018 7:16 AM |
| 35 | Bike lanes should be painted a different color, such as green. This also calms traffic. | 3/27/2018 8:32 PM |
| 36 | Lower speed limits or better speed limit enforcement especially in residential areas and where streets are windy. | 3/27/2018 7:05 PM |
| 37 | Slowing traffic everywhere would make cycling more attractive | 3/27/2018 6:49 PM |
| 38 | Bike lane on Route 41 | 3/27/2018 7:40 AM |
| 39 | More signage the bike lanes are there but awareness to drivers that bikes share the road too. more bike racks and encourage people to use bikes | 3/26/2018 3:48 PM |
| 40 | Bike lanes should be running parallel with the sidewalk and not in the road. They should be elevated off of the road acting as a curb. When you are driving, you should not have to cross through a bike lane to get to a parking spot. Main Street could do this better linking downtown, the fairgrounds, and the price chopper plaza | 3/26/2018 10:17 AM |
| 41 | biking is not an option for me | 3/26/2018 5:59 AM |
| 42 | more safe access on sides of roadways | 3/23/2018 11:22 AM |
| 43 | Also mentioned above. St. James Place through the Maple Avenue intersection. The rest is not bad for bikers. But this is one very dangerous stretch. I don't know if the road can be widened but really you have this nice bike lane out of downtown which suddenly disappears and you're in heavy traffic with no room. At the very least please be sure that little bit of shoulder is totally smooth and clean of debris. | 3/22/2018 6:25 PM |
| 44 | I don't generally bike. | 3/22/2018 9:34 AM |
| 45 | Not sure bike lanes are respected by car drivers | 3/22/2018 8:57 AM |
| 46 | I'm a walker | 3/22/2018 8:32 AM |
| 47 | I like the addition of the bike lanes, although bikes do not adhere to traffic lights with the cars. Should they? But the bike lanes are great. | 3/22/2018 7:43 AM |
| 48 | Widen sidewalks to incorporate bike lanes | 3/22/2018 7:09 AM |
| 49 | We need marked bike lanes everywhere, especially Bridge St, East st and Rte 7 through town. | 3/22/2018 6:31 AM |
| 50 | Clearly marked bike path on the pavement, clear, bold signage as you enter town from both directions on Main Street. | 3/22/2018 6:05 AM |

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| 51 | Ticket people who park downtown halfway into the bike lane. Extend the US7 bike lane south from downtown past Maple Ave (hard, I know). Extend the US7 bike lane north from downtown past Chrissey Rd. | 3/21/2018 7:19 PM |
| 52 | NA | 3/21/2018 2:40 PM |
| 53 | Bike lanes | 3/21/2018 12:16 PM |
| 54 | Find appropriate areas/roads where a designated bike lane could be installed or marked out. | 3/21/2018 9:53 AM |
| 55 | I don't bike. | 3/21/2018 9:09 AM |
| 56 | Lake Mansfield bike/walk path | 3/21/2018 9:00 AM |
| 57 | See Lake Mansfield comment above | 3/20/2018 6:50 PM |
| 58 | I don't ride so I'm not as aware as my children would be...I like having the bike land down town, though. | 3/20/2018 6:05 PM |
| 59 | Add bike lanes! Hurlburt Road, Taconic Avenue, Alford Road and Division Street have tons of bikers and all are in great danger. | 3/20/2018 5:27 PM |
| 60 | bike path off the road | 3/20/2018 3:54 PM |
| 61 | I think that biking is fairly safe all over town | 3/20/2018 3:19 PM |
| 62 | A study would need to be done to incorporate bicycle paths throughout town consistently marked so that they don't start and then disappear. | 3/20/2018 2:33 PM |
| 63 | Lots of great roads but with curves/hills and narrow shoulders are a bad combo for bikes as well as vehicles. 41/183/Alford are narrow but have room for widening. | 3/20/2018 1:48 PM |
| 64 | more bike lanes | 3/20/2018 12:18 PM |
| 65 | The bike access heading south on main, turning right up St. James - eliminated? Dangerous as is. | 3/20/2018 11:35 AM |
| 66 | Main Street bike lanes should be repositioned adjacent to curb, with cars parked head in, and a curb separating head-in parking from bike lane. This would create more parking as well as more safety for cyclists. Routes 41 and 23 should have bike lanes as well. | 3/20/2018 11:16 AM |
| 67 | More bike lanes | 3/20/2018 11:01 AM |
| 68 | Same as walking | 3/20/2018 10:29 AM |
| 69 | bike lanes | 3/20/2018 10:05 AM |
| 70 | Create some bike trails that are separate from the road so there is a safe place for kids to ride. | 3/20/2018 9:56 AM |
| 71 | Unfortunately, making biking safer by having curb-separated bike lanes would be expensive and would interfere with traffic and parking. Sorry I cannot be more constructive. But having a bike lane next to the railroad track would help get from one part of town to another without having to brave the Main Street traffic. | 3/20/2018 9:54 AM |
| 72 | Not sure but I live on Monument Valley Rd, which is marked as a bicycle scenic drive location and there are NO bike paths whatsoever. Definitely a horrible accident waiting to happen. | 3/20/2018 9:41 AM |
| 73 | Bike lanes. | 3/20/2018 9:22 AM |
| 74 | Bike lanes on bridges | 3/20/2018 9:09 AM |
| 75 | Encouraging more bikes in such a small towns discourage pedestrians. Bike lanes encourage more and speedier biking. | 3/20/2018 9:00 AM |
| 76 | Separate lane | 3/20/2018 8:34 AM |
| 77 | Good question - the main reason I don't bike more often is because of all the hills, and I'm a lazy biker. I would say that the Route 7 up to Stockbridge could use help - that road is certain death on a bike, and the only real alternative is to go through Housatonic, which is way out of the way when you're biking. For that reason, I almost never ride a bike north. | 3/20/2018 8:01 AM |
| 78 | I do not feel safe biking on Main Street even with the bike lane. Cars are parked next to the bike lane and people open their doors of course to get out and are a hazard to bikers on the bike lane. Although it was a good idea it is not a safe bike lane with the traffic situation on Route 7. | 3/20/2018 7:41 AM |
| 79 | Same. Danger for me is distracted drivers out of town. I don't ride through all that often. When I do it's mostly fine. | 3/20/2018 7:24 AM |

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| 80 | I saw a recent town where the bikers used the green space in the middle of the medium as a bike lane which made it far safer | 3/20/2018 6:51 AM |
| 81 | I don't bike at all. Way too intimidated by traffic and hills. | 3/20/2018 6:38 AM |
| 82 | I'm not sure. I am afraid to bike as walking in the neighborhood can be harrowing. | 3/19/2018 5:02 PM |
| 83 | bikers should follow the rules of the road | 3/19/2018 12:27 PM |
| 84 | More breakdown lanes/break down area on the sides of the road outside of downtown GB, especially North Plain Road. | 3/19/2018 10:59 AM |
| 85 | I would put bike lanes on all of route 7. There are portions of route 7 that are harrowing-the stretch from 4 Brothers to MMRHS is the worst. | 3/19/2018 8:29 AM |
| 86 | Bike lanes in the middle like in the rest of the world where bicycling is more commonplace and accessible. Having bike lanes to the right of cars is not conducive to safety. Cars pulling out of an intersection or parking lot or turning right cannot always see a bicycle fast enough to react. Also, road rules should be enforced for cyclists. If cars are stopped at a light, then same goes for bikes. Speed limits also. | 3/18/2018 10:37 PM |
| 87 | Bike racks downtown | 3/18/2018 9:50 PM |
| 88 | ban bikes on all streets | 3/18/2018 9:41 PM |
| 89 | As mentioned before connect Housatonic with Town. Rail trail etc. | 3/18/2018 4:32 PM |
| 90 | Bike lanes, and bike racks on Main Street | 3/18/2018 3:26 PM |
| 91 | Christian Hill Road | 3/18/2018 2:10 PM |
| 92 | Bike lane not safe enough on main perhaps rerouting over east st | 3/18/2018 2:03 PM |
| 93 | Placing bike stands at points in town. safer at intersections, maybe a sign | 3/18/2018 10:15 AM |
| 94 | N/a | 3/18/2018 8:28 AM |
| 95 | Signage to be aware of cyclists | 3/18/2018 7:57 AM |
| 96 | not enough bike lanes even in the areas where street is very wide, line south main (south of police station on # 7 and #23. The roads design is definitely for cars only, not bikes or pedestrians | 3/17/2018 6:34 PM |
| 97 | Bike lanes from downtown and up Route 7 past Windy Hill. There is not much town to get around in, really. Most is easily walkable. This is not Boston or NYC. | 3/17/2018 10:17 AM |
| 98 | Nothing | 3/17/2018 9:29 AM |
| 99 | I think a rail trail would be better for biking, rather than putting cars and bikes in contention with each other. There is a lot of land in this area that should be converted into public parks and trails for use. | 3/17/2018 8:43 AM |
| 100 | Overall more defined shoulder with more room in it. And sweeping the streets more than once a year | 3/16/2018 11:57 PM |
| 101 | Can't cycle | 3/16/2018 9:58 PM |
| 102 | I don't ride in town | 3/16/2018 9:22 PM |
| 103 | In Munich, they have widened the sidewalks not the street so that what we have as bike paths becomes a part of the sidewalk. They use paint and different types of pavement to differentiate walking from biking areas. This way bikers have no danger from drivers. People bike all over using this system. It works! | 3/16/2018 9:08 PM |
| 104 | N/A | 3/16/2018 8:50 PM |
| 105 | Division street should have bike lanes, bike lane from housey to GB. Underpass on route 41 is dangerous. | 3/16/2018 7:27 PM |
| 106 | don't know, don't bike | 3/16/2018 6:26 PM |
| 107 | Widen Main south of Castle to police station. | 3/16/2018 5:55 PM |

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| 108 | I am a regular cyclist, commute in the spring-summer-fall to work in downtown GB from South Egremont. I'm intrepid and probably not a good test-case. I don't think there's much the town could do outside of creating much wider and better-maintained shoulders (or, ideally, marked bike lanes). The place that a bike lane is really helpful is OUTSIDE the downtown, so we don't have to negotiate with cars about shoulder space. Any area that has parked cars is a hazard, whether you've got a bike lane or not, because of drivers opening doors. | 3/16/2018 3:48 PM |
| 109 | Actual bike lanes and pathways | 3/16/2018 3:43 PM |
| 110 | Housatonic needs more sidewalks We need bike paths in Housatonic and/or wider shoulders | 3/16/2018 3:30 PM |
| 111 | N/A | 3/16/2018 1:02 PM |
| 112 | I do not think cyclist should go through areas of heavy congestion, such as Main street. or parts of Stockbridge road. I have no input on this. | 3/16/2018 12:57 PM |
| 113 | Protected bike lanes, less hostility from drivers, GB should adopt a "Vision Zero" approach! | 3/16/2018 12:40 PM |
| 114 | NA | 3/16/2018 12:31 PM |
| 115 | Well as a biker mainstreet is mainstreet its fine. The other roads around town are tough due to the surface. The major routes out of town (7, 23, Alford road) are pretty good. You can't fix East Street, lake mansfield road, etc all time. We can't fix everything. | 3/16/2018 12:24 PM |
| 116 | RAIL TRAIL. The safest thing for the town to do would be to work with other towns on the county-wide bike trail that people have tried to advance for well over a decade; abutters were worried about crime (an unfounded worry)--this could be a separate grant-funded project that does not detract from the fact that we just need more sidewalks. I also mention a Rail Trail because I would rather not see widening of roads that could potentially have negative environmental impacts. Oh, and fine people who try to run bikers off the roads. | 3/16/2018 11:51 AM |
| 117 | From Rt 41 into Housatonic there is no bike lane. | 3/16/2018 11:51 AM |
| 118 | The imaginary bike lane on Monument Valley Road can be very exciting. | 3/16/2018 11:02 AM |
| 119 | main st, rt 7 | 3/16/2018 10:44 AM |
| 120 | Not a fan of bike lanes in downtown. Bicycles should take a lane thru the downtown. Bike lanes are ONLY safe when there are no parked cars. Why hasn't the state figured that out? From a former bike commuter in Boston. | 3/16/2018 9:39 AM |
| 121 | Biking stands so one could easily leave a bike while shopping in the retail stores or farmers market. Public needs to know the 'rules' of the bike lanes now on Main Street. | 3/16/2018 9:39 AM |
| 122 | Create bike paths that aren't in the downtown area. | 3/16/2018 9:02 AM |
| 123 | Bike lane downtown can be dicey, rethink placement | 3/16/2018 8:30 AM |
| 124 | Bike lanes. And at the very least, "share the road signage." Also, there are very high speed areas such as Division Street and North Plain Road. More of a police presence needed to enforce speed limits. | 3/16/2018 8:19 AM |
| 125 | I live on Rte 23 toward S. Egremont. A clearly marked bike lane and, more importantly, wider shoulder would encourage me to ride my bike into town rather than driving. | 3/16/2018 6:49 AM |
| 126 | There is a lack of bike lanes or break down lanes. | 3/16/2018 4:15 AM |
| 127 | Make the bike lanes more visible, and less appealing for drivers to park in... | 3/15/2018 11:39 PM |
| 128 | Alford and Christian Hill need bike lanes. Also, Lake Mansfield recreation area needs bike lanes. | 3/15/2018 11:31 PM |
| 129 | I think big vehicles parked in front of crosswalks make it hard to see if someone is getting ready to enter the crosswalk | 3/15/2018 10:50 PM |
| 130 | Shoulders on all road that don't have them now. | 3/15/2018 10:41 PM |
| 131 | Again, routes connecting areas of town | 3/15/2018 10:10 PM |
| 132 | GB is giving it a good try, but bicycling isn't safe in GB. Drivers don't respect the new bike lanes and are unwilling to give right of way to bikers. | 3/15/2018 9:41 PM |
| 133 | I have no idea. I don't know if it can be done. Frankly, I'd try to make it more pesidtriam friendly. With the new hotel and other construction and the congestion in the summer it doesn't seem very appealing to bike. Where to bike to? Where to lock your bike up where it won't get stolen for drug money? Sorry. No ideas here except it seems like a bad one and a waste of money. | 3/15/2018 9:36 PM |

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| 134 | Create bike lanes that are not right next to parked cars. (Along the railroad tracks?) Make bike safe areas in front of traffic lights. Create a center bike lane and safe area for taking a left turn at the light described above and give bikers right of way. Get on with the Lake Mansfield plans already! | 3/15/2018 9:25 PM |
| 135 | Bike lanes and places to lock up the bike. | 3/15/2018 9:14 PM |
| 136 | Bike racks at parks | 3/15/2018 8:07 PM |
| 137 | Probably more bike lanes if possible. | 3/15/2018 7:43 PM |
| 138 | I don't ride much in Great Barrington or Housatonic simply because there are almost no roads with sufficient shoulders. Traffic on most roads is fast and there are too many hills. I would ride more often if there were bike lanes or shoulders. | 3/15/2018 7:36 PM |
| 139 | It's a nightmare cars trying to park most have to parallel park backing up in traffic Bikes coming by when people open the car doors ! Very poor design all up and down Main Street The curbs are Hugh take up to much parking places. What a waist of space | 3/15/2018 7:29 PM |
| 140 | A bike lane along 41 from West stockbridge or Division to downtown GB would be great. | 3/15/2018 7:28 PM |
| 141 | Streets in Housatonic are already narrow enough, adding biking would make it harder on the drivers. | 3/15/2018 7:05 PM |
| 142 | Having defined bike lanes is essential. I was say as many along Rt. 7, 41, 23 as possible. Also, routine maintenance of bike lanes is a must (the paint fades so quickly). | 3/15/2018 6:47 PM |
| 143 | Separate bike pathways | 3/15/2018 6:29 PM |
| 144 | Rt turn on Main St and Taconic. | 3/15/2018 6:10 PM |
| 145 | Too many large trucks on Monument Valley, the road is too narrow for bikes and school track teams | 3/15/2018 6:01 PM |
| 146 | Just as the bikers need/do.. | 3/15/2018 5:53 PM |
| 147 | Bike lanes on North Plain Road | 3/15/2018 5:05 PM |
| 148 | Ensure street cleaning to remove rocks/debris/trash that collects in bike lanes | 3/15/2018 4:55 PM |
| 149 | Create a bike trail. There's too much auto/truck traffic for Main Street and Route 7 to be very safe. | 3/15/2018 4:50 PM |
| 150 | N/a | 3/15/2018 4:49 PM |
| 151 | No opinion | 3/15/2018 4:43 PM |
| 152 | A. See my suggestions under #7 above, which would greatly improve bike riding safety in GB. B. Add bike racks, in convenient locations near the crosswalks. Locking bikes onto our new-small street trees really harms their bark and trunks. | 3/15/2018 4:39 PM |
| 153 | More even surfaces on sidewalks. | 3/15/2018 4:33 PM |
| 154 | Make it clear to cyclists that they can can not act as a pedestrian sometimes and a motorist sometimes-they must adhere to a set of rules and laws. (for example: while cycling downtown, they must wait at a red light) | 3/15/2018 4:11 PM |
| 155 | Safe Biking is fine in my opinion town has already taken care of that. Don't think a bike lane is needed in 41 or 183 | 3/15/2018 4:06 PM |
| 156 | Bike lanes, biking options separate from the street. | 3/15/2018 4:01 PM |
| 157 | create more bike paths/lanes on the roads. | 3/15/2018 3:57 PM |
| 158 | n/a | 3/15/2018 3:56 PM |
| 159 | Bike lanes or wider shoulders would be helpful | 3/15/2018 3:50 PM |
| 160 | I'm a walker, not a cyclist. | 3/15/2018 3:44 PM |
| 161 | I would consider bicycle parking racks at various locations, security cameras in various locations as well. Since the town has provided parking it should ensure the racks are covered by video surveillance for liability purposes. Place bicycle racks near the river walk, the "GB" intersection, the duck pond towards Monument, Monument Mtn., and anywhere else families and tourists might stop to spend time or take pictures. | 3/15/2018 3:34 PM |
| 162 | Ret. 41/North Plain Rd. thru the underpass and then much of the rest of the road up to Division St. in both directions. Narrow with no rideable shoulder. | 3/15/2018 3:28 PM |

