



Scituate Sidewalk Study

Final Report - April 2007



Scituate Sidewalk Study

TO: Board of Selectmen

This report summarizes the Scituate Sidewalk Study conducted on behalf of the Board of Selectmen. The study represents the work of a few dedicated souls who gathered community input to create this document for you to digest.

The Study has had public involvement through numerous venues, and feedback has helped shape the final product. Interestingly enough, the input from the public was easily incorporated into the study, because it was thoughtful, balanced and given in the spirit of a community trying to solve a community problem. Attachment A summarizes the means by which the public was able to understand the progress of this study and to give input to it.

Background: In August 2006 the Selectmen appointed a core group consisting of Arthur Wood (Public Safety Officer), Paul Scott (Town Engineering Department), Laura Harbottle (Town Planner), and Albert Bangert (Ombudsman) to conduct a study of the sidewalk network in Town and complete the four tasks below:

- Task #1 - Create an inventory of existing sidewalks.
- Task #2 - Identify locations in which new sidewalks would improve pedestrian access and safety.
- Task #3 - Recommend a method for setting priorities for building new sidewalks.
- Task #4 - Explore funding options.

Once the study began, numerous resources in the community were brought on board to provide input and do the legwork. The list of contributors includes the following people: Christa Burns, Donna Bangert, Evelyn Burke, Faith Bowker-Maloney, Melissa Boynton, Dotti Cook, Ellen Carr, Tom Carr, Jackie Collari, Barbara Donnelly, Lisa and Mark Fenton, Susan Frankel, Bev and Geoff Gaughan, Cassandra Healy, Laura Harbottle, Barbara Lydon, Patty Miller, Mary Beth O'Malley, Marie Powers, Kay Ramsey of the Marshfield Planning Office, Scott Roberts, Paul Scott, Penny Scott-Pipes, Tom Snow, Chief Brian Stewart and members of the Scituate Police Department, GIS Expert Mike Thompson, and Officer Arthur Wood. While some members of the community contributed more at times than others, the spirit of cooperation, creativity and professionalism provided by members of the Scituate community made this study a very rewarding endeavor.

Albert Bangert for the Study group, its participants, and the residents of Scituate

Scituate Sidewalk Study

How this report is organized

The Scituate Sidewalk Study was more or less conducted in the order of the assigned tasks and this report follows the same format. We will comment on the methodology, the learnings and the output of each task before moving on to the next. Attachments and Maps are located at the back of the report.

Task #1 - Create an inventory of existing sidewalks

Using available Town records updated with field observations, all existing sidewalks were entered into the Town's Geographic Information System (GIS). A copy of this updated GIS map is included as Map 0 behind the "Attachments and Maps" tab at the end of the Study Report.

Scituate has 31 miles of existing sidewalks, some of which are in need of renovation. While the objective of this study was not to analyze the maintenance needs of the existing sidewalks, the team did identify a number of opportunities to improve the safety and accessibility of the existing sidewalks. The most immediate of these needs have been passed along to the Department of Public Works for inclusion in the Highway Department's maintenance schedule.

Scituate Sidewalk Study

Task #2 - Identify areas where new sidewalks would improve pedestrian access and safety

Destinations - The study used the following “theme” or principle to identify potential sidewalk expansions – the purpose of sidewalks is to enable people to safely go to a desired destination. With this in mind, the following destinations in Scituate were identified as important motivators of pedestrian foot traffic:

Key Pedestrian Destinations in the Town of Scituate

<u>6 Schools:</u>	Jenkins Wampatuck Cushing Hatherly Gates High School
<u>3 Town Centers:</u>	North Scituate Village The Harbor Greenbush
<u>2 Public Transportation Hubs:</u>	North Scituate MBTA station Greenbush MBTA station
<u>1 Library</u>	Branch Street
<u>7 Ball Fields</u>	High School Field Little League Field Hatherly School Field Beaver Dam Field Lawson Field Cushing Field Driftway Park
<u>6 Playgrounds</u>	Purple Dinosaur High School Playground Hatherly Jenkins Cushing Wampatuck

Scituate Sidewalk Study

(Task #2 – continued)

Routes - After studying the pedestrian **routes** from homes to **destinations**, we classified streets based upon how they are traveled:

- Residential (e.g. Christopher Lane) - streets that are primarily used by residents of the street.
- Primary (e.g. Hatherly Road) - streets that are used by many people to travel from one part of Town (e.g. the Harbor) to another (e.g. Minot).
- Connectors (e.g. Edith Holmes) - streets that serve as connections between residential areas and Primary routes (e.g. Tilden).

We made the assumption that traffic on Residential streets generally was more “pedestrian friendly” than on Connector or Primary streets, and therefore, the study focused on the latter two types of streets when looking at improving the walkability of the Town.

Gaps - After studying the map of existing sidewalks and routes from residential areas to desired destinations, the group concluded that, although we have over 31 miles of sidewalks in Scituate, there are many **gaps** in the network of sidewalks along these **routes** from homes to **destinations**. For example, look at the map of Gannett Road in the North Scituate area on the map below.



Gannett Road in North Scituate

Scituate Sidewalk Study

(Gaps – continued)

The dark lines on the map indicate streets along which sidewalks exist today. The street areas in white indicate where there are **gaps** in the sidewalk network. The black dots on the map represent homes (as of 2000). Notice that the sub-divisions of Village Lane, Kathy's Path and Three Ring Road were built with sidewalks, but these do not connect to desired destinations of the village center/transportation hub of North Scituate Village. Since Gannett Road is heavily traveled with traffic traveling at speeds in the 40+mph range, walking along the gaps in the sidewalk network creates a hazard for pedestrians. A new sidewalk connecting these residential areas with North Scituate would greatly increase the safety and access in this part of Scituate.

Destinations ---> Routes ---> Gaps - As a result of using this analysis technique, we identified 14 Connector or Primary streets with gaps which reduce safe pedestrian movements in our Town. While there can be no doubt that sidewalks along other streets in Town are desirable, filling the gaps along these 14 routes would be a good place to start improving pedestrian safety and accessibility in Scituate. We have divided the improvements into the 20 sidewalk projects enumerated below:

Sidewalk Projects (listed in alphabetical order)

Arborway > Aberdeen from Country Way to the Cushing School (Map 1) – would improve safety of children walking to the Cushing School from the north. While the streets are in theory Residential, the influx of buses and cars at the same time children are walking to and from school creates a dangerous situation.

Beaver Dam Road from Clifton Avenue to Tilden Road (Map 2) – would serve to connect residential areas to sidewalks going to the Harbor, schools, and the ball field. A sidewalk along this stretch of road would improve the safety of people crossing the railroad tracks and would separate pedestrian traffic from parked cars during games at the ball field.

Branch Street from Beaver Dam Road to Central Park Avenue (Map 3) – would serve to connect pedestrians coming from residential areas to the library and the ball field at Central Park. By filling this gap and the one above on Beaver Dam Road, there would be a complete sidewalk connecting the Harbor, the Town library, and North Scituate Village.

Scituate Sidewalk Study

(Sidewalk Projects – continued)

Chief Justice Cushing Highway from Doctors Hill Road to First Parish Road (Map 4) – would serve to connect the residential areas along busy Route 3A with the High School and existing sidewalks to the library, Gates, playgrounds and ball fields.

Chief Justice Cushing Highway from Satuit Trail to the roundabout (Map 5) – would serve to connect residential areas along busy Route 3A with the MBTA station, Greenbush village, and ball field.

Country Way from Hughey Road to First Parish Road (Map 6) – would serve to connect residential areas to sidewalks going to the High School, Gates school, the library and ball fields.

Country Way from Hughey Road to Old Country Way in Greenbush (Map 7) – would serve to connect residential areas to new sidewalks going to the MBTA station and Greenbush village. Completing this and the project above would connect many residents from the middle of town to the MBTA station.

Gannett Road from Hollett Street to #317 Gannett Road (Map 8) – would serve to safely connect residents in side streets to North Scituate Village and the MBTA station.

Henry Turner Bailey Road from Gannett Pasture Road to the MBTA parking lot (Map 9) – would provide a safe walking route for residents to the new MBTA sidewalks in North Scituate and the commuter rail station.

Hollett Street from Gannett Road to Ann Vinal Road (Map 10) – would serve to connect residents along this road and in adjacent sub-divisions with existing sidewalks to the Hatherly School. Completing this and the Gannett Road project, above, would connect a large number of residents with the Village and MBTA station.

Hollett Street from Country Way to Ann Vinal Road (Map 11) – would connect residents along this stretch of road with sidewalks to the Hatherly School and the playground along Country Way. A sidewalk here would improve the safety of people crossing the railroad tracks.

Irving Road (or Hawley Road) from Hatherly Road to Tilden Road (Map 12) – would connect a large population of residents living on the east side of Hatherly with a safe connector to Tilden sidewalks and the Wampatuck School.

Scituate Sidewalk Study

(Sidewalk Projects – continued)

Kent Street from Driftway to North River Road (Map 13) – a short section of sidewalk here would close a dangerous gap for residents living in the area and create a safe path to existing sidewalks to Jenkins and the Harbor.

Mann Hill Road from Boardman Avenue to Ann Vinal Road (Map 14) – would serve to connect residents along this unwalkable road to the sidewalks to Hatherly and playing fields.

Stockbridge Road from Bearce Road to Union Street (Map 15) – would serve to connect residents along this road with the new sidewalks to the MBTA station and Greenbush village.

Stockbridge Road from Bearce Road to Vinal Avenue (Map 16) – would connect residents with the Jenkins School and the Harbor. Completing this and the preceding project would create a safe pedestrian connection between the Harbor and the MBTA station in Greenbush.

Tilden Road from the stoplight at Beaver Dam Road to Brook Street (Map 17) – would complete the sidewalk around the Harbor and connect residents with the Jenkins school.

