Sidewalk Extension – Laurel Street

Eric Twarog, AICP
Director of Planning & Development

Alan Twarog, MCPPO
Engineering Superintendent

April 9, 2019, 6:00 p.m.
John Zon Community Center, 35 Pleasant Street
Meeting Agenda

• Greenfield’s Community Compact Agreement
• Overview of the Complete Streets Program
• Greenfield’s Complete Streets Policy/Prioritization Plan
• Complete Streets Tier 3 Construction Grant Funding
• Comparison of North vs. South Placement of Sidewalk
• Sidewalk Extension – Laurel Street Plans
• Photos of Construction Barriers
• Questions & Answers
Community Compact Program

• Purpose is to improve local government in partnership with state government.
• Flexible program created to help cities & towns improve themselves in various areas.
• Earn designation by signing Best Practice Compact.
• Bonus points provided on state grants (e.g., MassWorks, PARC, Complete Streets).
Greenfield’s Community Compact Agreement

INFORMATION TECHNOLOGY Best Practices

• Transparency

  – **Best Practice:** There is a documented open data strategy including timelines for making municipal spending and budget information accessible from the city or town website in a machine readable and graphical format (*Open Checkbook*).
Greenfield’s Community Compact Agreement

TRANSPORTATION AND CITIZENS SAFETY Best Practices

• Complete Streets
  – Best Practice: Complete Streets policies and programs provide accommodations for all users and modes, create safer and more livable neighborhoods, and encourage healthy transportation alternatives. The municipality will become certified through MassDOT and demonstrate the regular and routine inclusion of complete streets design elements and infrastructure on locally-funded roads.
Greenfield’s Complete Streets Policy – Tier 1

• Effective Date - April 21, 2016
• Expiration Date - None
• Date Last Revised - February 17, 2016
• Town Council vote to adopt Resolution - April 20, 2016
Greenfield’s Prioritization Plan – Tier 2

Completed in June 2017
Tier 2 Planning Grant
Prepared by Alta Planning & Design
## Prioritization Plan - Project Listing

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Type</th>
<th>MassDOT CS Designation</th>
<th>Street Name</th>
<th>Extents</th>
<th>Project Description</th>
<th>Source</th>
<th>Reasoning</th>
<th>Evaluation Score: (Max. 25)</th>
<th>High Scoring Projects: (Score above 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>On-Street Bike Facility</td>
<td>B2. B8</td>
<td>Allen St</td>
<td>From Elm St to Chapman St</td>
<td>Stripe bike lanes (or shared lane markings where the roadway width is &lt;30 feet)</td>
<td>Stakeholder Input</td>
<td>Allen St is an important east-west connection and currently has fast-moving motor vehicle traffic with short sight lines due to the railroad bridge.</td>
<td>20</td>
<td>X</td>
</tr>
<tr>
<td>P1</td>
<td>Sidewalk</td>
<td>Chapman St, Silver St, Cleveland St, Birch St, Vernon St, Norwood St</td>
<td>Chapman St (east side, from Silver to Norwood), includes re-design of Cleveland intersection; Cleveland St (South side, from Chapman to Davis St) Birch St (west side, from Silver to Cleveland St), includes removal of sidewalk from 45 - 50 Birch St) Vernon St (West side, from Silver St to Norwood St) Norwood St (South side, from Birch St to Davis St.)</td>
<td>Fill in gaps in sidewalk network in this neighborhood just west of Greenfield High School.</td>
<td>Stakeholder Input</td>
<td>Incomplete sidewalk network in this neighborhood that is often used by students walking to school.</td>
<td>23</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>P6.517</td>
<td>Traffic Calming</td>
<td>Allen St</td>
<td>At the intersections of Elm, Conway, Wells, and Chapman streets</td>
<td>Construct bump-outs across the side streets to slow turning traffic and shorten pedestrian crossing distances.</td>
<td>Top 50 Hazardous Intersections FRDCOG, 2011-2013</td>
<td>These four intersections along Allen St. are four of the top 50 Most Hazardous in Franklin County.</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S10</td>
<td>Intersection</td>
<td>Allen St</td>
<td>At Chapman Street</td>
<td>Install traffic signal.</td>
<td>Top 50 Hazardous Intersections FRDCOG, 2011-2013</td>
<td>This intersection is the top 50 Most Hazardous intersections in Franklin County.</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>Sidewalk</td>
<td>Arch St</td>
<td>At the railroad underpass</td>
<td>Rebuild sidewalk. (To be coordinated with by MassDOT redesign of the bridge — any redesign should include sidewalk.)</td>
<td>Top 50 Hazardous Intersections FRDCOG, 2011-2013</td>
<td>The existing sidewalk needs repair at this high pedestrian demand pinch-point.</td>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P6.517</td>
<td>Traffic Calming</td>
<td>Bank Row</td>
<td>West side of street, at existing crosswalk to Olive Street</td>
<td>Install curb extensions at the area between the fire hydrant adjacent to Red Barber Shop and the two parallel parking spaces between Mohawk Office Equipment and Manna House Restaurant. Stripe new crosswalk at this location. Install additional curb extensions opposite existing curb extension at Olive St. crosswalk.</td>
<td>Consultant Analysis</td>
<td>This crosswalk already has a small bump-out on the east side, however this bump out does little to shorten the crossing distance or slow traffic traveling south on Bank Row from Main St.</td>
<td>21</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>B2, B13</td>
<td>On-Street Bike Facility</td>
<td>Bank Row</td>
<td>Federal Street to Mill St. and at Olive St crosswalk</td>
<td>Install bike lanes on northbound side (uphill), and shared lane markings on southbound side (downhill).</td>
<td>Stakeholder Input and Consultant Analysis</td>
<td>Bicycle safety. Dangerous topography. Difficult left turn for bikes trying to reach Olive Transit Center. A left turn box will allow them to pull out of traffic safely and well in a designated area to cross in alignment with crosswalk.</td>
<td>19</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Greenfield’s Construction Grant – Tier 3

