

The Williamsburg Mill River Greenway



A Common Pathway for the Whole Community

Greenway Connector Concept and Design Criteria

Mill River Greenway Committee

Town of Williamsburg

Greenway at Safety Complex and Town Common



The Hilltowns Gateway to the Mass Central Rail Trail in Williamsburg Center

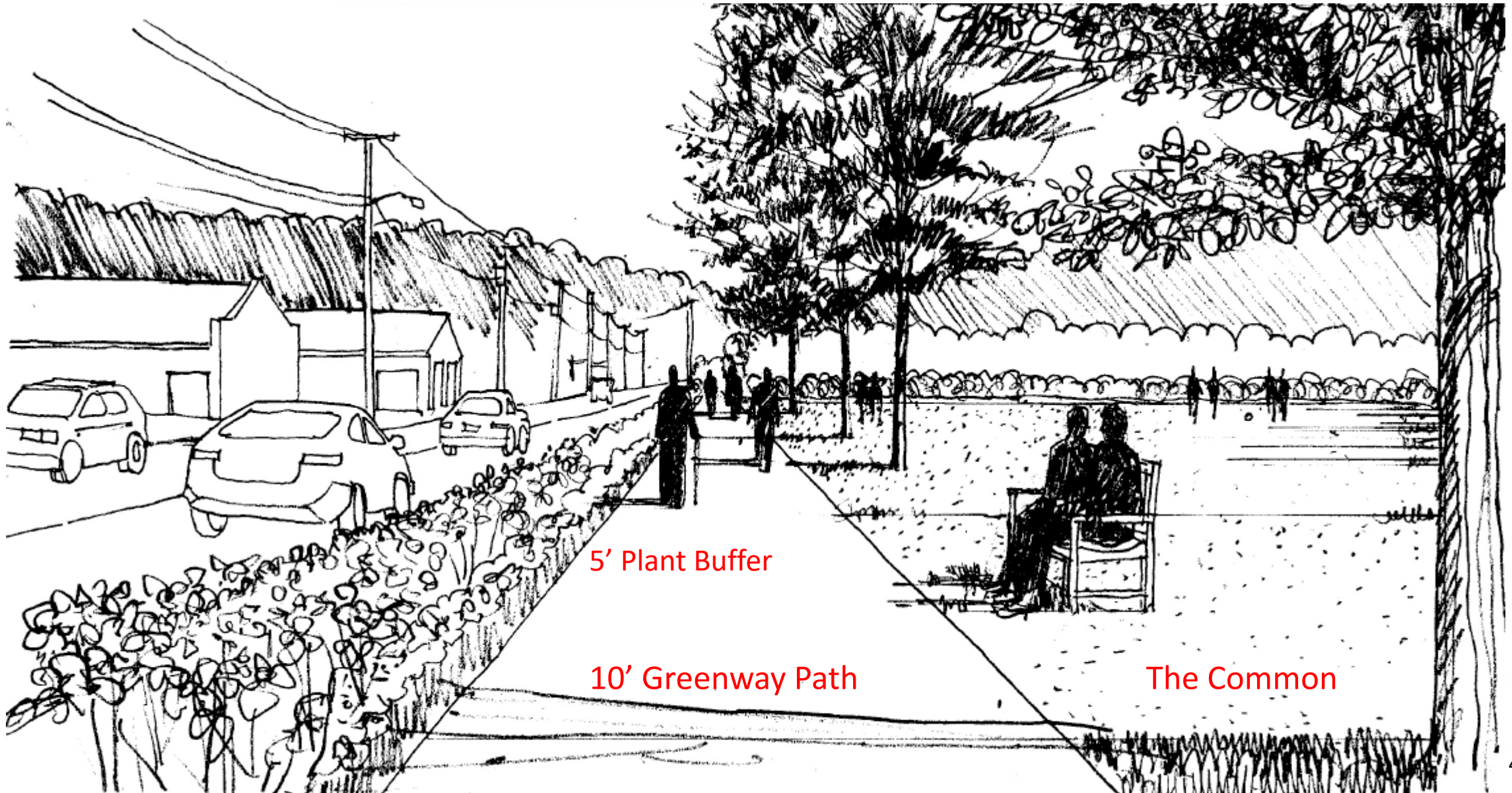
Town Common/ Public Safety Complex Gateway



“Community Revelation Day”

Real Scale Mock-up of the Path.

