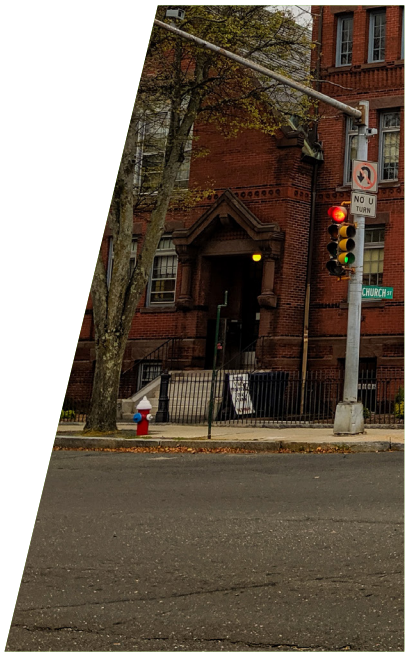
HOWARD STEIN HUDSON

Engineers + Planners

Complete Streets Prioritization Plan

Ware, Massachusetts



Prepared for
Town of Ware, Massachusetts

Prepared by
Howard Stein Hudson

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Introduction

The Town of Ware is commited to enouraging walking and biking; when residents can replace short driving trips with active transportation, it helps lower traffic congestion and improves public health and the livability of the community. This Prioritization Plan enables Ware to access resources from the Commonwealth's Complete Streets Funding program that can help build sidewalks, bicycle facilities, safer crossings, and many other opportunities to improve daily lives.

A Complete Street is one that provides safe and accessible travel alternatives for all modes – walking, biking, transit, and motorized vehicles. Complete Streets designs contribute towards safety, health, and economic vitality that can be enjoyed by people of all ages and ability. Having multimodal options to travel between home, work, schools, recreation, and retail destinations are essential in promoting more livable communities.

Complete Streets improvements may be large-scale – such as a corridor-wide improvement – or focused on the needs of a single mode – such as a curb ramp at a busy crosswalk. Each improvement must meet current Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (AAB) guidelines.

The Massachusetts Department of Transportation (MassDOT) recognizes the importance of projects that provide thorough, context-sensitive, multimodal transportation options. To promote these priorities, MassDOT issued the Healthy Transportation Policy Directive in 2013. This directive, while focused on state and federally funded roadways, can be applied to local roads at the municipal level. It was through the creation of the Complete Streets Funding Program that this goal was realized.

MassDOT Complete Streets Funding Program

The MassDOT Complete Streets Funding Program was initially conceived through legislative authorization as part of the 2014 Transportation Bond Bill. The Program was released in February 2016. The intent of this program was to reward municipalities that demonstrated a commitment to Complete Streets both in policy and in practice. This was also a great opportunity to continue to build on the relationship between the Baker-Polito administration and municipalities, which had started earlier through the Community Compact Cabinet. The reward to municipalities that choose to participate includes funding for technical assistance in the development of a Prioritization Plan and funding for construction of Complete Streets projects selected from the Prioritization Plan. The eligibility requirements are designed to demonstrate a municipality's commitment to embedding

Complete Streets in policy (Complete Streets Policy) and plan (Complete Streets Prioritization Plan). The Complete Streets Funding Program omits state-owned roads from funding eligibility.

The Complete Streets Funding Program is structured with three Tiers:

- Tier 1 – Complete Streets Training and Policy Development
- Tier 2 – Complete Streets Prioritization Plan
- Tier 3 – Project Construction Funding

The Town of Ware completed Tier 1 by passing its Complete Streets Policy on February 3, 2020. This document serves as Ware's Tier 2 – Complete Streets Prioritization Plan.

The Town of Ware

Ware is located roughly equidistant from Springfield and Worcester, Massachusetts, in Hampshire County. Located on the southern side of the Quabbin Reservoir, the Town is bisected by Route 9 (east-west) and Route 32 (north-south).

A mill in Downtown Ware during the fall. Photo: HSH

The Town of Ware was host to a thriving industrial hub, with mills powered by the Ware River that attracted immigrants of French, Irish, and Polish descent to the area. During the Great Depression, the mills nearly closed before residents banded together to purchase shares in the companies; this remains a proud point of history for the Town. Another point of pride for Ware are its natural beauty and public spaces, with 23% of the Town being permanently preserved open space.[1] The Quabbin Reservoir, Grenville Park, and Beauragard Memorial Playground all provide recreation space for residents and visitors alike.

The Town aims to preserve its character and build upon its proud legacy while remaining mindful of potential opportunities for improvement. The Town strives to improve the quality of life and quality

[1] A Window To Ware's Future: The 2016 Master Plan (2016)

of public services for its citizens while improving the Downtown for residents and visitors alike. Ware's recent design completion for the Main Street Improvement Project paves the way for a thriving Downtown filled with unique businesses.

The Town has a population of 9,872,[2] which is has grown little over the course of the last century. Today, there is a significant decline in residents under the age of 19, while the 45 and older population is quickly increasing. Significant income disparity exists between those living in the Downtown area (the southeast corner of the Town) and the more rural areas of the Town, and a perception of crime persists.

West Street looking north towards Downtown Ware. Photo: HSH

EXISTING ROADWAY NETWORK

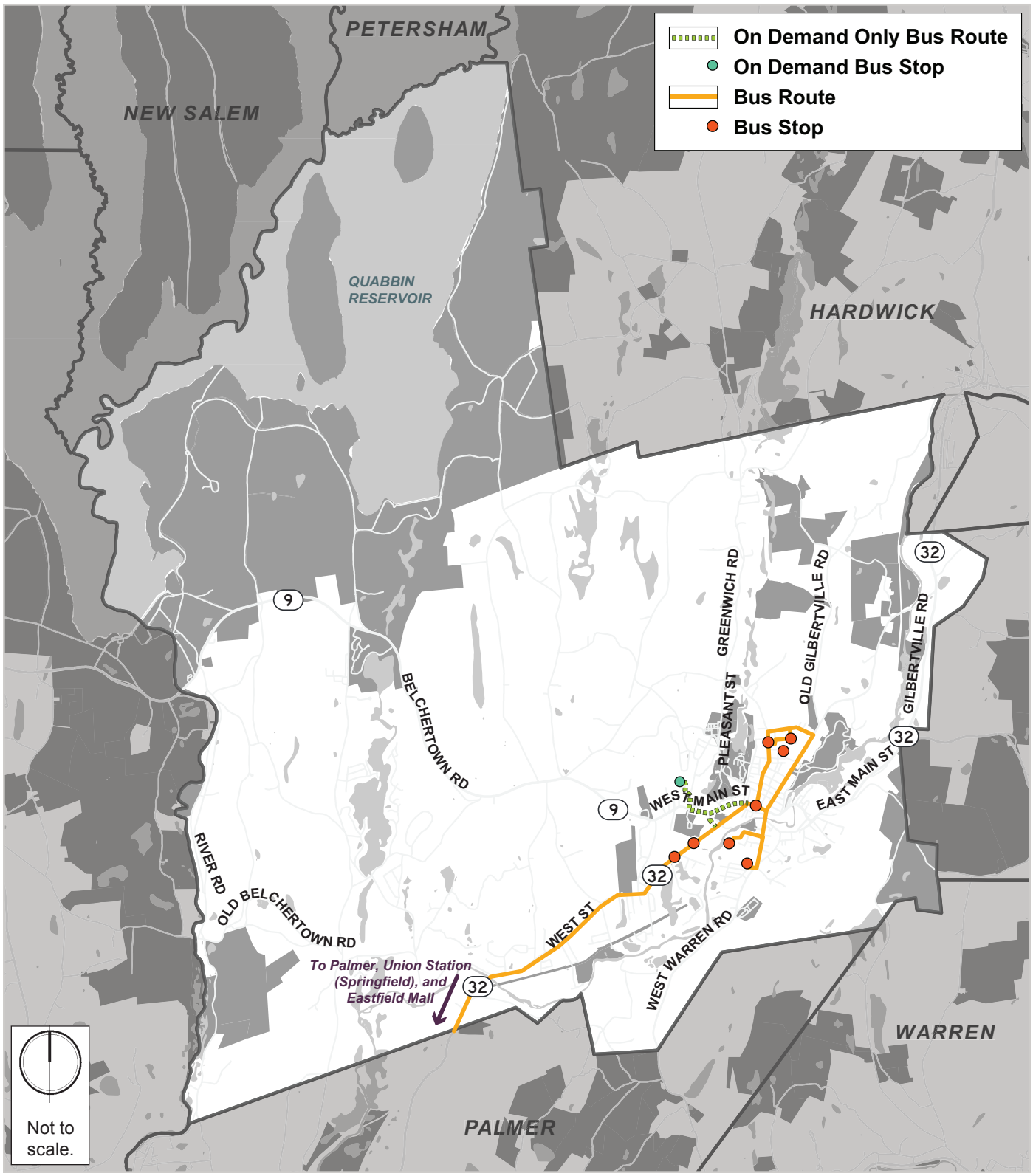
Route 32 runs north to south through Ware and serves as the primary access route for vehicles from Ware to the regional interstate and highway network, providing direct access to Interstate 90. Route 32 is also a principal route for travel within Ware itself, connecting Ware to Palmer and Hardwick. It is joined by Route 9 which crosses the Town from east to west, connecting Ware to Belchertown and West Brookfield. Route 9 bisects the Town into a northern and southern section, while Route 32 divides the eastern and western sections of Ware.

EXISTING TRANSIT NETWORK

Ware is serviced by the Pioneer Valley Transit Authority (PVTA). PVTA operates the Ware-Palmer Circulator, which runs two routes. The Ware-Palmer Express provides connection between Downtown Ware, Downtown Palmer, and Springfield's Union Station (which provides connectivity to all Springfield Routes). The Ware-Palmer Circulator provides connections between Eastfield Mall, Palmer, and Ware with multiple on-demand stops. Both routes run five days a week between 8 a.m. – 5:30 p.m. and serve a combined total of 18 stops. Existing transit service within Ware is shown in **Figure 1.**

[2] U.S. Census (2010)

Figure 1. *Ware-Palmer Circulator Route and Stops*



Data Source: Howard Stein Hudson

EXISTING BICYCLE AND PEDESTRIAN NETWORK

The Town of Ware has a substantial sidewalk network but much of the existing sidewalk needs repair. The sidewalk network is predominantly located in and near the downtown area. Existing trails are located within Grenville Park and Quabbin Reservoir Park, and the Ware River Valley Rail Trail connects Robbins Road to the Walmart and Lowe's parking lot to the south, on Route 32. There are few bicycle facilities in Ware, but bicycle lanes are currently planned to be installed on Main Street (Route 32) in downtown.

Methodology

At ***Howard Stein Hudson (HSH)***, we believe that the Complete Streets Prioritization process is an opportunity for a comprehensive and holistic look at the unique needs of each community. We utilize several innovative tools to better understand existing conditions and the effect proposed projects will have. Together, these tools allow us to answer three key planning questions: Where are existing conditions deficient? What are the community's priorities? And finally, where is the demand?

With a focus on pedestrians and bicyclists, our data collection and analysis develop a complex understanding of where conditions are unsafe, uncomfortable, or inaccessible, as well as where safe and comfortable routes can be best utilized to expand the pedestrian and bicycle networks. Community and municipal input contribute local expertise to the project identification and selection processes and informs an understanding of the community's values. Equity assessments hone in on the neighborhoods most in need of transportation network and facility improvements. Finally, measures of network latent demand provide an understanding of project opportunities and are another important factor for consideration within the prioritization process.

Each set of analysis used to select and prioritize the project list is data driven, transparent, and easily communicated through visual tools. These tools are designed to be living documents that can assist in the Complete Streets Prioritization process today and other planning initiatives moving forward. In this section, we describe each tool and the existing conditions found in Ware.

For the Ware Complete Streets Prioritization Plan, HSH partnered with the Pioneer Valley Planning Commission (PVPC) to conduct data collection and solicit public feedback. PVPC completed their *Bike and Pedestrian Network Plan* during the creation of this Prioritization Plan, which allowed project suggestions to be included on the final project list.

Existing Plans and Reports

The Town has already developed several useful plans and reports relevant to promoting Complete Streets. These documents were reviewed, and the key findings are described below.

A WINDOW TO WARE'S FUTURE: THE 2016 MASTER PLAN (2016)

The 2016 Ware Master Plan creates a set of recommendations to improve the Town moving forward that include housing, land development, Town services, and natural resources. Key findings are:

- The Town of Ware should pursue development that has proven successful in similar Towns, including solar power and flexible residential zoning policies.
- The Ware River Valley Rail Trail should be completed to connect Downtown Ware with neighboring Ware and Palmer to increase traffic through Downtown Ware.

OPEN SPACE AND RECREATION PLAN (2016)

The Open Space and Recreation Plan was published to identify resident perspectives on open space and recreation areas in the Town, while also establishing goals and objectives as the Town continues to develop those resources. Key findings are:

- The Ware River Valley Rail Trail is a priority for future recreation development within Ware.
- Ware residents value the Town's rural characteristics, but many Town residents are not aware of the location of many Town-owned recreation facilities.

WALKBOSTON WALK AUDIT (2019)

The Ware Walk Audit was published to identify priority areas for pedestrian connections by observing the pedestrian environment in Ware. Below is a summary of conclusions from the document.

- Speed mitigation was recommended with the use of speed feedback signs, particularly on West Street.
- Crosswalk visibility was suggested as a key way to improve pedestrian safety, and the audit proposed Rectangular Rapid Flash Beacons (RRFBs) and signage as potential improvements.

PVPC BICYCLE AND PEDESTRIAN NETWORK PLAN (2020)

The PVPC Bicycle and Pedestrian Network Plan was developed in coordination with early HSH work on the Ware CSPP. Completed in January 2020, the plan evaluates existing active transportation infrastructure, identifies gaps, and uses a combination of public input, recent studies, and data collection to provide route recommendations.

- Ware should continue to focus on development of the Ware River Rail Trail as a key connection point to neighboring communities that can stimulate Downtown businesses.
- Several street cross section designs were created for identified key active transportation corridors, including Greenwich Road, West Street, and Pleasant Street.

Tools to Determine Deficient Conditions

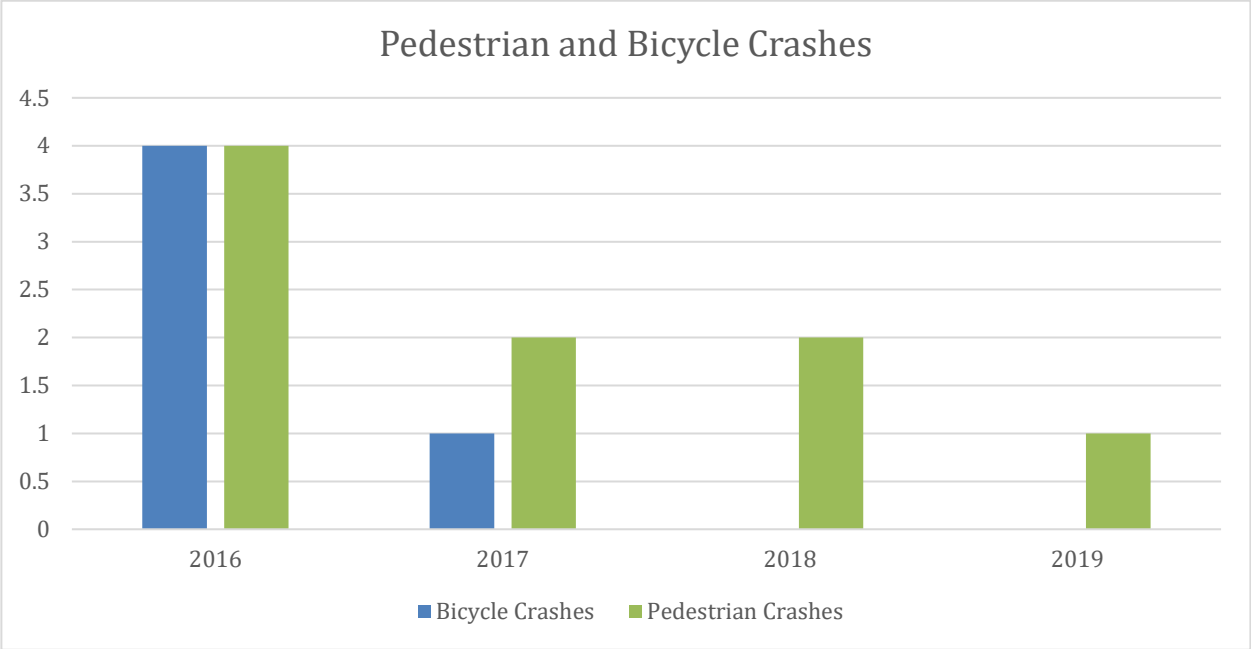
To determine locations where Complete Streets improvements are desirable and necessary, HSH uses a series of data. The following tools show where there may be gaps in connectivity that deter people from walking and bicycling.

