

**HYBRID SELECTBOARD MEETING
TUESDAY, FEB. 7, 2023
AGENDA
SENIOR CENTER MULTI-PURPOSE ROOM
6 P.M.**

Join Zoom Webinar from your computer:

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Note: Not all topics listed here may be reached for discussion. In addition, the topics listed are those which the chair reasonably expects will be discussed as of the date of this notice. This meeting may be audio and/or visually recorded.

- 1. CALL TO ORDER**
- 2. 6:05 P.M. - PUBLIC HEARING: Iona's Kitchen General On Premise Beer & Wine License**
- 3. APPROVAL OF MINUTES:** Draft Minutes of Jan. 24, 2023
- 4. ANNOUNCEMENTS/OPEN FORUM**
- 5. EXECUTIVE SESSION – MGL Ch. 30 §21(a) 3 - To discuss strategy with respect to collective bargaining or litigation.**
- 6. NEW BUSINESS**
 - A.** Seasonal Population (ABCC)
 - B.** SHOWCASE South Hadley use of town common date change to Oct. 7 & 8
 - C.** Petition to Amend Zoning at 460 Amherst Road
 - D.** Petition to Amend Zoning at 280 & 286 Granby Road
 - E.** Collective Bargaining Agreement – Police
 - F.** Landfill Post Closure Contract
 - G.** Trash/Recycle Contracts
 - H.** Adopt HCVE regulation on Ludlow Road and Spring, Hartford & Smith streets
 - I.** ARPA Funding for Mosier SOI Consultant
- 7. RESIGNATION**
 - A.** Marsha Chappel – Council on Aging
- 8. TOWN ADMINISTRATOR'S REPORT**
- 9. ADJOURN**

SELECTBOARD MEETING MOTIONS
FEB. 7, 2023

PUBLIC HEARING: Iona's Kitchen General On Premise Beer & Wine License

- A. I move to approve the application for a On Premise Beer & Wine License for Iona's Kitchen.

MINUTES

- A. I move to accept the draft minutes of Jan. 24, 2023.

EXECUTIVE SESSION

- A. I move to enter into executive session under MGL Ch. 30 §21(a) 3 to discuss strategy with respect to collective bargaining or litigation and to return to open session.

NEW BUSINESS

- A. I move to certify South Hadley will have a temporary increased population of 18,150 as of July 1, 2023.
- B. I move to amend use of the Town Common for the SHOWCASE South Hadley festival to Oct. 7 & 8.
- C. I move to refer this amendment to the Planning Board.
- D. I move to refer this amendment to the Planning Board.
- E. I move to accept the terms of the MOA between the Town of South Hadley and the MASSCOP, Local 428 on behalf of the police unit for the contract period of July 1, 2022 to June 30, 2025, and to authorize the town administrator to execute the contract.
- F. I move to extend the contract with Tight and Bond for Landfill Post Closure Services.
- G. No motion is needed at this time.
- H. I move hold a public hearing on heavy commercial vehicle exclusions on March 7.
- I. I move to approve expenditures from the Town's American Rescue Plan Act funds up to \$10,000 to provide the school department with assistance in the preparation of the SOI in the form of a consultant.

RESIGNATION

- A. I move to accept the resignation of Marsha Chappel from the Council on Aging.

ADJOURN

- A. I move to adjourn.



The Commonwealth of Massachusetts
 Alcoholic Beverages Control Commission
 95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
 www.mass.gov/abcc

RETAIL ALCOHOLIC BEVERAGES LICENSE APPLICATION
 MONETARY TRANSMITTAL FORM

APPLICATION FOR A NEW LICENSE

APPLICATION SHOULD BE COMPLETED ON-LINE, PRINTED, SIGNED, AND SUBMITTED TO THE LOCAL LICENSING AUTHORITY.

ECRT CODE: RETA

Please make \$200.00 payment here: [ABCC PAYMENT WEBSITE](#)

PAYMENT MUST DENOTE THE NAME OF THE LICENSEE CORPORATION, LLC, PARTNERSHIP, OR INDIVIDUAL AND INCLUDE THE PAYMENT RECEIPT

ABCC LICENSE NUMBER (IF AN EXISTING LICENSEE, CAN BE OBTAINED FROM THE CITY)

ENTITY/ LICENSEE NAME

ADDRESS

CITY/TOWN

STATE

ZIP CODE

For the following transactions (Check all that apply):

- New License
- Change of Location
- Change of Class (i.e. Annual / Seasonal)
- Change Corporate Structure (i.e. Corp / LLC)
- Transfer of License
- Alteration of Licensed Premises
- Change of License Type (i.e. club / restaurant)
- Pledge of Collateral (i.e. License/Stock)
- Change of Manager
- Change Corporate Name
- Change of Category (i.e. All Alcohol/Wine, Malt)
- Management/Operating Agreement
- Change of Officers/ Directors/LLC Managers
- Change of Ownership Interest (LLC Members/ LLP Partners, Trustees)
- Issuance/Transfer of Stock/New Stockholder
- Change of Hours
- Other
- Change of DBA

THE LOCAL LICENSING AUTHORITY MUST SUBMIT THIS APPLICATION ONCE APPROVED VIA THE ePLACE PORTAL:

Alcoholic Beverages Control Commission
 95 Fourth Street, Suite 3
 Chelsea, MA 02150-2358

RECEIVED
 TOWN OF SOUTH HADLEY
 SELECTBOARD

JAN 05 2023 12 PM

Meeting _____ Action _____
 Agenda _____ Ex Session _____
 New _____ Old _____
 Ok to Pay _____
 Send Copy to: _____

KM

HYBRID TRI-BOARD / SELECTBOARD MEETING
TUESDAY, JAN. 24, 2023
DRAFT MEETING MINUTES
SENIOR CENTER CONFERENCE ROOM
7:30 P.M.

Present in person were Selectboard Chair Jeff Cyr, Selectboard Vice Chair Andrea Miles, Selectboard Clerk Renee Sweeney, Selectboard member Nicole Casolari, and Town Administrator Lisa Wong. Selectboard member Carol Constant was absent.

CALL TO ORDER

Cyr called the Selectboard meeting to order at 7:32 p.m.

Tom Terry called the Appropriations Committee meeting to order at 7:33 p.m.

Allison Schlachter called the School Committee meeting to order at 7:34 p.m.

TRI-BOARD: FACILITIES DEPARTMENT

McCallister (Appropriations) motioned to support the creation of a joint facilities department between the town and schools in the Fiscal Year 2024 budget and to direct the Town Administrator and Superintendent to draft a Memorandum of Agreement. Finkowski seconded. All in favor. Unanimous.

Miles (Selectboard) motioned to support the creation of a joint facilities department between the town and schools in the Fiscal Year 2024 budget and to direct the Town Administrator and Superintendent to draft a Memorandum of Agreement. Sweeney seconded. Three in favor. Casolari abstained. The motion passed.

Friesner (School) motioned to support the creation of a joint facilities department between the town and schools in the Fiscal Year 2024 budget and to direct the Town Administrator and Superintendent to draft a Memorandum of Agreement. Belanger seconded. All in favor. Unanimous.

TRI-BOARD: MOSIER SOI

Sweeney (Selectboard) motioned to support the submission of a Statement of Interest to the Massachusetts School Building Authority for Mosier Elementary School. Miles seconded. Three in favor. Casolari abstained. The motioned passed.

Frisener (School) motioned to support the submission of a Statement of Interest to the Massachusetts School Building Authority for Mosier Elementary School. Belanger seconded. All in favor. Unanimous.

TRI-BOARD ADJOURN

McAllister motioned to adjourn the Appropriations Committee meeting. Finkowski seconded. All in favor. Unanimous.

Belanger motioned to adjourn the School Committee meeting. Cook seconded. All in favor. Unanimous.

The Tri-Board meeting adjourned at 9:30 p.m. and the Selectboard meeting continued.

MINUTES

Constant motioned to accept the draft minutes of Dec. 19, 2022 as amended. Casolari seconded. All in favor. Unanimous.

CONSENT AGENDA

Sweeney motioned to approve the consent agenda as presented. Miles seconded. All in favor. The consent agenda consisted of a One Day Beer & Wine License for Robert Adam on Feb. 16 and a One Day Beer & Wine License for Jeff Millard for Feb. 10.

ANNOUNCEMENTS

Miles noted nomination papers are available for elected office in the town clerk's office.

RESIGNATION

Sweeney motioned to accept the resignation of Gregory Dubreuil from the Municipal Light Board. Casolari seconded. All in favor.

MID-YEAR FINANCIAL REPORT

Town Accountant William Sutton provided a mid-year financial report.

LAUZIER DISCLOSURE AND WAIVER

Miles read, "In compliance with G. L. c. 7C, Section 37, the Commonwealth Massachusetts, acting by and through its Department of Agricultural Resources (the "Department"), hereby gives notice that it proposes to acquire an agricultural preservation restriction ("APR") on the real property identified herein for the purpose of protecting in perpetuity its superior and productive agricultural resources by preventing their conversion to other uses.

The application received by MDAR indicates that the property is owned by Estate of Yvonne L. Lauzier and consists of parcels) located at 73 Alvord Street in South Hadley as approximately represented on the attached map. The APR may encompass all or parts of the area shown.

The current use of the property is primarily for forage corn, hay and pasture.

Following the recording of the APR, the use of the subject property is limited to agricultural use and more particularly set forth in the APR document, the General Laws [Chapter 184, Sections 31], and the Regulations of the Department [330 CMR 22.00 et seq]."

Miles motioned to reduce the 120-day notice period prescribed for the announcement at a public meeting on the Commonwealth's proposed acquisition of an Agricultural Preservation Restriction referenced above to no less than 60 days. Sweeney second. All in favor.

MUNICIPAL LIGHT BOARD VACANCY

Sweeney motioned to fill the vacancy on the South Hadley Electric Light Department in conjunction with the April 2023 annual town election. Miles seconded. All in favor.

TA REPORT

For the full town administrator's report, see the Jan. 24, 2023 Selectboard meeting packet.

ADJOURN

Miles motioned to adjourn. Casolari seconded. All in favor. Unanimous.

The meeting adjourned at 9:50 p.m.

**Respectfully submitted,
Kristin Maher
Executive Assistant to Administration**

DRAFT

COMMONWEALTH OF MASSACHUSETTS
ALCOHOLIC BEVERAGES CONTROL
COMMISSION

95 Fourth Street, Suite 3, Chelsea, MA 02150

2023 Seasonal Population Increase Estimation Form

City / Town:

Date:

Alcoholic Beverages Control Commission
c/o Licensing Department
95 Fourth Street, Suite 3
Chelsea, MA 02150

To Whom It May Concern:

Acting under authority contained in M.G.L. Ch. 138, s17, as amended, our Board at a meeting held on

Date of Meeting

, estimated that the temporary increased resident population

of , as of July 10, 2023 will be .

City / Town Name

Estimated Population

This estimate was made and voted upon by us at a meeting called for the purpose, after due notice to each of the members of the time, place and purpose of said meeting, and after investigation and ascertainment by us of all the facts and after cooperative discussion and deliberation. The estimate is true to the best of our knowledge and belief.

The above statements are made under the pains and penalties of perjury.

Very truly yours,
Local Licensing Authorities

Citizen's Petition - Town of South Hadley

We are qualified voters of the Commonwealth of Massachusetts and of the Town of South Hadley and hereby request that the following article be placed on the next Town Meeting Warrant:

2023 JAN 24 PM 1:23 SBC

Warrant Article Submission for the Annual Town Meeting, May, 2023

To see if the Town will vote to amend the Zoning Map, Chapter 255, Attachment 9, for Map 58, Parcel 80 (A.K.A. 460 Amherst Road) to fully Business B from the current split zoning configuration of one-half Business B and one-half Agricultural.

INSTRUCTIONS TO SIGNERS:

Your signature should be written as substantially as registered. If you are prevented, by physical disability, from writing you may authorize some person to write your name and residence in your presence.

