

Winchester Safe Routes to School TRAVEL PLAN



Prepared by the Winchester Safe Routes to School Committee
with assistance from the
Southwest Region Planning Commission

JULY 2010

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Introduction

The purpose of the Winchester Safe Routes to School (SRTS) Travel Plan is to identify measures that may encourage more students to bike and walk in Winchester, NH. This travel plan focuses on the area within a two-mile radius of the Winchester School, which includes grades pre-kindergarten through eighth.

Over the past 2 years, the Winchester School SRTS committee has completed a substantial amount of work to help improve access to and safety on the school campus. The Committee first formed in 2008 out of concern for the poor condition and lack of sidewalks for children and Winchester residents. In 2010, the Committee received funding to develop a SRTS Travel Plan, which serves to compliment work already undertaken by the Committee and to develop recommendations for making the school campus and adjoining neighborhoods safer, healthier and more accessible. In addition to receiving funding for a Travel Plan grant, the Committee was award funding through a Start-Up grant in 2010 to conduct a Bike Rally and ongoing encouragement activities.

As part of the Travel Plan process, the Committee collected a wide array of data to better understand and evaluate current conditions and community needs related to walking and biking to school. Some of the information gathered came from traffic volume and turn counts, a speed survey, and walkability and bikeability audits that were completed for this study. Other data came from a comprehensive survey that was distributed to parents to assess existing and potential safety concerns with allowing their children to walk or bike to school. The result of this study is a list of potential projects to make walking and biking to school in Winchester safer and more appealing.

This Travel Plan actively promotes the five E's of a successful SRTS program – education, encouragement, engineering, enforcement and evaluation. These categories provide the framework for the recommendations of the plan. The five E's have been actively examined and pursued throughout the study process and will continue to be promoted throughout the implementation phase of this SRTS Travel Plan. This SRTS Travel Plan for the Winchester School is funded through a planning grant from the New Hampshire Department of Transportation.

SRTS Recommendations

The SRTS Committee has identified the following list of projects and strategies to help improve the safety of and access to the school campus and to encourage more students and families to routinely walk and/or bike to school. The recommendations are divided by projects that involve infrastructure improvements or construction and those that are non infrastructure.

Non Infrastructure

Non infrastructure projects are intended to be on-going programs to encourage and educate students and their families about the importance of safe biking and walking. Because of the high turnover of the student population the sustainability and reoccurrence of these programs is essential to the success of the Winchester SRTS program.

- To educate the school community and Town about the importance of safety, the Committee plans to hold a Bike Rally during the 2010-2011 school year. This event will be coordinated with the Winchester Police Department to teach about safe cycling skills.
- Throughout the 2010-2011 school year, the Committee will work with teachers to recognize students who walk or bike to school and encourage others to start. The school plans to raffle off a bicycle, helmets, and bicycle locks to students who participate in walking and biking activities.
- To encourage routine walking and biking, the Committee is examining the feasibility of implementing bus drop off / pick up zones. Students will have the option to be dropped off by the bus at the intersection of Parker Street and Route 10. Teachers will meet the students and walk with them to the school. The bus may also drop students off at Kulicks Supermarket. From there the students can walk with teachers and/or adult chaperones to school via a trail that crosses a brook through the woods to the school.
- The Committee proposed the idea of forming walking groups to and from school led by neighbors, citizens, and parents as a way to encourage parents that their children will be safe walking or biking.
- To discourage speeding and reckless driving in the study area, the Committee recommends increased police presence and/or volunteer patrols in the morning and afternoon along Parker Street, when students are coming and leaving school.

Infrastructure

- To decrease speeding within the study area the Committee recommends the installation of road signs that warn motorists to slow down for children or warning they are entering a slow speed zone. These signs would be installed along Route 10, at a visible location on either end of the downtown area/school zone.
- Paired with these warning signs, the Committee recommends the purchase and utilization of a mobile radar speed sign (i.e. “Your Speed Is” device) to alert drivers of their speed.
- The Committee recommends that a flashing yellow light be installed on Richmond Road near Forest Lake Road to alert drivers to slow down as they approach the school and downtown area from the east.
- The Committee observed that the traffic light at the intersection of Route 10, Route 119 and Elm Street does not allow enough time for students to safely cross the road. Also, the crosswalks at this intersection are faded and worn. The recommends that the time to cross should be further examined and potentially lengthened. Additionally, the crosswalks should be repainted.
- To ensure safe crossing, the Committee has identified other areas in Town that may benefit from the addition of a painted crosswalk. These areas include Richmond Road at Forest Lake Road, Richmond Road at Michigan Street, and Elm Street where the sidewalk ends and continues on the opposite side of the road up the hill.
- Many of the sidewalks in the study area are in need of improvement and repair. Along Richmond Road west of the School, the sidewalk is narrow with room for only one lane of traffic. This sidewalk is crumbling in some areas and has vegetation crowding the pathway. These areas need to be repaved and vegetation should be trimmed back. Other sidewalks in need of repaving and possible repair are the length of sidewalk from the intersection of Route 10 and Maple Street to the intersection of Route 10 and Parker Street, and the sidewalks on Elm Street and Ashuelot Street. Overgrown vegetation along Parkhurst Place Road and Forest Lake Road should be cut back or trimmed, as these shrubs have grown into the road blocking sight lines for vehicles.
- The existing sidewalk on Richmond Road ends at Bilo Ave. The Committee recommends extending this sidewalk to Goamko Drive and having crosswalks painted across Richmond Road, as there are families of Winchester School Students that live along this section of the study area.
- The Committee will work with the Town to identify potential improvements for safer crossing (e.g. painted sidewalk) along the Richmond Road sidewalk where it ends in front of the Post Office.