Tilden Road from the stoplight at Beaver Dam Road to Turner Road (Map 18) – would connect the Harbor and all of the residents along this unwalkable section of Tilden with the existing sidewalks to Hatherly School. Additionally, it would connect residents with the Harbor.

Tilden Road from Christopher Lane to Elaine Court (Map 19) – would connect two sections of sidewalks on Tilden Road to enable safe passage of residents to schools, ball fields, playgrounds, and the Harbor.

Vinal Avenue from Kent Street to Stockbridge Road (Map 20) – would ensure safe passage of students to the Jenkins School. While this is ordinarily a quiet residential street, during school arrival and departure times the confluence of school buses, auto traffic and children walking creates a dangerous mix.

Map # 21 displays the sidewalk network that would exist in Scituate once all of the projects above have been completed. Existing sidewalks are shown in black; new sidewalks are shown in red. Notice how the Town is much more accessible, with safe routes to schools, the library, ball fields, playgrounds, town centers and transportation hubs.

Scituate Sidewalk Study

Task #3 - Recommend a method for setting priorities for building new sidewalks

Now comes the tough part. We've shown you 20 good projects, which will significantly improve the safe walkability of our Town. Together these projects add up to a little over 8 miles of new sidewalks. At an approximate cost of \$100 per foot, this equals \$4,240,000 in capital investment... not something the Town can tackle in a year. The Town must set priorities.

Drawing from a consultant-led study completed by Marshfield, we selected two key decision-making criteria

- Service - "fix the gaps in the routes serving the greatest number of residents"
- Safety - "concentrate first on the routes with the greatest danger to pedestrians."

Service - To quantify Service, we classified the amount of foot traffic by counting the number of homes served by filling each specific gap in the sidewalk network. Since the data base included in the Geographic Information System is a couple of years out-of-date, we also used Town assessor's maps (and in some cases a field check!) to count the number of homes served by each route. The table below shows the result of this analysis:

Number of Homes Served by each Sidewalk Project

(in alphabetical order)

Street Section:	From:	To:	Length in feet	# of Homes
Arborway > Aberdeen	Country Way	Cushing School	1,600	89
Beaver Dam Road	Clifton Ave	Tilden Rd	2,200	128
Branch Street	Beaver Dam Rd	Central Park Dr	1,500	194
CJC Hwy (3A)	Doctors Hill Rd	First Parish Rd	2,200	88
CJC Hwy (3A)	Satuit Trail	Roundabout	900	60
Country Way	Hughey Road	First Parish Rd	4,600	119
Country Way	Hughey Road	Old Country Way	3,000	138
Gannett Road	Hollett Street	#317 Gannett Rd	2,900	74
Hollett Street	Gannett Road	Ann Vinal Rd	2,700	114
Hollett Street	Country Way	Ann Vinal Rd	1,400	150
HTB Road	Gannett Pasture	MBTA lot	1,300	37
Irving (or Hawley Rd)	Hatherly Rd	Tilden Rd	1,500	320
Kent Street	Driftway	North River Rd	400	32
Mann Hill Road	Boardman Ave	Ann Vinal Rd	2,700	88
Stockbridge Road	Bearce Road	Vinal Ave	2,200	146
Stockbridge Road	Bearce Road	Union Street	3,100	47
Tilden Road	Beaver Dam Rd	Brook Street	1,400	24
Tilden Road	Beaver Dam Rd	Turner Rd	3,200	83
Tilden Road	Christopher	Elaine Court	2,100	72
Vinal Avenue	Kent Street	Stockbridge Rd	1,600	87

Scituate Sidewalk Study

(Task #3 – continued)

Safety - To quantify Safety, we settled on two factors – traffic speeds and volumes. Several other complicating factors were examined (street width, site lines, side street or driveway connections) but in the final analysis, national highway research data convinced us that traffic speeds and volumes were deciding factors. (One scary national statistic is that a pedestrian hit by a car at 20 mph has an 85-90% survival rate. At 40 mph, survival rate drops to 10-15%!) The Scituate Police Department measured the speed of traffic along the routes being considered for sidewalk projects. We applied a simple factor or rating to the raw data in order to make comparisons easier:

Traffic speeds in the 50's	“5”
Traffic speeds in the 40's	“4”
Traffic speeds in the 30's	“3”
Traffic speeds in the 20's	“2”
Traffic speeds in the 10's	“1”

We approximated traffic volumes by applying our collective judgment based upon years of living in the Town and applied a 1 to 5 factor, where “5” represents very heavy traffic (think Route 3A) and “1” represents infrequent traffic (think Kimberley Road).

These two safety factors, speed and volume, were combined into one factor called “Speed plus Volume” to provide a relative comparison of traffic danger on the streets in the study.

A third consideration in the area of safety is the maturity of the pedestrians. Elementary school children are more vulnerable in terms of judgment and stability than adults and older children when it comes to walking alongside moving traffic. Therefore, we added an asterisk to those Gaps along the routes which young children are likely to use when walking to the 4 elementary schools.

The table on the next page shows the results of applying this thinking to the 20 sidewalk projects we previously identified:

Scituate Sidewalk Study

(Task #3 – continued)

Traffic Speed and Volume Factors for each Sidewalk Project

(in alphabetical order)

(an asterisk * indicates high volume of elementary school children on this route)

Street Section:	From:	To:	Length in feet	Traffic Speeds	Traffic Volume	Speed+ Volume
* Arborway>Aberdeen	Country Way	Cushing School	1,600	2	2	4
Beaver Dam Road	Clifton Ave	Tilden Rd	2,200	4	3	7
Branch Street	Beaver Dam	Central Park Dr	1,500	4	3	7
CJC Hwy (3A)	Doctors Hill	First Parish Rd	2,200	5	5	10
CJC Hwy (3A)	Satuit Trail	Roundabout	900	5	5	10
Country Way	Hughey Road	First Parish Rd	4,600	4	3	7
Country Way	Hughey Road	OldCountryWay	3,000	4	3	7
Gannett Road	Hollett Street	#317 Gannett	2,900	4	4	8
* Hollett Street	Gannett Road	Ann Vinal Rd	2,700	4	3	7
Hollett Street	Country Way	Ann Vinal Rd	1,400	4	3	7
HTB Road	Gannett Past.	MBTA lot	1,200	4	4	8
* Irving (or Hawley)	Hatherly Rd	Tilden Rd	1,500	2	2	4
* Kent Street	Driftway	North River Rd	400	5	4	9
* Mann Hill Road	Boardman	Ann Vinal Rd	2,700	3	2	5
* Stockbridge Road	Bearce Road	Vinal Ave	2,200	4	3	7
Stockbridge Road	Bearce Road	Union Street	3,100	4	3	7
* Tilden Road	Beaver Dam	Turner Rd	3,200	3	2	5
* Tilden Road	Christopher	Elaine Court	2,100	3	2	5
Tilden Road	Beaver Dam	Brook Street	1,400	3	2	5
* Vinal Avenue	Kent St	Stockbridge Rd	1,600	2	2	4

{Footnote: The table above contain speed and volume “data” based upon the best thinking of a broad group of knowledgeable, impartial residents and has been presented in several public reviews. Undoubtedly, an extensive (and expensive) data collection project could be initiated using outside traffic consultants; however, the study group felt that the overall conclusions would not be materially different. The approach used was seen as “fit for use.”}

Scituate Sidewalk Study

(Task #3 – continued)

Setting Priorities - Therefore, the recommended method for the Board of selectmen to use in setting priorities for building new sidewalks is to:

- Fill the gaps in routes people take to destinations based upon Service (as measured by number of people served by the route) and Safety (as measured by the speed and volume of traffic along the route.)
- Give added priority to routes used by elementary school children

The table below is sorted in the following order of priority: 1st highly traveled elementary school routes (indicated by a “y” in fourth column), 2nd traffic speed + volume factor, 3rd number of homes served.

Sidewalk Projects listed in order of 1-School Routes, 2-Safety, 3-Service

Street Section:	From:	To:	Elem Sch Factor	Speed & Volume	# of Homes	Length in feet
Kent Street	Driftway	North River Rd	y	9	32	400
Stockbridge Road	Bearce Road	Vinal Ave	y	7	146	2,200
Country Way	Hughey Road	First Parish Rd	y	7	119	4,600
Hollett Street	Gannett Road	Ann Vinal Rd	y	7	114	2,700
Mann Hill Road	Boardman Ave	Ann Vinal Rd	y	5	88	2,700
Tilden Road	Beaver Dam	Turner Rd	y	5	83	3,200
Tilden Road	Christopher	Elaine Court	y	5	72	2,100
Irving Road	Hatherly Rd	Tilden Rd	y	4	320	1,500
Arborway>Aberdeen	Country Way	Cushing School	y	4	89	1,600
Vinal Avenue	Kent St	Stockbridge Rd	y	4	87	1,600
CJC Hwy (3A)	Doctors Hill Rd	First Parish Rd		5	88	2,200
CJC Hwy (3A)	Satuit Trail	Roundabout		5	60	900
Gannet Road	Hollett Street	#317 Gannett		4	74	2,900
Henry Turner Bailey	Gannett Pasture	MBTA lot		4	37	1,200
Branch Street	First Parish Rd	Central Park Dr		3	194	1,500
Hollett Street	Country Way	Ann Vinal Rd		3	150	1,400
Country Way	Hughey Road	OldCountryWay		3	138	3,000
Beaver Dam Road	Clifton Ave	Tilden Rd		3	128	2,200
Stockbridge Road	Bearce Road	Union Street		3	47	3,100
Tilden Road	Beaver Dam	Brook Street		2	24	1,400

Scituate Sidewalk Study

Task #4 - Explore Funding Options

Good, practical advice on options for funding the expansion of the sidewalk network was provided by resident Mark Fenton, who consults with communities all over North America on improving pedestrian and bicycle access routes.

