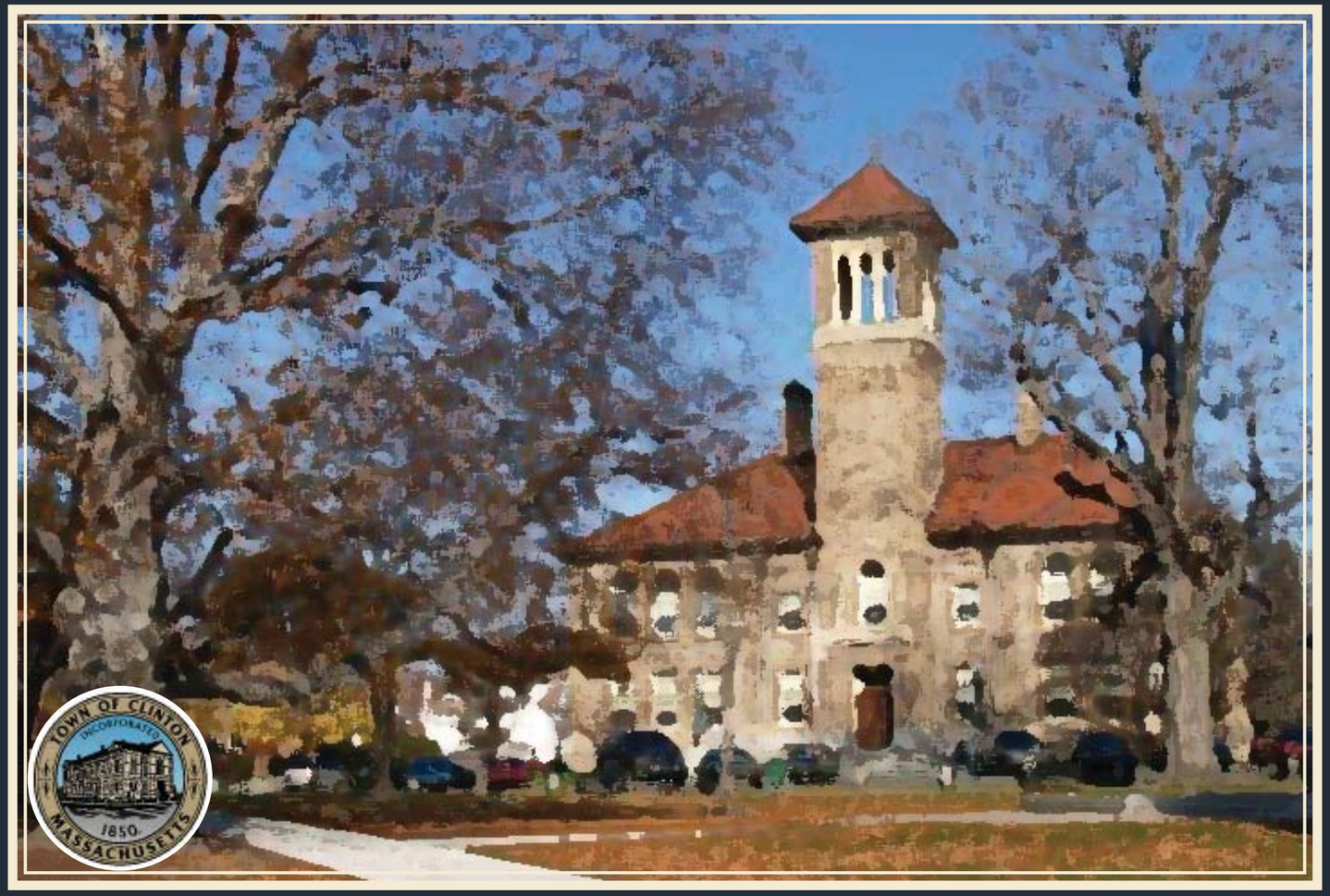
Complete Streets Survey & Planning Program

Clinton, Massachusetts

DRAFT



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Prepared By:

BETA
ENGINEERING SUCCESS TOGETHER

Prepared for:

Town of Clinton Community and
Economic Development Office

Part 1 of 2

March 5, 2013

Clinton Complete Streets Survey Project Purpose:

To identify mobility needs and desires of inhabitants of the Project Area: to evaluate existing public way conditions, with special attention given to 'Complete Streets' factors; to map and otherwise document the results of these Community Need and Existing Conditions Studies, and, to compile the data generated into a scoring matrix for use by the Municipality as it plans for implementation of improvements to public ways.

Primary Project Objective:

To integrate Complete Streets practices into local roadway improvement project prioritization within Low to Moderate Income Neighborhoods.

What are Complete Streets?

Complete Streets are Street corridors designed for all user types from pedestrians to bicyclists to motorists & transit riders from the young to the old and from the healthy to the disabled.

Complete Streets are designed to make it easier to walk, cross streets, walk and bike to destinations, and utilize transit safely and efficiently.

Complete Streets are 'Balanced Streets' that accommodate various modes of transportation to the reasonable extent that all modal considerations and provisions can be made within the Right of Way. Complete Streets also represent equality in transportation choices and with less income and age based discrimination and fewer mobility barriers.

Who is the Probable User?

To be complete, future roadway improvement plans should strive to establish a balance within the roadway corridor, and equally importantly, connectivity to other destinations. Too often, it has been suggested that a mere lack of pedestrians or bicyclists observed indicates a lack of community interest or need. This approach may be shortsighted, and may not mean there is no demand for these modes of travel: absence of various modes may in fact reflect perceptions regarding the ease of use, connectivity to destinations, or safety of the roadway corridor in question, which in turn influences people's choice of modes.

Complete Streets Survey and Planning Products

The work product developed consists of 3 parts

- Part 1. This Narrative Summary Report with street scoring matrices (11x17)
- Part 2. An Asset Inventory Report (8.5x11)
- Part 3. Project Area Mapping (Large format)

Methodology:

The research, field documentation, data collection, site observation, photography, measuring, and conditions assessment for this project occurred from May 2014 - October 2015. All roadway surface rating values set during the period of inventory should be accepted only as a snapshot' in time of the roadways condition. All streets have likely continued to depreciate in quality (see deduct values) since their initial date of recording. Initial work involved researching US Census data, Complete Street design objectives, Mass DOT records and mapping. The project scope did not include traffic volume counts or traffic studies.

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1. Over view and Goals:

1.1 The Project Area

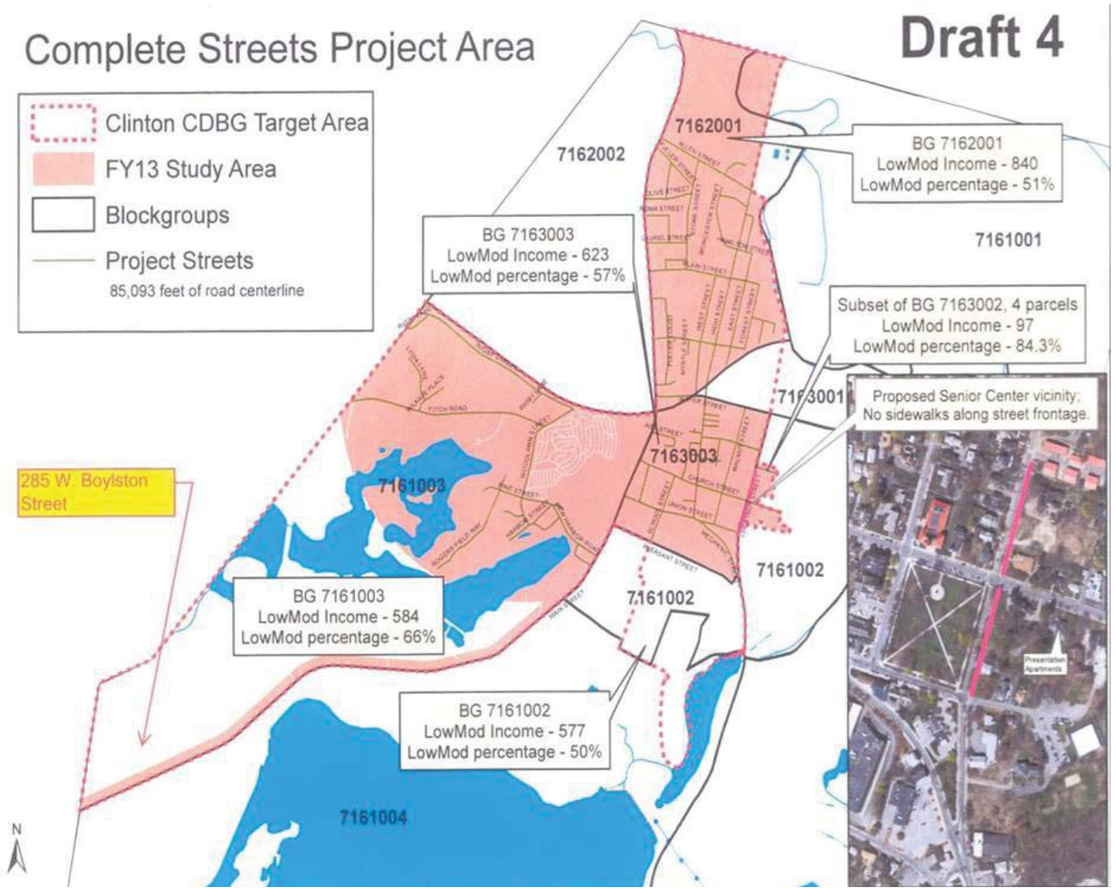
The Project Area was established by the Town as CDBG Target areas.
Block 7162001 Entirely
Subset of 7162002 (4 Parcels targeted)
Block 7163003 Entirely
Block 7161002 (Partial)
Block 7161003 Entirely
The area was estimated to contain 20 miles of roadway.

1.2 Additional Area of Study

The Project Area for the purposes of the study was expanded to the west to allow a more complete inventory and assessment of the streets and sidewalks linking the first study blocks identified above. A portion of Block 7162002 was included, to allow the review of streets linkages and between Block 7162001 and Block 7161003as well as to explore connectivity to the hospital. This adjustment added approximately 5 miles of roadway to the Project Area.

1.3 Study Target

While considered Town-wide study, The Project Area has been intentionally focused to include LMI Census Blocks. LMI (Low-Moderate Income) populations is defined an Income equal to or less than the Section 8 Low Income limit as established by HUD. In 2014, this income was _____XXXXXX. In Clinton, 7.1% of the population lives below the Poverty Line, of that demographic 13.9% are residents that are 65 years of age or older. 88.2% of the Population is White, XYZ.

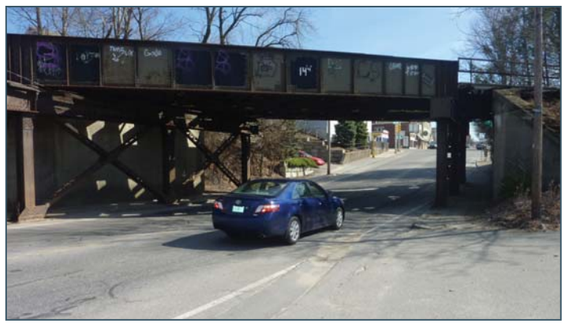


1.4 Project Quadrants

Early in the course of study, it was observed that the elevated Rail Road corridors and overpasses have created distinctive quadrants in Clinton. In large part, the rail beds, constructed on fill, create earthen walls or dikes that compartmentalize the town into four primary quadrants. Each quadrant is connected to each other with either a minimum of two or a maximum of three street connections. These streets have distinct 'gateways' or portals into the various quadrants, which consist of one at-grade crossings, one bridge and five bridge-underpasses thru which all modes (other than freight rail) must pass. The overall complexion of connectivity or street completeness in the Town is to some degree constrained by the existence of the elevated rail lines: Due to the long linear rail line embankments, there are relatively few streets that make cross-town connections, thus forcing more vehicular and pedestrian volume on the six streets that do connect under or over the rail lines. The rail lines, like limited access highways in other communities, limit the opportunity to provide alternate routes and relieve congestion. In the case of Clinton, Industrialization has led to a pattern of development of large mill complexes, often built parallel to the tracks, thus further restricting opportunities for inter connectivity within the fabric of the town streets.

Bridges, Underpasses and Crossings

1. High Street
2. Water Street
3. Main Street
4. Brook Street
5. Greeley Street
6. New Harbor Road (Bridge)
7. Sterling Street (at grade)

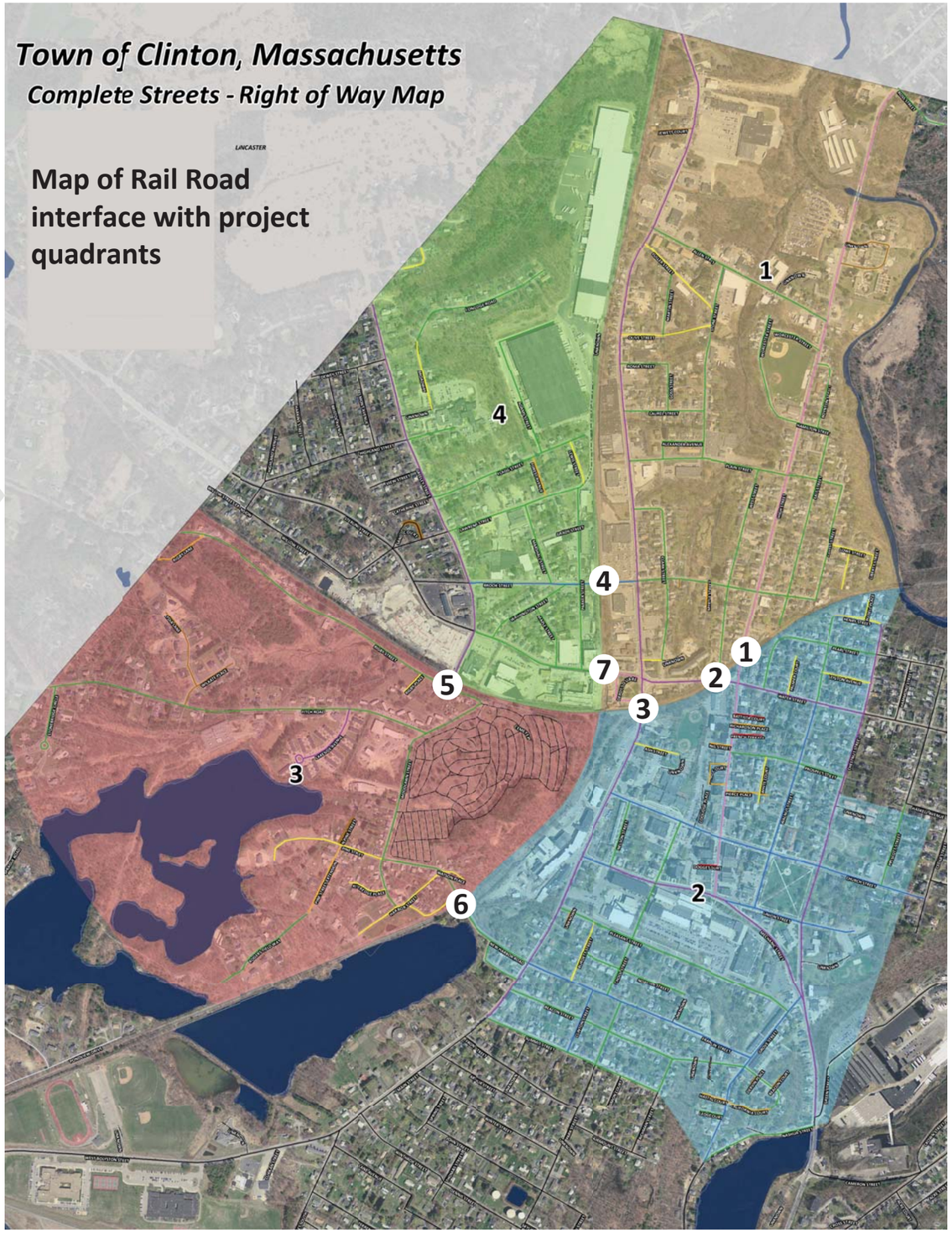


1. High Street RR Underpass

2. Water Street RR Underpass

3. Main Street RR Underpass

4. Brook Street RR Underpass



2. Documentation of existing conditions in the Public Right of Way

2.1 Right of Way Width

The Public Right of Ways were catalogued using GIS data base information, Town Maps and State ROW maps. The Right of Way corridors within the project area were overlaid and cross referenced with the street widths and sidewalk data collected in the field. The width of the right of way is to some degree a measure of the overall capacity of any Street(Motorized Vehicles –cars, trucks, busses, freight trucking) parked vehicles, Bikes and Pedestrians. Thus the true level of any Street's Completeness potential is in many ways linked to the Right of Way "potential" or available with in which to balance the various modes of transportation, ie, narrow ROW corridors have more limitations than wider ones. Occasionally the width of the Right of Way will change along a given street, often if the historic ownership changed (Town to State) a situation that sometimes compromising the desired street design. (Cross-sectional Characteristics)

2.2 Pavement Width

There are approximately 25 miles of streets in the project Area. The Streets are identified by name and Functional Class, and are then inventoried and evaluated segmentally. The length, average width of each street is measured. RSR value is given and an estimated overall repair cost is provided.

Functional Classifications:	AR	Arterial
	CO	Collector
	Lo	Local Street

2.3 Bridges/Underpasses/Railroad Crossings/Culverts

Within the Study area there are five bridge underpasses that like Right of Way width constraints discussed above may effectively compress segments of the streets, and may restrict the desired Cross Sectional properties and overall visual consistency of the roadway. There are three culverts and two bridges, and a single at-grade railroad crossing.

2.4 Sidewalks

For the 25 miles of streets within the study area, about 60% of the streets have sidewalks. That figure translates to 14.5 miles of sidewalks along these streets. In locations where there are sidewalks, the data collected indicated that they are primarily located on both sides of the same streets: 12.7 miles configured as such, with only 1.77miles of streets found to have sidewalks on one or the other side.

The result is approximately 10.5 miles of streets, or 40% of the project area does not have sidewalks. Some of the streets that lack sidewalks are minor, local streets, where the ROW, neighborhood layout, and low traffic speed do not necessarily warrant sidewalks.

However, there are several missing segments of sidewalks along various streets that constitute 'breaks' the linkage to the next streets from a walkability perspective. These occurrences do warrant enhanced study in regard to the establishment of sidewalks were there currently are none.

2.5 Accessible Ramps

Associated with the 14.5 mile of sidewalks there are 237 Accessible Ramps within the Study Area. Accessible Ramps afford the non-able-bodied pedestrian or those using wheelchairs a smooth and gradual transition from the roadway surface (most commonly from crosswalks) up to the sidewalk surface which is typically elevated above the road surface. Most of the accessible ramps inventoried are of adequate width, and very few were found to have obstructions (Utility poles, hydrants, signs, etc.) restricting the accessible route. Most of the ramps inventoried do require upgrades and re-work to come into full compliance with ADA standards.
It can be assumed that for the 40% of the project area streets which currently have no sidewalks at all, and as such there would be few or no ADA accessible routes or crossings.

2.6 Signs

There are 552 Signs of various types within the project area. The four general categories of signs inventoried are as follows: Regulatory (No Parking, STOP) Warning (Curve Ahead, Bump) Unlisted (Slow Children, Thickly Settled) Guide Sign (Destination Sign)

2.7 Modes of Transportation

Various modes of Transportation in addition to passenger cars and light trucks were observed in use over the course of the Study. Due to State Routes 110, 70 and 62 as well as several manufacturing facilities in town, the presence of delivery vans, fixed-body long wheelbase box trucks, and semi-trailer trucks was evident. The town is served by freight rail lines; Passenger rail is unavailable and there no-longer is a functional passenger rail station. The closest option for Passenger Rail is in Amtrak in Worcester, approximately 13 miles away, followed by an MBTA Station in Framingham, approximately 17 miles away. The Worcester Regional Transit Authority (WRTA) operates from Worcester and provides Transit and Para Transit service to Worcester and several surrounding communities. Currently service does not extend to Clinton. No Transit hubs, bus shelters or bus stops were identified in the course of the Study.

2.8 Street-Lighting

Street lights were not included as part of the asset inventory, however field observations regarding lighting were made.