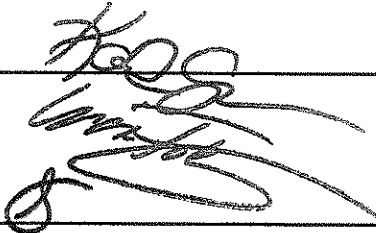
		Signatures to be made in person with name substantially as registered (except in case of physical disability as stated above)	Now Living At (Street and Number)	Printed Name
1	✓	<i>Beverly Gagne</i>	405 Amherst Rd.	Beverly Gagne
2	✓	<i>Peter R. Gagne</i>	405 Amherst Rd	PETER R. GAGNE
3	✓	<i>David Finkel</i>	450 Amherst Rd	David Finkel
4	✓	<i>Steven Finkel</i>	450 Amherst Rd.	STEVEN FINKEL
5	✓	<i>Joanne M Bristol</i>	2 Lithia Spring Rd	Joanne Bristol
6	✓	<i>Thomas A. Bristol</i>	2 Lithia Spring Rd	Thomas A. Bristol
7	✓	<i>Marcel Desrosiers</i>	310 Amherst Road	MARCEL DESROSIERS
8	✓	<i>Hinda Desrosiers</i>	310 Amherst Rd	HINDA DESROSIERS
9	✓	<i>Nancy Chagnon</i>	52 Summit St. St.	Nancy Chagnon
10	✓	<i>Daniel Chagnon</i>	52 Summit St	Daniel Chagnon
11	✓	<i>Peter J. Gagne</i>	31 Ashton Ln	Peter J. Gagne
12	✓	<i>Jessica Gagne</i>	31 Ashton Ln	Jessica Gagne
13	✓	<i>Amy Foley</i>	82 Park St.	Amy Foley
14	✓	<i>Jill Kovalchuk</i>	20 W. Parkview Dr.	Jill Kovalchuk

Citizen's Petition - Town of South Hadley

CERTIFICATION OF SIGNATURES

We certify that the # 4
19 signatures are names of voters of the Town of South Hadley and are qualified to sign this petition.

At least three registrars' names must be signed or stamped below

_____ 

Citizen's Petition - Town of South Hadley

We are qualified voters of the Commonwealth of Massachusetts and of the Town of South Hadley and hereby request that the following article be placed on the next Town Meeting Warrant:

2023 JAN 24 PM 1:22 SBC

Warrant Article Submission for the Annual Town Meeting, May , 2023

To see if the Town will vote to amend the Zoning Map, Chapter 255, Attachment 9, for Map 58, Parcel 80 (A.K.A. 460 Amherst Road) to fully Business B from the current split zoning configuration of one-half Business B and one-half Agricultural.

INSTRUCTIONS TO SIGNERS:

Your signature should be written as substantially as registered. If you are prevented, by physical disability, from writing you may authorize some person to write your name and residence in your presence.

		Signatures to be made in person with name substantially as registered (except in case of physical disability as stated above)	Now Living At (Street and Number)	Printed Name
1	✓	<i>Carol Constant</i>	100 Morgan St	Carol Constant
2	✓	<i>Richard A Constant</i>	100 Morgan St	Richard A Constant
3	✓	<i>DR</i>	98 Morgan St	David Bartholomew
4	✓	<i>A Felton</i>	4 CRYSTAL LN.	ARTHUR FELTON
5	✓	<i>Sharon Zok</i>	4 Crystal Lane	Sharon Zok
6	✓	<i>Bethna Bergmann</i>	233 Mosier	Bethna Bergmann
7	✓	<i>Jeanne LeBlanc</i>	88 Park St	Jeanne LeBlanc
8	✓	<i>Kenneth C LeBlanc</i>	88 Park St.	Kenneth LeBlanc
9	✓	<i>Vern Monjeau</i>	219 Mosier St	VERN MONJEAU
10				
11				
12				
13				
14				

Citizen's Petition - Town of South Hadley

		Signatures to be made in person with name substantially as registered (except in case of physical disability as stated above)	Now Living At (Street and Number)	Printed Name
15				
16				
17				
18				
19				
20				

INSTRUCTIONS TO REGISTRARS

- You must time stamp or write in date and time these papers are received
- Check ✓ the name of each qualified voter to be certified. For names not certified use the code at the right.
- Draw a red line through any blank spaces not containing signatures.
- Each sheet must be certified by at least three registrars.

N – No such registered voter at that address

S – Unable to identify signature or address as that of voter because form of signature or address

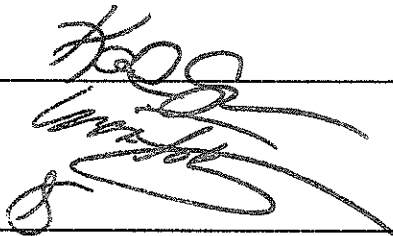
T – Already signed this petition

Citizen's Petition - Town of South Hadley

CERTIFICATION OF SIGNATURES

We certify that the # 9 signatures are names of voters of the Town of South Hadley and are qualified to sign this petition.

At least three registrars' names must be signed or stamped below



RLB Management
264 Cottage St
Springfield, Ma 01104

January 20, 2023

Select Board
Town of South Hadley

Re: Landowner Petition to Amend Zoning
280 and 286 Granby Road

Pride Limited Partnership, respectfully submits the following request to the Town of South Hadley:


To amend the Zoning Map by changing the designation of a 3.17-acre tract of land consisting of seven parcels situated on the southeast corner of Granby Road (Route 20) and Willimansett Street (Route 33) and known as 280 and 286 Granby Road and identified as Tax Assessor's Map #15 as Parcels **#122, #123, #124, #125, #175, #176, #113** from the present zoning designation of Residence A-1 to Business A.

Our intention is to construct a Starbucks Coffee Shop with attached retail/professional use, plus a free-standing building for retail/professional use per the attached plans.

It should be noted that such a zoning to Business A is in fact recommended in the 2021 Corridor Plan.

Attached is a copy of a letter of interest from the Starbucks corporation to confirm their, and our, intent, they will be our first tenant and we expect others to follow quickly.

Sincerely,


Robert L. Bolduc
Manager
Triptide@comcast.net
413-285-8886

5. Recommendations for Zoning Changes

Proposed Zoning Changes

As uses change over time in response to market demand, updated zoning regulations and design guidelines that encode community values will be important to managing that change. The following recommendations establish the identity for the corridor by defining gateways, clustering uses appropriately, and recommending design guidelines for new development or substantial rehabilitation. The goal of these regulations is to provide safe connections for pedestrians, bicyclists, and drivers; a variety of housing types and job opportunities; and preservation of valuable open space and recreational resources while clustering new development along existing infrastructure consistent with sustainable growth patterns.




Goals for Zoning Changes

While the existing zoning districts do establish clusters of uses, the actual land use pattern is not consistent with those clusters. The goals of the Master Plan for the Routes

202/33 Corridor are to improve the overall quality of the built environment throughout the corridor, create a cohesive circulation experience, and improve the economic and social opportunities of the community around the area while preserving its natural resources.

The recommended zoning changes will define clusters of uses where additional development over time takes advantage of existing infrastructure and builds upon existing compatible uses. The zoning changes in terms of uses and density are relatively minimal; these recommendations also include recommended design guidelines for both public and private investments in the area to promote a corridor that is safer and more attractive for pedestrians and bicyclists. The guidelines will also promote more tree cover to prevent heat islands and better stormwater standards to address stormwater runoff and the quality of surface waters. Finally, the guidelines recommend that new construction or significant additions maintain a residential form, scale, and appearance, including style and materials.

Description of Proposed Districts

	<p>Gateway District (GD) Will include design review.</p>	<p>Retail, restaurant, professional and medical offices, personal services, and arts. Residential use will be allowed as part of a mixed-use development.</p>	<p>3 1/2 stories or 45 feet</p>
	<p>Low-density mixed use district (LDMU)</p>	<p>Village center development with a mix of retail, restaurant, professional office.</p>	<p>3 stories or 40 feet</p>
	<p>Open Space-Recreational (OR)</p>	<p>Restricted to public parks, botanical and zoological gardens, skateboard parks, nature or conservation reserves, and other open space-recreational uses. At a minimum, Town- and state-owned land meeting the criteria should be considered for inclusion.</p>	<p>1 story</p>

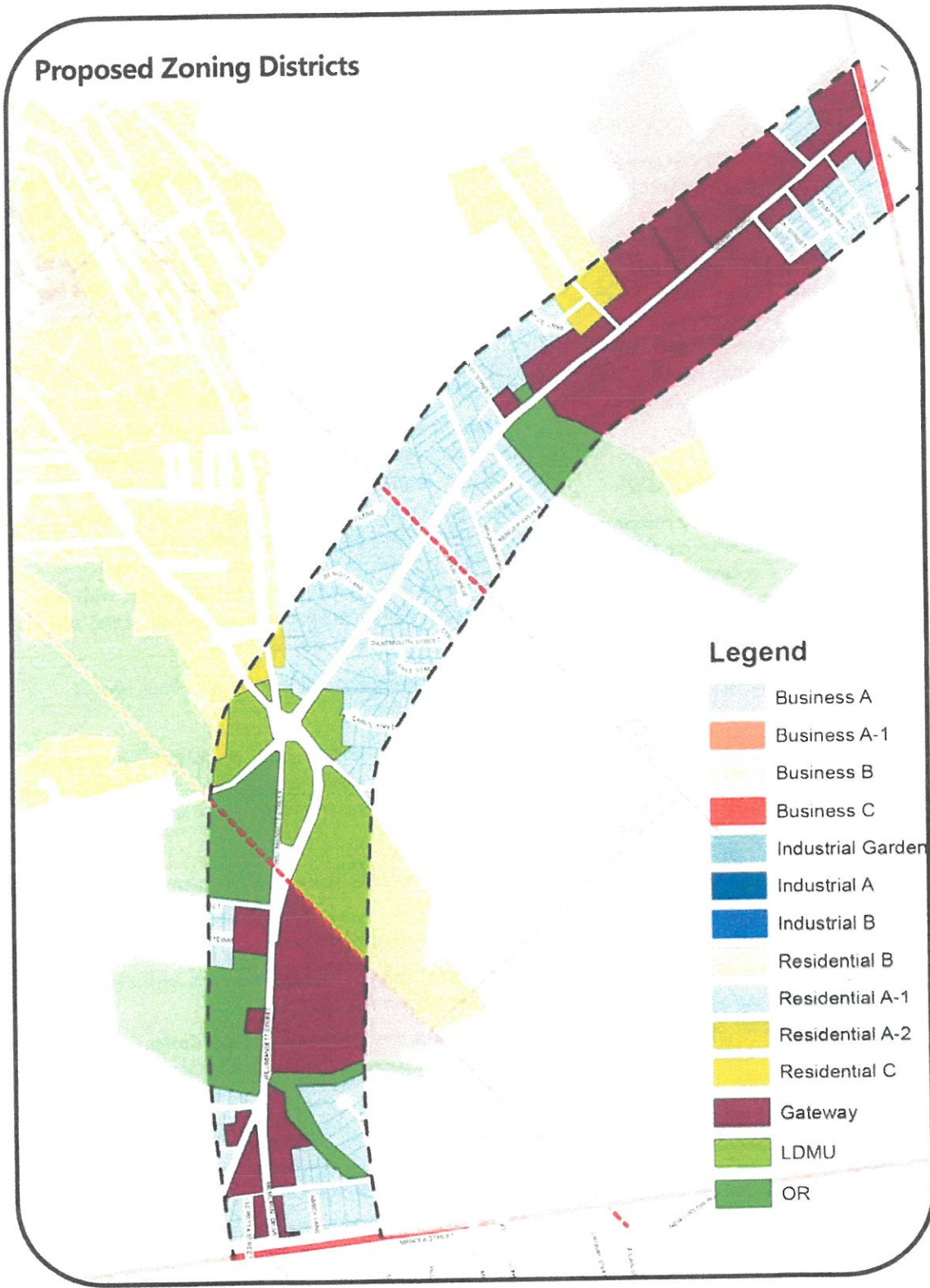
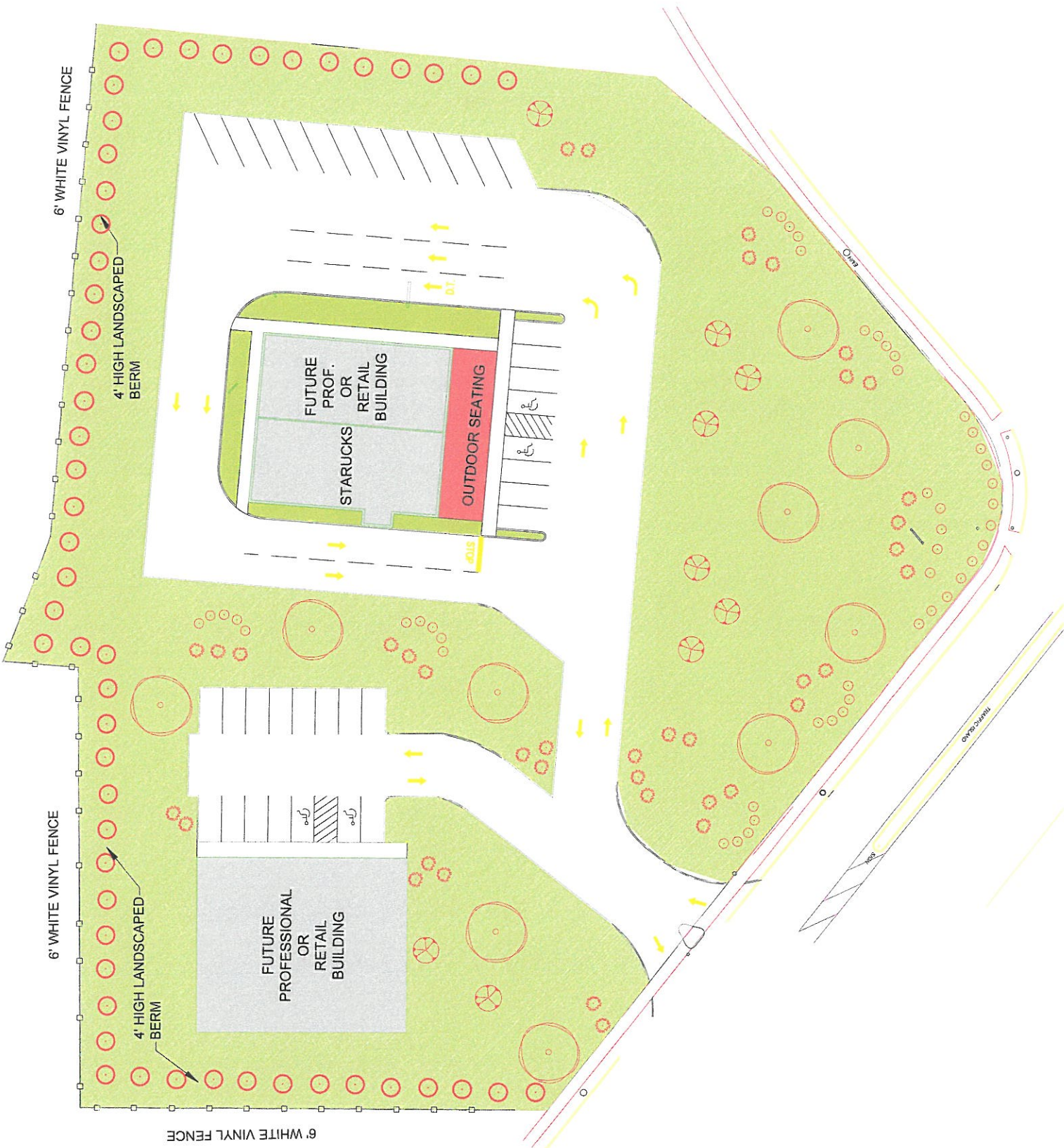