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| 163 | Create bike paths between towns/parts of town. There are many roads with no shoulder at all...and fast drivers. | 3/15/2018 3:11 PM |
| 164 | N/A | 3/15/2018 2:52 PM |
| 165 | Biggest help would be if more drivers would be attentive and respectful. | 3/15/2018 2:37 PM |
| 166 | GB is unfriendly to cyclists. I would enforce speeding laws throughout the town. Lake Mansfield Road is especially bad, but even Main Street has people speeding along. We need some tickets to be handed out. We could also use some bike racks. I know that we can't have bike lanes everywhere, but it would be nice to have shoulders that are cleaner and in good shape. | 3/15/2018 2:19 PM |
| 167 | Why do people riding bikes use the sidewalks and not the bike paths? | 3/15/2018 2:11 PM |
| 168 | Bike lanes, better road surfaces | 3/15/2018 2:07 PM |
| 169 | A bike lane is needed across the bridge on Rte 7 (I realize impossible at this time but when bridge is replaced it needs to be wider for accommodate bikers and walkers). It's also making people/drivers aware and understand bike lane rules/laws and to look before opening their car doors and pulling into/out of parking spaces. | 3/15/2018 2:01 PM |
| 170 | See comments above. Potholes are the biggest deterrent and lack of shoulders on roads | 3/15/2018 1:51 PM |
| 171 | remove bike lanes. They give a false sense of security | 3/15/2018 1:48 PM |
| 172 | more bike lanes, more enforcement of bike safe operation laws, (bikes should obey the same rules as other vehicles on the road) | 3/15/2018 1:39 PM |
| 173 | N/A | 3/15/2018 1:31 PM |
| 174 | I would like to see a bike path. I haven't used my bike in 3 years because I am afraid of the drivers in town. Bike lanes are ignored and people are unaware when they are driving (especially tourists who are unfamiliar with the area). A bike path would greatly benefit our town and promote health, fitness, and recreation. When I moved here, I was very surprised that there was not a bike path, given the number of active people who live in the area. | 3/15/2018 1:28 PM |
| 175 | marked bicycle lanes, signs w. bicycle riders (emulate Cape Cod), bicycle racks downtown, Uber Bicycles or Town Bikes, | 3/15/2018 1:22 PM |
| 176 | Open the dirt road at the water bldg (on McCaluster property) by the Green River to Hurlburt so that the homeowner who claims you are trespassing on his property stops threatening you when you ride by his house. The gate should NOT be locked at all times but open to walkers and bike riders. It is not private property and the homeowner thinks he owns the dirt road. | 3/15/2018 1:21 PM |
| 177 | I can't speak to this because I don't bike. | 3/15/2018 12:50 PM |
| 178 | Can't be much help here. Ask the bikers. | 3/15/2018 12:47 PM |
| 179 | The bike lane through downtown is dangerous. Its a miracle that someone hasn't opened a car door and had a biker smash into it. | 3/15/2018 12:40 PM |
| 180 | Do not know. | 3/15/2018 12:35 PM |
| 181 | Cars drive on bike lanes all the time. Bikers don't respect the law either. Separate the lanes somehow so the cars can't trespass and out stop signs so bikers respect them | 3/15/2018 12:33 PM |
| 182 | Dedicated bike lanes on Main routes bisecting town in all directions | 3/15/2018 12:22 PM |
| 183 | Rt 7 north of the intersection w' Rt's 23/57. | 3/15/2018 12:21 PM |
| 184 | Biking thru turning lane on So Main towards 23 is dangerous. Biking under tunnel on 41 is dangerous and heading north on 41 is also bad | 3/15/2018 12:14 PM |
| 185 | R7 | 3/15/2018 12:13 PM |
| 186 | Bike lane on route 24 | 3/15/2018 12:12 PM |
| 187 | Bike lanes wherever possible. These need to be well maintained, well lit and well marked/sign posted so that drivers are aware of the presence of bikes. I feel nervous when I drive on Route 183 when cyclists are out in force. | 3/15/2018 12:05 PM |
| 188 | Perhaps trucks shouldn't be allowed on 183. They are the most worrisome when they try to pass. Could also preserve the life of the bridge | 3/15/2018 11:49 AM |
| 189 | Bike paths | 3/15/2018 11:45 AM |

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| 190 | Slow all traffic down. Especially East St. and surrounding streets. | 3/15/2018 11:37 AM |
| 191 | wide bike or break-down lanes on major thoroughfares - e.g. Route 41 north of town Also, route 41 railroad underpass | 3/15/2018 11:33 AM |
| 192 | Dedicated bike lanes. Very much looking to bike into town once the weather gets nice. | 3/15/2018 11:30 AM |
| 193 | I don't bike, so I am not a good respondent on this one. | 3/15/2018 11:30 AM |
| 194 | Biking lanes | 3/15/2018 11:26 AM |
| 195 | It seems dangerous to ride downtown because the bike path between the cars and the road create a situation where someone can open their car door and smash it into a bicyclist. And you can't ride on the sidewalks. | 3/15/2018 11:24 AM |
| 196 | I'm not a biker so I'm not sure how this can be improved. | 3/15/2018 11:19 AM |
| 197 | More bike lanes Bicycle sensors at traffic lights Better street sweeping (to remove accumulated sand and gravel which makes it difficult to stop for cyclists) | 3/15/2018 11:15 AM |
| 198 | Bike Path lanes only designed for bicycles. | 3/15/2018 11:09 AM |
| 199 | Lake Mansfield Recreation Area would be safer, easier, and more convenient for bikers if cars were excluded. | 3/15/2018 11:09 AM |
| 200 | not sure | 3/15/2018 11:07 AM |
| 201 | More bike lanes in more areas with well delineated signage to alert drivers is needed. | 3/15/2018 10:49 AM |
| 202 | Bikes, pedestrians, and cars would be better served by a wider and safer underpass under the train for Rt 41 just north of the turn off from Rt 7. This is too narrow and a blind curve where pedestrians and bikes can be killed. | 3/15/2018 10:49 AM |
| 203 | More bike paths shoulders | 3/15/2018 10:45 AM |
| 204 | Bike lanes defined in two lane roads | 3/15/2018 10:45 AM |
| 205 | Route 7 south if police station feels hazardous to me. I bike a lot. It would be great if there were some off-road paved bike trails, maybe along the river? Would cost a lot, but add a lot of regional appeal. | 3/15/2018 10:43 AM |
| 206 | really need sidewalks from risingdale to Housatonic and also going the other way from risingdale to Price Chopper | 3/15/2018 10:40 AM |
| 207 | no ideas | 3/15/2018 10:38 AM |
| 208 | See No. 7 above. and better street signage - both on the road and on posts. | 3/15/2018 10:19 AM |
| 209 | Bike lanes! | 3/15/2018 10:10 AM |
| 210 | Bikers mandated to follow driving rules | 3/15/2018 9:28 AM |
| 211 | Add bike lanes and wide shoulders if you can esp. North Plain Rd and 183. Slow down the cars (everywhere). | 3/15/2018 9:13 AM |
| 212 | Designated bike baths with barriers | 3/15/2018 8:32 AM |
| 213 | bicycle education for all. Kiwanis has a good program on teaching "rules of the road" Everyone would be safer. i.e: bicycles need to stop for red light just like any other vehicle. Riding single file. I was riding my bike and felt like I was being driven off the road by a "pack" that went past me | 3/15/2018 7:21 AM |
| 214 | Repair roads (division st) | 3/14/2018 9:54 PM |
| 215 | Bike rack (s) on Main Street The stone wall (across from Police station) on right leading to the intersection 7and 23 W. No room to safely ride there. | 3/14/2018 9:25 PM |
| 216 | Clear bike lanes on Route 183 and Route 41. | 3/14/2018 9:20 PM |
| 217 | Bike lanr | 3/14/2018 9:11 PM |
| 218 | no idea. | 3/14/2018 9:07 PM |
| 219 | ? | 3/14/2018 9:05 PM |
| 220 | Separated bike path (or bike lane at least) on Van Deusenville from Division to downtown Housatonic and on North Plain from downtown Great Barrington at least to Main Street, Housatonic. | 3/14/2018 8:59 PM |

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| 221 | No thoughts. | 3/14/2018 7:19 PM |
| 222 | The intersection at Belcher square is very dangerous when there is a red light on Rt 7 - cars heading from Rt 7 to Rt 23 never stop and the crossing for bikers and walkers is very dangerous. Biking with children anywhere there is not sidewalks is very difficult in GB and Housatonic a safe bike path connecting towns and sections of towns would be fantastic | 3/14/2018 6:47 PM |
| 223 | I don't bike in this town and consider it a suicide venture in GB where bike lane is behind parked cars and sudden open door can kill you, basically. In Europe bike lanes are created in the middle of the street OR designated of wider sidewalks. I've never seen or heard about accidents on sidewalks. | 3/14/2018 6:41 PM |
| 224 | idk | 3/14/2018 6:34 PM |
| 225 | Dedicated Bike Lanes everywhere so I don't have to worry about being run over on the sidewalk by bike riders | 3/14/2018 6:29 PM |
| 226 | Maybe signs REMINDING drivers it's a downtown area and bikes on road | 3/14/2018 6:27 PM |
| 227 | Covered bike racks, public bike rental kiosks. | 3/14/2018 6:25 PM |
| 228 | Unsure | 3/14/2018 6:11 PM |
| 229 | More bike lanes | 3/14/2018 6:09 PM |
| 230 | [don't know; no bike] | 3/14/2018 6:01 PM |
| 231 | Bike lanes on 41. Alternate to bike lanes on Main Street (which aren't safe). Bike racks at shopping centers and downtown. | 3/14/2018 6:00 PM |
| 232 | A CONTINUOUS bike lane, not one that starts and then disappears, a SAFE bike lane on Route 7 North that would allow bike riding from Housatonic to Great Barrington. | 3/14/2018 5:58 PM |
| 233 | Bike access has been improved but has a long way to go | 3/14/2018 5:52 PM |
| 234 | N/A | 3/14/2018 4:33 PM |

Q9 How would you improve TRAFFIC SAFETY in Great Barrington?
 Consider how you might make Town roads safer for pedestrians, bicyclists, drivers, and people of all ages and abilities (e.g., more crosswalks, improved signage, better lighting, etc.) If you have a specific street or intersection in mind, please note this in your response.

Answered: 252 Skipped: 45

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | lower speed rate. police should could be more visible and ticket speeders cutting in and out of traffic. have police rotate place of checking drivers parking odd + even day and dates. | 4/17/2018 8:50 AM |
| 2 | Enforcement of speeding. Like South Egremont. | 4/5/2018 10:35 PM |
| 3 | It would be nice if cars could be banned from Downtown and more parking provided so that parking away and then using bikes and walking would easier. | 4/5/2018 4:51 PM |
| 4 | Dynamic speed signs that show how fast a vehicle is traveling | 4/5/2018 3:35 PM |
| 5 | more lighted crosswalks | 4/5/2018 12:19 PM |
| 6 | consistent signs for pedestrian crossings | 4/5/2018 12:17 PM |
| 7 | Get rid of Right on Red. Need more Handicap Parking. | 4/5/2018 11:24 AM |
| 8 | Correct light by First Congregational Church to stop 3 ways for people to cross. also put flashers back at Crosswalk by Post Office. | 4/5/2018 11:20 AM |
| 9 | unsafe | 4/5/2018 11:19 AM |
| 10 | more crosswalks and better lighting. | 4/5/2018 11:17 AM |
| 11 | pedestrian lights at Rite-Aid, post office, and railroad st. crossing. | 4/5/2018 11:14 AM |
| 12 | Better enforcement at Belcher Sq/State Rd toward Butternut | 4/5/2018 9:24 AM |
| 13 | The crosswalk at Railroad and Main (and some of the other ones across main street) could use a button that turns on a flashing yellow light, especially for the evening. | 4/5/2018 9:10 AM |
| 14 | separate users wherever possible. i.e. through traffic from local. improve vision within R.O.W. with brush removal etc. expose natural features and existing stone walls within or adjacent to R.O.W.s to naturally slow people down by offering more to take in as they move through town. Every overgrown R.O.W. looks like the next. No reason to soak it in. Provide visual interest by exposing history of the particular location to engage/ slow users. | 4/5/2018 8:47 AM |
| 15 | The bottle kneck from brown bridge to rite aide slows traffic coming into town but the result seems to be that drivers go faster when they are in the downtown area. | 4/4/2018 4:00 PM |
| 16 | I think traffic safety could be addressed with the addition of biking and walking routes. I think that where walking is accessible traffic is not a huge safety concern. I would not bike downtown during high traffic times-late afternoon or seasonal weekends. I think awareness of the bike lane might improve driver caution and might increase usage of the downtown bike lane. | 4/4/2018 3:34 PM |
| 17 | More crosswalks, improved signage, better lighting all would help. Also, specific attention to area between Post Office and Bridge over Housatonic. | 4/4/2018 12:25 PM |
| 18 | Again, Main Street in Great Barrington is treacherous to walk across the street, crosswalks or not. | 4/4/2018 12:19 PM |
| 19 | Not sure. | 4/4/2018 11:18 AM |
| 20 | adding bike lanes on North Plain Road | 4/4/2018 10:56 AM |
| 21 | During summer months, solar flashers in the middle of Main St pedestrian crosswalks. Police enforcement there at peak times. Better sidewalks, bike lanes and signage. | 4/4/2018 10:28 AM |

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| 22 | I get we can have lighting and don't really want it but more signs to help drivers remember they need to share the road might help. It is mind blowing how cars will zoom so close to you when walking or cycling even though there is no vehicle in sight. Either widen some roads so there is room or install sidewalks for pedestrians in places other than downtown GB. | 4/4/2018 10:13 AM |
| 23 | Perhaps police presence in intersections and around town in general. I will often see card from our of town and locals too drive through main street really fast. Also, sometimes there's people hanging around main street that seem like they're on drugs or mentally unstable. I don't always feel safe by myself or when my kids are walking around. | 4/3/2018 9:27 PM |
| 24 | While very annoying, Egremont's very strict speed enforcement is effective at slowing traffic. I would wager the safety record is exemplary. And, slower traffic is better for business with our retail shops. | 4/2/2018 3:32 PM |
| 25 | The last think we need is more lighting. We have to have a way to slow motorists down as they drive through Great Barrington! | 4/2/2018 1:42 PM |
| 26 | More signs notifying drivers of pedestrian crossings. | 4/2/2018 12:39 PM |
| 27 | Enforcement of no text laws | 4/1/2018 6:29 PM |
| 28 | Better/bigger signage to warn drivers to give right if way to pedestrians in the cross walks. | 3/31/2018 5:21 PM |
| 29 | The crosswalks in downtown GB where there are also traffic lights are VERY CONFUSING!!! Pedestrians often cross when the cars have a green light. The crosswalks should coincide with the traffic lights like at the corner of Bridge St. and Main St. | 3/31/2018 1:48 PM |
| 30 | The Bridge St/Main St/Castle St intersection by the Subway should probably be a roundabout. It would end up being a faster and safer solution than traffic lights for everyone. | 3/30/2018 4:07 PM |
| 31 | More signage for a bike friendly | 3/30/2018 4:04 PM |
| 32 | N/A | 3/30/2018 1:10 PM |
| 33 | Wider road on Christian Hill. Better lighting and crosswalks by the Underpass. Better placement of the Yield sign at the bottom of Christian Hill. | 3/30/2018 10:00 AM |
| 34 | Traffic lights at Main and Castle need to be 4 way stops as well as St. James place. It would be easy to hit someone at each of these crosswalks. | 3/29/2018 10:36 AM |
| 35 | Make traffic slow to a crawl all over town. Have single lanes and in summer, a cop regulating flow. Or as was done in Florence, Italy, NO CARS in the center of town EVER. Get cars off of Main St! | 3/29/2018 8:45 AM |
| 36 | I think we're doing better with the cross walk etiquette but our summer visitors and weekenders seem to need better reminders. I've watched too many out-of-towners nearly run people over. Not sure if we need this, but I know other towns and some big cities use a button with flashing lights for pedestrian crossings. | 3/28/2018 3:28 PM |
| 37 | not sure | 3/28/2018 11:25 AM |
| 38 | As a driver, Main Street is the most challenging area in all of GB. Do we really need 4 lanes? | 3/28/2018 7:16 AM |
| 39 | On Main Street, between Castle and High Street, there are seven pedestrian cross walks over a .3 mile span. I believe the number should be limited to four, at most. I believe seven creates traffic congestion, but more importantly, more opportunities for pedestrian injury. These four should be properly marked with with flashing lights once the pedestrian activates the crosswalk button. There is an illegal parking space in front of Eagle Boot on Main Street at the intersection of Main and High Street. Street painting makes it appear as a legitimate spot, which it is not. As you may be aware, Mass. law prohibits parking within 20 feet of an intersection. Here I recommend x-ed out painting on Main Street as opposed to more street signs. The current situation is such that making a left turn from High Street to Main Street is quite dangerous due to the lack of visibility. Also, as mentioned earlier, the traffic light on at the intersection of Rosseter and Main is not properly timed for pedestrians. It shows a Do Not Walk Signal, even though the light is red. | 3/27/2018 8:32 PM |
| 40 | Enforcement of speed limits and enforcement of crosswalk laws. | 3/27/2018 7:05 PM |
| 41 | Create shared roads everywhere and eliminate all lanes larger than one in any direction | 3/27/2018 6:49 PM |
| 42 | caution blinkers | 3/27/2018 10:45 AM |
| 43 | More street lights at night. | 3/27/2018 7:40 AM |