- The Committee recommends that the School examine, evaluate, and make improvements to the traffic flow pattern of cars and buses picking up and dropping off students in the school parking lot.
- The Committee recommends installing a painted crosswalk to connect the where the sidewalk ends one side of Elm Street and begins again on the other side, at the base of the hill near Howard Street. It is also recommended that signs be installed at the top of the hill, warning motorists driving East on Elm Street of limited visibility and of a pedestrian crossing.
- The Committee has discussed the idea of improving the condition of the pathway behind Kulick's Supermarket and transforming it into a guided nature walk that fully connects to the School. This trail would be used seasonally as an alternative route to walk and from school. Currently, the trail is used and minimally maintained by snowmobilers.
 - The hilly topography of Michigan Street, Keene Road (Route 10) and Mechanic Street causes sand, gravel, and sediment to build up along the roadway, posing a potential hazard to students on bicycles. To ameliorate this problem, the Committee recommends that the Town examine methods for improving drainage along these roadways.

The Winchester School Travel Plan has been designed as a living document that can be updated and amended as the Safe Routes to School program in Winchester continues to grow.

Community Organizing Efforts

The Winchester Safe Routes to School (SRTS) Committee was formed in 2008 in order to promote safer and more sustainable access to and from the Winchester School Campus. The Committee has met approximately once a month since it was initiated. Participants regularly attending include a Town Select board representative, Town Land Use Assistant, Winchester School Assistant Principal, teachers, the Police Chief, the Southwest Region Planning Commission, and parents and community members. The membership includes a broader list of community members, who may attend from time to time, including other school officials, interested parents, teachers, and town representatives.

Members of the Winchester SRTS Committee:

Name	Affiliation
Pam Bigelow	Assistant Principal, The Winchester School
Jim Lewis	Principal, The Winchester School
Margaret Sharra	Land Use Assistant, Town of Winchester
John Gomarlo	Town of Winchester
Gus Ruth	Town of Winchester Select board
Gary Phillips	Police Chief, Town of Winchester
Monica Poole	Parent of a Winchester School student
Rose Gusan	Community Resident, Winchester
Ashley Nickleson	Physical Education/Health Teacher, The Winchester School
Amanda Nordberg	

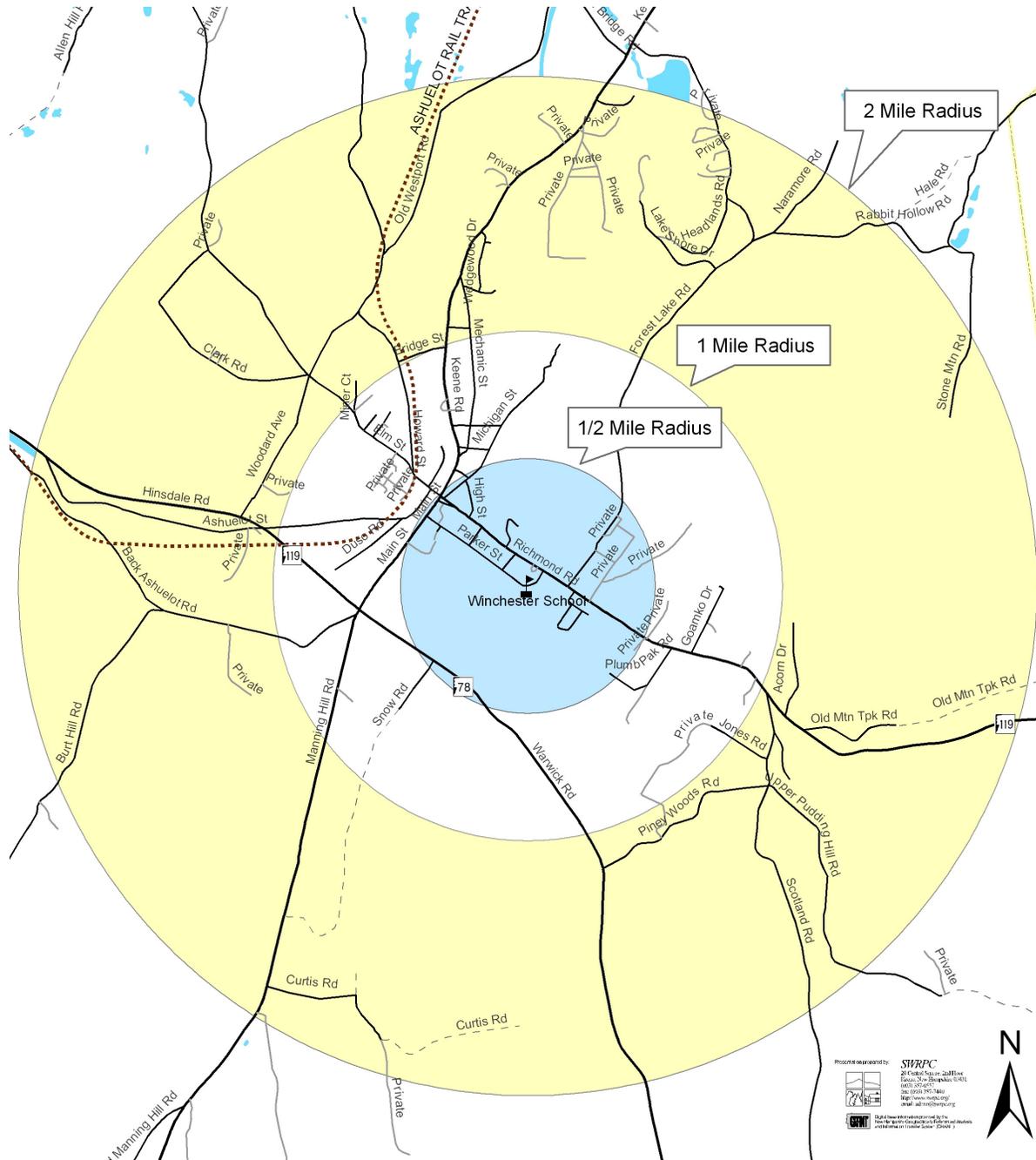
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Evaluation

The evaluation completed during the SRTS Travel Plan study process included a review of survey responses, the compilation of traffic count data (speed and volume) and an analysis of the walkability and bikeability of popular travel routes. All data discussed in this Travel Plan concerns the area consisting of a radius approximately 2 miles around the Winchester School campus. For a visual representation of the study area, see Map 1.