Figure 27: Proposed Zoning Districts



**STARBUCKS AND FUTURE RETAIL OR
PROFESSIONAL BUILDING**





Google Street view image of site



STARBUCKS LETTER OF INTENT

November 10th, 2020

Pride Stores
Mr. Jim Channing
246 Cottage Street
Springfield, MA 01104

RE: Starbucks LOI – South Hadley, MA – 280 Granby Road

Dear Jim:

We are pleased to present to you this letter (“Letter of Intent”) which sets forth the terms on which Starbucks Corporation (“Starbucks” or “Tenant”) is willing to negotiate a lease for the premises located at 280 Granby Road, South Hadley, MA (the “Premises”) in the building known as “the Building”. This Letter of Intent is not intended to be a binding contract (except as expressly stated herein in the Confidentiality provision), a lease or an offer to lease, but is intended only to provide the basis for negotiations for a lease document (the “Lease”) between **Pride Limited Partnership** (“Landlord”) and Starbucks as Tenant.

PREMISES: Approximately 2,200 square feet of end-cap retail space with drive thru measuring _____, as shown on the attached site plan. Premises means the interior space of the Premises as measured and shall not include the drive-through area, any outdoor seating area, common areas or any other areas exterior to the Premises. Landlord will provide Tenant with the legal description of the land upon which the Building is located (the “Property”). Landlord will obtain its permit for the site plan, including Landlord’s plans for configuration and operation of the Premises, Building, drive-through facility, and parking area prior to October 1st, 2021 and Tenant will have the right to approve Landlord’s site plan prior to Landlord’s submission of the site plan for permitting. If Landlord makes any material changes to the site plan after Tenant approves, Tenant will have the right to re-approve the site plan prior to Landlord commencing construction. If Tenant approves the changes, Landlord shall reimburse Tenant for the actual costs to redraw its plans to correspond with Landlord’s changes. If Tenant does not approve, Tenant may terminate the Lease upon written notice.

Tenant will have the right to configure the Premises and, if necessary, the parking area, to provide drive-through service for its customers in accordance with all codes and regulations.

* [**LANDLORD PROPERTY INTEREST:** Fee

LEASE: Starbucks standard lease

TERM: Ten (10) years plus four (4) consecutive five (5)-year unconditional options to extend the term. If the last day of the first Lease Year falls between September 1 and January 31, then the first Lease Year shall be extended to end on the last day in February and each subsequent Lease Year shall begin on March 1. To exercise an extension option, Tenant shall give Landlord notice at least ninety (90) days prior to the then-current expiration date. Tenant may exercise more than one option at a time.

RENT: The rent schedule below is inclusive of all charges other than taxes, insurance and common area maintenance expenses and Tenant will not pay any other charges to Landlord except those described in this letter.

To: Selectboard
From: Lisa Wong
Re: FY2024 Budget
Date: February 7, 2023

The Town's current contract for solid waste and recycling services, yard waste and C&D hauling expires on June 30, 2023. The current contract with Republic Services can be found on the Town website: www.southhadley.org/DocumentCenter/View/6789/Allied-Waste-Services-of-MA-LLC-dba-Republic-Services-of-Springfield-2020-Contract-PDF?bidId=

Currently, Republic provides all the labor, equipment, collection, and transportation required including curbside collection of non-recyclable municipal Solid Waste and recyclable materials at all residences, some businesses and municipal buildings in Town.

- Contract includes furnishing specific multi-unit residential structures and municipal buildings with separate containers for Solid Waste.
- Solid Waste is transported to Republic Services' McNamara Transfer Station. The Town is invoiced per ton by Republic for each ton collected based on a rate sheet in the contract.
- Collection cannot occur before 7am or after 6pm.
- Collection is biweekly with one half of the Town collected one week and the other half of the Town collected on the following week.
- Curbside collection of yard waste is usually 2 weeks in the fall and two weeks in the spring. The Town can opt to pay for more and is responsible for the cost of disposal.
- Residents can contact Republic directly to arrange collection of solid waste ("subscription service") in the Town's Pay As You Throw (PAYT) bags at a rate specified by the Contract.
- There is a provision in the contract to extend for two additional one-year contracts subject to a 4% price increase plus the increase in the Prevailing Wage for each extension period.

The current fiscal year costs as stated in the contract are as follows:

- \$556,900 for Manual Curbside Collection.
- \$8,720 per week for each yard waste collection week.
- \$75,700 for Town Buildings and Schools.
- Disposal per ton: \$90.00 MSW and \$95.25 C&D
- \$233 Roll off hauls from 10 Industrial Drive to Holyoke Transfer Station
- \$243 Roll off hauls from 10 Industrial Drive to Springfield MRF
- \$200 Annual charge to residents for additional 26 weeks of MSW collection subscription service paid directly by the resident to Republic Services as requested by the resident.

If the Town moves to a fully automated solid waste and curbside recycling program, each resident would be provided with one toter for waste collection and one for recycling collection. The current proposal assumes the Town would pay for the totes and determine the sizes.

The MassDEP provides recycling contract guidance information at the following link:

www.mass.gov/lists/solid-waste-management-contracts-contracting, including *Best Practices: A Checklist for Successful Recycling Procurements and Contracts for Curbside Recycling Services*. Below are the questions recommended to be answered prior to bidding.

1. How many tons and what types of materials will be collected?
South Hadley: MSW 2599 tons. Paper cardboard 872 tons. Plastic/metal/glass 565 tons.
2. What collection methods and containers are needed (manual, automated, carts, bags, dumpsters, compactors, etc.)?
South Hadley: Curbside is manual payt bags or automated toters
3. What is the frequency of services (weekly, biweekly)?
South Hadley: Biweekly
4. Who will provide the curbside containers (if the contractor, then municipality should own them after the contract)?
South Hadley: Cost will determine who provides curbside containers if that route is chosen. Ideally the contractor would provide but then grant funding cannot be used. DPW does not have capacity to handle distribution of 14,000 carts for a July 1 start between trash and recycling, nor handle repairs or replacements carts.
5. Are recyclables single stream or dual stream? How many tons need to be processed?
South Hadley: Dual stream. Paper cardboard 872 tons. Plastic/metal/glass 565 tons.
6. How far is the municipality or its collector willing or able to travel to a processing facility?
South Hadley: MRF in Springfield is approximately 13 miles away and we have a 10 year contract to deliver recycling to them
7. What facilities are located within reasonable distance from the municipality?
South Hadley: This is as close to the facility for processing as possible for recycling.
8. What are the current levels of services and what, if any, are the desired changes?
South Hadley: This is the main point of discussion for the Selectboard and public hearing.
9. Should collection and processing be bundled or contracted separately?
South Hadley: Msw collection and disposal should be bundled together.
10. Would it be advantageous to join together with other municipalities?
South Hadley: Not likely.

ACTION: The Selectboard will hold a public hearing at the February 21 meeting and vote in March on the direction that the Town should take, including whether to go out to bid and with what terms.

To: Selectboard
From: Town Administrator Lisa Wong
Re: Truck exclusion on Spring, Hartford, Smith and Ludlow
Date: February 7, 2023

BACKGROUND: The Town received a request from residents for a heavy commercial vehicles exclusion (HCVE) on Spring Street, Hartford Street, Smith Street and Ludlow Road in South Hadley. These three roadways also serve as a direct connection between Holyoke and New Ludlow Road (an industrial/commercial area) in Chicopee.

Initially the Town Administrator submitted a letter to MassDOT in January 2022 with 141 pages of documentation in addition to a Truck Exclusion Study that outlines the characteristics of each roadway, including the roadway width, traffic volumes and speeds, and the pavement conditions as measured as part of a Pavement Management effort conducted in Summer 2021. The roadways along the existing route were found to be in poor condition generally not suitable for heavy vehicle travel.

MassDOT wanted Chicopee to be involved as it didn't make sense to exclude trucks to the town border only. Chicopee then conducted traffic counts for Smith St and Britton St so it stops any cut through on the other streets as well. A revised Truck Study that included Chicopee roads was completed in June 2022. Study is included in the packet.

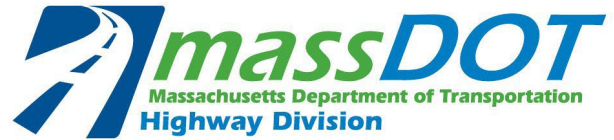
The Town formally made the request to MassDOT District 2 on June 15, 2022 after conducting a truck exclusion study jointly with the City of Chicopee. The three roadways provide a connection between Route 116 and Route 33 (in Chicopee).

MassDOT sent a letter approving a 24 HCVE for vehicles exceeding 2 ½ ton carry capacity on the above road. Letter is included in the packet.

The Selectboard needs to approve the new ordinance.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



January 24, 2023

Ms. Lisa Wong
Town Administrator
116 Main St, Room M18
South Hadley, MA 01075

Dear Ms. Wong:

This is in reference to the Town's recent request for a heavy commercial vehicle exclusions (HCVE) on Spring Street, Hartford Street, Smith Street and Ludlow Road in South Hadley.

Please be advised that both our District 2 Traffic Engineering Section and our Boston Office Regulations Section are in agreement with the Town regarding approval of a 24 hour HCVE for vehicles exceeding 2 ½ ton carrying capacity on Spring Street, Hartford Street, Smith Street and Ludlow Road.

At your earliest convenience, please forward to this office an original document, signed by the Board of Selectmen and attested by the Town Clerk, of the official city ordinance adopting this HCVE regulation for Spring Street, Hartford Street, Smith Street and Ludlow Road Massachusetts Department of Transportation, Highway Division, Traffic and Safety Engineering, Room 7520, 10 Park Plaza, Boston, Massachusetts 02116-3973, for further processing. MassDOT will then issue the appropriate permit accordingly.