Few streets within the project area could be noted as over-lit. The majority of the streets studied were found to be somewhat under-lit, or may have had no provisions for lighting at all. In some cases, lights are present but ineffective due spacing, placement, overgrown vegetation, or other obstructions, or are simply non-functional (Bulbs out, fusing issues, etc.) at the time of the study. Several of the Rail Road underpasses did not have lighting under the structures.
Lighting of the street and pedestrian crossings can be a factor in evaluating how safe and completely a street corridor is likely to be used. If it is difficult for motorists to see pedestrians preparing to cross the street, or when they are actually crossing the street, or see a bicyclists in a bike lane, or if segments of sidewalks are dark or otherwise obscured, and thus result in elevated pedestrian concerns regarding personal safety, then the relative effectiveness and 'completeness' of the street is compromised.

2.9 Street Trees

Street Trees were not formally included as part of the asset inventory, however field observations were made.
Trees, more than any other feature, create character and define the 'feel' of any street. The spacing of the trees, and branching habit, and canopy over the road creates different reactions from drivers, and has been associated with shaping driver habits – fewer trees, with no canopy over the road typically results in higher speeds, where alternatively the more trees and greater the canopy cover, the slower the traveled speeds.
Mature trees impart the greatest character and 'sense of place' values to any roadway corridor. Keeping these trees alive and in good health is balance with the operational aspects of the corridor in regard to roadway pavement, curbing drainage and sidewalks. It is often a challenge to plan to widen streets, or add shoulders or create sidewalks in areas with mature trees that are in good health as the excavation work associated with the establishment of the roads and sidewalks can be invasive and incompatible with health of the tree. Because of these challenges, the health of the trees within the Town's ROW, should be inventoried and managed. While there may be many trees within the ROW, a thorough and critical review of each trees overall character, health and placement should be conducted. Likely result is a handful of trees in each community should be identified as high-value specimen trees, that due to their age, or character, or size, should be protected, and proper Complete Street planning needs to take into consideration these trees.

Clinton, in general, has extensive mature trees through-out the Town, but few specimen street trees that warrant planning considerations were observed within the project area. Many existing trees were observed and considered part of the streetscape but large numbers were found to legally fall beyond the ROW and as such, are privately held. Regardless, they contribute greatly to the overall character of the Town's roads and should be valued.

Chestnut Street; Distinctive street trees limit sidewalk location options.

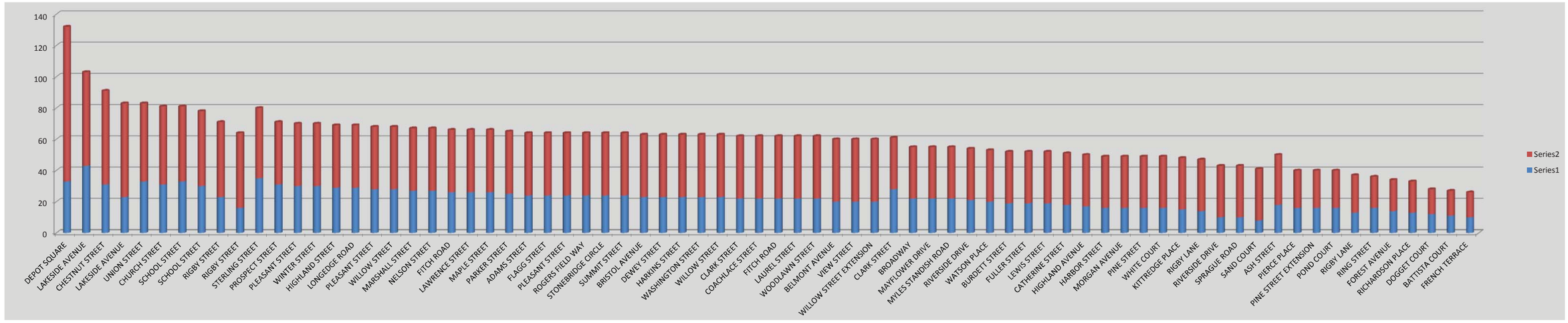
The Main Street RR underpass appears dark in the daytime on a rainy day.

School Street; Steep topography may challenge pedestrians and bicyclists.

2.10 Other Significant Features

Clinton, like many towns in Northern New England, has diverse topography. This town may be more varied and extreme than others, with pronounced hills and valleys encountered on every route in and out of the town center. Within the town, one finds, to a large extent, level terraces or 'benches' of structures, such as housing or mills, often all set at a consistent elevation with relatively flat, parallel streets, then intersected with crossing streets with steeper pitch and grades that connect to the next 'bench' of development- for example, the transition from the Common, to High Street Corridor, to Main Street Corridor represents approximately 50 feet of grade change.

Extreme topography in the form of steep hills can impact the range of users utilizing any given street and sidewalk corridor. ADA accessible routes (not to be confused with ADA ramps) are 1:20 or 5% slope maximum. Bicyclists and walkers generally are deterred by slopes steeper than 1:10 or 10% and need more time and in some cases additional width of passage to make the connections. Clinton topography varies from 2% to over 20% slopes. In good weather, steeply sloped streets or sidewalks may deter some potential walkers, and they may seek alternative routes or more likely alternative modes of travel, especially if the travel requires transporting other items. When the pedestrian is carrying items such as grocery bags or clothing, steep sidewalk routes become even less appealing. In the winter conditions with ice and snow on the ground, steep slopes make walking and the use of wheelchairs extremely difficult: when these mode are utilized it is frequently that there are no other modal options available.

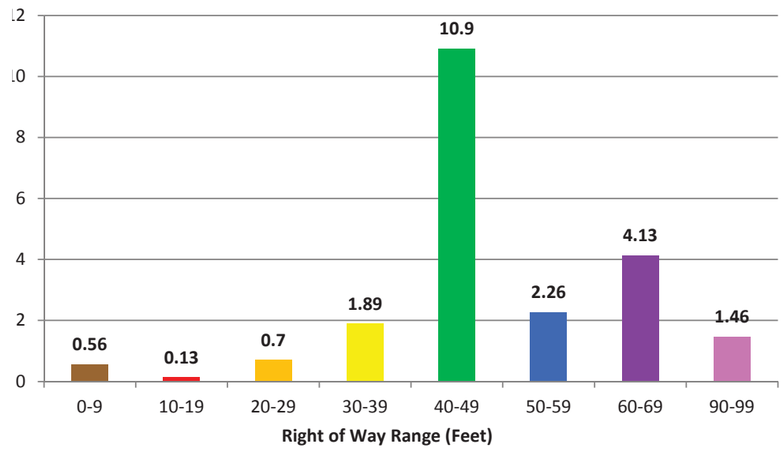


Graph above illustrating Roadway Corridor Opportunity by depicting;

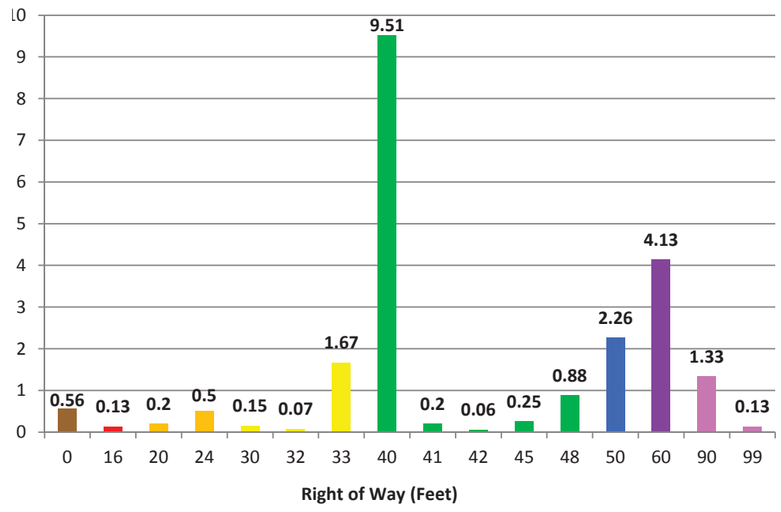
1. Total Right of way width of street as per left hand vertical axis.
2. Red Color bar represents width of Right of Way that is unpaved and,
3. Blue color bar represents actual width of paving. Note this is only a general guide representing relative opportunity. Actual field conditions will in most cases be more restrictive to the redesign of the street cross section.

Charts with bar graphs below illustrating the streets and Right of Way widths measured: Left hand vertical axis represents miles with the indicated R.O.W. widths. Approximately 50% of the street corridors inventoried in the study area have a Right of Way width of 40 to 49 feet.

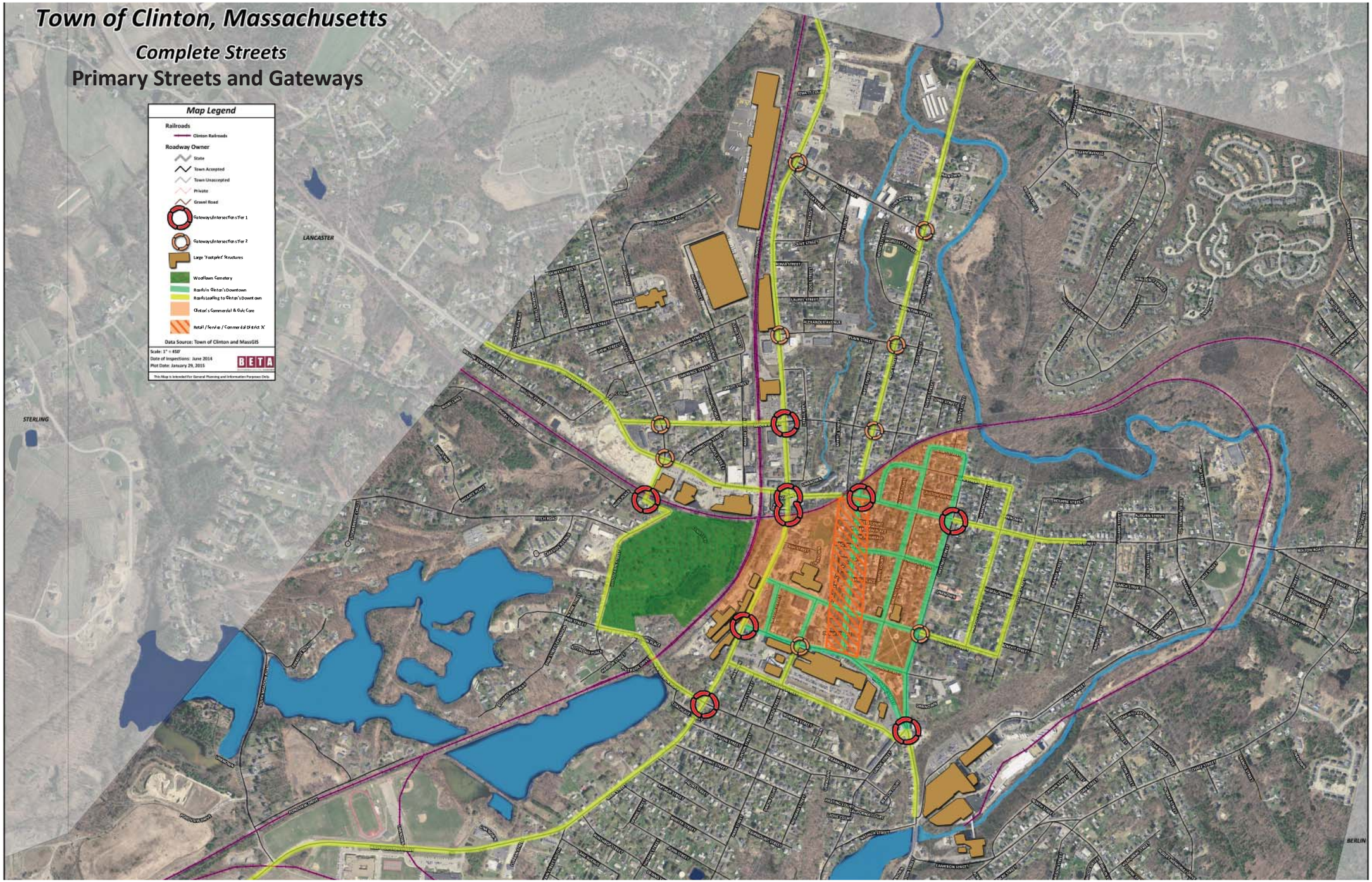
ROW	Mileage	%
0-9	0.56	2.54
10-19	0.13	0.59
20-29	0.7	3.18
30-39	1.89	1.89
40-49	10.9	49.48
50-59	2.26	10.26
60-69	4.13	18.75
90-99	1.46	6.63
	22.03	100



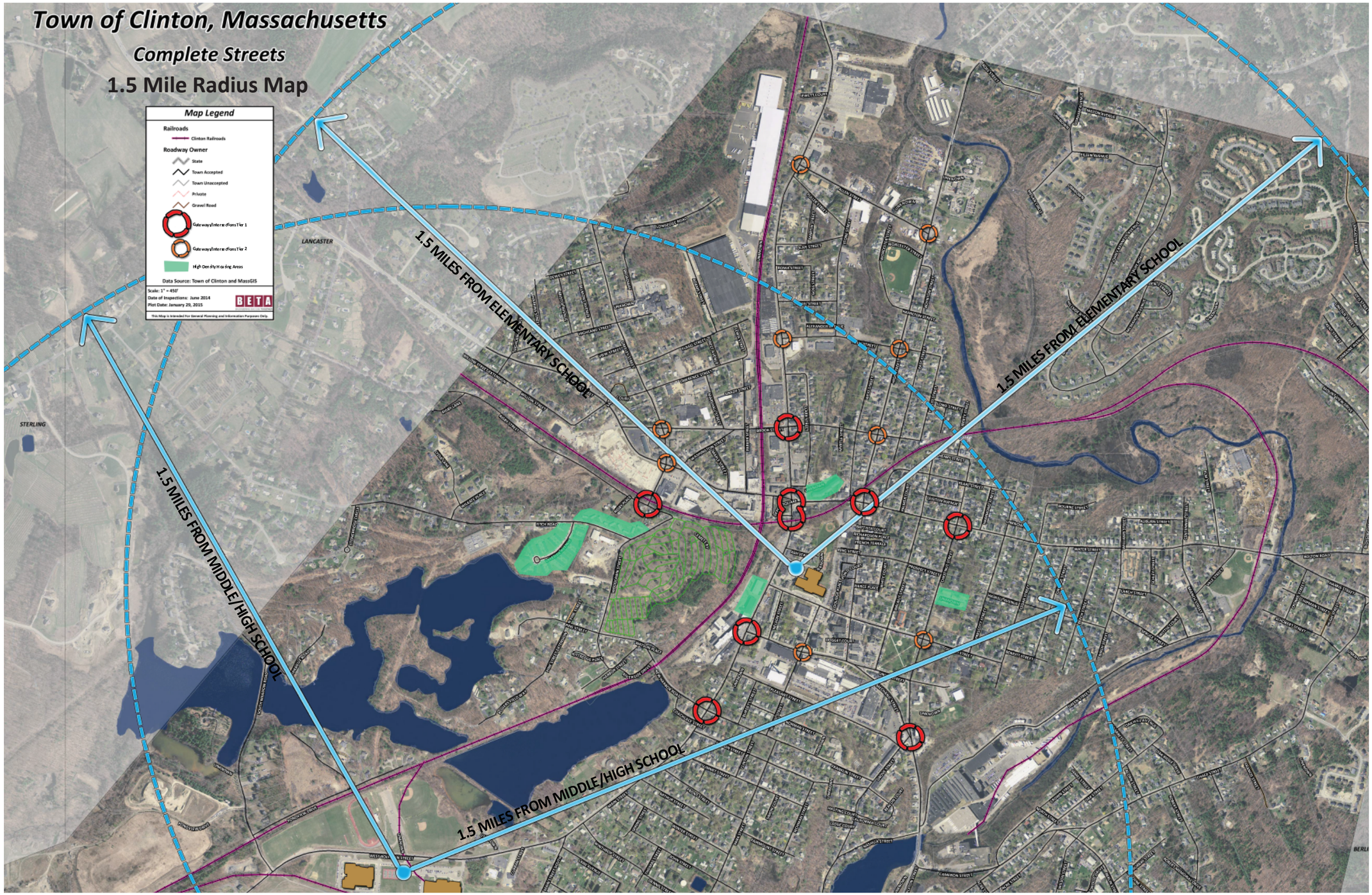
ROW	Mileage	%
0	0.56	2.54
16	0.13	0.59
20	0.2	0.91
24	0.5	2.27
30	0.15	0.68
32	0.07	0.32
33	1.67	7.58
40	9.51	43.17
41	0.2	0.91
42	0.06	0.27
45	0.25	1.13
48	0.88	3.99
50	2.26	10.26
60	4.13	18.75
90	1.33	6.04
99	0.13	0.59
	22.03	100