Funding alternatives derived from Mr. Fenton's research paper and from the Marshfield sidewalk study include the following:

- **Sidewalk Account** – Establish an account into which various funds donated or paid to the Town can be accumulated for future sidewalk construction.
- **New Residential Developments** - Require sidewalk construction in all new developments.
- **Off-site Mitigation for new Development** - Require developers to connect their developments to nearby, off-site pedestrian destinations. New construction generates more traffic to schools, playgrounds, village centers and transportation centers. The effect of this traffic can be reduced or mitigated by requiring that the new development be connected to the nearby existing or planned network of sidewalks connecting to pedestrian destinations.
- **Impact Fee Bylaw**– Establish a set fee for new construction to pay for sidewalk infrastructure in Town. For example, charge developers and builders for the traffic impacts of their project by a fee of \$1,000 per 1000 square foot of new residential and commercial space. Use collected fees to improve pedestrian access and safety by building new sidewalks. The new residents brought to Town by the new construction will benefit from the existing and planned sidewalk network. Developers and Town boards will benefit from having a clear understanding of the magnitude of anticipated fee. Fees would be collected at the time of issuance of the building permit.
- **Routine Improvements** - Build or repair sidewalks at reduced cost during other construction activities (sewers, underground utility work, road resurfacing). When resurfacing roads, existing sidewalks, curbs and drainage systems should be upgraded to current ADA standards.

Scituate Sidewalk Study

(Task #4 – continued)

- **Capital Spending** – Dedicate a fixed percentage of the annual Capital Budget to building new sidewalks.
- **Chapter 90 Program** - Dedicate a fixed percentage of Chapter 90 Program money to the construction of new sidewalks.
- **Grant Programs** – Apply for Grants to expand sidewalk networks. A number of state and federal resources exist (Transit Oriented Development grants, Safe Routes to School program funds, Transportation Enhancements Program, Recreational Trail funds, Greenways and Trails Demonstration Grants.) The Towns that are most successful at obtaining outside grant monies have overtly established in-house (or consultant) capacity for monitoring opportunities and responding quickly.
- **Betterment** - Charge the adjacent property owner for construction, based on increased access and increased property value. (We are not recommending this approach.)
- **Bonds** – Issue bonds for new sidewalk construction.
- **MBTA Mitigation Funds** – Designate a portion of the remaining MBTA Mitigation Funds to be used for sidewalk construction.

Scituate Sidewalk Study

Nine Recommendations

Implementing systematic improvements to the sidewalk network in Town will require action. We leave you with a few specific next steps:

1. Pick 4-5 sidewalk projects, and use Streetscapes money to hire a firm to engineer them. (We suggest that you choose 2-3 school access projects and 2-3 other sidewalk projects.) Use Streetscapes or other mitigation funds to build them.
2. Implement a new construction Impact Fee bylaw specifically aimed at funding sidewalks
3. Reaffirm the Town requirement that new subdivisions are to be built with sidewalks
4. Upgrade existing sidewalks with every road-work project (Do a shorter section of the roadway, if necessary, but fix the sidewalks!)
5. Dedicate a portion of Chapter 90 and Capital Improvement Plan each year to new sidewalks.
6. Establish the capability to closely monitor grant program opportunities and respond quickly. (This may require engaging the services of outside resources.)
7. Support the Police Department as they begin to issue tickets for parking on sidewalks (Perhaps after a couple months of issuing “warnings”)
8. Support the DPW in their continuing program of eliminating hazards in existing sidewalks (This involves moving some utility poles, installing a few ADA ramps in key areas, cutting back overgrown shrubs which encroach upon the Town’s right-of-way, etc.)
9. Revisit this Sidewalk Study periodically to update it for changes in traffic patterns (ie., new commuter rail system) and new residential densities.

Albert Bangert for the Study Group

Attachments

and

Maps

Attachment A - Public Exposure to the Scituate Sidewalk Study

Map #0 – A map of Scituate showing existing and funded sidewalks

Maps #1-20 – Maps depicting each sidewalk project discussed in this report (in alphabetical order)

Map #21 – A map of Scituate showing all existing, funded, and suggested new sidewalks

Scituate Sidewalk Study

Attachment A

Public Exposure to the Scituate Sidewalk Study

Via Television

- Board of Selectmen Meeting on July 25, 2006 televised live, replayed up to 5 times in following 2 weeks
- Board of Selectmen Meeting on December 18, 2006 televised live, replayed up to 5 times in following 2 weeks
- Board of Selectmen Meeting on March 13, 2007 televised live, replayed up to 5 times in following 2 weeks
- Board of Selectmen Meeting on March 27, 2007 televised live
- Sidewalk Study Report PowerPoint presentation tailored specifically for Channel 10 was televised 6 times on March 20 -24, 2007

Via Radio

- Radio discussions aired on WATD on March 13 and 23

Via Newspapers

- Newspaper article in the Scituate Mariner on March 15, 2007 and April 10 describing the Study and contacts
- Newspaper article in the Patriot Ledger on March 17, 2007 describing the Study and contacts
- Newspaper article in the Patriot Ledger on March 21, 2007 describing a sidewalk issue and mentioning the Study
- Newspaper notice in the Patriot Ledger on March 22, 2007 reminding people to attend one of the public information sessions
- Newspaper article in the Boston Globe on March 25, 2007 informing the public of the Study and mentioning it will be on the BOS Agenda on the 27th

Via Town Website

- Notices of public meetings and Channel 10 presentations sent out to Town's "Notices" email list on March 9 and 19, 2007. Both notices gave a brief description of the project

Via Public Meetings

- Public meetings posted by Town Clerk and conducted 4 times:
 - March 14 @7pm - 10 people
 - March 16 @ 2pm – 10 people
 - March 16 @ 6pm – 1 person
 - March 23 @ 6pm – 15 people

Via Email and Phone Calls

Numerous emails and phone calls asking questions and suggesting ideas

Via direct, 'hands-on' involvement

Initially 4 people formed the core group. By early fall, the Safe Routes to Schools resources were added. As news of the Study spread others offered to help and give input. In total, over 30 people have their fingerprints on this Study.

Existing and Funded Sidewalks in the Town of Scituate as of February 2007
(shown as black on roadway map)