Thank you in advance for your attention to this matter.

Sincerely,

James Danila
State Traffic Engineer

RFW/
Cc: Dist. 2 Traffic



June 15, 2022

Chris Bouchard
DPW Director – Town of South Hadley
10 Industrial Drive
South Hadley, MA 01075

Doug Ellis, PE
City Engineer – City of Chicopee
115 Baskin Drive
Chicopee, MA 01020

**Re: Truck Exclusion Study – Spring Street, Hartford Street, and Ludlow Road
Revised for Smith Street, Hampshire Street* and Britton Street*
*Roadways within the City of Chicopee**

Dear Mr. Bouchard:

At the request of the Town of South Hadley, City of Chicopee, and Massachusetts Department of Transportation (MassDOT) District 2, BETA Group, Inc. (BETA) respectfully submits the following updated Truck Exclusion Study for the neighborhood of Ludlow Road (and surrounding).

EVALUATION UPDATES

BETA Group, Inc. (BETA) conducted an evaluation for a truck (heavy commercial vehicles) exclusion on Spring Street, Hartford Street, and Ludlow Road in the Town of South Hadley, Massachusetts (the Town) in a letter dated December 10, 2021, which was submitted to MassDOT District 2 for approval. The assessment included an evaluation of existing roadway conditions, traffic volumes, speeds, and vehicle classification, crash history, and an evaluation of prospective alternative routes. The above were evaluated in accordance with guidelines outlined in Section 10A-9 of the *Massachusetts Amendments to the Manual on Uniform Traffic Control Devices (MUTCD)*, revised January 2012.

In response to the above stated evaluation, BETA met with the Town and representatives from MassDOT District 2 on March 4, 2022 to discuss the results of the Truck Exclusion Evaluation. It is understood that MassDOT was generally in favor of the original exclusion for Ludlow Road but given the location of the roadways desired the exclusion be expanded to discourage trucks shifting to other roadways in the neighborhood.

At the guidance of MassDOT, this truck exclusion assessment has been expanded to include the roadways of Smith Street (in South Hadley), Hampshire Street and Britton Road (both in the City of Chicopee). Further, the previous evaluation of Ludlow Road which terminated at the Town Line is expanded through Chicopee to Montcalm Street. These roadways were desired as they serve the most likely alternative route should Ludlow Road be restricted to heavy vehicles. BETA met with the City of Chicopee (the City) on March 10, 2022 to discuss the recommendations from MassDOT to which the City expressed favor. Under the guidance of MassDOT District 2, the following assessment has been updated to include the three additional roadways in the Town of South Hadley and City of Chicopee. There are no changes to the three alternative routes previously defined.

STUDY AREA

The study area is graphically depicted in **Figure 1**, which is located on the border of South Hadley and Chicopee, near the border with the City of Holyoke. The Connecticut River separates the City of Holyoke from Chicopee and South Hadley. Bridge access between the municipalities is provided via Route 116 to the west of the study area. Regional travel in the area is provided via Route 33 to the east which connects Interstate 90 (MassPike) at the south, US Route 202 and Route 116 to the north. Westover Air Reserve Base is located due southeast of the study area within the City of Chicopee.

Spring Street is an urban collector under Town of South Hadley jurisdiction generally providing one-way eastbound travel from South Main Street to Hartford Street. The roadway is approximately 20 feet wide and provides on-street parking along the northern side. A five-foot wide asphalt sidewalk with curbing is provided along the northern side of the roadway. Utility poles are located on the south side of the roadway, crossing to the north side in the vicinity of the cemetery. Speed limit signs are not posted for the roadway, suggesting a prima facie speed limit of 30 miles per hour (mph) for Thickly Settled roadways. Roadway striping is generally not provided. A painted bulb-out is provided on the western side of the roadway at its intersection with South Main Street. This reduces the radius of left turns into the roadway and restricts parking near the intersection. **Bolton Street** is an urban collector under Town jurisdiction generally providing one-way westbound travel from Hartford Street to Lamb Street and serves as the second half of the one-way pair to Spring Street. The roadway is approximately 23 feet wide and provides on-street parking on the northern side. A three-to-four-foot-wide asphalt sidewalk and three-to-five-foot-wide grass strip is provided along the northern side of the roadway. Utility poles are generally located on the northern side of the roadway. Speed limit signs are not posted for the roadway, suggesting a prima facie speed limit of 30 mph for Thickly Settled roadways. Roadway striping is generally not provided, though a gore area defines the eastern (outside) side of a 90° left turn at its intersection with Hartford Street.

At the intersection with Lamb Street, the roadway is marked to provide a left turn lane and a right turn lane. Both **Spring Street** and **Bolton Street** are primarily residential roadways located in the Residence B¹ district. Spring Street also services a cemetery.

Hartford Street is an urban collector under Town jurisdiction generally providing two-way north/south travel between Bolton Street and Hampshire Street. The roadway is approximately 24 feet wide with non-prohibited on-street parking. Sidewalks are generally provided on both sides of Hartford Street but vary in treatment. Between Spring Street and Ludlow Road, the western side of the roadway provides a five-foot wide asphalt sidewalk, and the eastern side provides a four-foot-wide asphalt sidewalk separated by a three-foot wide grass strip. South of Ludlow Road, the grass strip disappears. Utility poles are generally located on the east side of the roadway north of Ludlow Road, crossing to the west side south of Ludlow Road. Speed limit signs are not posted for the roadway, suggesting a prima facie speed limit of 30 mph for Thickly Settled roadways. Roadway striping is not provided, save for crosswalk locations at intersections. Land use along the roadway is primarily residential, located in the Residence B¹ district.

¹ Town of South Hadley Zoning Map, March 2013

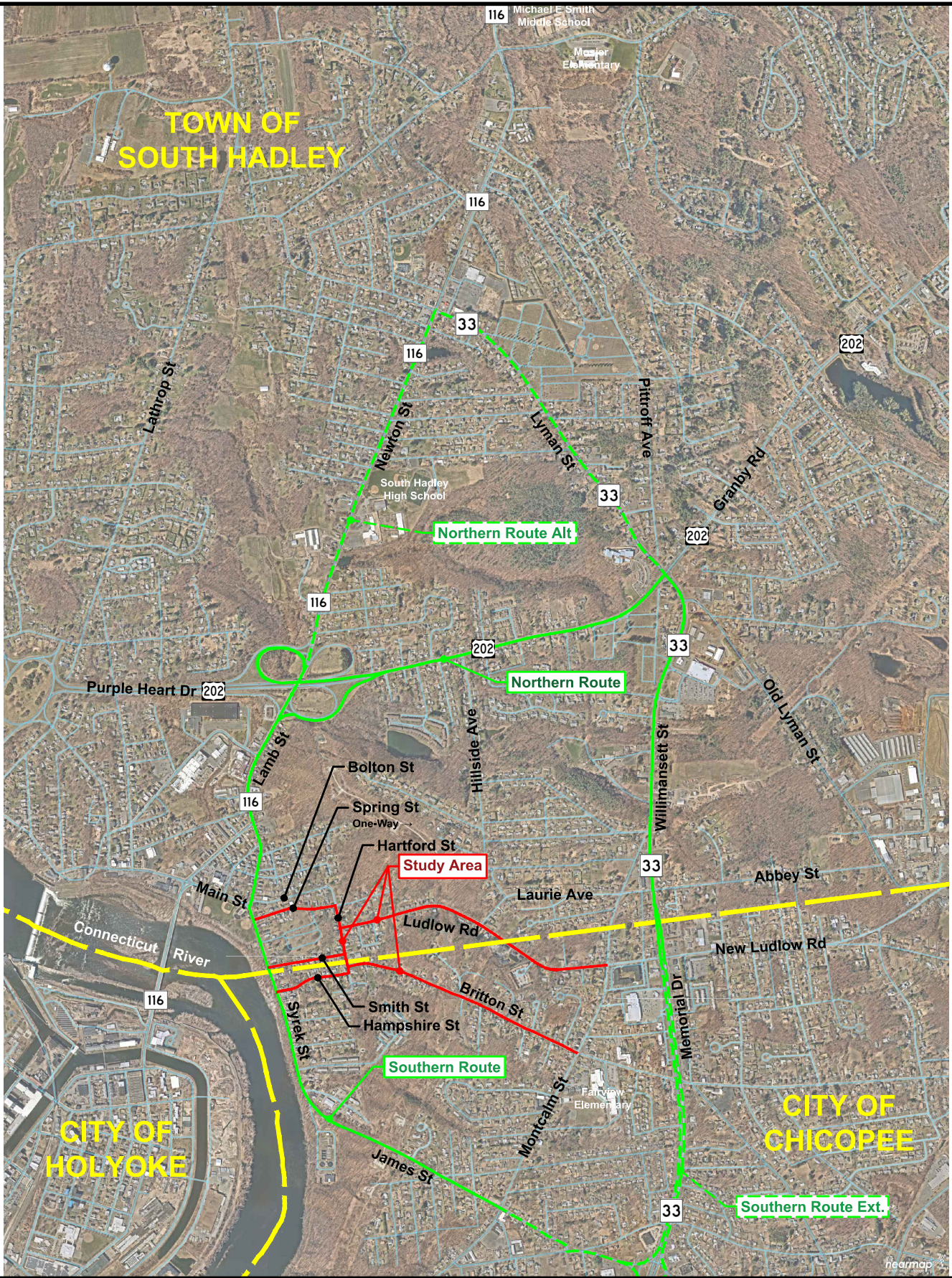


Figure 1
Study Area and Truck Route Map
Approx. Scale: 1" = 1800'

Ludlow Road is an urban collector under Town jurisdiction generally providing two-way east/west travel between Hartford Street and Laurie Avenue in the Town of South Hadley. East of Laurie Avenue, at the Chicopee City Limits, Ludlow Road becomes “New Ludlow Road” and continues eastward towards Memorial Drive (Route 33).



Ludlow Road at Grace Street Looking West to Hartford Street

The roadway is approximately 30 feet wide with non-prohibited on-street parking. Approximately 630 feet of five-foot wide asphalt sidewalk is provided on the southern side of the roadway from Hartford Street. Thereafter, no sidewalks are provided on either side. Utility poles are generally located on the northern side of the roadway. Steel guardrail defines the northern side of the roadway in the vicinity of a ± 500 -foot radius horizontal curve northwest of the Town Line/Laurie Avenue.



Ludlow Road at House #40 Looking East to Horizontal Curve

This horizontal curvature area has a steep vertical alignment (6 to 8%) with westbound vehicles traveling downgrade. The steep downgrade encourages higher speeds and speeding. The roadway is posted with 30 mph speed limit signs. It is noted that *Special Speed Regulation No. 4085*, dated November 28, 1978, defines the roadway with a speed limit of 35 mph. This suggests the existing speed limit signs are non-conforming. Roadway striping is accommodated by a double yellow centerline separating east and westbound traffic. Land use along the roadway is residential and wooded. The western portion of Ludlow Road is located within the Residence B district. East of the horizontal curve, near Laurie Avenue, Ludlow Road is zoned as Residence A-1¹.

UPDATED STUDY AREA ROADWAYS

Smith Street is a local roadway under Town jurisdiction, generally providing two-way east/west travel between Hartford Street and Main Street. The roadway is approximately 20 feet wide with non-prohibited on-street parking. Sidewalks are generally provided on both sides of Smith Street but vary in treatment. Utility poles are located on the eastbound side of the roadway. Speed limit signs are not posted for the roadway, suggesting a prima facie speed limit of 30 mph for Thickly Settled roadways. Roadway striping is not provided, save for crosswalk locations at intersections. Smith Street has bituminous/asphalt curbing. Land use along the roadway is primarily residential, located in the Residence B¹ zoning district.

Britton Street is a local roadway under City jurisdiction generally providing two-way east/west travel between Hartford Street and Old Lyman Road. The roadway is approximately 24 feet wide with non-prohibited on-street parking. Directional travel is separated by double yellow center line with no painted shoulders. Sidewalks are generally provided on one side of Britton Street but vary in treatment. Between Hartford Street and Montcalm Street, the eastbound side of the roadway provides a four-foot-wide cement concrete sidewalk. East of Montcalm Street, there are four-foot-wide cement concrete sidewalks on both sides of the road. Utility poles are generally located on the eastbound side of the roadway. The roadway is posted with 30 mph speed limit signs. BETA solicited speed regulations from MassDOT for the roadway, for which none are available. Roadway edging varies but is generally accommodated by bituminous/asphalt curbing. Land use along the roadway is primarily residential, located in the Residential A² district with some sections zoned as Residential B, Business A, and Business B.