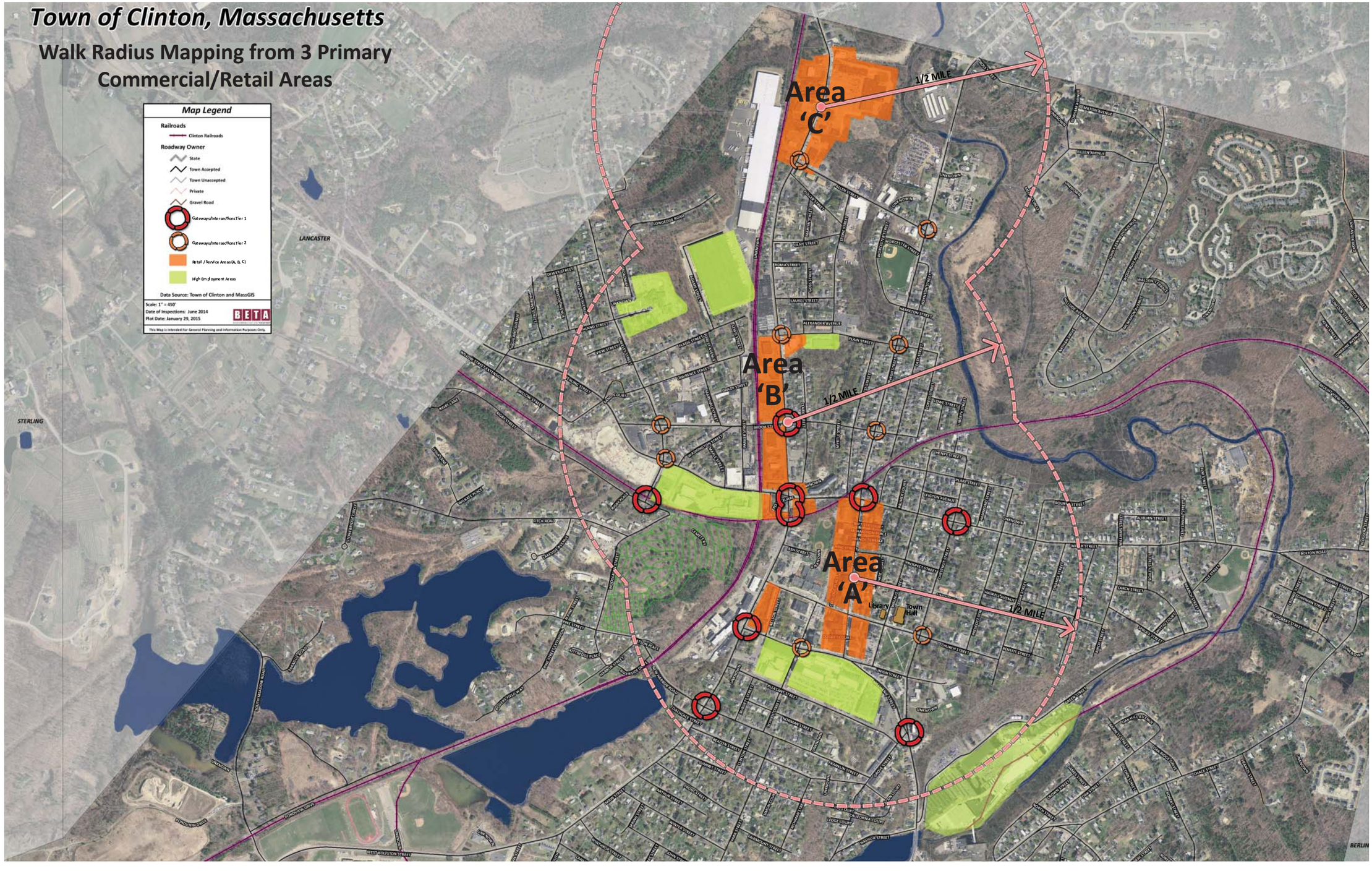
Project Area And Features



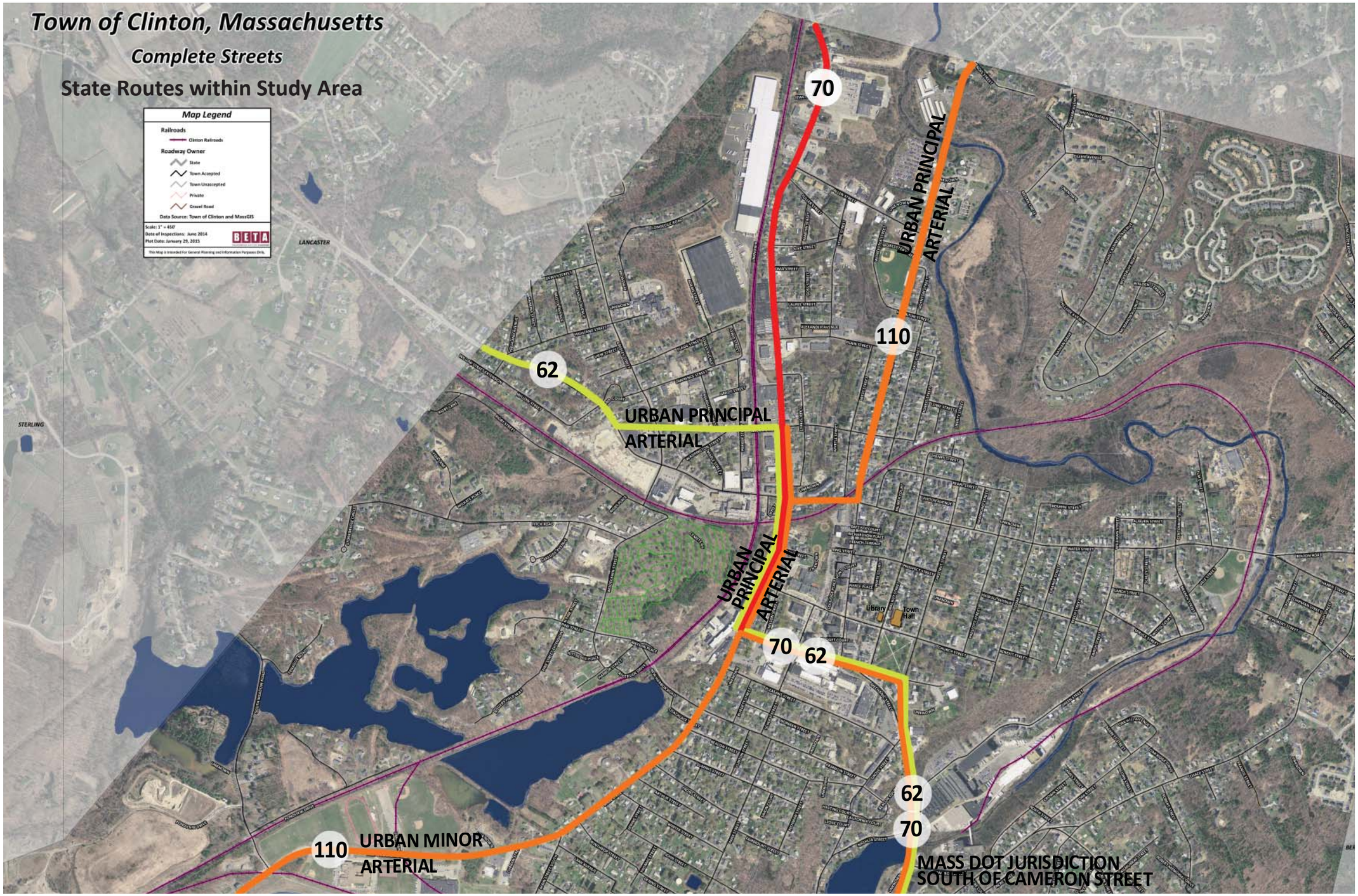
Primary Streets And Gateways



1.5 Mile Radius Map



Walk Radius Mapping from 3 Primary Commercial/Retail Areas



State Routes within Study Area

3. Mapping

3.3 Community Destinations

Schools

- Clinton Elementary School (PK- 4) located at 100 Church St.
- Clinton Middle School (5-8) located at 100 West Bolyston St.
- St. Mary Elementary School (PK-6) located at 128 Franklin St.
- Clinton Senior High School (9 – 12) located at 200 West Bolyston St.

Library

- Bigelow Free Public Library located at 54 Walnut Street

Park Facilities

- Central Park (Chestnut St.)

Active Recreation Facilities

- Fuller Field (High St.)

Health Care

- Clinton Hospital
- CVS Minute Clinic
- Clinton Manor House Nursing Home

Retail Districts

- Study Classification “A” Historic Downtown, High St.
- Study Classification “B” Commercial, Main St. (South of Plain St.)
- Study Classification “C” Commercial, Main St. (North of Plain St.)

Public Housing

- Prescott Mill Apartments, located at 24 Water Street
- Clinton Housing Authority, located at 58 Fitch Road

Senior Housing

- Clinton Senior Citizens Center, located at 200 High St.
- Corcoran House Assisted Living, 40 Walnut St.

3.4 Community Priorities

3.4a Priority Walk Areas

A subjective tool utilized at the onset of the work to broadly gauge walkability. The web site www.walkscore.com afforded Clinton a rating of 41 (out of a possible 100) indicating the community was ***auto dependent, with most errands requiring a car.*** During the course of the study, our observations of the physical barriers and limited connections between quadrants resulted in the creation of four distinct categories of need in regard to identifying and establishing priority walk areas. Walking distances between different types of destinations and pedestrian origins were measured utilizing street centerline measurements, which most closely approximate sidewalk distances. Radial distances, in this study thought to be too generalized and non-responsive to on the ground constraints were not utilized for measurements resulting in rankings.

Walk Opportunity Level 0: Destinations can be found over 1 mile from the pedestrian origin. Given the topography and locations of the connecting streets, it is likely bicycles would be the most suitable mode of travel: thus the walk opportunity does not score, however this rank does not eliminate the need for sidewalks, or connectivity, in particular where there is evidence of need and /or probability of interest, and where no existing sidewalk system exists.

Walk Opportunity Level 1: Pedestrian Destinations can be found within a mile from the street being ranked.

Walk Opportunity Level 2: Pedestrian Destinations can be found within ½ mile from the street being ranked.

Walk Opportunity Level 3: Pedestrian Destinations can be found within 1/4 mile from the street being ranked.

3.5 Priority Bike Areas

Observations of the physical barriers and limited connections between quadrants resulted in the creation of three categories of need in regard to identifying and establishing priority bicycling areas. Due to the compact size of Clinton, it was determined that the entire study area was in-fact, a bike priority area, with all neighborhoods, housing recreational opportunities and schools falling within a 2.5 mile radius. Given the highly suitable anticipated trip destinations and distances for biking, the following Bike Opportunity rankings were set based on the level of special provisions required to promote biking. As with the Walk Opportunity areas, the true measure of effectiveness and connectivity is best assessed at the intersections: the rankings below only categorize the corridors.

Bike Opportunity 1: Establishment specific cross-sectional provisions within the street cross section for Bicycles has been considered as non-essential in promoting the use of bikes. Streets are typically characterized as low volume, neighborhood streets, with relatively narrow ROW width. In most cases the use of the roadway for 3 levels of cyclists is considered acceptable.

Bike Opportunity 2: Establishment specific cross-sectional provisions for Bicycles (Bike lanes, Sharrows, etc.) within the street cross section has been considered as desirable for promoting the use of bikes. Streets are typically characterized as low to moderate volume, neighborhood streets. Classification is made without regard to existing ROW width.

Bike Opportunity 3: Establishment specific cross-sectional provisions within the street cross section for Bicycles has been considered essential in promoting the use of bikes. Streets in this category are typically characterized with high traffic volumes, commercial or neighborhood streets. Classification is without regard to the existing ROW width (ROW Opportunity index). In most cases the use of the existing roadway for cycling is challenging for experienced users, and not conducive for intermediate levels.

3.9 QUADRANTS

3.9a - Clinton Complete Streets Quadrant 1 (Area1) Description:

Study Area 1 is the North Eastern Quadrant of the Town, defined by the Town line with Sterling to the North, the Nashua River to the East, Freight Rail lines to the West, and Water Street at the Southern-most end. This area includes two of the three Urban Principal Arterial corridors that convey traffic in a North-South orientation thru Town, Route 70, and Route 110. Route 70 crosses under the rail line (RR underpass) as it enters Sterling, and Route 110 bridges over the Nashua River before crossing in to Sterling.

It is noteworthy the landform of the Quadrant is then defined by the river, the rail lines, and also small brook that flows parallel to the two Arterials, in a North-South manner thru the center of the Quadrant, essentially diving the Quadrant in half and framing the land uses to those associated with the Arterial corridors; to the East, along High Street, and to the West, along Main Street.

The Study Area also contains two of the three concentrated commercial districts identified in the Town. Both Commercial Areas are located on the western 'half' of the Quadrant (as defined by the stream) and are found along both sides of Maine St. (Rte. 70). The southernmost group is clustered surrounding the intersection with Route 62 (Brook Street). The Northern-most commercial development is more linear in nature, reaching nearly to the Town line with Sterling.

This Quadrant contains many other diverse land-uses, from Fuller Field, reputed to be the world's oldest baseball field, to auto salvage Yards, warehouses, and the Town's Waste Water Treatment Facility. Ln between these uses there are pockets of single family neighborhoods and areas with apartments. Prescott Mills Apartments is located on the Northern side of Water St. This facility is a Senior Living, Low Income Housing Complex with 100 units. Including the two Arterials, there are five North–South oriented connecting or thru streets, and ten East-West oriented connecting or thru streets. Main Street (Rte 70) and High St. are the only North-South streets that continue thru in to Quadrant 2. There are two N-S Gateways (Quadrant Links) both at intersections with Water Street and two East West Gateways, one at Brook Street, and one at Sterling St. / Water St.

It is likely that any trip to Clinton Hospital from the Downtown or Neighborhoods to the East and South includes a route thru this Quadrant, either on Main St. or High St. and then onto Water St. or Brook St. to make the connection to Greeley Street.

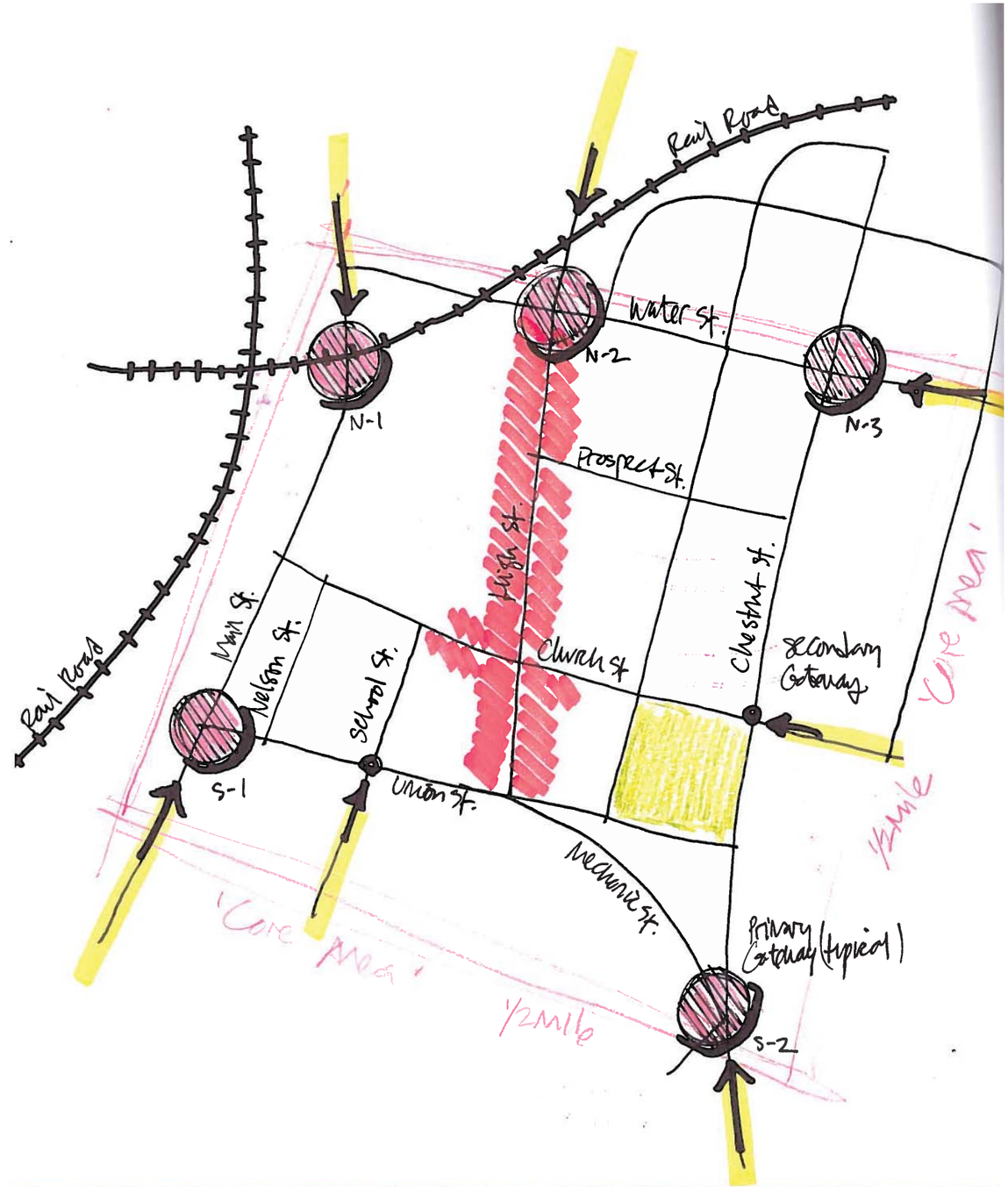
High Street

Main Street

3.9b - Clinton Complete Streets Quadrant 2 (Area 2) Description:

Study Area 2 differs from the other three Study Areas in that it is itself a destination and represents the 'Core' and heart of the Town, organizationally, geographically and architecturally. Streets in general are either 'Links' conveying users to other areas, or they are 'Destinations'. Quadrant 2 contains streets that are destinations: a central downtown commercial 'Main Street' (although in Clinton it is High Street) the Town Hall, the Library, a Museum of African Culture, the Museum of Russian Culture, The Town Green, and several housing facilities.

The housing within the Study Area is populated by occupants with diverse demographics, with neighborhoods of single family owner-occupied homes as well as certain streets or blocks accommodating Low to Moderate Income residents. The area is approximately ½ mile square, and is accessed from out-lying quadrants through one of five Primary Gateways, or one of only two Secondary gateways. There are six North–South oriented streets, and five East-West oriented streets. Main Street is the only North-South street that continues thru the Study Area, and Water Street is the only East-West street that continues thru. Given the limited entrance points or 'Gateways' into this Core Area, applying Complete Streets solutions to every street within the Core is key to enhancing overall walkability in this, the most central portion of Town. Later sections in this Study discuss Gateway treatments in greater detail, but in this case it is important to recognize not only the significance of the Arterials and Collectors conveying travelers to the Gateways, but to also understand the implicit importance of the 'Completeness' of the network of Local streets beyond the Gateway 'insertion points', and as such, it is critical that the streets within the Core are equally accommodating of the various modes of travel (Vehicular, Bike, Walk) with a high level of user safety, convenience and comfort.



High Street

Main Street

3.9c - Clinton Complete Streets Quadrant 3 (Area 3) Description:

Study Area 3 is distinct in that the Quadrant is strongly defined by several features that frame the area along the North and East edges, the sides that interface with the 'core' of the Town. To the West is Lancaster. North-South Rail lines as well as East West Rail lines that converge in the Northern-most corner of the Quadrant as E-W crosses over the N-S. In addition to the intersecting RR lines separated by elevated fill and a RR bridge, Woodlawn Cemetery occupies the N-E corner. With a walled and fenced perimeter and rolling terrain, the cemetery reinforces the physical barriers created by the rail lines. Two small ponds frame the southern end of the Study Area, with associated feeder streams and wetlands further framing the available land. Due to the pronounced physical 'frame' surrounding this area, unsurprisingly connectivity to other parts of Town are limited, with one East-West Gateway (Quadrant Link) to the east where New Harbour Road intersects with Main St.(Rte. 70) and one North-South Gateway (Quadrant Link) where Woodlawn and Rigby Streets intersect with Greeley Street at 90 degrees.
Land uses in this Quadrant include the Town's DPW facility, a garage with storage and laydown yards for equipment, a small manufacturing facility and the afore mentioned 30 acre Woodland Cemetery. The Clinton Housing Authority is headquartered in the center of the Quadrant, and there are approximately 240 housing units located along Lakeside Avenue and Fitch Road. Small to medium sized residential units occupy the southern and western portions of the quadrant. There is no recreational facility (active or passive) in this Quadrant.

From a continuous street corridor and connectivity perspective, this residents and users within this Quadrant are relatively isolated. The isolation is enhanced by an existing street geometry that is awkward with three key sharp, acutely angled intersections that discourage thru movements for any user or mode, be it walking, bicyclists, or vehicular. Additionally, the presence of the DPW facility places in this Quadrant places truck traffic on to the one thru street (a series of connected streets functioning as a single street) leading to only two gateways, thus putting additional demands on the street corridors approaching the Gateway intersections.

New Harbor Road

Woodlawn Avenue

3.9d - Clinton Complete Streets Quadrant 4 (Area 4) Description:

Study Area 4 is positioned North of Quadrant 3 and as such it is physically defined by rail lines to the south and east. There are two railroad underpasses where the streets pass below the rails, and there is one at-grade crossing. Historically, these rail corridors were framed by industrial uses, mills and warehouses, many of these structures remain intact and in-use today.

The Quadrant is home to several large employers in the manufacturing, recycling and fabrication industries. Clinton Hospital is located in the center of the Quadrant. There are several areas of multi-story apartments closest to the Industrial areas, with single family residential homes occupying the central and western portions of the Quadrant.

Brook Street

Parker Street

4 REPORTING AND RANKINGS

4.1 METHODOLOGY

This Section contains several Matrices that assess and rank the streets evaluated in this Study. The format of the section positions a Matrix with a “How to Read this Matrix” Key on the opposing sheet, which indicates the meaning and values of the corresponding categories.

The GIS data collection phase of this Study occurred first in the project sequence, and was a compilation of the inventoried conditions without special regard to street interconnectivity and occurred prior to the identification and creation of the four quadrants.

Field Walks, measuring and photo-documentation occurred as the second phase of work, one in which the notion of the railway corridors (much like a limited access highway) dividing the Town into Quadrants emerged.

Prior to reviewing the scoring, a complete review of the Matrix Legend is recommended as the measurements and evaluations of each column is identified and explained in more detail. A broad overview of the components of the Matrix follows below:

4.1a Context

The first portion of the Matrices is Street Context, and it contains information that is both fact-based from the data collection (Right of Way Width) phase of work and observational based on site walks and visits (Road Context). As it is titled, this section is furnished to provide Context and understanding about the street.

4.1b Extant

This portion of the Matrices adds an additional level of information to the Context section: It is the section where indications of the existing conditions can be found, including National Highway Status, the presence of sidewalks and On-street Parking. Additionally this section includes the RSR value converted into a numerical Ranking. The findings of the Road Surface Rating or RSR score was converted to a Rank, indicating overall condition: RSR value of 0.00 – 33.33 resulted in a Rank of 1, RSR value of 33.34-66.66 resulted in a Rank of 2 , with a RSR value from 66.67-100 resulting in a Rank of 3, or the highest value. At the Town’s request, for the purposes of Complete Street Rankings for individual streets, the Roadway Rank is not calculated as part of the scoring, but is available for review as relevant supporting information.