Map 1: Winchester SRTS Travel Plan Study Area

Surveys

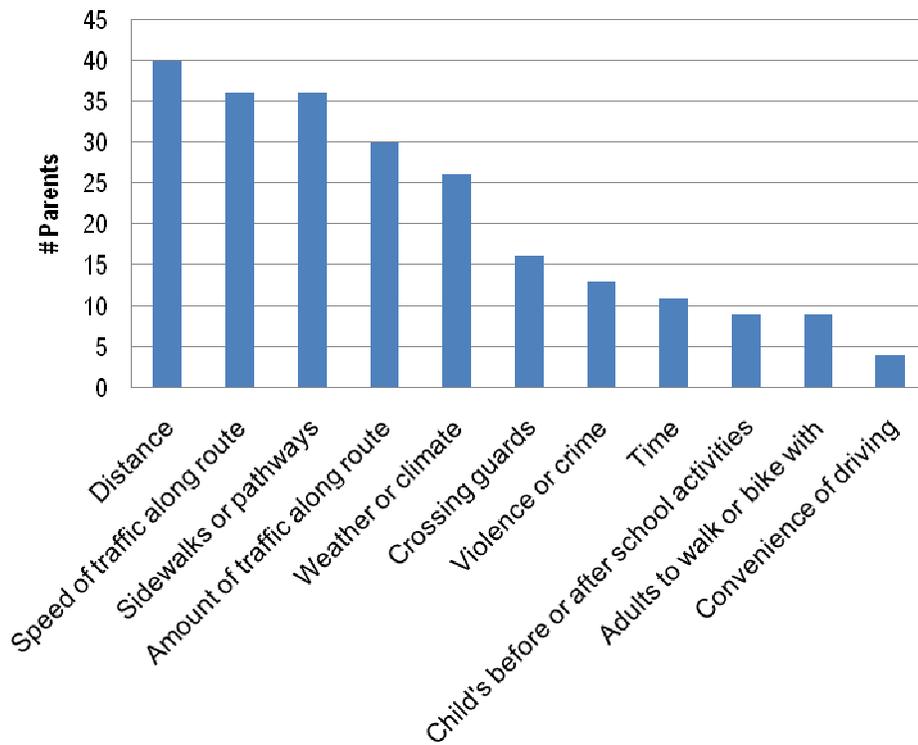
In February of 2010, The SRTS Committee undertook a comprehensive survey of parents whose children attend the Winchester School and live within two miles of the school campus. The purpose of this survey was to identify and better understand parents’ thoughts about children walking or biking to and from school. Surveys were distributed to students in the classroom to be brought home and completed by parents or guardians. They were also sent by mail to student residences within the study area.

The survey posed two questions for parents:

1. What are issues that affect your decision to allow, or not allow, your child to walk or bike to and from school?
2. What ideas or suggestions do you have that would help our community to encourage students to walk or bike while ensuring their safety?

A total of 55 completed surveys were returned to the School. The responses showed that the main factors affecting a parent or guardian’s decision to allow their child to walk or bike to school are: distance (73%): speed of traffic along route (65%): sidewalks or pathways (65%): amount of traffic along route (55%): and, weather or climate (47%). The chart below illustrates the number of responses received for each factor.

Factors Affecting Decision to Allow Children to Walk or Bike to School



Other factors identified by parents not listed on the chart on page 7 are listed below.

- Registered sex offenders in the area, both known and unknown
- Age of child
- Safety issues along NH Route 10
- Unclear rules
- Preference to drive child to school
- Drivers not paying attention when driving
- Isolated Road
- Road not well maintained in winter months
- No buddy system set up with friends

“My son would love to ride his bike to school, but I’m uncomfortable with the idea of too much traffic....”

Parents noted a number of ideas and suggestions to help the community encourage students to walk or bike while ensuring their safety. Their suggestions are explored below.

1. Expansion and improvement of sidewalk network

The majority of survey responses identified the construction and improvement of sidewalks and bike paths as a way to encourage walking and biking. A parent noted that many of the roads without sidewalks have narrow shoulders that make walking or biking unsafe. Another parent stated, *“If there were wide sidewalks set back enough from the main road, we would feel a lot better about letting our children ride bikes to school.”* Not only should there be more sidewalks, these sidewalks should be constructed to ensure children’s safety and in areas where there are concerns for traffic volumes and speed.

2. Creation of adult chaperoned walking or biking pools

There was strong support for the creation of buddy systems and adult chaperoned walking or biking pools. Parents identified concern about children walking without adult supervision due to age, safety issues, bullies and strangers. They also identified the need for more crossing guards.

3. Increased enforcement of speeding

Parents noted that speeding is an issue that warrants increased enforcement efforts such as more posted speed signs and routine police presence.

4. Safe and secure bicycle facilities

Parents mentioned the need for sturdier and monitored bicycle racks (either by security camera or a teacher on foot patrol).

5. Improved design of school parking lot

One parent noted that many parents drop their children off at the school in areas of the parking lot labeled “No Parking.” This parent suggested drawing lines on the pavement for parent drop-off parking. Another parent mentioned that the parking lot allows for limited bike movement.

Where Students Live in the Study Area

Using information from the 2009-2010 school year, information on where students live in the study area was examined and mapped. There are approximately 74 students living within a two-mile radius of the school. Students range from ages 3 to 14 and span grades pre-kindergarten through eighth. The table below highlights the number of students in each grade level in the study area.