Hampshire Street is a local roadway under City jurisdiction generally providing two-way east/west travel between Hartford Street and Syrek Street. The roadway is approximately 24 feet wide with non-prohibited on-street parking. There are no sidewalks provided either side of Hampshire Street. Utility poles are located on both sides of the roadway. Speed limit signs are not posted for the roadway, suggesting a prima facie speed limit of 30 mph for Thickly Settled roadways. Roadway striping is not provided, save for crosswalk locations at intersections. There is no roadway curbing on Hampshire Street. Land use along the roadway is primarily residential, located in the Residential A zoning district.

TRAFFIC DATA SUMMARY

Traffic data was obtained via Automatic Traffic Recorder (ATR) for 48-hours on three study area roadways; Spring Street, Hartford Street, and Ludlow Road; from Tuesday October 26th to Wednesday October 27th, 2021. The data collection obtained traffic volumes, speeds, and vehicle classification.

² City of Chicopee Zoning Map, May 2017

Following a discussion with MassDOT, which recommended the expansion of the study area, supplemental traffic data was obtained from the City of Chicopee for Smith Street (in South Hadley), Hampshire Street and Britton Street between April 21 and April 28, 2022. The data collection included traffic volumes and vehicle classification for a 24-hour period for each roadway. Vehicle speed data was not obtained.

ADJUSTMENT AND COVID-19

BETA reviewed the need to seasonally adjust the collected October 2021 traffic data based on MassDOT 2019 Weekday Seasonal Adjustment Factors worksheet. The data suggests volumes in October are higher than the average month. To be conservative, the collected data was not adjusted. Further, it is noted that data were obtained during the COVID-19 pandemic which has seen dramatic shifts in travel patterns given changes in activity for the sake of public and personal safety. In response, MassDOT offered guidelines and an Engineering Directive to address these conditions. The directive recommends collected data be adjusted based on historical data to represent pre-pandemic conditions. For the purposes of this study, BETA reviewed MassDOT traffic volumes obtained at Station 2140 on Syrek Street in Chicopee. The data suggests two-way traffic volumes obtained in 2020 were 20% lower than similar volumes obtained in 2019. This suggests an adjustment factor of approximately 1.25 be applied to the data collected in October 2021. However, it is noted that as facilities, workplaces, event spaces, schools, and other activities have resumed operations throughout 2021, traffic has been increasing much more rapidly than in 2020. Unfortunately, a direct local comparison of 2021 data versus 2019 data is not available for the study area. Since this study is focused on heavy vehicle restrictions, adjusting the volume data will not alter the conclusions of the study.

The data obtained by the City of Chicopee in April 2022 was also not adjusted, generally in accordance with the above exercise.

TRAFFIC VOLUME SUMMARY

A summary of the October 2021 data collection is provided in **Table 1**.

As seen in the table, Hartford Street was generally found to have the highest average daily volume (ADT) with approximately 1,828 vehicles per day (vpd). This suggests that vehicles on Hartford Street likely also utilize Britton Street, to the south, in addition to Ludlow Road. Directional split for Hartford Street was higher in the northbound direction (54%) over the course of the day, with truck percentages of approximately 5% of all traffic. Notably, truck percentages were lower in the southbound direction towards Ludlow Road. Measured 85th percentile speeds were found to be consistent with 25 miles per hour (mph) in both directions. This is slightly lower than the Thickly Settled prima facie speed limit of 30 mph, but could be representative of the narrow roadway with on-street parking.

Ludlow Road was found to have the second highest ADT with 1,607 vpd, primarily traveling westbound (53%). Truck percentage was found to be approximately 6% of traffic. Measured 85th percentile speeds were found to be 38 mph eastbound and 37 mph westbound. This is higher than the posted 30 mph speed limit signs, but roughly consistent with the 35 mph speed regulation on file with MassDOT. The vertical alignment in the area of the horizontal curve encourages high downhill speeds in the westbound direction.

Spring Street was found to have an ADT of approximately 1,000 vpd and serves one-way eastbound traffic. The roadway had a truck percentage of 3.7% with 85th percentile speeds of 28 mph. The measured speed is consistent with the 30 mph Thickly Settled prima facie speed limit.

Table 1: Traffic Data Summary for South Hadley – October 2021

Location	Direction	Volume	Classification		Speed			
		ADT	Truck Pct.	2 Axle 6 Tire Pct.	Posted ¹	Regulation	Measured	
							50th	85th
Ludlow Road btw Hartford and Laurie	EB	757	5.6%	4.9%	30	35	33	38
	WB	850	6.1%	5.3%	30	35	31	37
	TOTAL	1,607	5.9%	5.1%	-	-	-	-
Hartford Street South of Spring Street	NB	986	6.2%	5.4%	30	-	22	26
	SB	843	3.9%	3.3%	30	-	19	23
	TOTAL	1,828	5.1%	4.4%	-	-	-	-
Spring Street West of Hartford Street	EB	1,001	3.7%	3.3%	30	-	23	28
	WB	<i>ONE WAY</i>						
	TOTAL	1,001	3.7%	3.3%	-	-	-	-

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound

ADT – Average Daily Traffic in vehicles per day Vehicle speed reported in miles per hour (mph)

¹ Italicized posted speed limits are reported as prima facie speeds for Thickly Settled areas.

Data obtained October 26-27, 2021

“Truck” defined as two axle six tire vehicles and larger (does not include buses)

The data found the majority of truck traffic along the local roadways were 2-Axle 6 Tire trucks, typically consistent with single unit box trucks, delivery trucks, large oversized pickup trucks, or other commercial vehicles. Often these vehicles are either serving the local residences or are otherwise not applicable to a heavy vehicle restriction. Larger, articulated, trucks generally only represent 0.5% to 1.0% of vehicle traffic on study area roadways.

Weekday peak hour volumes were evaluated which found in **Table 2**.

Table 2: Peak Hour Traffic Volume Summary – October 2021

Location	ADT	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Volume	K-Factor	Split	Volume	K-Factor	Split
Ludlow Road btw Hartford and Laurie	1,607	107	6.6%	64% WB	177	11.0%	51% WB
Hartford Street South of Spring Street	1,828	123	6.7%	64% NB	187	10.2%	52% SB
Spring Street West of Hartford Street	1,001	56	5.5%	One-Way EB	118	11.7%	One-Way EB

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound

ADT – Average Daily Traffic in vehicles per day

K-Factor – Percent of daily traffic occurring during the peak hour.

Data obtained October 26-27, 2021

Consistent with daily volume trends, Hartford Street was found to have the highest peak hour volume in the study area with approximately 123 vehicles per hour (vph) in the morning (AM) and 187 vph in the afternoon (PM). This represents a peak hour K-Factor of 10.2% in the afternoon. Travel patterns were found to be 64% northbound in the morning and 52% southbound in the afternoon.

Ludlow Road was found to have peak hour volumes of 107 vph in the morning and 177 vph in the afternoon with a peak hour K-Factor of 11.0% in the PM peak. Directional splits were 64% westbound in the morning and 51% westbound in the afternoon. Combined, this suggests more traffic is traveling towards South Hadley and Holyoke throughout the day rather than towards Route 33 which is counter to original assumptions.

Spring Street was found to have peak hour volumes of 56 vph in the morning and 118 vph in the afternoon, with a peak hour K-Factor of 10.2% in the PM peak. Interestingly, the peak hour volume doubles in the afternoon when compared to the morning, though the increase in volume is generally consistent with the increases in peak hour volume of the other study area roadways. Since the roadway is one-way, all volume travels eastbound.

A summary of the supplemental data collection in April 2022 as part of the City of Chicopee roadways is provided in **Table 3**. It is noted that speeds were not collected as part of this exercise. BETA evaluated speed regulations from MassDOT for the relevant roadways, for which there are none. All three roadways were found to have much lower volume than their South Hadley counterparts, generally suggesting that Ludlow Road is more frequently utilized, likely due to its direct connection with New Ludlow Road.

Table 3: City of Chicopee Traffic Volume Update

Location	Direction	Volume	Classification		Peak Hour Volume		
		ADT	Truck Pct.	2 Axle 6 Tire Pct.	AM	PM	K-Factor
Britton Street	EB	447	2.9%	2.2%	31	48	9.3%
	WB	484	8.3%	7.4%	34	47	
	TOTAL	931	5.6%	4.8%	60	87	
Smith Street*	EB	339	4.4%	3.8%	31	34	8.9%
	WB	288	4.1%	3.8%	23	22	
	TOTAL	627	4.3%	3.8%	47	56	
Hampshire Street	EB	59	6.8%	6.8%	4	6	8.8%
	WB	66	3.0%	3.0%	8	7	
	TOTAL	125	4.8%	4.8%	9	11	

*Smith Street is located in South Hadley

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound

K-Factor – Percent of daily traffic occurring during the peak hour.

ADT – Average Daily Traffic in vehicles per day

Data obtained April 21-28, 2022 “Truck” defined as two axle six tire vehicles and larger (does not include buses)

As seen in the table, Britton Street had a daily traffic volume of approximately 931 vpd with a K factor of 9.3%. Peak hour volumes were found to be 60 vph in the morning and 87 vph in the evening. Volume is generally split 50/50 by direction throughout the day and during each peak hour. The truck percentage was found to be higher in the westbound direction, with an overall percentage slightly higher than 5% with the majority being represented by 2-Axle Six Tire trucks.

Smith Street had a daily traffic volume of approximately 627 vpd with a K factor of 8.9%. Peak hour volumes were found to be 47 vph in the morning and 56 vph in the evening. Volume was generally split

favoring eastbound ($\pm 60\%$) throughout the day and during each peak period. The truck percentage was found to be approximately 4.3% with the majority being represented as 2-Axle Six Tire trucks.

Hampshire Street had a daily traffic volume of approximately 125 vpd with a K factor of 8.8%. Peak hour volumes were found to be 9 vph in the morning and 11 vph in the evening. Volume was generally split evenly in both peak periods, but slightly favors westbound (53%) throughout the day. The truck percentage was found to be approximately 4.8%, with more trucks traveling eastbound. It is noted that the entire truck volume is represented by 2-Axle Six Tire trucks, with zero articulated or other larger trucks being observed.

Consistent with the South Hadley data collection, the Chicopee data found the majority of truck traffic along the local roadways were 2-Axle 6 Tire trucks, typically consistent with single unit box trucks, delivery trucks, large oversized pickup trucks, or other commercial vehicles. Often these vehicles are either serving the local residences or are otherwise not applicable to a heavy vehicle restriction.

ALTERNATIVE ROUTES

Three alternative routes were acknowledged to support truck traffic in absence of the study area roadways. One route was defined traveling south, and two routes were defined traveling north as shown in **Figure 1**.

1. The **Southern Route**, eastbound, travels from Main Street to Syrek Street and James Street to a large, signalized rotary at Memorial Drive (Route 33). Syrek Street and James Street are functionally classified as Urban Minor Arterials under City of Chicopee jurisdiction. These roadways accommodate two-way travel separated by double yellow center line. Cement concrete sidewalk is provided on the eastern side the roadways, separated by a grass strip. There is an existing sidewalk gap on James Street between Montcalm Street and Syrek Street. Memorial Drive is an Urban Principal Arterial under MassDOT jurisdiction. Memorial Drive is a low access roadway that provides two travel lanes in each direction separated by a median barrier. This route may be used in reverse as a westbound trip, though it is noted that additional connections to Route 116 and Interstate 391 in the City of Holyoke are provided via alternative routes to the south. Given the shorter distance and more direct connections to points south of the Study Area, it is generally expected that this alternative route will be more frequently utilized in comparison to the northern routes.
2. The **Northern Route**, eastbound, travels from Main Street to Route 116 (Bridge Street and Lamb Street) and utilizes US Route 202 and Willimansett Street (Route 33). The interchange of Route 116 and US Route 202 is a $\frac{3}{4}$ Cloverleaf interchange which can accommodate both directions of travel along the route. The intersection of US Route 202 at Route 33 is a large signalized intersection, serving multiple turn lanes and through lanes. Lamb Street, between Main Street and Route 116 is functionally classified as a local roadway under Town of South Hadley jurisdiction. Route 116 is functionally classified as an Urban Principal Arterial under Town jurisdiction. Both roadways provide two-way travel separated by double yellow centerline. The roadway was recently re-marked to provide buffered bike lanes in each direction. Cement concrete sidewalks are also provided on both sides of Route 116. US Route 202 is an Urban Principal Arterial under MassDOT jurisdiction. East of the interchange, the roadway provides travel in both directions separated by double yellow centerline. Sidewalk is generally provided on the northern side separated by grass buffers. At the intersection with Route 33, the roadway widens to provide two lanes in each direction separated by a median. Bike lanes are also provided in this area. Departing US 202 along Route 33 southbound

provides two-lanes in each direction, separated by a median. This narrows to one-lane in each direction with no median near the Big Y supermarket/Baker Street. Wide shoulders are provided on both side of the roadway though sidewalk and defined bike accommodations is sporadic.