4.1c Rankings

The final portion of the Matrices synthesizes various qualities and metrics into a numerical ranking. This criteria is the basis of the Composite Score.

Roadway Corridor Opportunity: This is a numerical representation of the “opportunity” for other modal provisions inherent in the ROW- an assessment based on the width of pavement to width of ROW comparison. Review of physical limitations such as walls, bridges, steep grades etc. is not reflected in this value.

Bike Opportunity Zone: Early in the Study, it became clear that due to the small size of Clinton (7.3 Square Miles) that the entire Town should be considered as a Bicycling Opportunity Zone. The scoring reflects the degree of need for special bicycle provisions considered desirable: the lower ranked streets likely are small neighborhood streets with low volumes of traffic, and as such likely require less bike provisions than other congested, higher traffic volume streets.

Bike Opportunity Zone Scoring:

Score of 1: No special considerations are warranted for cyclists. Typically characterized by Neighborhood Streets, Local Streets, with low volumes of traffic, with ranking consideration is given to the Right of Way: Narrow ROW widths coupled with low volume streets typically scored a value of 1:
Score of 2: Street Corridor warrants a level of provisions for cyclists. Sectional characteristics and on-the-ground conditions will likely dictate type of provisions
Score of 3: Street Corridor warrants the highest level of provisions for cyclists. Typically these are corridors characterized by an Arterial, Connector or thru type streets, with high traffic volumes, large intersections and frequent cub-cuts. In order for bicyclist to utilize the street safely, a high level of consideration and provisions for cyclists should be made. In many instances, there is no viable alternative route.

Priority Walk Zones:

Three main Commercial/Retail areas were identified, along with various Civic destinations such as Town Hall, The Bigelow Free Library, The Post Office as well as Health Service providers and the Clinton Hospital. The Elementary, Middle and High Schools were mapped, and areas of high density housing.
Walk Zone measurements were begun and measured from the closest point on the street (within the Quadrant identified) along the centerline of the road, then in a direction that is the shortest distance to the destination identified in the columns on the Matrix. This methodology was utilized due to large footprint mill and factory buildings situated on large lots, as well as due to the rail lines dividing the Town. Both the land use and transportation patterns create specific and concise points of connectivity between each of the Quadrants. Walk Radius (as the crow flies) evaluations and mapping was developed and has been included in this report, to suggest general associations or proximal relationships, however the more relevant evaluation as noted above is related to the route that has to be selected and used to make the most direct connection to the destination.

Priority Walk Zone Scoring:

A Walk Zone Score of 0 was assigned to any distance over one mile.
A Walk Zone score of 1 was given to any distance over .5 mile but under a mile.
A Walk Zone score of 2 was given to any distance over .25 mile but under .5 mile.
A Walk Zone score of 3 was given to any distance under .25 mile.

Weighted Value: This column represents an opportunity for special consideration outside of the mathematical rankings. The column allows a maximum value of +1 to be entered, depending on factors warranting consideration. A common reason for an additional point may be the overall role the street plays in establishing connectivity and linkages to other areas of town. .

Street Ranking by Composite Score
Organized by Quadrant
Highest to Lowest (top 10 +/-)

Town of Clinton Complete Streets Survey — February 26, 2015 — SUMMARY

	Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score	
		CONTEXT														RSR	RANKINGS								
QUAD 1	Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y		2	2	3	3	3	3	1	Major E-W street	15	
	Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P		2	2	3	3	3	2	1	Major E-W street	14	
	High Street (Brook to Water)	N-S	No	Minor Collector	CO	High	S	N	50	26	25	No	Yes	Y		2	3	3	3	2	2	1	Major N-S Downtown Street	14	
	Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P		3	2	3	3	1	3	1	Northern most E-W Connector Street	13	
	Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P		2	2	3	3	2	2	1		13	
	High Street	N-S	No	Major Collector	CO	High	L	N	50	57	25	Yes	Yes	Y		2	2	3	3	2	2	1		13	
	Main Street (Brook to Water)	N-S	Yes	Minor Collector	AR	High	S	C	60	26	20	No	Yes	Y		1	2	3	3	2	2	1		13	
	Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	N		1	2	3	3	1	3	0		12	
	Main Street (Lancaster Tl to Brook)	N-S	Yes	Major Collector	AR	High	S	N	60	25	20	No	Yes	Y		2	2	3	3	1	2	1	Lengthy Road +/- 1 mile	12	
	Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50	28	25	Yes	No	N		1	2	3	3	1	3	0		12	
	West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y		1	2	2	3	2	3	0	See Stone Street	12	
QUAD 2	Water Street	E-W	Y	Major Collector	AR	Medium	S	N	60	27	25	Yes	Yes	Yes		1	2	3	3	3	3	1	Major E-W street	15	
	Chestnut Street	N-S	N	Major Collector	AR	High	M	C	60	31	25	Yes	Yes	No		2	2	3	3	3	3	0		14	
	Chestnut Street (Mechanic to Union)	N-S	Y	Major Collector	AR	High	M	N	60	35	25	Yes	Yes	Yes		2	2	3	3	3	3	0		14	
	High Street	N-S	Y	Major Collector	AR	High	6	6	90	57	25	N	Yes	Yes		1	2	3	3	3	3	0		14	
	Pleasant Street (Grove to Parking Entrance)	E-W	N	Minor Collector	LO	Low	S	N	40	30	25	Yes	No	Yes		2	2	3	3	3	3	0		14	
	School Street	N-S	N	Local	AR	Low	M	N	48	33	25	Yes	No	Yes		3	2	2	3	3	3	1	Alternative link to Downtown	14	
	Union Street (Mechanic to Chestnut)	E-W	Y	Minor Collector	AR	Medium	M	C	50	33	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14	
	Union Street (Nelson to Mechanic)	E-W	Y	Minor Collector	AR	Medium	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14	
	Union Street (Nelson to Mechanic)	E-W	Y	Minor Collector	AR	Medium	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14	
QUAD 3	Woodlawn Street (Fitch to Kittredge)	N-S	Yes	Minor Collector	CO	Medium	S	N	40	22	25	Yes	No	No		1	2	3	2	1	3	1		12	
	New Harbor Road	N-S	Yes	Minor Collector	CO	Low	S	N	40	22	25	Yes	No			1	2	1	3	1	3	1		11	
	Woodlawn Street (Kittredge to Harbor)	N-S	Yes	Local	CO	Low	S	N	40	22	20	Yes	No	No		2	2	3	2	1	2	1		11	
	Woodlawn Street (Rigby St to Fitch)	N-S	Yes	Minor Collector	CO	Medium	S	N	40	27	25	Yes	No	No		1	2	3	2	1	2	1		11	
	CoachLace Street	E-W	No	Local	LO	Low	S	N	40	22	25	Yes	No			1	2	1	3	1	3	0		10	
	Rigby Street (Woodlawn to Greeley)	E-W	Yes	Minor Collector	CO	Low	S	N	48	33	25	Yes	No	Yes		1	2	3	1	1	2	1		10	
	Watson Place	E-W	No	Dead End	LO/DE	Low	S	N	18	30	10	No	No			1	2	1	3	1	3	0	Dead End servicing 3 residences	10	
	Fitch Road (Woodlawn to Lakeside Ave)	E-W	Yes	Local	LO	Low	S	N	50	26	25	Yes	No	Yes		3	2	3	1	0	2	1		9	
	Harbor Street	N-S	No	Dead End	LO/DE	Low	S	N	33	16	20	No	No	No		1	2	1	2	1	3	0		9	
	Kittredge Place	E-W	No	Dead End	LO/DE	Low	S	N	33	15	15	No	No	No		1	2	1	2	1	3	0		9	
	Pine Street (Harbor to Woodlawn)	E-W	No	Local	CO	Low	S	N	40	30	20	Yes	No	No		1	2	1	2	1	3	0	Bridge over RR tracks	9	
	Riverside Drive (New Harbor to Riverside 2)			Local	LO	Low	S	N	33	10	20	No	No	No		1	3	1	1	1	3	0		9	
QUAD 4	Brook Street (Main to Greeley)	E-W	Yes	Minor Collector	LO	Med	S	N/C	50	24	25	Yes	No	Y		2	2	2	3	1	1	1		10	
	Greeley Street	N-S	Yes	Minor Collector	CO	Low	M	N	60	40	25	Yes	No	P		1	2	3	3	1	1	0		10	
	Sterling Street (Brook to RR Tracks)	E-W	Yes	Local	AR	Med	M	I/C	45	35	25	Yes	No	P		1	2	3	3	1	1	0		10	
	Sterling Street (Lancaster Trail to Brook)	E-W	Yes	Minor Collector	AR	Med	S	N	45	24	25	Yes	No	Y		2	2	2	2	2	2	0		10	
	Parker Street	N-S	No	Local	LO	Med	S	I/C	40	25	25	Yes	No	P		1	2	2	3	1	1	0	Diverse Users = Industrial Corridor	9	
	Sand Court	E-W	No	Local	LO/CS	Low	S	N	33	8	10	No	No	N		3	3	1	2	1	1	1		9	
	Washington Street	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	P		1	2	2	3	1	1	0	Link to Rigby	9	
	Willow Street	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	Y		1	2	1	2	2	2	0		9	
	Grady Street	E-W	No	Dead End	LO/DE	Low	S	N	20	10	10	No	No	N		0	2	1	3	1	1	0		8	
	Lawrence Street	E-W	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0		8	
	Lewis Street	N-S	No	Local	LO	Low	S	N	33	22	25	No	No	Y		1	2	1	3	1	1	0		8	
	Maple Street	N-S	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0		8	
	View Street	E-W	Yes	Dead End	LO/DE	Low	S	N	40	20	20	Yes	No	Y		1	2	1	2	2	1	0		8	

Street Ranking by Composite Score
Highest to Lowest

		CONTEXT														RSR	RANKINGS							
Street Name	QUADRANT	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
Water Street	1	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y		2	2	3	3	3	3	1	Major E-W street	15
Water Street	2	E-W	Y	Major Collector	AR	Medium	S	N	60	27	25	Yes		Yes		1	2	3	3	3	3	1	Major E-W street	15
Water Street	1	E-W	Y	Major Collector	AR	Medium	S	N	60	27	25	Yes			1		2	3	3	3	3	1	Major E-W Street	15
Brook Street (Clark to Main)	1	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P		2	2	3	3	3	2	1	Major E-W street	14
High Street (Brook to Water)	1	N-S	No	Minor Collector	CO	High	S	N	50	26	25	No	Yes	Y		2	3	3	3	2	2	1	Major N-S Downtown Street	14
Chestnut Street	2	N-S	N	Major Collector	AR	High	M	C	60	31	25	Yes	Yes	No		2	2	3	3	3	3	0		14
Chestnut Street (Mechanic to Union)	2	N-S	Y	Major Collector	AR	High	M	N	60	35	25	Yes	Yes	Yes		2	2	3	3	3	3	0		14
Church Street	2	E-W	N	Minor Collector	LO	High	M	C	50	40	25	Yes	Yes	Yes		2	2	3	3	3	3	0	Major E-W Downtown Street	14
High Street	2	N-S	Y	Major Collector	AR	High	6	6	90	57	25	N	Yes	Yes		1	2	3	3	3	3	0		14
Mechanic Street	2	E-W	Y	Minor Collector	AR	High	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Pleasant Street (Grove to Parking Entrance)	2	E-W	N	Minor Collector	LO	Low	S	N	40	30	25	Yes	No	Yes		2	2	3	3	3	3	0		14
School Street	2	N-S	N	Local	AR	Low	M	N	48	33	25	Yes	No	Yes		3	2	2	3	3	3	1	Alternative link to Downtown	14
Union Street (Mechanic to Chestnut)	2	E-W	Y	Minor Collector	AR	Medium	M	C	50	33	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Union Street (Nelson to Mechanic)	2	E-W	Y	Minor Collector	AR	Medium	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Allen Street	1	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P		3	2	3	3	1	3	1	Northern most E-W Connector Street	13
Brook Street	1	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P		2	2	3	3	2	2	1		13
High Street	1	N-S	No	Major Collector	CO	High	L	N	50	57	25	Yes	Yes	Y		2	2	3	3	2	2	1		13
Main Street (Brook to Water)	1	N-S	Yes	Minor Collector	AR	High	S	C	60	26	20	No	Yes	Y		1	2	3	3	2	2	1		13
Main Street (Depot Square to Union)	2	N-S	Y	Major Collector	CO	High	M	C	60	40	25	Yes	Yes	Yes		2	3	3	2	2	2	1	Rtes 62/70/110	13
Walnut Street	2	N-S	N	Minor Collector	CO	Medium	S	N	50	30	25	Yes	No	Yes		2	2	2	3	3	3	0		13
Boyton Street	1	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	N		1	2	3	3	1	3	0		12
Main Street (Lancaster Tl to Brook)	1	N-S	Yes	Major Collector	AR	High	S	N	60	25	20	No	Yes	Y		2	2	3	3	1	2	1	Lengthy Road +/- 1 mile	12
Plain Street	1	E-W	No	Minor Collector	CO	Low	S	N	50	28	25	Yes	No	N		1	2	3	3	1	3	0		12
West Street	1	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y		1	2	2	3	2	3	0	See Stone Street	12
French Terrace	2	E-W	N	Dead End	LO/DE	Low	S	N	20	14	10	No					2	1	3	3	3	0		12
Grove Street	2	N-S	N	Minor Collector	CO	Low	S	N	40	23	25	Yes	No	Yes		2	2	2	2	3	3	0		12
Main Street (Union to Field Parking)	2	N-S	Y	Major Collector	CO	High	M	N	60	26	25	Yes	Yes	Yes		1	2	3	2	2	2	1	to Schools	12
Nelson Street	2	N-S	N	Local	LO	Low	S	N	40	27	25	Yes	Yes	Yes		1	2	1	3	3	3	0		12
Pierce Place	2	E-W	N	Local	LO	Low	S	N	24	16	20	No	No	No		1	2	1	3	3	3	0		12
Pond Court	2	N-S	N	Local	LO	Medium	S	N	20	14	10	No					2	1	3	3	3	0		12
Ring Street	2	E-W	N	Local	LO	Low	S	N	20	16	10	No	No	No			2	1	3	3	3	0		12
Union Street (Main to Nelson)	2	E-W	Y	Minor Collector	AR	Medium	S	C	50	26	25	Yes	Yes	Yes		3	2	3	3	2	2	0		12
Woodlawn Street (Fitch to Kittredge)	3	N-S	Yes	Minor Collector	CO	Medium	S	N	40	22	25	Yes	No	No		1	2	3	2	1	3	1		12
Depot Square	1	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No	Y		2	3	1	3	2	2	0		11
Forest Street	1	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No	Y		1	2	1	3	2	3	0	Neighborhood Street	11
Sterling Street	1	E-W	Yes	Major Collector	AR	Medium	M	N	40	38	25	Yes	No	Y		2	1	3	3	2	1	1		11
Chestnut Street (Water to Leighton)	2	N-S	N	Local	CO	High	M	N	60	31	25	Yes	No	Yes		2	2	3	2	2	2	0		11
Pleasant Street (Parking Entrance to School)	2	E-W	N	Minor Collector	LO	Low	S	N	40	24	25	Yes	No	Yes		2	2	3	2	2	2	0		11
Pleasant Street School to Main)	2	E-W	N	Minor Collector	LO	Low	S	N	40	24		Yes	No	Yes		2	2	3	2	2	2	0		11
Prospect Street	2	E-W	N	Local	LO	Low	S	N	40	32	25	Yes	No	Yes		3	1	1	3	3	3	0		11
New Harbor Road	3	N-S	Yes	Minor Collector	CO	Low	S	N	40	22	25	Yes	No			1	2	1	3	1	3	1		11
Woodlawn Street (Kittredge to Harbor)	3	N-S	Yes	Local	CO	Low	S	N	40	22	20	Yes	No	No		2	2	3	2	1	2	1		11
Woodlawn Street (Rigby St to Fitch)	3	N-S	Yes	Minor Collector	CO	Medium	S	N	40	27	25	Yes	No	No		1	2	3	2	1	2	1		11
East Street	1	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No	P		1	2	1	3	1	3	0		10
Main Street (Water to Ash)	1	N-S	Yes	Minor Collector	AR	High	S	N	60	24	20	No	Yes	Y		2	1	3	3	1	1	1		10
Stone Street	1	N-S	No	Local	LO	Medium	S	N	40	24	25	No	No	P		2	2	2	3	1	2	0	See West street	10
Battista Court	2	E-W	N	Local	LO/DE	Low	S	N	48	11	10	No	No	No		1	2	1	3	2	2	0		10
Richardson Place	2	E-W	N	Dead End	LO/DE	Low	S	N	20	13	10	No	No	No		2	2	1	3	2	2	0		10
CoachLace Street	3	E-W	No	Local	LO	Low	S	N	40	22	25	Yes	No			1	2	1	3	1	3	0		10
Rigby Street (Woodlawn to Greeley)	3	E-W	Yes	Minor Collector	CO	Low	S	N	48	33	25	Yes	No	Yes		1	2	3	1	1	2	1		10
Watson Place	3	E-W	No	Dead End	LO/DE	Low	S	N	18	30	10	No	No			1	2	1	3	1	3	0	Dead End servicing 3 residences	10
Brook Street (Main to Greeley)	4	E-W	Yes	Minor Collector	LO	Med	S	N/C	50	24	25	Yes	No	Y		2	2	2	3	1	1	1		10
Greeley Street	4	N-S	Yes	Minor Collector	CO	Low	M	N	60	40	25	Yes	No	P		1	2	3	3	1	1	0		10
Sterling Street (Brook to RR Tracks)	4	E-W	Yes	Local	AR	Med	M	I/C	45	35	25	Yes	No	P		1	2	3	3	1	1	0		10
Sterling Street (Lancaster Trail to Brook)	4	E-W	Yes	Minor Collector	AR	Med	S	N	45	24	25	Yes	No	Y		2	2	2	2	2	2	0		10
West Boylston Street	2	N-S	Y	Minor Collector	CO	Medium	M	N/C	60	40	25	Yes			3		2	3	1	1	2	1	Major N-S Street	10