- Project Rank # 1  Title: Bike Lanes and Shared Lane Markings - Allen Street  $17,255

- Project Rank # 7  Title: Sidewalk Extension - Laurel Street  $132,381

- Project Rank # 8  Title: Bike Lanes - River Street and Mill Street  $36,912

- Project Rank # 13  Title: Bike Lanes and Shared Lane Markings - Colrain Street  $188,522

Total Grant $375,000
Laurel Street Sidewalks- Comparison

<table>
<thead>
<tr>
<th>Item</th>
<th>South/Evens</th>
<th>North/Odds</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total length of project</strong></td>
<td>845’</td>
<td>1400’</td>
</tr>
<tr>
<td><strong>Existing length of sidewalk</strong></td>
<td>810</td>
<td>269</td>
</tr>
<tr>
<td><strong>Yards of proposed 4” sidewalk</strong></td>
<td>40</td>
<td>66</td>
</tr>
<tr>
<td><strong>Yards of proposed 6” sidewalk</strong></td>
<td>9</td>
<td>16</td>
</tr>
<tr>
<td><strong># of driveways impacted</strong></td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td><strong># of Steep driveways</strong></td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td><strong># of mailboxes to relocate</strong></td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td><strong># of utility poles to relocate</strong></td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td><strong># of signs (&quot;no parking&quot;)</strong></td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total yards to fill</strong></td>
<td>7.4</td>
<td>30</td>
</tr>
<tr>
<td><strong>Total yards to cut</strong></td>
<td>9.7</td>
<td>230</td>
</tr>
<tr>
<td><strong>SF of retaining wall face</strong></td>
<td>124</td>
<td>2265</td>
</tr>
</tbody>
</table>

*Existing sidewalk to be improved
# Comparison: North Side vs. South Side

## Laurel Street Sidewalks

<table>
<thead>
<tr>
<th>Item</th>
<th>South Side (Even #s)</th>
<th>North Side (Odd #s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yards of Proposed 4&quot; sidewalk</td>
<td>40</td>
<td>66</td>
</tr>
<tr>
<td>Yards of Proposed 6&quot; sidewalk</td>
<td>9</td>
<td>16</td>
</tr>
<tr>
<td># of driveways impacted</td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td># of Steep driveways</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td># of mailboxes</td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td># of relocated utility poles</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td># of signs (no parking)</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Total Cubic Yards to fill</td>
<td>28</td>
<td>7.8</td>
</tr>
<tr>
<td>Total Cubic Yards to cut</td>
<td>77</td>
<td>124</td>
</tr>
<tr>
<td>SF of retaining wall face</td>
<td>171</td>
<td>2265</td>
</tr>
</tbody>
</table>

### South/Evens
- Total distance = 845’
- Total driveways: \(7 \times 16\)’ = 112’
- Total 4” sidewalk: \(845’ – 112’ = 733’\)
- 4” sidewalks: \(733’ \times 4.5’ \times .33’ = 1088 CF = 40 CY\)
- 6” sidewalks: \(112’ \times 4.5’ \times .5’ = 252 CF = 9 CY\)

### North/Odds
- Total distance = 1400’
- Total driveways: \(16 \times 12\)’ = 192’
- Total 4” sidewalk: \(1400’ – 192’ = 1208’\)
- 4” sidewalks: \(1208’ \times 4.5’ \times .33’ = 1794 CF = 66 CY\)
- 6” sidewalks: \(192’ \times 4.5’ \times .5’ = 432 CF = 16 CY\)

### Sidewalks:
- Minimum width of 4.5 feet
- 4” thickness for sidewalk only

### Driveways:
- Residential entrances shall have a minimum width of 10 feet (12 feet recommended) and a maximum width of 16 feet at the street layout line and shall be constructed with a turning radius of 5 feet on both sides.
- Non-residential entrances shall have a minimum width of 24 feet and a maximum width of 30 feet at the street layout line and shall be constructed with a minimum turning radius of 10 feet on each side. The curb radius may change dependent upon type of vehicle use.
- Driveways shall have a stopping area of no greater than 4% slope for a distance of 12’ back from the edge of the road.
Construction Plans

LAUREL STREET
SIDEWALK REPLACEMENT

GREENFIELD, MA

DPW CONTRACT #:
MAYOR
WILLIAM F. MARTIN
DIRECTOR OF PUBLIC WORKS
MARLO WARNER
ENGINEERING SUPERINTENDENT
ALAN TWAROG

LOCUS N.T.S.

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Construction Plans
Construction Plans
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Construction Plans

![Construction Plans Diagram](image-url)
Removing Shrubs at #56
Removing Tree at #58
Cut Back Mound at #68
Removal of Flower Bed at #72
Inset Catch Basin at #80
QUESTIONS?
Contact Information:

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