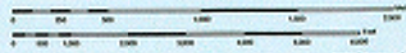
COHASSET

NORWELL

MARSHFIELD

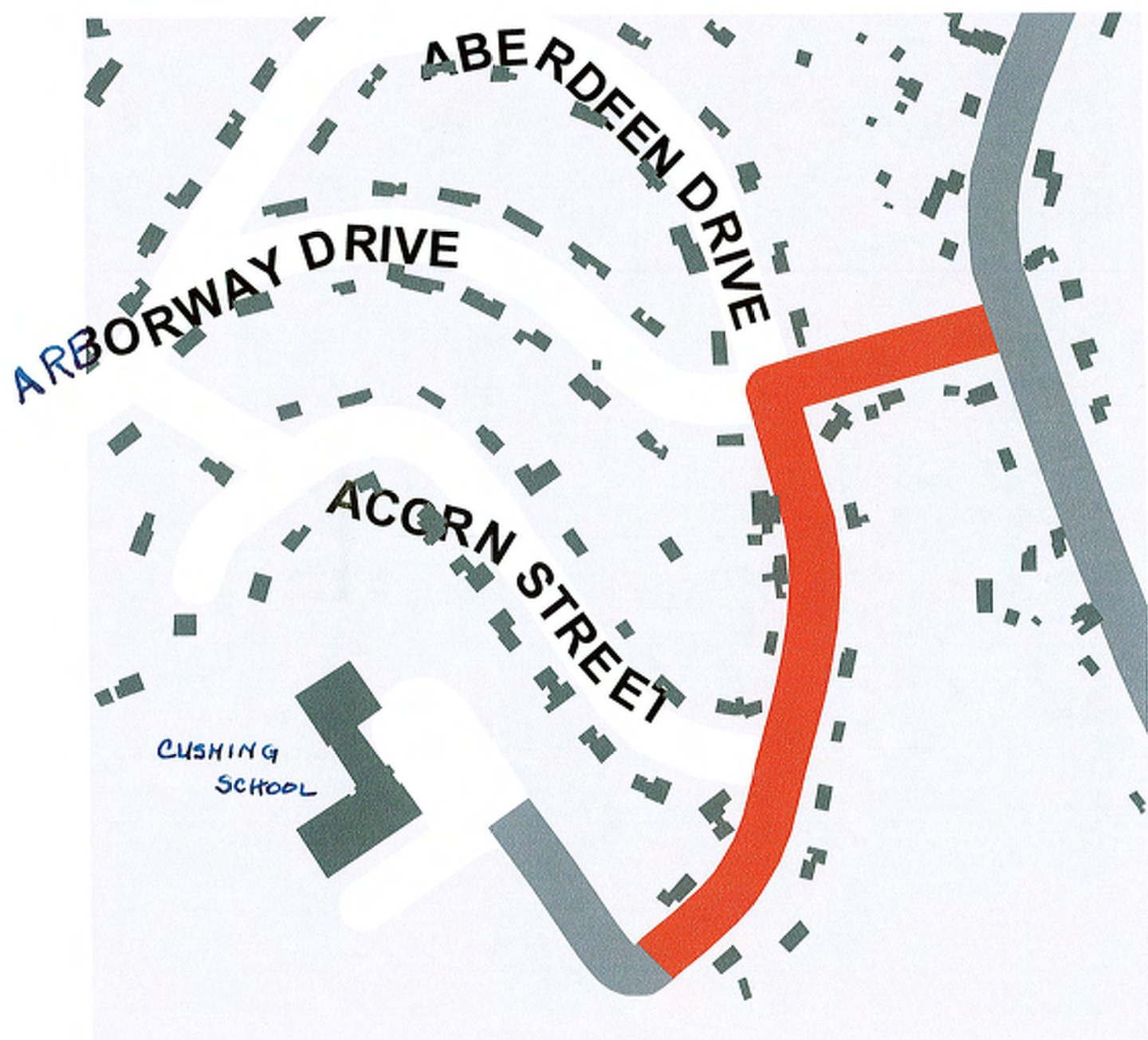
TOWN OF SCITUATE
SIDEWALKS
1:10,000

1 inch equals 254 meters or 833 feet



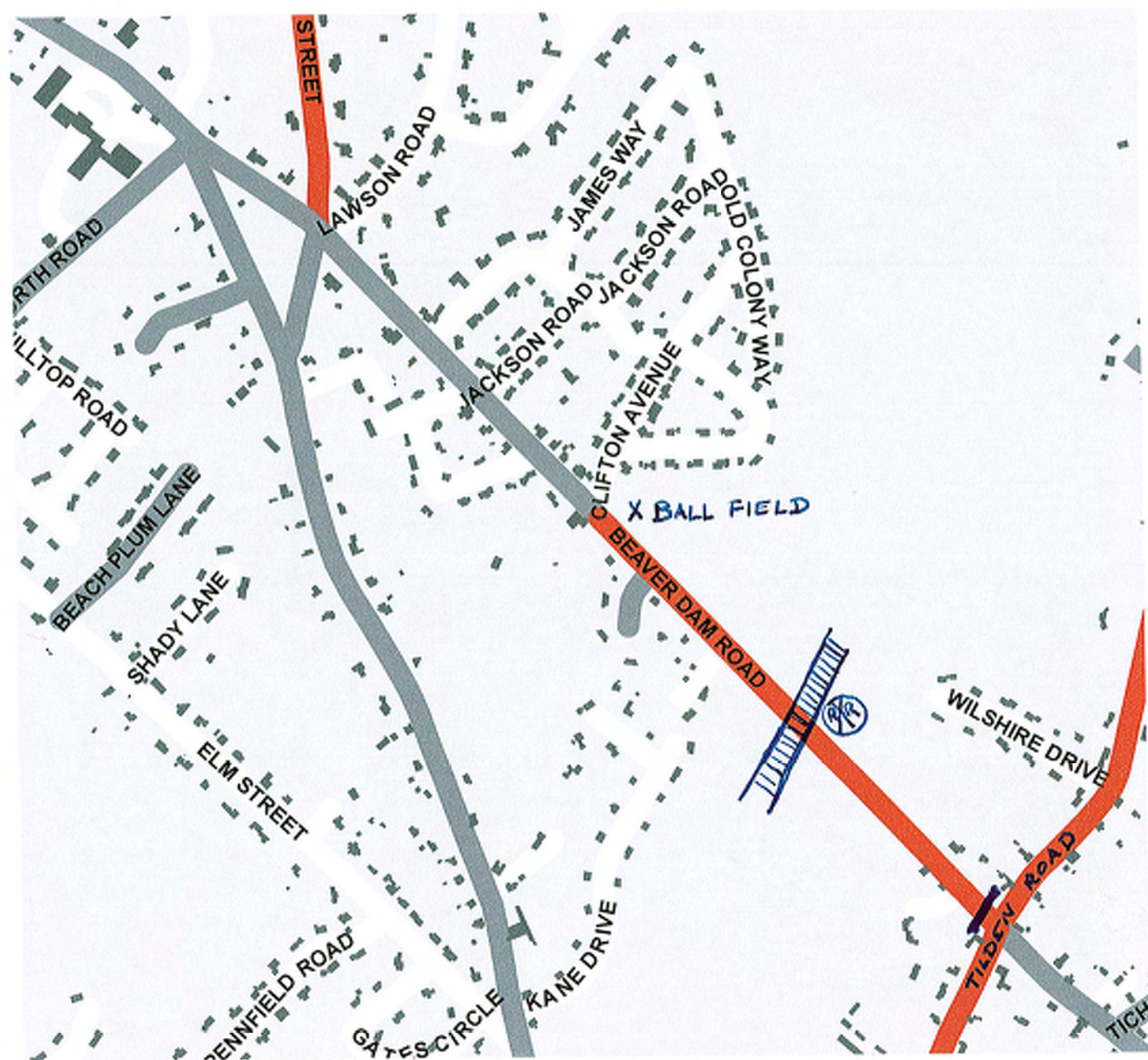
Map 1

Arborway > Aberdeen
from Country Way to the Cushing School (approximately 1600 feet)



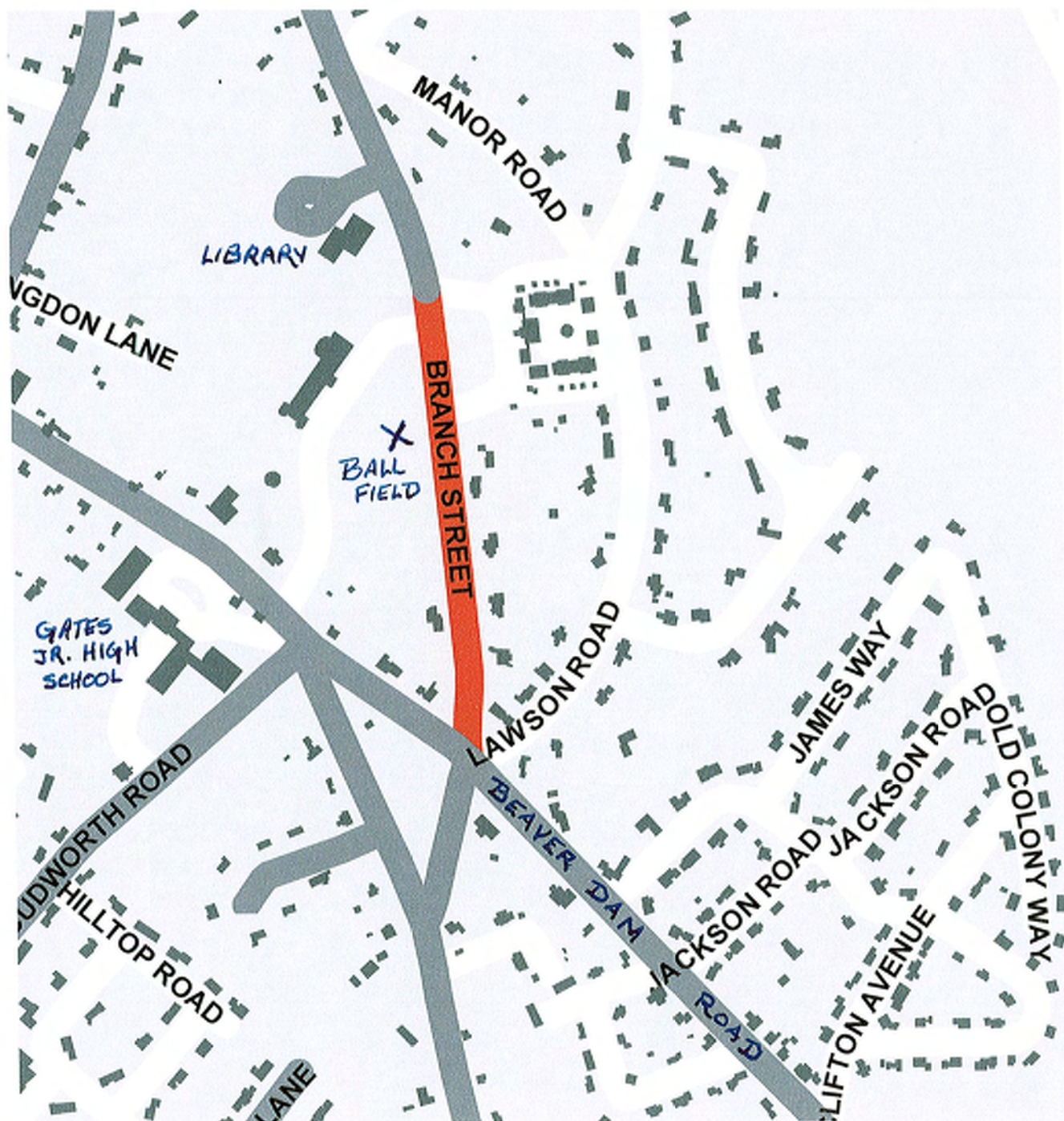
Map 2

Beaver Dam Road
from Clifton Avenue to Tilden Road (approximately 2,200 feet)



Map 3

Branch Street
from First Parish Road to Central Park Avenue (approximately 1,500 feet)