SAFETY

The safety of all road users is a top concern for the Complete Street Prioritization process. Bicycle and pedestrian crashes are taken from MassDOT crash reports from the four most recent complete years of data; at the time of this report, the most recent data available is from 2016 – 2019. Five years of data are used for analysis as a larger data set will present a better sense of patterns in crashes. Location of crashes indicate where intersection or corridor projects could best improve safety condition. Identified projects that address crash locations hold a high level of priority within our project rankings.

EXISTING CONDITIONS - BICYCLE AND PEDESTRIAN CRASHES

The annual number of reported bicycle-motor vehicle crashes remained low from 2016 to 2019, averaging 1.25 crashes per year in the study period (shown below). The most crashes occurred in 2016 (4) while zero crashes occurred in 2018 and 2019. The annual number of reported pedestrian-motor vehicle crashes varied by year, as well, averaging 2.25 per year. Again, 2016 saw the highest number of crashes (4), whereas 2019 saw the lowest (1).



Bicycle and pedestrian crashes in Ware by year for 2016-2019. Source: MassDOT Crash Portal

The pedestrian and bicycle crash map (**Figure 2**) shows locations of crashes that involved pedestrians and bicycles from 2016-2019. Over these four years, nine pedestrian crashes were reported. Five pedestrian crashes were located along Main Street, one was reported on Gould Road near the school entrance driveway, and one fatal pedestrian crash occurred on Church Street. **Figure 2** also reflects the locations of crashes that involved a bicyclist. Over these four years, five bicycle crashes were reported, all of which occurred on North, Main, and West Streets. None of the reported bicycle crashes resulted in a fatality.

One fatal pedestrian crash occurred near the intersection of Church and Pleasant Streets. Photo: HSH

LEVEL OF COMFORT

To improve and create excellent active transportation environments, we assess bicycle level of comfort. Level of comfort addresses not only whether a bicycle accommodation is provided, but also other factors, such as the volume of traffic, proximity to green space, and separation from the roadway. These factors contribute not only to the physical safety of vulnerable road users, but also to the overall comfort of the roadway, which is a major factor of whether bicyclists will use it.

Areas with low comfort are targeted for project selection. During the prioritization process, projects with low bicycle comfort receive greater priority as well as projects that would increase the level of comfort most. Fixing a short, low-comfort segment can often bridge two neighborhoods high-comfort streets, substantially expanding the bicycling network in both neighborhoods.

For bicycle analysis, MassGIS roadway data is used to assign average daily traffic (ADT), the presence and width of a centerline, and roadway surface width values to each segment. Pavement quality, sidewalk width, and the presence of obstructions are also considered. Manual data entry for each segment recorded the presence of bicycle facilities. In certain cases, adjustments were made to reflect local knowledge of conditions not captured by the analysis.

Figure 2. ***Pedestrian and Bicycle Crash Map***

Data Source: Herald News

BICYCLE LEVEL OF COMFORT

The road section evaluation for bicycle level of comfort is based on the methodology from the Wisconsin Rural Bicycle Planning Guidelines. These guidelines recommend that plans consider the needs of the broad range of bicyclists. Bicyclists vary in age, cycling experience, attitude toward traffic, fitness level, and typical destinations that determine their level of comfort when cycling on the roadway. Major determining factors in road section evaluation are roadway pavement width, traffic volume, and presence of a centerline to determine the suitability or "level of service" of a roadway. Providing the Town with condition information can help the community prioritize projects on roadways that are determined as uncomfortable for cyclists.

The Ware River Valley Rail Trail is planned to connect to other area shared use paths in the future. Photo: HSH

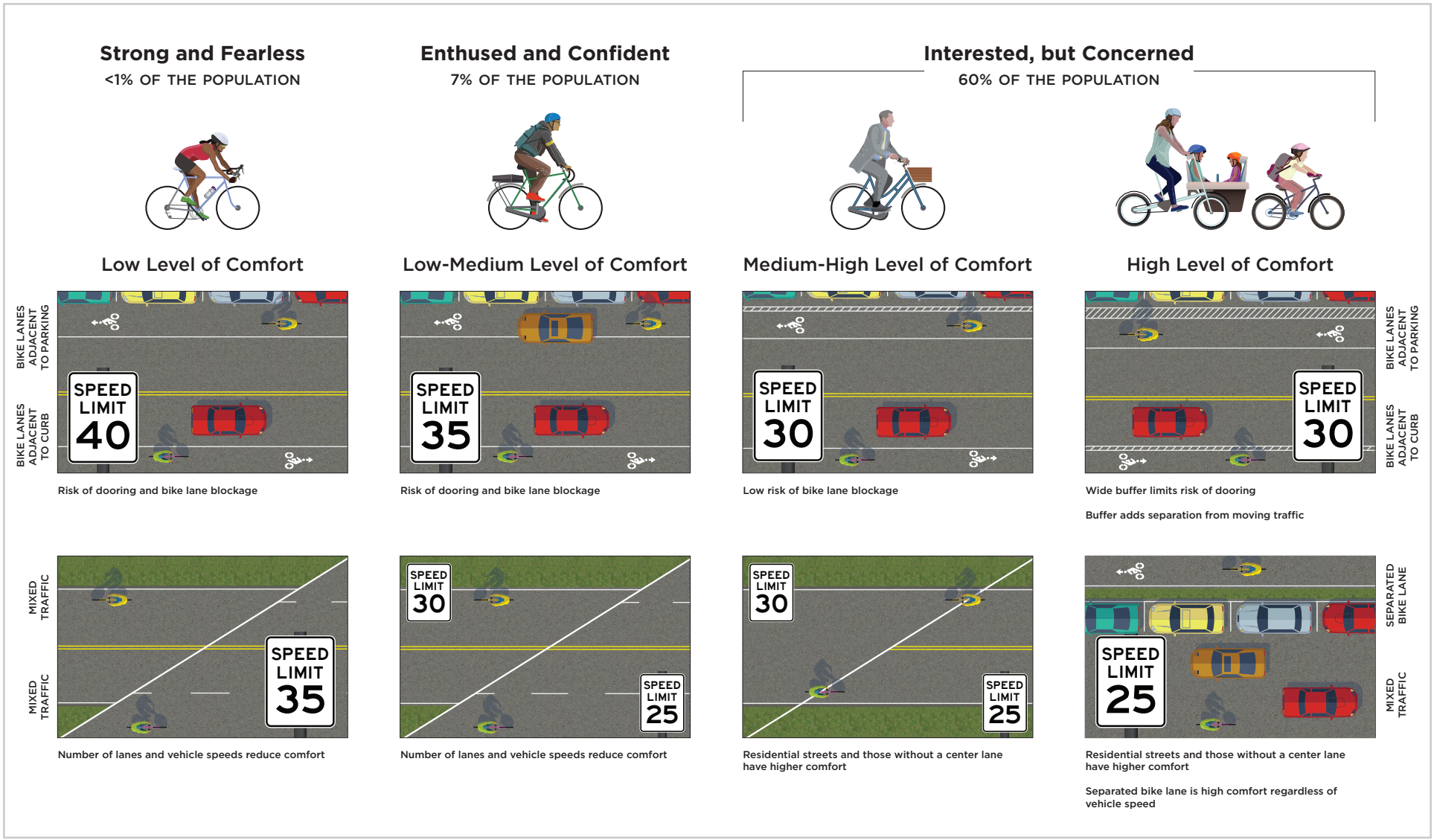
We have based our analysis for Ware on the same methodology with minor adjustments to produce a Ware Bicycle Level of Comfort (BLOC) map. Road categorization ranges from high to low with a special designation for roads that have high-traffic volume but are wide enough that cyclists would feel comfortable using it. Roads that fall into the "High" category are those roads that will have light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. Roads that fall into the "Moderate" Category are those that have moderate traffic volumes for the amount of pavement width. Roads that fall into the "Low" Category are roadways that have moderately high traffic volumes with no paved shoulders, or high-traffic volumes with narrow paved shoulders, and many have moderate to high truck traffic. A fourth category, "Higher Volume, Wider Paved Shoulders," are those roadways that have moderately high car and/or truck volumes but have wider paved shoulders. These different levels of comfort relate back to Roger Geller's four types of bicyclists (**Figure 3**).[3] His classification of the four types of bicyclists include:

- "No Way No How," encompassing 33% of the population of Portland, Oregon who are not interested in bicycling at all;
- "Interested but Concerned," which makes up 60% of the population;
- "Enthused and Confident," makes up about 7% of the population; and
- "Strong and Fearless," makes up less than 1% of the population.

A low-stress cycling network is one where most of the population would feel comfortable riding; as such, we consider high and medium-high comfort routes to dictate the usable bicycling network.

[3] Roger Geller is the Bicycle Coordinator at the Portland Bureau of Transportation in Oregon.

Figure 3. *Four Types of Cyclists in Portland by Proportion of Population*

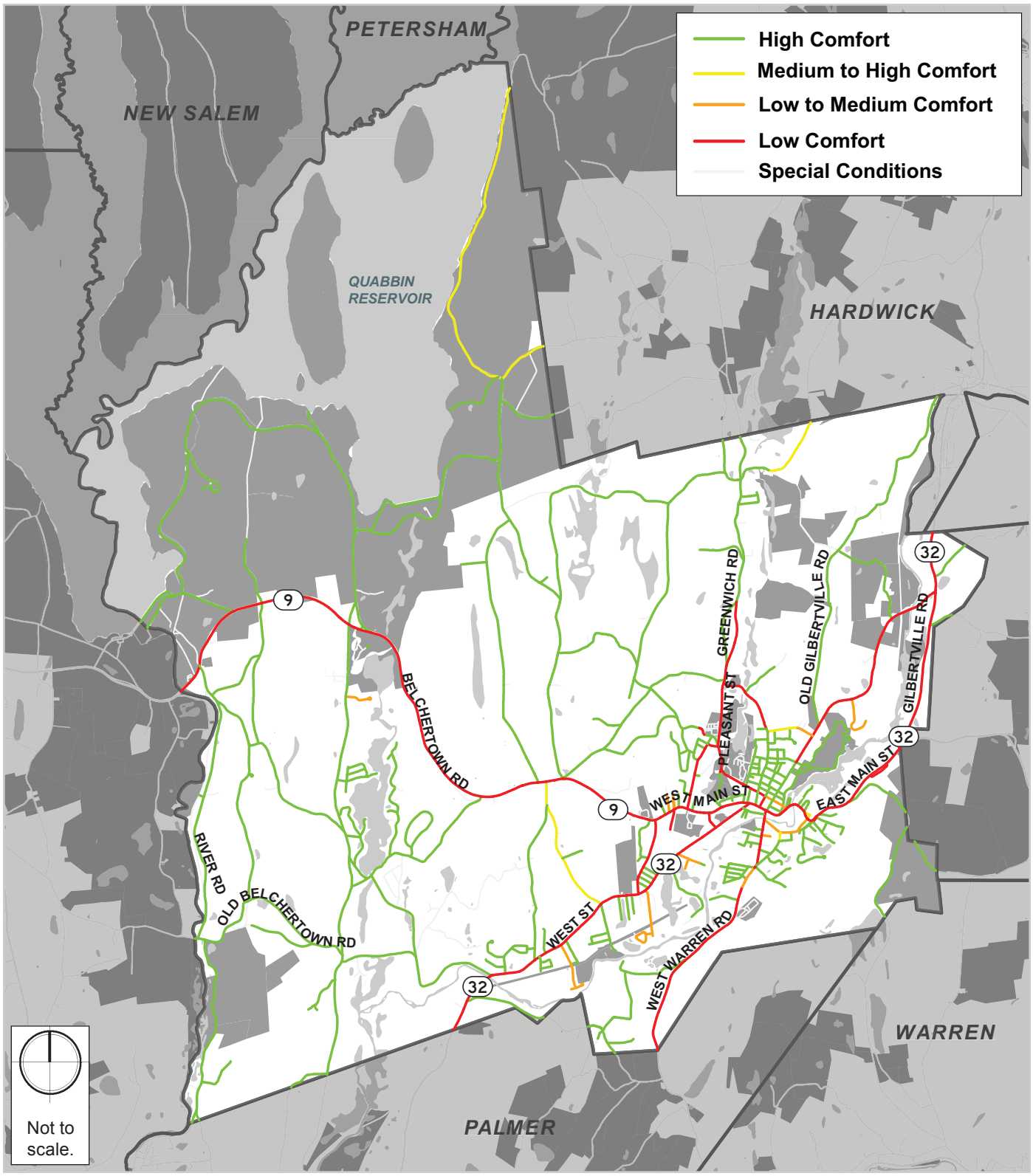


Data Source: Data Source: Portland Office of Transportation

Existing Conditions – Bicycle Level of Comfort

The BLOC map, **Figure 4**, shows locations where people would and would not feel safe riding, and also helps identify projects that would most benefit modal shift towards cycling. Roads that scored a low level of comfort like Main, West, and Pleasant Streets have traffic volumes high enough that cyclists may interact with cars more frequently which results in more discomfort while riding a bicycle. Roads that scored a high level of comfort, like many of the residential roads, are those roadways where the volume of traffic is so low that they are likely only occasionally interrupted by vehicles. Roads that are designated blue are those that have a high ADT but are wide enough that the road would still be considered comfortable for cycling.

Figure 4. ***Bicycle Level of Comfort***



Data Source: MassDOT

PEDESTRIAN LEVEL OF COMFORT

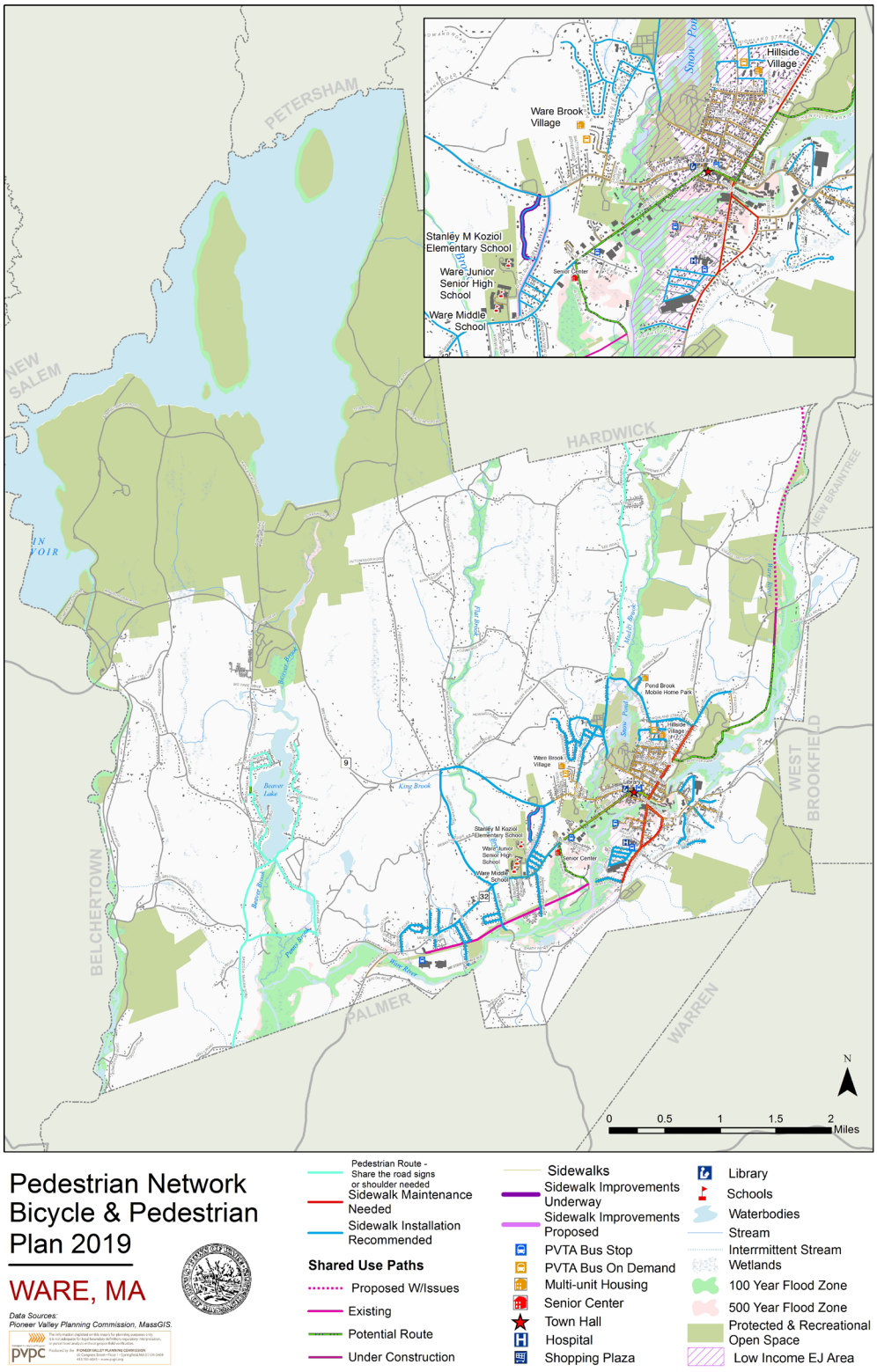
A pedestrian network assessment was completed by PVPC in their coordinated effort with HSH which identifies corridors that have sidewalks and which corridors are considered pedestrian routes, and then determines the status of the identified corridors as: "Sidewalk Maintenance Needed," "Sidewalks," "Sidewalk Installation Recommended," or "Share the Road Signs or Shoulder Needed." The assessment also shows sidewalk improvements that are proposed or underway. The assessment shows gaps and deficiencies in the pedestrian network whether due to a lack of infrastructure or obstructions to ADA-compliance such as uneven pavement, roots, or pinch points caused by utility poles or mailboxes.