Street Ranking by Composite Score
Highest to Lowest

Street Name	QUADRANT	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
	CONTEXT															RSR	RANKINGS							
Alexander Avenue	1	E-S	No	Local	LO	Low	S	N	40	28	20	Yes	No	P		1	2	1	3	0	3	0			9
Clark Street (north)	1	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No	Y		1	1	1	3	2	2	0			9
Clark Street (south)	1	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N		1	2	1	3	1	2	0			9
Fuller Court	1	N-S	No	Dead End	LO/DE	Low	S	N	33	19	10	No	No	N		1	2	1	3	1	2	0			9
Goss Street	1	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N		2	2	1	3	1	2	0			9
Hamilton Street	1	E-W	No	Local	LO	Low	S	N	40	20	20	No	No	P		2	2	1	2	1	3	0			9
Laurel Street	1	E-W	No	Local	LO	Low	S	N	40	22	20	Yes	No	Y		2	2	1	3	1	2	0			9
Myrtle Street	1	N-S	No	Dead End	LO/DE	Low	S	N	33	16	10	No	No	N		1	2	1	3	1	2	0			9
Worcester Street	1	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N		2	2	1	2	1	3	0			9
Henry Street	2	E-W	N	Local	LO	Low	S	N	40	14	20	No	No	Yes		1	2	1	2	2	2	0			9
Main Street (Field Parking to South Meadow)	2	N-S	Y	Major Collector	CO	High	M	N	60	40	25	Yes	Yes	Yes		2	2	3	1	1	1	1	to Schools		9
Pearl Street	2	E-W	N	Local	LO	Low	S	N	40	23	25	Yes	No	Yes		1	2	1	2	2	2	0			9
Fitch Road (Woodlawn to Lakeside Ave)	3	E-W	Yes	Local	LO	Low	S	N	50	26	25	Yes	No	Yes		3	2	3	1	0	2	1			9
Harbor Street	3	N-S	No	Dead End	LO/DE	Low	S	N	33	16	20	No	No	No		1	2	1	2	1	3	0			9
Kittredge Place	3	E-W	No	Dead End	LO/DE	Low	S	N	33	15	15	No	No	No		1	2	1	2	1	3	0			9
Pine Street (Harbor to Woodlawn)	3	E-W	No	Local	CO	Low	S	N	40	30	20	Yes	No	No		1	2	1	2	1	3	0	Bridge over RR tracks		9
Riverside Drive (New Harbor to Riverside 2)	3			Local	LO	Low	S	N	33	10	20	No	No	No		1	3	1	1	1	3	0			9
Parker Street	4	N-S	No	Local	LO	Med	S	I/C	40	25	25	Yes	No	P		1	2	2	3	1	1	0	Diverse Users = Industrial Corridor		9
Sand Court	4	E-W	No	Local	LO/CS	Low	S	N	33	8	10	No	No	N		3	3	1	2	1	1	1			9
Washington Street	4	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	P		1	2	2	3	1	1	0	Link to Rigby		9
Willow Street	4	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	Y		1	2	1	2	2	2	0			9
Jewett Court	1	E-W	No	Local	LO	Low	S	N	33	20	5	Yes	No	N		2	2	1	3	0	2	0			8
Liberty Street	1	N-S	No	Dead End	LO/DE	Low	S	N	33	16	10	No	No	N		1	2	1	2	1	2	0	Destination Street		8
Martin Street	1	N-S	No	Local	LO	Low	S	N	40	24	20	Yes	No	N		2	2	1	3	0	2	0			8
Olive Street	1	E-W	No	Local	LO	Low	S	N	40	22	20	No	No	P		1	2	1	3	0	2	0			8
Roma Street	1	E-W	No	Local	LO	Low	S	N	40	22	20	No	No	Y		1	2	1	3	0	2	0			8
Ash Street	2	E-W	N	Dead End	DE	Low	S	N	25	14	10	No	No	No		1	2	1	2	1	2	0			8
Leighton Ave	2	E-W	N	Local	LO	Low	S	N	20	16	10	N	No	No		1	1	1	2	2	2	0			8
Main Street (South Meadow to Sterling Trail)	2	N-S	Y	Major Collector	CO	Medium	M	N	60	40	25	Yes	Yes	Yes		2	2	3	1	1	1	0			8
Rigby Place	3	N-S	Yes	Dead End	LO/DE	Low	M	N					No	No			2	1	2	1	2	0			8
Rigby Street (Rigby Ln to Lancaster)	3	E-W	Yes	Local	CO	Low	S	N	48	16	25	No	No	No		2	3	3	1	0	1	0			8
Rigby Street (Greeley to Rigby Ln)	3	E-W		Local	CO	Low	S	N	48	23	25		No	No		1	2	3	1	0	2	0			8
Grady Street	4	E-W	No	Dead End	LO/DE	Low	S	N	20	10	10	No	No	N		0	2	1	3	1	1	0			8
Lawrence Street	4	E-W	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0			8
Lewis Street	4	N-S	No	Local	LO	Low	S	N	33	22	25	No	No	Y		1	2	1	3	1	1	0			8
Maple Street	4	N-S	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0			8
View Street	4	E-W	Yes	Dead End	LO/DE	Low	S	N	40	20	20	Yes	No	Y		1	2	1	2	2	1	0			8
Fitch Road (Lakeside Ave to Lancaster)	3	E-W	Yes	Local	LO	Low	S	N	50	23	25	Yes	No	Yes		2	2	3	1	0	1	0			7
Lakeside Avenue (Fitch to Island)	3	N-S	No	Dead End	LO	Low	S	N	60	43	15	Yes	No	Yes		1	2	3	1	0	1	0			7
Adams Street	4	N-S	No	Dead End	LO/DE	Low	S	N	40	20	20	Yes	No	N		0	2	1	2	1	1	0			7
Marshall Street	4	N-S	No	Local	LO	Low	S	N	40	27	25	Yes	No	Y		2	2	1	2	1	1	0			7
Willow Street (Willow 2 to Sterling)	4	S-W	No	Local	LO	High	S	N	40	28	25	Yes	No	P		1	2	1	2	1	1	0			7
North Pine Street	3	N-S	No	Dead End	LO/DE	Low	S	N			10	No	No	No		1	2	1	1	0	2	0	Gravel Road		6
Pine Street Ext.	3	N-S	No	Local	LO/DE	Low	S	N	24	16	20	No	No	No		2	2	1	1	0	2	0			6
Pine Street Woodlawn to Dead End)	3	N-S	No	Local	CO	Low	S	N	33	16	20	No	No	No		1	2	1	1	0	2	0			6
Highland Street	4	N-S	No	Local	CO	Low	S	N	40	29	20	Yes	No	Y		1	2	1	2	0	0	1	connection from Sterling to Hospital		6
Lakeside Avenue (Island to cul de sac)	3	N-S	No	Dead End	LO	Low	S	N	60	23	15	Yes	No	Yes		1	0	3	1	0	1	0			5
Dewey Street	4	E-W	No	Local	LO	Low	S	N	40	23	25	Yes	No	P		2	2	1	2	0	0	0			5
Flagg Street	4	E-W	No	Local	LO	Low	S	N	40	24	25	Yes	No	P		1	2	1	2	0	0	0			5
Harkins Street	4	N-S	No	Local	LO	Low	S	N	40	23	25	Yes	No	N		2	2	1	2	0	0	0			5
Highland Avenue	4	E-W	No	Local	LO/CS	Low	S	N	33	17	20	No	No	P		1	2	1	2	0	0	0			5
Rogers Field Way	3	N-S	No	Dead End	LO/DE	Low	S	N	40	24	25	Yes	No	No		2	0	1	1	0	2	0			4
Stonebridge Circle	3	N-S	No	Local	LO/DE	Low	S	N	40	24	25	Yes	No	No		3	2	1	0	0	1	0			4
Wilkate Place	3	N-S	No	Local	LO/DE								No	No			2	1	0	0	1	0	No data available		4
Belmont Avenue	4	N-S	No	Local	LO	Low	S	N	40	20	20	Yes	No	Y		1	2	1	1	0	0	0			4
Bristol Avenue	4	N-S	No	Local	LO	Low	S	N	40	23	20	Yes	No	N		2	2	1	1	0	0	0			4
Lydia Lane	3	E-W	No	Local	LO/DE								No	No			0	1	0	0	2	0	No data available		3

DOT Classifacation

Assesment of the DOT Road Classifacation - Do they agree ?

Assessment of the type of street and the role it plays in the community

General assessment of obserbed volumes

Indication of presence of legal on-street parking

Indication of the presence of sidewalks, (P) Partial suggests the sidewalks are not present for the length of the street or segment

Value indicating the percent of the Right of Way available that is not currently paved. (1=Low opp. 3= High opp.)

Value indicating level of need for special prvisions for biking. (1 = low need)

Subjective weighted value based on the established need or identified objectives (+1 max.)

Indicates if the street directly connects through to other quadrants of Town

To mplete Streets Survey — February 26, 2015 — QUADRANT 1

Street Name			CONTEXT											RSR	RANKINGS							
	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
Alexander Avenue	E-S	No	Local	LO	Low	S	N	40	24	20	Yes	No	P	1	2	1	3	0	3	0			9
Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P	3	2	3	3	1	3	1		Northern most E-W Connector Street	13
Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	N	1	2	3	3	1	3	0			12
Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P	2	2	3	3	2	2	1			13
Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P	2	2	3	3	3	2	1		Major N-S Downtown Street	14
Clark Street (north)	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No	N	1	1	1	3	2	2	0			
Clark Street (south)	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N	1	2								9
Depot Square	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No	N	2	3								11
	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No	N	1	2								10
	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No	N	1	2								11
	N-S	No	Dead End	LO/DE	Low	S	N			No	No	N	N	1	2								9
	N-S	No	Local	LO	Low	S	N				Yes		N										9
	E-W	No	Local	LO	Low	S	N				No		N										9
	N-S	No	Major Collector	CO	High	L	N				Yes		Y										13
High Street (Brook to Wa						S	N				No		N										14
Jewett Court						S	N				Yes		N										8
Laurel Street						S	N				Yes		N										9
Liberty Street						S	N	33					N	1	2								8
Main Street (Brook to W						S	C	60					Y	1	2								13
Main Street (Lancaster T						S	N	60					Y	2	2							1 mile	12
Main Street (Water to As						S	N	60					Y	2	1	3	3	1	1	1			10
Martin Street						S	N	40					N	2	2	1	3	0	2	0			8
Myrtle Street	N-S	No	Dead End	LO/DE	Low	S	N	33					N	1	2	1	3	1	2	0			9
Olive Street	E-W	No	Local	LO	Low	S	N	40					P	1	2	1	3	0	2	0			8
Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50					N	1	2	3	3	1	3	0			12
Roma Street	E-W	No	Local	LO	Low	S	N	40					Y	1	2	1	3	0	2	0			8
Sterling Street	E-W	Yes	Major Collector	AR	Medium	M	N	40					Y	2	1	3	3	2	1	1			11
Stone Street	N-S	No	Local	LO	Medium	S	N	40					P	2	2	2	3	1	2	0		See West street	10
Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y	2	2	3	4	3	3	1		Major E-W street	16
West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y	1	2	2	3						12
Worcester Street	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N	2	2	1	2						9

Indication of street elegibility for federal aid

Suggested posted speed limit

Assesment of the overall condition of the road on a scale of 1 to 3 (3 being the best)

Measurement of pavement width based on GIS information or field maeasurements

Assesment of the presence of enough width for two lanes of traffic minimum

Indicates the general direction the street is oriented

For all 3 columns:
Ranking of relative distance from indicated land use.

1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Overall total of values, does not include condition ranking notations identifying special considerations or observations

Town of Clinton Complete Streets Survey — February 26, 2015 — QUADRANT 1

							CONTEXT									RSR	RANKINGS						
Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking		Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
Alexander Avenue	E-S	No	Local	LO	Low	S	N	40	28	20	Yes	No	P			1	2	1	3	0	3	0		9
Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P			3	2	3	3	1	3	1	Northern most E-W Connector Street	13
Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	N			1	2	3	3	1	3	0		12
Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P			2	2	3	3	2	2	1		13
Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P			2	2	3	3	3	2	1	Major N-S Downtown Street	14
Clark Street (north)	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No	Y			1	1	1	3	2	2	0		9
Clark Street (south)	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N			1	2	1	3	1	2	0		9
Depot Square	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No	Y			2	3	1	3	2	2	0	Destination Street	11
East Street	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No	P			1	2	1	3	1	3	0		10
Forest Street	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No	Y			1	2	1	3	2	3	0		11
Fuller Court	N-S	No	Dead End	LO/DE	Low	S	N	33	19	10	No	No	N			1	2	1	3	1	2	0		9
Goss Street	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N			2	2	1	3	1	2	0		9
Hamilton Street	E-W	No	Local	LO	Low	S	N	40	20	20	No	No	P			2	2	1	2	1	3	0		9
High Street	N-S	No	Major Collector	CO	High	L	N	50	57	25	Yes	Yes	Y			2	2	3	3	2	2	1		13
High Street (Brook to Water)	N-S	No	Minor Collector	CO	High	S	N	50	26	25	No	Yes	Y			2	3	3	3	2	2	1	Major E-W street	14
Jewett Court	E-W	No	Local	LO	Low	S	N	33	20	5	Yes	No	N			2	2	1	3	0	2	0		8
Laurel Street	E-W	No	Local	LO	Low	S	N	40	22	20	Yes	No	Y			2	2	1	3	1	2	0		9
Liberty Street	N-S	No	Dead End	LO/DE	Low	S	N	33	16	10	No	No	N			1	2	1	2	1	2	0		8
Main Street (Brook to Water)	N-S	Yes	Minor Collector	AR	High	S	C	60	26	20	No	Yes	Y			1	2	3	3	2	2	1		13
Main Street (Lancaster TL to Brook)	N-S	Yes	Major Collector	AR	High	S	N	60	25	20	No	Yes	Y			2	2	3	3	1	2	1	Lengthy Road +/- 1 mile	12
Main Street (Water to Ash)	N-S	Yes	Minor Collector	AR	High	S	N	60	24	20	No	Yes	Y			2	1	3	3	1	1	1		10
Martin Street	N-S	No	Local	LO	Low	S	N	40	24	20	Yes	No	N			2	2	1	3	0	2	0		8
Myrtle Street	N-S	No	Dead End	LO/DE	Low	S	N	33	16	10	No	No	N			1	2	1	3	1	2	0		9
Olive Street	E-W	No	Local	LO	Low	S	N	40	22	20	No	No	P			1	2	1	3	0	2	0		8
Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50	28	25	Yes	No	N			1	2	3	3	1	3	0		12
Roma Street	E-W	No	Local	LO	Low	S	N	40	22	20	No	No	Y			1	2	1	3	0	2	0		8
Sterling Street	E-W	Yes	Major Collector	AR	Medium	M	N	40	38	25	Yes	No	Y			2	1	3	3	2	1	1		11
Stone Street	N-S	No	Local	LO	Medium	S	N	40	24	25	No	No	P			2	2	2	3	1	2	0	See West street	10
Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y			2	2	3	3	3	3	1	Major E-W street	15
West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y			1	2	2	3	2	3	0	See Stone Street	12
Worcester Street	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N			2	2	1	2	1	3	0		9

Chart Legend

Major

Neighborhood

Orientation:

N-S = North - South
E - W = East - West

Direct Quadrant Link:

Yes

No

Roadway Functional Classifications:

Major Arterial ..... AR
Major Collector .... CO
Minor Collector .... CO
Local ..... LO
Dead End ..... LO/CS/DE

Roadway Traffic Volume:

Low = less than 125
Meduim = 126 - 250
High = greater than 250

Road Type:

S = Small (less than 30' wide)
M = Medium (31' - 48' wide)
L = Large (49' - 79' wide)

Roadway Context:

C = Commercial
N = Neighborhood
I = Industrial

Sidewalks:

Y = Yes (may alternate sides)
N = No
P = Partial (do not extend the length of the street)

Roadway RSR Rank: (condition ranking)
1 = Worst Condition
2 = Mid-range Condition
3 = Best Condition

Roadway Corridor Opportunity(s):
1 = 81% - 100%
2 = 41% - 80%
3 = 1% - 40%
Note: Value reflects the percentage of the Right of Way not covered by the existing pavement.

Bicycle Opportunity(s):
1 = Low need for bicycle provisions
2 = Medium need
3 = High need for bicycle provisions

Walk Opportunity(s):
0 = greater than 1 mile
1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile
Note: *Distance measured is the linear distance along the centerline of roadway not a radius.*

DOT Classifacation

Assesment of the DOT Road Classifacation - Do they agree ?

Assessment of the type of street and the role it plays in the community

General assessment of obserbed volumes

Indicates if the street directly connects through to other quadrants of Town

Indication of the presence of sidewalks, (P) Partial suggests the sidewalks are not present for the length of the street or segment

Indication of presence of legal on-street parking

Value indicating the percent of the Right of Way available that is not currently paved. (1=Low opp. 3= High opp.)

Value indicating level of need for special prvisions for biking. (1 = low need)

Subjective weighted value based on the established need or identified objectives (+1 max.)

To mplete Streets Survey **February 26, 2015** **QUADRANT 1**

Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
Alexander Avenue	E-S	No	Local	LO	Low	S	N	40	20	20	Yes	No	P		1	2	1	3	0	3	0		9
Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P		3	2	3	3	1	3	1	Northern most E-W Connector Street	13
Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	P		1	2	3	3	1	3	0		12
Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P		2	2	3	3	2	2	1		13
Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P		2	2	3	3	3	2	1	Major N-S Downtown Street	14
Clark Street (north)	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No	P		1	1	1	3	2	2	0		
Clark Street (south)	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	P		1	2							9
Depot Square	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No	P		2	3							11
	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No	P		1	2							10
	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No	P		1	2							11
	N-S	No	Dead End	LO/DE	Low	S	N			No	No	N			1	2							9
	N-S	No	Local	LO	Low	S	N			Yes													9
	E-W	No	Local	LO	Low	S	N			No													9
	N-S	No	Major Collector	CO	High	L	N			Yes													13
High Street (Brook to Wa				CO	High		N			No													14
Jewett Court						S	N			Yes													8
Laurel Street						S	N			Yes													9
Liberty Street						S	N	33					N		1	2							8
Main Street (Brook to W						S	C	60					Y		1	2							13
Main Street (Lancaster T						S	N	60					Y		2	2						1 mile	12
Main Street (Water to As						S	N	60					Y		2	1	3	3	1	1	1		10
Martin Street						S	N	40					N		2	2	1	3	0	2	0		8
Myrtle Street	N-S	No	Dead End	LO/DE	Low	S	N	33					N		1	2	1	3	1	2	0		9
Olive Street	E-W	No	Local	LO	Low	S	N	40					P		1	2	1	3	0	2	0		8
Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50					N		1	2	3	3	1	3	0		12
Roma Street	E-W	No	Local	LO	Low	S	N	40					Y		1	2	1	3	0	2	0		8
Sterling Street	E-W	Yes	Major Collector	AR	Medium	M	N	40					Y		2	1	3	3	2	1	1		11
Stone Street	N-S	No	Local	LO	Medium	S	N	40					P		2	2	2	3	1	2	0	See West street	10
Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y		2	2	3	4	3	3	1	Major E-W street	16
West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y		1	2	2	3					12
Worcester Street	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N		2	2	1	2					9

Indication of street elegibility for federal aid

Suggested posted speed limit

Assesment of the overall condition of the road on a scale of 1 to 3 (3 being the best)

Measurement of pavement width based on GIS information or field maeasurements

Assesment of the presence of enough width for two lanes of traffic minimum

Indicates the general direction the street is oriented

For all 3 columns:
Ranking of relative distance from indicated land use.