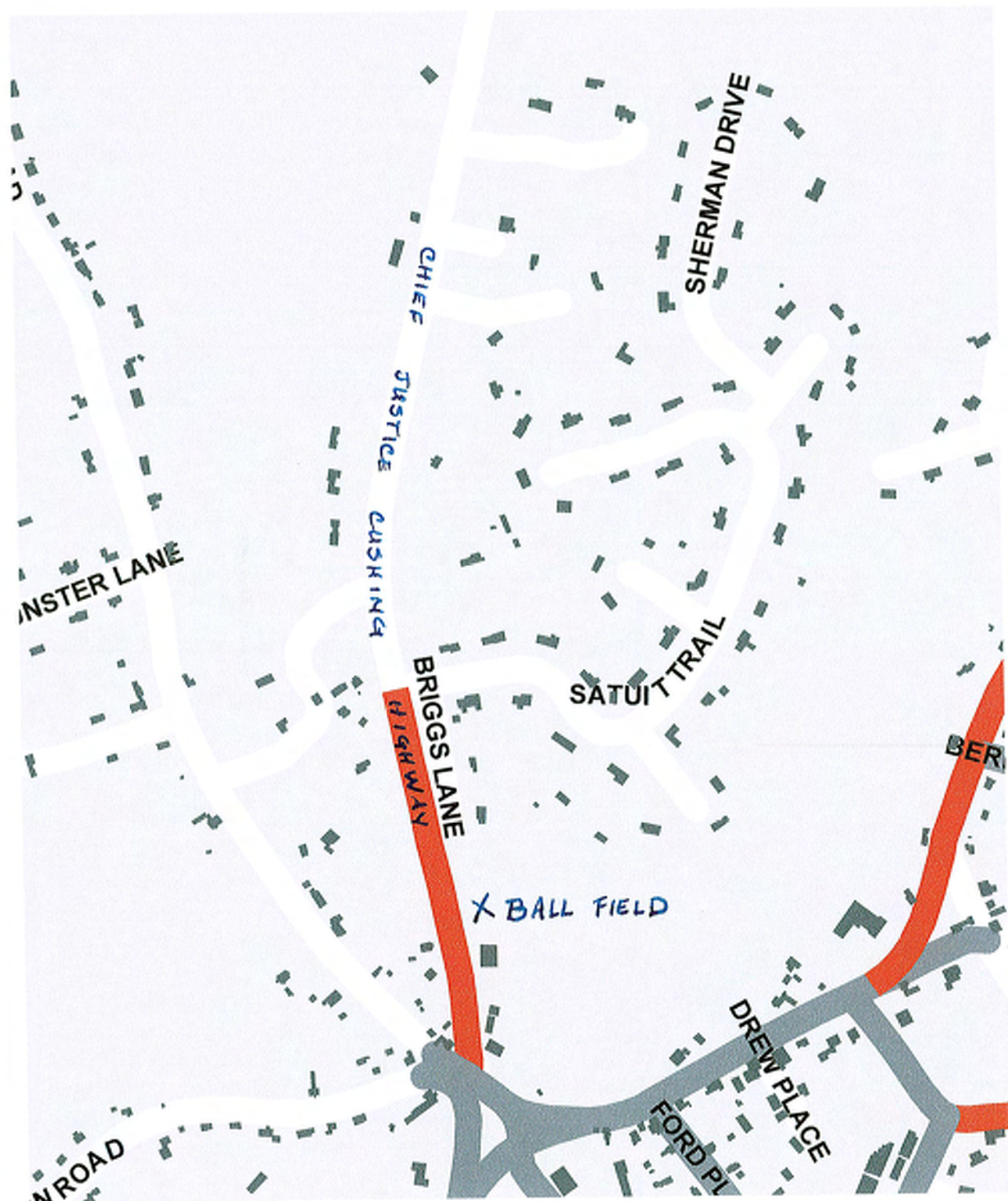


Map 4

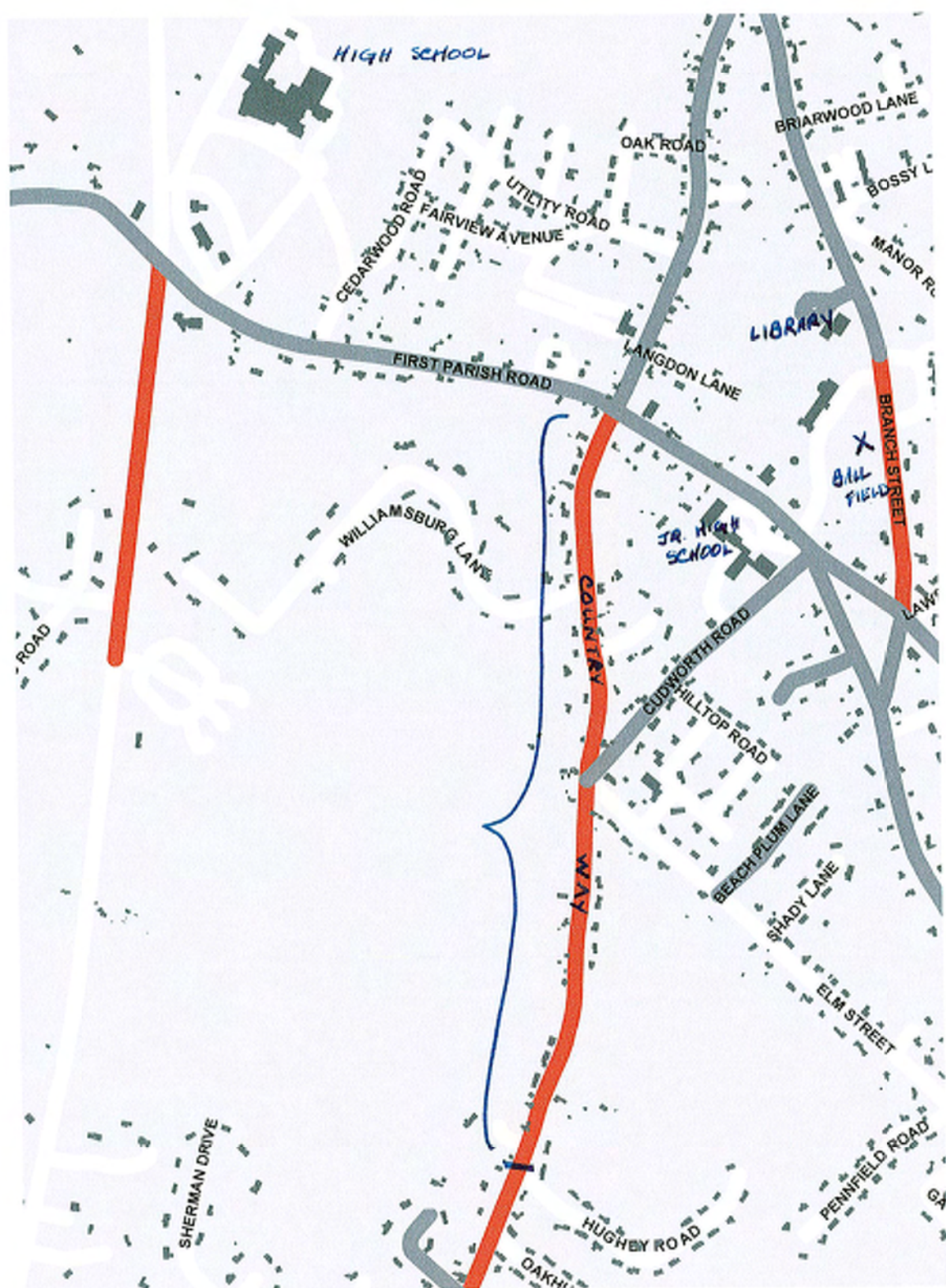
Chief Justice Cushing Highway
from Doctors Hill Road to First Parish Road (approximately 2,200 feet)



Chief Justice Cushing Highway
from Satuit Trail to the roundabout (approximately 900 feet)



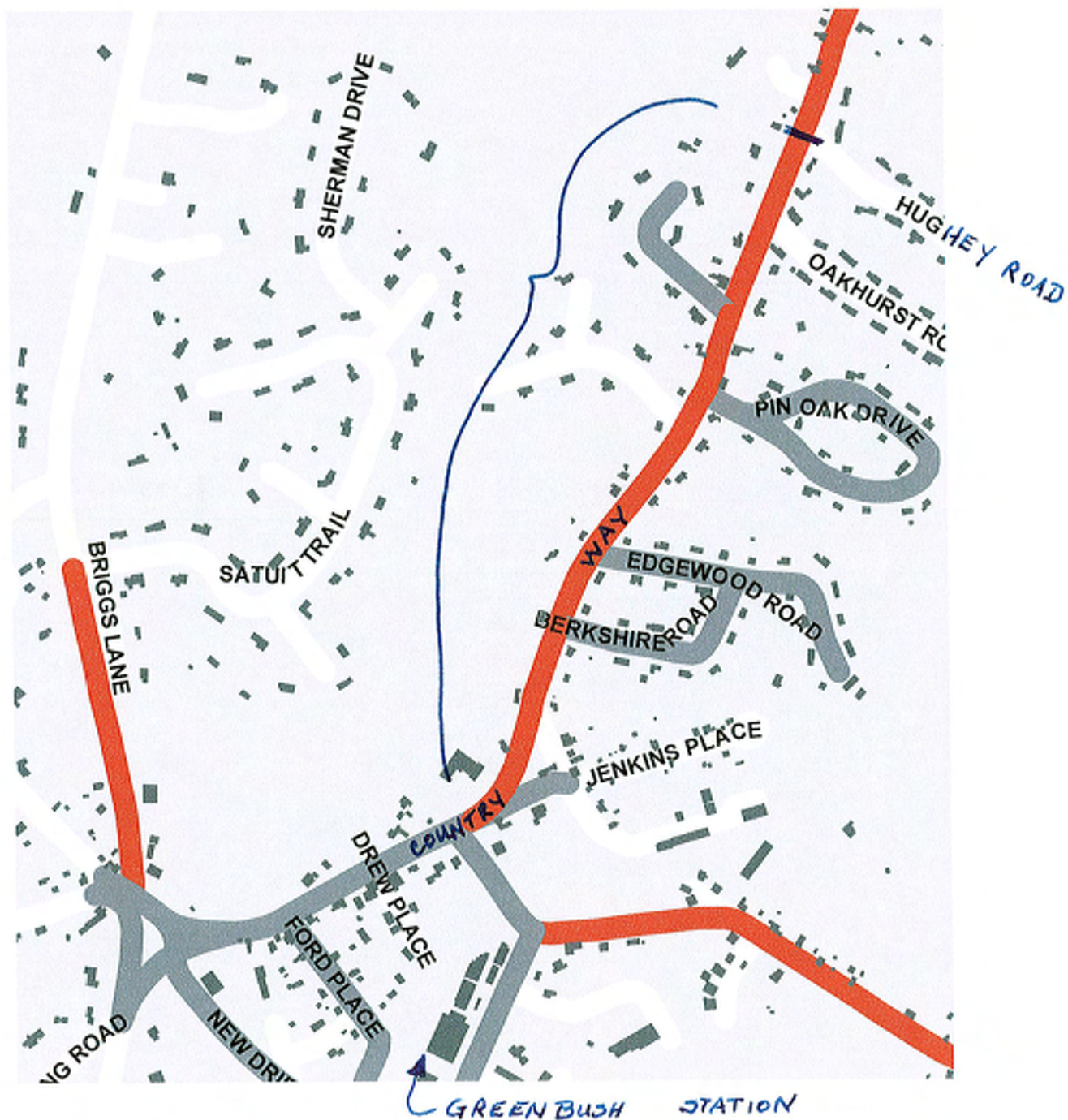
Country Way
from Hughey Road to First Parish Road (approximately 4,600 feet)