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| 44 | more policing of main st. I see u turns, double parking and speeding to merge at elm st. Plain old speeding over 25 in town too. | 3/26/2018 9:09 PM |
| 45 | Berkshire bank intersection is not times correctly and ticket jaywalkers all through town and fine people for not using crosswalks | 3/26/2018 3:48 PM |
| 46 | better lighting on Main Street, not more crosswalks. there is too much to watch on Main Street as it is as a driver. Too many distractions | 3/26/2018 5:59 AM |
| 47 | add additional stop look wave areas on side street crosswalks. improved warning signage on roadways, pedestrian activated warning lights at crosswalks | 3/23/2018 11:22 AM |
| 48 | Pedestrians are the problem with Main street. No more signs and lights. Pedestrians need education on how to cross the street. | 3/22/2018 10:12 PM |
| 49 | My only worry here is that drivers see the pink pedestrian crossings downtown but when they don't see the pink in other crosswalks they are not stopped at all the time. Make them all pink and there will be less confusion. | 3/22/2018 6:25 PM |
| 50 | Better signage at crossing zones, better lighting | 3/22/2018 9:34 AM |
| 51 | Slow down cars going in both directions on Taconic Ave. With rumble strips and signage from Main Street to past the northern intersection Castle Street | 3/22/2018 8:57 AM |
| 52 | Better lighting. Clearer crossing signs | 3/22/2018 8:32 AM |
| 53 | The downtown area needs to have a lower speed limit, and have it bee enforced. Maybe speed bumps? I do t know other ways to slow traffic down. I also do t understand why parents with small children would choose not to use a sidewalk, and yet they jaywalk. | 3/22/2018 7:43 AM |
| 54 | Main st is a mess. Needs ripping out and starting again with traffic calming, shared roadways, improved signage and better lighting | 3/22/2018 7:09 AM |
| 55 | Get rid of the "push button" crosswalk that doesn't work, OR make them all push button crossings that have an instant response, not having to wait for 2 cycles to go through before you give up and walk anyway. That is the worst situation I have ever seen in a town this size. | 3/22/2018 6:31 AM |
| 56 | There are so many distracted drivers! Flashing yellow lights at intersections and crosswalks if there aren't already lights. | 3/22/2018 6:05 AM |
| 57 | Signage & road striping for US7 southbound from downtown approaching Maple Ave should warn drivers earlier that right lane is "exit only". People zip right around that corner by habit, so even if I'm crossing on foot southbound and have a "walk" light, I don't trust the red light to stop cars. | 3/21/2018 7:19 PM |
| 58 | Crosswalks and signage | 3/21/2018 12:16 PM |
| 59 | Better lighting in high traffic areas | 3/21/2018 9:53 AM |
| 60 | The congested section of Main Street in GB,with the crosswalks where cars must stops for pedestrians, can be a challenge. 4 lanes & cars nearest to curb block view of cars in middle. | 3/21/2018 9:09 AM |
| 61 | RR underpass on Rte 41 and pedestrian RR underpass near townhall could be made safer and more accessible for bikes and pedestrians | 3/21/2018 9:00 AM |
| 62 | Cut back overgrown bushes / trees from intersection corners. e.g. at Hollenbeck & Castle Hill, Oak St. & Taconic, Bridge & East. | 3/20/2018 9:49 PM |
| 63 | See Lake Mansfield comment above | 3/20/2018 6:50 PM |
| 64 | The triangle of Berkshire Hts/Taconic/Alford and Castle is a nightmare. Coming from Berkshire Hts is taking one's life in one's hands. One might be able to hear the front car and stop but you can't hear a following car...or bicyclist at all. And you can't see anything. One has to basically "wing" it... | 3/20/2018 6:05 PM |
| 65 | What happened to the arrow to allow traffic to turn onto Taconic Avenue from Main street when travelling from south to north? No one planned our streets! | 3/20/2018 5:27 PM |
| 66 | reduce speeding on Main Street, not enough enforcement being done | 3/20/2018 3:54 PM |
| 67 | I think traffic safety is well handled in town | 3/20/2018 3:19 PM |

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| 68 | Cross walks in downtown GB need improvements because of drivers, its not the pedestrians. I said previously that lighted stop signs in cross walks would alert both drivers and walkers. Better nighttime lighting is essential. It is actually dark where stepping out off of the sidewalks into the crosswalks and proceeding across becomes even darker, drivers abilities to see pedestrians at night is quite limited. Its both local and out of town drivers who are at fault because of these issues. A traffic light in the middle of town near Fuel would slow down traffic and that would be welcome. As everyone knows that is the most difficult crosswalk in town. I often see children running across with their parents a distance away from them. | 3/20/2018 2:33 PM |
| 69 | Consistent crosswalk signage & wider shoulders along N Plain/41, 183, Alford. | 3/20/2018 1:48 PM |
| 70 | raised crosswalks; flashing lights on ped crossing signs at crosswalks; actually painting and re-painting faded traffic lines on Route 7 | 3/20/2018 12:18 PM |
| 71 | Light on Main and St. James needs to again offer an arrow to turn left from main heading north, up St. James. This was taken out, and causes back ups at that light. | 3/20/2018 11:35 AM |
| 72 | See suggestions for reconfigured and additional bike lanes above. Also, more traffic calming measures on densely occupied town streets like East Street and St. James. Also, 2-lane turning intersections, like Castle/Bridge and Main Streets, should have signage on Castle and Bridge illustrating how to turn without cutting off opposing traffic, e.g. left turn into left lane, right turn into right lane, etc. Also, Main Street traffic lights should be synchronized at 20mph to keep traffic moving steadily and to give pedestrians traffic breaks in which to cross streets. | 3/20/2018 11:16 AM |
| 73 | More crosswalks and signage. Speed bumps on Taconic perhaps since nothing so far has slowed traffic. Benton Avenue needs to have a no parking area between Taconic and the first part of the block (the two corner houses) due to poor visibility and inadequate width if there are two cars in opposite directions | 3/20/2018 11:14 AM |
| 74 | Walk signs need to last longer | 3/20/2018 11:01 AM |
| 75 | Lower speed limit. Have lights timed to adjust to lower speeds. Limit parking on those few spots on Bridge St. Going into Main St. | 3/20/2018 10:29 AM |
| 76 | Automatic crossing signals along Main Street. Better traffic light/walk signals on Elm Street- sometimes the light to enter Main Street is green at the same time a walker has a Main Street crossing light right across the car path. | 3/20/2018 10:26 AM |
| 77 | main st shouldn't be a 2 lane road. the crosswalks through the middle aren't safe with only pedestrian right of way, should be a complete stop light at every crosswalk or only crosswalks where street lights are. | 3/20/2018 10:05 AM |
| 78 | Put up a big sign in downtown that reminds out of towners that all cars must stop for pedestrians in MA crosswalks. | 3/20/2018 9:56 AM |
| 79 | I think the new crosswalk design with bump outs really helps motorists see pedestrians before they enter the crosswalks. I believe there are street lights at the crosswalks, too. The Oak Street light is also a big help. On the north side of town a pedestrian light at the bridge would help - I often see people scooting across the street to and from Domaney's. | 3/20/2018 9:54 AM |
| 80 | Don't know if this was the intention but the lights that were installed through town seem to cause traffic back ups, especially during the height of the tourist season. Many times, we're stopped at a red light with no side traffic in sight. | 3/20/2018 9:41 AM |
| 81 | Bump outs. | 3/20/2018 9:22 AM |
| 82 | Slower | 3/20/2018 9:09 AM |
| 83 | Great Barrington is beginning too look like a mini urban city. More signs, more bike lanes, more lighting will only encourage this sad trend. | 3/20/2018 9:00 AM |
| 84 | More signs and larger signs | 3/20/2018 8:34 AM |
| 85 | It seems like the signs saying how fast people are driving are helpful. Maybe increase speeding fines in these areas and add signs to say so? | 3/20/2018 8:01 AM |
| 86 | I would make sure that the police really watch and stop speeders and those who pass cross walks. | 3/20/2018 7:52 AM |

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| 87 | Add stop signs on Castle Hill streets that lack them. PLEASE install stop lights at the very dangerous intersection of Division and Christian Hill. There is a second dangerous intersection on Division that should have a stoplight. I can't remember the cross street but it is between Christian Hill and Guthrie Center. | 3/20/2018 7:48 AM |
| 88 | Although this is not feasible, we need a route 7 bypass. Since Main Street is part of the north south major road as part of Route 7 it is an impossible situation. The congestion during tourist season is getting unbearable and of course local residents overuse East Street and other side streets to avoid the traffic jams on Route 7. | 3/20/2018 7:41 AM |
| 89 | Crosswalks need improvement. On Main Street. Prob bigger signs noting drivers must stop. Flags in buckets on either side for people to carry and wave to cars would help too. Figure out consistency in pedestrian rights. At cross walk just south of Cumberland farms, at the light, passengers can't get cars to stop? Is that right. But they can at pharmacy. Confusing. | 3/20/2018 7:24 AM |
| 90 | will review | 3/20/2018 6:51 AM |
| 91 | The crosswalks on Main Street are still incredibly hazardous. I've read about towns that have flags for pedestrians to carry while they cross the street and wondered if that would work (flags would sit in containers on both sides of the street). Also wish every crosswalk had a pedestrian crossing button like the one by the post office. | 3/20/2018 6:38 AM |
| 92 | Bicycle lanes, PLEASE! Paint in the WHOLE lane so it stands out. And keep in mind that there needs to be buffer space between the cycling lane and the car driving lane, as well as the parking lane or the opening of parked car doors can just create an accident. Clear instruction for turning left for cycling lanes. Car parking in bicycle lanes needs to be monitored and fined so people stop doing it (happens a lot on stockbridge rd, near firehouse area). | 3/19/2018 10:36 PM |
| 93 | Better signage. Replace missing speed limit signs on West Avenue and other places. Maintain sidewalks. Make more of them. | 3/19/2018 5:02 PM |
| 94 | remove the light by berkshire bank Elm Street creates traffic back up | 3/19/2018 12:27 PM |
| 95 | More signage for crosswalks outside of downtown GB. Crosswalk at Belcher Square is not safe even when pressing the pedestrian button. Many people run the red light when turning to go up towards Butternut. | 3/19/2018 10:59 AM |
| 96 | Traffic calming measures-narrowed roads, islands, etc. Taconic Avenue is of special concern. Would take measures to reduce traffic and speed on Lake Mansfield. Either prohibiting cars and reducing to one way. | 3/19/2018 8:29 AM |
| 97 | Crosswalks with blinking lights warning drivers that a crosswalk is coming up. Stockbridge Rd in particular but increased lighting everywhere. | 3/18/2018 10:37 PM |
| 98 | N/A | 3/18/2018 9:50 PM |
| 99 | all good | 3/18/2018 9:41 PM |
| 100 | Elm Street cars do not always honor the pedestrian right of way. The light should be timed to give pedestrians a head start. Cars in the right hand lane sometimes turn left instead. Better signage. | 3/18/2018 4:32 PM |
| 101 | More signage at crosswalks, install blinking warning signs for motorists, cameras to ticket motorists who don't stop for pedestrians to cross | 3/18/2018 3:26 PM |
| 102 | Lower speed limits (20) in densely populated East Street Christian Hill | 3/18/2018 2:10 PM |
| 103 | Cross walks and traffic lights | 3/18/2018 2:03 PM |
| 104 | keeping surfaces in good repair. | 3/18/2018 10:15 AM |
| 105 | The main crosswalk on Main st, and the crosswalk on main/Maple Ave. I've seen blinking lights in the middle of the road in other small towns. I'm not sure what could help because I don't know how anyone can miss the current crosswalk! | 3/18/2018 8:28 AM |
| 106 | Improved signage | 3/18/2018 7:57 AM |
| 107 | Divert all transit heavy trucks from the town. Town needs bypass for transit vehicles, especial for heavy trucks | 3/17/2018 6:34 PM |
| 108 | I feel that there is little improvement needed for traffic safety. Only a full time policeman monitoring traffic speed would force drivers to slow down | 3/17/2018 4:06 PM |

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| 109 | The added traffic light at the Carr Hardware intersection was a good thing. I can't think of doing more. | 3/17/2018 10:17 AM |
| 110 | Low height flashing yellow caution lights at ped crossing | 3/17/2018 9:29 AM |
| 111 | The stop-light at the end of Railroad St was a great idea. However, the crosswalks in GB need signs, as it is hard to see the crosswalks even though it's painted. They are all clustered so close to each other on the road, that it makes it really hard to stop at every single crosswalk. The road isn't wide enough in downtown GB to accommodate all the summer tourist traffic, pedestrians, and bicycles. I think the town needs to re-route or improve some of the side roads too, consequently. The curb extensions that the town installed also remove valuable parking space, and impede flow of traffic. | 3/17/2018 8:43 AM |
| 112 | Ad bicycle awareness as part of school curriculum. I'm looking over your shoulder when parallel parking. Giving cyclists 3 feet ect. | 3/16/2018 11:57 PM |
| 113 | I proved signage | 3/16/2018 9:58 PM |
| 114 | enforce speed limits | 3/16/2018 9:22 PM |
| 115 | That intersection of Taconic and Barrington needs a stop sign for drivers driving south on Taconic. That intersection gives me the bejezzus when I drive there. Get rid of those areas on Main where the sidewalk juts out. It does not seem to have made things safer but has made parking more difficult....fewer spots now plus getting in and out of the fewer spots is more difficult and ties up traffic. I do not feel we need more crosswalks and the downtown lighting/signage is too, too much; it has a highway feel instead of a small town feel. Being able to make a right again onto Bridge and onto Taconic would help traffic flow. When the street on the north part of downtown reduces from 2 to 1 lane that creates a bottleneck which can last for blocks. Why cannot the street be widened? I keep getting the sense that the town does not sufficiently look at the long term picture when making traffic decisions. | 3/16/2018 9:08 PM |
| 116 | Improved signage, out of town let lanes?? | 3/16/2018 8:50 PM |
| 117 | Lower speed limit. Reduce tailgating. Traffic light at division and rt 41. Safer crossing at division and long pond road. | 3/16/2018 7:27 PM |
| 118 | better crosswalk lighting downtown lighted crosswalks, either reflected or by push button put in a sign on Alford Road before the curve coming into town connoting pedestrian/walker crossing at Berkshire Heights/Castle Street intersection | 3/16/2018 6:26 PM |
| 119 | Time lights to avoid congestion south from plaza package past castle. | 3/16/2018 5:55 PM |
| 120 | Have a flashing light for pedestrians in crosswalks | 3/16/2018 3:43 PM |
| 121 | not sure | 3/16/2018 3:30 PM |
| 122 | Slow the traffic down on East Street, Main Street Too many pedestrians just cross the street without looking and cars must stop immediately. Pedestrians need to be aware of their responsibilities. Paint the crosswalks!! Crosswalk lights at Elm Street, they say "Walk" in one direction and cars have a green light as pedestrians are walking. | 3/16/2018 2:38 PM |
| 123 | Police need to ticket drivers who cross an intersection with a pedestrian, out of state drivers need to be reminded of Massachusetts state law | 3/16/2018 2:32 PM |
| 124 | Starting on Main Street, we need beat cops who will ticket jay walkers. It is very dangerous when people do not obey the simple law to cross in a cross walk. Also parking fines, if you are in the bike path and not over enough, you can cause an accident. The flow of Railroad street and the misuse of handicapped spots is disgusting. If there is a pedestrian in the cross walks on Main Street, in any cross walk, it is very hard to see them if there are cars parked on the side of the roads, which in most cases there always is. They need crossing lights as to when they can cross. If they jaywalk, ticket them. Take those funds and use it towards road work. The parking on Dresser Ave near the library is very hard to maneuver around and I've personally seen a couple of almost accidents. Dresser Ave and Pleasant Street should be one way streets. One going one way, the other the other way. East Street is treated as a shortcut to main street. I used to live on East Street for 8 years and the speed of nearly all of the cars traveling that road is ridiculous. Kids cannot play outside because it isn't safe. The speed sign they put on the ends of the street do nothing but make drivers want to go faster to have a high speed. And please, FIX THE POTHOLEs on the side streets!! | 3/16/2018 12:57 PM |
| 125 | Downtown feels like it's been greatly improved over the years.... most other neighborhoods could use an upgrade. | 3/16/2018 12:40 PM |