- The **Northern Route Alternative**, eastbound, travels north beyond the US Route 202 interchange, following Newton Street (Route 116) to its signalized intersection with Lyman Street (Route 33). Newton Street is an Urban Principal Arterial under MassDOT jurisdiction, generally providing travel in each direction separated by double yellow center line. Bike lanes and sidewalk are provided along the roadway. Land use is generally commercial and residential, though the roadway directly serves the South Hadley High School. Lyman Street (Route 33) is an Urban Principal Arterial under Town jurisdiction. The roadway provides travel in both directions separated by double yellow center line with two-foot shoulders. Sidewalk is generally provided on the western side, separated from the road by a landscaped area. The roadway widens to two lanes in each direction approaching US Route 202. The intersection notably serves the Plains School.

TRAVEL DISTANCES EVALUATION

The above routes were evaluated with respect to overall travel distance and travel time as reported via online mapping services during the evening commuting peak period on a weekday. This exercise assumed a beginning and end point of approximately Beachgrounds Park on Main Street in South Hadley and Mason Manor Apartments on New Ludlow Road in Chicopee. A summary is provided in **Table 3**.

Table 4: Route Distance and Travel Time

Route	Travel Distance (Travel Time) ¹	
	Eastbound	Westbound
Study Area (South Hadley) – Main, Spring/Bolton, Hartford, Ludlow	1.2 mi (3 mins)	1.2 mi (4 mins)
Study Area (Chicopee) – Smith, Hampshire, Britton	1.1 mi (4 mins)	1.1 mi (4 mins)
1. Southern Route – Syrek/James, Memorial	2.4 mi (6 mins)	2.3 mi (5 mins)
2. Northern Route – Rt 116, US 202, Rt 33	2.6 mi (6 mins)	3.0 mi (7 mins)
3. Northern Route Alt – Rt 116, Rt 33	3.5 mi (8 mins)	3.5 mi (8 mins)

¹ Distance and Time obtained via real-time online mapping services at 5:00 PM on a weekday.

Based on the Route Distance and Travel Time evaluation, the shortest distance and travel time was calculated/projected to utilize the Study Area as it serves as the most direct route(s) between the two points. The Southern Route was generally found to double the length of the trip, though travel times in the westbound direction were consistent. The Northern Route, using US Route 202, was slightly longer in the westbound direction given the cloverleaf interchange configuration, adding about three minutes in travel time and two miles in length. The Northern Route Alternative has the longest travel time and distance given it travels much farther away from the desired end point to double back.

The key difference in attributes defined in **Table 3** involves the distance traveled along Route 33 to arrive at New Ludlow Road. Should these routes utilize any point along Route 33 as the general beginning/end point instead of traveling to New Ludlow Road, all three alternate routes are comparable at about 1.5 miles with travel times of about four (4) minutes. Discussions with the City of Chicopee

suggested ending the truck restriction at Montcalm Street given existing uses along the roadway. Montcalm Street serves Route 33 at the north and via James Street at the south. In this case, the prior evaluation is still adequate.

SAFETY EVALUATION

BETA evaluated general safety conditions along Study Area and Alternative Route roadways by examining historical crash information obtained from IMPACT, MassDOT's crash data repository, for the most recent three years of closed data (2017-2019). *While newer data is available, it is noted that crashes occurring after 2019 are not complete and have not been fully vetted by the Registry of Motor Vehicles and MassDOT.* The resulting exercise is summarized in **Table 5**.

As shown in the table, approximately 37 crashes were reported within the Study Area between 2017 and 2019. Overall, study area roadways generally had six or fewer crashes over the three year period, with no reported crashes occurring on Smith Street and Hampshire Street. Crashes on Hartford Street occurred at intersections with study area roadways. Crashes within the study area were typically angle (30%), rear-end (22%), and single vehicle (27%). Two crashes (5%) were reported involving a bicycle or a pedestrian on Bolton Street and Spring Street. Three crashes (8%) were reported involving a truck with a trailer. All other crashes typically involved passenger cars or light trucks (SUVs, Pickups, etc.). Ten crashes (27%) were reported involving injury. Study area crashes were more frequently reported occurring within the mid-day hours (46%). All other time periods analyzed were roughly split equally. The most crashes within the study occurred at the intersection of Britton Street at Montcalm Street (14).

In addition to the study area, the Table assessed crash conditions along the three alternative routes. The table summarizes the southern route as the entirety of Syrek Street and James Street from Smith Street to Montcalm Street. This section of roadway had 41 reported crashes in three years, typically representing rear-end (15) and angle (16) type crashes associated with the multiple side streets and intersections along the corridor. This segment had 10 reported injuries. Interestingly, the data suggests a majority of the 41 crashes occurred in the evening/overnight hours. Two crashes were reported involving a truck with a trailer and one crash reportedly involved a bus. This segment also had two reported crashes involving motorcycles.

James Street from Montcalm Street to Route 33 had 11 reported crashes, typically resulting as single vehicle crashes (6). One crash involved a single unit truck. The Memorial Drive Rotary had the largest number of crashes (102) given its size and volume. These were largely rear-end (58) and angle (32) type crashes consistent with the intersection configuration.

The two alternate Northern Routes both travel through the intersection of US 202 and Route 33, which was found to have the largest number of crashes in the three evaluated years (40), roughly 13.3 crashes per year. Crashes were typically reported as rear-end (15) and sideswipe (12) suggesting plausible issues with signal visibility or confusion regarding lane assignments. Despite the higher number of crashes, only five were reported involving injury. Seven crashes were reported during the rain or snow, which could represent inhibited stopping. Two crashes were reported involving a single unit truck, while one crash included a semi-truck without trailer (bobtail mode). This intersection was defined as a high crash cluster within the Massachusetts Highway Safety Improvement Program (HSIP) for the years of 2015-2017, though it is noted that the intersection lost its status for the updated 2017-2019 year.

Table 5: Crash Data Summary

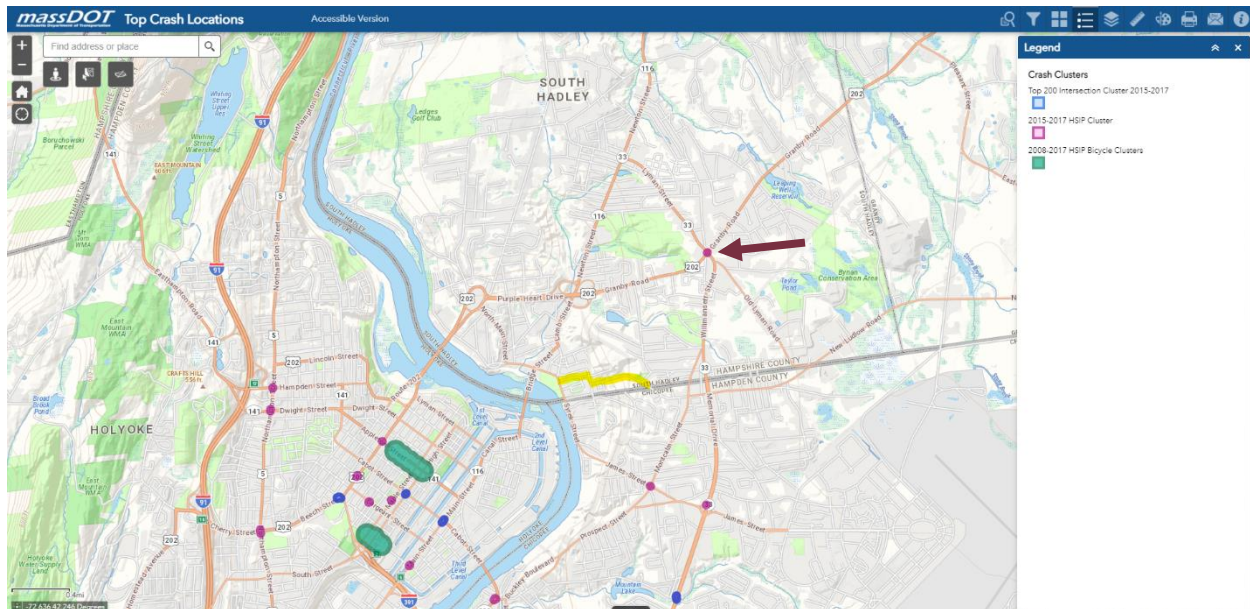
	Bolton Street	Hartford Street	Spring Street	Smith Street	Hampshire Street
Collision Type					
Rear End			3		
Angle		1			
Pedestrian/Bicycle	1		1		
Sideswipe	1		2		
Single Vehicle Crash	1	1			
Unknown					
Collision Type					
Property Damage Only	3	2	4		
Non-Fatal Injury			2		
Fatal Injury					
Unknown					
Ambient Light					
Daylight	1	2	3		
Dawn/Dusk			1		
Dark- Roadway Not Lighted					
Dark - Lighted Roadway	2		2		
Weather Conditions					
Clear	3	1	5		
Cloudy			1		
Rain/Snow		1			
Reported Vehicle Type					
Motorcycle					
Passenger Car	3	1	6		
Light Truck (van, SUV, pickup...)					
Single Unit / Bus					
Semi / Tractor Trailer		1			
Time of Day					
07:00-10:00	1		1		
11:00-15:00	1	2	2		
16:00-18:00			2		
19:00-06:00	1		1		
Year					
2017	1	1	2		
2018	1		3		
2019	1	1	1		
Total	3	2	6	0	0
Average Crashes per Year	1.0	0.67	2.0	0	0

Table 5: Crash Data Summary (Continued)

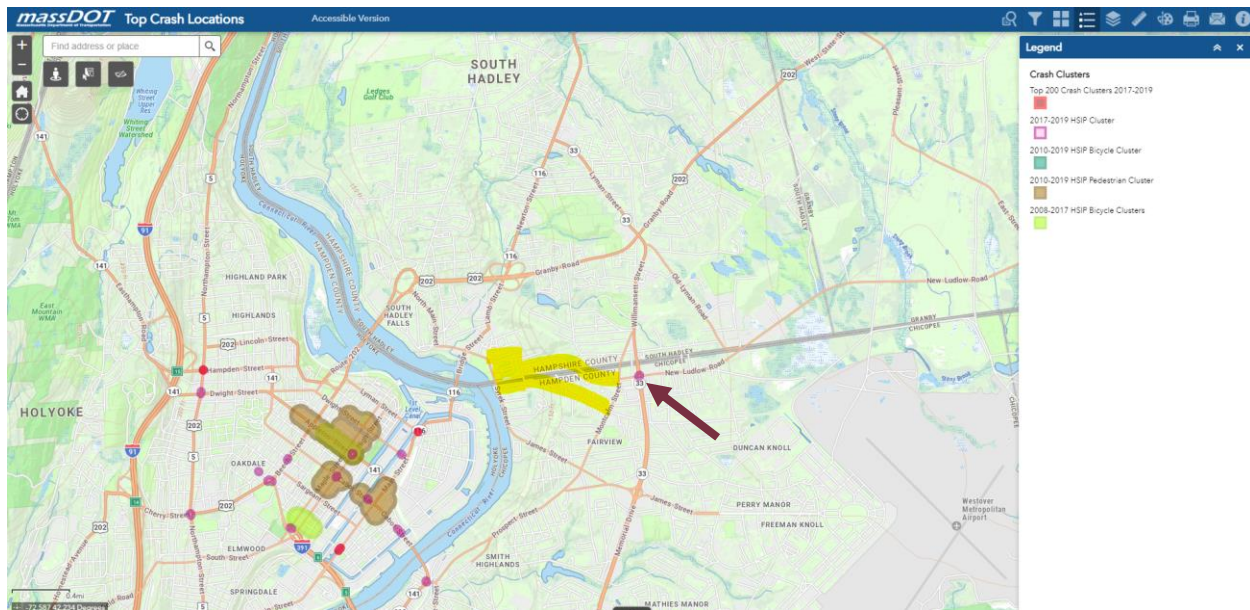
	Ludlow Road	New Ludlow Road	Britton Street	New Ludlow at Montcalm	Britton at Montcalm
Collision Type					
Rear End					5
Angle		1		2	7
Pedestrian/Bicycle					
Sideswipe		1			
Single Vehicle Crash	1	2	2	1	2
Unknown		1	1		
Collision Type					
Property Damage Only		2	2	2	9
Non-Fatal Injury		1	1	1	5
Fatal Injury					
Unknown	1	2			
Ambient Light					
Daylight		2	2	3	13
Dawn/Dusk					
Dark- Roadway Not Lighted					
Dark - Lighted Roadway	1	3	1		1
Weather Conditions					
Clear	1	2	2	3	8
Cloudy		2			6
Rain/Snow		1	1		
Reported Vehicle Type					
Motorcycle					
Passenger Car		5	2	2	11
Light Truck (van, SUV, pickup...)					2
Single Unit / Bus					
Semi / Tractor Trailer				1	1
Time of Day					
07:00-10:00				2	3
11:00-15:00		3	2	1	6
16:00-18:00					5
19:00-06:00	1	2	1		
Year					
2017	1	1	1	1	6
2018		3	2	2	4
2019		1			4
Total	1	5	3	3	14
Average Crashes per Year	0.33	1.7	1.0	1.0	4.7