Existing Conditions – Pedestrian Network

The Pedestrian Network map created by PVPC and shown in **Figure 5** shows locations where sidewalks are present and whether improvement or expansion is needed. Ware has most of its sidewalk network in the downtown area and adjacent residential streets. Most of Main Street has sidewalks in good condition that appear to have few or no obstructions. Many of the adjacent streets including Church, West, North, and Pleasant Streets are in disrepair. Many of the streets that connect to Church, West, North, and Pleasant Streets are proposed as locations for sidewalk installation.

Sidewalks and crosswalks on North Street were flagged as in need of repairs. Photo: HSH

Figure 5. ***PVPC Pedestrian Network Map***



Data Source: Pioneer Valley Planning Commission BIcycle and Pedestrian Network Plan

Tools to Assess Demand

POINTS OF INTEREST (POI)

HSH considers the proximity of points of interest, shown in **Figure 6**, such as health care services and schools (including public schools and pre-schools) as well as public services, such as a town hall, library, or police station. Downtown Ware hosts many destinations, attracting pedestrians and cyclists. Ware is also home to several open spaces and conservation areas both east and west of downtown Ware. The proximity to points of interest analysis demonstrates which areas of the roadway network could best serve pedestrians and cyclists trying to reach these important destinations.

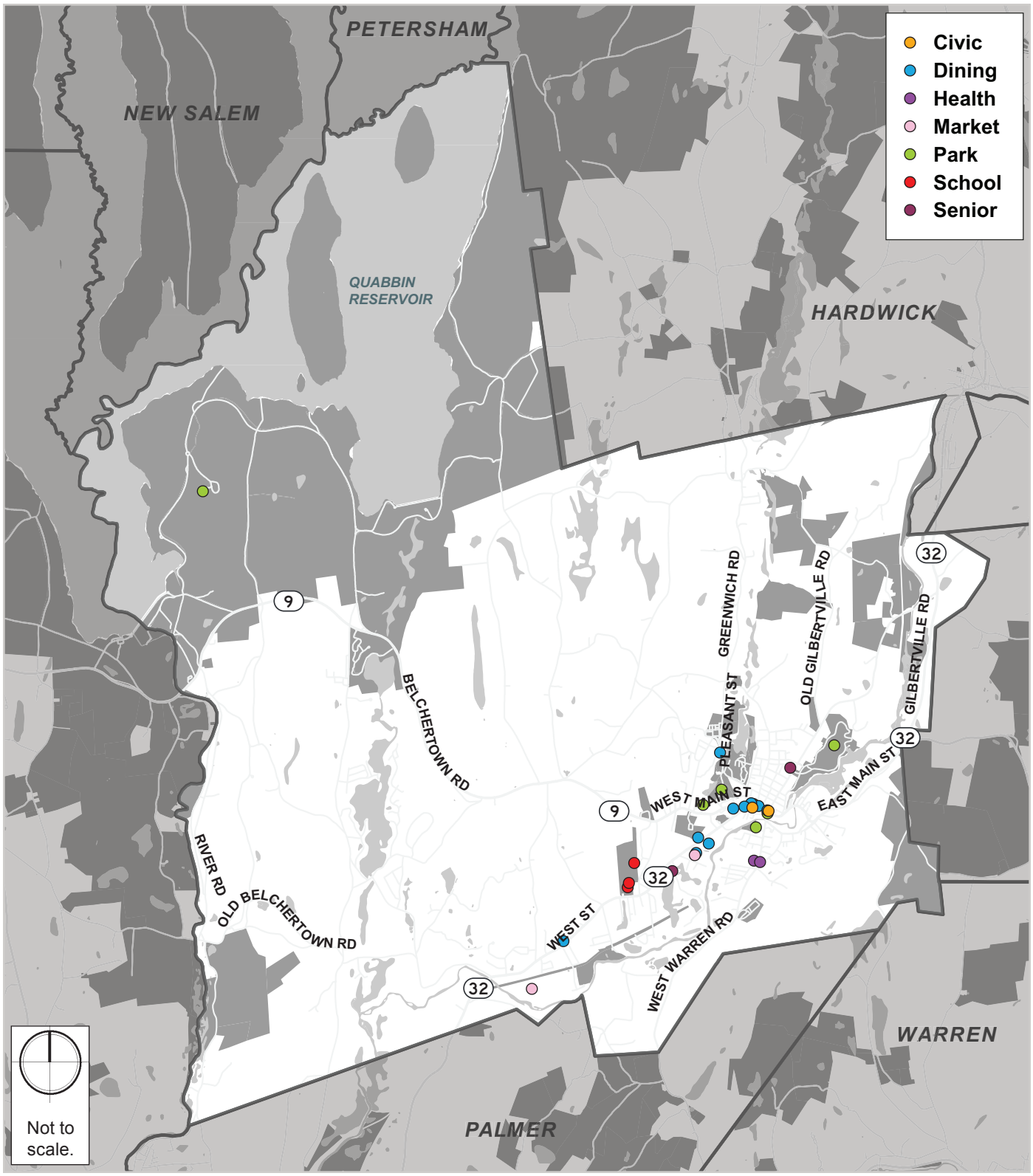
EXISTING CONDITIONS – BICYCLE LATENT DEMAND

A convenient cycling distance of one mile is used as the distance for the bicycle latent demand analysis. **Figure 7** shows the corridors surrounding the Downtown that hold the greatest number of destinations and would greatly benefit from having bicycle infrastructure that would separate cyclists from traffic, such as painted bicycle lanes. Most destinations in Ware are located on either Main Street or West Street, which encompasses Town Hall, the library, all Town schools, grocery stores, and multiple restaurants. This area has the highest potential for bicycle demand. High demand also extends down South Street to Baystate Medical Practice and Memorial Field.

EXISTING CONDITIONS- PEDESTRIAN LATENT DEMAND

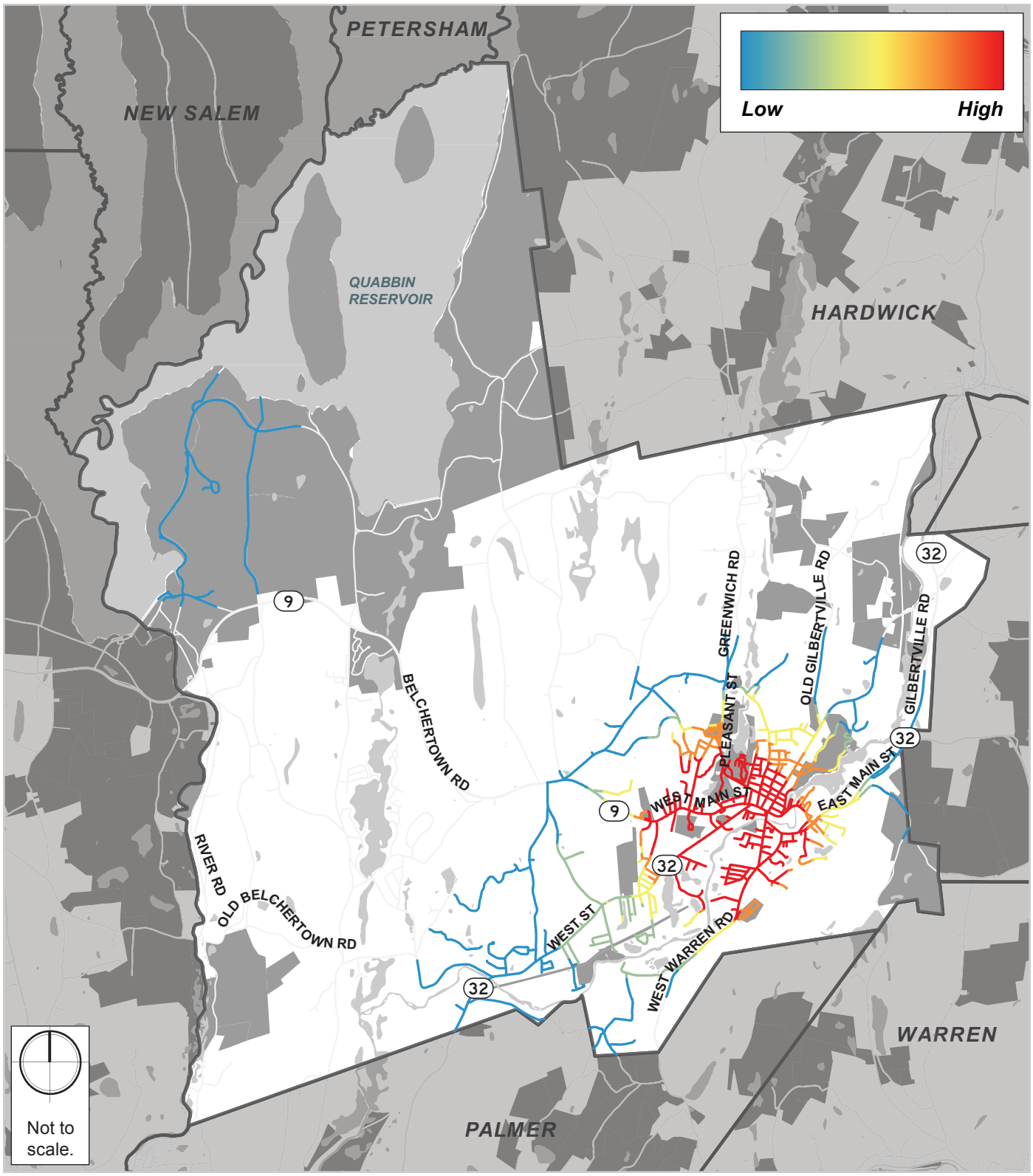
A walking distance of one-half mile is used as a buffer for the pedestrian latent demand analysis, shown in **Figure 8**. As with the bicycle analysis, Downtown Ware and West Street have the highest utility for pedestrians. Sidewalks on West and Pulaski Streets were highlighted by residents as in need of significant repair, and both streets lie at the center of pedestrian latent demand. Improving the pedestrian network surrounding Downtown Ware would help provide access to the high concentration of pedestrian accessible destinations.

Figure 6. ***Point of Interest Locations***



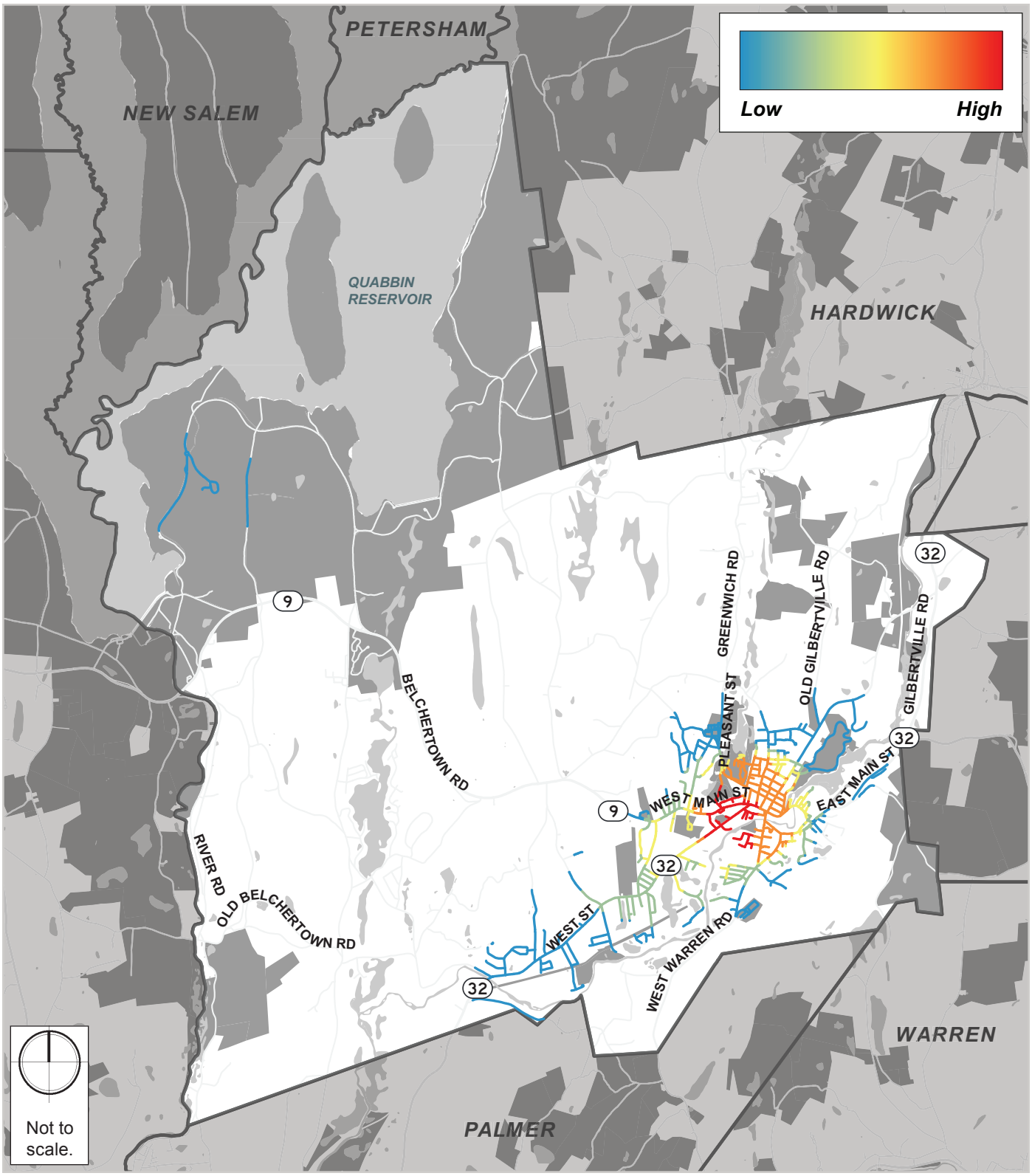
Data Source: MassDOT

Figure 7. ***Bicycle Latent Demand***



Data Source: Peter Furth, Howard Stein Hudson

Figure 8. ***Pedestrian Latent Demand***



Data Source: Howard Stein Hudson

STAKEHOLDER INPUT

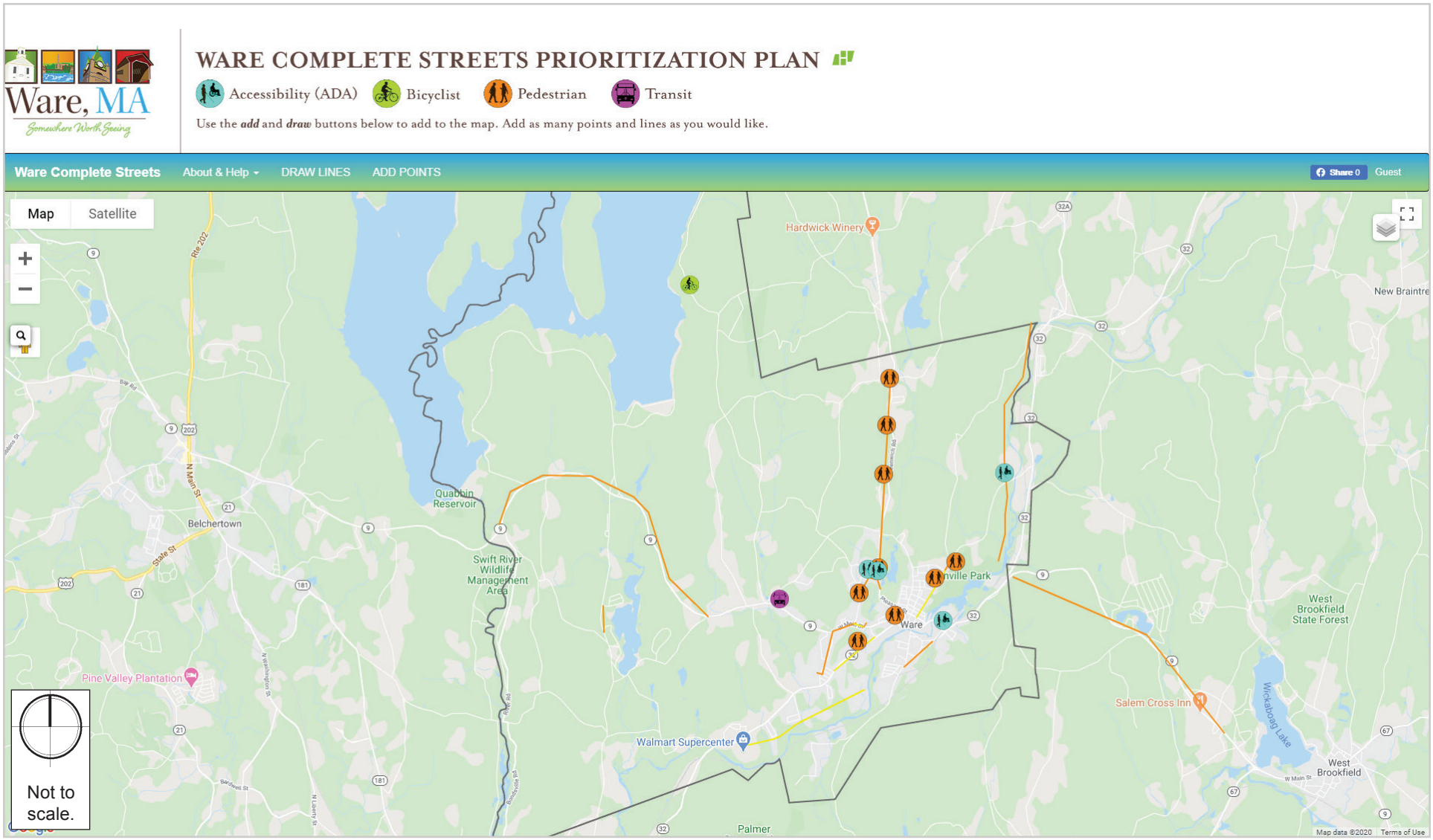
The Prioritization Plan seeks to incorporate the many ideas and visions of community members. In the beginning of the project process, HSH staff met with Town of Ware staff and representatives from PVPC to initiate the project, discuss potential projects to be included in the Prioritization Project List, and coordinate efforts with PVPC's Bicycle and Pedestrian Network Plan process. After the kick-off meeting, a community public meeting was held in coordination with PVPC to inform the residents of both the Complete Streets Funding Program and the creation of the Bicycle and Pedestrian Network Plan. The meeting was also used to solicit comments and project ideas on problematic areas for pedestrians, cyclists, and those with disabilities. To accommodate community members who were unable to attend the meetings in person or who preferred to leave comments following the meeting, an online tool for gathering public comments called a WikiMap was created to allow community members to contribute to the process online. The WikiMap was announced on the Town of Ware website and in the Ware Daily News. Additionally, large, hard copy maps were posted in Ware Town Hall, Ware Senior Center, Valley View Apartments, Hillside Apartments, and the Ware Public Library for community members to leave comments.

