

Main Street Questionnaire

During the course of the initial design project in Littleton, which brought together community members and featured exercises and design charrettes built around place-making, several suggestions were made to create a more pedestrian-friendly Main Street. The initial hope was for some of these ideas to be incorporated in the subsequent Federal Highway Administration-funded Main Street reconstruction project.

At the end of design project, ideas were discussed and reviewed, first by Main Street stakeholders and subsequently by the Select Board. It became apparent that to incorporate these ideas would require additional funding. However, sufficient funds were not available.

Today, the project has been designed to incorporate as thorough an infrastructure rebuild as possible, as well as minimal design changes that can be incorporated at a modest additional cost. This work includes certain design elements that we'd like merchants, property owners, business people and residents to weigh in on. These elements include lighting, sidewalks and crosswalks.

Going beyond basic infrastructure work and modest design enhancements will require additional funds, both for initial inclusion and for subsequent maintenance.

Main Street stakeholders have expressed interest in trying to reincorporate some enhancements. There's been no consensus developed around which ones, how they will be paid for, and how they will be maintained. Trees and benches come up most often when these enhancements are discussed.

The Main Street Reconstruction Committee and VHB have developed an informal survey that will allow stakeholders to voice their opinions on design elements and enhancements. The intent is to provide the engineer with direction and the Select Board with a feel for local preferences, as they ultimately make the decision.

Select Board options could include: incorporating some or all suggestions into the final design, before the project goes out to bid; endorsing some or all suggestions, but defer implementation until funding is identified and procured; and/or rejecting the recommendations. The strength of consensus and the extent to which suggestions can be accomplished at little or no additional cost will likely influence the decisions.

Trees

Discussion: The current plans do not include new street trees as part of the project. Trees were cut from the design partly as a cost-cutting measure; partly because some members of the community felt they do not belong in this downtown setting; and partly because perceived maintenance issues outweigh perceived aesthetic benefits. Reasons cited are listed under “disadvantages” below.

At the February 2007 public meeting, there was a vote to remove all but six trees. Since then, those trees were also removed after comments by town department heads who had safety and maintenance concerns. Some community members see trees as a possible enhancement to the downtown.

What’s to be decided?

Should street trees be included in the project? Does an alternative exist that achieves the same objective without potential downsides?

What are the **advantages**?

- Trees can positively affect the aesthetics of a street.
- Some believe they create a more welcoming image of a downtown, and can soften an otherwise hard streetscape.
- Some studies show that pedestrians and shoppers spend more time on tree-lined streets than on those without trees, and economic activity has been shown to increase in downtowns when trees are added.

What are the **disadvantages**?

- It would cost \$2,000 to \$5,000 per tree, depending on what type of tree, tree grate, and tree protection are used.
- Long-term tree maintenance (pruning, etc., which would involve Town labor and maintenance costs, say \$100 per tree per year)
- Obstructions to business signs
- Obstructions to snow removal
- Limited space for trees in areas where the sidewalks are narrow
- Leaves in the Fall

My Preference would be:

- _____ No Trees
- _____ A few (4 to 6) trees at key locations
- _____ Trees lining Main Street between each new light pole

_____ Another way to achieve the same objective (example: privately financed trees in planters): _____

Additional Comments:

Street Lighting

Discussion:

The existing street lighting will be replaced within the Phase 1 project limits. The current scheme is to use poles of similar height to the existing ones, and at similar spacing (120' staggered). Using poles of similar height will provide opportunities for attaching flags and banners in the same fashion as the existing poles.

The type of light source will be metal halide. This produces very white light and it was chosen over other types mostly because of its excellent color rendition. The long term costs are higher than with other more efficient alternatives, but the Committee strongly feels the end result will make a lasting improvement to Main Street. LED lighting was investigated but rejected since it is still a few years away from being perfected for mainstream use.

The type of pole will be a new product that has a cast aluminum base and an extruded aluminum pole. The poles are unique in that they will have flanges on the sides that allow things like flags, banners and signs to be installed by the Town at various heights and configurations.

What are the choices?

There are 4 basic lighting styles that we are seeking input on. The final selection may be slightly different, but your input will help us decide on which basic style is preferred.

PLEASE SEE THE ATTACHED PAGE THAT SHOWS THE FOUR STYLES UNDER CONSIDERATION.

My Lighting Preferences would be:

(see attached lighting details)