1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Overall total of values, does not include condition ranking notations identifying special considerations or observations

Town of Clinton Complete Streets Survey — February 26, 2015 — QUADRANT 2

Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
	CONTEXT														RSR	RANKINGS							
Ash Street	E-W	N	Dead End	DE	Low	S	N	25	14	10	No	No	No		1	2	1	2	1	2	0		8
Battista Court	E-W	N	Local	LO/DE	Low	S	N	48	11	10	No	No	No		1	2	1	3	2	2	0		10
Chestnut Street	N-S	N	Major Collector	AR	High	M	C	60	31	25	Yes	Yes	No		2	2	3	3	3	3	0		14
Chestnut Street (Mechanic to Union)	N-S	Y	Major Collector	AR	High	M	N	60	35	25	Yes	Yes	Yes		2	2	3	3	3	3	0		14
Chestnut Street (Water to Leighton)	N-S	N	Local	CO	High	M	N	60	31	25	Yes	No	Yes		2	2	3	2	2	2	0		11
Church Street	E-W	N	Minor Collector	LO	High	M	C	50	40	25	Yes	Yes	Yes		2	2	3	3	3	3	0		14
French Terrace	E-W	N	Dead End	LO/DE	Low	S	N	20	14	10	No					2	1	3	3	3	0		12
Grove Street	N-S	N	Minor Collector	CO	Low	S	N	40	23	25	Yes	No	Yes		2	2	2	3	3	2	0		12
Henry Street	E-W	N	Local	LO	Low	S	N	40	14	20	No	No	Yes		1	2	1	2	2	2	0		9
High Street	N-S	Y	Major Collector	AR	High	6	6	90	57	25	N	Yes	Yes		1	2	3	3	3	3	0		14
Leighton Ave	E-W	N	Local		Low	S	N	20	16	10	N	No	No		1	1	1	2	2	2	0		8
Main Street (Depot Square to Union)	N-S	Y	Major Collector	CO	High	M	C	60	40	25	Yes	Yes	Yes		2	3	3	2	2	2	0		12
Main Street (Field Parking to South Meadow)	N-S	Y	Major Collector	CO	High	M	N	60	40	25	Yes	Yes	Yes		2	2	3	1	1	1	1	to School	9
Main Street (South Meadow to Sterling Trail)	N-S	Y	Major Collector	CO	Medium	M	N	60	40	25	Yes	Yes	Yes		2	2	3	1	1	1	0		8
Main Street (Union to Field Parking)	N-S	Y	Major Collector	CO	High	M	N	60	26	25	Yes	Yes	Yes		1	2	3	2	2	2	1	to School	12
Mechanic Street	E-W	Y	Minor Collector	AR	High	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Nelson Street	N-S	N	Local	LO	Low	S	N	40	27	25	Yes	Yes	Yes		1	2	1	3	3	3	0		12
Pearl Street	E-W	N	Local	LO	Low	S	N	40	23	25	Yes	No	Yes		1	2	1	2	2	2	0		9
Pierce Place	E-W	N	Local	LO	Low	S	N	24	16	20	No	No	No		1	2	1	3	3	3	0		12
Pleasant Street (Grove to Parking Entrance)	E-W	N	Minor Collector	LO	Low	S	N	40	30	25	Yes	No	Yes		2	2	3	3	3	3	0		14
Pleasant Street (Parking Entrance to School)	E-W	N	Minor Collector	LO	Low	S	N	40	24	25	Yes	No	Yes		2	2	3	2	2	2	0		11
Pleasant Street School to Main)	E-W	N	Minor Collector	LO	Low	S	N	40	24		Yes	No	Yes		2	2	3	2	2	2	0		11
Pond Court	N-S	N	Local	LO	Medium	S	N	20	14	10	No					2	1	3	3	3	0		12
Prospect Street	E-W	N	Local	LO	Low	S	N	40	32	25	Yes	No	Yes		3	1	1	3	3	3	0		11
Richardson Place	E-W	N	Dead End	LO/DE	Low	S	N	20	13	10	No	No	No		2	2	1	3	2	2	0		10
Ring Street	E-W	N	Local	LO	Low	S	N	20	16	10	No	No	No			2	1	3	3	3	0		12
School Street	N-S	N	Local	AR	Low	M	N	48	33	25	Yes	No	Yes		3	2	2	3	3	3	1	Alternate link to Downtown	14
Union Street (Main to Nelson)	E-W	Y	Minor Collector	AR	Medium	S	C	50	26	25	Yes	Yes	Yes		3	2	3	3	2	2	0		12
Union Street (Mechanic to Chestnut)	E-W	Y	Minor Collector	AR	Medium	M	C	50	33	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Union Street (Nelson to Mechanic)	E-W	Y	Minor Collector	AR	Medium	S	C	60	26	25	Yes	Yes	Yes		3	2	3	3	3	3	0		14
Walnut Street	N-S	N	Minor Collector	CO	Medium	S	N	50	30	25	Yes	No	Yes		2	2	2	3	3	3	0		13
Water Street	E-W	Y	Major Collector	AR	Medium	S	N	60	27	25	Yes		Yes		1	2	3	3	3	3	1	Major E-W Street	15
West Boylston Street	N-S	Y	Minor Collector	CO	Medium	M	N/C	60	40	25	Yes	Yes	Yes		3	2	3	1	1	2	1	Major N-S Street	10

Chart Legend

Major

Neighborhood

Orientation:

N-S = North - South
E - W = East - West

Direct Quadrant Link:

Yes

No

Roadway Functional Classifications:

Major Arterial ..... AR
Major Collector .... CO
Minor Collector .... CO
Local ..... LO
Dead End ..... LO/CS/DE

Roadway Traffic Volume:

Low = less than 125
Meduim = 126 - 250
High = greater than 250

Road Type:

S = Small (less than 30' wide)
M = Medium (31' - 48' wide)
L = Large (49' - 79' wide)

Roadway Context:

C = Commercial
N = Neighborhood
I = Industrial

Sidewalks:

Y = Yes (may alternate sides)
N = No
P = Partial (do not extend the length of the street)

Roadway RSR Rank: (condition ranking)

1 = Worst Condition
2 = Mid-range Condition
3 = Best Condition

Roadway Corridor Opportunity(s):

1 = 81% - 100%
2 = 41% - 80%
3 = 1% - 40%

Note: Value reflects the percentage of the Right of Way not covered by the existing pavement.

Bicycle Opportunity(s):

1 = Low need for bicycle provisions
2 = Medium need
3 = High need for bicycle provisions

Walk Opportunity(s):

0 = greater than 1 mile
1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Note: *Distance measured is the linear distance along the centerline of roadway not a radius.*

DOT Classifacation

Assesment of the DOT Road Classifacation - Do they agree ?

Assessment of the type of street and the role it plays in the community

General assessment of obserbed volumes

Indication of presence of legal on-street parking

Indication of the presence of sidewalks, (P) Partial suggests the sidewalks are not present for the length of the street or segment

Value indicating the percent of the Right of Way available that is not currently paved. (1=Low opp. 3= High opp.)

Value indicating level of need for special prvisions for biking. (1 = low need)

Subjective weighted value based on the established need or identified objectives (+1 max.)

Indicates if the street directly connects through to other quadrants of Town

To mplete Streets Survey **February 26, 2015** **QUADRANT 1**

Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
CONTEXT															RSR	RANKINGS							
Alexander Avenue	E-S	No	Local	LO	Low	S	N	40	20	20	Yes	No	P		1	2	1	3	0	3	0		9
Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P		3	2	3	3	1	3	1	Northern most E-W Connector Street	13
Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No			1	2	3	3	1		0		12
Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P		2	2	3	3	2	2	1		13
Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No			2	2	3	3	3	2	1	Major N-S Downtown Street	14
Clark Street (north)	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No			1	1	1	3	2	2	0		
Clark Street (south)	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No			1	2							9
Depot Square	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No			2	3							11
	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No			1	2							10
	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No			1	2							11
	N-S	No	Dead End	LO/DE	Low	S	N				No	No	N		1	2							9
	N-S	No	Local	LO	Low	S	N				Yes												9
	E-W	No	Local	LO	Low	S	N				No												9
	N-S	No	Major Collector	CO	High	L	N				Yes												13
High Street (Brook to Wate							N				No												14
Jewett Court						S	N				Yes												8
Laurel Street						S	N				Yes												9
Liberty Street						S	N	33					N		1	2							8
Main Street (Brook to W						S	C	60					Y		1	2							13
Main Street (Lancaster T						S	N	60					Y		2	2						Length Road 1) 1 mile	12
Main Street (Water to As						S	N	60					Y		2	1	3	3	1	1	1		10
Martin Street						S	N	40					N		2	2	1	3	0	2	0		8
Myrtle Street	N-S	No	Dead End	LO/DE	Low	S	N	33					N		1	2	1	3	1	2	0		9
Olive Street	E-W	No	Local	LO	Low	S	N	40					P		1	2	1	3	0	2	0		8
Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50					N		1	2	3	3	1	3	0		12
Roma Street	E-W	No	Local	LO	Low	S	N	40					Y		1	2	1	3	0	2	0		8
Sterling Street	E-W	Yes	Major Collector	AR	Medium	M	N	40					Y		2	1	3	3	2	1	1		11
Stone Street	N-S	No	Local	LO	Medium	S	N	40					P		2	2	2	3	1	2	0	See West street	10
Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y		2	2	3	4	3	3	1	Major E-W street	16
West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y		1	2	2	3					12
Worcester Street	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N		2	2	1	2					9

Indication of street elegibility for federal aid

Suggested posted speed limit

Assesment of the overall condition of the road on a scale of 1 to 3 (3 being the best)

Measurement of pavement width based on GIS information or field maeasurements

Assesment of the presence of enough width for two lanes of traffic minimum

Indicates the general direction the street is oriented

For all 3 columns:
Ranking of relative distance from indicated land use.

1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Overall total of values, does not include condition ranking notations identifying special considerations or observations

Town of Clinton Complete Streets Survey — February 26, 2015 — QUADRANT 3

			CONTEXT													RSR	RANKINGS							
Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
CoachLace Street	E-W	No	Local	LO	Low	S	N	40	22	25	Yes	No			1	2	1	2	2	1	0		8
Fitch Road (Lakeside Ave to Lancaster)	E-W	Yes	Local	LO	Low	S	N	50	23	25	Yes	No	Yes		2	2	3	1	0	1	0		7
Fitch Road (Woodlawn to Lakeside Ave)	E-W	Yes	Local	LO	Low	S	N	50	26	25	Yes	No	Yes		3	2	3	1	0	2	1		9
Harbor Street	N-S	No	Dead End	LO/DE	Low	S	N	33	16	20	No	No	No		1	2	1	2	1	3	0		9
Kittredge Place	E-W	No	Dead End	LO/DE	Low	S	N	33	15	15	No	No	No		1	2	1	2	1	3	0		9
Lakeside Avenue (Fitch to Island)	N-S	No	Dead End	LO	Low	S	N	60	43	15	Yes	No	Yes		1	2	3	1	0	1	0		7
Lakeside Avenue (Island to cul de sac)	N-S	No	Dead End	LO	Low	S	N	60	23	15	Yes	No	Yes		1	0	3	1	0	1	0		5
Lydia Lane	E-W	No	Local	LO/DE				0	0			No	No			0	1	0	0	2	0	No data available	3
New Harbor Road	N-S	Yes	Minor Collector	CO	Low	S	N	40	22	25	Yes	No			1	2	1	3	1	3	1		11
North Pine Street	N-S	No	Dead End	LO/DE	Low	S	N			10	No	No	No		1	2	1	1	0	2	0	Gravel Road	6
Pine Street (Harbor to Woodlawn)	E-W	No	Local	CO	Low	S	N	40	30	20	Yes	No	No		1	2	1	2	1	3	0	Bridge OVER rr Tracks	9
Pine Street Ext.	N-S	No	Local	LO/DE	Low	S	N	24	16	20	No	No	No		2	2	1	1	0	2	0		6
Pine Street Woodlawn to Dead End)	N-S	No	Local	CO	Low	S	N	33	16	20	No	No	No		1	2	1	1	0	2	0		6
Rigby Place	N-S	Yes	Dead End	LO/DE	Low	S	N					No	No			2	1	2	1	2	0		8
Rigby Street (Rigby Ln to Lancaster)	E-W	Yes	Local	CO	Low	S	N	48	16	25	No	No	No		2	3	3	1	0	1	0		8
Rigby Street (Greeley to Rigby Ln)	E-W		Local	CO	Low	S	N	48	23	25		No	No		1	2	3	1	0	2	0		8
Rigby Street (Woodlawn to Greeley)	E-W	Yes	Minor Collector	CO	Low	S	N	48	33	25	Yes	No	Yes		1	2	3	1	1	2	1		10
Riverside Drive (New Harbor to Riverside 2)			Local	LO	Low	S	N	33	10	20	No	No	No		1	3	1	1	1	3	0		9
Rogers Field Way	N-S	No	Dead End	LO/DE	Low	S	N	40	24	25	Yes	No	No		2	0	1	1	0	2	0		4
Stonebridge Circle	N-S	No	Local	LO/DE	Low	S	N	40	24	25	Yes	No	No		3	2	1	0	0	1	0		4
Watson Place	E-W	No	Dead End	LO/DE	Low	S	N	18	30	10	No	No			1	2	1	3	1	3	0	Dead End servicing 3 residences	10
Wilkate Place	N-S	No	Local	LO/DE								No	No			2	1	0	0	1	0	No data available	4
Woodlawn Street (Fitch to Kittredge)	N-S	Yes	Minor Collector	CO	Medium	S	N	40	22	25	Yes	No	No		1	2	3	2	1	3	1		12
Woodlawn Street (Kittredge to Harbor)	N-S	Yes	Local	CO	Low	S	N	40	22	20	Yes	No	No		2	2	3	2	1	2	1		11
Woodlawn Street (Rigby St to Fitch)	N-S	Yes	Minor Collector	CO	Medium	S	N	40	27	25	Yes	No	No		1	2	3	2	1	2	1		11

Chart Legend

Major

Neighborhood

Orientation:

N-S = North - South
E - W = East - West

Direct Quadrant Link:

Yes

No

Roadway Functional Classifications:

Major Arterial ..... AR
Major Collector .... CO
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C = Commercial
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Y = Yes (may alternate sides)
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Note: Value reflects the percentage of the Right of Way not covered by the existing pavement.

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DOT Classifacation

Assesment of the DOT Road Classifacation - Do they agree ?

Assessment of the type of street and the role it plays in the community

General assessment of obserbed volumes

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Indicates if the street directly connects through to other quadrants of Town

To mplete Streets Survey — February 26, 2015 — QUADRANT 1

Street Name			CONTEXT											RSR	RANKINGS							
	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
Alexander Avenue	E-S	No	Local	LO	Low	S	N	40	24	20	Yes	No	P	1	2	1	3	0	3	0			9
Allen Street	E-W	No	Minor Collector	CO	Median	S	N	40	25	20	Yes	No	P	3	2	3	3	1	3	1		Northern most E-W Connector Street	13
Boyton Street	N-S	No	Local	LO	Low	S	N	40	18	20	No	No	N	1	2	3	3	1	3	0			12
Brook Street	E-W	Yes	Minor Collector	AR	High	S	N	50	28	25	No	No	P	2	2	3	3	2	2	1			13
Brook Street (Clark to Main)	E-W	Yes	Major Collector	AR	High	S	N	40	28	25	No	No	P	2	2	3	3	3	2	1		Major N-S Downtown Street	14
Clark Street (north)	N-S	No	Local	LO	Low	S	N	33	28	20	Yes	No	N	1	1	1	3	2	2	0			
Clark Street (south)	N-S	No	Local	LO	Low	S	N	40	22	20	Yes	No	N	1	2								9
Depot Square	N-S	No	Local	LO	Low	M	C	99	33	20	Yes	No	N	2	3								11
	N-S	No	Local	LO	Low	S	N	40	21	20	Yes	No	N	1	2								10
	N-S	No	Local	LO	Low	S	N	20	19	No	Yes	No	N	1	2								11
	N-S	No	Dead End	LO/DE	Low	S	N			No	No	N	N	1	2								9
	N-S	No	Local	LO	Low	S	N				Yes		N										9
	E-W	No	Local	LO	Low	S	N				No		N										9
	N-S	No	Major Collector	CO	High	L	N				Yes		Y										13
High Street (Brook to Wa						S	N				No		N										14
Jewett Court						S	N				Yes		N										8
Laurel Street						S	N				Yes		N										9
Liberty Street						S	N	33					N	1	2								8
Main Street (Brook to W						S	C	60					Y	1	2								13
Main Street (Lancaster T						S	N	60					Y	2	2							1 mile	12
Main Street (Water to As						S	N	60					Y	2	1	3	3	1	1	1			10
Martin Street						S	N	40					N	2	2	1	3	0	2	0			8
Myrtle Street	N-S	No	Dead End	LO/DE	Low	S	N	33					N	1	2	1	3	1	2	0			9
Olive Street	E-W	No	Local	LO	Low	S	N	40					P	1	2	1	3	0	2	0			8
Plain Street	E-W	No	Minor Collector	CO	Low	S	N	50					N	1	2	3	3	1	3	0			12
Roma Street	E-W	No	Local	LO	Low	S	N	40					Y	1	2	1	3	0	2	0			8
Sterling Street	E-W	Yes	Major Collector	AR	Medium	M	N	40					Y	2	1	3	3	2	1	1			11
Stone Street	N-S	No	Local	LO	Medium	S	N	40					P	2	2	2	3	1	2	0		See West street	10
Water Street	E-W	Yes	Major Collector	AR	High	S	C	60	24		Yes	Yes	Y	2	2	3	4	3	3	1		Major E-W street	16
West Street	N-S	No	Minor Collector	CO	Low	S	N	40	20	20	Yes	No	Y	1	2	2	3						12
Worcester Street	N-E	No	Local	LO/CS	Low	S	N	40	22	20	Yes	No	N	2	2	1	2						9

Indication of street elegibility for federal aid

Suggested posted speed limit

Assesment of the overall condition of the road on a scale of 1 to 3 (3 being the best)

Measurement of pavement width based on GIS information or field maeasurements

Assesment of the presence of enough width for two lanes of traffic minimum

Indicates the general direction the street is oriented

For all 3 columns:
Ranking of relative distance from indicated land use.

1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Overall total of values, does not include condition ranking notations identifying special considerations or observations

Town of Clinton Complete Streets Survey — February 26, 2015 — QUADRANT 4

Street Name	Orientation	Direct Quadrant Link	Roadway Functional Classification	Local Classification	Roadway Traffic Volume	Road Type	Roadway Context	Right of Way Width	Roadway Pavement Width *	Maximum Speed Index	Adequate Vehicular Pavement Width	National Highway System	Sidewalks	On Street Parking	Roadway RSR Rank	Roadway Corridor Opportunity	Bike Opportunity Zone	Walk Opportunity Zone Commercial - Retail, Businesses	Walk Opportunity Zone Civic - Services, Library	Walk Opportunity Zone Recreational Active, Passive	Weighted Value	Notes	Composite Score
				CONTEXT											RSR	RANKINGS							
Adams Street	N-S	No	Dead End	LO/DE	Low	S	N	40	20	20	Yes	No	N		0	2	1	2	1	1	0		7
Belmont Avenue	N-S	No	Local	LO	Low	S	N	40	20	20	Yes	No	Y		1	2	1	1	0	0	0		4
Bristol Avenue	N-S	No	Local	LO	Low	S	N	40	23	20	Yes	No	N		2	2	1	1	0	0	0		4
Brook Street	E-W	Yes	Minor Collector	LO	Med	S	N/C	50	24	25	Yes	No	Y		2	2	2	3	1	1	1		10
Dewey Street	E-W	No	Local	LO	Low	S	N	40	23	25	Yes	No	P		2	2	1	2	0	0	0		5
Flagg Street	E-W	No	Local	LO	Low	S	N	40	24	25	Yes	No	P		1	2	1	2	0	0	0		5
Grady Street	E-W	No	Dead End	LO/DE	Low	S	N	20	10	10	No	No	N		0	2	1	3	1	1	0		8
Greeley Street	N-S	Yes	Minor Collector	CO	Low	M	N	60	40	25	Yes	No	P		1	2	3	3	1	1	0		10
Harkins Street	N-S	No	Local	LO	Low	S	N	40	23	25	Yes	No	N		2	2	1	2	0	0	0		5
Highland Avenue	E-W	No	Local	LO/CS	Low	S	N	33	17	20	No	No	P		1	2	1	2	0	0	0	links Sterling to Hospital	5
Highland Street	N-S	No	Local	CO	Low	S	N	40	29	20	Yes	No	Y		1	2	1	2	0	0	1	Connection to Hospital	6
Lawrence Street	E-W	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0		8
Lewis Street	N-S	No	Local	LO	Low	S	N	33	22	25	No	No	Y		1	2	1	3	1	1	0		8
Maple Street	N-S	No	Local	LO	Low	S	N	40	26	25	Yes	No	Y		1	2	1	3	1	1	0		8
Marshall Street	N-S	No	Local	LO	Low	S	N	40	27	25	Yes	No	Y		2	2	1	2	1	1	0		7
Parker Street	N-S	No	Local	LO	Med	S	I/C	40	25	25	Yes	No	P		1	2	2	3	1	1	0	Diverse Users = Industrial Corridor	9
Sand Court	E-W	No	Local	LO/CS	Low	S	N	33	8	10	No	No	N		3	3	1	2	1	1	1		9
Sterling Street (Lancaster Trail to Brook)	E-W	Yes	Minor Collector	AR	Med	S	N	45	24	25	Yes	No	Y		2	2	2	2	2	2	0		10
Sterling Street (Brook to RR Tracks)	E-W	Yes	Local	AR	Med	M	I/C	45	35	25	Yes	No	P		1	2	3	3	1	1	0		10
View Street	E-W	Yes	Dead End	LO/DE	Low	S	N	40	20	20	Yes	No	Y		1	2	1	2	2	1	0		8
Washington Street	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	P		1	2	2	3	1	1	0	Bike Park ? Link to Rigby	9
Willow Street	S-E	No	Local	LO	Low	S	N	40	23	25	Yes	No	Y		1	2	1	2	2	2	0		9
Willow Street (Willow 2 to Sterling)	S-W	No	Local	LO	High	S	N	40	28	25	Yes	No	P		1	2	1	2	1	1	0		7

Chart Legend

Major

Neighborhood

Orientation:

N-S = North - South
E - W = East - West

Direct Quadrant Link:

Yes

No

Roadway Functional Classifications:

Major Arterial ..... AR
Major Collector .... CO
Minor Collector .... CO
Local ..... LO
Dead End ..... LO/CS/DE

Roadway Traffic Volume:

Low = less than 125
Meduim = 126 - 250
High = greater than 250

Road Type:

S = Small (less than 30' wide)
M = Medium (31' - 48' wide)
L = Large (49' - 79' wide)

oadway Context:

C = Commercial
N = Neighborhood
I = Industrial

Sidewalks:

Y = Yes (may alternate sides)
N = No
P = Partial (do not extend the length of the street)

Roadway RSR Rank: (condition ranking)

1 = Worst Condition
2 = Mid-range Condition
3 = Best Condition

Roadway Corridor Opportunity(s):

1 = 81% - 100%
2 = 41% - 80%
3 = 1% - 40%

Note: Value reflects the percentage of the Right of Way not covered by the existing pavement.