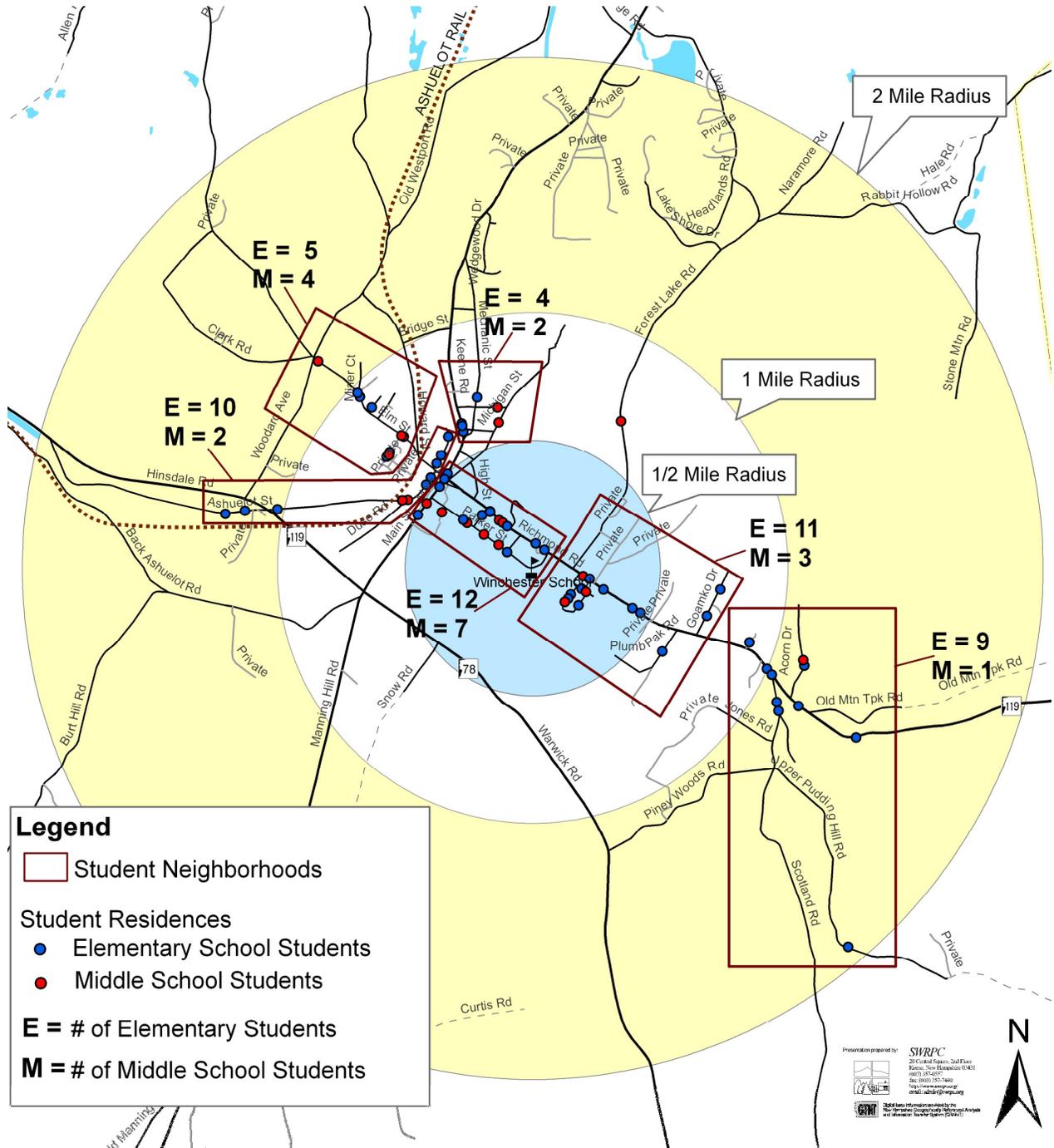
	Grade Level									
	Pre-K	K	1	2	3	4	5	6	7	8
# Students in Study Area	3	8	8	8	3	14	10	10	6	4

**Information based on 2009-2010 School Year*

Streets in the study area with the most number of students living on them are Richmond Road (16 students living primarily between Union Street and Goamko Drive), Ashuelot Street (8), Elm Street (5), Main Street (5), and Parker Street (5). The table below displays streets in the study area with more than one student living on them. Map 2 geographically displays where students live in the study area.

Road Name	# of Students
Richmond Rd	16
Ashuelot St	8
Elm St	5
Main St	5
Parker St	5
Hildreth St	4
Keene Rd	3
Redwood Dr	3
Toofs Dr	3
Acorn Dr	2
Bilo Ave	2
Goamko Dr	2
Scotland Rd	2