Greenway View East at the Town Common



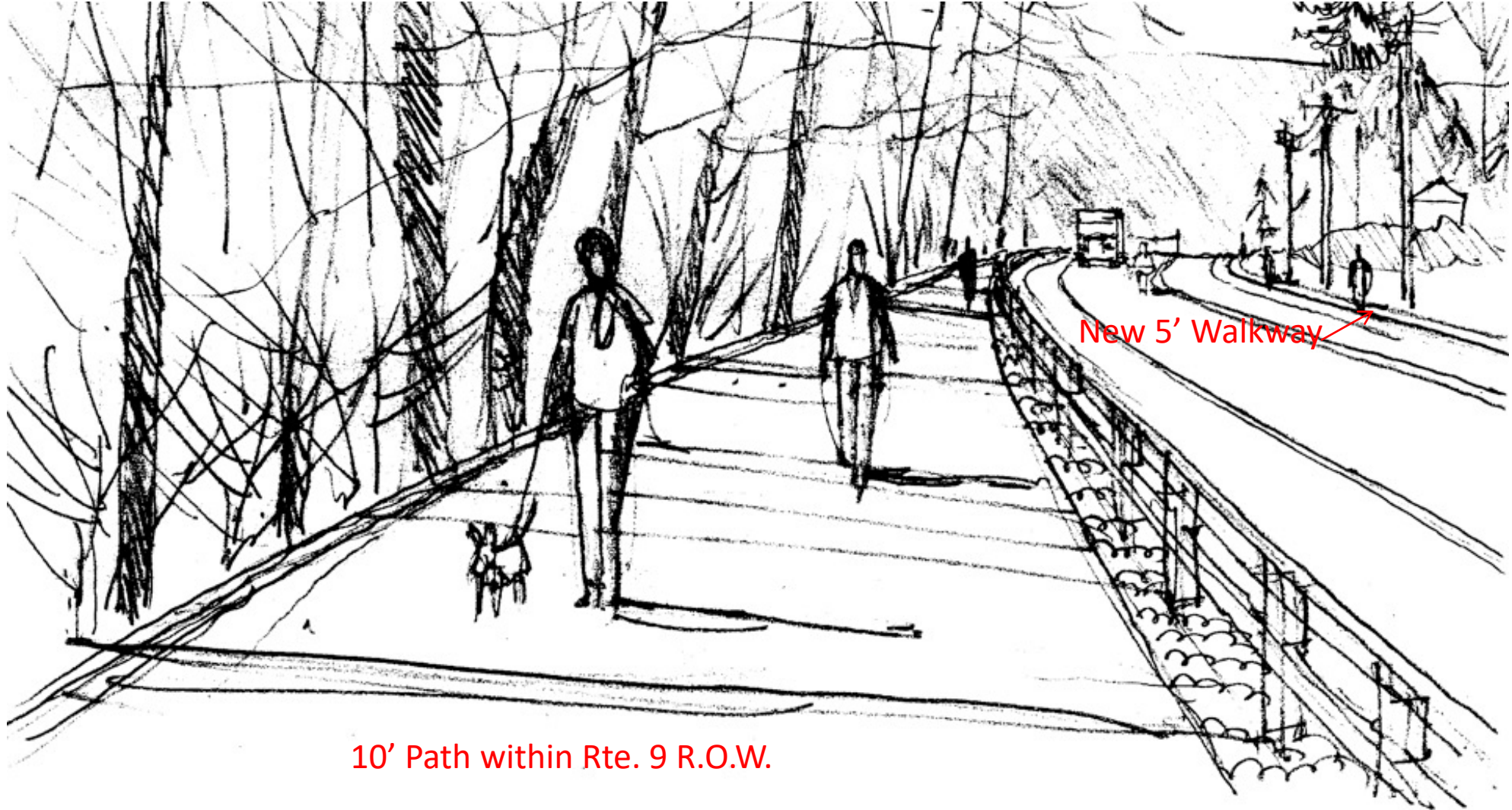
Lashway to Village Green



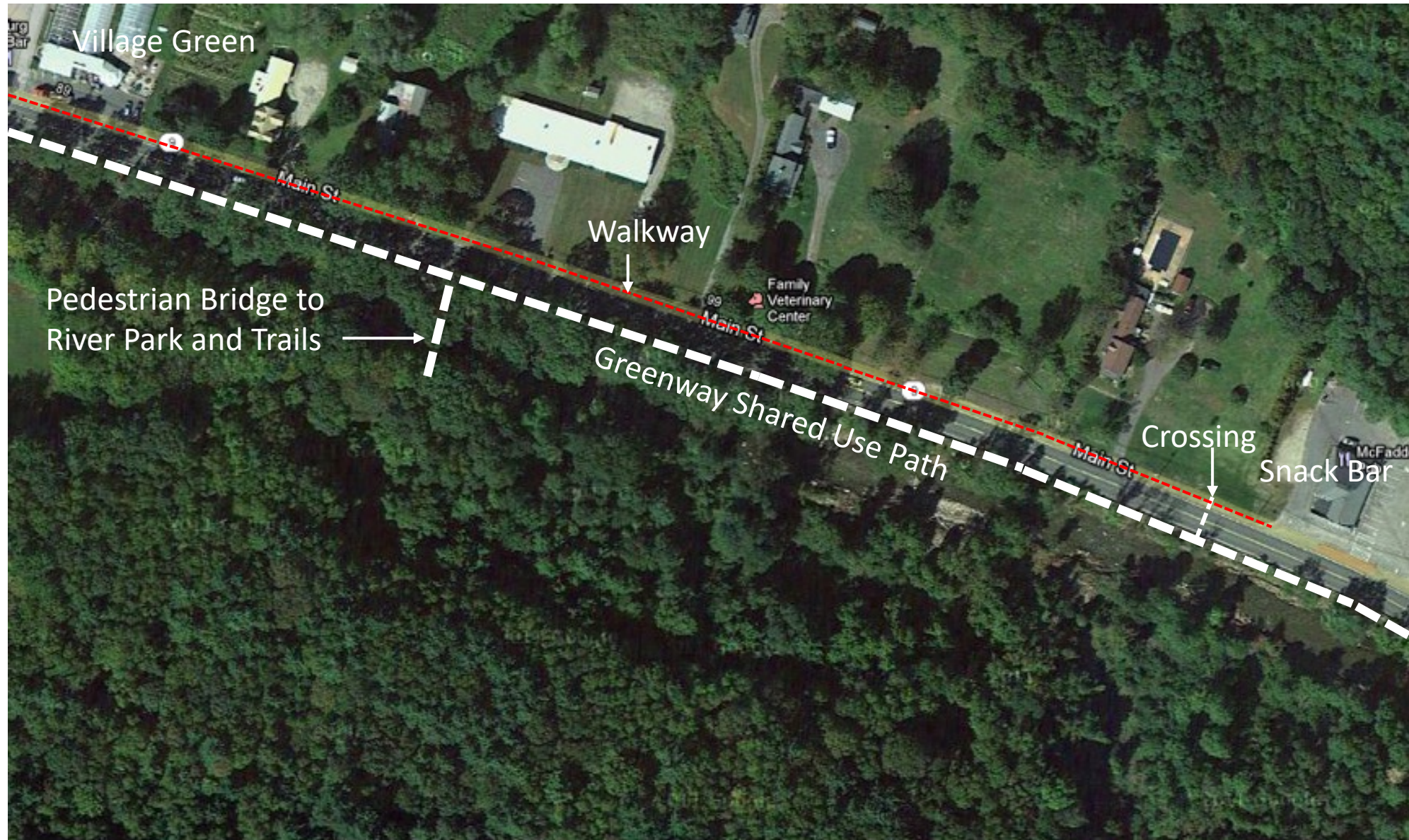
Rte. 9 West at Lashway Logging



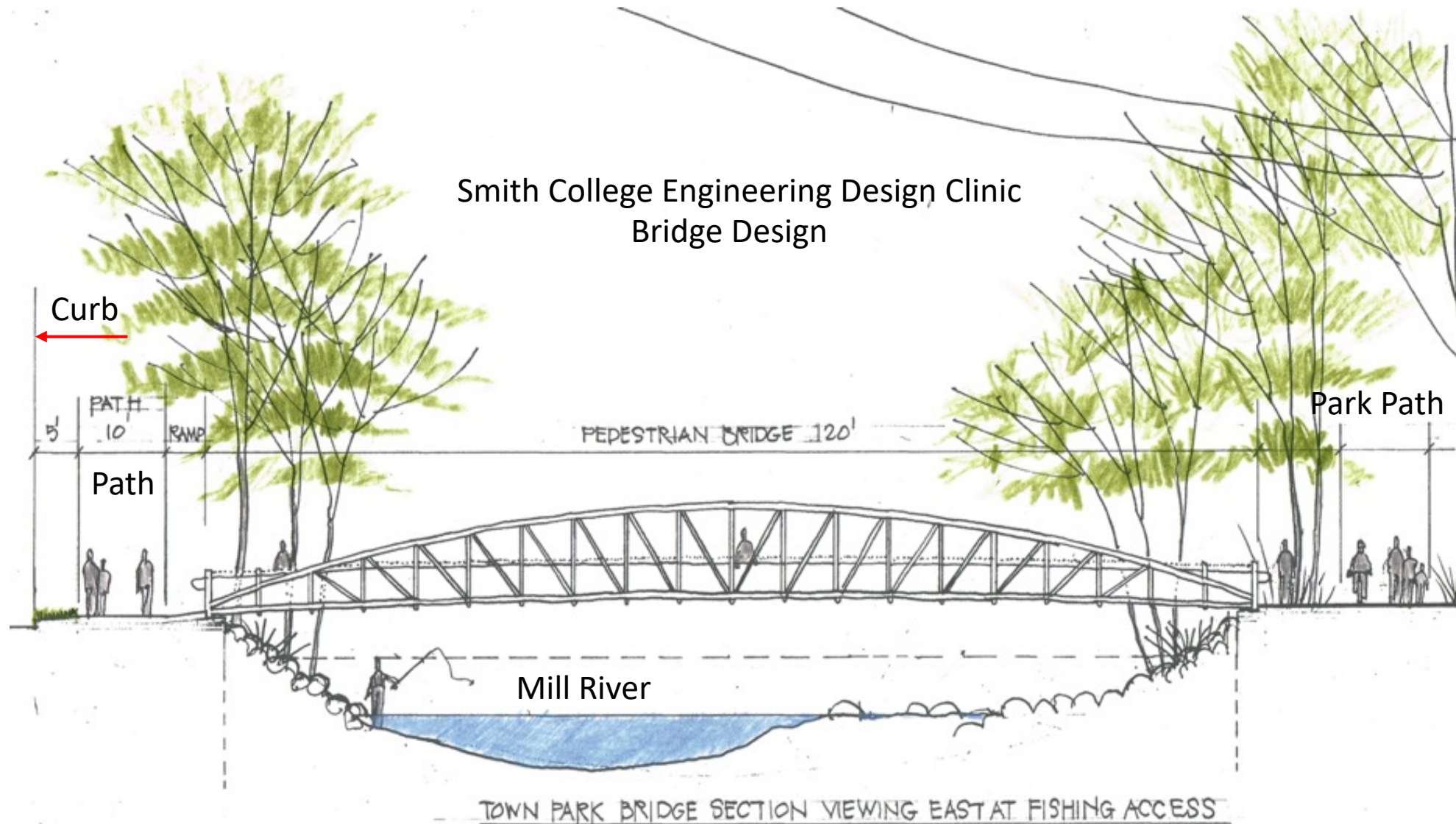
Greenway West at Lashway: Concept Sketch



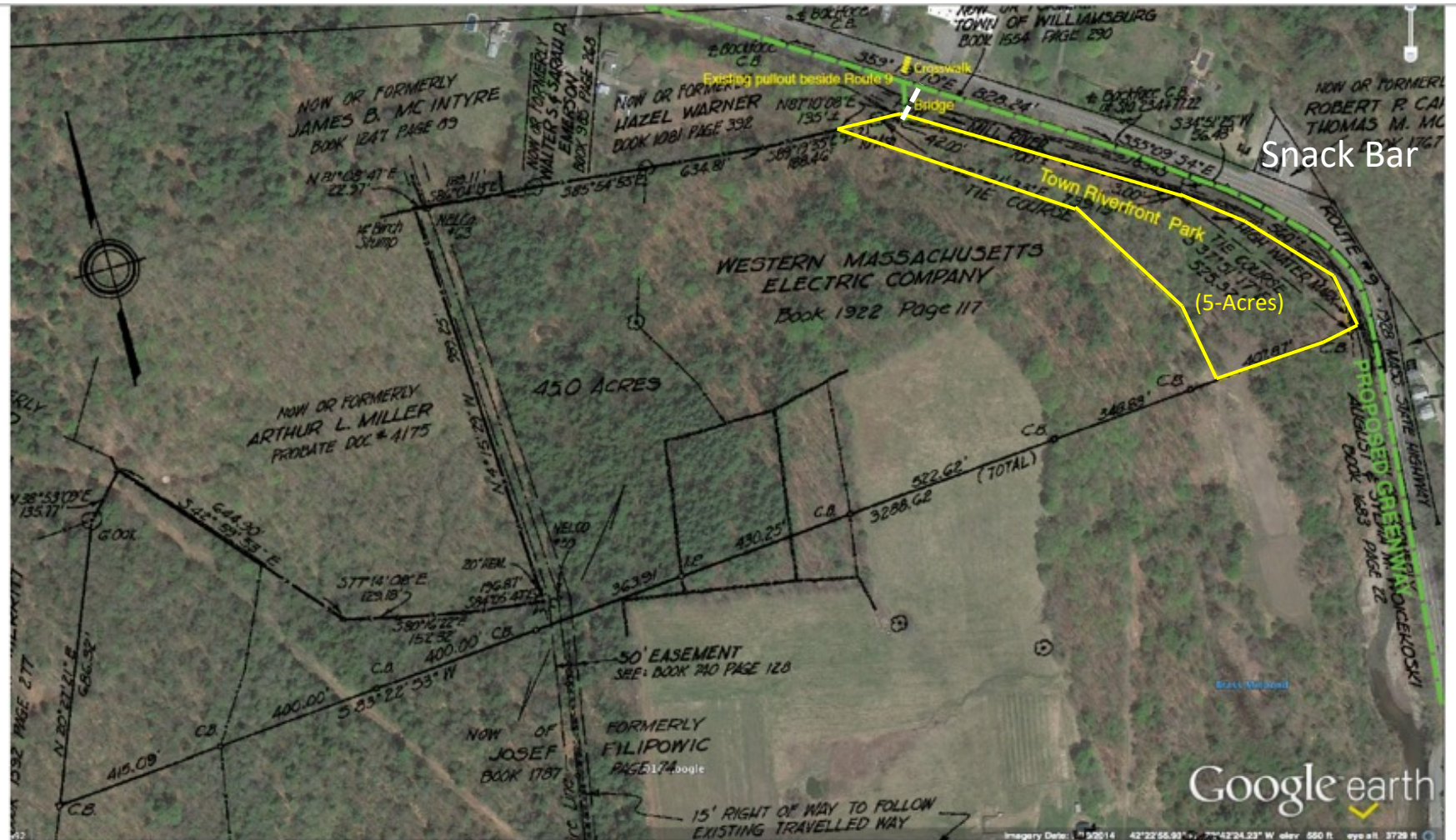
Village Green to Snack Bar: Concept Plan