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| 126 | I think that our roads and traffic patterns are pretty safe. | 3/16/2018 12:31 PM |
| 127 | Everyone dresses like Johnny Cash..all in black. I would install lighting that lights up the major Mainstreet cross walks from the Firehouse down to Big Y. The lighting can be push button activated or have a pedestrian sensor on the poll. These lights can come on at night lighting up the crosswalk strips. This can be coupled with flashing yellow lights when someone is crossing. To often you can see Mr. or Mrs. Cash all in black at night. | 3/16/2018 12:24 PM |
| 128 | The town has already done work toward this in GB--put some attention in Housatonic. We need to make it safer and more attractive so we get businesses here. | 3/16/2018 11:51 AM |
| 129 | Have drivers be more aware and less distracted. | 3/16/2018 11:51 AM |
| 130 | The new red light on Main at Elm (I think it's Elm) makes more traffic problems, it needs rethinking. | 3/16/2018 11:02 AM |
| 131 | Some of the walk lights aren't safe, because they still allow traffic to turn while pedestrians are in the crosswalk: Taconic Ave and Elm Street. I also think there could be one or two MORE crosswalks, specifically from Mason Library's other corner at Pleasant St -- it's a long way, especially in winter, between the crossings at Dresser and Elm St. Also, I think the walk lights should change QUICKLY when someone presses the button. Why should pedestrians have to stand there for a minute or two in whatever weather? Not to mention the brown bridge traffic light northbound to Rt. 41 which could change more frequently, to reduce buildup of traffic (idling cars) on both Main St/Rt 41 and Rt 7. I do think the traffic light pattern at Main and Bridge works really well. But I miss the turn light northbound onto Taconic Ave. This lack creates needless traffic waiting to go straight behind cars turning left. Why was this taken away? | 3/16/2018 10:59 AM |
| 132 | Brighter, more directed lighting at the non-signalized crosswalks. | 3/16/2018 9:39 AM |
| 133 | Pedestrians can only cross Main Street where there is a traffic light. | 3/16/2018 9:39 AM |
| 134 | Police presence. | 3/16/2018 9:02 AM |
| 135 | Issue tickets to slow it down, put fear of ticket into drivers as is done in South Egremont, Daily, drivers run the light on Rt. 7 going North and South in front of the Police Station - an accident waiting to happen. Ticket parking violations more frequently, educate the public on using the crosswalks especially at dusk. | 3/16/2018 8:30 AM |
| 136 | Greater police presence. Vehicle speed in Great Barrington and Housatonic is out of control. | 3/16/2018 8:19 AM |
| 137 | As above, frequent or more visible re-striping of crosswalks is critical, especially at intersections that don't have lights. | 3/16/2018 6:49 AM |
| 138 | Don't run the street light like a big city. When someone hits the walk button the should not have to worry about being hit by the traffic because the light turn green at the same time the walk sign turns on. | 3/16/2018 4:15 AM |
| 139 | This is hard, as Main Street was just done. But the side streets are separate from Main Street, and feel separated from the flow that Main Street has. The intersections that meet Main Street need just as much flash as the ones physically crossing Main... cars have always "felt" more important than the walkers and cyclists... | 3/15/2018 11:39 PM |
| 140 | Not sure | 3/15/2018 11:31 PM |
| 141 | Ticketing cyclists who DO NOT obey traffic laws...riding on the sidewalk, riding into the traffic, failure to use hand signals, not stopping for traffic lights etc. Require single file riding of bicycles. | 3/15/2018 10:41 PM |
| 142 | Clear speed limit signs and enforcement by ticketing speeding drivers. | 3/15/2018 10:10 PM |
| 143 | The downtown area gets all the attention. When it snows, the area from St. James PL to Cumb. Farms is always cleared, and the rest is still unsafe or impassible. We definitely need more crosswalks. For instance, Castle Hill Ave. has no sidewalks, but the Olga Dunne Dance Studio is there, where children take lessons. We need some police presence in town to enforce pedestrian crossings. Drivers constantly disregard them. | 3/15/2018 9:41 PM |
| 144 | Ok. The intersection on Main Street by Berkshire bank. What a nightmare! Pedestrians cross when it's green for Drivers. Crazy. Happens all the time! Same at Cottage street and the light at Bridge and Main. Especially in the summer. People are confused people! Big DO NOT JAYWALK. Wait for your turn kind of signs need to be placed. | 3/15/2018 9:36 PM |

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| 145 | I am from Holland. There town centers are no go zones for through traffic and all through traffic goes around the town. We dig tunnels and force car traffic to go very slowly by narrowing car lanes, putting in lots of speed bumps and generally favoring pedestrians and bikers. I would recommend this for down town GB. In general the amount of traffic that goes straight through GB is insane. I have long thought we need a road around the town for through traffic, especially trucks, but don't have a solution for where that would go. From Belcher square to Guidos? | 3/15/2018 9:25 PM |
| 146 | Seems fairly safe to me. | 3/15/2018 9:14 PM |
| 147 | Pedestrians getting hit by cars in cross walks is a huge issue. The intersection of the monument mountain regional high school entry and route 7 is still dangerous. With the turning lanes the signs with your speed are too far off the road to be noticed. | 3/15/2018 8:07 PM |
| 148 | Too many jaywalkers on Main Street, they enforce stopping for pedestrians in the crosswalks but do not say a word about jaywalkers who walk right out and expect you to stop for them. | 3/15/2018 7:43 PM |
| 149 | The intersection in Housatonic near the bridge and the Housie Market has very poor visibility. I'm not sure how to fix it. | 3/15/2018 7:36 PM |
| 150 | Get rid of the awful dangerous two way into one way at the exit of Rail Road street So surprised there aren't more accidents there. Very poor planning | 3/15/2018 7:29 PM |
| 151 | Let's get a parking garage so motorists aren't circling around or being aggressive looking for parking. | 3/15/2018 7:28 PM |
| 152 | Many streets in both GB and Housatonic do not even have stop signs at intersections or adequate lighting, increase of both would help immensely. | 3/15/2018 7:05 PM |
| 153 | Install crosswalks along Taconic Avenue. Especially near the school bus stops. And, Castle/Taconic/Berkshire Heights intersection. | 3/15/2018 6:47 PM |
| 154 | Coordinating lights and traffic of both powered vehicles as well pedestrian traffic | 3/15/2018 6:29 PM |
| 155 | Keep Lake Mansfield Rd 2 way and not plug up traffic going down Christian Hill Rd, under the underpass and light at Main St (Domaney's). | 3/15/2018 6:10 PM |
| 156 | Piut the mirror back up at the Blue Hill Road intersection with Momument. Snow and tall grass make seeing oncoming traffic impossible | 3/15/2018 6:01 PM |
| 157 | "?"..... | 3/15/2018 5:53 PM |
| 158 | more crosswalks and sidewalks and pedestrian ways | 3/15/2018 5:16 PM |
| 159 | Intersection on Main St. next to Berkshire Bank. When pedestrian signals to cross, those coming out have a green light to turn left into the crosswalk. | 3/15/2018 5:05 PM |
| 160 | Maintain reflective paint on crosswalk lanes, keep bump outs visible/free from plantings that obstruct, and consider any other traffic calming measures. | 3/15/2018 4:55 PM |
| 161 | A major concern first of all should be the safety of the Brown Bridge and Cottage Street Bridge. | 3/15/2018 4:50 PM |
| 162 | Blinkers at crosswalk | 3/15/2018 4:49 PM |
| 163 | Put speed bumps in predominantly residential streets. | 3/15/2018 4:43 PM |
| 164 | A. See my suggestions under #7 above, which would greatly improve traffic safety in GB with respect to conflicts with pedestrians and bike riders. B. Adopt the new State Law about posted "thickly settled" neighborhoods, at Town Meeting, that will allow GB to set speed limits at 25 mph. This allows Towns to do this without going thru the expensive and time consuming traffic studies that MA DOT has typically required. "Thickly settled" is defined as an area "built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than 200 feet between them for a distance of a quarter of a mile or over". Nantucket adopted this in July 2017. I learned about this from their local newspaper, The Inquirer and Mirror, 7/27/2017 issue. C. Reduce speed limits to 25 mph along the streets that have the most pedestrians and bike riders: 1. Main Street, from Maple Ave / Rt 23 to Taconic Ave. It is now 35 mph; 2. West Avenue from Rt 23 to Taconic Ave. It is now have one sign, at the eastern end, that has a 20 mph sign posted. Post more 25 mph signs. D. Enforce our speed limit laws by the Great Barrington Police. It is now done in a haphazard manner and not on a regular basis in our residential neighborhoods. | 3/15/2018 4:39 PM |
| 165 | Division st. speed limit, Sidewalks everywhere. | 3/15/2018 4:38 PM |
| 166 | More signage for drivers or more painting in lanes that merge, for example. | 3/15/2018 4:33 PM |

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| 167 | Less crosswalks with designated walking times-not everyone knows that all Lanes of traffic are to stop if a pedestrian is waiting to cross | 3/15/2018 4:11 PM |
| 168 | See above - PLEASE police the speeding and racing through crosswalks in town. Drivers during morning 'rush hours' routinely travel at dangerous speeds and there's no policing at all. | 3/15/2018 4:01 PM |
| 169 | Bring back turning lane going north into town to go right on Bridge Street; bring back left turn indicator when going north into town and intersection by CVS onto Alford Road. | 3/15/2018 3:57 PM |
| 170 | traffic light at Commonwealth and Route 7 | 3/15/2018 3:56 PM |
| 171 | no specific suggestions | 3/15/2018 3:50 PM |
| 172 | Crosswalks & the signage that goes with them. I'm hoping River Walk will be a safe alternative to roads (& that it will be open--& plowed?--in the winter). | 3/15/2018 3:44 PM |
| 173 | I've already mentioned that this town is horrible for lighting. However, again, East St is a main artery, especially when Main Street is closed. East is very dark at night. I used to live there and even I wouldn't walk it at night. Main Street's crosswalk system is horrible. Please see previous recommendation on question 7. Oh, and possibly a crosswalk from the hotel across from the Mobil gas station by Greylock FCU on Commonwealth. The nearest crosswalk is at McDonald's or Sunoco. That's a long stretch and I see people dart across in traffic all the time. Possibly a lighted crosswalk! In the summer months, there are lots of tourists and hikers that dart across that intersection at night. | 3/15/2018 3:34 PM |
| 174 | Bypass traffic around Main Street in multiple ways | 3/15/2018 3:31 PM |
| 175 | More responsive pedestrian traffic actuators. If a pedestrian pushes the button, it needs to respond to changing the cycle much quicker. Pedestrians are less likely to wait at a crossing properly if they don't see the lights change within a reasonable amount of time (10 seconds or less). | 3/15/2018 3:28 PM |
| 176 | not sure | 3/15/2018 3:11 PM |
| 177 | Enforce the speed limit. | 3/15/2018 2:52 PM |
| 178 | Downtown is seriously safe. The only improvement is to continue to hold drivers responsible for their often lousy behavior. | 3/15/2018 2:37 PM |
| 179 | More parking is essential. Enforcement of traffic laws and parking inadequate. | 3/15/2018 2:35 PM |
| 180 | I know this is a state issue, but the lack of a left turn arrow for St. James place is asking for trouble. | 3/15/2018 2:19 PM |
| 181 | Better signage is necessary for the Rte. 41 underpass. We live on Rte. 41 and no one obeys the 30 miles per hour signs. | 3/15/2018 2:11 PM |
| 182 | More crosswalk, better road surfaces, wider shoulders | 3/15/2018 2:07 PM |
| 183 | enforce speed limits, double parking, not using crosswalks, pedestrian safety in the crosswalks, | 3/15/2018 2:06 PM |
| 184 | There needs to be more police presence on main street to ticket speeders, people texting while driving, not stopping for crosswalks and pedestrians that jaywalk too. Keep crosswalks painted so easily seen. | 3/15/2018 2:01 PM |
| 185 | Intersection of Division st and 41 is very bad. Many crashes occur there. I think the traffic lights help a bit | 3/15/2018 1:51 PM |
| 186 | Some cross walk markings are ambiguous. For instance they are striped at a light (near the Berk bank) and often motorists stop to let pedestrians cross while they have the green light. | 3/15/2018 1:48 PM |
| 187 | See above. | 3/15/2018 1:44 PM |
| 188 | Better and more enforcement of the rules | 3/15/2018 1:39 PM |
| 189 | On Main Street, have signs that tell drivers how fast they are going (like the sign by Monument HS) | 3/15/2018 1:31 PM |
| 190 | Make crosswalks more visible. When crossing Main Street (from Railroad Street), you have to walk into the road in order for traffic to see you. Otherwise you are blocked by parked cars. Perhaps consider a crossing guard? The left light from Main Street is dangerous unless you have a green arrow. The blinking yellow does not work-- you end up waiting at the light for a long time, so people risk safety out of impatience. | 3/15/2018 1:28 PM |
| 191 | Problems: Speeding cars, distracted drivers. Solutions: speed bumps on some streets. Sidewalk on W. side of Rte. 7, couple of crosswalks (Blue Hill Road area) | 3/15/2018 1:22 PM |
| 192 | More crosswalks going up Taconic. | 3/15/2018 1:21 PM |

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| 193 | Having the traffic lights on Main Street synchronized would make a huge difference. Traffic backs up at Cottage Street because the light for Main St traffic is way too long. Usually there are no cars on Cottage St waiting to turn but the light is still red. On Fridays and in the summer the traffic backs up across the brown bridge. Someone must be able to fix this. | 3/15/2018 12:50 PM |
| 194 | Make Lake Mansfield Road one way and CLEARLY mark (paint and signage) pedestrian walkways. | 3/15/2018 12:47 PM |
| 195 | The cross walk at Elm Street solved one problem and created another. Crosswalk rules are inconsistent depending on the crosswalk. And they need to be better marked. Stockbridge uses green and Lee uses red. | 3/15/2018 12:40 PM |
| 196 | As there are many visitors to GB, larger and more visible signs instructing drivers to yield to pedestrians at crosswalks would be helpful. | 3/15/2018 12:35 PM |
| 197 | Better lighting and signage | 3/15/2018 12:33 PM |
| 198 | Increased education and outreach regarding crosswalk usage. It is a matter of time that a pedestrian is hit as they are given walk signals while side streets are given green lights. The cars assume they have the right of way due to the green light and get upset with pedestrians that appear to be j walking or ignoring pedestrian lights. | 3/15/2018 12:22 PM |
| 199 | Speed humps(wide enough rise in hump so the plows can still do their work, often as wide as a crosswalk and it makes a great integration as cross walk) for the intersections of the residential streets would do wonders for slowing down the "short cutters" on the East street side of town. | 3/15/2018 12:21 PM |
| 200 | Crosswalks at lights should not be same color at crosswalks mid-streert. Cars constantly stop even if light is green at crosswalks, very dangerous for pedestrians and oncoming traffic to have cars stopped and pedestrians in the road while light is green! Occurs frequently at both ends of downtown Main St | 3/15/2018 12:14 PM |
| 201 | do not know | 3/15/2018 12:13 PM |
| 202 | Merge to one lane downtown is a problem. Town also needs a bypass | 3/15/2018 12:12 PM |
| 203 | Signage and other communication that we're a pedestrian-friendly town. The very presence of sidewalks and bike lanes would make that more evident also. | 3/15/2018 12:05 PM |
| 204 | Traffic islands on main street. Perhaps have button-controlled traffic lights at each crosswalk | 3/15/2018 11:49 AM |
| 205 | Fix the roads | 3/15/2018 11:45 AM |
| 206 | You can have a town full of signs, signals, and crosswalks, but as long as you have people who refuse to obey them, you end up with a once charming town that has been ruined by cement, metal, and traffic lights. | 3/15/2018 11:40 AM |
| 207 | East St. area needs more signage or solar radar signs, or maybe speed humps | 3/15/2018 11:37 AM |
| 208 | It is treat to drive during the week. The weekends need more control as NYC drivers do not respect what GB stands for | 3/15/2018 11:32 AM |
| 209 | enforcing the speed and time limits on Main Street. Too many merchants and contractors using up spaces | 3/15/2018 11:31 AM |
| 210 | Everything needs to be slower and wider. | 3/15/2018 11:30 AM |
| 211 | Again, the pedestrian cross walks where cars are supposed to stop but often don't are dangerous. I would eliminate this and put in regular traffic lights with cross the street now indicators. | 3/15/2018 11:30 AM |
| 212 | Add speed monitoring / warning signs | 3/15/2018 11:28 AM |
| 213 | Not sure. | 3/15/2018 11:26 AM |
| 214 | I'd say improved (and larger) signage for crosswalks. Lighting seems to be adequate. More warnings for drivers would be helpful too | 3/15/2018 11:19 AM |
| 215 | Redo lines at intersection of State Rd and Rte 7 Change traffic light at 41 and 7 to better on demand switching to avoid long waits. | 3/15/2018 11:15 AM |
| 216 | Improve cross walk duration for light at Main and Castle and Main and Route 41. | 3/15/2018 11:09 AM |
| 217 | not sure | 3/15/2018 11:07 AM |

