Complete Streets Tier 2 Prioritization Plan
Town of Sherborn Working Group Meeting

December 13, 2017
Presentation Outline

- Summary of Deficiencies
- Project Descriptions
- Prioritizing Projects – Next Steps
Summary of Types of Deficiencies

• Missing sidewalk connections
• Sidewalk surfaces in need of repair
• Missing or non-ADA-compliant curb ramps
• Long pedestrian crossings
• Outdated signal equipment
• Skewed Intersection geometry
• Lack of safe trail crossings
• Lack of bicycle pavement markings
• Lack of bicycle storage racks
• Lack of railroad crossing gates
Project Descriptions

- North Main Street Pedestrian Safety Improvement Project – Phase 1
- North Main Street Pedestrian Safety Improvement Project – Phase 2
- Main Street/Washington Street Reconstruction Project
- Farm Road Pedestrian Mobility Improvement Project
- Main Street (Town Center) Pedestrian Mobility Improvement Project Phase 1
- Main Street (Town Center) Pedestrian Mobility Improvement Project Phase 2
- Bay Circuit Trailhead Pedestrian Safety Improvement Project
- Coolidge Street Pedestrian Mobility Improvement Project - Phase 1
- Coolidge Street Pedestrian Mobility Improvement Project – Phase 2
- Main Street Bicycle Accommodations Network Development Project
- Washington Street Pedestrian Mobility Improvement Project
- Eliot Street Pedestrian Mobility Improvement Project
Project Descriptions

- Main Street/Eliot Street Signal Replacement & Intersection Reconstruction Project
- Lake Street Bicycle Accommodations Network Development Project
- Lake Street Pedestrian Safety Improvement Project
- South Main Street Pedestrian Mobility Improvement Project
- Farm Road/Forest Street Safety Improvement Project
- South Main Street at Woodland Street Intersection Reconfiguration
- Western Avenue/Fessenden Field Pedestrian Safety Improvement Project
- Pine Hill Elementary School Traffic Calming Project
- Upper Charles Trailhead Pedestrian/Bicycle Access Project
- Trail Connectivity Improvement Project
North Main Street Pedestrian Safety Improvement Project – Phase 1

- Repair sidewalk along west side of North Main Street Hunting Lane to existing northern terminus (3,840 LF)
- Tighten curb radii and reconstruct curb ramps at North Main Street/Coolidge Street
- Construct curb ramps at N Main Street/Hunting Lane

Cost Estimate: $414,000
North Main Street Pedestrian Safety Improvement Project – Phase 2

- Extend sidewalk along west side of Main Street for 2,250 LF to Natick T.L.
- Install STOP signs facing intersecting streets & driveways, marked crosswalks, and ADA-compliant curb ramps

Cost Estimate: $244,000
Main Street/Washington Street Reconstruction Project

- Realign the south leg of South Main Street to form a more perpendicular intersection with Washington Street

Cost Estimate: $275,000
Farm Road Pedestrian Mobility Improvement Project

- Extend the bituminous sidewalk along the north side of Farm Road to the intersection with Great Rock Road (1,150 LF).
- Stripe a crosswalk and provide an ADA-compliant curb ramp with detectable warning panels and install an RRFB in both directions.

Cost Estimate: $144,000
Main Street (Town Center) Pedestrian Mobility Improvement Project Phase 1

- Construct a bituminous sidewalk along the east side of Main Street between Abbey Lane and the railroad grade crossing (850 LF) – already designed

Cost Estimate: $56,000
Main Street (Town Center) Pedestrian Mobility Improvement Project Phase 2

- Construct cement concrete sidewalk along the east side of Main Street between the railroad grade crossing and the Eliot Street intersection, (1,000 LF)
- Construct curb ramps with detectable warning panels to cross Cemetery Lane
- Install a gate at the Main Street railroad grade crossing to improve safety

Cost Estimate: $205,000
Bay Circuit Trailhead Pedestrian Safety Improvement Project

- Stripe a crosswalk across Main Street at the Bay Circuit Trailhead on the west side.
- Provide an RRFB at the crosswalk.
- Construct ADA-compliant curb ramps with detectable warning panels.
- Construct a sidewalk along the east side of Main Street for 235 LF connecting the two trailheads.
- Install wayfinding signs, pedestrian-scale street lights, a bench, and a small bicycle storage rack.

Cost Estimate: $78,000
Coolidge Street Pedestrian Mobility Improvement Project - Phase 1

- Construct a bituminous sidewalk along the west side of Speen Street between Natick T.L. and intersection with Coolidge Street and along the east side of Coolidge Street connecting to the existing sidewalk along the south side of Meadowbrook Road (925 LF)

- Stripe a crosswalk across the east leg of Meadowbrook Road and across Speen Street immediately north of the intersection with Coolidge Street.