EXISTING CONDITIONS – STAKEHOLDER INPUT

The WikiMap was created to allow community members to contribute their comments, concerns, and project ideas. HSH collected 33 comments via the WikiMap, including 18 route-specific comments. The website allowed users to provide comments by four user types: Accessibility (ADA), Bicyclist, Pedestrian, Transit. Participants could also make comments on specific routes without identifying a user type. Participants provided nine comments on pedestrian issues, one comment on transit issues, four comments referring to ADA concerns, and one comment about bicycle issues. **Figure 9** is an image of the Ware WikiMap with comments left by residents.

Comments related to the pedestrian realm expressed the need for sidewalk improvements along West Street, Church Street, and Greenwich Road. Comments expressed that these locations are bumpy, in need of maintenance, and dangerous for pedestrians. Respondents reported the need for sidewalk construction specifically on the north end of Church Street (to connect to Grenville Park), along Greenwich Road, and along the north end of North Street. Many comments also noted dangerous and unsafe crossings, particularly along West Street. The underpass on East Main Street was highlighted in one comment as a dangerous accessibility concern, with missing curb ramps forcing pedestrians into the low-visibility section of roadway. Bicycle-focused comments called for the completion of the Ware River Rail Trail and increased bike lane installation.

Figure 9. ***Stakeholder Input Collected via WikiMap***



Data Source: WikiMapping

In addition to the WikiMap, a comprehensive public process was executed to gauge community input and experiences. The first public meeting was held in October 2019 at Ware's Town Hall, in which HSH staff met with Ware staff, PVPC staff, and residents to present about the Complete Streets Funding Program, the PVPC Bicycle and Pedestrian Network Plan, and collect feedback from the residents. After a presentation from HSH staff, residents, and Ware officials broke out into groups to discuss transportation issues and opportunities within the community. The second public meeting was held by HSH and Ware staff in January 2020. The second meeting presented residents with a draft project list and allowed them the opportunity to provide feedback to improve the project list. Areas of concern identified during the public meetings were Downtown Ware, the Pleasant Street/Greenwich Road/North Street walking loop, West Street, and the East Main Street Underpass. Attendees of the public meeting also expressed safety concerns about fast moving vehicles throughout the Town.

Tools to Assess Equity Concerns

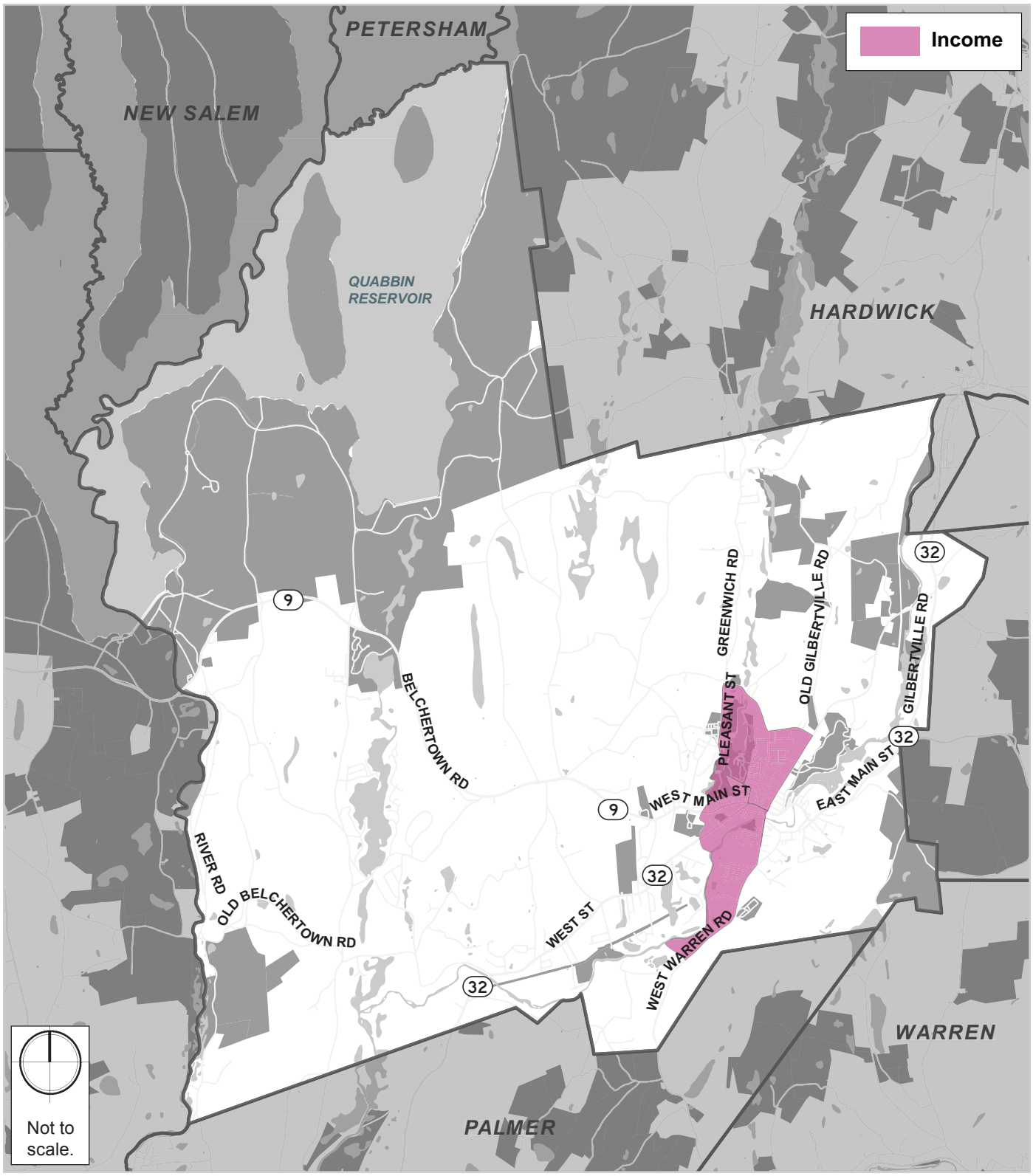
To ensure an equitable distribution of resources for those who may greatly benefit from improved street conditions, we consider environmental justice neighborhoods and populations with disabilities. Data from the 2010 U.S. Census and the American Community Survey (ACS) 2017 5-Year Estimates were used to determine Census 2010 block groups that exceed environmental justice thresholds for limited English households, low income households, and/or high minority populations.[4] Using the ACS 5-Year estimates, the percentage of persons with disabilities was calculated for each census tract. ACS is a continuous data collection effort led by the U.S. Census Bureau to measure the dynamic social and economic characteristics of the U.S. population. Since the ACS replaced the decennial Census long-form, there is no disability data in the 2010 Census. Unlike the U.S. Census, ACS only provides self-reported information and so represents a sample of the total population.

ENVIRONMENTAL JUSTICE COMMUNITIES

This plan considers environmental justice risk factors to prioritize underserved communities. Using MassGIS's 2010 U.S. Census Environmental Justice Populations data, minority, non-English speaking, and low-income populations are considered. Data were compiled for Census 2010 block groups from the 2010 Census redistricting tables and from the ACS 2017 5-Year Estimates.[5] As shown in **Figure 10**, Ware has census block groups that exceed environmental justice thresholds for low income populations in Downtown Ware and the adjacent neighborhoods.

[4] MassGIS Data: 2010 U.S. Census Environmental Justice Populations
[5] 2010 U.S. Census Environmental Justice Populations, MassGIS

Figure 10. ***Environmental Justice Populations***



Data Source: Howard Stein Hudson

PERSONS WITH DISABILITIES

ACS respondents that self-report any of the following six disability types are considered to have a disability and are counted in the estimates: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty.[6] Compliance with the ADA is required for any project constructed with Complete Streets funding. The plan will aim to prioritize projects that connect to or expand pedestrian facilities near locations where greater proportions of individuals with disabilities are expected to travel. Less than 10% of the population in Ware reported having a disability through the ACS, shown in **Figure 11,** with the highest concentration in in the western and southern area of the Town.

Project Prioritization

The prioritization process was completed by assessing each project based on the extent to which it addresses a range of concerns to help with the ranking of projects found in Ware's Prioritization Plan. HSH's analysis mirrors MassDOT's prioritization requirements while adding an additional layer of nuance to the prioritization of projects. Working with the Town, a construction schedule was determined that considers prioritization ranking, opportunities to coordinate with other on-going or anticipated construction projects, the ability to design and construct the project within one year, and feasibility. The remainder of the projects will remain as options for future Complete Streets funding cycles.

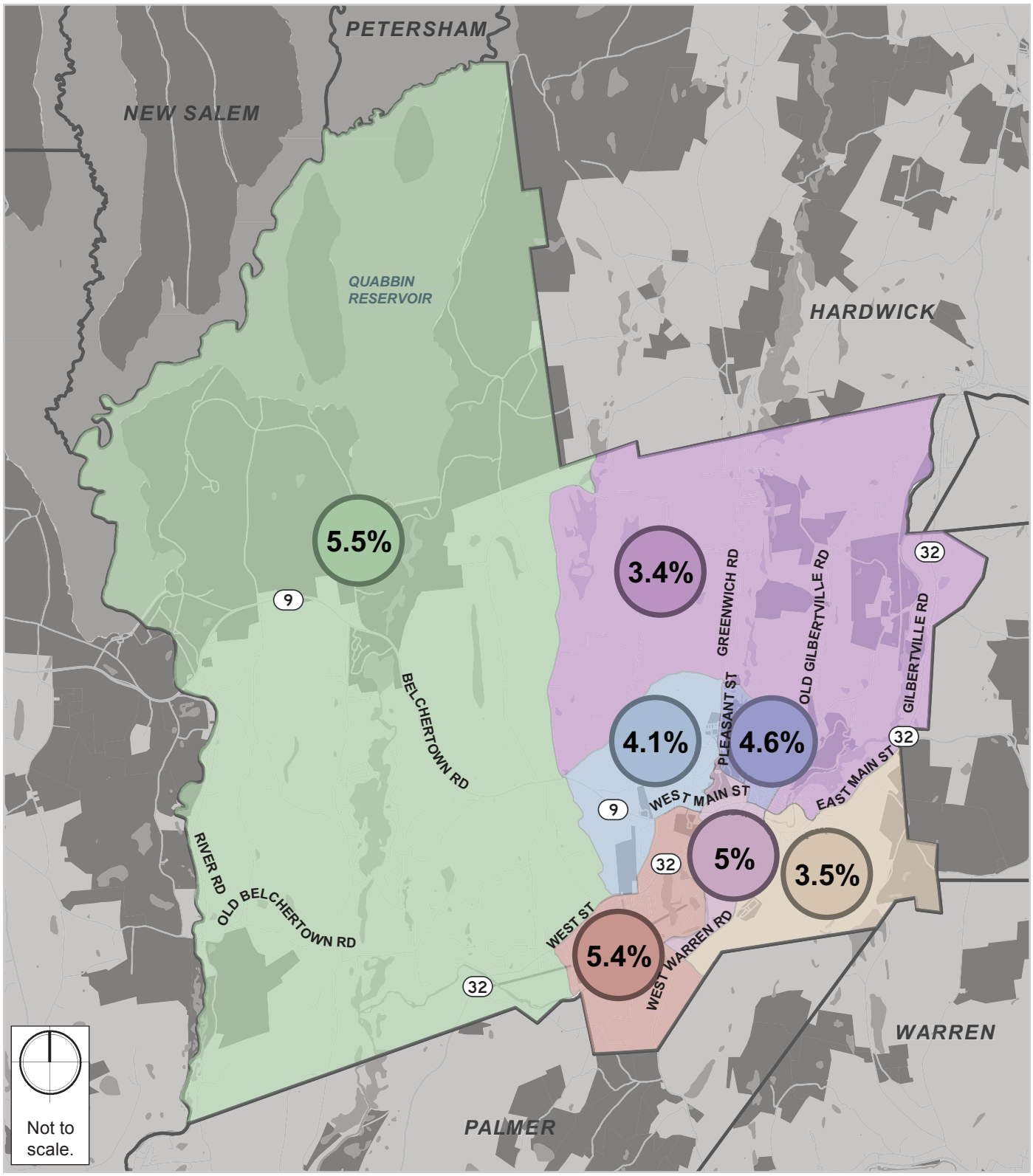
For each proposed project site, values reflecting existing and, where appropriate, proposed conditions are recorded to generate a ranked list of projects. To normalize the values, each variable is scaled between zero and 10 such that a higher scaled score relates to higher priority. Weights are used to reflect the desired influence of each variable in the prioritization process. Notes explaining the methodology for assigning values to each category are listed below.

NETWORK CONNECTION

Each project is assessed on whether it creates a new connection within the existing pedestrian or bicycle networks, categorized as "Full," "Partial," or "None." A full connection either connects existing acceptable pedestrian or bicycle conditions or extends to usable network. A partial network connection is one that does not connect to existing acceptable pedestrian or bicycle conditions or only closes a network gap in conjunction with other proposed projects. Projects that require phasing over multiple years are considered to provide partial network connections. A categorization of "None" would be used for a project that does not create a new facility, such as sidewalk reconstruction, or one that creates a new link unconnected to the existing sidewalk or low-stress bicycle networks.

[6] *How Disability Data are Collected from the American Community Survey,* Census.gov

Figure 11. ***Persons with Disabilities***



Data Source: MAPC

POINTS OF INTEREST (LATENT DEMAND)

Points of interest including healthcare services, schools, libraries, and public services within a convenient walking distance (one-half mile) and bicycling distance (one mile) were considered and weighted for each project. For example, projects along Main Street and in Downtown Ware scored higher in this category; projects in high-density areas have the potential to connect greater numbers of people to desired destinations.

NUMBER OF PEDESTRIAN AND BICYCLE CRASHES ADJACENT TO PROJECT

While all Complete Streets projects are designed to improve safety, projects at locations where a pedestrian or bicycle crash occurred in recent years have significant priority.

LEVEL OF INFRASTRUCTURE IMPROVEMENT

This prioritization measure is a combination of existing and proposed conditions for all modes. HSH staff considered the existing level of comfort of users including pavement condition, ADA accessibility, and crossing conditions for pedestrians; road speed, vehicle volumes, shoulders, and sightlines for cyclists; and sightlines, stopping distance, and intersection complexity for vehicles. Then proposed projects were judged on the extent to which they would improve the comfort, safety, and network connectivity for users of all ages and abilities. For instance, a new segment of sidewalk construction connecting to other links would have a higher impact level than reconstruction of an existing sidewalk. A RRFB to help pedestrians cross a busy street would be scored higher than a project proposing a traditional pedestrian crossing sign.