Pedestrian Bridge to Town Park



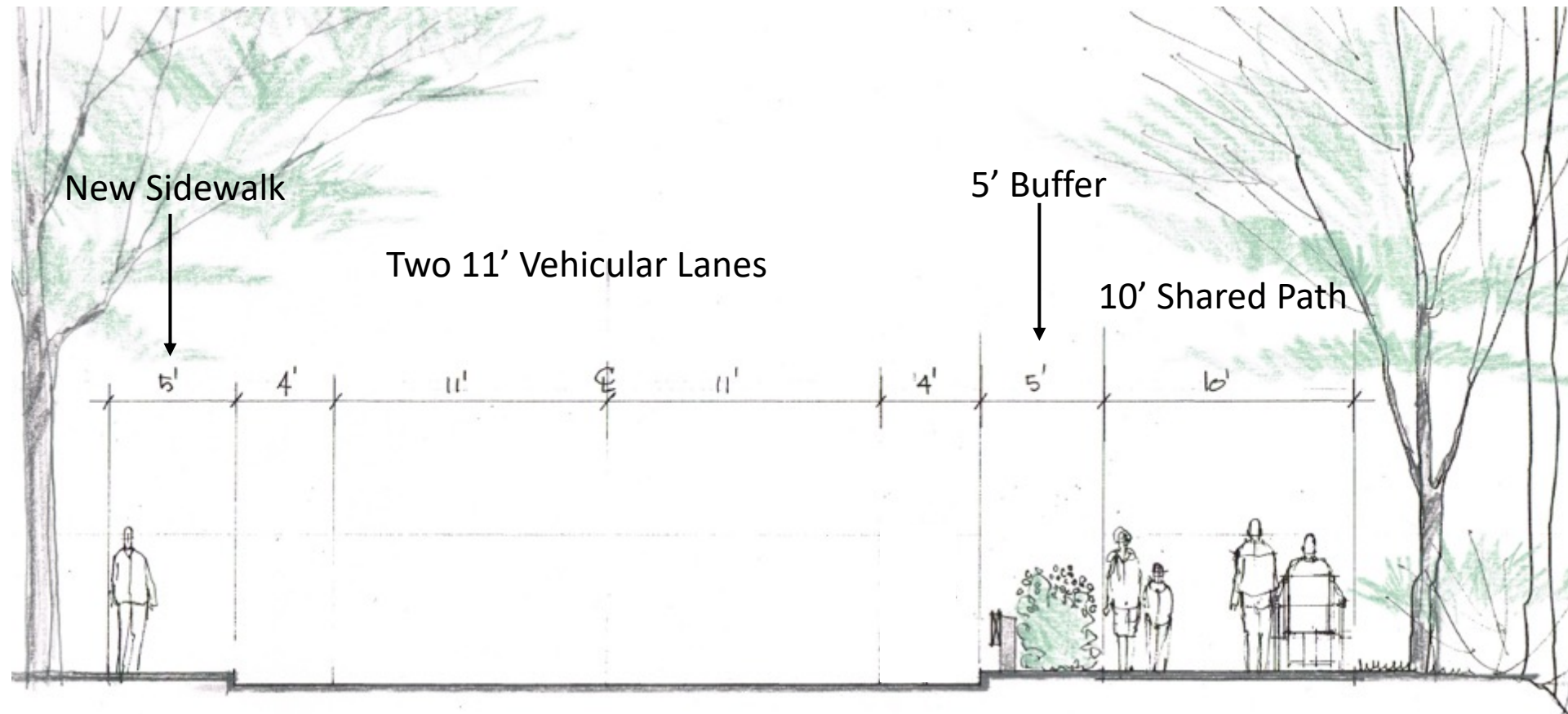
New 5-Acre Waterfront Park



Draft Boundaries of Potential Park on Land of
Western Massachusetts Electric Company
off Route 9, Haydenville, MA

Prepared by Eric Weber for Williamsburg Mill River Greenway Committee August 29, 2017
Google Earth imagery May 10, 2014