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| 218 | Better signage would be helpful, along with the addition of more pedestrian sidewalks and bike lanes. Additionally, greater pedestrian and bicyclist awareness would be an overall help, although this may fall under the category of signage. | 3/15/2018 10:49 AM |
| 219 | See my comments above. | 3/15/2018 10:49 AM |
| 220 | Not sure | 3/15/2018 10:45 AM |
| 221 | Lighting at crosswalks and signs in Street stating law to yield to pedestrians | 3/15/2018 10:45 AM |
| 222 | State road and Route 7 intersection is an accident waiting to happen. Could at least keep the lanes painted better. | 3/15/2018 10:43 AM |
| 223 | not sure | 3/15/2018 10:40 AM |
| 224 | Make it illegal to text and drive, and enforce that. | 3/15/2018 10:39 AM |
| 225 | better speed enforcement by the police | 3/15/2018 10:38 AM |
| 226 | Pet peeve: walker/runners and cyclists that do not wear bright enough colors or lights, ride or go along the wrong side of the road (walker/runners go opposite the traffic and cyclist go with traffic); and as a cyclist myself, I am aware of the bad etiquette SOME cyclist have on road, like riding more than two abreast on narrow roads, etc. A continuous education campaign addressing these issues would help. | 3/15/2018 10:19 AM |
| 227 | Division street/ NPR The underpass- who thought that curve was a good idea? | 3/15/2018 10:10 AM |
| 228 | Proper timing of traffic lights | 3/15/2018 9:28 AM |
| 229 | Island in the middle of town | 3/15/2018 9:26 AM |
| 230 | Slow down the cars and add more visible crosswalks. Increase police traffic enforcement if possible. | 3/15/2018 9:13 AM |
| 231 | Same as above | 3/15/2018 8:32 AM |
| 232 | More 4 way stops to slow traffic down. More monitoring of speeding cars. Gilmore and Hillside (which barely fits 2 cars) 4 way at Anderson and Gilmore and 2 way at Anderson and Hillside and then monitor and ENFORCE the stops and the speed | 3/15/2018 7:21 AM |
| 233 | Put in changing lights (division st and 41) | 3/14/2018 9:54 PM |
| 234 | Better lighting | 3/14/2018 9:25 PM |
| 235 | We need a radar/speed signs on either end of Main Street. We need a left turn yield on green sign on Bridge street light turning onto Main. | 3/14/2018 9:20 PM |
| 236 | More police presence | 3/14/2018 9:11 PM |
| 237 | Crosswalks - all three on Rte 7 - need just a bit more visibility. Don't have answers right now, but would be glad to review on site w/ others. | 3/14/2018 9:07 PM |
| 238 | ? | 3/14/2018 9:05 PM |
| 239 | Add crosswalks at north end of Great Barrington around Marshall's plaza and Berkshire South entrance. | 3/14/2018 8:59 PM |
| 240 | More crosswalks, better lighting, improved signage. | 3/14/2018 7:25 PM |
| 241 | Traffic safety comes from better drivers. The drivers in the Berkshires are terrible...make talking on cell phones illegal. Ticket people texting and driving. | 3/14/2018 7:19 PM |
| 242 | No input | 3/14/2018 6:47 PM |
| 243 | the intersection on Elm street has the same looking (white and red) crosswalk as in places with NO lights. People think they can just look left and right and step into it - even though the intersection has traffic light. The crosswalk should be painted in a different way that light-less crosswalks | 3/14/2018 6:41 PM |
| 244 | traffic lights...stop signs along division st and crossroads | 3/14/2018 6:34 PM |
| 245 | Better enforcement. Too many people pass on the shoulder | 3/14/2018 6:29 PM |
| 246 | I always feel better when I see a police presence in town. | 3/14/2018 6:27 PM |
| 247 | See walkability answer. | 3/14/2018 6:25 PM |

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| 248 | More tall trees which slow traffic, provide shade, and make streets attractive to linger on | 3/14/2018 6:11 PM |
| 249 | timing the lights on Main St; stop-yield signs on cross streets to Castle St | 3/14/2018 6:01 PM |
| 250 | Slow down traffic on Main Street and state road when congestion doesn't slow it down. Angle parking and one lane each way downtown (which will leave room to pull out of the traffic lane when parking). | 3/14/2018 6:00 PM |
| 251 | Light up crosswalks, like they have in LA. on Main Street in GB, and all of Route 7. Flashing yellow lights in the pavement as well as at eye level that are activate by pedestrians. Also better traffic movement would help safety a lot. | 3/14/2018 5:58 PM |
| 252 | I think that having a mixture of traffic lights and pedestrian crosswalks confuses drivers and pedestrians alike. no one seems to know if they are supposed to stop, go, just walk, etc. This doesn't always have the effect of slowing drivers down - sometimes they get annoyed and just speed by. This makes walking even more dangerous. I personally wish there were a way to enforce traffic laws on bicyclists - in the summer they are a menace | 3/14/2018 4:33 PM |

Q10 How would you improve PUBLIC TRANSPORTATION in Great Barrington? Consider how you would improve public transportation, such as the BRTA bus route, paratransit, or SBETC Elderly transportation services in the community. If you have a specific street or intersection in mind, please note this in your response.

Answered: 230 Skipped: 67

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | lower cost. everyone says there are so many seniors. they are increasing so!! | 4/17/2018 8:50 AM |
| 2 | Unlike Price Chopper, bus access is more cumbersome. Entering the shopping center at the light requires a bus (with on and off entry on the right side of the bus) to turn up the parking lanes and do a horseshoe turn down the next parking lane in order to get the right hand side of the bus facing Big Y or any of the other stores. Everyone is inconvenienced and the possibility of a car backing out into a bus is heightened. | 4/5/2018 7:46 PM |
| 3 | Not sure | 4/5/2018 4:51 PM |
| 4 | n/a | 4/5/2018 3:35 PM |
| 5 | more frequent bus service and more stops on route. | 4/5/2018 12:19 PM |
| 6 | SBETC would be wonderful if accessible on weekends. | 4/5/2018 12:17 PM |
| 7 | Dont use. | 4/5/2018 11:24 AM |
| 8 | unsafe | 4/5/2018 11:19 AM |
| 9 | some bus trips to pittsfield for people to get to the Doctors. | 4/5/2018 11:17 AM |
| 10 | There is public transit in GB?? | 4/5/2018 9:24 AM |
| 11 | Better signage at BRTA stops. A place to get information on BRTA routes. More frequent express service to Pittsfield | 4/5/2018 9:10 AM |
| 12 | Give up on current model. B-bus/ BRTA is not a rural solution for more than an incredibly narrow demographic. Look to ride share, trolley, bikeshare, rickshaw, etc. to provide something more appropriate for ridership needs/ numbers, demand times, off-hour services, etc. | 4/5/2018 8:47 AM |
| 13 | more express buses direct to destinations. Frequency? | 4/4/2018 4:00 PM |
| 14 | If frequency was increased use of public transportation like the BRTA might increase. I don't use public transportation. I think it is hard to increase use in rural areas. As long as public transportation is available and accessible for commercial or residential hubs I think that is the best you can do. Example, frequent trips from apartment complexes to medical facilities, community centers, or business districts (GB, Lee, and Pittsfield). | 4/4/2018 3:34 PM |
| 15 | BRTA should stop at CVS | 4/4/2018 12:25 PM |
| 16 | More busses from Housatonic to GB | 4/4/2018 11:18 AM |
| 17 | More nighttime public transit, encouragement for nighttime Uber drivers and awareness around this for elders and others who are isolated. | 4/4/2018 10:28 AM |
| 18 | I do not use but hear that BRTA is frustratingly slow, probably due to the number of stops. this would argue for either more buses and/or adding a couple of express buses | 4/2/2018 3:32 PM |
| 19 | I don't know much about this except that I see more and more people waiting for buses. | 4/2/2018 1:42 PM |
| 20 | I wasn't aware we had public transportation. | 4/2/2018 12:39 PM |
| 21 | Reduce fares | 4/1/2018 6:29 PM |
| 22 | Don't really know. | 3/31/2018 1:48 PM |

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| 23 | There should be a train service to and from NYC to stimulate the local economy and enable people to live in GB and commute to work. | 3/30/2018 4:07 PM |
| 24 | More bike lanes | 3/30/2018 4:04 PM |
| 25 | N/A | 3/30/2018 1:10 PM |
| 26 | I don't use public transportation. | 3/29/2018 10:36 AM |
| 27 | Small electric busses all over town. | 3/29/2018 8:45 AM |
| 28 | I have never used the public transportation in GB but know people who do. First of all, better advertisement/signage of the bus availability would be helpful. I am only aware of the bus stop on Main Street in front of CVS. | 3/28/2018 3:28 PM |
| 29 | nicer buses to other towns with regular schedules | 3/28/2018 11:25 AM |
| 30 | More routes, more frequently and provide maps/times/signage with routes and times. The public transportation system on Martha's Vineyard is amazing and provides a great example . | 3/28/2018 8:56 AM |
| 31 | GB has public transportation? | 3/28/2018 7:16 AM |
| 32 | The front of buses should have a rack for bicycles. Provide bus stands. Its a shame that the one in front of Rite Aid was removed. | 3/27/2018 8:32 PM |
| 33 | I don't know. | 3/27/2018 7:05 PM |
| 34 | Increase the frequency of the existing bus system | 3/27/2018 6:49 PM |
| 35 | expand brta service | 3/27/2018 10:45 AM |
| 36 | Buses should run on Sundays and to Sheffield daily | 3/27/2018 7:40 AM |
| 37 | there should be a bus station space in town | 3/26/2018 3:48 PM |
| 38 | All the intersections on Main Street need better signage and visual cues as to where exactly the cross walks are | 3/26/2018 10:17 AM |
| 39 | going to off the main roads for those that have no transportation. | 3/26/2018 5:59 AM |
| 40 | n/a | 3/23/2018 11:22 AM |
| 41 | At this point I don't use it much so really no opinion on this. | 3/22/2018 6:25 PM |
| 42 | I have never used our public transportation system, so I can't say. | 3/22/2018 9:34 AM |
| 43 | Not sure | 3/22/2018 8:32 AM |
| 44 | Bus that travels route 7 , stopping at major shopping centers (you may already have this).. also including route 23 from Egremont to Butternut. | 3/22/2018 7:49 AM |
| 45 | I am completely unfamiliar with the public transportation. | 3/22/2018 7:43 AM |
| 46 | Bring back the trams! | 3/22/2018 7:09 AM |
| 47 | I don't know because I don't use it. We bike and walk and drive. | 3/22/2018 6:31 AM |
| 48 | Unsure | 3/22/2018 6:05 AM |
| 49 | I've never used BRTA since it doesn't go where I live or work. | 3/21/2018 7:19 PM |
| 50 | NA | 3/21/2018 2:40 PM |
| 51 | All of the above | 3/21/2018 12:16 PM |
| 52 | Public transportation is adequate at this time | 3/21/2018 9:53 AM |
| 53 | ? | 3/21/2018 9:00 AM |
| 54 | More frequent bus runs. And per haps advertise the B more often...and especially the discounts for seniors, students. | 3/20/2018 6:05 PM |
| 55 | Post a map of where the public bus travels to- I really don't know. Bring back the bus service to Wassaic. | 3/20/2018 5:27 PM |
| 56 | not a problem | 3/20/2018 3:54 PM |
| 57 | I don't use public transportation so will not comment | 3/20/2018 3:19 PM |

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| 58 | The current bus pick up place near RiteAid is hardly noticeable and if public transportation is a priority for GB and its residents it would require relocation to a central location so as to make it more visible. It is almost hidden currently and sends the wrong message. | 3/20/2018 2:33 PM |
| 59 | Better publicize routes, schedules & fares. | 3/20/2018 1:48 PM |
| 60 | mini rail system | 3/20/2018 12:18 PM |
| 61 | Train service along the Housatonic, from Sheffield to Pittsfield is the best form of public transportation. In addition, increased service from BRTA, with a direct/express route from GB to Pittsfield. | 3/20/2018 11:16 AM |
| 62 | Better marking for bus stops | 3/20/2018 11:14 AM |
| 63 | Public transportation more often | 3/20/2018 11:01 AM |
| 64 | Not user friendly. Needs app that customers can use to see when the next pickup is in real-time. Need consumer driven loops ie Farmers Market hours to East St. Division St. And Housatonic. | 3/20/2018 10:29 AM |
| 65 | More BRTA pull-offs on Main Street so the bus doesn't block the right lane. Off-site parking lots and bus pass packages to encourage people to park offsite and walk on Main Street- especially shoppers planning to spend time downtown. Frees up parking for shorter term errands. | 3/20/2018 10:26 AM |
| 66 | na | 3/20/2018 10:05 AM |
| 67 | The elderly service is not easy to understand. Could the bus appear on some busy downtown weekends on Railroad street to hand out flyers with schedules and routes. Is there an app? | 3/20/2018 9:56 AM |
| 68 | Sorry, I have no suggestions because I don't use it. | 3/20/2018 9:54 AM |
| 69 | It would be lovely to have buses doing loops: Barrington to Stockbridge, the outlets and Lee; GB to Stockbridge & Lenox. If the times were right (and well published), this would be great for everyone, including working staff. | 3/20/2018 9:41 AM |
| 70 | More frequent buses and more routes. Bring back the trolley. | 3/20/2018 9:22 AM |
| 71 | Trolley. | 3/20/2018 9:09 AM |
| 72 | I think increasing the frequency would help. I think a lot of people don't take the bus because of A) the stigma buses have (real or not) of being for poor people and B) the belief (real or not) that taking the bus will take forever. | 3/20/2018 8:01 AM |
| 73 | Since I don't use public transportation, I am not aware of the major problems. However it seems that people doing their shopping on Main Street have to walk long distances to the bus stops and can't get on and off at different points in the shopping district to do their shopping. | 3/20/2018 7:41 AM |
| 74 | ? | 3/20/2018 7:24 AM |
| 75 | no sure | 3/20/2018 6:51 AM |
| 76 | The bus shelter got taken out from the rite aid stop on main street in great barrington at the time of the big construction and never got put back. People with children and the elderly wait in the rain and snow. Please put it back! Put the schedules up in shelters too so it's accessible to tourists. Every other country does this, and it's so easy. | 3/19/2018 10:36 PM |
| 77 | Ask Tate Coleman! He's got it all figured out. Really! | 3/19/2018 5:02 PM |
| 78 | I am so thankful for SBETC they are the best for taking my husband where he needs to be. They are just the most caring and helpful people you can find. | 3/19/2018 2:07 PM |
| 79 | more elder transportation | 3/19/2018 12:27 PM |
| 80 | There needs to be more BRTA bus runs (especially to Pittsfield) and later in the day too. More on weekends as well. There are also needs to be more bus stops throughout South County. SBETC needs to offer their service to more Towns in South County. | 3/19/2018 10:59 AM |
| 81 | This is also an important question that I need to give more thought to. | 3/19/2018 8:29 AM |
| 82 | Evening hours, weekend service, reliable timetables. Buses need to run at times the many service industry workers need to get to work. Bus shelters at bus stops. | 3/18/2018 10:37 PM |
| 83 | More weekday bustimes to/from Pittsfield | 3/18/2018 9:50 PM |
| 84 | bus service to rt 7/23 intersection by gbpd | 3/18/2018 9:41 PM |