Bicycle Opportunity(s):

1 = Low need for bicycle provisions
2 = Medium need
3 = High need for bicycle provisions

Walk Opportunity(s):

0 = greater than 1 mile
1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Note: *Distance measured is the linear distance along the centerline of roadway not a radius.*

5. RECOMMENDATIONS

5.1 GENERAL RECOMMENDATIONS:

The true challenge in any community is enhancing the overall Town-wide level of completeness and connectivity. Any change or update to existing infrastructure comes at a cost, and as such the task is to target locations and right-size the actions that make a difference. The following recommendations & project types are furnished in order from low to high cost. Walkabilty in Clinton can be readily enhanced by pursuing a set of improvements that will make a difference almost immediately. Some are simple and cost effective, and will address some of noted shortfalls in safety and connectivity, helping the Town maximize walking utilizing the sidewalk infrastructure that is already in place

A. Low Cost:

1. Vegetation Management: Overgrown trees, shrubs, hedges and vines both on private land and within the ROW obscure sidewalks and force pedestrians to walk in the street. In several locations invasive bitter sweet was observed growing in from the edge of the ROW and wrapping signs and utility poles, thru the course of the summer making the existing sidewalks impassable. The Town should work within the ROW and with private landowners to cut back to the vegetation.

2. Paint crosswalks and traffic islands: Paint is relatively inexpensive and makes a big difference in perception by adding definition and enhancing visibility. In areas where the crossing distances are long, such as crossing Washington Street when walking on the south side of Brook Street, consider painting both a crosswalk and 'splitter' or median traffic island to define traffic movements and create a pedestrian zone. In special cases, consider using solid colors or paint rather than the open 'ladder-style' hatch pattern.

3. Install pedestrian safety delineators: Maximize the impact of painted crosswalks by installing high-visibility signage (reflective posts and signs with indicator arrows) for critical crosswalk locations. Utilize in-road elements such as installed flexible delineators, flexible bollards or removable bollards or sandwich boards to further highlight pedestrian crossing locations and draw attention to the pedestrians in the roadway. Consider illumination to critical crossings.

B. Middle Cost:

1. Eliminate the small but critical broken linkages: Construct sidewalks on segments of streets that currently have some sidewalks but are missing sidewalks for portions of the street. For example Brook Street has sidewalks on alternating sides of the street, but is lacking sidewalks between Clark St. and West St. A block further the sidewalks are missing again between High St. and East St. Completing this link effectively connects an entire neighborhood to the Southern Commercial District of Main Street. Another example can be found on the north side of New Harbor Road: there is 200 feet of sidewalk missing, a break in the linkage to the intersection with Main Street. There are several walking routes within the Study Area that act as linkages from neighborhoods to commercial and retail areas and can be made more complete and far safer by first addressing the lack of sidewalks for a block or two.

2. Create Safer Pedestrian Crossings: Using the information in this Study and field observations, identify key intersections where pedestrians and cars moving at higher speeds intersect. At these key intersections, consider reducing the crossing distance by introducing curb-line bump-outs or where the street is overly wide introduce raised medians to create an area of refuge for pedestrians. The bump-outs serve to make the pedestrians more visible, and reduce the time it takes to cross the street. While bump-outs exist on High Street, there are street segments on Main St and Union that may well warrant such measures.

3. Establish Strategic Traffic Calming Measures: Build upon the underlying pedestrian objectives noted above to regulate traffic speed in sensitive areas. In the case of the intersection of School Street (N-S) and Union Street (E-W), it has been observed that due to the width of Union St. and the roadway 'cues'/ characteristics of Union St. as it approaches Mechanic St. vehicles are often rapidly accelerating as they leave Main St. heading east or are travelling at a fast rate of speed as they travel west downhill toward Main St. The School St. intersection represents one of only 3 connections from the southern parts of town into the core Downtown area, and from a pedestrian's perspective it may be a preferred route to use due to relatively light N-S traffic on School St.

C. High Cost:

1. Reconstruct Gateway Intersections: The majority of Traffic flowing thru town N-S or E-W travels through only a handful of 'gateway' intersections. The intersections need to respond and accommodate other modes of transportation and users. Currently the intersections currently handle vehicular traffic only adequately, and may benefit from signal updates, greater signage and organization of turning lanes. Longer left turn lanes, or narrow textured medians or traffic islands may add clarity and will enhance safety for all users. These intersections often lack the required ADA accessible routes and need other sidewalk improvements as well. In almost all cases the existing pedestrian crossings warrant improvements that will enhance safety. In the case of Water St., the entire section of the street between High St. and Depot Square could be considered one large Gateway, serving not only E-W Traffic (this is the main thru-Town crossing route) but also N-S traffic approaching or leaving the Downtown Core via Main St. or High St. Improvements should include improvements to traffic movement in the form of signals or signage, re-worked lane designations, identified accommodations for bikes such as sharrows, bicycle lane markings or Bike Route markers as appropriate. Pedestrian crossings should be enhanced by textured pavers, or otherwise high-contrast enhanced visibility crosswalks with high visibility lighting or countdown features. Transitions should have ADA compliant ramps, and wide sidewalks without signal poles or other utility obstructions. The Gateways and the immediate surrounds are opportunities for 'Placemaking' with special features (if warranted) such as intersection speed-tables or raised crosswalks or the incorporation of site amenities such as ornamental bollards, decorative pavement, landscaping, ornamental lighting, and enhanced way-finding signage. Re-work of the intersections may allow enhanced water quality treatment measures such as bio-swales or rain gardens to be incorporated into islands, street trees or landscaped areas. Certain settings may be appropriate for the introduction of interpretive exhibits or public art installations.

2. Re-design and Re-construct Key Streets: A few streets in Town are the major vehicular routes and noticeably out of balance in regard to provisions for other user groups. In order to offer the community legitimate transportation choices and create greater equity for other modes to use the street corridor, substantial redesign (re-alignments, lane width modifications, curb line and drainage improvements, re-organization and elimination of extra and overly wide curb-cuts, wide sidewalks with buffers) of the street will likely be required. North-South oriented streets such as Main St., High St., Greeley St. would benefit from re-design. East – West oriented streets include Water St., Church St. and Union St. All of these streets connect neighborhoods to commercial areas of the downtown and civic core of the community. One street corridor that differs from these listed is one that is made up of segments of several streets; Woodlawn Avenue, Pine Street, and New Harbor Road. The corridor would greatly benefit from sidewalks and bike lanes; a substantive reworking of the entire roadway system from Main St. to Rigby St. would undoubtedly have positive benefits to the neighborhoods served by this single roadway system.

3. Pursue the creative linkages; The extensive rail road system and manufacturing history of the Town has created physical barriers that literally place walls in front of desired connections. Observation indicates that many pedestrians move along or on the rail lines, walking into the commercial areas from the outlying areas. The Town may want to pursue the establishment of multi-use trails or paths that share the RR corridors and in essence acknowledge the age old adage that a straight line is the shortest distance between two points. While somewhat uncommon, there are a few examples of corridors being shared with the introduction of barrier fencing, lighting and specific access points. Large footprint existing mill structures may now have owners with greater flexibility in regard to the mills intact footprint and operations: conversations regarding passage around, under or thru the mill sites may now be more possible to have than they were 100 years ago. As the mill uses change and housing or mixed use redevelopment occurs, or as people working within the mills expect more flexibility and connectivity to the Town, walkable alleyway connections, multi-use paths, sidewalks or even streets thru large parcels may be possible.

5.2 Specific Recommendations: Potential Complete Street Projects

Quadrant 1

Provisions for Bicycles on key N-S and E-W streets identified with need

1.1 Main Street: Evaluate and improve all major intersections
1.2 Allen Street: Complete 500LF of missing sidewalk. Provide bicycle provisions
1.3 Brook Street: Evaluate and improve all major intersections
1.4 Brook Street: Construct missing 650 LF of sidewalk to connect Main St. to East St. Provisions for Bicycles.
1.5 Plain Street: Construct 1580LF of sidewalks. Provide Bicycle Provisions.

Quadrant 2

2.1 Main Street: Redo all major intersections to accommodate passage of other modes of transportation.
2.2 High St: Redo critical intersections
2.3 Gateways to Clinton

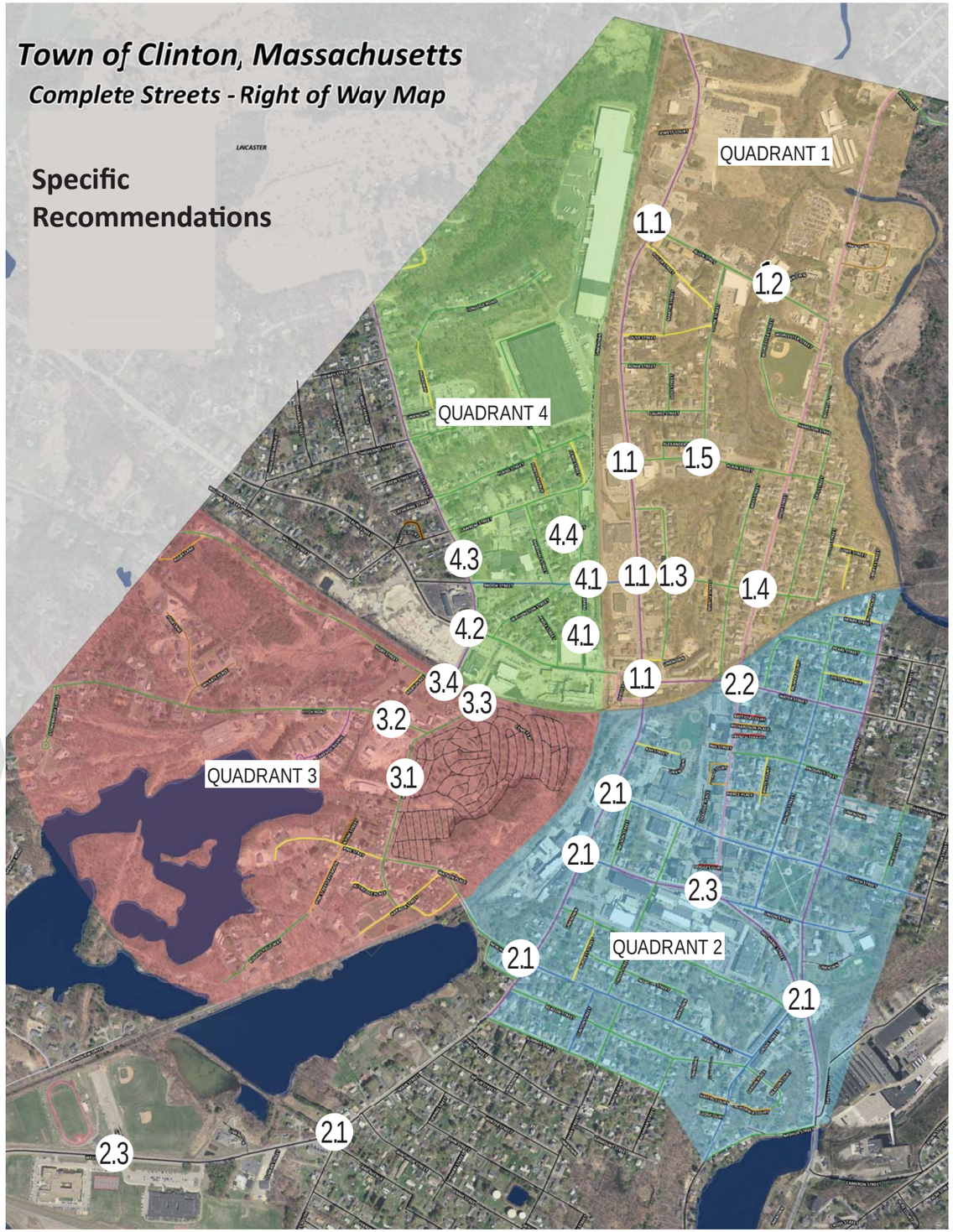
Quadrant 3

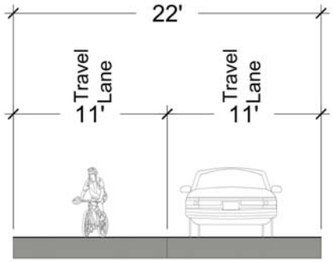
New Harbor Road: Complete 170 LF of sidewalk (work will likely require retaining walls and intersection improvements)

3.1 Woodlawn Ave: Construct new sidewalks (2230LF)
3.2 Fitch Road: add 650 LF of sidewalks to South side of road beyond DPW barn
3.3 Rigby Street: upgrade existing sidewalk
3.4 Address lighting under bridges

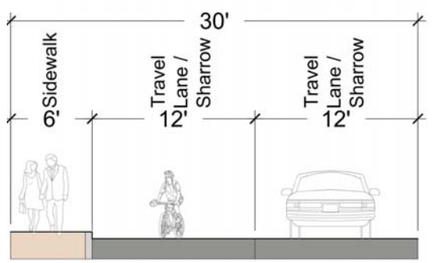
Quadrant 4

4.1 Brook Street: Complete missing sidewalks
4.2 Greeley intersection with Sterling
4.2 Greeley Street: Complete missing sidewalk segments
4.3 Parker Street: Construct sidewalks 500LF

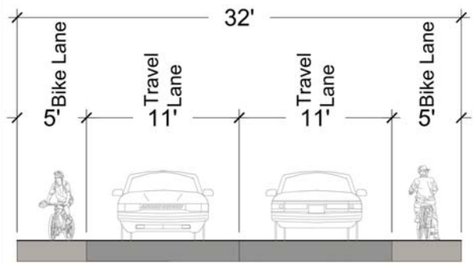




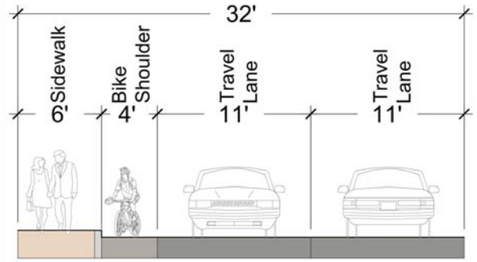
SR
Shared Roadway
- No sidewalks, bike lanes, or bike shoulders; everyone shares the road



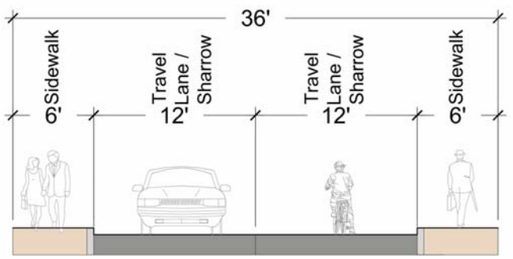
SPBSh
Secondary Pedestrian street with Bike Sharrow
- Sidewalk one side and painted sharrows



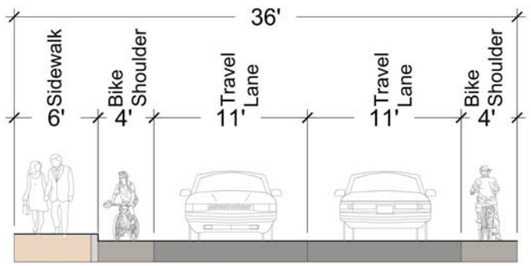
PBNP
Prime Biking street with No Pedestrian features
- Bike lanes or shoulders but no pedestrian accommodations



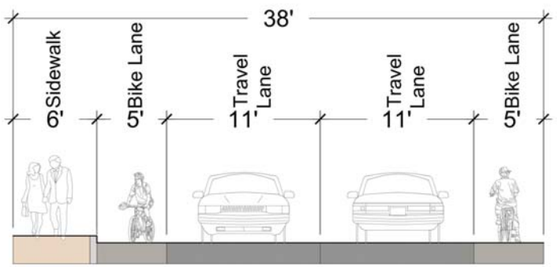
SPBS
Secondary Pedestrian street with Bike Shoulder
- Sidewalk one side and bike shoulder



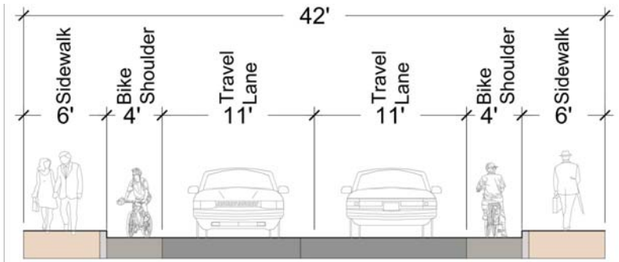
PPBSh
Prime Pedestrian street with Bikes Sharing the Road
- Sidewalks both sides and painted sharrows



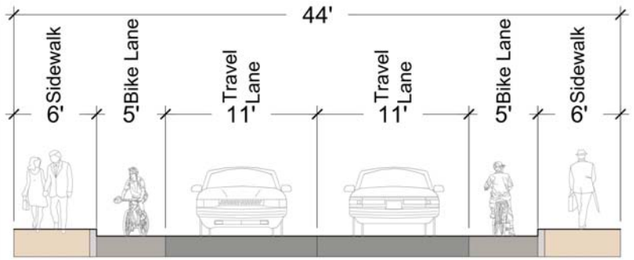
SPBS - Alt.
Secondary Pedestrian street with Bike Shoulder
- Sidewalk one side and bike shoulder



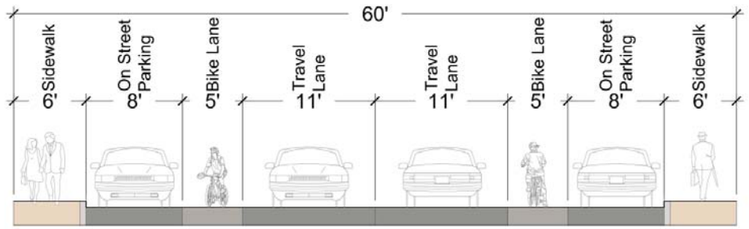
SPBL
Secondary Pedestrian street with Bike Lane
- Sidewalk one side and bike lane



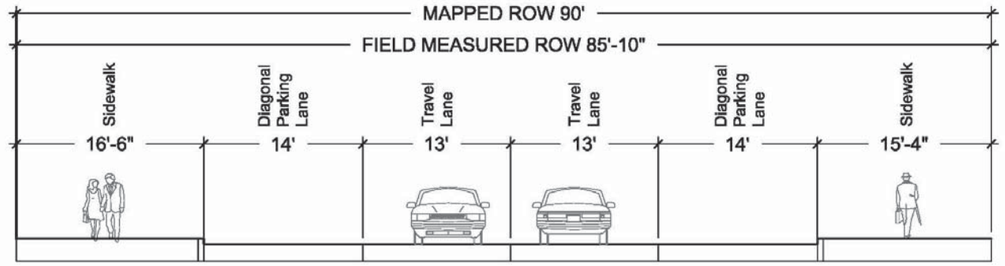
PPBS
Prime Pedestrian street with Bike Shoulder
- Sidewalks both sides and bike shoulder



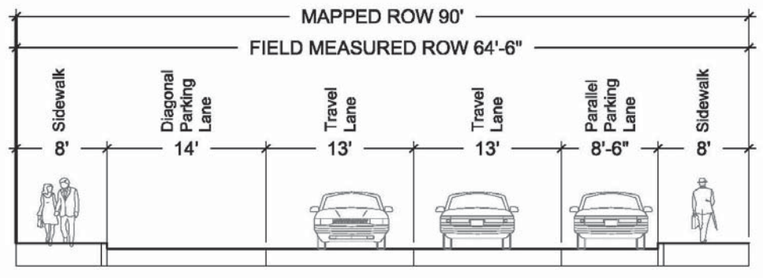
PPBL
Prime Pedestrian street with Bike Lane
- Sidewalks both sides and full bike lane



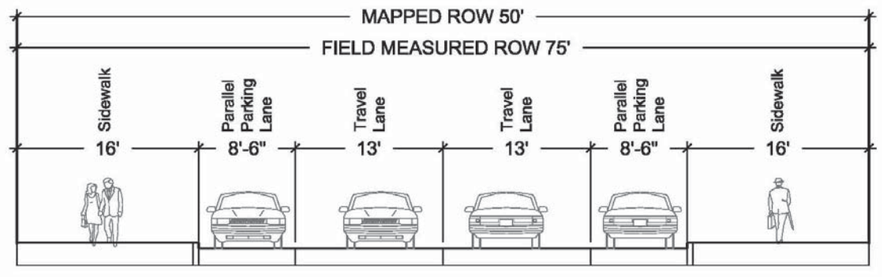
PPBL - ALT.
Prime Pedestrian street with Bike Lane - with On Street Parking
- Sidewalks both sides and full bike lane



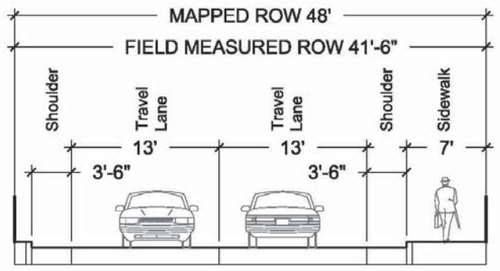
High Street from Union St. to Prospect St.
- Sidewalks both sides and diagonal parking lanes both sides

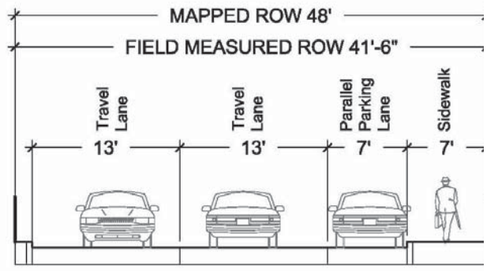


High Street from Prospect St. to Water St.
- Sidewalks both sides, diagonal parking one side, & parallel parking one side.