Typical Route 9 Section: East Toward Snack Bar



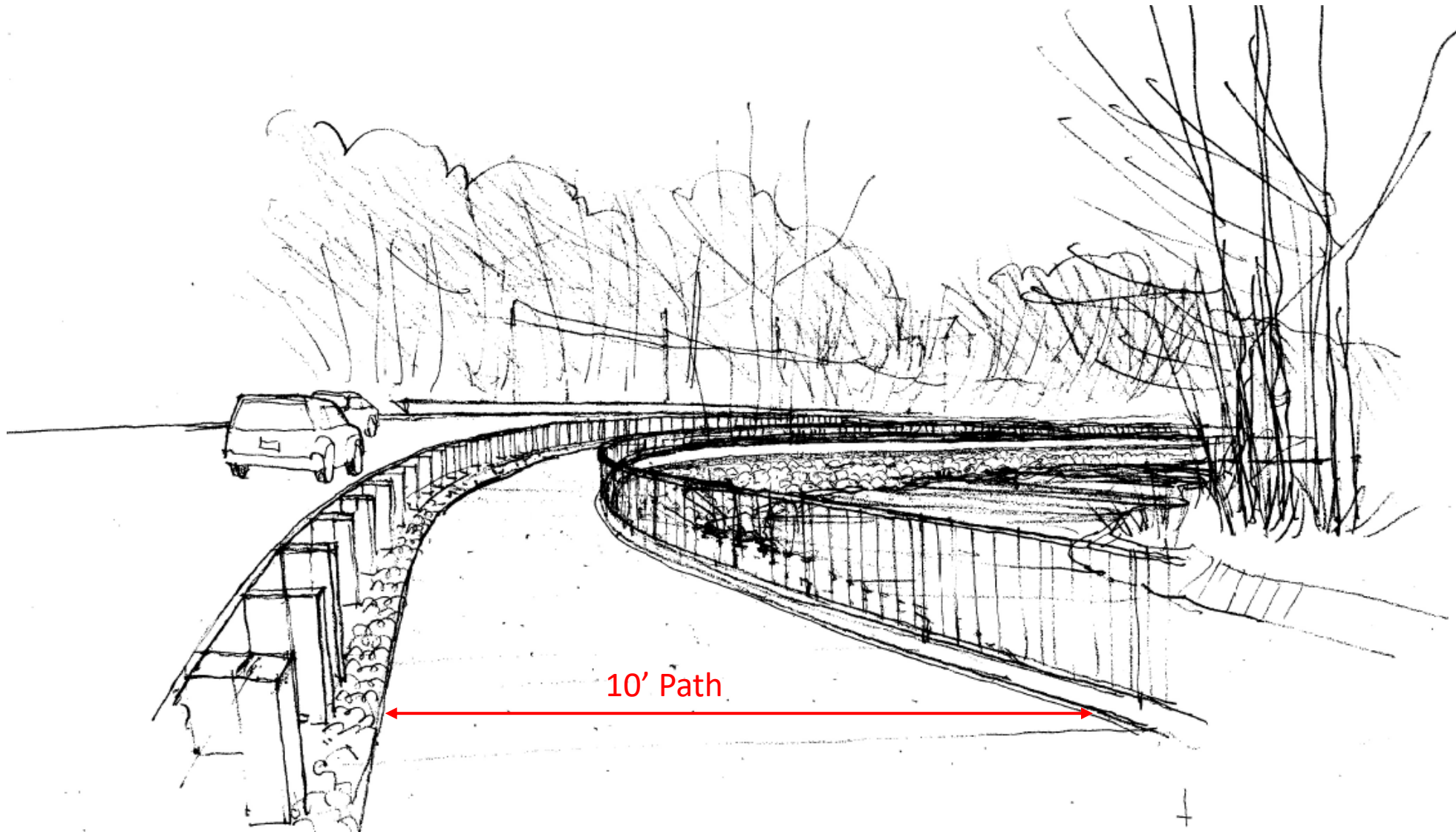
Snack Bar to River Bend



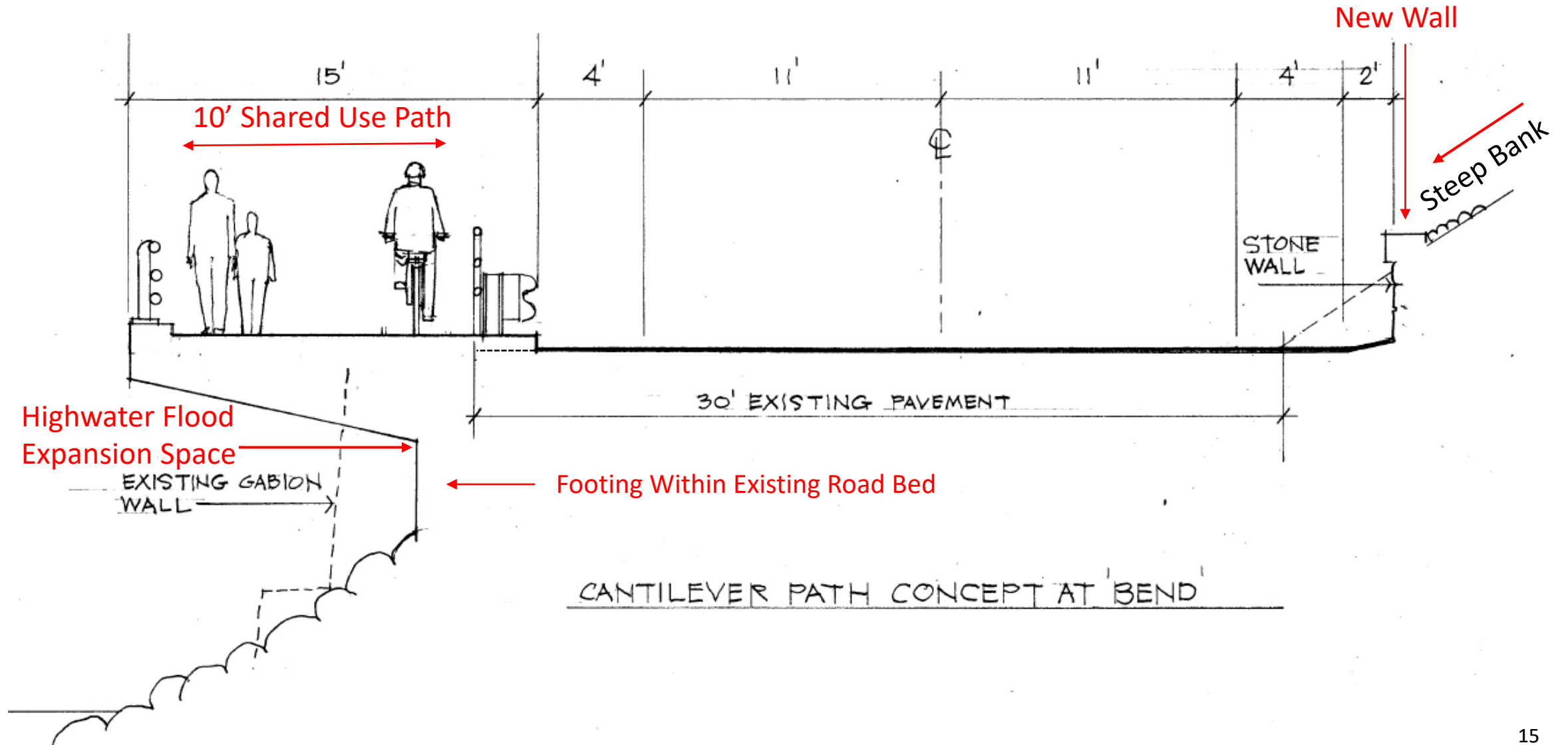
Snack Bar Bend to Brassworks



Cantilevered Greenway Path at Snack Bar Bend



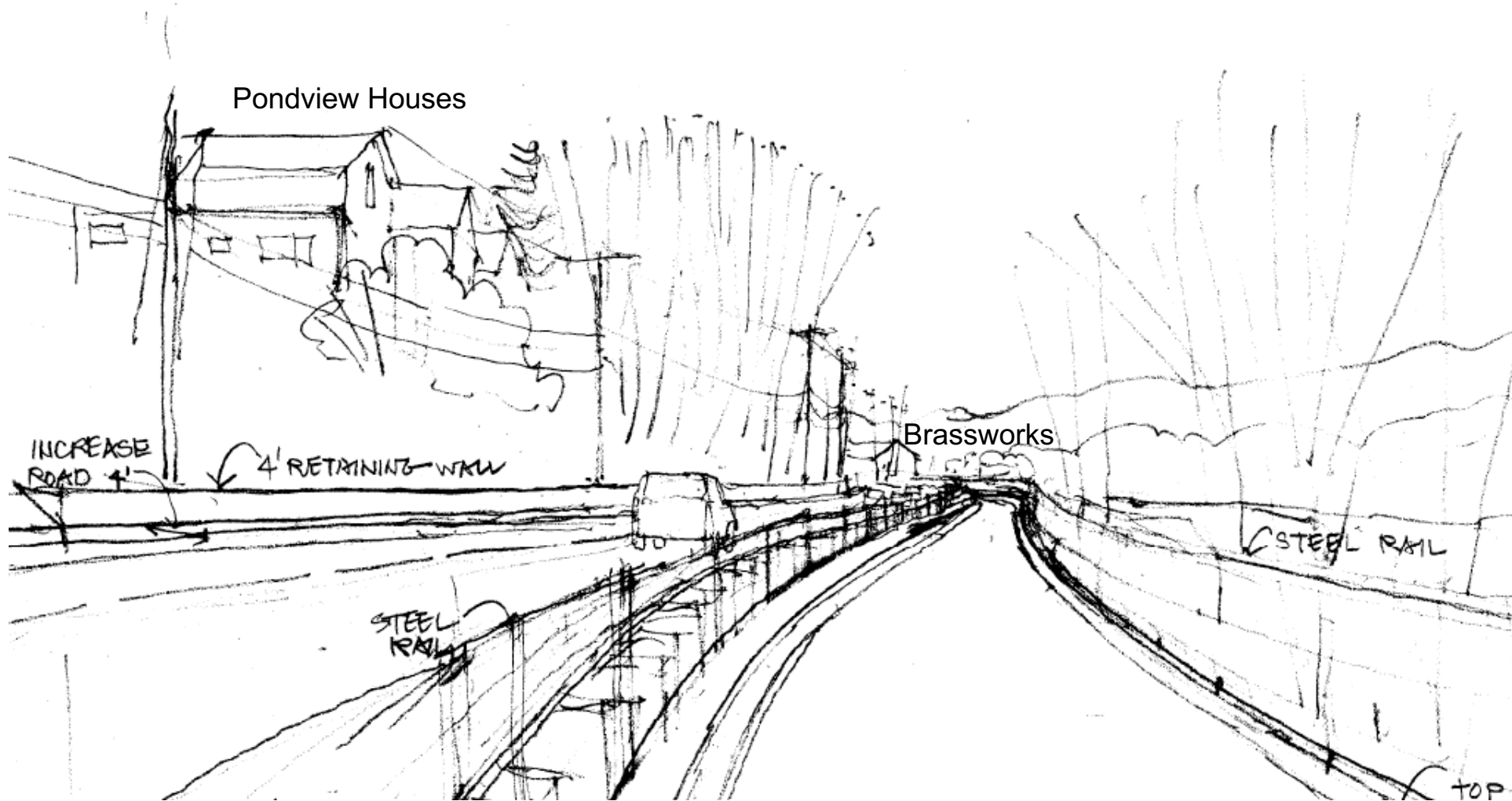
Cantilever Path at Snack Bar Bend Embankment



Rte. 9 East at Pondview Drive Houses



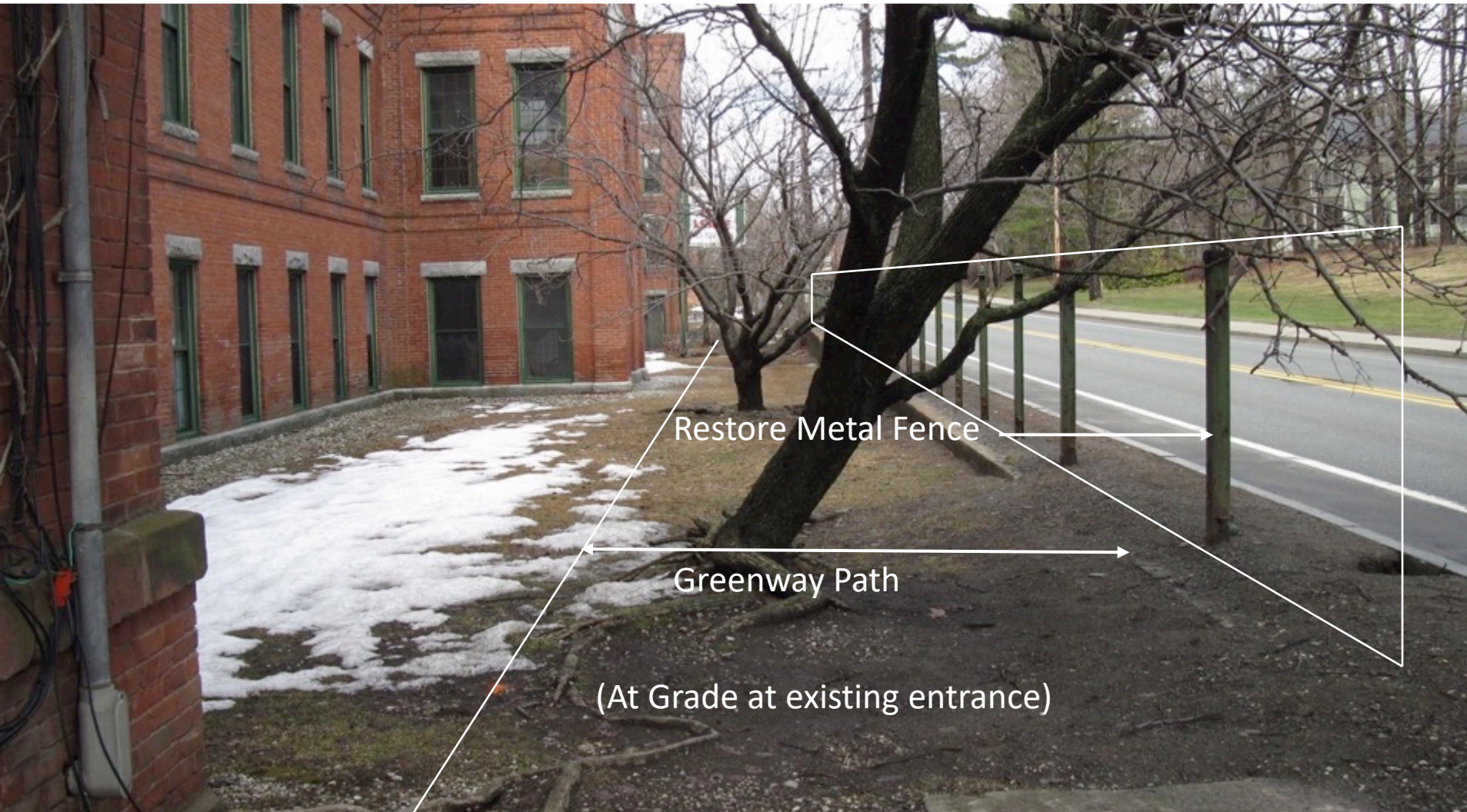
Greenway East at Pondview Houses To Brassworks