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| 85 | BRTA a bit of a mystery to me. There should be an app that would estimate time of arrival at stops. Should make stops after school at the high schools. And should shuttle between downtown and Ramsdell on Sundays. | 3/18/2018 4:32 PM |
| 86 | Bring the train back!! | 3/18/2018 3:26 PM |
| 87 | Not familiar with public transportation | 3/18/2018 2:10 PM |
| 88 | Satisfied with this transportation | 3/18/2018 2:03 PM |
| 89 | I would like to see some type of public transport in Alford. I live on route 71, 8 miles out of town. | 3/18/2018 10:15 AM |
| 90 | N/a | 3/18/2018 8:28 AM |
| 91 | Introduce tram type public bus along main street . Big Y - Price Chopper. Every 15-30 minutes in each direction. Streach the center of the town along the main street (north to south) | 3/17/2018 6:34 PM |
| 92 | No comment. | 3/17/2018 10:17 AM |
| 93 | Na | 3/17/2018 9:29 AM |
| 94 | We need Amtrak! If you want a bus station, then you need to build one! Seriously, improve public transportation by building stations. It's what they did the during the railroad era. | 3/17/2018 8:43 AM |
| 95 | As more of it. Trolly Service between Gb and Housatonic. | 3/16/2018 11:57 PM |
| 96 | Increase amount of service- add more buses and frequency | 3/16/2018 9:58 PM |
| 97 | I don't know | 3/16/2018 9:22 PM |
| 98 | No particular street but for me the bus does not run frequently enough and takes too long to go from GB to Pittsfield....and forget getting to Williams. | 3/16/2018 9:08 PM |
| 99 | More bus stops? More bus routes? More transportations | 3/16/2018 8:50 PM |
| 100 | Frequent and short round trip between Housatonic and downtown GB. Bus route and stop at the high school. Consider "dollar van" model of public transportation instead of fixed route. Public transportation needed for drunk people to get home safety. | 3/16/2018 7:27 PM |
| 101 | I would educate people about what transportation options already exist - how to get to the doctor, the store, to and from Housatonic and to and from Lee and the Outlets and the express bus to Pittsfield | 3/16/2018 6:26 PM |
| 102 | Don't know | 3/16/2018 5:55 PM |
| 103 | In addition to being a bike commuter, I've also at times been a bus commuter (yes, I have a car, I just prefer to use other modes). The BRTA is ridiculously inconvenient and inexpensive. Such a shame. But it may not be realistic to have good public transport in a rural area like this. | 3/16/2018 3:48 PM |
| 104 | need more | 3/16/2018 3:30 PM |
| 105 | SBETC keep the cost down. | 3/16/2018 2:38 PM |
| 106 | Na | 3/16/2018 2:32 PM |
| 107 | I don't really use public transportation. However, public commuter trains would be amazing! It would certainly beat driving to Wassaic. | 3/16/2018 1:02 PM |
| 108 | We lack public transportation. I really feel like we should allow Uber drivers. There are several that are signed up and registered in this area but Great Barrington is on a black out list. | 3/16/2018 12:57 PM |
| 109 | Long shot but I would love if public transportation was more accessible and frequent in the area. | 3/16/2018 12:40 PM |
| 110 | NA | 3/16/2018 12:31 PM |
| 111 | The BRTA is fine. The Elderly transportation..You need to get out the word as to what these guys will do. Often people just don't know. | 3/16/2018 12:24 PM |
| 112 | We need to get public transportation that actually helps the public. | 3/16/2018 12:03 PM |
| 113 | Public transport in Berkshire County is appalling. It seems that there are adequate elder services transport (from what a neighbor told me) but I heard too many stories about difficulties in transport from service industry people--they can't afford to live in our town, but we need them to work here, so maybe an express bus from GB to Pittsfield. It shouldn't take two hours to get there. | 3/16/2018 11:51 AM |
| 114 | Not familiar with these since we do not use their service. | 3/16/2018 11:51 AM |

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| 115 | The town has to understand that it's never going to pay for itself, and it has to be improved, but i don't have the answer. | 3/16/2018 11:02 AM |
| 116 | Include East St. on the BRTA route | 3/16/2018 9:39 AM |
| 117 | Have Sunday service. Publish the schedule in the Shoppers Guide. | 3/16/2018 9:39 AM |
| 118 | Have more public transportation available: more vehicles and routes. | 3/16/2018 9:02 AM |
| 119 | Create bus stops, do free promo days to get people to try the bus for the first time, | 3/16/2018 8:30 AM |
| 120 | Expanding routes and extending the BRTA schedule beyond 6 pm. Also, a route 41 bus into GB would be helpful. | 3/16/2018 8:19 AM |
| 121 | no comment | 3/16/2018 6:49 AM |
| 122 | Better notices of schedules at the pick up locations and explanation of the services. | 3/16/2018 4:15 AM |
| 123 | More elderly and Special Needs transport.... as well as one that is kid safe and friendly. | 3/15/2018 11:39 PM |
| 124 | I'm not familiar enough to make recommendations. | 3/15/2018 11:31 PM |
| 125 | Run the bus later and more frequently. | 3/15/2018 11:19 PM |
| 126 | Bus service down North Plain Road | 3/15/2018 10:41 PM |
| 127 | No opinion | 3/15/2018 10:10 PM |
| 128 | GB is in desperate need of better transportation. There need to be more frequent buses connecting the town to Lee and Pittsfield. A person taking the bus to Boston has a very limited window of travel times available. | 3/15/2018 9:41 PM |
| 129 | I don't know as I don't take it. | 3/15/2018 9:36 PM |
| 130 | TRAIN TO NEW YORK AND BOSTON!! Increase frequency of all public transportation. | 3/15/2018 9:25 PM |
| 131 | I don't use public transportation. | 3/15/2018 9:14 PM |
| 132 | Have bus stops, advertise bus, route, and schedule. Provide public transportation after 5pm. Provide loop routes in south county to include towns to east and west of GB so you can actually use it to get to GB. | 3/15/2018 8:07 PM |
| 133 | Not that familiar with those types of transportation. A passenger train would be a great thing. | 3/15/2018 7:43 PM |
| 134 | I have only used BRTA once. It just takes too long to get anywhere. If there were some shorter express routes or buses that went on shorter, faster routes, that might help. | 3/15/2018 7:36 PM |
| 135 | Seems ok | 3/15/2018 7:29 PM |
| 136 | I would love to have more people take advantage of the BRTA but I don't think many people know about it. There should be easy access to route information (schedules/stops/prices). Sunday service during the summers would be helpful too. | 3/15/2018 6:47 PM |
| 137 | Need better scheduling to surrounding towns | 3/15/2018 6:29 PM |
| 138 | Lower cost | 3/15/2018 6:10 PM |
| 139 | Last I remember the bus was pretty decent.....As long as there's at least 4 pick-ups and drop offs via Pittsfield,etc.. | 3/15/2018 5:53 PM |
| 140 | not sure | 3/15/2018 5:16 PM |
| 141 | Don't use these, can't respond. | 3/15/2018 5:05 PM |
| 142 | I am not familiar with the public transportation options | 3/15/2018 4:55 PM |
| 143 | Regular service, practical hours. | 3/15/2018 4:50 PM |
| 144 | N/a | 3/15/2018 4:49 PM |
| 145 | No opinion | 3/15/2018 4:43 PM |
| 146 | A. Offer more bus times on the routes now driven. B. Have bus shelters...why is this taking so long to replace the ones removed when Main Street reconstruction started. C. Have a bus shelter for sure at the CVS / Chamber Building bus stop. That is most heavily used bus stop in South County. | 3/15/2018 4:39 PM |

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| 147 | BRTA stops (at Taft farms for example) to have covered waiting area, and bus route schedule available. | 3/15/2018 4:38 PM |
| 148 | Size of buses is fine. Don't run long enough. | 3/15/2018 4:33 PM |
| 149 | Ride sharing community boards/a city council line to call for inquiries | 3/15/2018 4:11 PM |
| 150 | More frequent buses for locals to get from housatonic to Great Barrington and running later into the evening. | 3/15/2018 4:06 PM |
| 151 | BRTA bus routes to Egremont and other neighboring towns, more frequent buses on all routes. | 3/15/2018 4:01 PM |
| 152 | Have more stops. | 3/15/2018 3:57 PM |
| 153 | I do not use it, but more routes and stops would be helpful to people I know | 3/15/2018 3:56 PM |
| 154 | I don't use public transportation, so no specific suggestions | 3/15/2018 3:50 PM |
| 155 | Trolley with remote parking for visitors/shoppers in summer and holiday seasons. | 3/15/2018 3:46 PM |
| 156 | MUST maintain support for SBETC. I'm not familiar with the bus routes but other than downtown I'm not sure where the bus stops are. | 3/15/2018 3:44 PM |
| 157 | We need public transportation from Sheffield | 3/15/2018 3:31 PM |
| 158 | n/a | 3/15/2018 3:11 PM |
| 159 | Possibly focus on SBETC Elderly transit. | 3/15/2018 2:52 PM |
| 160 | More bus, less cars. But that's a cultural problem (i.e. not much you can do about it.) | 3/15/2018 2:37 PM |
| 161 | No comment | 3/15/2018 2:19 PM |
| 162 | SBETC is wonderful! | 3/15/2018 2:11 PM |
| 163 | Limited | 3/15/2018 2:07 PM |
| 164 | taxi service, mini bus service, from elderly areas, to town, shopping centers, | 3/15/2018 2:06 PM |
| 165 | I don't know; don't use it. | 3/15/2018 2:01 PM |
| 166 | I don't use public transportation | 3/15/2018 1:51 PM |
| 167 | provide defined bus stops, maybe with a shelter. Provide time table of the buses. | 3/15/2018 1:48 PM |
| 168 | N/A | 3/15/2018 1:31 PM |
| 169 | Fleet of autonomous cars: could be town owned, on call 24 hours, reasonable fees. They are quiet & obey speed limits. SBETC is a wonderful service. | 3/15/2018 1:22 PM |
| 170 | I don't generally take the bus. | 3/15/2018 1:21 PM |
| 171 | Have public transportation at night and on Sundays for those who work those hours. More elderly transportation is needed, but has to go to users' homes as many can't get to bus stops in GB. | 3/15/2018 12:50 PM |
| 172 | Don't know. | 3/15/2018 12:47 PM |
| 173 | more funding for SBETC. | 3/15/2018 12:41 PM |
| 174 | Driver of bus should be able to make change. Schedule is puzzling and not easy to find. | 3/15/2018 12:40 PM |
| 175 | Do not know. | 3/15/2018 12:35 PM |
| 176 | Running a nonstop bus route from/to Housatonic hourly without having to wait and/or having to to every single little other stop | 3/15/2018 12:33 PM |
| 177 | dedicated pick-up drop-off locations in dense areas to avoid excessive stop n go routes and allows for benches/signage/overhead lights/crosswalks | 3/15/2018 12:22 PM |
| 178 | Boulder CO made public transit fun and accessible let, everyone uses it. Here, seems major destination is Lee Outlet Mall. Would use more with kids if downtown Stockbridge, Lenox, Lee, Pittsfield were more frequently accessible. | 3/15/2018 12:14 PM |
| 179 | do not know | 3/15/2018 12:13 PM |
| 180 | Restore the trolley. | 3/15/2018 12:12 PM |

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| 181 | No comment - I've never taken public transportation in Great Barrington. I've heard that the schedules are very limited, however. | 3/15/2018 12:05 PM |
| 182 | Later, earlier and more periodic hours, specifically in the morning and at night. Last bus back to Housatonic from Stockbridge/Lee leaves at 4:40 (!) which is useless for normal working hours. | 3/15/2018 11:49 AM |
| 183 | ? | 3/15/2018 11:45 AM |
| 184 | well-marked stops with weather shelters and posted route map and schedule for BRTA | 3/15/2018 11:33 AM |
| 185 | No experience | 3/15/2018 11:32 AM |
| 186 | no idea | 3/15/2018 11:31 AM |
| 187 | Do not use. | 3/15/2018 11:30 AM |
| 188 | No opinion | 3/15/2018 11:30 AM |
| 189 | Public transportation doesn't seem a viable option right now. Towns in other states are considering an Uber/Lyft arrangement that is subsidized for citizens. Don't know how this or other ways could improve the situation so that more people could use public transport. | 3/15/2018 11:26 AM |
| 190 | We should have public transportation- a bus - between the New York train station at Wassaic and Great Barrington. If you drive over there to take the train the parking lots are completely full and you have to drive south toward New York to find a place to leave your car. | 3/15/2018 11:24 AM |
| 191 | More accessible information on public transit and bus shelters with posted schedules. Possibly more stops as well | 3/15/2018 11:19 AM |
| 192 | Existing public tran isn't horrible. It works for most part. A tracking app for mobile phone to estimate when bus will arrive would be helpful. (NYC uses this) | 3/15/2018 11:15 AM |
| 193 | Make more parking available in Town. | 3/15/2018 11:09 AM |
| 194 | Bus to Wassaic would be very convenient. Also bus from Great Barrington to Boston. Now you have to somehow get to Lee to go to Boston. | 3/15/2018 11:09 AM |
| 195 | electric buses that travel into the countryside | 3/15/2018 11:07 AM |
| 196 | Meaningful changes to public transportation isn't something you're equipped to solve | 3/15/2018 11:03 AM |
| 197 | More frequent public transportation seems to be needed. | 3/15/2018 10:49 AM |
| 198 | The town could use a parking area away from the center of town (i.e. the unused GB Fair Grounds) and a free circulator shuttle bus. | 3/15/2018 10:49 AM |
| 199 | Not sure | 3/15/2018 10:45 AM |
| 200 | Better awareness if bus routes. I don't know where they are, and connections to Stockbridge, Lenox, and Lee and maybe Housatonic and west stockbridge | 3/15/2018 10:45 AM |
| 201 | not sure | 3/15/2018 10:40 AM |
| 202 | Signage. | 3/15/2018 10:39 AM |
| 203 | no idea | 3/15/2018 10:38 AM |
| 204 | Another HUGE pet peeve. Their schedule is just not practical - especially the fact that the runs end so early in the afternoon. Can't see how young or working people can depend on it if they work late or simply past 5 pm. | 3/15/2018 10:19 AM |
| 205 | I wish we could develop efficient public transport but we are so rural and we dint have strength in numbers | 3/15/2018 10:10 AM |
| 206 | Berta route including rat 41 | 3/15/2018 9:28 AM |
| 207 | Bus routs should include more streets not just off route 7 | 3/15/2018 9:26 AM |
| 208 | Add more signs and shelters for the BRTA | 3/15/2018 9:13 AM |
| 209 | ? | 3/15/2018 8:32 AM |
| 210 | more express buses. It can take forever to get to Pittsfield and beyond with local buses | 3/15/2018 7:21 AM |
| 211 | The BRTA does not go to Sheffield. A couple of large golf carts shuttling weary shoppers to their cars :) | 3/14/2018 9:25 PM |

Great Barrington Complete Streets Survey

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|-----|--|-------------------|
| 212 | Increase it | 3/14/2018 9:11 PM |
| 213 | no idea | 3/14/2018 9:07 PM |
| 214 | ? | 3/14/2018 9:05 PM |
| 215 | More frequency and later hours on the 21 bus route. Express bus Housatonic to Great Barrington. Maybe. | 3/14/2018 8:59 PM |
| 216 | More bus stops, more clearly marked. | 3/14/2018 7:25 PM |
| 217 | No thoughts. | 3/14/2018 7:19 PM |
| 218 | No input | 3/14/2018 6:47 PM |
| 219 | ideally, the buses should be smaller but more frequent. They often drive empty | 3/14/2018 6:41 PM |
| 220 | longer hours... | 3/14/2018 6:34 PM |
| 221 | I think it's fine | 3/14/2018 6:29 PM |
| 222 | More buses and to get the message out we have a hus | 3/14/2018 6:27 PM |
| 223 | Well the town should crack down on gypsy driving services. It's dangerous and heavily impacts legitimate public transport options. | 3/14/2018 6:25 PM |
| 224 | Bus shelters for people | 3/14/2018 6:11 PM |
| 225 | BRTA bus stop at Christian Hill Commons | 3/14/2018 6:09 PM |
| 226 | Affordable (subsidized), regular, frequent, seven-day mini-buses between Pittsfield and Sheffield, stopping in Lenox, Lee, Stockbridge, Housatonic & GB. | 3/14/2018 6:01 PM |
| 227 | Not sure public transportation would ever work. My car is too convenient. | 3/14/2018 6:00 PM |
| 228 | More frequent buses. | 3/14/2018 5:58 PM |
| 229 | Have a station downtown | 3/14/2018 5:52 PM |
| 230 | More routes, better timetables, more bus shelters, more information easily available, improved signage | 3/14/2018 4:33 PM |

Q11 If there is anything else this survey has not covered that you would like to share, please do so below. Please limit your responses to concerns about Complete Streets.