- Construct curb ramps and install pedestrian crossing warning signage at each proposed marked crosswalk

Cost Estimate: $112,000
Construct a bituminous sidewalk along the east side of Coolidge Street between the Meadowbrook Road intersection and the eastern terminus at Main Street to connect with the existing sidewalk along the west side of Main Street (5,915 LF)

Cost Estimate: $554,000
Main Street Bicycle Accommodations Network Development Project

Typical Existing Cross-Section (30’ curb to curb)

Cost Estimate for Alt I: $30,000

Alt I Main St Cross-Section (30’ curb-to-curb)

Cost Estimate for Alt II: TBD

Alt II Main St Cross-Section (36’ curb-to-curb, uses whole 50’ ROW)
Washington Street Pedestrian Mobility Improvement Project

- Reconstruct the uneven sidewalk along the north side of Washington Street west of the Maple Avenue intersection (200 LF).
- Realign the existing marked crosswalk across Washington Street to be perpendicular to Washington Street.
- Stripe a new marked crosswalk at the Town Hall driveway.
- Construct ADA-compliant curb ramps with detectable warning panels serving each crosswalk.
- Provide pedestrian crossing warning signage at the Town Hall crosswalk.

Cost Estimate: $43,000
Eliot Street Pedestrian Mobility Improvement Project

- Reconstruct the uneven, cracked bituminous sidewalk along the north side of Eliot Street between Main Street and Butler Street (1,120 LF)

Cost Estimate: $105,000
Lake Street Bicycle Accommodations Network Development Project

- Project consists of striping a network of sharrows on both sides of Lake Street (2.49 miles).
- Signs would be provided as appropriate (1,000’ spacing).
- 10-12 capacity bicycle storage rack at Farm Pond

Cost Estimate: $30,000
**Lake Street Pedestrian Safety Improvement Project**

- Construct a bituminous sidewalk along the east side of Lake Street between the entrance to Farm Pond and the intersection with East Goulding Street. Construct a sidewalk along the north side of East Goulding Street to connect with South Main Street. (5,550 LF total)

- Stripe new crosswalks across the north legs of the Lake Street/East Goulding Street and Lake Street/Sewall Brook Lane intersections. Construct curb ramps serving these crosswalks and install STOP signs on approaches conflicting with the crosswalks.

Cost Estimate: $543,000
South Main Street
Pedestrian Mobility Improvement Project

Cost Estimate: $105,000
**Farm Road Safety Improvement Project**

- Provide sharrows and additional westbound chevron signs in each direction along the horizontal curve on Farm Road 300 feet east of the intersection with Forest Street (crash history significant)

Cost Estimate: < $2,000
South Main Street at Woodland Street Intersection Reconfiguration

- Remove the Woodland Street arc and extend the tangent portion to the intersection with South Main Street to form a T-intersection.

- Extend the sidewalk along the west side of South Main Street approximately 330 LF to the new intersection location.

- Construct an ADA-compliant curb ramp with detectable warning panels.

Cost Estimate: TBD (grading)
Western Avenue/Fessenden Field Pedestrian Safety Improvement Project

• Install an RRFB facing each direction of vehicular traffic at the existing marked crosswalk across Western Avenue providing access to Fessenden Field

• Provide one 10-12 capacity bicycle storage rack at Fessenden Field

Cost Estimate: $36,000
Pine Hill Elementary School Traffic Calming Project

- Install two speed feedback displays: one facing Eliot Street westbound traffic approximately 400 feet east of the North Main Street intersection and one on North Main Street southbound approximately 400 feet north of the Eliot Street intersection

Cost Estimate: $20,000
Upper Charles Trailhead Pedestrian/Bicycle Access Project

- Construct ramps for use by pedestrians and bicyclists connecting the Upper Charles Trail and Whitney Street, and bicycle accommodations on Whitney Street

Cost Estimate: TBD
Trail Connectivity Improvement Project

- Construct a trail connecting Farm Road at a point approximately 1,500 feet east of the intersection with South Main Street to the school grounds at Cemetery Lane (2,700 LF)

Cost Estimate: TBD (wetland impacts)
Overall Townwide Bicycle Network Project

• Designated roadways include:
  – Coolidge Street
  – Western Avenue
  – Lake Street
  – Maple Street

• Install signs & markings
• Create narrow travel lanes
• Create safe crossings of streets and intersections
Prioritizing Actions

• What is important to community?

• What criteria to consider & how?
  – Project readiness (engineering/permits)
  – Impacts & complexity of action
  – Costs
  – What areas does action address & how do these related to town goals
Examples of criteria or action evaluation:

- Encourage or improve *walkability*
- Is *ADA compliance* enhanced?
- Does action have public support?
- Will action provide safer conditions for seniors and vulnerable users?
- Will project lead to or encourage reduced vehicle speeds?
- Does action support overall master plan goals & objectives?
Next Steps

- Finalize priority process and develop project ranking
- Schedule public information presentation
- Finalize Tier 2 Plan document for submission to the MassDOT
- Once accepted, the Town can apply for the Tier 3 grant money
GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

?