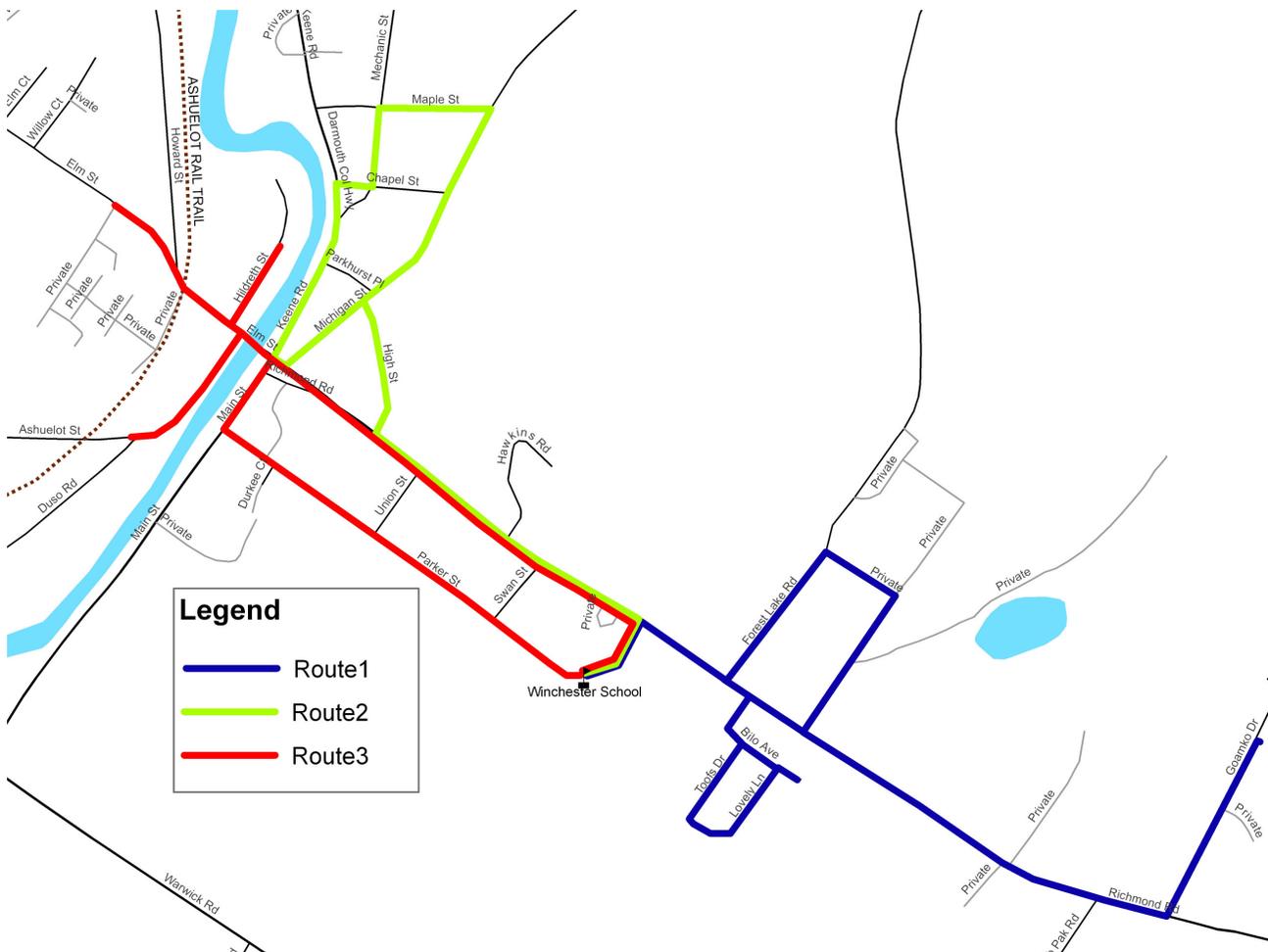
Map 2: Where Students Live



Walking Audit

In May 2010, members of the SRTS Committee, a staff person from Southwest Region Planning Commission and 11 Winchester School students carried out a comprehensive walking audit in the study area to examine and discuss the safety of existing and potential routes to school. Three teams of students led by a Committee member explored three different routes within the study area. The teams used a walkability and bikeability checklist that was modeled after the National Safe Routes to School Walkability Checklist. This checklist encouraged students to examine the walking and biking conditions of each roadway on the route and to rank each road on a scale of 1 (being the worst) to 5 (being the best). Map 3 shows the location of the three routes examined.

Map 3: Walking Audit Routes

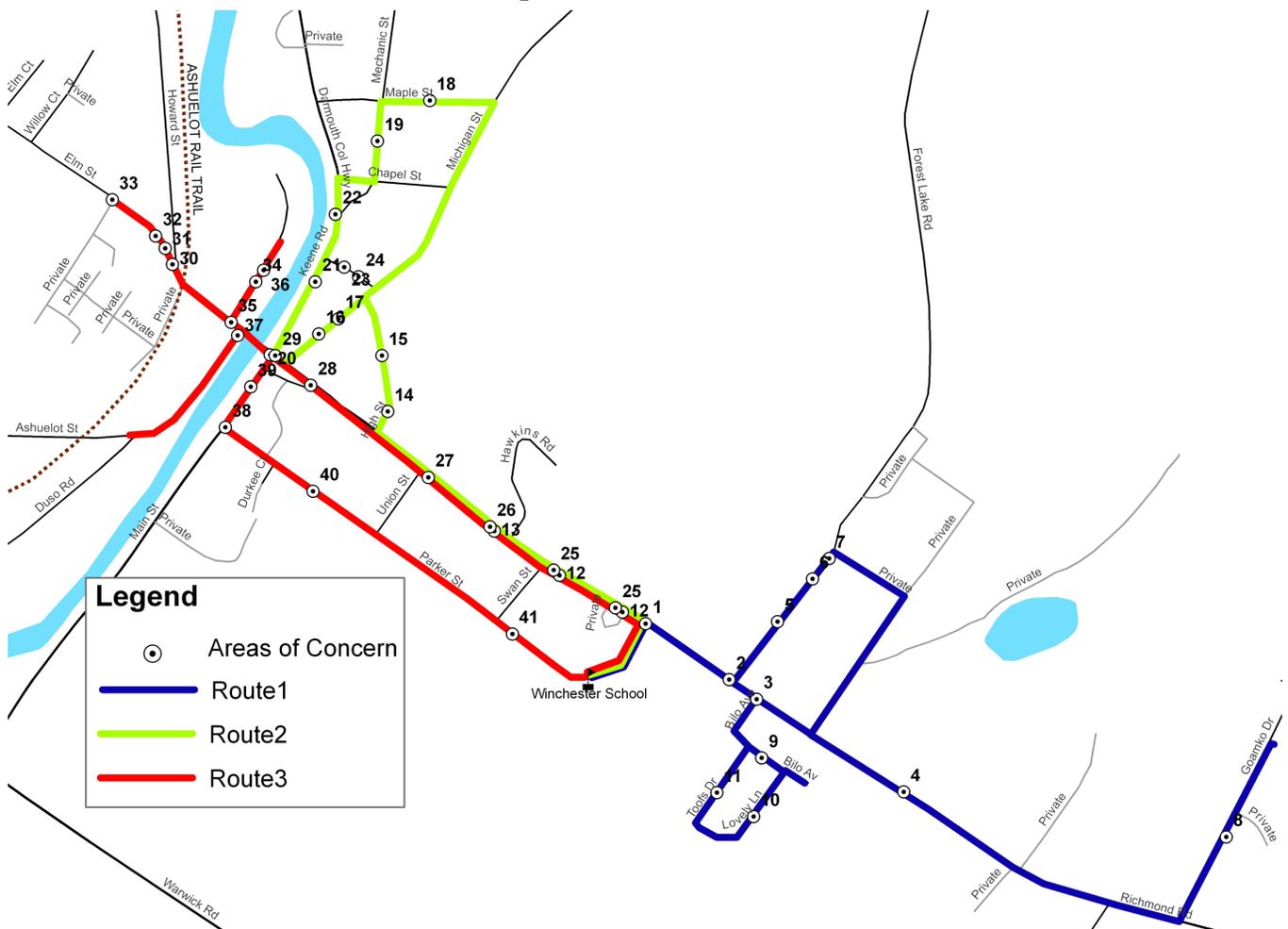


Factors considered during the audit were:

- Sidewalk continuity or lack thereof
- Sidewalk condition
- Sight lines for both pedestrians and drivers
- Ability to safely cross the road
- Placement and condition of traffic signals and/or crosswalks
- Driver behavior
- Presence of litter, plants, lighting, scary people or dogs

The SRTS Committee used the results of this audit to help develop and prioritize the set of recommendations that are incorporated in this Travel Plan. The map and corresponding table below outlines the observations made by students regarding roadway conditions along each route. Many of the observations note that the shoulder of the roadway is too narrow where there is not a sidewalk, that the sidewalks are broken or cracked, and that there is no place to cross the road safely. In addition, the students ranked each roadway on a scale of 1 (being worst condition) to 5 (being best condition). The results of this ranking are found on the table entitled SRTS Walkability Audit Observations and visually displayed on Map 5.

Map 4: Areas of Concern



SRTS Walkability Audit Observations			
Map ID	Observation	Street	Rank
1	Sidewalk stops in front of elementary school	Richmond Rd East of School	3
2	No crosswalk to Forest Lake Rd	Richmond Rd East of School	3
3	Sidewalk ends at Bilo Ave	Richmond Rd East of School	3
4	Narrow Shoulder and no sidewalk	Richmond Rd East of School	3
5, 6	Blind Corners due to thick vegetation	Forest Lake Rd	4
7	Litter / trash	Forest Lake Rd	4
8	Narrow Shoulders and no sidewalk	Goamko Rd	4
9	Narrow Shoulders and no sidewalk	Bilo Acres	4
10	Narrow Shoulders and no sidewalk	Lovely Ln	5
11	Narrow Shoulders and no sidewalk	Toofs Dr	4
12, 25	Sidewalk broken, uneven and chipped	Richmond Rd West of School	3
13	Vegetation blocking sidewalk	Richmond Rd West of School	3
14	Blind corner due to bushes	High St	1
15	No sidewalk	High St	1
16	Very steep	Michigan St	4
17	Sand and gravel on road due to poor drainage	Michigan St	4
18	Very steep	Maple St	4
19	Scary dog	Mechanic St	4
20, 29	Not enough time to cross at light	Keene Rd	4
21	Litter / trash	Keene Rd	4
22	Sand and gravel on road due to poor drainage	Keene Rd	4
23	No place to walk	Parkhurst St	5
24	View blocked by vegetation	Parkhurst St	5
26	Vegetation blocking sidewalk	Richmond Rd West of School	3
27	Sidewalk too narrow	Richmond Rd West of School	3
28	Sidewalk stops	Richmond Rd West of School	3
30	No cross walk to switch sidewalks	Elm St	2
31	Visibility problem	Elm St	2
32	Steep hill	Elm St	2
33	Sidewalk ends	Elm St	2
34	No place to walk	Hildreth	1
35	No crosswalk from Elm	Hildreth	1
36	Scary dog	Hildreth	1
37	Sidewalks broken and cracked	Ashuelot St	2
38	Traffic did not yield at crosswalk to Parker St	Main St	2
39	Sidewalk in poor condition	Main St	2
40	Nice Sidewalks	Parker St	5
41	No crosswalk	Parker St	5

Map 5: Student Roadway Ranking



Sand and gravel, uneven pavement, and litter/debris on Richmond Road sidewalks



Crosswalk faded over Main Street



Elm Street - Pedestrian pathway over River



Elm Street Hill - Poor Visibility and no crosswalk to connect sidewalks on either side of the street



Ashuelot Street - Sidewalks missing pavement, cracked, uneven



Main Street - Sidewalks are cracked, aesthetically unappealing



Parker Street - Sidewalks in good condition



Forest Lake Road – Poor visibility at corner of Richmond Road and narrow shoulders



Richmond Road – Little room to walk where sidewalk ends



Sidewalk Inventory

Sidewalks are provided on roughly 3 percent of the roadways in the SRTS study area (see Map 6 below). These sidewalks, which total 11,034 feet or 2.09 miles, line the length of Main Street from the ELMM Community Center on the Southern end to the Sunrise Village housing development to the north. They extend down Parker Street to Swan Street and the length of Richmond Road to Forest Lake Road. The Elm Street Bridge provides a pedestrian bridge and the sidewalks continue west for a block along Elm Street and along Ashuelot Street where it meets Duso Road.

Map 6: Location of Sidewalks in the Study Area



Traffic Volumes

In May of 2010, Southwest Region Planning Commission conducted traffic volume counts at the following locations. The locations of these counts are represented on Map 7.