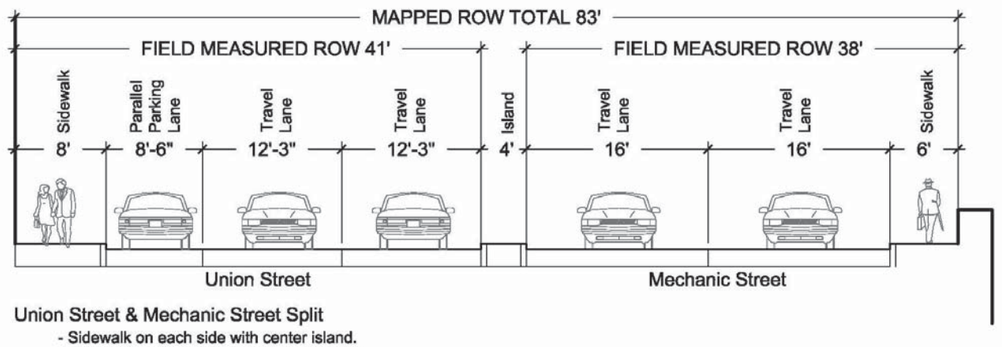


Church Street from Walnut St. to Main St.
- Sidewalks both sides & parallel parking both sides.





School Street
- Sidewalk one side.
- Either shoulders on each side or narrow parallel parking on one side.



Union Street & Mechanic Street Split
- Sidewalk on each side with center island.
- Union Street - Parallel parking on one side.

6. Reference

6.1 Methodology: Asset Inventory and Evaluation

The Road Surface Rating (RSR); is a numeric value to simplify the categorization of roadway conditions. The RSR is based solely on the severity and extent of the distresses present in the roadway. Factors such as importance, traffic volume, and roadway classification are not used in the calculation. This RSR is presented on a scale of 0 to 100, with 0 being the worst condition.

The distresses considered for the calculation of the RSR include Alligator Cracking, Linear Cracking, Edge Cracking, Potholes, Patching, Rutting, Depressions, and Drainage. During the inspection process, each distress, where present, is graded based on severity and extent. During the RSR calculation, the program assigns each distress a Deduct Value. The Deduct Value is equal to the Distress Extent multiplied by a Distress Severity Factor multiplied by the Distress Weighting. The program then calculates the RSR by subtracting the Deduct Value for each distress from the optimum value of 100. It is possible for the calculation to result in a negative value for the RSR, in which case the RSR is set to 0.

For the purposes of this study, the RSR value was then converted to a rank with a value of 1 to 3, 1 being the lowest value (worst condition) and 3 being the best condition.

Pavement

Centerline Configuration is the manner in which all roads are organized.
BETA evaluates the most current GIS Centerline File to ensure all roadway segments are accounted for. Establishing a complete network of roads is an involved effort that may require additional municipal coordinations.

Roadway Survey

Once the network to be inspected was established, the BETA Inspection Team. The BETA team visually rated each roadway segment for the extent and severity of observed pavement surface distresses. The Pavement Management System relies heavily on the pavement data collected as part of this task for reporting and analysis. The inspections focused on pavement attributes that change over time such as the following distresses:

- Alligator Cracking
- Linear Cracking
- Edge Cracking
- Potholes/Delamination
- Utility Patching
- Rutting

Additional roadway attributes such as curb type, sidewalk present (odd, even), and sidewalk material was also be collected as part of the field data collection process.

Each of the distresses indicated above was evaluated as to their extent and severity within a particular road segment, as required for condition index assignment. The pavement information was entered into the database during the field inspection program. Roadway network inventory data describing roadway lengths, segment start and end points, etc. (items that seldom change) will be pre-populated to improve field operation efficiencies. These attributes will be confirmed as part of the inspection process and revised as required.

Sidewalks

Sidewalks are inventoried as both linear and point features. Sidewalk lengths are calculated based on a comparison to the corresponding street centerline segment on a percentage basis. Point features were identified, allowing the mapping of sidewalk maintenance locations.

BETA utilizes its predefined sidewalk database schema to inspect each sidewalk segment using tablet laptops and attribute field collected data through pull down menus. Data collected includes the following:

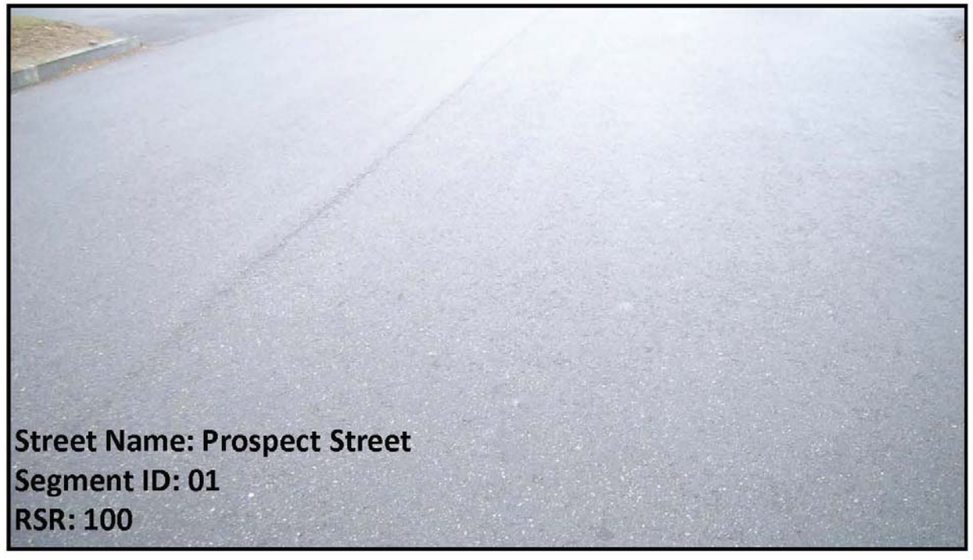
- Street Name
- Street Segment Name
- Approximate Length
- Average Width
- Material Type (Asphalt, Concrete, Brick, Mix Materials)
- Conditions Assessment (Tree Roots, Grass, Cracking, Lifting, Spalling)
- General Rating (Good, Fair, Poor)

Sidewalk Ramps

BETA utilizes its existing ramp database design used in other Massachusetts communities to locate and inspect each ramp. Ramp locations are established in the field as part of the inspection process and are inserted as a point feature. Ramps are spatially located using the most up to date orthophotography imagery and other planimetric data layers currently available in the Town's and State's GIS. Data to be coded/ collected will include the following:

- Street Name
- Street Segment Name
- Intersecting Street
- Ramp Condition (Excellent, Good, Fair, Poor)
- Detectable Warning Panel (Yes, No)
- Field Measurements (Ramp Slope, Opening Width, Landing Width, Landing Length)
- Visible Obstructions (Yes, No)
- Obstruction Type
- Crosswalk Striping (Yes, No)

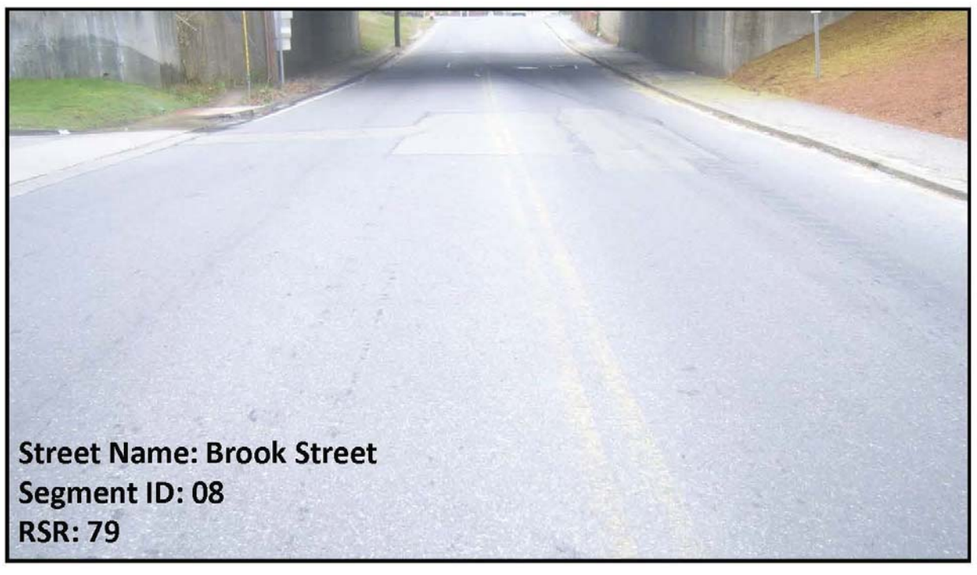
A photo is captured for each ramp and embedded in the database



Street Name: Prospect Street
Segment ID: 01
RSR: 100

Street Name: Fitch Road
Segment ID: 01
RSR: 89

Street Name: Main Street
Segment ID: 25
RSR: 91



Street Name: Brook Street
Segment ID: 08
RSR: 79

Street Name: Church Street
Segment ID: 03
RSR: 73

Street Name: Catherine Street
Segment ID:
RSR: 57

Street Name: Bristol Avenue
Segment ID:
RSR: 68

Street Name: Dewey Street
Segment ID: 03
RSR: 48


Street Name: Greeley Street
Segment ID: 07
RSR: 44


Street Name: Durant Avenue
Segment ID: 04
RSR: 0


Street Name: Flagg Street
Segment ID: 01
RSR: 18


Street Name: Rigby Lane
Segment ID: 02
RSR: 0

Chart Legend

Major

Neighborhood

Orientation:
N-S = North - South
E - W = East - West

Direct Quadrant Link:
Yes
No

Roadway Classifications:
Major Arterial ..... AR
Major Collector .... CO
Minor Collector .... CO
Local ..... LO
Dead End ..... LO/CS/DE

Roadway Traffic Volume:
Low = less than 125
Meduim = 126 - 250
High = greater than 250

Roadway Type:
S = Small (less than 30' wide)
M = Medium (31' - 48' wide)
L = Large (49' - 79' wide)

Roadway Context:
C = Commercial
N = Neighborhood
I = Industrial

Roadway Rank: (condition ranking)
1 = Worst Condition
2 = Mid-range Condition
3 = Best Condition

Sidewalks:
Y = Yes (may alternate sides)
N = No
P = Partial (do not extend the length of the street)

Roadway Corridor Opportunity(s):
1 = 81% - 100%
2 = 41% - 80%
3 = 1% - 40%

Note: *Value reflects the percentage of the Right of Way not covered by the existing pavement.*

Bicycle Opportunity(s):
1 = Low need for bicycle provisions
2 = Medium need
3 = High need for bicycle provisions

Walk Opportunity(s):
0 = greater than 1 mile
1 = less than 1 mile
2 = less than 1/2 mile
3 = less than 1/4 mile

Note: *Distance measured is the linear distance along the centerline of roadway not a radius.*

Data Collection and Pavement Management

Complied in a separate report (PART 2) the Complete Street Asset Inventory collected Pavement, Sidewalks, Sidewalk Ramps and Signage within the Project Area. The data collected for the roadways was evaluated and ranked to yield a Roadway Surface Rating score, a value from 0.00 to 100, with a score of 100 being the best.

Name	Arterial	Collector	Local	other
Sterling St.	.36 AR		.38 LO	
Water St.	.16AR	.26 CO		
High St.	.98AR	.35 CO		
Chestnut St.	.19AR	.49 CO	.15LO	
Union St.	.25AR	.13 CO		.09LO/CS/DE
Brook St.	.37AR	.09 CO		
Mechanic St.	.21AR			
Highland St.		.25 CO	.05 LO	
Franklin St.		.33 CO		
Greeley St.		.66 CO		
Plain St.		.26 CO	.09 LO	
Rigby St.		.06 CO	.51LO	
West Boylston St.		1.45 CO		
Water St.		.26 CO		
Woodlawn St.		.33 CO		
New Harbor Road		.19 CO		
Pine St.		.10 CO	.07 LO	.13 LO/CS/DE
Walnut St.		.35 CO	.15LO	
Beacon St.		.36 CO	.11 LO	
Main St.		1.53 CO		
Church St.		.36 CO		
South Meadow Road		.57 CO		
Allen St.		.32 CO		
Burdett Street			.05 LO	
Alexander Avenue			.10 LO	
Nelson St.			.11 LO	
Riverside Drive			.10 LO	
Winter St.			.05 LO	
Clark St.			.33 LO	
Willow St.			.33 LO	
Rigby Lane			.09 LO	
Highland St.			.05 LO	
Lawrence St.			.33LO	
West St.			.35 LO	
Flagg St.			.24 LO	
Pond Court			.10 LO	
Summit St.			.18 LO	

Name	Arterial	Collector	Local	other
Washington St.			.15 LO	
Lakeside Avenue			.09 LO	
Henry St.			.08 LO	
Broadway St.			.12 LO	
Richman St.			.17 LO	
Harbor St.			.09 LO	
Forest St.			.19 LO	
Belmont Avenue			.14 LO	
California Court			.08 LO	
Norman St.			.11 LO	
Forest Avenue			.07 LO	
Olive St.			.15 LO	
Parker St.			.30 LO	
Coachlace St.			.09 LO	
Pierce Place			.07 LO	
Lewis St.			.07 LO	
Boynton St.			.13 LO	
Woodlawn St.			.08 LO	
Maple St.			.11 LO	
Roma St.			.07 LO	
Fairmount St.			.11 LO	
Marshall St.			.13 LO	
Mayflower Drive			.06 LO	
Pine St.			.07 LO	.13 LO/CS/DE
Nashua St.			.19 LO	
Pearl St.			.25 LO	
Xxing St.			.04 LO	
White Court			.08 LO	
Pleasant St.			.41 LO	
Dewey St.			.13 L O	
Hamilton St.			.05 LO	
Worcester St.			.10 LO	
Walnut St.			.15 LO	
Martin St.			.11 LO	
Stone St.			.32 LO	
Goss St.			.09 LO	
Lowe St			.08 LO	
Bristol Ave			.14 LO	
Harkins St			.14 LO	
School St.			.31 LO	
Fitch Road			.63 LO	
Prospect St.			.19 LO	
Park St.			.21 LO	
Sand Court			.04 LO	

Sources

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- Geller, Roger "Four Types of Cyclists," Portland Bureau of Transportation, Portland, Oregon, 2006.
- ALTA Planing and Design Cleaveland Complete and Green Streets" Typologies Plan, 8/20/2013.
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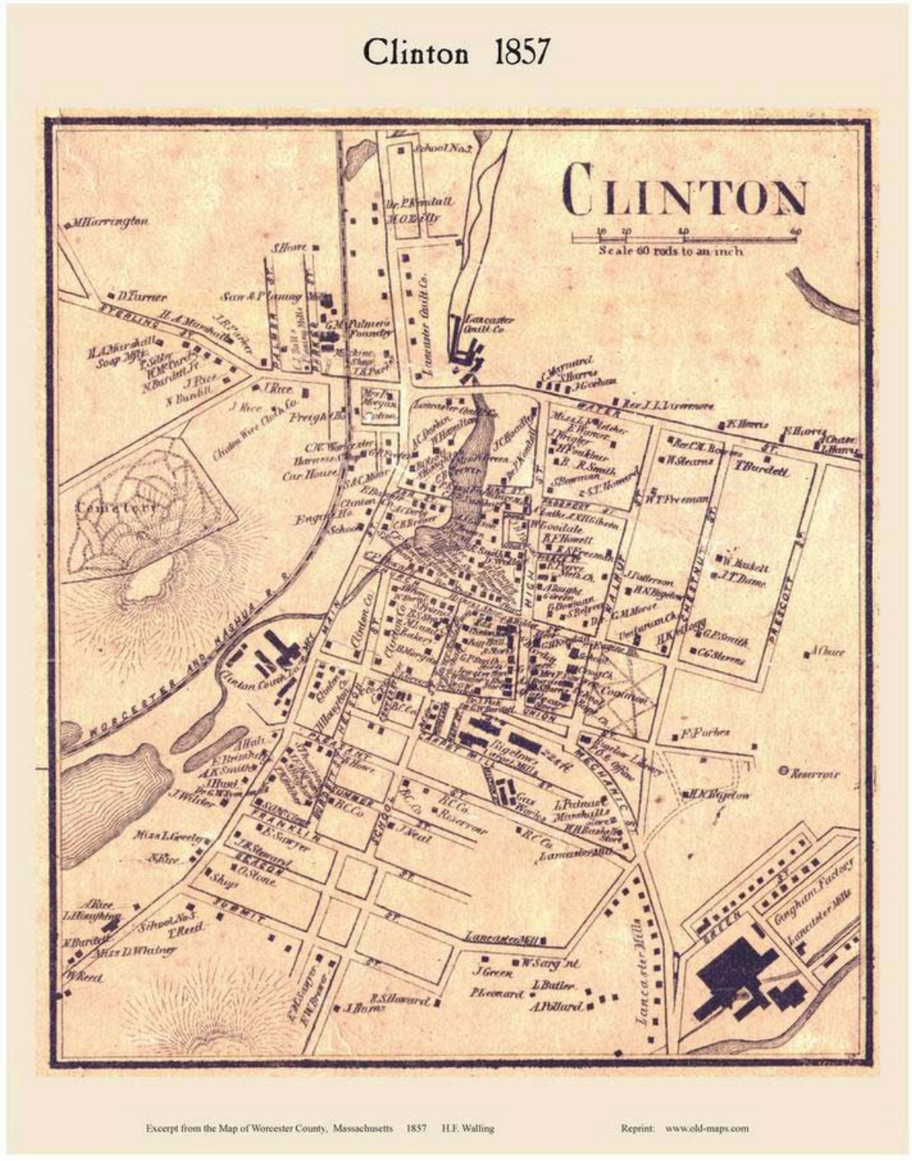

Acknowledgements & References

The Data Collection, Research, and Design for the complete streets study was authorized by the:

Town of Clinton Massachusetts.

This work represents Phase I of a multi-part planning process.

Prepared for:

Town of Clinton

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Town of Clinton Community and Economic Development Office

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