A. _____

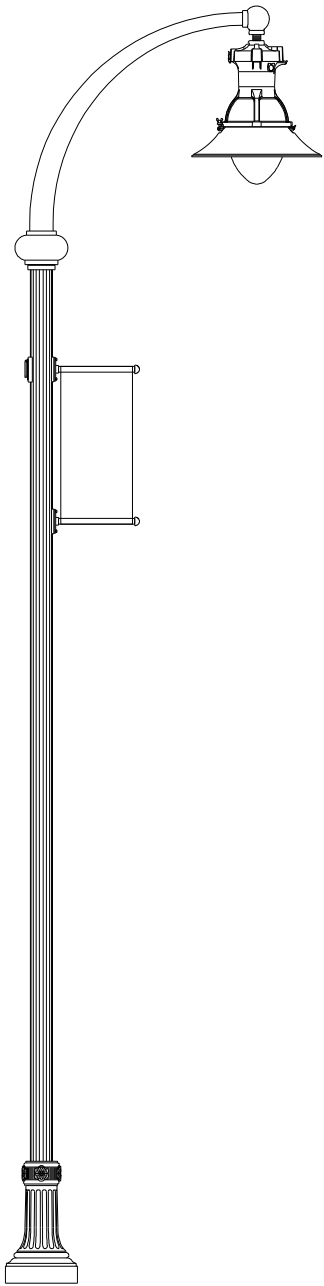
B. _____

C. _____

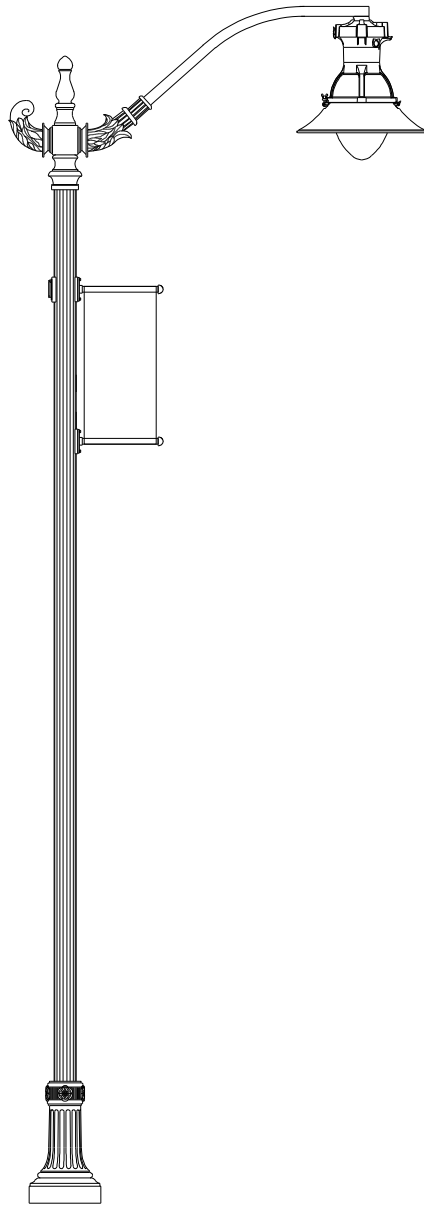
D. _____

What is it that you like about that style? _____

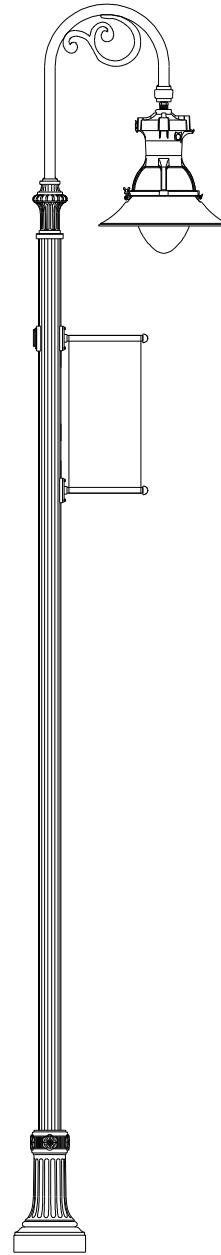
Additional Comments:



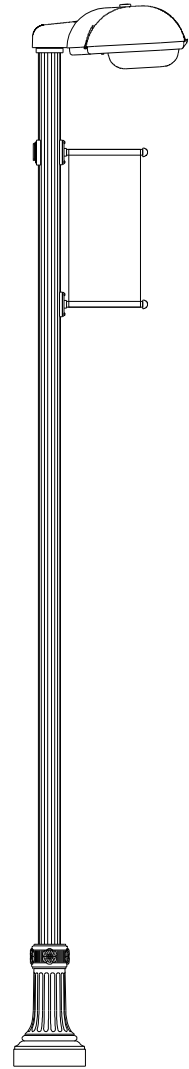
Option A



Option B

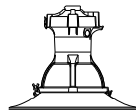


Option C



Option D

Note: The Options A, B, and C luminaire can be replaced with a shallow skirt design. (as shown)



Pole / Armature Selection
Littleton - Main Street

Sidewalks

What's to be decided?

The plans currently include all new concrete sidewalks and new granite curbing. The existing sidewalks are bituminous pavement. Concrete is seen as an upgrade because it is more attractive and more durable than asphalt.

At issue is whether to add any decorative enhancements, such as brick (or imitation brick) inlay, or imprinted concrete.

What are the choices?

- A.** Go with the basic cement concrete sidewalk design (and possibly add creative expansion / contraction joint patterns).