- Ashuelot Street at the Duso Road intersection
- Elm Street over the Ashuelot River
- High Street near Richmond Road
- Mechanic Street south of Chapel Street
- Michigan Street South of High Street
- Scotland Road over Roaring Brook
- Back Ashuelot Road near Route 10

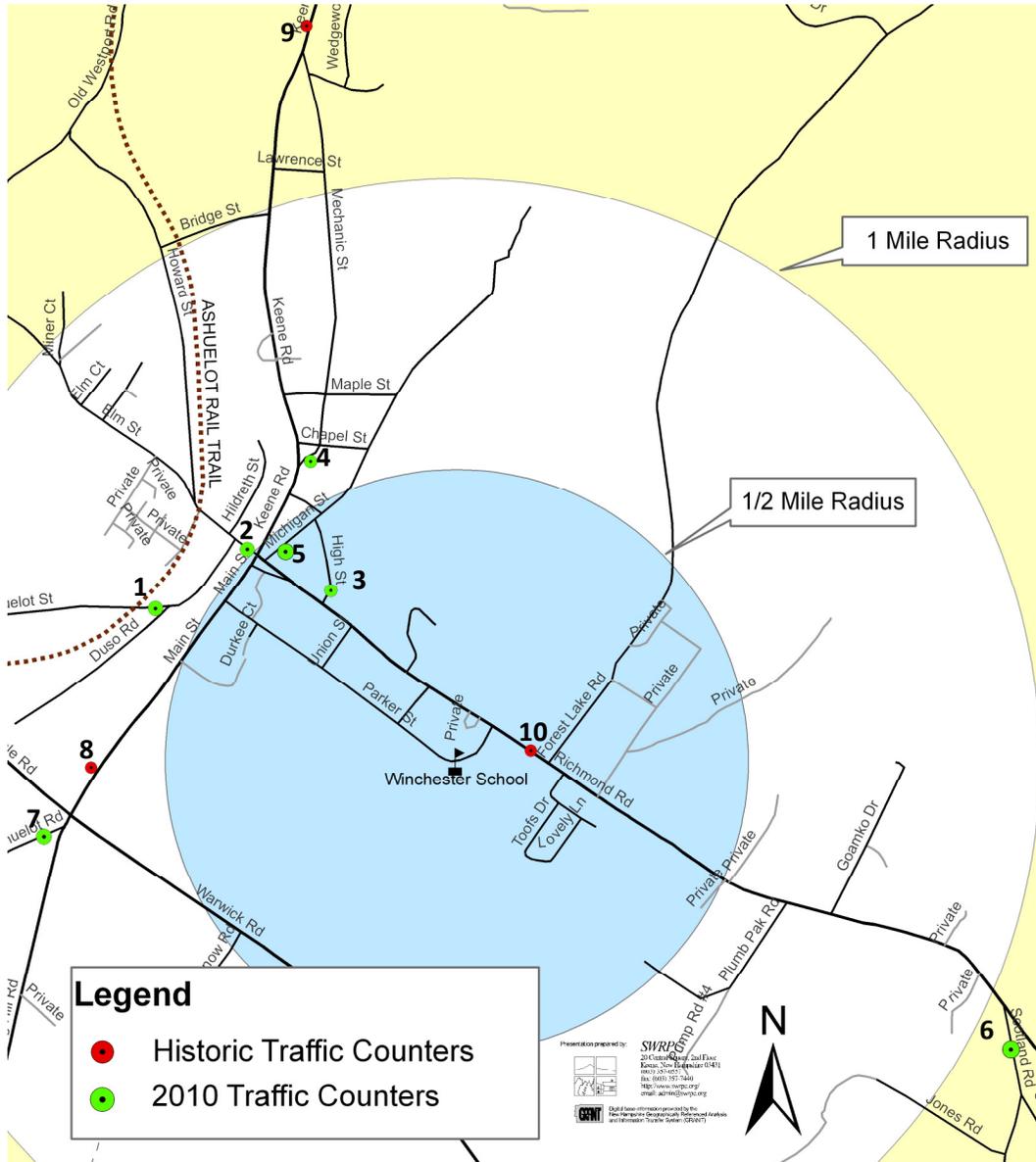
The results of these counts are listed in the table below. This table displays the total daily vehicle counts for Tuesday through Thursday for the week of May 23, 2010 and the Average Annual Daily Traffic (AADT) count for each roadway. The AADT is derived using a formula that accounts for seasonal traffic variations and percentage of truck traffic. Of the streets examined, the greatest total volume count was observed on Elm Street at the counter location west of the bridge over the Ashuelot River. This location has an Average Annual Daily Traffic Count (AADT) of 3,000. Traffic on this roadway has grown by 100% in the past three years. In 2007, the AADT was 1500 and was 1900 in 2004.

ID	Location	Tues	Wed	Thurs	Avg	AADT (Rounded to nearest 10)
1	Ashuelot St at Duso Rd Intersection	649	545	656	617	520
2	Elm St over Ashuelot River	3,596	3,255	3,868	3,573	3,000
3	High St near Richmond Road	167	136	153	152	130
4	Mechanic St South of Chapel St	515	422	464	467	390
5	Michigan St South of High St	342	322	433	366	310
6	Scotland Rd Over Roaring Brook	780	781	852	804	680
7	Back Ashuelot Rd Near Route 10	755	631	719	702	590

SWRPC has collected historic traffic volume count data for other roadways in the study area. The AADT for these roadways between the years 2002 and 2007 are listed in the table below. Although each roadway has experienced decreases in traffic volume, these are the most heavily trafficked roadways through the Town (both Route 10 and 119 belong to the state highway system and have the greatest total volume count of roads examined in the study area).

		AADT (Rounded to nearest 10)		
ID	Location	2003	2004	2007
8	Route 10/119 (Main St) North of Route 78/119 West	-	8,500	7,400
9	Route 10 (Keene Rd) North of Mechanic St	7,500	7,500	7,200
10	Route 119 (Richmond Road) West of Forest Lake Rd	3,900	4,100	3,900

Map 7: Traffic Counter Locations



Speed Study

The Winchester Police Department conducted a traffic survey monitoring vehicle speeds on Parker Street, Elm Street, Main Street, Richmond Road, and Warwick Road. The survey was conducted between the dates of May 10, 2010 through May 20, 2010 during the hours in which children would normally be walking to and from the Winchester School.

All of the areas tested were within one mile of the Winchester School. Each area was monitored a minimum of 10 minutes per location. Each location was monitored by officers in unmarked

vehicles between the hours of 7:30 am until 9:00 am and 2:45 pm until 3:45 pm during the school days. The survey entailed slightly over 12.5 hours.

The results of the survey are displayed in the table below. 31.3% of all vehicles monitored were exceeding the posted speed limit by at least six miles per hour over the posted speed limit.