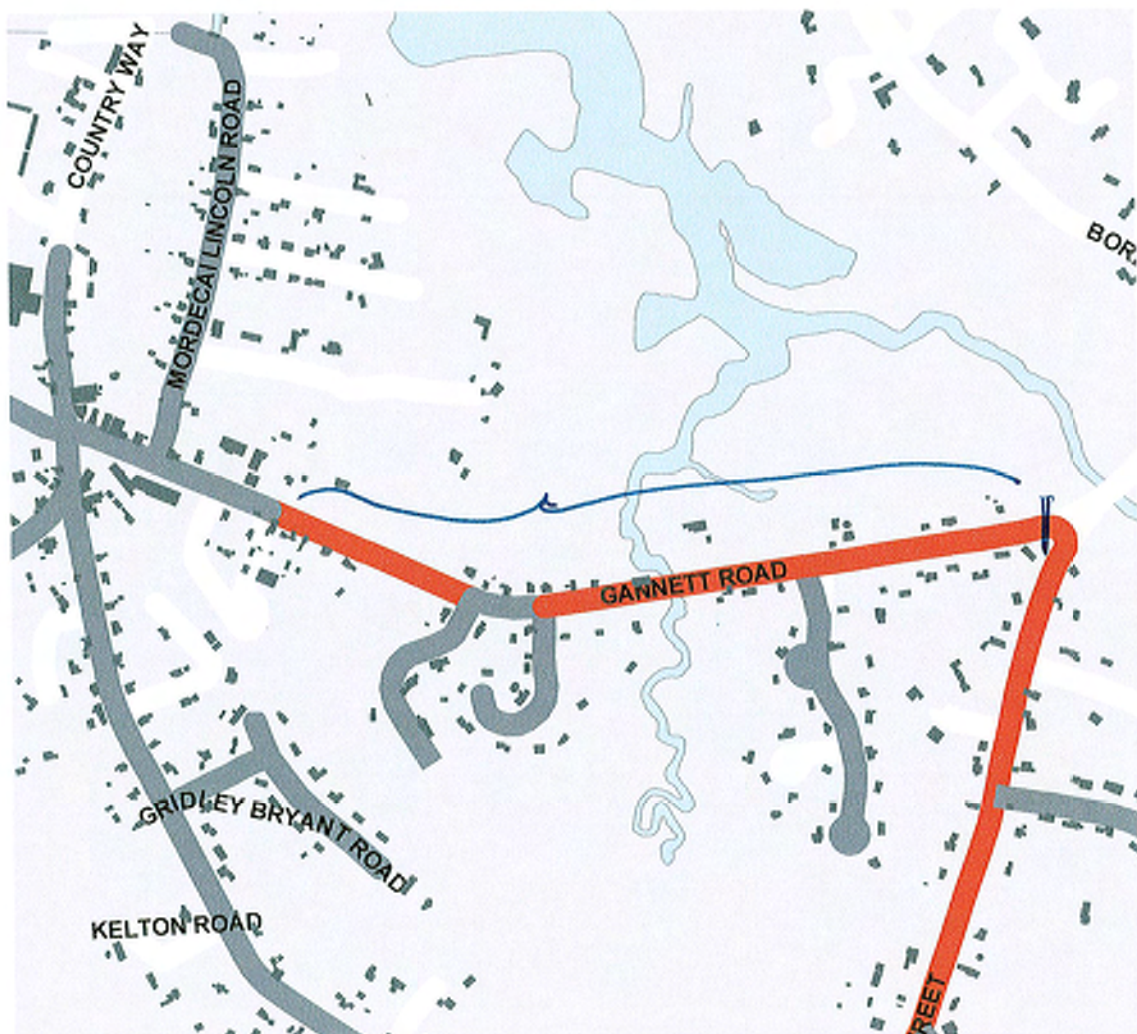
Map 7

Country Way

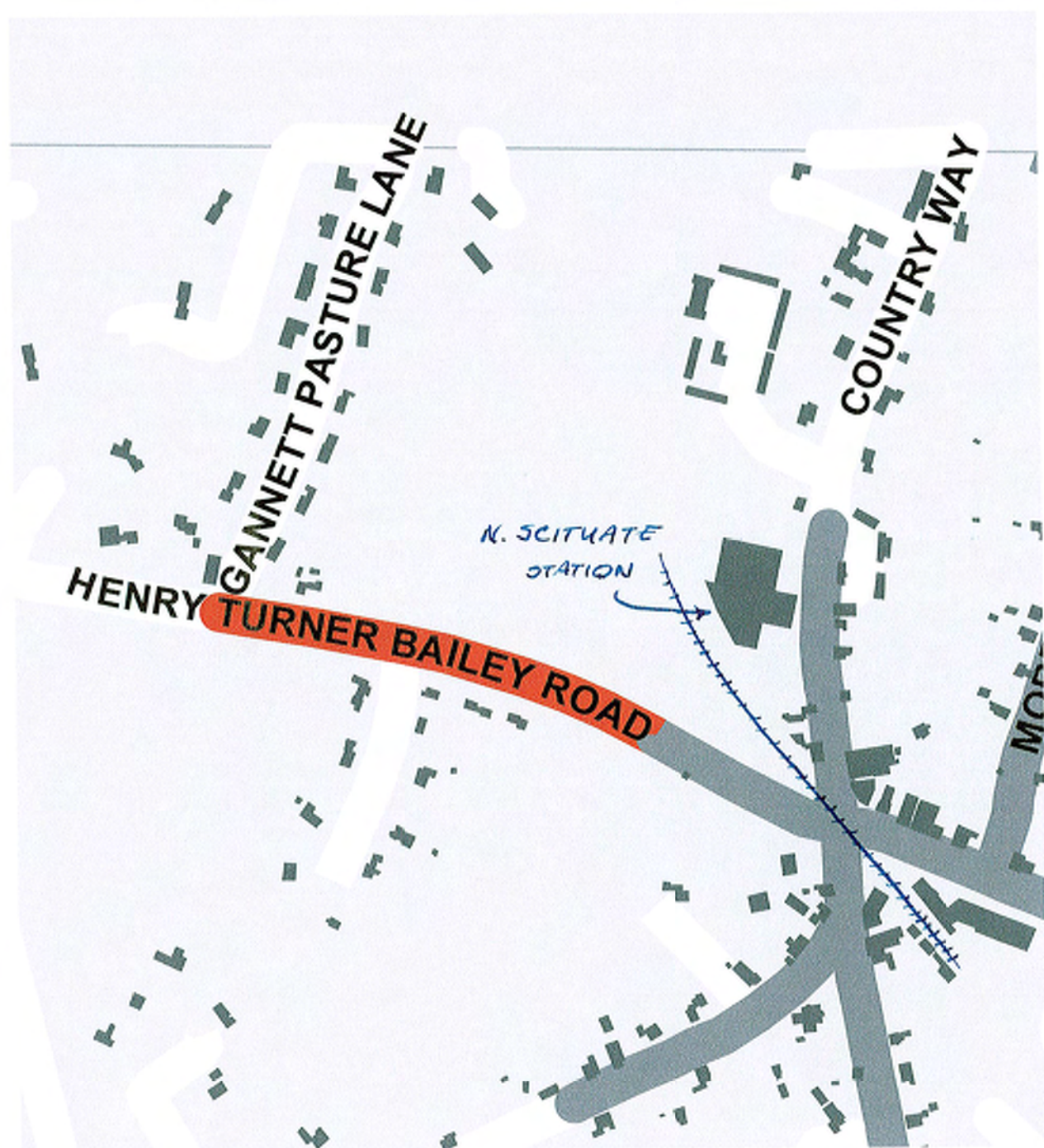
from Hughey Road to Old Country Way in Greenbush (approximately 3,000 feet)