ENVIRONMENTAL JUSTICE

Our prioritization process calculates the number of environmental justice communities, based on MassGIS data and thresholds, within a quarter mile of each project. Most of the projects in Ware fall within an environmental justice community.

PRIORITY AREAS

Projects are prioritized based on the number of "Priority Areas" within walking distance of the project corridor or intersection where the transportation network's most vulnerable users may be most likely to frequent. These include senior centers, assisted living facilities, community centers, and schools.

STAKEHOLDER INPUT

Input from the public meetings, WikiMap, and any email communications with community members were incorporated into the list of proposed projects. To prioritize projects with the most support, projects that received the most attention from the Town (i.e., residents and staff) and that were

located within WikiMap pinpoint clusters were weighted higher compared to areas with less attention or WikiMap activity.

The Prioritization Plan

The prioritization process resulted in a list of project proposals that aim to both improve the Town of Ware's existing infrastructure and further the community goal of achieving a comprehensive active transportation network that would fully support Complete Streets principles in the future.

Prioritization Plan

The final project list is outlined in the MassDOT Tier 2 document, which will be used by the Town to schedule the construction of Complete Streets for the coming years (**Table 1**). Project types are defined in **Table 2**, the Eligible Project Worksheet, provided by MassDOT. If a project or element does not appear in this list, it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects. HSH's analysis mirrors MassDOT's prioritization criteria of Environmental Justice, Safety, ADA Accessibility, Pedestrian Mobility, Bicycle Mobility, Transit Operations and Access, Vehicular Operations, and Freight Operations, while adding an additional layer of nuance to the prioritization of projects, as outlined in **Table 3**. Additionally, estimates that are completed for the top projects are completed to the best of the firm's ability at the concept level. While some projects may require low levels of design and can be pursued at the Town's discretion, HSH recommends revisiting all estimates as detailed design is available. HSH also strongly suggests that full design for intersection reconstruction projects be completed before applying for Tier 3 funding to ensure the correct level to MassDOT and additional funding sources are identified and granted.

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Table 1. ***MassDOT Prioritization Plan***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
13	Main Street Reconstruction, Signal Replacement/Re-timing, and Bike Rack Installation	Main Street (Route 9) runs through the center of downtown Ware. The Main Street right-of-way between the intersections with Church Street and Storrs Street varies from 50 to 84 feet. Businesses and town buildings line both sides of the street, and the dense street network adjacent to this corridor contributes to the high levels of pedestrian activity in this corridor. Currently, on-street parking exists throughout the entirety of this corridor. The Town of Ware has developed a plan to reconstruct Main Street between Storrs Street on the West end and South Street/Church Street on the East end. The reconstruction calls for all new traffic signal mast arms and controllers and will include signal retiming at the intersections of Main Street and West Street, Main Street and North Street, and Main Street and South Street/Church Street in addition to lane reassignment, crossing improvements, and ADA-compliant pedestrian treatments. A pedestrian phase and ADA-compliant pedestrian equipment will be installed. The entire section of road will be repaved and restriped. New striping will include reassigned 11-foot wide lanes and a 5-6-foot wide unprotected bicycle lane in each direction. A high visibility crosswalk will be striped across Main Street on the west side of the intersection of Main Street and West Street. The existing crosswalk on the west side of South Street across Main Street will be relocated approximately 67 feet to the east, in front of Nenameseck Park at 52 Main Street. Design has been completed for this project. The MassDOT project number for this project is 607987, titled "Intersection Improvements at Main Street, West Street, North Street, South Street & Church Street" in the Town of Ware, Hampshire County. Bike racks are not currently part of the MassDOT project for this corridor, but they will be added with the use of complete streets funding. Bike racks will be installed at 126 Main Street, in front of Town Hall.	Yes	Main Street from Storrs Street to Church Street/South Street	(138,641, 890,294)	(138,963, 890,182)	CS Needs Assessment	S1, S3, S4, S12, S13, S16, B12, P1, P2, P3, P9, P11	x	x	x	x				No	$20,000 bike racks, plus $2,075,716 project cost	$400,000	TIP Grant, Chapter 90 (amount TBD)	4	Apr-2021
37	East Street Underpass Accessbility Improvements	East Street connects all neighborhoods east of downtown Ware to downtown businesses as well as neighborhoods south of Main Street. The road passes underneath the existing railroad tracks between Knox Avenue and Mechanic Street. This portion of the West Street has sidewalk along the south side of the road, but the crossings are not accessible. ADA compliant curb ramps will be added on both sides on the Mechanic Street crosswalk at East Street, and the existing crosswalk will be restriped. The crosswalk across Knox Avenue at East Street will be restriped, and an ADA compliant curb ramp will be installed on the east side of the crosswalk. The existing step on the sidewalk will be converted into an ADA compliant ramp. Due to the close proximity of this project to the Massachusetts Central Railroad, Right of Way must be confirmed and railroad permits will be required for construction.	No	East Street from Knox Avenue to Mechanic Street	(139,526, 890,072)	(139,574, 890,044)	CS Needs Assessment	P1, P2, P3, P9		x	x					No	$400,000	$400,000	N/A	0.5	Apr-2022
22	Phase 1: Gould Road Sidewalk Construction and School Access - West Street to School Entrance Driveway	Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools. On the east side of Gould Road, sidewalk will be constructed between West Street/Route 32 and the School Entrance Driveway (approximately 615 feet). A high visibility crosswalk will be striped across the school parking lot driveway adjacent to 1st Avenue. An additional new high visibility crosswalk will be added across Gould Road at the school parking lot driveway; this unsignalized crosswalk will be complemented with an RRFB. The crosswalk across Gould Road at West Street/Palmer Street/Route 32 will be restriped, and pedestrian crossing signage (MUTCD W 11-2) will be installed. ADA compliant curb ramps will be installed on both sides of each crosswalk.	No	Gould Road from West Street to School Entrance Driveway	(137,200, 889,034)	(137,186, 889,217)	CS Needs Assessment	S7, P2, P3, P5, P9, P12	x	x	x					No	$200,000	$200,000	N/A	1.5	Apr-2023

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
23	Phase 2: Gould Road Sidewalk Construction and School Access - School Entrance Driveway to 4th Avenue	Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools. On the east side of Gould Road, sidewalk will be constructed between the School Entrance Driveway and 4th Ave (approximately 670 feet). A 5-foot wide sidewalk will be constructed on the west side of Gould Road between the school entrance and 4th Avenue (approximately 670 feet). High visibility crosswalks will be striped across 1st Avenue, 2nd Avenue, 3rd Avenue, and 4th Avenue. An additional new high visibility crosswalk will be added across Gould Road at 4th Avenue; this unsignalized crosswalk will be complemented with pedestrian crossing signage (MUTCD W11-2). ADA compliant curb ramps will be installed on both sides of each crosswalk.	No	Gould Road from School Entrance Driveway to 4th Avenue	(137,186, 889,217)	(137,270, 889,409)	CS Needs Assessment	S7, P2, P3, P5, P9	x	x	x					No	$180,000	$180,000	N/A	0.75	Apr-2024
24	Phase 3: Gould Road Sidewalk Construction and School Access - 4th Avenue to 44 Gould Road	Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools. A 5-foot wide sidewalk will be constructed on the west side of Gould Road between 4th Avenue and 44 Gould Road (approximately 1,300 feet). A high visibility crosswalk will be striped across Wildflower Drive. ADA compliant curb ramps will be installed on both sides of this crosswalk.	No	Gould Road from 4th Avenue to 44 Gould Road	(137,270, 889,409)	(137,403, 889,729)	CS Needs Assessment	P2, P3, P5, P9		x	x					No	$310,000	$310,000	N/A	2	Apr-2025
25	Phase 4: Gould Road Sidewalk Construction and School Access - 44 Gould Road to West Main Street	Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools. A 5-foot wide sidewalk will be constructed on the west side of Gould Road between 44 Gould Road and West Main Street (approximately 890 feet).	No	Gould Road from 44 Gould Road to West Main Street	(137,403, 889,729)	(137,434, 890,051)	CS Needs Assessment	P2, P3, P5	x	x	x					No	$380,000	$380,000	N/A	1	Apr-2026
1	Phase 1: West Street Sidewalk Reconstruction, Road Diet, and Bike Lane Installation - Main Street to Pulaski Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market, and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between Main Street and Pulaski Street on West Street (approximately 324 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on both sides of West Street will be reconstructed between Main Street and Pulaski Street on both sides of the street. This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.	Yes	West Street from Main Street to Pulaski Street	(138,725, 890,282)	(138,643, 890,220)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P9	x	x	x	x				No	$250,000	$250,000	N/A	2.5	Apr-2027

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
2	Phase 2: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Pulaski Street to 36 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market, and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between Pulaski Street and 36 West Street on West Street (approximately 370 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on both sides of West Street will be reconstructed between Pulaski Street and 36 West Street on both sides of the street. The crosswalk at 36 West Street will be restriped and ADA compliant curb ramps will be installed on each side. An RRFB will be added to complement this crosswalk. This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.	Yes	West Street from Pulaski Street to 36 West Street (includes crosswalk)	(138,643, 890,220)	(138,549, 890,155)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P9, P12	x	x	x	x				No	$350,000	$350,000	N/A	2.5	Jan-2028
3	Phase 3: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 36 West Street to 72 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 36 West Street and 72 West Street on West Street (approximately 510 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on both sides of West Street will be reconstructed between 36 West Street and 72 West Street on both sides of the street.	Yes	West Street from 36 West Street to 72 West Street	(138,549, 890,155)	(138,424, 890,066)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P9	x	x	x	x				No	$380,000	$380,000	N/A	2.5	Apr-2029
4	Phase 4: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - - 72 West Street to Vernon Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 72 West Street and Vernon Street on West Street (approximately 631 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on both sides of West Street will be reconstructed between 72 West Street and Vernon Street on both sides of the street.	Yes	West Street from 72 West Street to Vernon Street (does not include intersection)	(138,424, 890,066)	(138,267, 889,949)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P9	x	x	x	x				No	$400,000	$400,000	N/A	2	Apr-2030
5	Phase 5: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Vernon Street to 110 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between Vernon Street and 110 West Street on West Street (approximately 240 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed between Vernon Street and 110 West Street and 5-foot wide sidewalks on the east side of West Street will be reconstructed between Vernon Street and 110 West Street. High visibility crosswalks will be striped at all four sides of the intersection of Vernon Street and West Street. ADA compliant curb ramps will be installed on both sides of each crosswalk. New ADA compliant pedestrian signals may be needed at the intersection of West Street and Vernon Street.	Yes	West Street from Vernon Street to 110 West Street	(138,267, 889,949)	(138,211, 889,910)	CS Needs Assessment	S1, S3, S10, S12, B2, P1, P2, P3, P9, P11, P12, P12	x	x	x	x				No	$310,000	$310,000	N/A	2	Apr-2031

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
6	Phase 6: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 110 West Street to 131 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 110 West Street and 131 West Street on West Street (approximately 450 feet, to the north end of the bridge), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed between 110 West Street and 131 West Street (meeting the north end of the bridge) and 5-foot wide sidewalks on the east side of West Street will be reconstructed between 110 West Street and 117 West Street (matching the end of the existing sidewalk). The existing crosswalk across West Street at 117 Palmer Road (between McDonald's and Sears) will be re-striped and upgraded with the installation of an RRFB, and a 6-foot wide pedestrian refuge island will be added to the center of the crosswalk. ADA compliant curb ramps will be installed on each side of this crosswalk.	Yes	West Street from 110 West Street to 131 West Street (does not include anything south of bridge)	(138,211, 889,910)	(138,072, 889,810)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P7, P9	x	x	x	x				No	$350,000	$350,000	N/A	2.5	Apr-2032
7	Phase 7: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 131 West Street to 143 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 131 West Street and 143 West Street on West Street (approximately 500 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed from 131 West Street (meeting the south end of the bridge) and 143 West Street and 5-foot wide sidewalks on the east side of West Street will be constructed between 130 West Street (at the end of the existing fencing on the south side of the bridge) and 143 West Street. A high visibility crosswalk will be restriped at 143 West Street. ADA compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks.	Yes	West Street from 131 West Street (south of bridge) to 143 West Street (existing mid-block crossing at south end of project included)	(138,072, 889,810)	(137,932, 889,717)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P5, P9, P12	x	x	x	x				No	$380,000	$380,000	N/A	2.5	Apr-2033
8	Phase 8: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 143 West Street to 148 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 143 West Street and 148 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed between 143 West Street and 148 West Street and 5-foot wide sidewalks on the east side of West Street will be constructed between 143 West Street and 148 West Street.	Yes	West Street from 143 West Street to 148 West Street	(137,932, 889,717)	(137,904, 889,698)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P5, P9	x	x	x	x				No	$160,000	$160,000	N/A	2	Apr-2034

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
9	Phase 9: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 148 West Street to 169 West Street	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 148 West Street and 169 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed between 148 West Street and 169 West Street and 5-foot wide sidewalks on the east side of West Street will be constructed between 148 West Street and 169 West Street. A high visibility crosswalk will be restriped at 169 West Street. ADA compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks. Bike parking will be installed in front of Philip Plaza at 156 West Street.	Yes	West Street from 143 West Street to 148 West Street (existing mid-block crossing at south end of project included)	(137,904, 889,698)	(137,846, 889,662)	CS Needs Assessment	S1, S10, S12, B2, P1, P2, P3, P5, P9, P13	x	x	x	x				No	$260,000	$260,000	N/A	2	Apr-2035
10	Phase 10: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 169 West Street to Southernmost entrance to Phillip Plaza	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between 169 West Street and the Southernmost entrance to Phillip Plaza on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the west side of West Street will be reconstructed between 169 West Street and the Southernmost entrance to Phillip Plaza, and 5-foot wide sidewalks on the east side of West Street will be constructed between 169 West Street and the Southernmost entrance to Phillip Plaza. High Visibility crosswalks will be restriped on the south and west sides of the signalized southernmost entrance to Philip Plaza, and new high visibility crosswalks will be striped on the north and east sides of the intersection. Pedestrian signals will be added to accommodate these two new crosswalks, which may require signal timing updates and the installation of a new signal controller. ADA compliant curb ramps will be installed on both sides of each crosswalk.	Yes	West Street from 169 West Street to Southernmost Entrance to Phillip Plaza (Includes entire intersection)	(137,846, 889,662)	(137,754, 889,592)	CS Needs Assessment	S1, S3, S10, S12, B2, P1, P2, P3, P5, P9, P12, P13	x	x	x	x				No	$330,000	$330,000	N/A	2	Apr-2036
11	Phase 11: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Southernmost entrance to Phillip Plaza to Homecrest Avenue	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between the Southernmost entrance to Phillip Plaza and Homecrest Avenue on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the both sides of West Street will be reconstructed between the Southernmost entrance to Phillip Plaza and Homecrest Avenue. A new high visibility crosswalk will be striped across Homecrest Avenue. ADA compliant curb ramps will be installed on both sides of each crosswalk.	No	West Street from Southernmost entrance to Phillip Plaza (excludes intersection) to Homecrest Avenue	(137,754, 889,592)	(137,743, 889,582)	CS Needs Assessment	S1, S3, S10, S12, B2, P1, P2, P3, P9	x	x	x	x				No	$170,000	$170,000	N/A	2	Apr-2037

