

## 1. Pleasant Street/Hillside Road/Moore Avenue

- Vehicles travel fast along Pleasant in the vicinity of this intersection. Consider fog lines to narrow lanes. Another crosswalk needed, as sidewalk on eastbound side of Pleasant ends after Hillside.
- A Granite curb (where a curb ramp should be) makes crossing Moore difficult for any pedestrian pushing a stroller or with limited mobility. (Figure 1)
- A pedestrian crossing sign is leaning over the sidewalk. The lower part of the sign is too low – less than 6' high. According to the Manual of Uniform

Traffic Control Devices (MUTCD), the lowest part of any sign where pedestrians can be expected should be 7' tall at minimum. (Figure 2)

- Because there is no sidewalk on the south side of Pleasant Street, a crosswalk should connect the sidewalk on Hillside Road to the sidewalk on the north side of Pleasant Street.



Figure 1



Figure 2

## 2. Hillside Road and Crescent Street

- There are sidewalks but no curbs around this section of Hillside. The asphalt rises gradually up toward the sidewalk. White fog lines could help delineate the roadway edge, which is especially important in low-light conditions or inclement weather. (Figure 3)



Figure 3

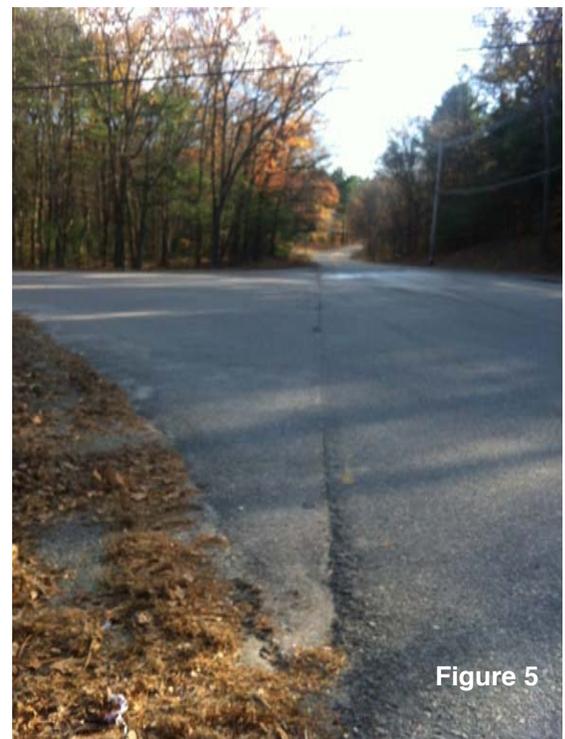
### 3. Hillside Road and School Street

- Hillside is approximately 30 feet wide, with no centerline or fog lines. Space on this roadway could be divided up with a centerline and fog lines 4.5 feet in from each curb, which leaves two 10.5 travel lanes. Currently the perceived travel lane is about 15 feet. Bringing the fog line in can slow vehicle travel speeds.
- North of the intersection of Hillside and School, two curb ramps face one another but there is no marked crosswalk. (Figure 4)



### 4. Beaver Street and Grove Street

- Beaver Street becomes very wide where it meets Grove Street. The turning radius at both corners is quite large. Vehicles turning right onto Beaver from Grove would be able to do so at very high speeds. The STOP sign at the end of Beaver, however, prevents fast turning movements from Beaver to Grove. A smaller radius would not only slow speeds; it would also dramatically shorten the distance across Beaver at Grove. Although there is no sidewalk at this intersection, there is a trailhead for the Franklin State Forest directly across Grove Street from Beaver Street. There is no parking for Franklin State Forest at this location, so anyone entering the State Forest at this location would do so on foot or bicycle. (Figure 5)
- Beaver Street is lacking a sidewalk. A safe place for walking should be a priority along this street since it connects the Franklin State Forest with the Beaver Pond Recreation Area.



## 5. Chestnut Street and Glen Meadow Road

- Segments of sidewalk appear to exist only where Chestnut St abuts Horace Mann Plaza property. This is not practical. Sidewalks should be filled in along Chestnut to connect to Central Street and Glen Meadow Road, forming a complete loop.

Figure 6 shows the end of one length of sidewalk looking south along the east side of Chestnut Street across a driveway to Horace Mann Plaza. Figure 7 is looking in the same direction on the other side of the driveway.



Figure 6



Figure 7

## 6. West Central Street between Franklin Village and Panther Way

- The distance between marked crosswalks on West Central St (MA Route 140) at Franklin Village Drive and Panther Way is .4 miles. To safely (and legally) cross from one side of W Central to another would require a pedestrian to walk up to .4 miles to access a crosswalk and reach their destination. This section of West Central street has a variety of businesses including a bank, a hardware store, a gas station/convenience store, a Dunkin' Donuts, Subway, and a new Wendy's which appears to generate much of the pedestrian crossings on West Central Street. Figure 8 shows the length between the two crosswalks and a potential location for a new crosswalk. Given the high traffic volumes on West Central Street, a pedestrian-activated HAWK (High-intensity Activated crossWalk) signal would make crossing here much safer than a marked crosswalk alone.

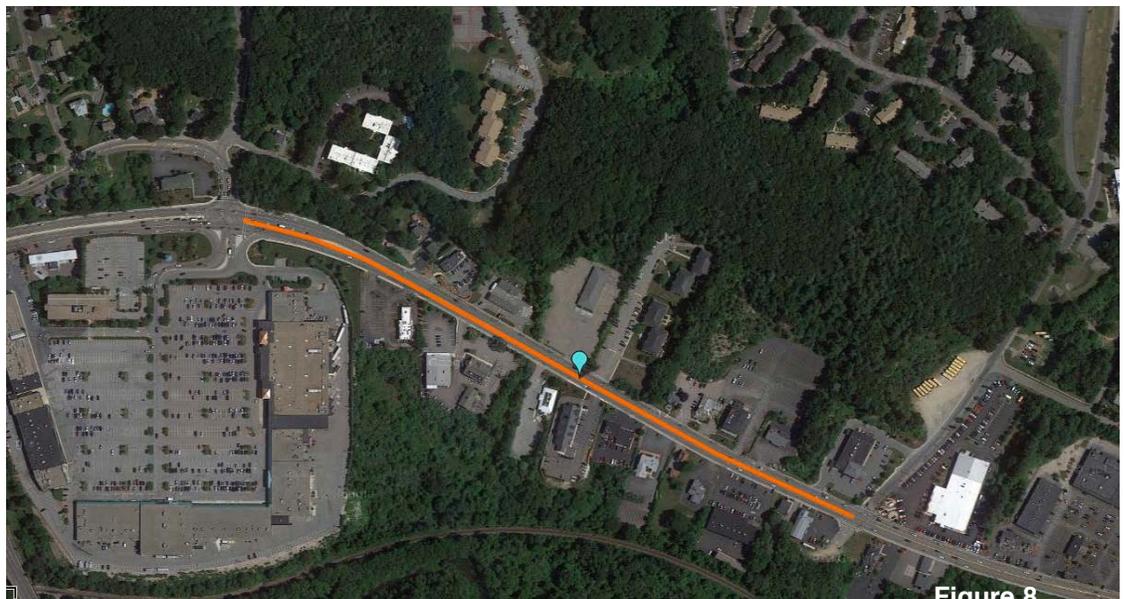


Figure 8