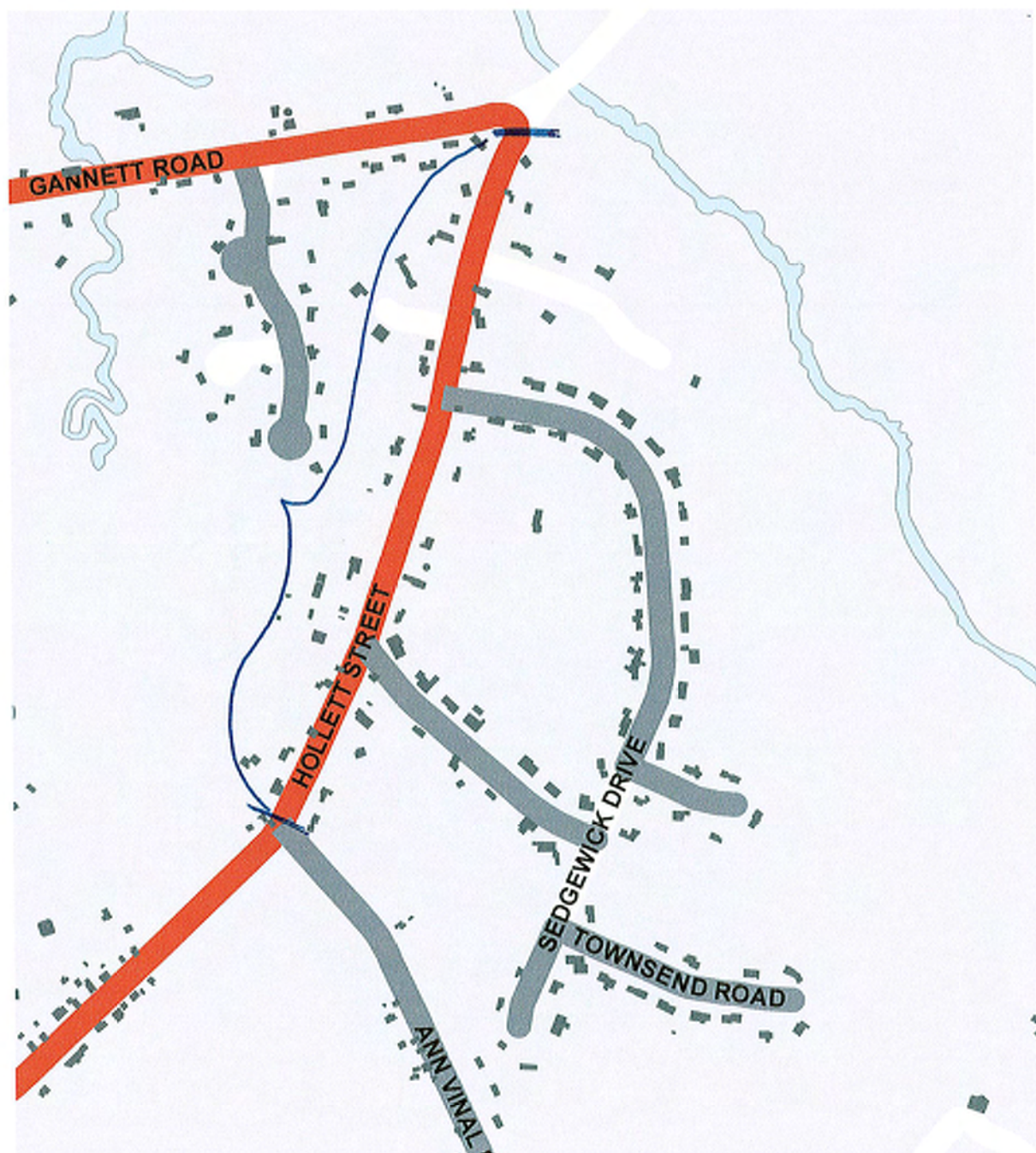
Gannett Road
from Hollett Street to #317 Gannett Road (approximately 2,900 feet)



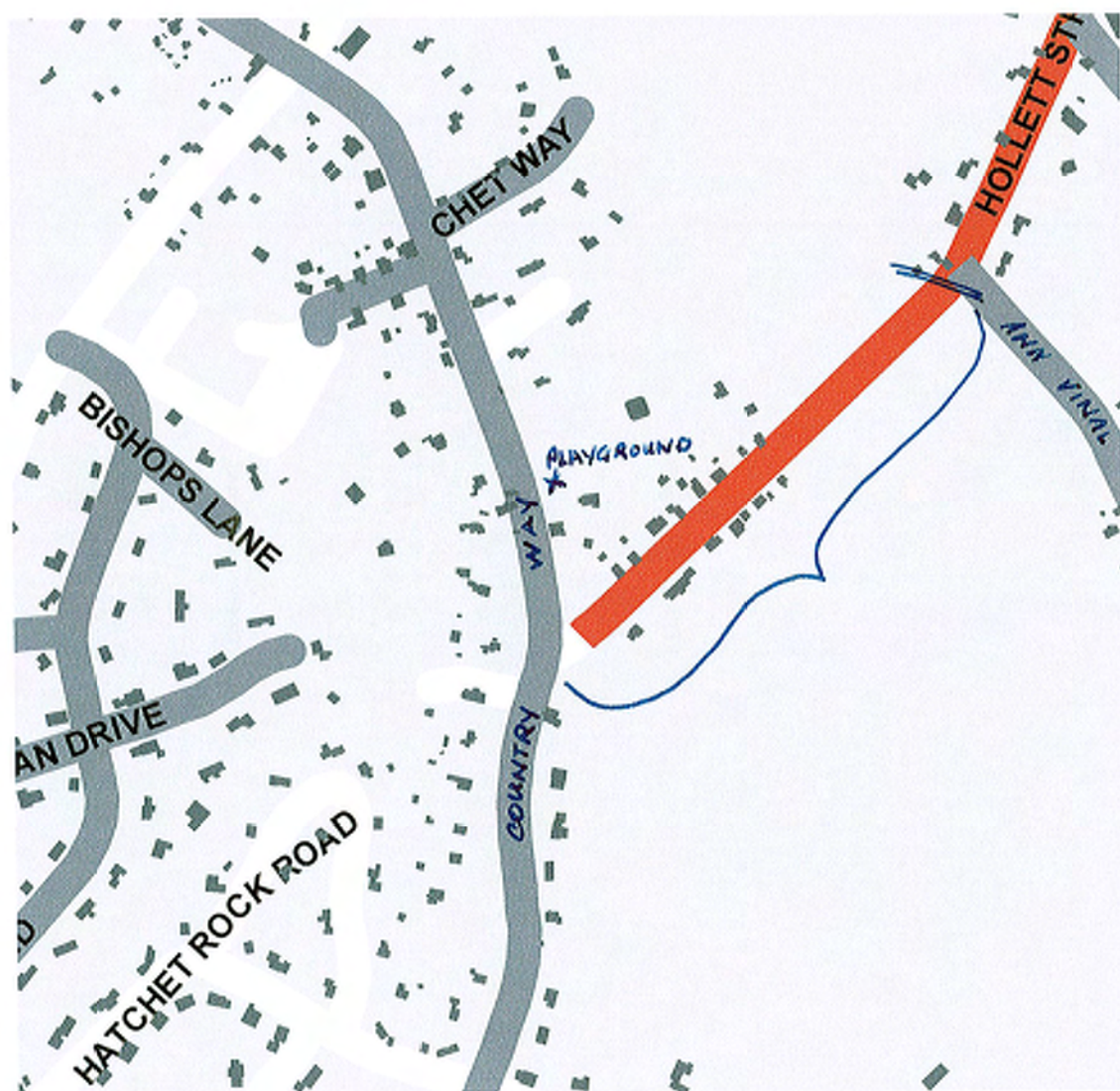
Henry Turner Bailey Road
from Gannett Pasture Road to the MBTA parking lot (approximately 1,200 feet)



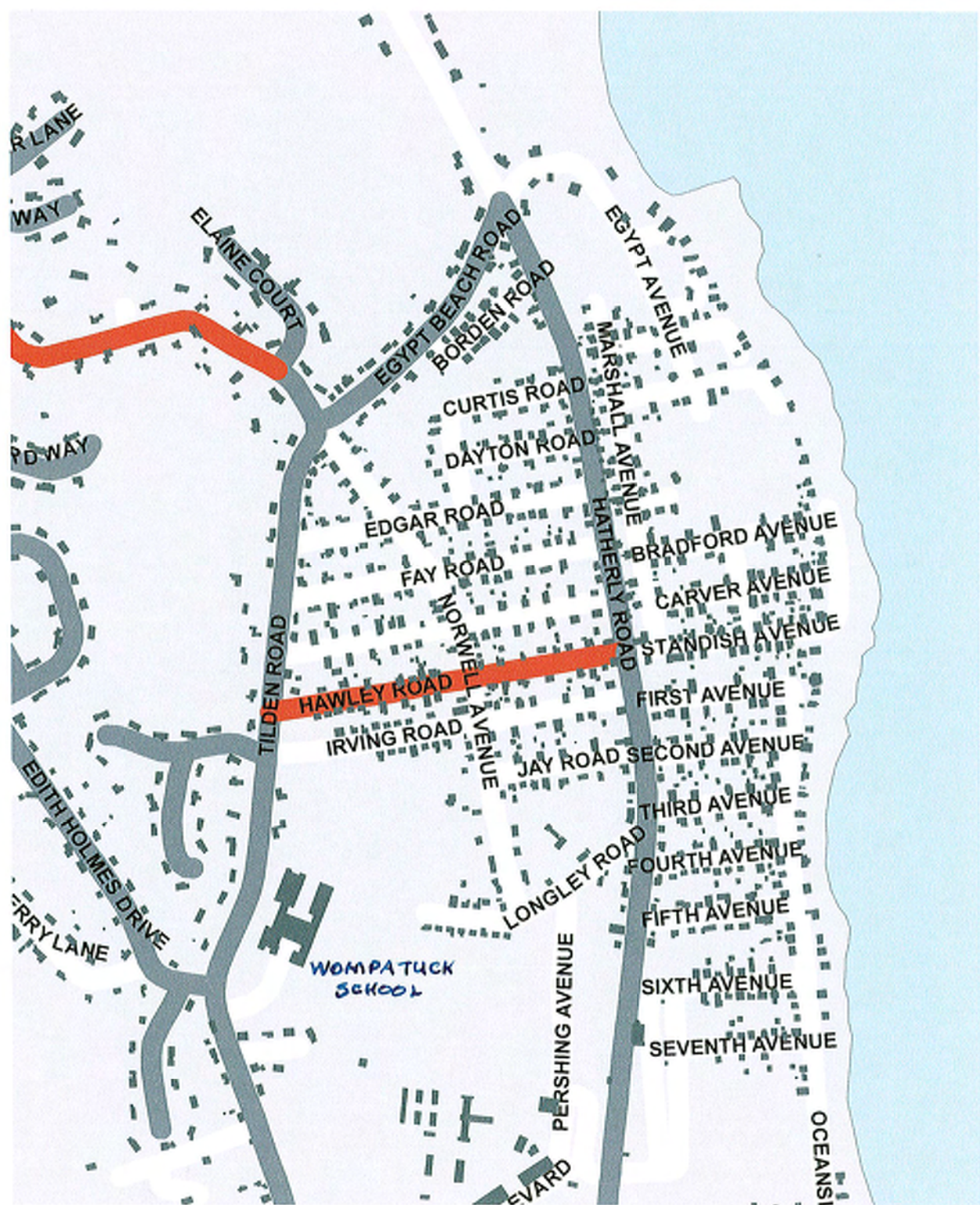
Hollett Street
from Gannett Road to Ann Vinal Road (approximately 2,700 feet)