Table 5: Crash Data Summary (Continued)

	Syrek and James	James fr. Montcalm to Rt 33	Memorial Drive Rotary	Rte 116 at Rte 33	Rte 202 at Rte 33
Collision Type					
Rear End	15	2	58	7	15
Angle	16	3	32	7	9
Pedestrian/Bicycle			3		
Sideswipe	4		6	2	12
Single Vehicle Crash	6	6			4
Unknown			3		
Collision Type					
Property Damage Only	28	8	71	11	35
Non-Fatal Injury	10	3	26	4	5
Fatal Injury					
Unknown	3		5	1	
Ambient Light					
Daylight	15	8	77	12	28
Dawn/Dusk	4		4		1
Dark- Roadway Not Lighted	1				
Dark - Lighted Roadway	21	3	21	4	11
Weather Conditions					
Clear	29	5	58	12	25
Cloudy	5	5	31	2	8
Rain/Snow	7	1	13	2	7
Reported Vehicle Type					
Motorcycle*	2				
Passenger Car	31	10	92	13	32
Light Truck (van, SUV, pickup...)	5		4	2	5
Single Unit / Bus	1	1	2		2
Semi / Tractor Trailer	2		4	1	1
Time of Day					
07:00-10:00	8	2	19	1	10
11:00-15:00	7	1	43	7	14
16:00-18:00	11	4	25	6	7
19:00-06:00	15	4	15	2	8
Year					
2017	15	2	37	8	16
2018	16	2	28	5	11
2019	10	7	37	3	13
Total	41	11	102	16	40
Average Crashes per Year	13.7	3.7	34.0	5.3	13.3



Based on the updated data HSIP cluster data, the intersection of Route 33 at New Ludlow Road has now gained status as a High Crash Cluster.



A Road Safety Audit (RSA) was performed in 2015 by Nitsch Engineering for the intersection of Route 202 at Route 33. The RSA noted deficiencies with lane assignments, traffic signal equipment, pavement markings, and vehicle access management. Recommendations included upgrading equipment to improve visibility, update signage and markings, provide emergency pre-emption, and better accommodate pedestrians and bicycles. Since the RSA was conducted, the intersection was reconstructed to increase capacity (lanes) by removing median islands. Signal equipment was updated to provide new mast arms and signal heads with backplates. Following the RSA, the intersection continues to be defined as a high crash cluster, which is likely representative of high volume traveling

along US 202 and Route 33. Crash history suggests the trend has been continuing, though the dropping of HSIP Cluster status suggests that the crashes may be less severe than in previous years.

The signalized intersection of Route 116 at Route 33 had 16 reported crashes in three years, representing rear-ends (7) and angle (7) type crashes. Four crashes resulted in injury. One crash was reported involving a semi-truck. The trailer truck crash was deemed “Federally Reportable.”

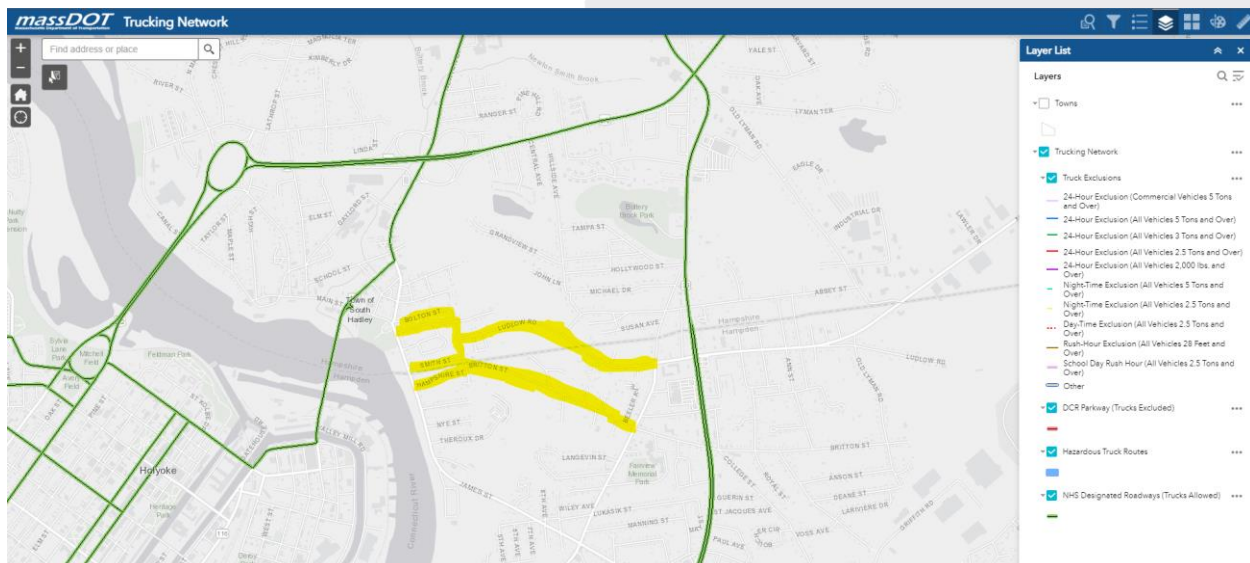
TRUCK EXCLUSION EVALUATION

The above information was evaluated against MassDOT regulations for a commercial vehicle exclusion as defined in Section 10A-9 of the *Massachusetts Amendments to the Manual on Uniform Traffic Control Devices (MUTCD)*, revised January 2012 and appended for reference.

The truck exclusion may be approved provided a suitable alternate route is available that has an effective width and pavement structure which can safely accommodate additional truck traffic. In addition, the alternate route must meet one of the following conditions:

1. Lie wholly within the community making the application
2. Lie partially in an adjacent community but only on State Highway
3. Lie partially in an adjacent community but have the adjacent community's written approval

The updated Truck Exclusion Assessment evaluates study area roadways and alternative routes within two different municipalities. It is noted that the Southern Route lies wholly within the City of Chicopee and partially on a State Highway (Route 33). BETA consulted with the City and MassDOT which determined that this alternative route is acceptable and would likely be more heavily traveled given connections to abutting land uses and other destinations along Route 33. The Northern Route and Northern Route Alternative lie wholly within the Town of South Hadley **and** utilize State Highways (Route 116, US 202 and Route 33). These are defined as National Highway System designated roadways, which are required to allow trucking traffic. Based on the above, all three alternative routes have been deemed acceptable.



WARRANTS

In accordance with Section 10A-9, at least one of the following warrants should be satisfied to justify the implementation of the truck exclusion:

- A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway.
- C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

EXEMPTIONS: Exclusions shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjacent streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.

Warrant A

The above evaluation found that the study area roadways of Ludlow Road, Hartford Street and Britton Street have a heavy vehicle percentage of 5 to 6 percent consistent with Warrant A. However, the data found the majority of truck traffic along the study area roadways were “two axle six tire” trucks, typically consistent with single unit box trucks, delivery trucks, large oversized pickup trucks, or other commercial vehicles. Often these vehicles are either serving the local residences or otherwise fall under the EXEMPTIONS category. The traffic data shows larger, articulated, trucks generally only represent 0.5% to 1.0% of vehicle traffic on study area roadways. Spring Street, Hampshire Street, and Smith Street had a truck percentage approximately four percent which is lower than the threshold for Warrant A.

It is noted that Spring Street, Hartford Street, Hampshire Street, and Smith Street are narrow roadways with on-street parking and no roadway striping. This is generally hazardous and not conducive to large vehicle travel, resulting in weaving around parked vehicles and/or repeated starting and stopping. This could be representative of 85th percentile speeds of approximately of 26 to 28 miles per hour observed along the South Hadley roadways.

Warrant B

BETA conducted pavement management evaluations for all Town (of South Hadley) Owned roadways in Summer 2021. The evaluation obtained data regarding roadway length, width, and Road Surface Rating (RSR). These ratings are scored on a 100 point scale, with the upper bound representing “like new” roadways and lower numbers representing significantly deteriorated roadways. The evaluation does not include State Owned roadways such as US Route 202 and segments of Route 33. The evaluation also does not include City of Chicopee roadways. A summary is provided in **Table 6**. Bolton Street generally had the lowest scores (less than 30) which suggests the roadway is in dire need of repair. Any further

trucking on this roadway, one-way westbound, would significantly degrade conditions. Spring Street, one-way eastbound, and Hartford Street were found to have a weighted averages in the 60’s with the lowest rated segment of 52.74 on Spring Street. These scores suggest the roadway is a candidate for mill and overlay and further support that heavy trucking is detrimental to pavement life. Ludlow Road has a weighted average RSR of 49.44 and a lowest rated segment of 34.26, located on the eastern side of the roadway approaching the Town Line. These ratings suggest the roadway may need more involved maintenance and will suffer greater impacts to heavy trucking.

Sections of roadway along the Northern Route and Northern Route Alternative are listed in **Table 6** for comparison purposes. ***In General, Route 116 and Route 33 were found to have more favorable pavement conditions than those within the study area. Given these roadways are National Highway System roadways and state numbered routes that permit trucking, it is expected that the pavement conditions will more adequately handle larger design vehicles.*** It is noted, however, that a section of Route 33 (Willimansett Street) had an RSR of 35.13 which is very low in comparison to the rest of the area. Despite this, the above evaluation suggests Warrant B is satisfied for the South Hadley Roadways.

Table 6: Road Surface Rating Summary

Roadways	Weighted Avg RSR ¹	Lowest Segment RSR
Bolton Street	23.00	23.00
Spring Street	63.25	52.74
Hartford Street	60.39	60.39
Ludlow Road	49.44	34.26
Lamb Street	55.29	40.29
Lamb Street (Route 116)	76.34	73.70
Lyman Street (Route 33)	68.08	58.83
Willimansett Street (Route 33)	35.13	35.13
Old Lyman Road (Route 33)	93.54	93.54

¹ Weighted average of all segments based on Square Yards of Roadway (Width x Length)
 RSR = Road Surface Rating

At the time of writing, no pavement evaluation data is available for the City of Chicopee roadways.

Warrant C

The Study Area roadways are all zoned residential with residential land use throughout. Review of vehicle classification counts shows Ludlow Road has an overnight (7:00 PM to 6:00 AM) truck percentage of approximately 3.3% including solely “two axle six tire” trucks. Hartford Road had an overnight truck percentage of approximately 2.4% including solely “two axle six tire” trucks. Spring Street had an overnight truck percentage of approximately 1.0% including solely two axle six tire trucks. Britton Street and Smith Street had overnight truck percentages of 1.8% consisting of three “two axle six

tire” trucks. Hampshire Street had no observed overnight trucks of any kind. Based on the above data summary, Warrant C does not apply.

CONCLUSIONS

While the evaluated traffic data collection suggests Warrant A and Warrant C are generally not met, the pavement analysis revealed that existing roadway pavement conditions meet Warrant B for roadways within the Town of South Hadley and would continue to suffer greater impacts due to heavy vehicles. In addition, Spring Street and Hartford Street are narrow roadways that are not appropriate (unsafe) for larger vehicle travel. A similar conclusion can be made for Hampshire Street and Smith Street.

