

Goals:

- (i) improve walkability in and around center of town
- (ii) Connect schools to library, Hollow Park, Orenaug Park, Three Rivers Park, Trolley Bed Preserve, town offices and shops/restaurants
- (iii) Connect homes to library, town offices, shops/restaurants and to Hollow Park, Orenaug Park, Three Rivers Park, Trolley Bed Preserve

General principals:

Preferred width is five feet.

The Town should develop specifications for sidewalk material (including color) that take into account historic character of town and total cost of different materials. A permeable solution is preferred if there is one available at reasonable total cost. Total cost to be determined by looking at cost to install, cost to maintain, and anticipated life of product.

Sidewalk material should continue across driveway cuts, to emphasize that pedestrians have the right of way. For street crossings, at least in near term, look at painted crosswalks that are consistent with sidewalk look (not white zebra stripes).

Sidewalk may be discontinued through plaza like areas (e.g., in front of St. Paul's church). In general, sidewalk material should continue uninterrupted across walkways to residences and businesses, but Town may authorize installation of a paved walkway from the road to a home or business that "interrupts" the sidewalk with a different material (or different pattern or color) provided material meets performance specifications and is consistent with historic character of Town.

Any new sections, or material repairs, should meet these standards, with the proviso that sidewalk may be narrowed for short stretches to preserve existing structures (including mile markers, fences, lampposts and the like) and healthy trees or where topography is such that installing a five foot wide sidewalk is impractical.

Town should include money in the budget each year (i) for routine maintenance (clearing etc.), (ii) for necessary repairs; (iii) to replace sections of sidewalk each year with new sidewalk meeting the new specifications; and (iv) to install new sections of sidewalk. Cost to install of new sidewalks and to replace/widen old sidewalks should be covered, to the extent possible, through grants, donations etc. Budget for replacement should include funds to replace at least 200 feet of sidewalk per year. Goal is to complete the sidewalk network (both replacement and new installation) within 10 years.

Location of sidewalks:

Sidewalks should run:

- (1) On the East Side of Main Street from Dottie's Diner entrance to Middle Quarter Road (already exists)
- (2) on both sides of Main Street from Middle Quarter Road to Middle Road Turnpike, with crosswalks across side streets at all intersections. Placement of crosswalks across Route 6 to be addressed as part of the Route 6 corridor study, but as a general matter, you should not have to walk 1/2 mile to get to a store across the street by way of a crosswalk.

- (3) On the west side of Main Street from Middle Road Turnpike to Quassuk Road.
- (4) On the south side of Quassuk Road to the Emergency Services Building.
- (5) Along Hollow Road from Main Street to Hollow Park. This sidewalk should be on the east side of Hollow Road. There should be crosswalks at the base of Doolittle Hill across both Hollow Road and Doolittle Hill Road and crosswalks at Main Street across Hollow Road and (subject to corridor study) across Main Street.
- (6) On the west side of Orenaug Avenue (where most homes are) from Main Street to Park Road, with a crosswalk across Park Road.
- (7) On the west side of Park Road from Main Street to Orenaug Park Gate.
- (8) From Hollow Park entrance left on Hollow Road to the point where Hollow Road splits, then across the street to follow Hollow Road along the house on the corner and the cemetery to Sycamore Avenue (Route 317) and up to Main Street. This sidewalk should be on the east side of Hollow Road and Sycamore Avenue. There should be a crosswalk across Hollow Road to the corner house. Existing crosswalks across Sycamore and Main Street at the intersection of Main Street and Sycamore should be preserved.
- (9) On the South side of Judson Avenue to a point opposite the southwest corner of the Manville Kettle. A crosswalk would connect to the trail Flanders installed through the Kettle.
- (10) On the north side of School Street from Main Street to Judson Avenue, with a crosswalk to the Flanders trail through the Manville Kettle.
- (11) On the north side of Judson Avenue from School Street to Three Rivers Park.
- (12) On the west side of Washington Avenue from Main Street to School Street. Crosswalks all four ways at intersection of Washington Avenue and School Street. Also consider eliminating right turn bypass from Washington Avenue to School Street.
- (13) On the north side of Pleasant Street to Mountain Road.
- (14) On the west side of Mountain Road from Pleasant Street to White Deer Rocks and thence to Middle Road Turnpike (or, alternatively, to the footpath to be installed as part of Strong Field development).
- (15) On the south side of Middle Road Turnpike to White Deer Rock. Install a crosswalk west of White Deer Rock to the north side of Middle Road Turnpike and continue to the High School.