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
12	Phase 12: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Homecrest Avenue to Robbins Road	West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Between Homecrest Avenue and Robbins Road on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way. 5-foot wide sidewalks on the both sides of West Street will be reconstructed between Homecrest Avenue and Robbins Road. The high visibility crosswalk will be restriped at 184 West Street and widened to be 8-feet wide. ADA compliant curb ramps will be installed on both sides of each crosswalk, and an RRFB will be installed to complement the crosswalk. Two speed feedback signs will be installed on West Street near the Town Senior Center, with one facing each direction at 185 West Street for northbound traffic and 173 West Street for southbound traffic.	No	Homecrest Avenue to Robbins Road	(137,743, 889,582)	(137,649, 889,512)	CS Needs Assessment	S1, S3, S5, S10, S12, B2, P1, P2, P3, P9, P12	x	x	x	x				No	$350,000	$350,000	N/A	2.5	Apr-2038
58	Phase 1: Chestnut Street Sidewalk Improvements and Intersection Reconstruction - Maple Street to Union Street	Chestnut Street provides a connection between the Baystate Mary Lane Outpatient Center and neighborhoods east of downtown Ware. The street was identified by residents in the Wikimap as a heavily traveled pedestrian corridor; however, the one-sided sidewalk is in disrepair to the point that pedestrians often choose to walk in the street rather than on the sidewalk. Sidewalk on the west side of the street currently runs from Maple Street to Elm Street, while sidewalk on the east side of the street continues the entire length from Maple Street to South Street. The 5-foot wide sidewalk will be reconstructed on the east side of the Chestnut Street between Maple Street and Union Street (approximately 1,120 feet), and the existing 5-foot wide sidewalk on the west side of the street will be reconstructed (approximately 310 feet). A high visibility crosswalk with ADA compliant curb ramps will be striped across Elm Street, and because Elm Street does not currently have curbs, drainage may need to be modified at this intersection. Additional high visibility crosswalks will be striped across Union Street and Greenway Avenue, and the existing crossing at Union Street across Chestnut Street will be restriped and pedestrian crossing signage (MUTCD W 11-2) will be added. ADA compliant curb ramps will be installed on both sides at each of these four crossings.	Yes	Chestnut Street from Maple Street to Union Street	(139,151, 889,884)	(139,012, 889,589)	CS Needs Assessment	S7, P1, P2, P3	x	x	x					No	$400,000	$400,000	N/A	1.75	Apr-2039
59	Phase 2: Chestnut Street Sidewalk Improvements and Intersection Reconstruction - Union Street to South Street	Chestnut Street provides a connection between the Baystate Mary Lane Outpatient Center and neighborhoods east of downtown Ware. The street was identified by residents in the Wikimap as a heavily traveled pedestrian corridor; however, the one-sided sidewalk is in disrepair to the point that pedestrians often choose to walk in the street rather than on the sidewalk. Sidewalk on the west side of the street currently runs from Maple Street to Elm Street, while sidewalk on the east side of the street continues the entire length from Maple Street to South Street. The 5-foot wide sidewalk will be reconstructed on the east side of the Chestnut Street (approximately 850 feet). An additional high visibility crosswalk will be striped across Mirabile Drive. ADA compliant curb ramps will be installed on both sides at this crossing. Chestnut Street intersects with South Street at an angle, resulting in a large, unclear intersection and a lengthy pedestrian crossing. A triangular curb extension or paint will be added to the southeast corner of the intersection, requiring vehicles to turn right onto Chestnut Street rather than continuing straight at the fork. This will shorten the existing crosswalk from approximately 60 feet to approximately 35 feet, while also serving as a traffic calming.	Yes	Chestnut Street from Union Street to South Street	(139,012, 889,589)	(138,827, 889,435)	CS Needs Assessment	S6, S7, P1, P2, P3	x	x	x					No	$290,000	$290,000	N/A	2	Apr-2040

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
28	Phase 1: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Main Street to Pleasant Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. 5-foot wide sidewalks will be reconstructed on both sides of Church Street between Main Street and Pleasant Street (approximately 550 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB. A curb extension will be added at the crosswalk across Church Street at Otis Avenue on the east side to shorten crossing distance and serve as a traffic calming mechanism, and the crosswalk will be re-striped. The crosswalk across Otis Avenue will also be restriped.	Yes	Church Street from Main Street to Pleasant Street	(138,962, 890,182)	(139,047, 890,327)	CS Needs Assessment	P1, P2, P3, P8, P9		x	x					No	$400,000	$400,000	N/A	2	Apr-2041
29	Phase 2: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Pleasant Street to High Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. Two speed feedback signs will be installed, with one facing each direction at 29 Church Street and 30 Church Street. 5-foot wide sidewalks will be reconstructed on both sides of Church Street between Pleasant Street and High Street (approximately 500 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.	Yes	Church Street from Pleasant Street to High Street	(139,047, 890,327)	(139,119, 890,449)	CS Needs Assessment	S5, S7, P1, P2, P3, P9	x	x	x					No	$270,000	$270,000	N/A	1	Apr-2042
30	Phase 3: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - High Street to Cottage Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. 5-foot wide sidewalks will be reconstructed on both sides of Church Street between High Street and Cottage Street (approximately 750 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB. The two crosswalks on Church Street between High Street and Prospect Street will be restriped at the location of the existing crosswalks, and pedestrian crossing signage (MUTCD W 11-2) will be installed at both crossings.	Yes	Church Street from High Street to Cottage Street	(139,119, 890,449)	(139,235, 890,632)	CS Needs Assessment	S7, P1, P2, P3, P9	x	x	x					No	$370,000	$370,000	N/A	2	Apr-2043

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
31	Phase 4: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Cottage Street to 68 Church Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. The existing 5-foot wide sidewalks will be reconstructed on both sides of Church Street between Cottage Street and 68 Church Street (the entrance to Grenville Park, approximately 470 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.	Yes	Church Street from Cottage Street to 68 Church Street	(139,235, 890,632)	(139,307, 890,742)	CS Needs Assessment	S7, P1, P2, P3, P9	x	x	x					No	$250,000	$250,000	N/A	2	Apr-2044
32	Phase 5: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - 68 Church Street to Walnut Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. The existing 5-foot wide sidewalks will be reconstructed on both sides of Church Street between 68 Church Street and Walnut Street (approximately 410 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB. The crosswalk at 69 Church Street between the Church Street School Senior Housing and the main entrance to Grenville Park will be restriped, and ADA compliant curb ramps will be added on each side. An RRFB will be installed to complement this crosswalk. The existing crosswalk across Church Street south of Walnut Street will be moved approximately 10 feet to the south to align the crosswalk perpendicular to Church Street and shorten crossing distance. A high visibility crosswalk will be striped across Walnut Street at Church Street, and ADA compliant curb ramps will be installed on both ends of each crosswalk.	Yes	Church Street from 68 Church Street to Walnut Street	(139,307, 890,742)	(139,369, 890,848)	CS Needs Assessment	S7, P1, P2, P3, P9, P12	x	x	x					No	$310,000	$310,000	N/A	2	Apr-2045
33	Phase 6: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Highland Street to Old Gilbertville Road	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. A 5-foot wide sidewalk will be constructed on the east side of Church Street between Highland Street and Old Gilbertville Road. This will extend from the existing sidewalk on Church Street (approximately 570 feet). The sidewalk will create the start of a connection to the northern entrance of Grenville Park that will be completed in Phase 6. In some locations, the road has no curb and drainage may need to be added. A high visibility crosswalk with ADA-compliant curb ramps and pedestrian crossing signage will be installed across Church Street on the south side of Old Gilbertville Road, and an RRFB will be installed to complement this crosswalk.	Yes	Church Street from Highland Street to Old Gilbertville Road	(139,595, 891,212)	(139,685, 891,360)	CS Needs Assessment	S7, P2, P3, P5, P9, P12	x	x	x					No	$270,000	$270,000	N/A	2	Apr-2046

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
34	Phase 7: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Old Gilbertville Road to Grenville Park Entrance	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. A 5-foot wide sidewalk will be constructed on the east side of Church Street between Old Gilbertville Road and the northern entrance of Grenville Park. This will extend from the sidewalk constructed in Phase 6 on Church Street (approximately 650 feet). The sidewalk will complete the connection to the northern entrance of Grenville Park that was started in Phase 5. In some locations, the road has no curb and drainage may need to be added.	Yes	Church Street from Old Gilbertville Road to Grenville Park Entrance	(139,685, 891,360)	(139,772, 891,503)	CS Needs Assessment	P5		x	x					No	$180,000	$180,000	N/A	2	Apr-2047
35	Phase 8: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Walnut Street to 102 Church Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. A 5-foot wide sidewalk will be reconstructed north of Walnut Street on the east side of Church Street to 102 Church Street (approximately 725 feet).	Yes	Church Street from Walnut Street to 102 Church Street	(139,369, 890,848)	(139,488, 891,037)	CS Needs Assessment	P1		x	x					No	$160,000	$160,000	N/A	0.5	Apr-2048
36	Phase 9: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - 102 Church Street to Highland Street	Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point. Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. A 5-foot wide sidewalk will be reconstructed on the east side of Church Street between 102 Church Street and Highland Street (approximately 725 feet).	Yes	Church Street from 102 Church Street to Highland Street	(139,488, 891,037)	(139,595, 891,212)	CS Needs Assessment	P1		x	x					No	$160,000	$160,000	N/A	0.5	Apr-2049
26	Phase 1: Pulaski Street Traffic Calming and Sidewalk Replacement - West Street to 32 Pulaski Street	Pulaski Street, running adjacent and parallel to Main Street, is frequently used as a cut through street to avoid multiple signalized intersections on Main Street. Cut throughs have resulted in high vehicle speeds through this residential corridor. Multiple residents commented on the poor condition of the sidewalks on this street. The 5-foot wide sidewalk will be reconstructed on both sides of the street between West Street and 32 Pulaski Street (630 feet). High visibility crosswalks will be striped across Webb Court and Buckley Court, and ADA compliant curb ramps will be installed at each side of both crosswalks.	Yes	Pulaski Street from West Street to 32 Pulaski Street (does not include new crossing)	(138,643, 890,219)	(138,801, 890,154)	CS Needs Assessment	P1, P2, P3, P9		x	x					No	$215,000	$215,000	N/A	1.5	Apr-2050
27	Phase 2: Pulaski Street Traffic Calming and Sidewalk Replacement - 32 Pulaski Street to South Street	Pulaski Street, running adjacent and parallel to Main Street, is frequently used as a cut through street to avoid multiple signalized intersections on Main Street. Cut throughs have resulted in high vehicle speeds through this residential corridor. Multiple residents commented on the poor condition of the sidewalks on this street. The 5-foot wide sidewalk will be reconstructed on both sides of the street between 32 Pulaski Street and South Street (400 feet). A curb extension will be installed on the north side of the road with a new high visibility mid-block crosswalk at 37 Pulaski Street. ADA compliant curb ramps will be installed on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at the crosswalk across Pulaski Street and Pedestrian Crossing Ahead signage will be installed before the crosswalk across Pulaski Street.	Yes	Pulaski Street from 32 Pulaski Street to South Street (includes new crossing)	(138,801, 890,154)	(138,940, 890,130)	CS Needs Assessment	P1, P2, P3, P8, P9		x	x					No	$124,000	$124,000	N/A	1	Apr-2051

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
48	West Street and Pulaski Street Crossing Improvements	Directly adjacent to downtown Ware, Pulaski Street runs parallel to Main Street and connects to main roads on each end. Noted on the Wikimap as a dangerous crossing, the intersection was the site of a 2016 bicycle crash. The crosswalk across Pulaski Street at West Street is approximately 50 feet long, but the road narrows to approximately 22 feet as it continues east. Curb extensions will be installed on both the north and south side of the Pulaski Street crossing to improve safety by shortening the pedestrian crossing distance, slow turning speeds, and increase visibility. Curb extensions will reduce crossing width as much as 20 feet and allow for the installation of new ADA compliant curb ramps. An RRFB will be installed at the crosswalk across West Street, which will be shifted north approximately 10 feet to accommodate the installation of ADA complaint curb ramps on both sides without relocating existing utility poles. The crosswalks across both Pulaski Street and West Street will be restriped and widened to 8 feet. This project will be coordinated with the West Street Sidewalk Reconstruction, Road Diet, and Bike Lane Installation Project.	Yes	Intersection of Pulaski Street and West Street	(138,644, 890,219)	N/A	CS Needs Assessment	S6, S13, P2,P3, P8, P9, P12,	x	x	x					No	$115,000	$115,000	N/A	0.75	Apr-2052
49	Reed Municipal Pool/Beauragard Memorial Playground Sidewalk Construction	Located off of West Main Street, Reed Municipal Pool and Beauragard Memorial Playground are in close proximity to downtown Ware. Reed Municipal Pool is the only public pool in Ware. Currently, sidewalk runs along West Main Street on both sides of the road at this location and a crosswalk runs across West Main Street at the park entrance; however, the park driveway has no sidewalks to connect the existing sidewalks to the pool and playground facilities. Residents have expressed concerns about the driveway, noting that it is only wide enough for one car, forcing pedestrians to walk in the grass or wait in the adjacent tree line until the car passes. This crosswalk was the site of a 2017 bicycle crash. A 5-foot wide sidewalk will be constructed on the east side of the driveway, connecting the sidewalk on West Main Street to the pool and playground (approximately 448 feet). The existing guard rail that runs along the north side of West Main Street in front of the park will need to be modified to accommodate the new sidewalk, which will require coordination with MassDOT. Some permitting will be required with this project as it is located within an area of rare wildlife and wetlands associated with Muddy Brook.	No	Reed Municipal Pool/Beauragard Memorial Playground	(138,050, 890,157)	(138,056, 890,284)	CS Needs Assessment	P5		x	x					No	$100,000	$100,000	N/A	1	Apr-2053
50	South Street at Pulaski Street Crossing Improvements	South Street at Pulaski Street is divided into two parts by Nenameseck Park. The eastern part of the road is a two-way road that meets Main Street at a signalized intersection. The western part of the road is a one-way, one-lane southbound street with parking on the west side. Currently, pedestrian access across Pulaski Street is only provided from the sidewalk along Nenameseck Park. A high visibility crosswalk with ADA-compliant curb ramps on each side will be striped across the western part of South Street at Pulaski Street. The existing crosswalk across Pulaski Street will be restriped to be 8 feet wide, and the existing ramps will be replaced with ADA-compliant curb ramps. The crosswalk across the eastern section of South Street will be restriped to be 8 feet wide, and new ADA-compliant curb ramps will be installed on either side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.	Yes	Intersection of Pulaski Street and South Street	(138,922, 890,132)	(138,940, 890,131)	CS Needs Assessment	P2, P3, P9		x	x					No	$120,000	$120,000	N/A	0.5	Apr-2054
14	Phase 1: Pleasant Street Accessibility Improvements and Shared Lane Markings - Park Street to Church Street	Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Park Street and Church Street (approximately 530 feet), and ADA compliant curb ramps will be installed at each crossing (Park Street). The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Park Street and Church Street, and ADA compliant curb ramps will be added at each crossing (Park Street). Sharrows will be striped on the street between Park Street and Church Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section. The stop signs on Pleasant Street at the intersection of Church Street and Pleasant Street will both be replaced with flashing stop signs.	Yes	Pleasant Street from Park Street to Church Street	(139,187, 890,251)	(139,047, 890,325)	CS Needs Assessment	B8, P1, P2, P3, P9, SO	x	x	x	x				No	$400,000	$400,000	N/A	1	Apr-2055

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
15	Phase 2: Pleasant Street Accessibility Improvements and Shared Lane Markings - Church Street to Bank Street	Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Church Street and Bank Street (approximately 390 feet), and ADA compliant curb ramps will be installed at each crossing (Bank Street). The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Park Street and Bank Street, and ADA compliant curb ramps will be added at each crossing (Bank Street). Sharrows will be striped on the street between Park Street and Bank Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.	Yes	Pleasant Street from Church Street to Bank Street	(139,047, 890,325)	(138,944, 890,382)	CS Needs Assessment	B8, P1, P2, P3, P9		x	x	x				No	$360,000	$360,000	N/A	1	Apr-2056
16	Phase 3: Pleasant Street Accessibility Improvements and Shared Lane Markings - Bank Street to North Street	Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Bank Street and North Street (approximately 380 feet). The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Bank Street and North Street. Sharrows will be striped on the street between Bank Street and North Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.	Yes	Pleasant Street from Bank Street to North Street	(138,944, 890,382)	(138,846, 890,436)	CS Needs Assessment	B8, P1, P2, P3, P9		x	x	x				No	$240,000	$240,000	N/A	0.75	Apr-2057
17	Phase 4: Pleasant Street Accessibility Improvements and Shared Lane Markings - North Street to Aspen Street	Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between North Street and Aspen Street (approximately 615 feet), and ADA compliant curb ramps will be installed at each crossing (Parker Street). The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between North Street and Aspen Street, and ADA compliant curb ramps will be added at each crossing (Parker Street). Sharrows will be striped on the street between North Street and Aspen Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.	Yes	Pleasant Street from North Street to Aspen Street	(138,846, 890,436)	(138,682, 890,527)	CS Needs Assessment	B8, P1, P2, P3, P10		x	x	x				No	$330,000	$330,000	NA	0.75	Apr-2058
18	Phase 5: Pleasant Street Accessibility Improvements and Shared Lane Markings - Aspen Street to 100 Pleasant Street	Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street (approximately 550 feet). The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street. Sharrows will be striped on the street between Aspen Street and 100 Pleasant Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.	Yes	Pleasant Street from Aspen Street to 100 Pleasant Street	(138,682, 890,527)	(138,545, 890,589)	CS Needs Assessment	B8, P1, P2, P3, P9		x	x	x				No	$300,000	$300,000	N/A	0.75	Apr-2059