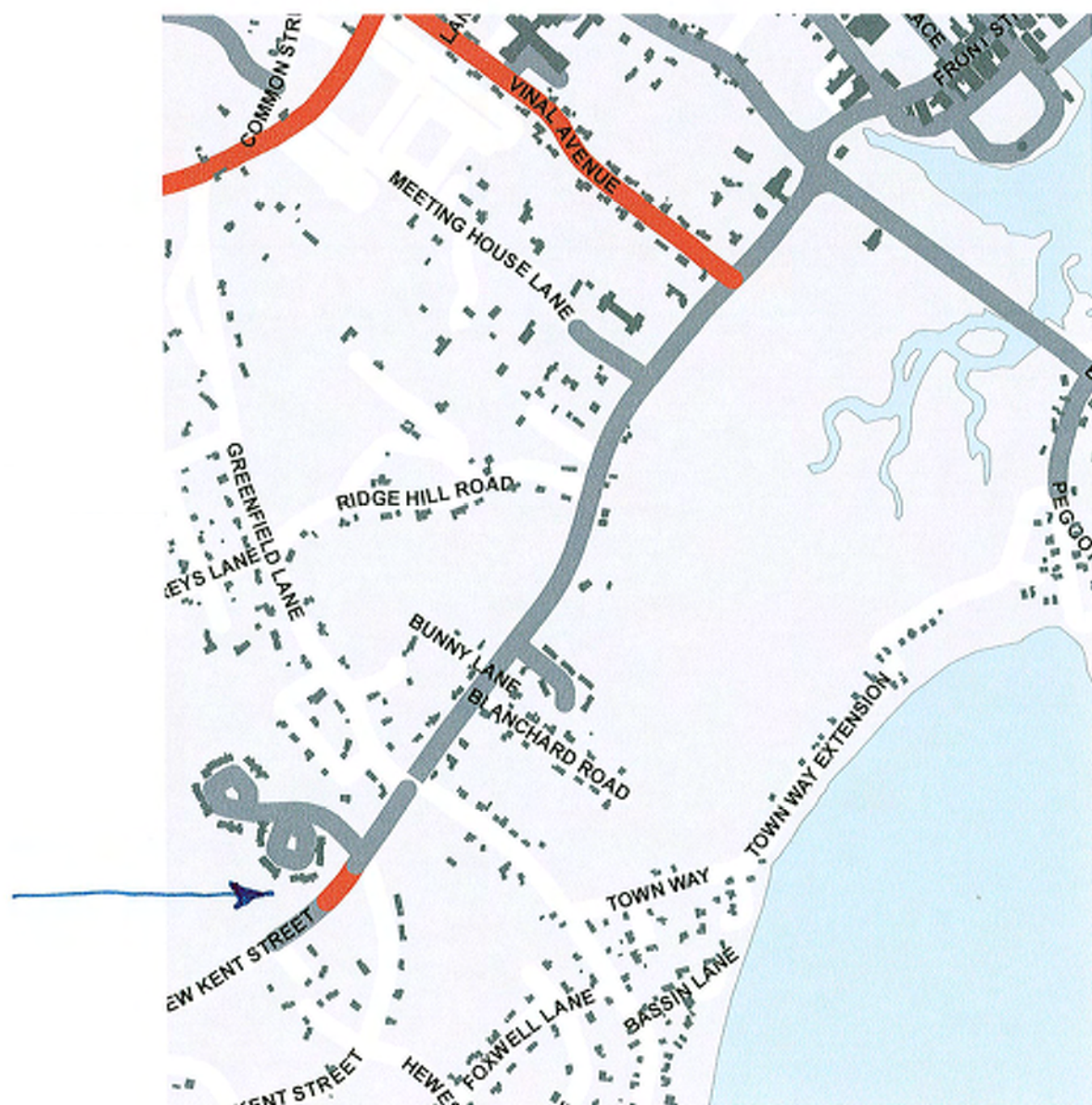
Hollett Street
from Country Way to Ann Vinal Road (approximately 1,400 feet)



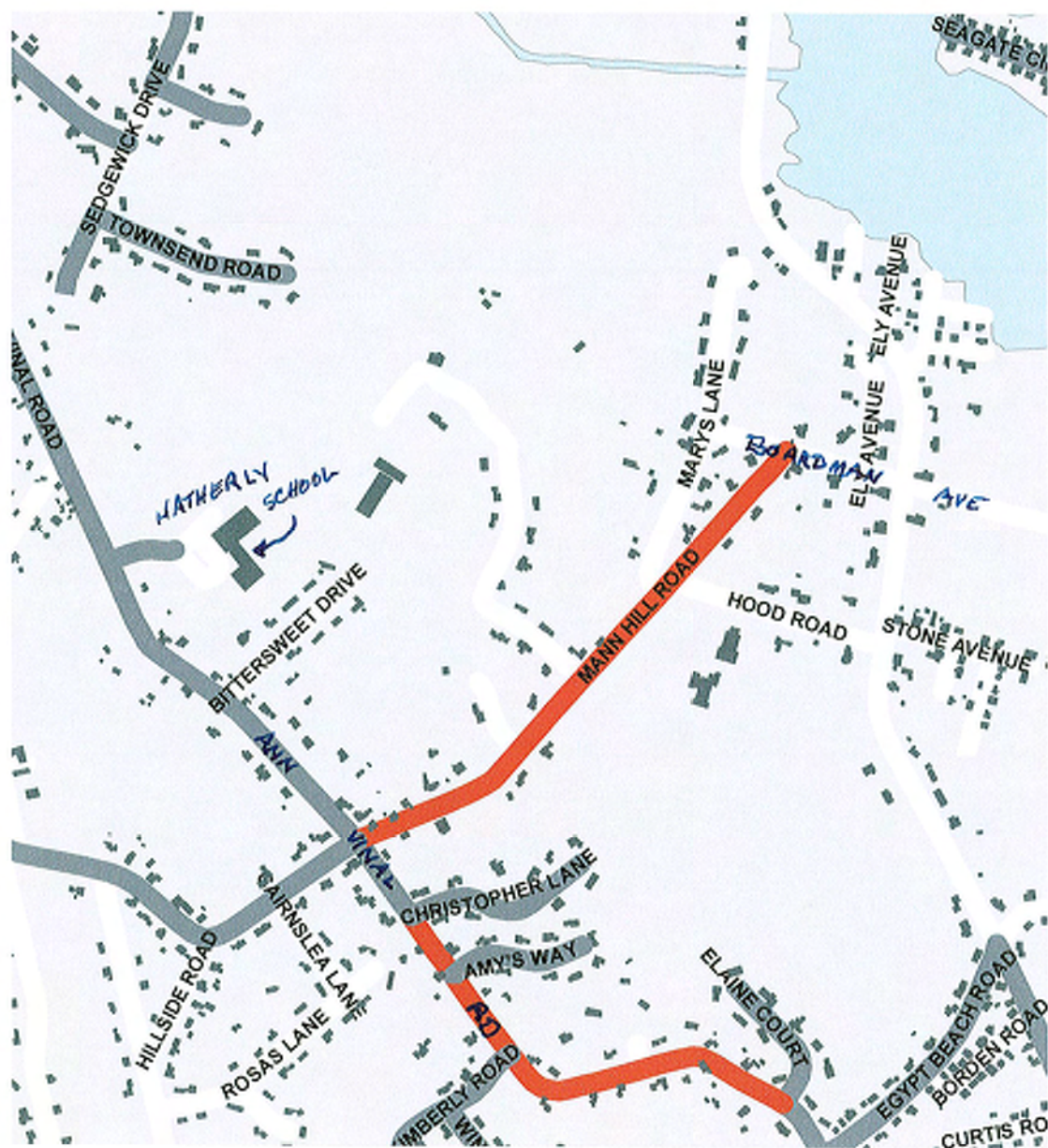
Irving Road (or Hawley Road)
from Hatherly Road to Tilden Road (approximately 1,500 feet)



Kent Street
from Driftway to North River Road (approximately 900 feet)



Mann Hill Road
from Boardman Avenue to Ann Vinal Road (approximately 2,700 feet)



Stockbridge Road
from Bearce Road to Union Street (approximately 3,100 feet)



Stockbridge Road
from Bearce Road to Vinal Avenue (approximately 2,200 feet)



Map 17

Tilden Road

from the stoplight at Beaver Dam Road to Brook Street (approximately 1,400 feet)



Tilden Road

from the stoplight at Beaver Dam Road to Turner Road (approximately 3,200 feet)



Map 19

Tilden Road
from Christopher Lane to Elaine Court (approximately 2,100 feet)



Vinal Avenue
from Kent Street to Stockbridge Road (approximately 1,600 feet)



Sidewalks in the Town of Scituate
 (Suggested sidewalk projects shown in red)
 (Existing and previously funded sidewalks shown in black)

COHASSET

NORWELL

MARSHFIELD

TOWN OF SCITUATE
 SIDEWALKS
 1:10,000

1 inch equals 254 meters or 833 feet