Answered: 139 Skipped: 158

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | please remember driveway aprons. we elderly cant always take big steps. | 4/17/2018 8:50 AM |
| 2 | Hopefully the following is in the works. The Co-op has prepared new parking between the store and Memorial Field. As an umpire for Babe Ruth and the Berkshire Adult Baseball League I can attest to, on average, at least 10 balls per game flying over the backstop and side fences bouncing into motor vehicle traffic, pedestrians, and soon into the Co-op parking lot. Every season parked cars are struck by foul balls. Last year the windshield of a moving car on Bridge Street was shattered by a high foul fly ball. I observe the brush, bushes and trees along the border of Memorial Field and the Co-op parking lot have been removed. Unless very high fences are installed, cars and shoppers are going to be in grave danger of being stuck by a hard baseball. Hopefully plans for such high fences are in the works. If not, consider this a conscientious warning. | 4/5/2018 7:46 PM |
| 3 | more lighting at night is always a good idea | 4/5/2018 3:35 PM |
| 4 | Keep design decisions as local as possible. Complete Streets is formulaic and does not require Tighe and Bond/ Fuss and O'Neil, etc. The heavy lifting has been done, the templates are already devised. Keep the money in local firms with intimate knowledge of the area under design. The staff of these shops have lived and worked the area and better understand the historic needs/ shortcomings of the various project locations. MADOT pre-qual'd. firms in So.Co should always be encouraged/ invited/ preferred for ComSt. and Ch 90 RFPs wherever practicable. | 4/5/2018 8:47 AM |
| 5 | 2 lane lines should be drawn at stoplight turning left from Rt 23 onto Rt 7 North, in front of Police Station | 4/4/2018 12:25 PM |
| 6 | Please do not neglect Housatonic. Its sidewalks really need work. | 4/4/2018 11:18 AM |
| 7 | My opinion: the biggest problem cyclists face no matter what road they are on is that most motorists are conditioned solely to look for other moving vehicles of size, whether they be cars, pickups, or large trucks. Cyclists are generally "out of mind." This is a matter of driver training. Are people being taught to consciously look for cyclists when they open their doors after parking, when they pull out from a parking space, when they are changing lanes, etc etc. Do they realize that on a two lane highway, it is generally a squeeze to pass a cyclist just when oncoming traffic from the other lane is abreast of the same cyclist. Do they realize that just because a cyclist is going slower, he/she should be relegated to the verge of the road, in the loose gravel, or that part of the road that is frequently pockmarked with potholes, causing the cyclist to swerve unexpectedly into the road to avoid. | 4/2/2018 3:32 PM |
| 8 | I walk up and down Main Street a lot and rarely see enforcement of speeding or running red lights. | 4/2/2018 12:39 PM |
| 9 | PLEASE HELP MAKE HOUSATONIC MORE SAFE BY PROVIDING SIDEWALKS ON MAIN ST. B/T OAK AND SOUTH AND A SOLAR SPEED LIMIT SIGN!!! | 3/31/2018 1:48 PM |
| 10 | Writing on main street is extremely dangerous | 3/30/2018 4:04 PM |
| 11 | N/A | 3/30/2018 1:10 PM |
| 12 | No | 3/29/2018 10:36 AM |
| 13 | Need our large trees back so there is shade in the summer so that folks can commune on the streets and not bake in the bare naked sun and hot white glare sidewalks. | 3/29/2018 8:45 AM |
| 14 | nope | 3/28/2018 11:25 AM |
| 15 | No | 3/27/2018 7:05 PM |
| 16 | Take parking off the main streets and build a proper parking lot on downtown | 3/27/2018 6:49 PM |

Great Barrington Complete Streets Survey

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|----|--|--------------------|
| 17 | More opportunities for seating, especially on Main Street | 3/26/2018 10:17 AM |
| 18 | more parking enforcement in downtown area | 3/23/2018 11:22 AM |
| 19 | This is probably impossible but I'll just mention it. I live in downtown. In winter the snow removal is done in the wee hours of the morning sometimes all night. It is very loud mainly because of the constant beeping of the backing work vehicles. I understand the safety value of beeping in the daytime but do we really need those beepings in the middle of the night too? It makes sleeping around here very difficult. | 3/22/2018 6:25 PM |
| 20 | Nothing to add. | 3/22/2018 9:34 AM |
| 21 | Thank you | 3/22/2018 8:32 AM |
| 22 | I am upset that the Bridge st grant was pushed over to Railroad; this happened without approval of any sort and was because the town didn't move fast enough to get the work done?? How is this possible? It's an eyesore and dangerous. At least the bridge is better. The town should take over maintaining the area around 100 Bridge brownfield because it's a dangerous eyesore as well. | 3/22/2018 6:31 AM |
| 23 | None | 3/22/2018 6:05 AM |
| 24 | "bikeability" is affected by quality of pavement, particularly on hilly roads | 3/21/2018 7:19 PM |
| 25 | No | 3/21/2018 2:40 PM |
| 26 | Make sure there is adequate right-of-way in proposed construction areas or areas where easements could be obtained | 3/21/2018 9:53 AM |
| 27 | The lane shift right near the library has caused accidents for years. Why it was continued AFTER the construction is just idiocy. I once had a mirror ripped off my legally parked car in front of the library. It's so stupid in a town that gets lots of tourists!! | 3/20/2018 5:27 PM |
| 28 | nothing | 3/20/2018 3:19 PM |
| 29 | Is there a committee for people to weight in on? And how would that work to establish? Please respond. | 3/20/2018 2:33 PM |
| 30 | Infrastructure improvements done well are investments that pay back dividends more than they are costly expenses. | 3/20/2018 1:48 PM |
| 31 | people drive very slow here; is it the median age? | 3/20/2018 12:18 PM |
| 32 | na | 3/20/2018 10:05 AM |
| 33 | Why do random cars park off of Lake Mansfield? Is there a way to make this permitted or to make visitors register in the parking lot? | 3/20/2018 9:56 AM |
| 34 | There is no where to charge an electric car in GB. | 3/20/2018 9:22 AM |
| 35 | More attractive design | 3/20/2018 9:09 AM |
| 36 | I'm just wondering if GB is collaborating with neighboring towns -- for instance Stockbridge, to make Route 7 between the two less of a source of suicide for bikers. | 3/20/2018 8:01 AM |
| 37 | Please do not ignore Housatonic. Many people walk and jog from the cemetery down to the playground and throughout the village. Housatonic matters to | 3/20/2018 7:41 AM |
| 38 | No | 3/20/2018 7:24 AM |
| 39 | none | 3/20/2018 6:51 AM |
| 40 | downtown barrington needs to be handicap friendly ..END of Story | 3/19/2018 12:27 PM |
| 41 | No | 3/19/2018 10:59 AM |
| 42 | Stressed importance of using indicators, speed limits clearly posted and enforced would be quite helpful. Nowhere in this survey is truck traffic noted and this is frequently a problem at the underpass at North Plain Rd and Christian Hill Rd. The signs should be more clearly marked, maybe flashing lights, so less trucks get stuck and have to back up North Plain Rd all the way to Abbey Hill, with or without a police escort! | 3/18/2018 10:37 PM |
| 43 | no | 3/18/2018 9:41 PM |
| 44 | Bike racks. Rail trail connection | 3/18/2018 4:32 PM |
| 45 | no | 3/18/2018 2:10 PM |

Great Barrington Complete Streets Survey

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|----|---|--------------------|
| 46 | No | 3/18/2018 10:15 AM |
| 47 | The sidewalks all over town need to be fixed properly, not patched with asphalt. The sidewalks on railroad, main st(from big y to railroad) are falling apart. They're very unsafe, especially when there's snow because it hides the dip. The sidewalks on manville st are so bad they're practically non existent. | 3/18/2018 8:28 AM |
| 48 | Available parking | 3/18/2018 7:57 AM |
| 49 | too many cars parked in the center of the town, high congestion of cars is unsafe for bicycles and pedestrians. Park outside and use public transport | 3/17/2018 6:34 PM |
| 50 | No | 3/17/2018 10:17 AM |
| 51 | Winter Parking ban eliminates too many nights to count. Rule should be, on winter storm nights, park at your own risk | 3/17/2018 9:29 AM |
| 52 | . | 3/17/2018 8:43 AM |
| 53 | n/a | 3/16/2018 9:22 PM |
| 54 | GB rocks | 3/16/2018 8:50 PM |
| 55 | Good job | 3/16/2018 7:27 PM |
| 56 | fix the sidewalks on the east side of town and extend the sidewalks on rte 7 to CHP and make another crossing further north - maybe at Housatonic Flats and Chelsea and Company - it can be a triggered light; also at the Holiday inn and Brewery; lets make the north end of town pedestrian friendlier - encourage walking | 3/16/2018 6:26 PM |
| 57 | Na | 3/16/2018 5:55 PM |
| 58 | The new traffic light at Elm Street is a disaster. I like having the light -- but when it gives a green light to the Elm Street traffic it gives a WALK to the Main Street pedestrians at the same time! Someone is going to get killed. When the WALK light is activated there should be NO TRAFFIC. If someone on Main Street presses the WALK button, all traffic should get a red light while they cross. | 3/16/2018 3:48 PM |
| 59 | - | 3/16/2018 3:30 PM |
| 60 | Lack of police presence with loitering teens/ college kids at night does not improve the feeling of safety | 3/16/2018 2:32 PM |
| 61 | None | 3/16/2018 1:02 PM |
| 62 | Yay for GB for taking this approach! | 3/16/2018 12:40 PM |
| 63 | NA | 3/16/2018 12:31 PM |
| 64 | Don't spend too much money on Lake Mansfield road, or I'll personally campaign against every school budget and school redo. Be @\$\$\$ sensible. I'll support the schools and people can just drive slower. | 3/16/2018 12:24 PM |
| 65 | Housatonic, Housatonic, Housatonic. 'Nuf said. | 3/16/2018 11:51 AM |
| 66 | Can't think of anything, but I will. | 3/16/2018 11:02 AM |
| 67 | No | 3/16/2018 9:39 AM |
| 68 | Enhance the overall appeal of Main Street for retail shopping. Call me 528-4702 and am happy to share ideas. | 3/16/2018 9:39 AM |
| 69 | Replace ugly, modern lights with traditional lantern-types like in Lee. | 3/16/2018 9:02 AM |
| 70 | This is no small topic! However, walkability and bicycling isn't practical if our streets are not safe. I, myself, have experienced far too many close calls. Safety first. | 3/16/2018 8:19 AM |
| 71 | no comment | 3/16/2018 6:49 AM |
| 72 | no | 3/16/2018 4:15 AM |
| 73 | Done | 3/15/2018 11:39 PM |
| 74 | I would consider speed bumps in some areas, such as around Lake Mansfield. | 3/15/2018 11:31 PM |
| 75 | Fix Division St and it's bridge | 3/15/2018 10:41 PM |

Great Barrington Complete Streets Survey

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| 76 | Good survey. Thank you. | 3/15/2018 10:10 PM |
| 77 | Lake Mansfield ... accidents waiting to happen. Also, the parking lot doesn't feel safe as I see kids loitering in their cars fairly often. I moved here four years ago. And sadly, I felt safer in Manhattan and got a lot more exercise too. | 3/15/2018 9:36 PM |
| 78 | Charging stations for e-bikes. | 3/15/2018 9:25 PM |
| 79 | GB is a wonderful little town, but I think that the recent refurbishment of Main Street was a waste of money and my tax dollars. I hope that Complete Streets will not be a similar waste. | 3/15/2018 9:14 PM |
| 80 | Slow Main Street traffic b | 3/15/2018 8:07 PM |
| 81 | No. | 3/15/2018 7:43 PM |
| 82 | No just can't say enough how dangerous the exit from Rail Road street is Who ever thought that up should be fixed | 3/15/2018 7:29 PM |
| 83 | It would be great if there was a walking/biking lane or trail that would safely connect Housatonic with GB for walkers and bikers. North Plain Road is too narrow and has no shoulder. | 3/15/2018 7:05 PM |
| 84 | Train traffic should be addressed | 3/15/2018 6:29 PM |
| 85 | At Carr Hardware going towards BB, the pedestrian light going across to BB and across Main is on when the light on at Elm St. | 3/15/2018 6:10 PM |
| 86 | ? | 3/15/2018 5:53 PM |
| 87 | No | 3/15/2018 5:05 PM |
| 88 | It would be helpful to fill potholes on secondary streets (ie. Boardman St). Sheffield has been filling the winter damage with Cold Patch on their side of the street pending better weather | 3/15/2018 4:55 PM |
| 89 | Already said. | 3/15/2018 4:50 PM |
| 90 | N/a | 3/15/2018 4:49 PM |
| 91 | No opinion | 3/15/2018 4:43 PM |
| 92 | How can I participate in this Complete Streets study? Is there a Committee being established? If so I would like to volunteer to serve on it. | 3/15/2018 4:39 PM |
| 93 | Nope, that's it | 3/15/2018 4:11 PM |
| 94 | Make curbs less sharp | 3/15/2018 3:57 PM |
| 95 | nothing to add | 3/15/2018 3:50 PM |
| 96 | Rose Ct West/East in Bluehill Commons has some major potholes that cannot be avoided. The diameter of one of these potholes is half the size of a large SUV. There are several. The occupants in this neighborhood cannot drive through without going through the potholes. Every one of us pays multiple excise taxes and these potholes have gotten bigger every year. | 3/15/2018 3:34 PM |
| 97 | none | 3/15/2018 3:11 PM |
| 98 | Keep Lake Mansfield Road public, just monitor speed | 3/15/2018 2:06 PM |
| 99 | The intersection at Anderson St and Gilmore St: would like to see the stop signs have additional sign that says "cross traffic does not stop". I see 4 or more cars per day run through these stop signs and many close accidents. | 3/15/2018 2:01 PM |
| 100 | Good walking/biking links & signage to extended River Walk. | 3/15/2018 1:22 PM |
| 101 | Why in general do you let our streets deteriorate to such a condition each and every year? By the way the road crew doesn't really do a great job with patching either. Some potholes are filled and inches away others left unfilled. Also long splits in all of our roads are unsafe for cyclists. | 3/15/2018 1:21 PM |
| 102 | Fixing all the sidewalks in GB, including Housatonic, should be a priority. | 3/15/2018 12:50 PM |
| 103 | More police presence in Housatonic and pay more attention to Housatonic. | 3/15/2018 12:33 PM |
| 104 | none | 3/15/2018 12:22 PM |
| 105 | Don't fix the bumpy streets or potholes. Keeps the traffic slow. | 3/15/2018 12:21 PM |
| 106 | do not know | 3/15/2018 12:13 PM |

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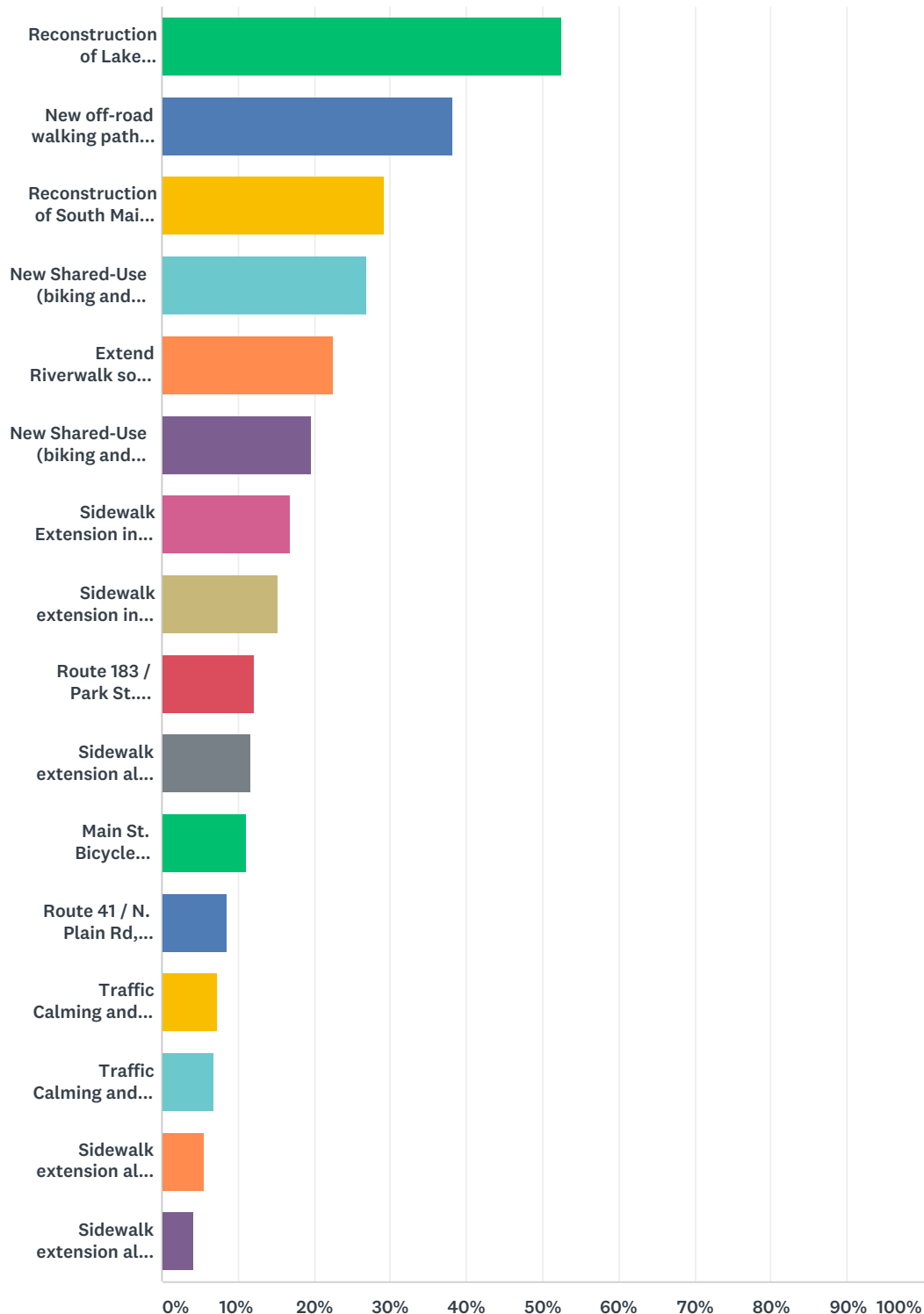
| | | |
|-----|--|--------------------|
| 107 | No | 3/15/2018 12:12 PM |
| 108 | Nothing | 3/15/2018 12:05 PM |
| 109 | Maybe we could encourage tourists to use a park and ride system where they would park near e.g. the fairgrounds and take a shuttle to downtown. Side benefit would be more regular shuttles. | 3/15/2018 11:49 AM |
| 110 | The conditions of our roads are pathetic | 3/15/2018 11:45 AM |
| 111 | The biggest safety risk in the town is hunting man. You can have the best sidewalks, the nicest bike lanes, but you still can't control the reckless, inconsiderate nature of the people who use our streets and sidewalks. | 3/15/2018 11:40 AM |
| 112 | NA | 3/15/2018 11:30 AM |
| 113 | Nothing else. | 3/15/2018 11:30 AM |
| 114 | None | 3/15/2018 11:26 AM |
| 115 | The town badly needs a parking garage (up near the railroad track) above and below the ground. | 3/15/2018 11:24 AM |
| 116 | Nothing more to add | 3/15/2018 11:19 AM |
| 117 | better maintenance of roads - dangerous to bike with potholes and road debris (gravel, etc) | 3/15/2018 11:07 AM |
| 118 | Where are people supposed to park? When you going to build a garage? | 3/15/2018 11:03 AM |
| 119 | After several incidents involving pedestrians being struck by motor vehicles in the downtown crosswalks, I feel that continued and increased awareness is vital, especially considering the number of tourist vehicles traveling through the downtown area who may not be familiar with the safety issues we've had with the crosswalks. | 3/15/2018 10:49 AM |
| 120 | Long Pond Road is extremely narrow with blind curves. There should be prominent 15 MPH speed limit and signs stating "Narrow Road Next 2 Miles", "Limited Sight Distance", curve warning arrows with 5 MPH reduced speed limits, keep right and other prominent warning. I can't tell you how many near accidents I have experienced living on this road where cars and trucks are flying around these blind curves on a road wide enough for one car!!! | 3/15/2018 10:49 AM |
| 121 | Think Lake Mansfield area is a priority as it is one of the attractions or jewels of GB | 3/15/2018 10:45 AM |
| 122 | Overall, GB is a great place. Bike trails to Housatonic or Stockbridge would add a lot. | 3/15/2018 10:43 AM |
| 123 | My biggest issue is not sidewalks from risingdale to anywhere! | 3/15/2018 10:40 AM |
| 124 | none | 3/15/2018 10:38 AM |
| 125 | Alternatives to student bus transportation (bike paths to the schools - I know it's not easy given the topography. Also trail heads with secure racks or storage. More promotional/community events to get people out on trails or just walking or riding. | 3/15/2018 10:19 AM |
| 126 | Help NPR | 3/15/2018 10:10 AM |
| 127 | Don't forget about rural roads. These are good walking routes - sometimes the only route - thinking of places like Rte 71 and Mon. Valley - but the cars speed. | 3/15/2018 9:13 AM |
| 128 | NA | 3/15/2018 8:32 AM |
| 129 | I hope this leads to improvement and not stay a study just to say you did one and to justify the money you received | 3/15/2018 7:21 AM |
| 130 | There should be a street light at the intersection of Haley and Highland. It is pitch dark there in the evening and dangerous for walking. | 3/14/2018 9:25 PM |
| 131 | Nothing I can think of now. | 3/14/2018 9:07 PM |
| 132 | ? | 3/14/2018 9:05 PM |
| 133 | Nothing more. | 3/14/2018 8:59 PM |
| 134 | Thank you for asking | 3/14/2018 6:47 PM |
| 135 | Forgot to mention the state of the driving surface of some of the streets. Rosseter and Elm court comes to mind. | 3/14/2018 6:41 PM |
| 136 | division st is a pothole mess...old fair grounds should be utilized for more events...walking paths , fairs, farmer markets...farmer markets make main st a zoo on sats | 3/14/2018 6:34 PM |