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
39	Phase 2: North Street Sidewalk Reconstruction and Extension - Pleasant Street to High Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. 5-foot wide sidewalk on the west side of North Street will be reconstructed between Pleasant Street and High Street (approximately 530 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portion of 5-foot wide sidewalk between Pleasant Street and Main Street (approximately 500 feet) will be reconstructed. ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Park Avenue, Vigeant Street, and High Street). New high visibility crosswalks will be installed across North Street at High Street, Vigeant Street, and Park Avenue. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.	Yes	North Street from Pleasant Street to High Street	(139,048, 890,323)	(138,882, 890,580)	CS Needs Assessment	S7, P1, P2, P3, P9	x	x	x					No	$320,000	$320,000	N/A		Apr-2065
40	Phase 3: North Street Sidewalk Reconstruction and Extension - High Street to School Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. 5-foot wide sidewalk on the west side of North Street will be reconstructed between High Street and School Street (approximately 949 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portions of 5-foot wide sidewalk between School Street and Cottage Street (approximately 200 feet) and Prospect Street and High Street (approximately 300 feet) will be reconstructed. ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Dale Street, Prospect Street, and School Street). New high visibility crosswalks will be installed across North Street at School Street and Cottage Street. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk.	Yes	North Street from High Street to School Street	(138,882, 890,580)	(138,970, 890,849)	CS Needs Assessment	S7, P1, P2, P3, P9	x	x	x					No	$360,000	$360,000	N/A	1	Apr-2066
41	Phase 4: North Street Sidewalk Reconstruction and Extension - School Street to Belmont Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. 5-foot wide sidewalk on the west side of North Street will be reconstructed between School Street and Belmont Street (approximately 1,066 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portions of 5-foot wide sidewalk between Walnut Street and School Street (approximately 202 feet) will be reconstructed. ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Sherwin Street, Walnut Street, Gareau Avenue, Wrin Street, Belmont Street). New high visibility crosswalks will be installed across North Street at Belmont Street and Sherwin Street. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.	Yes	North Street from School Street to Belmont Street	(138,970, 890,849)	(138,981, 891,162)	CS Needs Assessment	S7, P1, P2, P3, P9	x	x	x					No	$330,000	$330,000	N/A	0.75	Apr-2067
42	Phase 5: North Street Sidewalk Reconstruction and Extension - Belmont Street to 190 North Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. 5-foot wide sidewalk on the west side of North Street will be reconstructed between Belmont Street and Pearl Street (approximately 510 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street. ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Highland Street and Pearl Street). A new high visibility crosswalk will be installed across North Street at Highland Street. The new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk. A 5-foot wide sidewalk will be installed on the southwest side of North Street between Pearl Street and 190 North Street (approximately 500 feet), connecting into the existing sidewalk on the south end.	Yes	North Street from Belmont Street to 190 North Street	(138,981, 891,162)	(138,921, 891,428)	CS Needs Assessment	S7, P1, P2, P3, P5, P9	x	x	x					No	$290,000	$290,000	N/A	1.25	Apr-2068

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Hanover
MassDOT District 5
Date 4/17/2018
Name/Title Michaela Shoemaker, Town Planner

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
46	**Intersection Improvements on West Ave (adjacent to Pleasant Street)**	On the EB side, reconstruct and extend curb. Install a crosswalk and ADA-compliant curb ramps.	No	West Ave and Pleasant Street	251213, 874999		CS Needs Assessment	P8, P2, P9	x	x	x					No					
47	**Wayfinding Signage Improvements throughout King Street corridor**	Install wayfinding signage at key points along the corridor to direct people to the following locations: Forge Pond Park, Ellis Field, Clark Land.	No	Circuit Street to Hanover town line	251485, 873519	251368, 871148	CS Needs Assessment	B7, P4				x	x			No					
48	**Neighborhood Village Identification through Placemaking**	Install signage that highlights or brands the different villages within the Town, specifically at the entrances of each village, to build neighborhood pride and show local character. Examples of villages to receive branding include: Hanover Center, Cardinal Cushing Center, Four Corners Village, and West Hanover.	No	Townwide			CS Needs Assessment	B0, P0				x	x			No					
49	**Townwide Speed Radar Signage**	Install speed radar speed signs along key municipal roadways where frequent speeding occurs. Sign placement should be every 1/4-1/2 mile. Suggested streets: Water Street, Broadway, Union St/Old Washington Street, Main Street, King Street, as well as on state-owned roadways such as Route 53, Route 139, and Route 117.	No	Townwide			CS Needs Assessment	S5, S7	x		x	x		x		No					
49	**Townwide Wayfinding Signage**	Install better signage throughout the town to better designate horse trails within Hanover.	No	Townwide			CS Needs Assessment	S1			x	x				No					

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
43	Phase 6: North Street Sidewalk Reconstruction and Extension - 190 North Street to 196 North Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. A 5-foot wide sidewalk will be installed on the southwest side of North Street between 190 North Street and 196 North Street (approximately 600 feet). This part of the project appears to require new drainage.	Yes	North Street from 190 North Street to 196 North Street	(138,921, 891,428)	(138,858, 891,608)	CS Needs Assessment	P5		x	x					No	$280,000	$280,000	N/A	1.25	Apr-2069
44	Phase 7: North Street Sidewalk Reconstruction and Extension - 196 North Street to Pond Brook Park	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. A 5-foot wide sidewalk will be installed on the southwest side of North Street between 196 North Street and Pond Brook Park (approximately 500 feet). This part of the project appears to require new drainage.	Yes	North Street from 196 North Street to Pond Brook Park	(138,858, 891,608)	(138,756, 891,728)	CS Needs Assessment	P5		x	x					No	$250,000	$250,000	N/A	1.25	Apr-2070
45	Phase 8: North Street Sidewalk Reconstruction and Extension - Pond Brook Park to 230 North Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. A 5-foot wide sidewalk will be installed on the southwest side of North Street between Pond Brook Park and 230 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.	Yes	North Street from Pond Brook Park to 230 North Street	(138,756, 891,728)	(138,653, 891,837)	CS Needs Assessment	P5		x	x					No	$250,000	$250,000	N/A	3	Apr-2071
46	Phase 9: North Street Sidewalk Reconstruction and Extension - 230 North Street to 238 North Street	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. A 5-foot wide sidewalk will be installed on the southwest side of North Street between 230 North Street and 230 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.	Yes	North Street from 230 North Street to 238 North Street	(138,653, 891,837)	(138,514, 891,899)	CS Needs Assessment	P5		x	x					No	$250,000	$250,000	N/A	3	Apr-2072
47	Phase 10: North Street Sidewalk Reconstruction and Extension -238 North Street to Greenwich Road	North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. A 5-foot wide sidewalk will be installed on the southwest side of North Street between 238 North Street and Greenwich Road (approximately 500 feet). North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage. The existing stop sign at the corner of North Street and Greenwich Road will be replaced with a flashing stop sign, as residents report that vehicles rarely stop at this intersection.	Yes	North Street from 238 North Street to Greenwich Road	(138,514, 891,899)	(138,373, 891,932)	CS Needs Assessment	S7, P5	x	x	x					No	$290,000	$290,000	N/A	3	Apr-2073
52	Phase 1: Greenwich Road Sidewalk Installation - Pleasant Street to 19 Greenwich Road	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the west side of the road between Pleasant Street and 19 Greenwich Road (approximately 900 feet).	Yes	Greenwich Road from Pleasant Street to 19 Greenwich Road	(138,300, 891,082)	(138,328, 891,365)	CS Needs Assessment	P5		x	x					No	$330,000	$330,000	N/A	0.5	Apr-2074
53	Phase 2: Greenwich Road Sidewalk Installation - 19 Greenwich Road to 25 Greenwich Road	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the west side of the road between 19 Greenwich Road and 25 Greenwich Road (approximately 400 feet).	Yes	Greenwich Road from 19 Greenwich Road to 25 Greenwich Road	(138,328, 891,365)	(138,340, 891,455)	CS Needs Assessment	P2, P3, P5, P9		x	x					No	$180,000	$180,000	N/A	0.5	Apr-2075

Table 1. ***MassDOT Prioritization Plan Continued...***

Complete Streets Funding Program Project Prioritization Plan

Municipality Ware
MassDOT District 2
Date 3/1/2020
Name/Title Rebekah DeCourcey

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Conceptual Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
54	Phase 3: Greenwich Road Sidewalk Installation - 25 Greenwich Road to 31 Greenwich Road	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the west side of the road between 25 Greenwich Road and 31 Greenwich Road (approximately 400 feet). A high visibility crosswalk will be installed across Greenwich Road at 31 Greenwich Road with ADA compliant curb ramps on each side. An RRFB will complement the crosswalk.	Yes	Greenwich Road from 25 Greenwich Road to 31 Greenwich Road	(138,340, 891,455)	(138,347, 891,560)	CS Needs Assessment	P2, P3, P5, P9, P12		x	x					No	$290,000	$290,000	N/A	1	Apr-2076
55	Phase 4: Greenwich Road Sidewalk Installation - 31 Greenwich Road to 42 Greenwich Road	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 31 Greenwich Road and 42 Greenwich Road (approximately 900 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.	Yes	Greenwich Road from 31 Greenwich Road to 42 Greenwich Road	(138,347, 891,560)	(138,350, 891,742)	CS Needs Assessment	P5		x	x					No	$400,000	$400,000	N/A	2	Apr-2077
56	Phase 5: Greenwich Road Sidewalk Installation - 42 Greenwich Road to 46 Greenwich Road	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 42 Greenwich Road and 46 Greenwich Road (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.	Yes	Greenwich Road from 42 Greenwich Road to North Street	(138,350, 891,742)	(138,353, 891,831)	CS Needs Assessment	P5		x	x					No	$370,000	$370,000	N/A	2	Apr-2078
57	Phase 6: Greenwich Road Sidewalk Installation - 46 Greenwich Road to North Street	Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 46 Greenwich Road and North Street (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.	Yes	Greenwich Road from 42 Greenwich Road to North Street	(138,353, 891,831)	(138,372, 891,930)	CS Needs Assessment	P5		x	x					No	$370,000	$370,000	N/A	2	Apr-2079
	Inelligable: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation	This project is on a state owned portion of roadway. West Street provides access to all three Ware Schools and the senior center, and connects downtown Ware to many restaurants and stores, including several pharmacies, Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. West of Robbins Road, Route 32 is state-owned and is currently not eligible for Complete Streets funding. To complement the Complete Streets-eligible improvements, 5-foot wide sidewalks should be constructed along the state-owned segment from Robbins Road to Brookside Manor on both sides of the street (approximately 3,100 feet per side). High visibility crosswalks will be striped across Hillside Drive, Towne Street, Richfield Avenue, and Brookside Manor. A high visibility crosswalk will be striped across Route 32 at the school entrance, and an RRFB will be installed to complement this crosswalk. ADA-compliant curb ramps will be installed on each side of all crosswalks.	No	West Street from Robbins Road to Brookside Manor	(137,652, 889,515)	(136,926, 889,003)	CS Needs Assessment		x	x	x	x							N/A	4	
	Inelligible: Reed Municipal Pool/Beauragard Memorial Playground Sidewalk Construction	This project is on a state owned portion of roadway. A high visibility crosswalk with curb extensions to the edge of the existing shoulders and ADA compliant curb ramps will be striped in place of the existing crosswalk across West Main Street. An RRFB will also be installed at the crosswalk. Some permitting will be required with this project as it is located within an area of rare wildlife.	No	West Main Street at Reed Municipal Pool/Beauragard Memorial Playground	(138,050, 890,156)	N/A	CS Needs Assessment		x	x	x								N/A	1	

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Table 2. ***Complete Streets Eligible Project Worksheet***

If a project or element does not appear in this list it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects.

S - Traffic & Safety	**B - Bicycle Facilities**	**P - Pedestrian Facilities**	**T - Transit Facilities**
S1. Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes	**B1**. Improvement of shared use paths (non-safety related)	**P1**. Sidewalk repairs (tree roots, uplifted panels, etc.)	**T1**. Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
S2. Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)	**B2**. Designated bicycle lanes	**P2**. Providing ADA/AAB compliant curb ramps	**T2**. Improving transit connections for bicyclists, including: providing secure bicycle parking, signing
S3. Pedestrian signal & timing (minor updates)	**B3**. Bicycle parking fixtures and/or shelters at transit and other locations	**P3**. Detectable warning surfaces	**T3**. Transit shelter
S4. Changing pedestrian signal timing (i.e., lead pedestrian interval)	**B4**. On-street bicycle parking	**P4**. Pedestrian wayfinding signs	**T4**. Transit signal prioritization
S5. Radar speed feedback ("Your Speed") signs	**B5**. Provide bicycle-safe drain grates and other hardware	**P5**. Providing new sidewalks	**T5**. Bus pull-out areas
S6. Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances	**B6**. Bicycle boulevards	**P6**. Providing pedestrian buffer zones	**T6**. Railroad grade crossings improvements (signs, flange way fill, etc.)
S7. Additional regulatory signing (for existing regulations)	**B7**. Bicycle wayfinding signs	**P7**. Pedestrian Refuge Islands	**T7**. Transit contra-flow lanes
S8. Speed humps/speed tables	**B8**. Shared lane markings (sharrows)	**P8**. Curb extensions at pedestrian crossings	**T8**. Park-n-ride facilities
S9. Street lighting	**B9**. Bike route signs	**P9**. Crosswalks	**T9**. Transit-only lanes
S10. Road diets	**B10**. New shared use paths	**P10**. Widening existing sidewalks	**TO**. Tansit Facilities - Other
S11. Speed attenuation devices	**B11**. Designated Separated Bicycle Lane	**P11**. Accessible pedestrian signals	
S12. Roadway resurfacing or micro surfacing if restriping for new bicycle lanes	**B12**. Elimination of hazardous conditions on shared use paths	**P12**. New or improved crossing treatments at intersections, midblock, etc. including RRFB's and HAWK signals	
S13. Intersection reconstruction – reducing complexity and crossing distance	**B13**. Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)	**P13**. New pedestrian accommodations at existing traffic signals	
S14. New curbing or edging on uncurbed streets.	**BO**. Bicycle Facilities - Other	**P14**. Interim public plazas	
S15. Addition of or widening of shoulders		**P15**. Traffic re-routing to create pedestrian zones	
S16. Intersection signalization (major updates/upgrades & new Installation)		**P16**. Providing medians with ADA/AAB-compliant design	
S17. Traffic calming measures		**PO**. Pedestrian Facilities - Other	
S18. Roundabouts			
SO. Traffic & Safety - Other			

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.

Table 3. Complete Streets Needs Comparison Table: MassDOT vs. HSH

MassDOT	Howard Stein Hudson
Environmental Justice Populations	Environmental Justice Factors
	Persons with Disabilities
Safety	Pedestrian and Bicycle Crashes
ADA Accessibility	ADA Accessibility
Pedestrian Mobility	Pedestrian Latent Demand
	Pedestrian Level of Comfort
Bicycle Mobility	Bicycle Latent Demand
	Bicycle Level of Comfort

The prioritization criteria outlined by MassDOT are expanded upon by HSH to provide a more nuanced analysis of proposed projects.

Project Descriptions

The following projects are concept-level project proposals for Complete Streets improvements throughout the Town of Ware. Project identification is based on existing conditions analysis, community input, and conversations with Town staff.

West Street

WEST STREET AND PULASKI STREET CROSSING IMPROVEMENTS

Directly adjacent to Downtown Ware, Pulaski Street runs parallel to Main Street and connects to main roads on each end. Noted on the WikiMap as a dangerous crossing, the intersection was the site of a 2016 bicycle crash. The crosswalk across Pulaski Street at West Street is approximately 50 feet long, but the road narrows to approximately 22 feet as it continues east.

Curb extensions will be installed on both the north and south side of the Pulaski Street crossing to improve safety by shortening the pedestrian crossing distance, slowing turning speeds, and increasing visibility. Curb extensions will reduce crossing width as much as 20 feet and allow for the installation of new ADA-compliant curb ramps. An RRFB will be installed at the crosswalk across West Street, which will be shifted north approximately 10 feet to accommodate the installation of ADA-compliant curb ramps on both sides without relocating existing utility poles. The crosswalks across both Pulaski Street and West Street will be restriped and widened to eight feet. This project will be coordinated with the West Street Sidewalk Reconstruction, Road Diet, and Bike Lane Installation Project, which is also include in this plan.

Anticipated Construction Year: 2022

Cost Estimate: $115,000

WEST STREET SIDEWALK RECONSTRUCTION, ROAD DIET, AND BIKE LANE INSTALLATION

West Street provides access to all three Ware Schools and connects Downtown Ware to many restaurants and stores, including Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road. Projects on West Street cover the corridor between Main Street and Robbins Road are split into 12 phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – WEST STREET FROM MAIN STREET TO PULASKI STREET

Between Main Street and Pulaski Street on West Street (approximately 324 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes and a six- foot-wide unprotected bicycle lane on each side. The existing five-foot-wide sidewalks on both sides of West Street will be reconstructed. All improvements will be within the existing 44-foot-wide Right of Way (ROW). This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.

Anticipated Construction Year: Not scheduled

Cost Estimate: $250,000

PHASE 2 – WEST STREET FROM PULASKI STREET TO 36 WEST STREET (INCLUDES CROSSWALK)

Between Pulaski Street and 36 West Street on West Street (approximately 370 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes and a six- foot-wide unprotected bicycle lane on each side. The existing five-foot-wide sidewalks on both sides of West Street will be reconstructed. All improvements will be within the existing 44-foot-wide ROW. The crosswalk at 36 West Street will be restriped, and ADA-compliant curb ramps will be installed on each side. An RRFB will be added to complement this crosswalk. This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.

Anticipated Construction Year: Not scheduled

Cost Estimate: $350,000

PHASE 3 – WEST STREET FROM 36 WEST STREET TO 72 WEST STREET

Between 36 West Street and 72 West Street on West Street (approximately 510 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes and a six- foot-wide unprotected

bicycle lane on each side. The existing five-foot-wide sidewalks on both sides of West Street will be reconstructed. All improvements will be within the existing 44-foot-wide ROW.

