

POCD.

I am addressing page 67, sections 20 and 21 of the proposed POCD. Though not spelled out what this is in the document, it refers to items in the Colliers report 2023: 39 -42. This states a plan to create a vehicular pattern that creates a one way route down Academy St from Rt 44 and continues to be one way on Railroad Street and one way up Library Street to Rt. 44.

I have lived at 35 Railroad Street for 25 years and have used Railroad Street, Academy Street and Library Street almost daily, all seasons of the year. I respect the on paper idea of making it one way around, however I feel the need to contribute my native intelligence to this topic. To be clear, I oppose this concept.

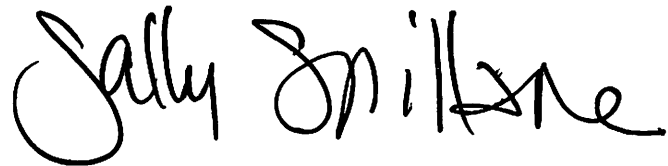
There are several considerations that this plan does not take into account that directly affect my neighborhood and vehicular travel in Salisbury. In no particular order.....

- 1.) Deliveries are made in large trucks to LaBonne's Market starting at 4:30 am most weekday mornings. I, and others living near me can hear these trucks if our windows are open and the breeze is from the west. Those trucks, however enter and exit from Rt 44. The oneway roadway would mean that these trucks will have to now come through our neighborhood along Railroad St. This is just the morning deliveries, deliveries occur all day and into the evening.
- 2.) The Salisbury Town Garage, located on Library Street accesses Library Street from Rt.44, and should the one way plan ensue, these trucks would all have to enter Academy Street to reach the garage.
- 3.) Library Street is used by many who live and work in the area east of Rt. 44 as both ingress and egress, reducing much of the congestion that occurs on Academy. Library Street, if made one way would also create a situation where the two parking bump outs on either side and which are parallel parking spots will tie up the suddenly increased volume of traffic trying to enter onto Rt 44. while people are trying to parallel park. (Think Railroad St in Great Barrington which is a wider road way to begin with)
- 4.) Trying to get out onto Rt. 44 from Library Street is already precarious at best. Making a left turn requires nosing out onto oncoming traffic as the parking in front of the library blocks the view of oncoming traffic. It's much easier to get onto 44 from Academy Street. I have had many more close calls on Library Street than on Academy.
- 5.) The proposed Pope property affordable housing on Salmon Kill road also would provide significant challenges to accessing Rt 44. I use Salmon Kill Rd frequently and making the left turn onto Salmon Kill going south on Rt 44 is often difficult not only with oncoming traffic but with people passing me on the right where there is no lane to get around me.
- 6.) Salmon Kill Rd is the next intersection after Library Street on Rt. 44. I am certain that if Pope comes to fruition a total reevaluation of all the traffic coming through Salisbury will demand a complete review. The idea of running traffic through the western edge of the Pope property from Railroad Street to Salmon Kill and then having it egress onto Salmon Kill is very difficult to imagine. Salmon Kill is already an issue between Rt. 44 and the bike bath crossing. It will create a traffic island for the houses on Main Street and completely disrupts any possibility that Pope could become a less intrusive project.

And most importantly.... All the traffic diverted onto Railroad Street will significantly and negatively impact the quality of life in the neighborhood behind La Bonne's. The noise, the congestion, the exhaust fumes, should not be off loaded onto us. We have already absorbed the Dresser Woods project with it's proposed 20 units and 30 additional cars to Railroad Street. What is the message if the POCD treats us as a throw away part of town.

In the March 18th, Planning and Zoning Public Hearing regarding Dresser Woods, the Chairman of Planning and Zoning commented to one member of our neighborhood an implied intention to preserve the quiet nature of our space. Isolating us from our town further by implementing Colliers 2023, sections 20 and 21 does not achieve this. Better to adopt the Colliers plan to upgrade the conditions on Academy and have everything remain two way. Convenience for vehicular travel is only a small part of what makes quality of life.

I am not convinced it is broken. Why fix it with something that damages community?
Sally Spillane

A handwritten signature in black ink that reads "Sally Spillane". The signature is written in a cursive, flowing style with a large initial 'S'.