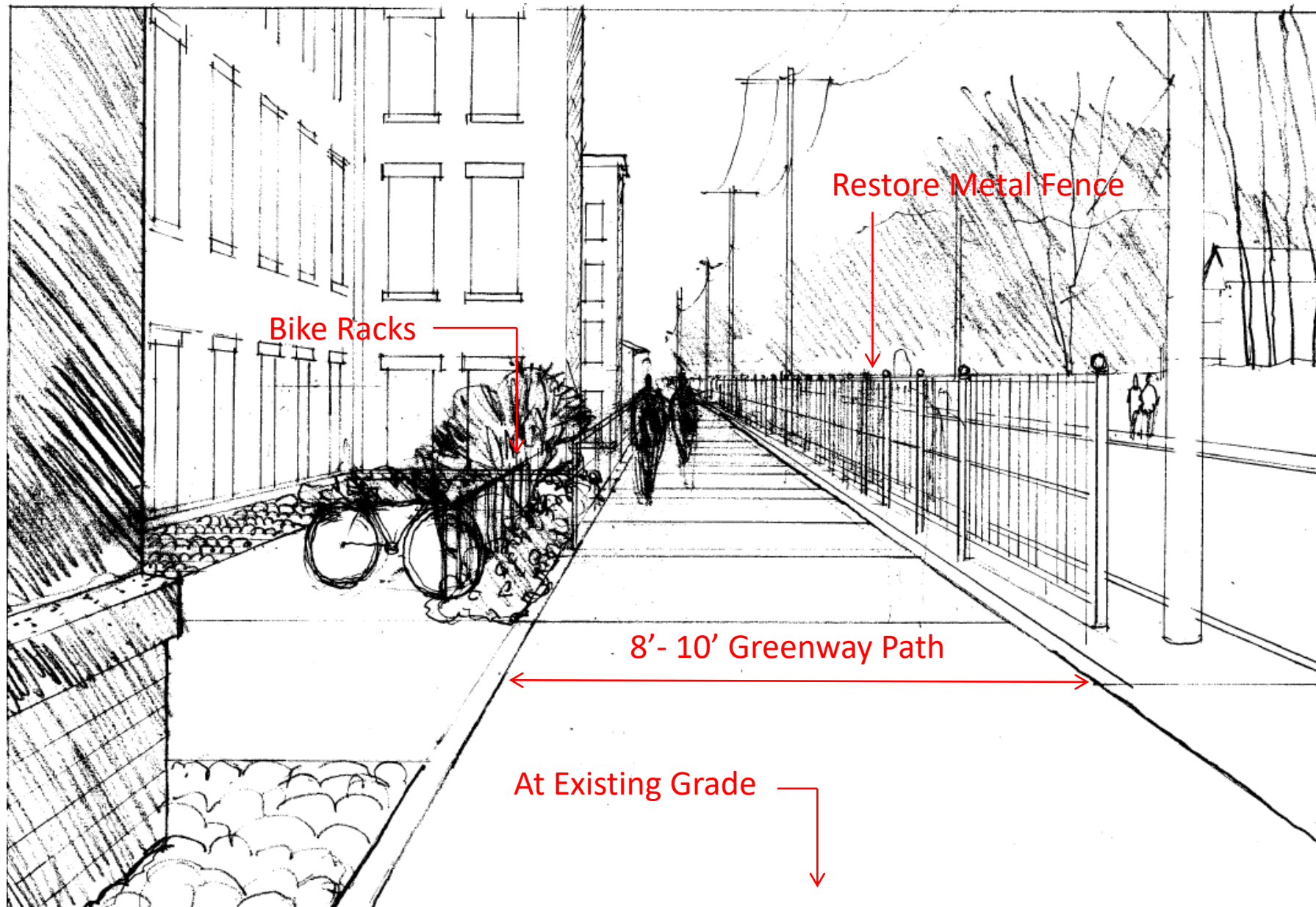
Brassworks to South Main St. Bridge



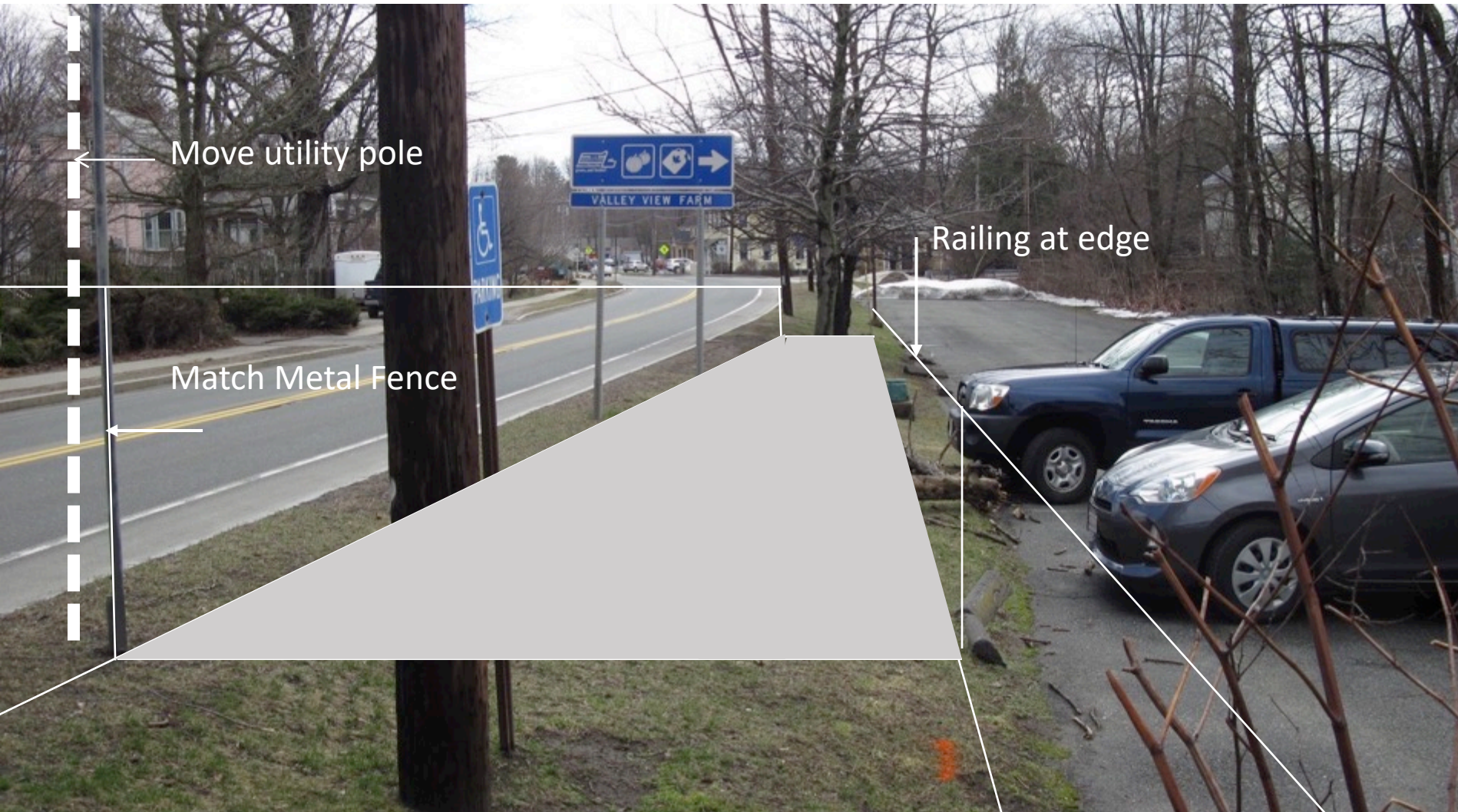
Greenway at Brassworks Entrance



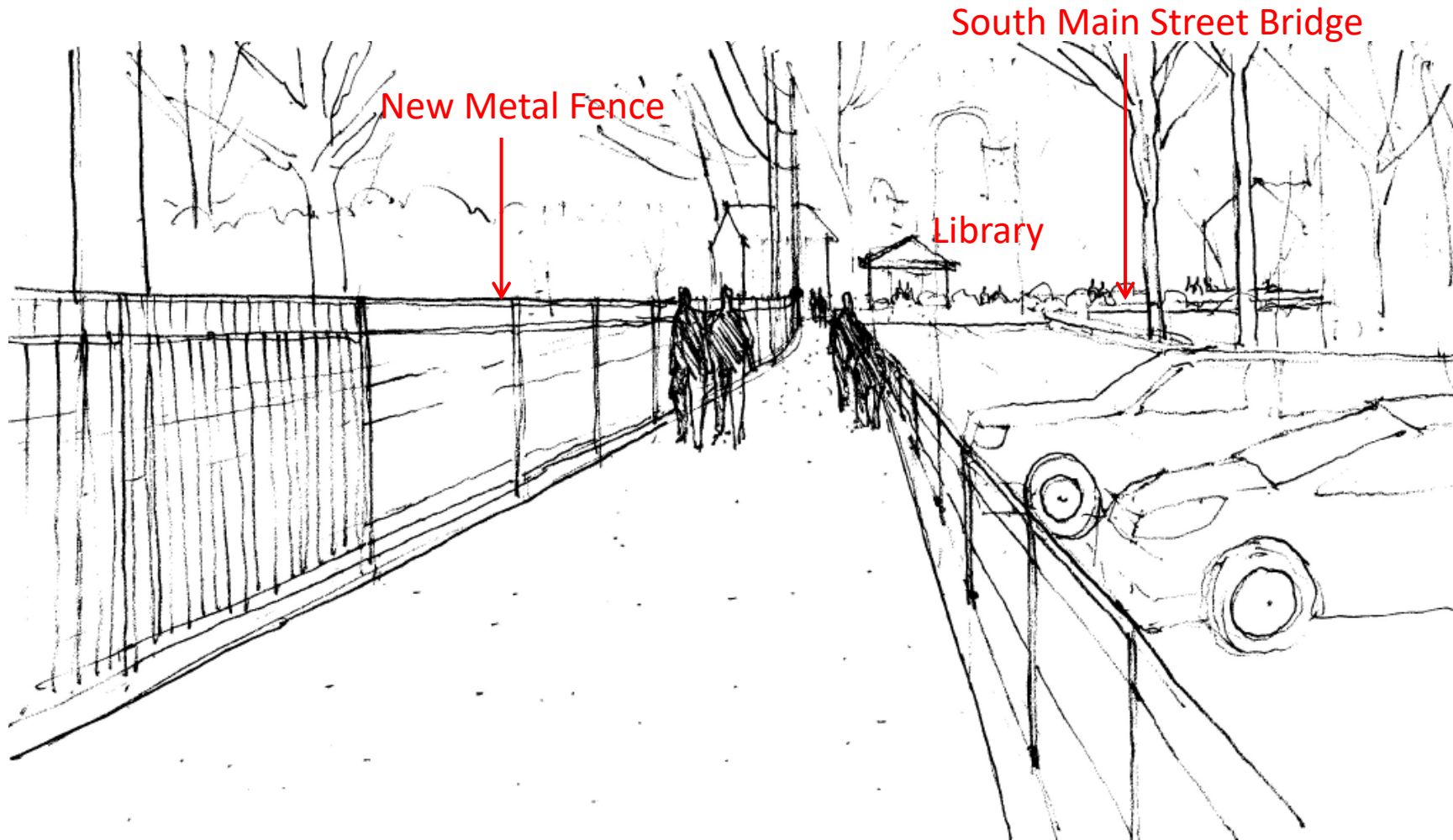
Greenway at Brassworks Entrance

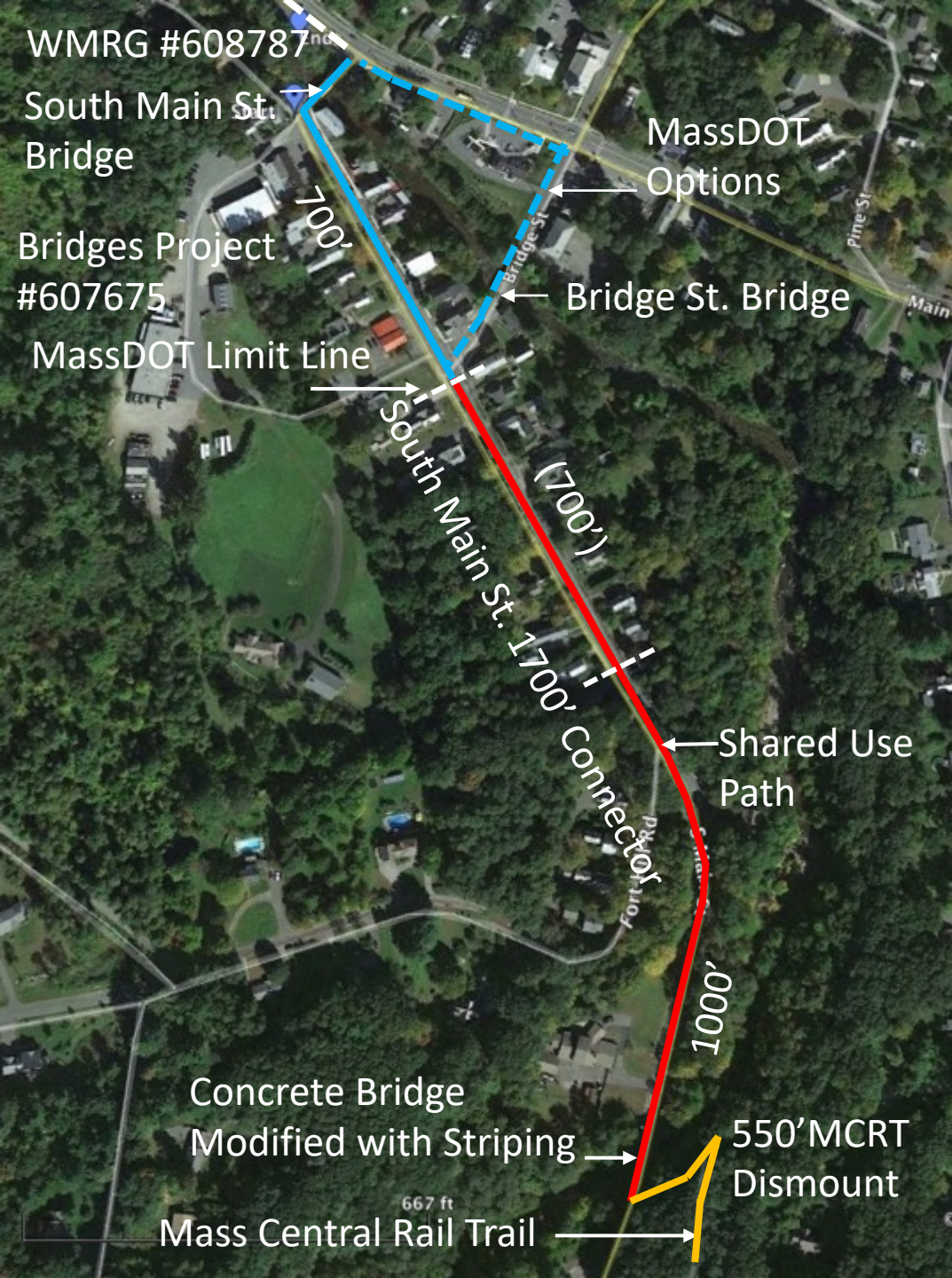


Greenway at Brassworks Parking Lot: Sketch Study



Brassworks Parking Lot Adaptation Concept





South Main Street To MCRT

- Create New 1,700' Shared Use Path.
- Provide 10-13 Optional On-Street Parking Spaces Within 700'.
- Install Separated Bike/Ped Lane + a Controlled Vehicle Traffic Lane on Concrete Bridge.
- Improve Mass Central Rail Trail Access via ADA Compliant Dismount.

South Main St. at Bridge St. Viewing North



Design Concept is confined within existing South Main Street Right-of-Way (R.O.W.).

Illustration shows relocation of Utility Poles and a green buffer for small tree planting.