Advantages:

- Better looking than paved sidewalks
- Durable

Disadvantages:

- Not particularly decorative

- B.** Add stamped concrete decorative trim to the sidewalk

Advantages:

- Same material with a pattern added during finishing
- Stamped areas can also be colorized during curing

Disadvantages:

- Added cost (\$25+/SF)
- Prone to chipping and spalling from salting and plowing

- C.** Install Brick Inlay along the curb line (common)

Advantages:

- Best looking and most authentic finished product

Disadvantages:

- Long term maintenance and liability problem due to freeze – thaw cycles
- High cost (\$30 / SF)

- D.** Use Imitation Brick Inlay Patterns

Advantages:

- Less expensive, but more stable than bricks

Disadvantages:

- Can look fake
- Difficult matching patched areas

My Preference would be:

A. _____

C. _____

B. _____

D. _____

Crosswalks

What's to be decided?

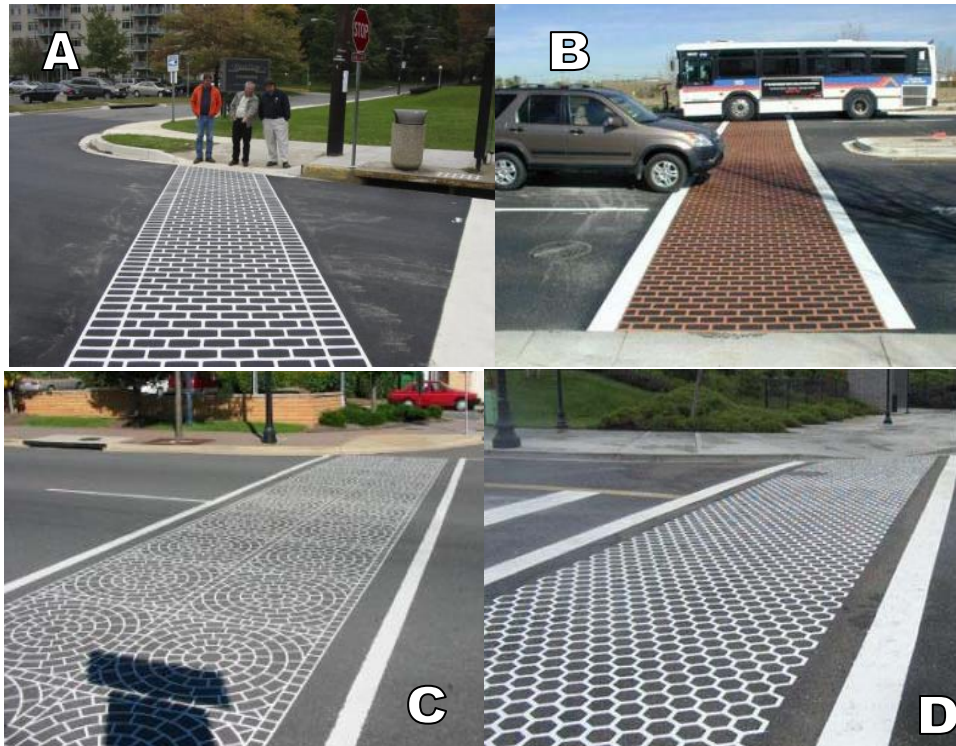
There is a desire to enhance the standard painted white line crosswalks by adding some type of textured and colored infill between the white lines. The intent is to make the crosswalks more visible and recognizable. To do this, the material must be both visible and durable.

1. **Inlaid brick** is not an option due to the high truck and motor vehicle traffic as well as the effects of freeze/ thaw cycles.
2. A product known as “**Streetprint**” is not an option because the color is painted on the textured surface and under the Main Street traffic volumes the expensive epoxy paint would require re-application twice a year.
3. **DuraTherm** consists of imprinting a pattern of grooves into the new pavement, and then filling the grooves with a brightly colored therma-plastic inlay. The result is very visible and very durable.
4. **Imprint** is a hot poured material that is imprinted with a pattern before it cools. It is placed in a $\frac{3}{4}$ ” depression in the new pavement. The result looks like brick or cobbles, though not quite, and it is very durable, though not quite as flexible as DuraTherm. The installed cost is considerably higher than DuraTherm.

Our recommendation is to use **DuraTherm**, or do nothing between the standard white lines.

The remaining choice is to pick a pattern and color. More examples of these choices can be found at the manufacturer’s web site: www.integratedpaving.com.

The photos that follow show a few examples:



My Crosswalk Preference would be:

A. _____ White brick pattern between white lines (which are not shown in the photo).

B. _____ Red brick pattern between white lines.

C. _____ White decorative pattern between white lines.

D. _____ White hexagons between white lines.

E. _____ No pattern Between the white lines (NHDOT Standard).

IS THERE ANYTHING ELSE YOU WISH TO COMMENT ON AT THIS TIME?

WOULD YOU BE INTERESTED IN VOLUNTEERING YOUR TIME TO HELP WITH IDEAS AND ACTIVITIES TO HELP MAIN STREET MERCHANTS PREPARE FOR AND ENDURE THE CONSTRUCTION PERIOD? _____

Name _____

Thank you for participating in this survey! **Please return it to Chuck Connell, Town Manager by April 29th.**

If you have technical questions related to the information in this survey, please email Greg Bakos, the Consulting Engineer, at: gbakos@vhb.com.