Great Barrington Complete Streets Survey

| | | |
|-----|-------------------------|-------------------|
| 137 | Parking parking parking | 3/14/2018 6:27 PM |
| 138 | N/A | 3/14/2018 6:25 PM |
| 139 | N/A | 3/14/2018 4:33 PM |

Q1 Please select the three (3) complete streets projects you feel are most important for the town to construct. Please read through the project descriptions carefully before choosing your responses.

Answered: 314 Skipped: 0



Great Barrington Complete Streets Project Selection

| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Reconstruction of Lake Mansfield Rd. and the installation of biking and walking improvements | 52.55% | 165 |
| New off-road walking path between Castle Hill Ave. and Simon's Rock campus. This project would improve safety for students walking between campus and downtown. | 38.22% | 120 |
| Reconstruction of South Main St. This project would reconstruct the roadway, repair and extend sidewalk, and create new bicycle lanes from the Police Station south to the Senior Center. Enhancing safety for seniors by improving sidewalks and crossings in this area is also a major goal. | 29.30% | 92 |
| New Shared-Use (biking and walking) path in Housatonic from Main St. south to Van Deusenville Rd. This project would run along the former rail bed which is popular with pedestrians and dog-walkers. The project would help to provide an eventual connection between Housatonic Village and Great Barrington Downtown. | 27.07% | 85 |
| Extend Riverwalk south to Brookside Ave. This project would provide a walking only path next to the Housatonic River. | 22.61% | 71 |
| New Shared-Use (biking and walking) path from CHP to the Brewery / Community Center. The path would be off-road and would run roughly parallel to Route 7. The project would help to provide an eventual connection between Housatonic Village and Great Barrington Downtown. | 19.75% | 62 |
| Sidewalk Extension in Housatonic along Main St. from the sidewalk end west to Route 41 / N. Plain Rd. This project would improve safety for pedestrians and create a connection to the rail trail and Old Maids Park. | 16.88% | 53 |
| Sidewalk extension in Housatonic along Front St. from sidewalk end south to Oak St. / Greenlawn Cemetery. The Cemetery is a popular walking area. | 15.29% | 48 |
| Route 183 / Park St. Bicycle Accommodations. This project would install shared-lane markings, or sharrows, to better accommodate bicycles along Route 183/ Park St. in Housatonic. | 12.10% | 38 |
| Sidewalk extension along Taconic Ave. from Barrington Pl. to Haley Rd. This project would provide a connection to McAllister Park and increase safety for pedestrians. | 11.78% | 37 |
| Main St. Bicycle Accommodations. This project would install shared-lane markings, or sharrows, to better accommodate bicycles from the end of the existing bike lanes on Main St. south to the Police Station. | 11.15% | 35 |
| Route 41 / N. Plain Rd, Traffic Calming. This project would install speed feedback signs along Route 41 / N. Plain Rd. to slow traffic. | 8.60% | 27 |
| Traffic Calming and Bicycle Accommodations in the Castle Hill neighborhood. This project would install shared-lane markings, or sharrows, to better accommodate bicycles, primarily along Hollenbeck and West Ave. The Town will also investigate the use of speed tables and speed feedback signs to slow traffic. Intersections in the neighborhood will be evaluated to determine if additional Stop signs can be installed to slow traffic down. | 7.32% | 23 |
| Traffic Calming and Bicycle Accommodations in the East St. neighborhood. This project would install shared-lane markings, or sharrows, to better accommodate bicycles, primarily along East St. The Town will also investigate the use of speed tables and speed feedback signs to slow traffic. Intersections in the neighborhood will be evaluated to determine if additional Stop signs can be installed to slow traffic down. | 7.01% | 22 |
| Sidewalk extension along West Ave. from sidewalk end to Maple Ave / Route 41. This project helps to address a gap in the sidewalk network in town. | 5.73% | 18 |
| Sidewalk extension along Silver St. from sidewalk end to Maple Ave / Route 41. This project helps to address a gap in the sidewalk network in town. | 4.14% | 13 |
| Total Respondents: 314 | | |

Q2 Optional: If any potential project has been missed, please let us know.

Answered: 56 Skipped: 258

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | Bike lanes on Taconic Ave. | 6/6/2018 12:40 PM |
| 2 | It would be very beneficial to both traffic and the environment to allow a right turn on red at the junction of US7/MA23 and MA41 for southbound vehicles. Allowing a right on red will move cars out of the intersection faster. This will help alleviate traffic along 23, decrease wear and tear on the bridge from the continued structural loading from vehicles. It will also, lead to less time spend idling and therefore lower emissions and save gasoline. There is already space for a turning lane, and old paint clearly depicts a turning lane existed in the past. The fix would be simple: removal of the no turn on red sign, and repainting the lines. | 6/1/2018 2:01 PM |
| 3 | continue to think of how to make crosswalks safer | 5/27/2018 8:07 AM |
| 4 | In general, additional shared bicycle lanes should be included throughout the town. | 5/25/2018 4:04 PM |
| 5 | Street lights please. | 5/25/2018 10:34 AM |
| 6 | Making Alford Road safer for pedestrians and bicyclists. | 5/25/2018 10:09 AM |
| 7 | A walking path on Alford Road that allows GB residents and Simon's Rock students safer travel would be helpful too. In the mean time, I strongly the new off-road Castle Hill Ave walking path idea that was already proposed. You might be surprised at how many GB residents would use both of these options. | 5/25/2018 9:22 AM |
| 8 | Some kind of blinking light indicating when a pedestrian has entered the walkway in the street. | 5/24/2018 11:53 AM |
| 9 | Lake Mansfield Road needs a pedestrian path around the park and lake. | 5/24/2018 11:52 AM |
| 10 | I recognize that the families on "the hill" have been very vocal about the speed of traffic and pedestrian safety in that area, but little has been said about the pedestrian traffic on the other side of town - under the rail bridge up 41 and Christian Hill. The road is narrow, there is no sidewalk, and many, including children, wheelchairs, and bicyclists travel that road to the Commons regularly. | 5/24/2018 10:16 AM |
| 11 | Nope | 5/22/2018 10:14 PM |
| 12 | How can we work on all of this here projects. | 5/13/2018 8:27 PM |
| 13 | very hard to choose only 3! love the idea of extending riverwalk, housie rail trail, and all the bike accommodations. but path to SRC and cc, and mansfield road do seem like priorities, safety and public use wise | 5/13/2018 8:40 AM |
| 14 | These project sounds like a dream come true!! | 5/10/2018 8:46 PM |
| 15 | Would love to see a trail for foot traffic from Housey to GB. MAYBE behind or around Taft Thanks keep up the good work! | 5/10/2018 5:38 PM |
| 16 | New sidewalks on Railroad Street. | 5/8/2018 11:38 PM |
| 17 | Speed slow-down blinkers on W. Main St. in Housatonic. I am not in favor of paving the rail trail in Housatonic, but would be in favor of cleaning it up and extending it southward into GB. | 5/7/2018 1:05 PM |
| 18 | Please consider making Benton Avenue a one way street and no parking on the initial Taconic edge of Avenue. Or make it no through traffic at a minimum | 5/7/2018 10:45 AM |
| 19 | Sharrows and signage, not separate bike lanes, so shared lanes like in Boston etc = cheap and easy, and leads to more peoples using bikes = greater economic development. | 5/7/2018 5:53 AM |
| 20 | :) | 5/6/2018 3:54 PM |
| 21 | North Plain Rd from Housatonic bike lane at least as far as Division St | 5/6/2018 11:02 AM |

Great Barrington Complete Streets Project Selection

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| 22 | Speed feedback signs on west side of Main Street North. Speed hump as crosswalk at rail trail crossing Main Street North. Real actual traffic lights at North Plain Road and Division Street. | 5/5/2018 9:04 PM |
| 23 | -stop light or blinking red light at Division St and 41 intersection -Speed table and crosswalk where rail trail crosses Main St. in Housatonic -crosswalk/traffic calming across Rte 41 at Main St. in Housatonic (if that isn't a part of the Main St Sidewalk Extension plan already) for safety going to Old Maids | 5/5/2018 8:43 PM |
| 24 | Speed feedback sign on Main St. in Housatonic, possibly near intersection of South Street and Main. | 5/5/2018 3:22 PM |
| 25 | If you can't do these projects with Grant Money, then don't @#%@#% do them. Or I promise I'll vote down everything from now on. | 5/5/2018 12:33 AM |
| 26 | Widening shoulder/bike lane on Maple Ave/South Egremont Rd. to Egremont Great Barrington town lines. | 5/4/2018 10:53 AM |
| 27 | If sidewalks are not feasible on the stretch of Main St. to N. Plain Rd. in Housatonic then PLEASE provide traffic calming devices like SPEED FEED BACK SIGN. ALSO, a crosswalk connecting the 2 pieces of the RAIL TRAIL would help calm traffic and provide a service to pedestrians and cyclists. | 5/4/2018 10:46 AM |
| 28 | Bike lane coloring lane on route 7 from the GB Firestation to the Stockbridge town line, especially over Monument Mountain's pass | 5/4/2018 6:16 AM |
| 29 | Fix route 183 | 5/4/2018 5:50 AM |
| 30 | Stations installed on Main Street, Bridge Street and Church Street, Rosseter Street etc with digital links to historical interpretation of River Walk and historical interpretation trails (W E B Du Bois, William Stanley) | 5/3/2018 4:56 PM |
| 31 | na | 5/3/2018 4:34 PM |
| 32 | Sidewalks from the Risingdale area to Housatonic by Bernard Gibbons Drive! | 5/3/2018 3:18 PM |
| 33 | In addition to speed notifications on RT 41, can you please consider signage about people learning how to "share the road"? We walk and or bike every day on RT 41 and cars come not only fast but very close to you even when there is not a car in the opposing lane. They should be slowing down and pulling over slightly to provide some space to the pedestrian or cyclist. In the end, a bike/pedestrian lane on RT 41 would be recommended. | 5/3/2018 8:33 AM |
| 34 | Walking path between Castle Hill Ave and Simon's Rock is a good idea. Would it be along Alford Rd or on Simon's Rock property? Lots of pedestrians, joggers, runners on Alford Rd. | 5/3/2018 7:20 AM |
| 35 | Pedestrian crosswalk under or near the railroad underpass at the beginning of North Plain Rd. It's a very dangerous place to cross the street especially with a baby stroller. | 5/2/2018 3:52 PM |
| 36 | Route 41 underpass sidewalk as well as repaving of Christian Hill Road | 5/2/2018 10:19 AM |
| 37 | Switch the sidewalk on Rt. 41, between Main Street and the railroad underpass to the river side of the road -- to align with the George Street sidewalk. This would avoid a dangerous pedestrian crossing in front of the underpass and lead to a signaled crosswalk. This would improve access to the Lake Mansfield forest trail from downtown. | 5/2/2018 10:14 AM |
| 38 | Bridge St. is in bad need of repair. There are potholes everywhere. | 5/1/2018 8:23 PM |
| 39 | Bridge over river at the north end of town needs replacement and bicycle traffic needs to be considered | 5/1/2018 6:35 PM |
| 40 | Replace the humongous aluminum tubes on Main st. | 5/1/2018 5:51 PM |
| 41 | Can we get the state to put a sidewalk on the west side of Rte 7 Stockbridge Road? There's one on the east side. | 5/1/2018 4:19 PM |
| 42 | There is a great need to make the segment of route 7 extending from CHP to MMRHS, safe for bikers. | 5/1/2018 8:17 AM |
| 43 | Route 41 underpass - getting peds through safely, maybe with push buttons that light up a "peds In underpass" sign alerting drivers. | 5/1/2018 7:50 AM |
| 44 | a very important project is to move the sidewalk on the north end of Main Street to the east side of the road to make it possible to walk to and from the George Street neighborhood safely | 4/30/2018 8:21 PM |

Great Barrington Complete Streets Project Selection

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| 45 | There are many wonderful projects. I prioritized the projects that would benefit most residents. Repair of Lake Mansfield Rd. is most important. | 4/30/2018 8:03 PM |
| 46 | Oak street's one side walk is in deplorable and dangerous condition. Many people walk here on their way to the lake. | 4/30/2018 2:56 PM |
| 47 | By pass around GB for transit traffic, especially for for heavy trucks | 4/30/2018 2:30 PM |
| 48 | In lieu of striped bike lanes, is it possible to have a town wide project for installing shared roadway signage? | 4/30/2018 12:35 PM |
| 49 | Bike lanes on Taconic Road, from Main Street to Simon's Rock Campus. | 4/30/2018 12:35 PM |
| 50 | Traffic calming on Route 183 from Division Street north to Housatonic. Installation of share bike lanes along this route. It is a site of regular speeding accidents including a fatality of jogger along the route. Marked between 35-40 MPH drivers ignore the limit signs endangering residents along the route. | 4/30/2018 11:27 AM |
| 51 | n/a | 4/30/2018 11:22 AM |
| 52 | Sidewalk or shoulder path all the way from Housatonic to Route 7 (I know it would be a big project) | 4/30/2018 11:12 AM |
| 53 | None. | 4/30/2018 10:56 AM |
| 54 | Installing pressure sensitive triggered lights on both sides of crosswalks on Main Street - Main Street reconstruction has resulted in increased driving speeds on Main Street and it is even more dangerous trying to cross the street - lights would alert approaching drivers in all four lanes. | 4/30/2018 10:31 AM |
| 55 | The Claire Teague Senior Center Drive way and Parking lot. | 4/30/2018 10:30 AM |
| 56 | I'm very disappointed that the dangerous pedestrian crossing on Main Street at Railroad Street is not being addressed or even being considered. This needs a traffic light to stop traffic in sync with the Castle Street intersection. | 4/30/2018 10:27 AM |