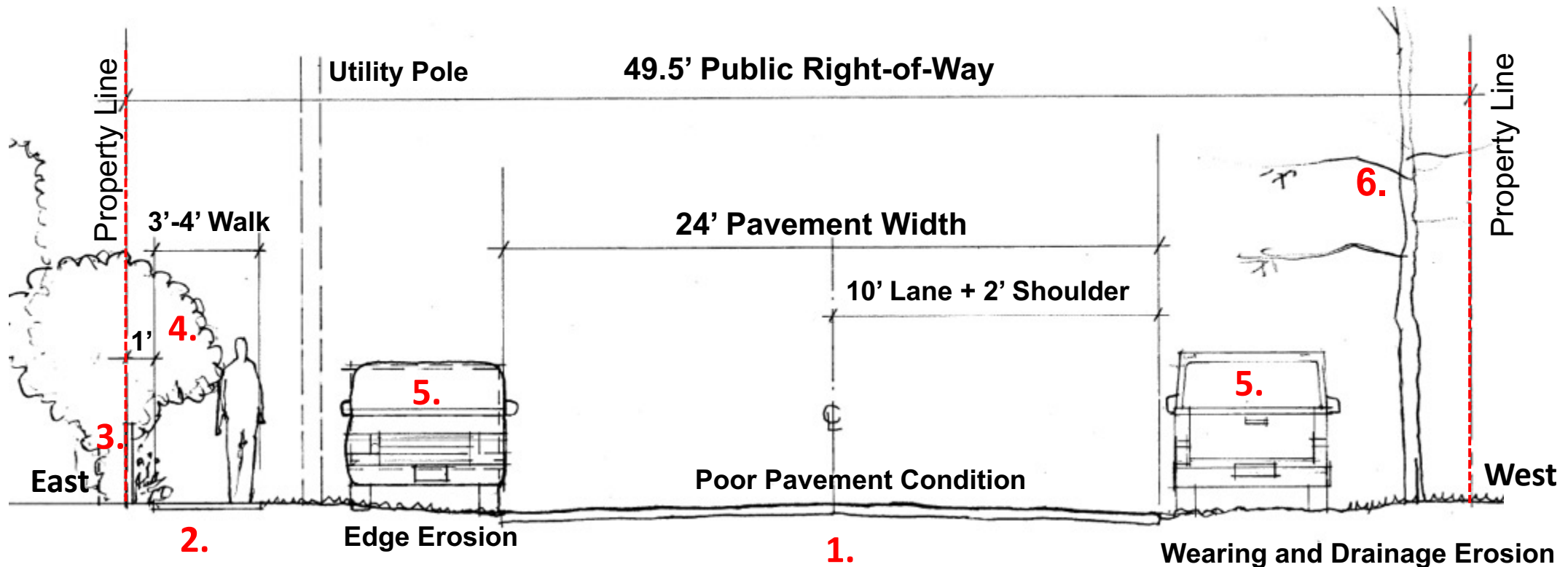
Water line has been moved to the west side of the road.

Lower South Main Street Section: Existing Conditions

Bridge Street to Fort Hill Road

Key:

1. Uneven Pavement with Limited Drainage
2. Non-ADA Compliant Uneven Walkway.
3. Fences within R.O.W. Zone.
4. Typical Shrub and Tree Overhang.
5. Parking on Grass Shoulders Causing Silty Run-Off
6. Dying Trees At Parking Areas due to Compaction.



South Main Street: Time Line Excerpt

Planning Goal:
Restore Clarity and Pedestrian Accessibility along Lower South Main Street.



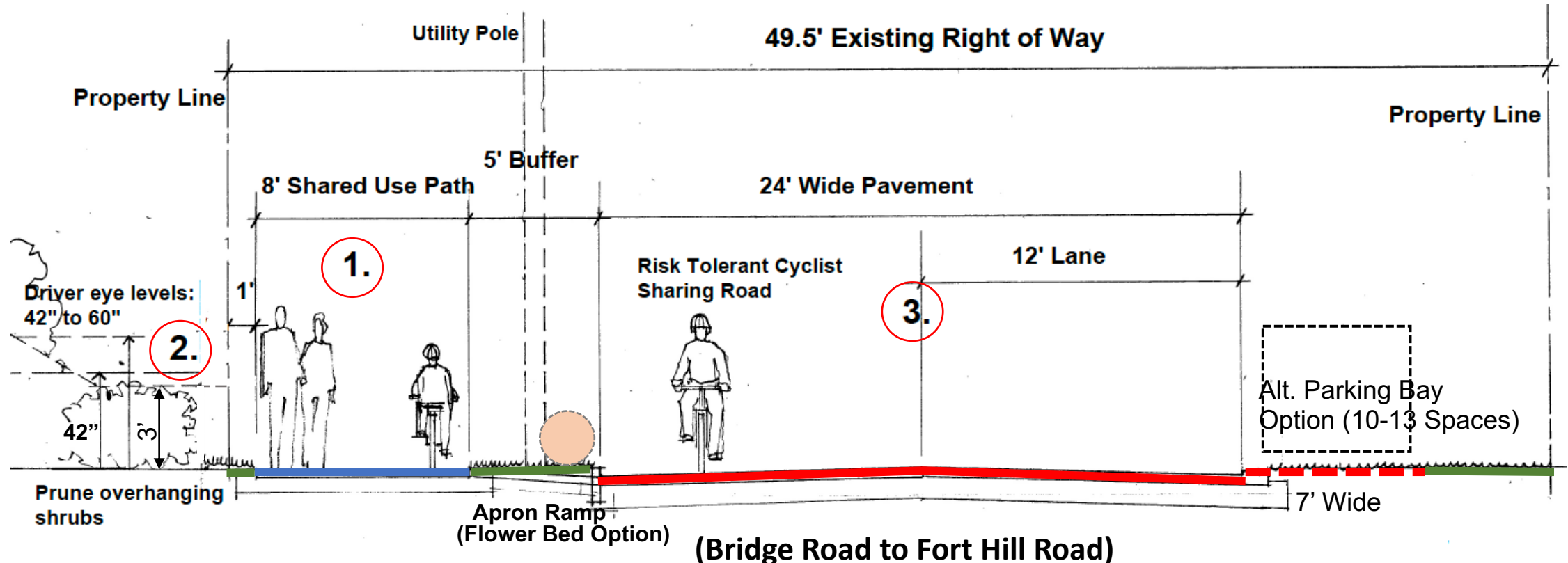
2013: Very open walkway along the street with good sightlines at driveways. No on-street parking and low traffic volume.



2023: Dramatic change in sidewalk accessibility with foreshortened sightlines at driveway edges due to tall fences and plantings along the walkway.