Based on the above evaluation, BETA recommended a Truck Exclusion be considered for the Ludlow Road neighborhood. This was generally accepted by MassDOT, in addition to expanding the exclusion area to prohibit and discourage trucks from finding an alternative route through the neighborhood. Based on the above exercise, including the neighborhood roadways of Hampshire Street, Smith Street, and Britton Street is recommended.

Coordination with the City of Chicopee suggested terminating the Truck Restriction at Montcalm Street. This would allow westbound trucks ample time to see the restriction signage and utilize Montcalm Street to access other areas north and south of the restriction. The City did not want to discourage trucks from utilizing Montcalm Street in accessing several adjacent businesses and commercial areas. BETA supports this recommendation, noting that the section of New Ludlow Road and Britton Street between Montcalm Street and Route 33 has a different roadway context and character than the residential segment west of Montcalm Street.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Tyler de Ruiter, PE, PTOE
Senior Project Engineer

cc: Kien Ho, PE, PTOE – BETA Group
Peter Dadarria – BETA Group
Job No: 10200

To: Selectboard, School Committee
From: Town Administrator Lisa Wong
Re: ARPA Request - Mosier SOI
Date: February 7, 2023

BACKGROUND: The Selectboard and School Committee voted at the January 24, 2023 meeting to move forward with the submission of a Statement of Interest (SOI) to the Massachusetts School Building Authority (MSBA).

The process of completing and submitting an SOI will require dedicated time from the district. The MSBA recommends that the district plan ahead and allocate sufficient time to answer the questions posed in the SOI, secure the appropriate signatures, and take the required local votes.

REQUEST: Authorize up to \$10,000 in American Rescue Plan Act funds to provide assistance in the preparation of the SOI in the form of a consultant, contractor or stipend, who has experience preparing SOIs and/or is a trained architect/engineer/building professional to assess, collect data, analyze and articulate the deficiencies in a school building and how those deficiencies fit within one or more of the statutory priorities established in MGL c.70B:

- (1) priority shall be given to school projects needed in the judgment of said board to replace or renovate a building which is structurally unsound or otherwise in a condition seriously jeopardizing the health and safety of school children, where no alternative exists;
- (2) priority shall be given to school projects to eliminate existing severe overcrowding;
- (3) priority shall be given to school projects needed in the judgment of said authority to prevent loss of accreditation;
- (4) priority shall be given to school projects needed in the judgment of said authority to prevent severe overcrowding expected to result from increased enrollments which must be substantiated;
- (5) priority shall be given to projects needed in the judgment of said authority for the replacement, renovation or modernization of the heating system in any schoolhouse to increase energy conservation and decrease energy related costs in said schoolhouse;
- (6) priority shall be given to any school project needed in the judgment of said authority for short term enrollment growth;
- (7) priority shall be given to school projects needed in the judgment of said authority to replace or add to obsolete buildings in order to provide for a full range of programs consistent with state and approved local requirements; and
- (8) priority shall be given to projects needed in the judgment of said authority to transition from court-ordered and authority approved racial balance school districts to walk-to, so-called, or other school districts.

AUTHORIZATION: The Superintendent of Schools files an SOI after having been authorized to do so by the Selectboard. The Superintendent of Schools is the official responsible for submitting the SOI; however, the Superintendent may authorize another district user to assist with the SOI process. The Superintendent needs to obtain access to the MSBA's online SOI System and then can begin preparing the SOI. There are detailed instructions in the SOI, in the SOI User Guide, and in the opening email communication, sent to Superintendents on January 13, 2023. The Selectboard will have to complete the required Form of Vote at an open meeting prior to the April 14, 2023 deadline.

PURPOSE: The purpose of the SOI is for the district to identify perceived deficiencies within a school facility. The MSBA and the district would then work in partnership to identify possible solutions if/when the district is invited by the MSBA Board of Directors into the Capital Pipeline for the Core Program. After selecting Core Program project from the "Program Type" drop down menu, the district should then indicate using the Potential Project Scope drop-down menu its perceived solution; these options include: potential new school, addition/renovation, or repair project (major repair to a facility). An SOI should only be filed for a facility where the district has the financial ability to proceed with a construction project at the time of submission. The district is only allowed to submit one SOI per school facility and should detail all of the facility's deficiencies in that one SOI.

HISTORY: The process is VERY competitive, with school districts waiting years before being invited into the process. South Hadley submitted an SOI for Mosier in 2018 and was not successful. The School Committee voted in 2019 to resubmit the SOI, but the Selectboard did not move on a vote. Nothing was submitted in 2020. The SOI was again considered for submission by the Town in March 2021, but did not move forward. The deficiencies previously identified are:

- Priorities: 5. Replacement, renovation or modernization of school facility systems, such as roofs, windows, boilers, heating and ventilation systems, to increase conservation and decrease energy related costs in a school facility. A new fire suppression system is also deemed a safety priority;
- HVAC: Replace current hot water boiler installed in approximately 2000; replace heating boiler installed in 2004;
- Electrical: Upgrade electrical service throughout the building to accommodate the use of computers and new equipment. The main electrical panel is a Federal Register panel, which is no longer on the market;
- Windows: Replace (110) windows/frames throughout the building. The metal-framed windows are more than forty years old and are inefficient;
- Portables: Replace portable classrooms with permanent classroom space.

SUBMISSION: Here are some of the components required in the SOI:

BACKGROUND: Building history, site description with detailed conditions that could impact project, building envelope description with materials used and know problems, details of major repairs or replacements (roof, walls, windows, mechanical and electrical systems, building interior, description of local budget cycle, description of programs and operations, description of educational spaces, capacity and utilization of building, detailed list of the district's current maintenance practices, its capital repair program, and the maintenance program in place. MSBA provides a best practices guide online: www.massschoolbuildings.org/sites/default/files/edit-contentfiles/Building_With_Us/Eligibility_Period/Maint_Cap_Plan/Maintenance_Best_Practices_4_21_11.pdf

CERTIFICATIONS: There are about 10 different certifications that need to be signed off by the School Committee Chair, Superintendent of Schools, & Local Chief Executive Officer (need to verify who this is)

DATA: Student teacher ratios, evidence of overcrowding, layoffs or reductions, square footage

FACILITIES PLAN: Is this part of a larger facilities plan. Provide a summary of the plan including goals and how Mosier fits into the plan. This could be a Master Plan, feasibility study, facilities assessment, architectural and engineering documentation of existing conditions, estimated life expectancies of building systems. There could be a community vision workshop or forums.

PRIORITIES: Decide which of the 8 priorities to include (can be multiple). Each priority area will have additional questions that need to be answered including if the building has been examined by an engineer or trained building professional.

VOTES - The School Committee AND the Selectboard will need to vote the required MSBA SOI language and produce minutes. This has not been done yet by either body. Additional documentation is needed if the District chooses Priority #1 (replacement/renovation of building that is structurally unsound) or #3 (prevention of loss of accreditation).

Reports, pictures, or any information to give MSBA a better understanding of the issues.

January 25, 2023

I am writing this letter to inform you of my need to resign from the COA board. My professional commitments has changed at this time and I am unable to fulfill the board requirements. If my professional status changes I will re apply for another board position. Thank you for the opportunity to serve this community.

Marsha Chappel

Jeff Cyr, Chair
Andrea Miles, Vice-Chair
Renee Sweeney, Clerk
Carol Constant
Nicole Casolari

Lisa Wong
Town Administrator

Town Administrator's Report to Selectboard February 7, 2023

Administration, Finance and Operations

- **Retirement:** At their March 8 meeting, the Hampshire County Retirement Board will vote on approving Chapter 269 of the Acts of 2022 providing for a local option to increase the Cost of Living Adjustment an additional 2% or up to \$260 for FY23 (retroactive to 7/1/22) on top of the previously approved 3% on the first \$13,000 of the pension allowance. If they move forward, the next step will be for the Selectboard to approve this. A representative from HCRS will attend a meeting to explain the law and answer any questions.
- **MMA:** The Mass Municipal Association launched a new Data Hub, www.mma.org/#data-hub
- **Revenue Consensus:** State will be using a 1.6% growth figure to develop the FY24 state budget. The additional \$1 billion in state revenue from the surtax is not included in this figure and is expected to be spent on transportation and education.
www.mma.org/state-budget-writers-announce-consensus-revenue-growth-forecast-of-1-6-for-fy24/

Community

- **Award:** Congratulations to School Committee Chair Allison Schlachter, who was awarded the All-State School Committee Award this year! This is an annual award developed in 1996 by the Mass Association of School Committee Board of Directors. The award recognizes school committee members who have demonstrated a strong commitment to the education and welfare of children and who have shown a clear understanding of their role as school committee members. Fun fact: Mike Sullivan earned this award in 2008 and Lisa Wong in 2014.
- **Mt. Holyoke College:** For the first time in its history, Mount Holyoke College has been selected as a Beckman Scholars Program awardee by the [Arnold and Mabel Beckman Foundation](#). The foundation chose Mount Holyoke College and 83 other institutions after a rigorous application process, which included a two-part review led by a panel of scientific experts. The program recognizes colleges and universities with outstanding science, technology, engineering and mathematics (STEM) credentials and the excellence of their faculty as both researchers and mentors.
- **Channel Markers:** The cost for channel markers for the Connecticut River has increased from \$18k per year to \$55k per year. South Hadley's share for this year is \$3500. The cost increase included repair of buoys damaged by storm, replacement of buoys lost, and placing buoys back on station when moved by high water. There are 55 buoys in total. These channel markers are imperative for safe travel. Not only do they mark the deeper channels for boat travel (which incidentally consists of less than ¼ of the river width) They also provide a guide for canoes, kayaks, and rowers, as to where larger vessels travel.

Planning

- **Short Term Rental:** The South Hadley Planning Board will hold a virtual public hearing on Monday, February 6, 2023 at 7:00 p.m. to discuss proposing articles to Town Meeting for the purpose of creation of a new Short Term Rental General Bylaw and Short Term Rental Zoning Bylaw. <https://www.southhadley.org/1318/ProposedDraft-Bylaws>.
- **ADU:** The South Hadley Planning Board will hold a virtual public hearing on Monday, February 27, 2023 at 6:30 p.m. to discuss proposing articles to Town Meeting for the purpose of creation of a new Accessory Dwelling Unit Zoning Bylaw. <https://us02web.zoom.us/j/88961380594?pwd=OGNGNk5MMmpGcmNsNEFObi9iTXZFdz09>
- **E-Ink:** The Selectboard will hold a public hearing for a flammable storage license at their regular meeting on February 21. Notice will be advertised in the newspaper at least 7 days prior to the hearing.
- **Buttery Brook:** The Friends of Buttery Brook and Recreation Commission are working with Berkshire Design (Jeff Squire) and Richard Harris to apply for a PARC grant this summer. In the next few months, there will be planning meetings including a meeting at the COA to see what the senior population is looking for and at the Library as it is within the EJ zone. The focus will be on an accessible walking path through the park, ADA upgrades, review of the band shelter, more pickleball courts and a disc golf course.
- **Wayfinders:** Wayfinders has submitted an application for state housing ARPA funds for their project in the Rocky's Plaza and will hear back around May on a decision. If the funds are able to close the current gap, the 60 unit project should start construction in November and be ready for lease-up in early 2025.

Public Health

- **Regulation:** The Board of Health recently voted on a new regulation on the use of Glufosinate/Glyphosate Regulation on Town-Owned/Operated Property. Glyphosate is the primary active ingredient in glyphosate-based herbicides (GBHs) such as RoundUp and Rodeo. Glyphosate poses harm to developing children and humans generally, bees and other pollinators, pets, domestic animals, wildlife and other living resources. The use and application of glufosinate and glyphosate-based herbicides by town employees and/or by private contractors for managing lawns, turf, ornamental beds, and trees is prohibited on all town-owned/operated lands.

Public Safety

- **Bike Grant:** The SHPD received a \$1400 grant that will be used to purchase child size bike helmets to be distributed to community members in need.

Public Works

- **Interim Director:** John Broderick will be stepping in as interim Director of Public Works beginning on February 10. John has many years of experience with the Town, and currently serves as the Highway Superintendent.
- **Wi-Fi:** The Mesh Wi-Fi project at Beachgrounds and Village Commons is almost complete. The Town will work on a marketing campaign to let the community know about the project.