Location	Total Vehicles	Total Vehicles Exceeding Posted Speed Limit in Excess of 6 mph
Parker Street	194	49
Main Street	1055	334
Richmond Road	582	204
Warwick Road	260	77
Elm Street	220	60
Total	2,311	724

Encouragement, Education, and Enforcement

Encouragement, education and enforcement are key elements in the process of changing people's perception of and behavior toward walking and biking to school. The following is a summary of activities conducted around these elements in Winchester.

Education

The educational element of this SRTS program has involved outreach and education to parents and guardians of Winchester School students. The SRTS Committee administered a parent survey in 2009 and 2010 to better understand parents concerns for their children walking or biking to school. This survey was an effort to both collect information and feedback from parents and to engage parent involvement in an on-going dialogue about walking and biking to school. In March of 2010, Safe Routes to School was the topic of the School's regularly scheduled Principal's Coffee Hour (an opportunity for parents and guardians to participate in active discussion about school related topics). The May 2010 walkability and bikeability audit discussed earlier in this plan, was an opportunity to educate students about the importance of safe walking and biking infrastructure and facilities. This guided exercise was not only informational, it encouraged students to closely examine their surroundings and think strategically to develop recommendations for improvements.

The SRTS Committee plans to hold a bike rally during the 2010-2011 school year to inform the school and greater community about the value and benefits of walking and biking and about the need for safe and accessible pedestrian and bicycle routes to the School. The Bike Rally will be a fun opportunity to teach children about fundamental safe cycling skills, such as proper starting and braking, scanning, and crossing a sidewalk. Civic organizations, community members, and the Winchester Police Department will be asked to help coordinate the event to provide constructive feedback and practical experience for the students on pedestrian and bike skills and safety. Flyers promoting the event will contain information about bicycle and pedestrian safety and benefits. These flyers will be distributed to families in the weeks leading up to the event to raise awareness and encourage community support. Food and refreshments will be provided to make the event more enjoyable for student participants. In addition, all students who attend and participate in the event will receive a certificate of achievement and completion.

Encouragement

The School has experience organizing short and long term events promoting health and safety. Past and present activities planned and hosted by the School include:

- Working with the Police Department to offer Bike safety programs and Bike Rodeos
- School participation in Walk NH
- The creation and active participation of a school wellness committee
- The establishment of a school running club

To help further encourage students to walk or bike to school, the SRTS Committee intends to raffle off rewards to students that participate in programs, which promote fitness and fun. The

Committee is also examining the feasibility of having all students dropped off by the bus at the intersection of Parker Street and Route 10. Teachers will meet the students and walk with them to the school. The bus may also drop students off at Kulick's Supermarket. From there the students can walk with teachers and/or adult chaperones to school via a trail/path that crosses a brook through the woods to the school. The Committee proposed the idea of forming walking groups to and from school led by neighbors, citizens, and parents as a way to encourage parents that their children will be safe walking or biking. The Committee has discussed the idea of improving the condition of this pathway and transforming into a guided nature walk.

Enforcement

To help ensure parents and guardians that safety is a priority of this program, the SRTS Committee intends to work with the Winchester Police Department and/or volunteer patrols to help guide students across traffic crossings both before and after school. The Committee plans to distribute instructions on helmet safety, safe riding and walking skills, and the rules of the road to students and families at the proposed Bike Rally and other special events. To discourage speeding and bad driving behavior, the Committee has identified the following enforcement measures:

- Police or volunteer patrols in the morning and afternoon when students are coming and leaving to school
- Road signs that warn motorists to slow speed for school children
- Installing a "Your Speed Is" device to alert drivers of their speed

A major deterrent for students and parents to bike to school is the concern of bicycle theft and vandalism. The Committee plans to decrease the potential for theft by promoting bicycle locks and offering instructions on how to use them. Part of this promotion will include raffling off 50 bicycle locks to interested students.

Engineering

Since its inception, a focus of the Committee has been on improving sidewalk conditions and connections in the study area. The Town of Winchester is particularly committed to this goal. The 2008 Master Plan includes a number of a goals related to: walkability; safe and reliable access through the community; projects that address safety concerns; and, support for efforts to improve infrastructure such as sidewalks to make the community safer and facilitate ease of walking in the downtown. An objective of the transportation chapter of the Master Plan is to upgrade and expand the sidewalk system in the downtown and to design and establish funding sources for sidewalk upgrades.

In 2009, the Town was awarded a Transportation Enhancement grant to reconstruct and install 4000 feet of sidewalk along Main Street to the intersection of Routes 10, 78, & 119, and along a small portion (500') of Route 78 to the shopping plaza. The sidewalks on the west side of Main Street are badly deteriorated, broken, chipped, and cracked. There is not an ADA accessible ramp at the crosswalk. This project will also include the construction of a pedestrian bridge to the east side of Mirey Brook Bridge. The town hired an engineer (Tom Duffield) in June 2009 to

do a preliminary feasibility study of the sidewalks in the downtown.

Following the walkability and bikeability study conducted by the Committee with Winchester School students in May of 2010, the Committee identified a number of infrastructure improvements to be made within the study area. These improvements ranged from sidewalk repair and repaving, to cutting back vegetation for visibility concerns, to installing a flashing light, signs, and a radar device to discourage speeding. Many of the sidewalks in the study area are in need of improvement and repair. Along Richmond Road west of the School, the sidewalk is narrow with room for only one lane of traffic. This sidewalk is crumbling in some areas and has vegetation crowding the pathway. These areas need to be repaved and vegetation should be trimmed back. Other sidewalks in need of repaving and possible repair are the length of sidewalk from the intersection of Route 10 and Maple Street to the intersection of Route 10 (Main Street) and Parker Street, and the sidewalks on Elm Street and Ashuelot Street.

Although Parker Street has very well maintained sidewalks, they did not fully reach to the School. A segment of sidewalk was needed along Parker Street from the intersection of Swan Street and Parker Street to the school building to complete the connection. In 2010, the School paid for the completion of this sidewalk extension.

More details regarding these identified improvements can be found under SRTS Recommendations on pages 4 and 5.