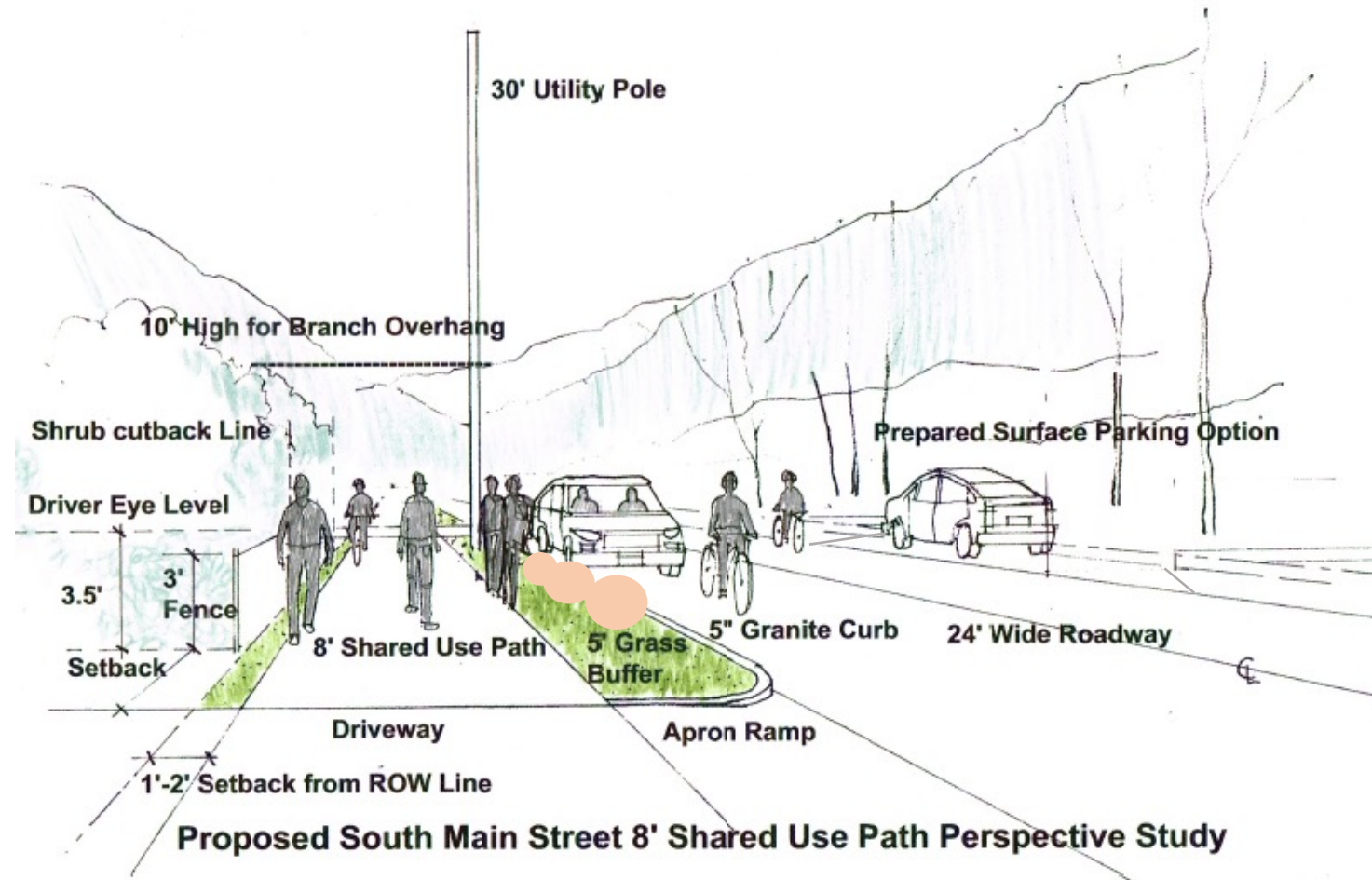
Shared Use Path Section: Lower South Main Street

1. Provides an 8' Shared Use Path to fully accommodate Mass Central Rail Trail users.
2. Restores visual sightlines at driveways and pathway edge for safety.
3. Maintains a 24' wide fully rebuilt roadway base and pavement to support heavier vehicular traffic and road sharing cyclists.



South Main Street Shared Use Path Sketch

- Granite Curb controls parking, organizes curb cuts and promotes pedestrian safety.
- Pruning overhanging and encroaching branches opens sightlines and allows for winter equipment.
- Town Highway Superintendent and Tree Warden will work with abutters to remediate conditions that encroach on the ROW, impede pedestrians, or do not comply with Bylaw requirements.
- A prepared parking pull-off option to mitigate erosion and silty runoff.



South Main Street Connector Design Elements With Parking Option

SMALL STREET TREES

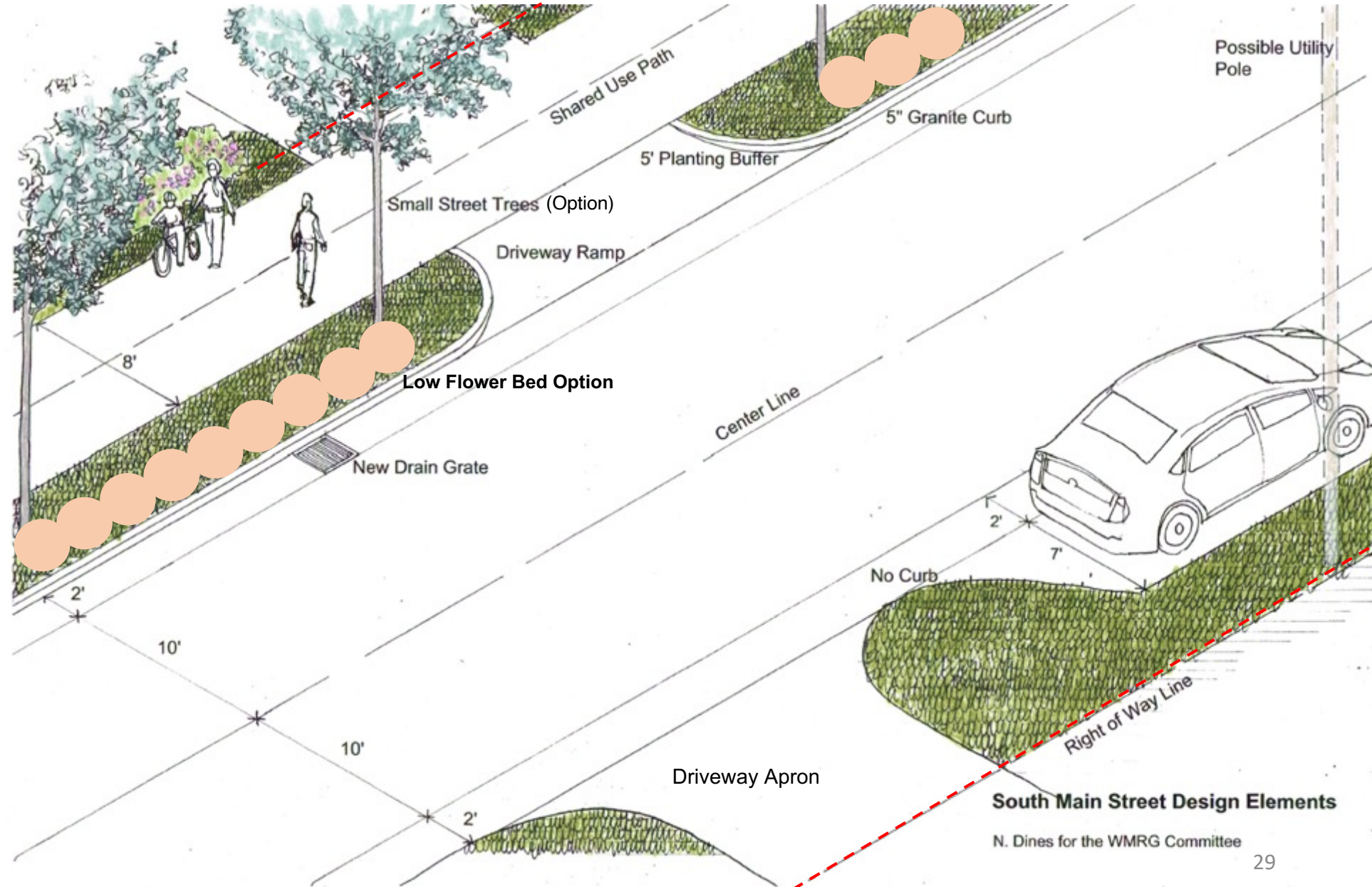
8' PATH REMAINS ON ONE PLANE AT DRIVEWAY APRONS

5' PLANTING BUFFER

2' SHOULDER

10' TRAVEL LANES

PARKING ON WEST SIDE. (10-13 SPACES)



South Main St. at Ft. Hill Road Intersection



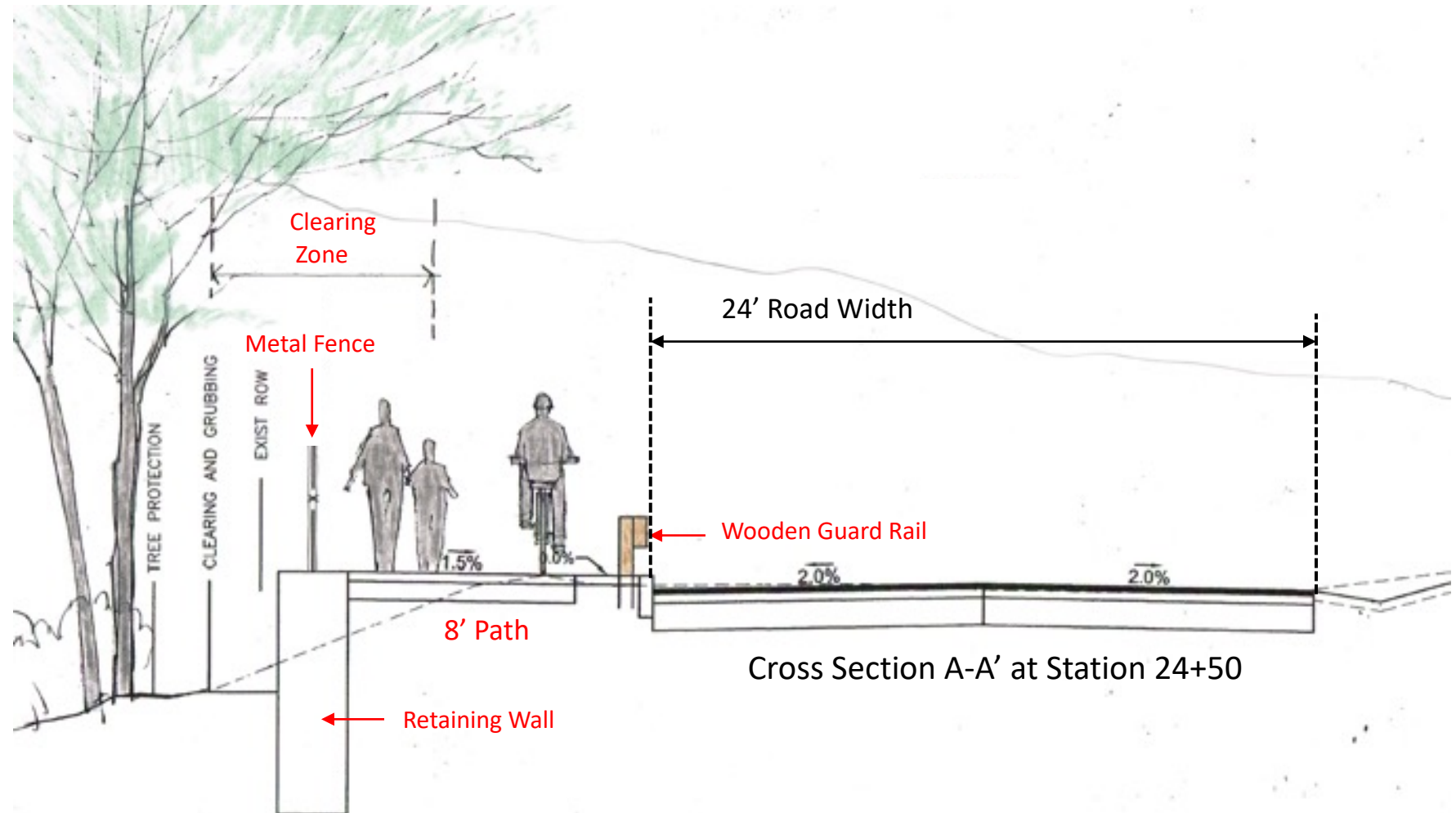
Fort Hill Road Intersection to Concrete Bridge



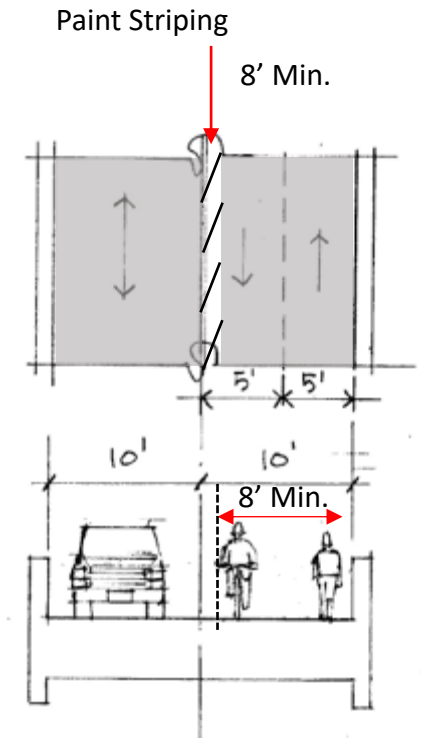
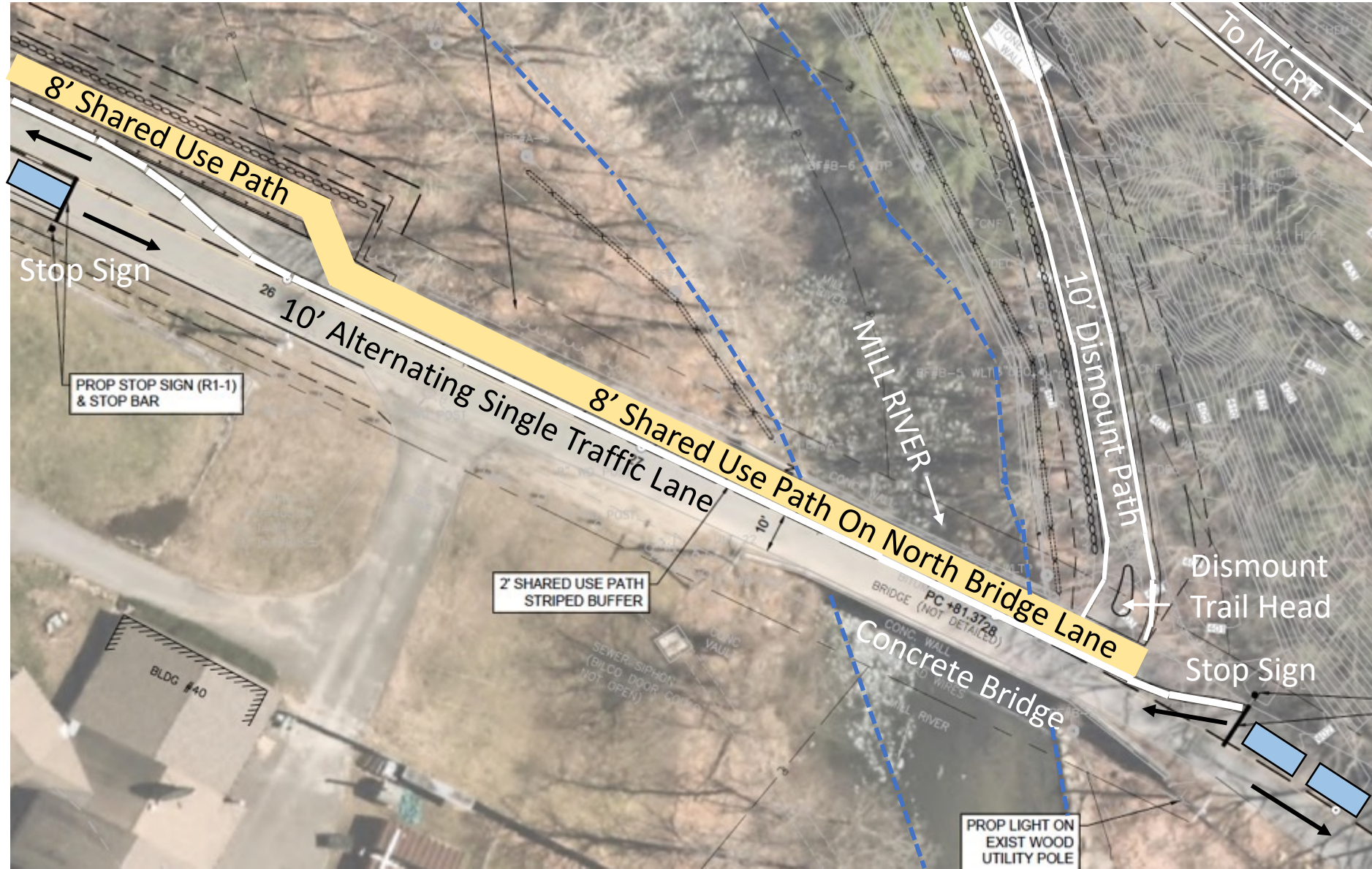
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Connector Path Link From Fort Hill Road to Concrete Bridge

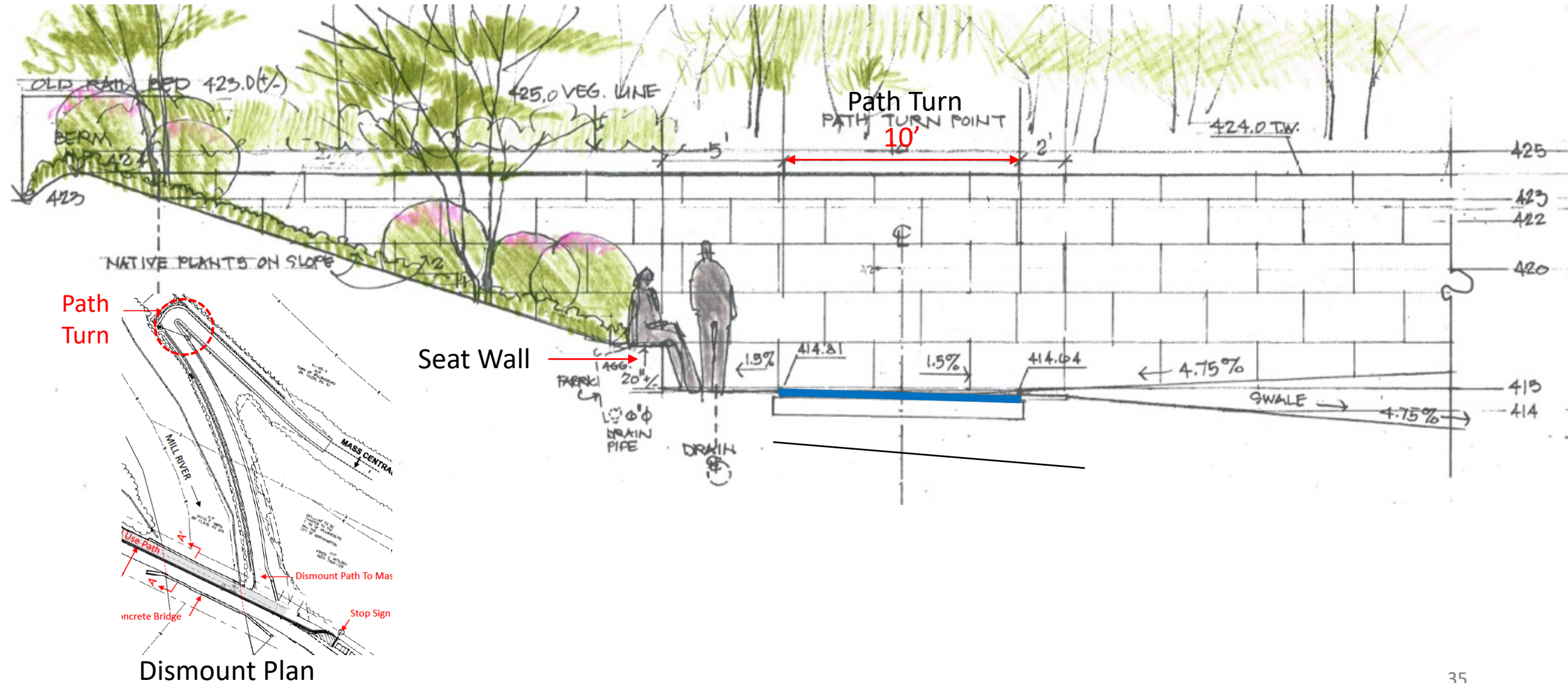


Striped Concrete Bridge to Accommodate Path



Concrete Bridge:
Plan & Section

Seat-wall at Dismount Path Turn/ Rest Area



The South Main Street Connector Improvements Will:

- Install a fully accessible Shared Use Path with clear sight lines for safety by pruning of shrubs and trees within and over the right-of-way and remediation of obstructing elements.
- Fully reconstruct the 24' roadway within the existing ROW and calm traffic with speed tables, while improving drainage to reduce siltation.
- Provide a smooth road surface for vehicles and bikes while accommodating an off-road path for those requiring separation from vehicular traffic.
- Define curb cuts with a granite edge to manage vehicle access and pedestrian safety.
- Coordinate new water line tie-in construction.
- Provide snow clearance by Highway Department (Chapter 90 equipment grant program).
- Provide new tree plantings (where suitable) in memory of the Mill River Flood victims.
- Provide final connection to the Mass Central Rail Trail and close the gap to the Williamsburg Mill River Greenway at the Brassworks.
- Connect to the MCRT Dismount at the Concrete Bridge with striping and signing until a replacement bridge can be procured.

The lower South Main St. Connector and MCRT Dismount projects are funded, documents are completed, and both await final permitting and bidding for construction.