Anticipated Construction Year: Not scheduled

Cost Estimate: $380,000

PHASE 4 – WEST STREET FROM 72 WEST STREET TO VERNON STREET (DOES NOT INCLUDE INTERSECTION)

Between 72 West Street and Vernon Street on West Street (approximately 631 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes and a six-foot-wide unprotected bicycle lane on each side. The existing five-foot wide sidewalks on both sides of West Street will be reconstructed. All improvements will be within the existing 44-foot-wide ROW.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

PHASE 5 – WEST STREET FROM VERNON STREET TO 110 WEST STREET

Between Vernon Street and 110 West Street on West Street (approximately 240 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes and a six-foot-wide unprotected bicycle lane on each side. The existing five-foot-wide sidewalks on both sides of West Street will be reconstructed. All improvements will be within the existing 44-foot-wide ROW.

High-visibility crosswalks will be striped at all four sides of the intersection of Vernon Street and West Street. ADA-compliant curb ramps will be installed on both sides of each crosswalk. New ADA-compliant pedestrian signals may be needed at the intersection of West Street and Vernon Street.

Anticipated Construction Year: Not scheduled

Cost Estimate: $380,000

PHASE 6 – WEST STREET FROM 110 WEST STREET TO 131 WEST STREET

Between 110 West Street and 131 West Street on West Street (approximately 450 feet, to the north end of the bridge over the Muddy Brook), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six- foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW.

Five-foot-wide sidewalks on the west side of West Street will be reconstructed between 110 West Street and 131 West Street (meeting the north end of the bridge), and five-foot-wide sidewalks on the east side of West Street will be reconstructed between 110 West Street and 117 West Street (matching the end of the existing sidewalk).

The existing crosswalk across West Street at 117 Palmer Road (between McDonald's and Sears) will be re-striped and upgraded with the installation of an RRFB, and a six-foot-wide pedestrian refuge island will be added to the center of the crosswalk. ADA-compliant curb ramps will be installed on each side of this crosswalk.

Anticipated Construction Year: Not scheduled
Cost Estimate: $350,000

PHASE 7 – WEST STREET FROM THE BRIDGE OVER THE MUDDY BROOK TO 143 WEST STREET (EXISTING MID-BLOCK CROSSING AT SOUTH END OF PROJECT INCLUDED)

Between 131 West Street and 143 West Street on West Street (approximately 500 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six-foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW.

Five-foot-wide sidewalks on the west side of West Street will be reconstructed from 131 West Street (meeting the south end of the bridge) and 143 West Street and five-foot-wide sidewalks on the east side of West Street will be reconstructed between 130 West Street (at the end of the existing fencing on the south side of the bridge) and 143 West Street. Because the bridge over the Muddy Brook is owned by MassDOT, work on the bridge must be coordinated with MassDOT.

A high-visibility crosswalk will be restriped at 143 West Street. ADA-compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks.

Anticipated Construction Year: Not scheduled
Cost Estimate: $380,000

PHASE 8 – WEST STREET FROM 143 WEST STREET TO 148 WEST STREET

Between 143 West Street and 148 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six-foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW.

Five-foot-wide sidewalks on the west side of West Street will be reconstructed between 143 West Street and 148 West Street, and five-foot-wide sidewalks on the east side of West Street will be constructed between 143 West Street and 148 West Street.

Anticipated Construction Year: Not scheduled
Cost Estimate: $160,000

PHASE 9 – WEST STREET FROM 148 WEST STREET TO 169 WEST STREET (EXISTING MID-BLOCK CROSSING AT SOUTH END OF PROJECT INCLUDED)

Between 148 West Street and 169 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six-foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW.

Five-foot-wide sidewalks on the west side of West Street will be reconstructed between 148 West Street and 169 West Street, and five-foot-wide sidewalks on the east side of West Street will be constructed between 148 West Street and 169 West Street.

A high-visibility crosswalk will be restriped at 169 West Street. ADA-compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks. Bike parking will be installed in front of Philip Plaza at 156 West Street.

Anticipated Construction Year: Not scheduled

Cost Estimate: $260,000

PHASE 10 – WEST STREET FROM 169 WEST STREET TO SOUTHERNMOST ENTRANCE TO PHILLIP PLAZA (INCLUDES ENTIRE INTERSECTION)

Between 169 West Street and the southernmost entrance to Phillip Plaza on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six- foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW.

Five-foot-wide sidewalks on the west side of West Street will be reconstructed between 169 West Street and the southernmost entrance to Phillip Plaza, and five-foot-wide sidewalks on the east side of West Street will be constructed between 169 West Street and the southernmost entrance to Phillip Plaza.

High-visibility crosswalks will be restriped on the south and west sides of the signalized southernmost entrance to Philip Plaza, and new high visibility crosswalks will be striped on the north and east sides of the intersection. Pedestrian signals will be added to accommodate these two new crosswalks, which may require signal timing updates and the installation of a new signal controller. ADA-compliant curb ramps will be installed on both sides of each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $330,000

PHASE 11 – WEST STREET FROM SOUTHERNMOST ENTRANCE TO PHILLIP PLAZA (EXCLUDES PLAZA INTERSECTION) TO HOMECREST AVENUE

Between the southernmost entrance to Phillip Plaza and Homecrest Avenue on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six- foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW. Five-foot-wide sidewalks on the both sides of West Street will be reconstructed between the southernmost entrance to Phillip Plaza and Homecrest Avenue. A new high visibility crosswalk will be striped across Homecrest Avenue. ADA-compliant curb ramps will be installed on both sides of each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $170,000

PHASE 12 – WEST STREET FROM HOMECREST AVENUE TO ROBBINS ROAD

Between Homecrest Avenue and Robbins Road on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11-foot-wide lanes, a six-foot-wide unprotected bicycle lane on each side, and a five-foot-wide sidewalk on each side within the 44-foot-wide ROW. Five-foot-wide sidewalks on the both sides of West Street will be reconstructed between Homecrest Avenue and Robbins Road. The high-visibility crosswalk will be restriped at 184 West Street and widened to be eight-feet-wide. ADA-compliant curb ramps will be installed on both sides of each crosswalk, and an RRFB will be installed to complement the crosswalk. Two speed feedback signs will be installed on West Street near the Town Senior Center, with one facing each direction at 185 West Street for northbound traffic and 173 West Street for southbound traffic.

Anticipated Construction Year: Not scheduled

Cost Estimate: $350,000

INELLIGIBLE PORTION

West of Robbins Road, Route 32 is state-owned and is currently not eligible for Complete Streets funding. To complement the Complete Streets-eligible improvements, five-foot-wide sidewalks should be constructed along the state-owned segment from Robbins Road to Brookside Manor on both sides of the street (approximately 3,100 feet per side). High-visibility crosswalks will be striped across Hillside Drive, Towne Street, Richfield Avenue, and Brookside Manor. A high-visibility crosswalk will be striped across Route 32 at the school entrance, and an RRFB will be installed to complement this crosswalk. ADA-compliant curb ramps will be installed on each side of all crosswalks.

ROBBINS ROAD BIKE CONNECTION

Robbins Road is a high comfort residential street connecting to West Street. At the road's dead-end, it connects to the Ware River Valley Rail Trail. Shared lane markings will be painted on Robbins

Road, and bike route signage will be installed along the street to alert drivers to bike traffic between the new West Street bike lanes and the Rail Trail.

Anticipated Construction Year: Not scheduled

Cost Estimate: $10,000

Main Street

MAIN STREET RECONSTRUCTION AND SIGNAL RE-TIMING

Main Street (Route 9) runs through the center of Downtown Ware. The Main Street ROW between the intersections with Church and Storrs Streets varies from 50 – 84 feet. Businesses and Town buildings line both sides of the street, and the dense street network adjacent to this corridor contributes to the high levels of pedestrian activity. Currently, on-street parking exists throughout the corridor.

The Town of Ware has developed a plan to reconstruct Main Street between Storrs Street on the west end and South Street/Church Street on the east end. The reconstruction calls for all new traffic signal mast arms and controllers and will include signal retiming at the three intersections of Main Street and West Street, Main Street and North Street, and Main Street and South Street/Church Street in addition to lane reassignment, crossing improvements, and ADA-compliant pedestrian treatments. A pedestrian phase and ADA-compliant pedestrian equipment will be installed.

Improvements are planned for the intersection of Main Street, South Street, and Church Street. Photo: HSH

The entire section of road will be repaved and restriped. New striping will include reassigned 11-foot-wide lanes and a six-foot-wide unprotected bicycle lane in each direction. A high-visibility crosswalk will be striped across Main Street on the west side of the intersection of Main Street and West Street. The existing crosswalk on the west side of South Street across Main Street will be relocated approximately 67 feet to the east, in front of Nenameseck Park at 52 Main Street. Design has been completed for this project. The MassDOT project number for this project is 607987, titled

"Intersection Improvements at Main Street, West Street, North Street, South Street & Church Street" in the Town of Ware, Hampshire County. This project is slated to begin construction in 2021.

Bike racks are not currently part of the MassDOT project for this corridor, but they will be added with the use of Complete Streets funding. Bike racks will be installed at 126 Main Street, in front of Town Hall.

Anticipated Construction Year: 2021

Cost Estimate: $20,000 bike racks plus $2,075,716 project cost

Church Street

SIDEWALK RECONSTUCTION, EXTENSION, AND CROSSING IMPROVEMENTS

Church Street serves as a key north-south connection between the Downtown neighborhood and Main Street. The road has sidewalks on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk's termination point.

Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017. Projects on Church Street cover the corridor between Main Street and the northern entrance to Grenville Park are split into nine phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – CHURCH STREET FROM MAIN STREET TO PLEASANT STREET

The existing five-foot-wide sidewalks will be reconstructed on both sides of Church Street between Main Street and Pleasant Street (approximately 550 feet on each side), and ADA-compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian crossing signage (Manual on Uniform Traffic Control Devices (MUTCD)W11-2) will be installed at each crosswalk, and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

A curb extension will be added at the crosswalk across Church Street at Otis Avenue on the east side to shorten crossing distance and serve as a traffic calming mechanism, and the crosswalk will be re-striped. The crosswalk across Otis Avenue will also be restriped.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

PHASE 2 – CHURCH STREET FROM PLEASANT STREET TO HIGH STREET

Two speed feedback signs will be installed, with one facing each direction at 29 Church Street and 30 Church Street. The existing five-foot-wide sidewalks will be reconstructed on both sides of Church Street between Pleasant Street and High Street (approximately 500 feet on each side), and ADA-compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk, and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

Anticipated Construction Year: Not scheduled

Cost Estimate: $270,000

PHASE 3 – CHURCH STREET FROM HIGH STREET TO COTTAGE STREET

The existing five-foot-wide sidewalks will be reconstructed on both sides of Church Street between High Street and Cottage Street (approximately 750 feet on each side), and ADA-compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk, and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB. The two crosswalks on Church Street between High Street and Prospect Street will be restriped at the location of the existing crosswalks, and pedestrian crossing signage (MUTCD W11-2) will be installed at both crossings.

Anticipated Construction Year: Not scheduled

Cost Estimate: $370,000

PHASE 4 – CHURCH STREET FROM COTTAGE STREET TO 68 CHURCH STREET

The existing five-foot wide sidewalks will be reconstructed on both sides of Church Street between Cottage Street and 68 Church Street (the entrance to Grenville Park, approximately 470 feet on each side), and ADA-compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk, and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

Anticipated Construction Year: Not scheduled

Cost Estimate: $250,000

PHASE 5 – CHURCH STREET FROM 68 CHURCH STREET TO WALNUT STREET

The existing five-foot-wide sidewalks will be reconstructed on both sides of Church Street between 68 Church Street and Walnut Street (approximately 410 feet on each side), and ADA-compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk, and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

The crosswalk at 69 Church Street between the Church Street School Senior Housing and the main entrance to Grenville Park will be restriped, and ADA-compliant curb ramps will be added on each side. An RRFB will be installed to complement this crosswalk.

The existing crosswalk across Church Street south of Walnut Street will be moved approximately 10 feet to the south to align the crosswalk perpendicular to Church Street and shorten crossing distance. A high-visibility crosswalk will be striped across Walnut Street at Church Street, and ADA-compliant curb ramps will be installed on both ends of each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $310,000

PHASE 6 – CHURCH STREET FROM HIGHLAND STREET TO OLD GILBERTVILLE ROAD

A new five-foot-wide sidewalk will be constructed on the east side of Church Street between Highland Street and Old Gilbertville Road. This will extend from the existing sidewalk on Church Street (approximately 570 feet). The sidewalk will create the start of a connection to the northern entrance of Grenville Park that will be completed in Phase 7. In some locations, the road has no curb and drainage may need to be added.

Without a curb, cars park on the sidewalk on Church Street. Photo: HSH

A high-visibility crosswalk with ADA-compliant curb ramps and pedestrian crossing signage will be installed across Church Street on the south side of Old Gilbertville Road, and an RRFB will be installed to complement this crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $270,000

PHASE 7 – CHURCH STREET FROM OLD GILBERTVILLE ROAD TO GRENVILLE PARK ENTRANCE

A new five-foot-wide sidewalk will be constructed on the east side of Church Street between Old Gilbertville Road and the northern entrance of Grenville Park. This will extend from the sidewalk constructed in Phase 6 on Church Street (approximately 650 feet). The sidewalk will complete the connection to the northern entrance of Grenville Park that was started in Phase 6. In some locations, the road has no curb and drainage may need to be added.

Anticipated Construction Year: Not scheduled

Cost Estimate: $180,000

PHASE 8 – CHURCH STREET FROM WALNUT STREET TO 102 CHURCH STREET

The existing five-foot-wide sidewalk will be reconstructed north of Walnut Street on the east side of Church Street to 102 Church Street (approximately 725 feet).

Anticipated Construction Year: Not scheduled

Cost Estimate: $160,000

PHASE 9 – CHURCH STREET FROM 102 CHURCH STREET TO HIGHLAND STREET

The existing five-foot-wide sidewalk will be reconstructed on the east side of Church Street between 102 Church Street and Highland Street (approximately 725 feet).

Anticipated Construction Year: Not scheduled

Cost Estimate: $160,000

North and West of Downtown

REED MUNICIPAL POOL/BEAUREGARD MEMORIAL PLAYGROUND SIDEWALK CONSTRUCTION AND CROSSING IMPROVEMENTS

Located off West Main Street, Reed Municipal Pool and Beauregard Memorial Playground are close to Downtown Ware. Reed Municipal Pool is the only public pool in Ware. Currently, sidewalks run along West Main Street on both sides of the road at this location, and a crosswalk runs across West Main Street at the park entrance; however, the park driveway has no sidewalks to connect the existing sidewalks to the pool and playground facilities. Residents have expressed concerns about the driveway, noting that it is only wide enough for one car, forcing pedestrians to walk in the grass or wait in the adjacent tree line until a car passes. This crosswalk was the site of a 2017 bicycle crash.

A five-foot-wide sidewalk will be constructed on the east side of the driveway, connecting the sidewalk on West Main Street to the pool and playground (approximately 450 feet). The existing

guard rail that runs along the north side of West Main Street in front of the park will need to be modified to accommodate the new sidewalk, which will require coordination with MassDOT. Some permitting will be required with this project as it is located within an area of rare wildlife.

Anticipated Construction Year: 2023

Cost Estimate: $100,000

INELLIGIBLE PORTION

A high-visibility crosswalk with curb extensions to the edge of the existing shoulders and ADA-compliant curb ramps will be striped in place of the existing crosswalk across West Main Street. An RRFB will also be installed at the crosswalk. Some permitting will be required with this project as it is located within an area of rare wildlife. This section of road is owned by MassDOT, which renders it ineligible for Complete Streets funding at the completion of this report.

GOULD ROAD SIDEWALK CONSTRUCTION AND SCHOOL ACCESS

Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools. Projects on Gould Road cover the corridor between West Main Street and West Street are split into four phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – GOULD ROAD FROM WEST STREET TO SCHOOL ENTRANCE DRIVEWAY

On the east side of Gould Road, sidewalk will be constructed between West Street/Route 32 and the School Entrance Driveway (approximately 615 feet). A high-visibility crosswalk will be striped across the school parking lot driveway adjacent to 1st Avenue. An additional new high-visibility crosswalk will be added across Gould Road at the school parking lot driveway; this unsignalized crosswalk will be complemented with pedestrian crossing signage (MUTCD W11-2). The crosswalk across Gould Road at West Street/Palmer Street/Route 32 will be restriped, and pedestrian crossing signage (MUTCD W11-2) will be installed. ADA-compliant curb ramps will be installed on both sides of each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $200,000

PHASE 2 – GOULD ROAD FROM SCHOOL ENTRANCE DRIVEWAY TO 4TH AVENUE

On the east side of Gould Road, a sidewalk will be constructed between the School Entrance Driveway and 4th Avenue (approximately 670 feet). A five-foot-wide sidewalk will be constructed on the west side of Gould Road between the school entrance and 4th Avenue (approximately 670 feet).

High-visibility crosswalks will be striped across 1st, 2nd, 3rd, and 4th Avenue. An additional new high-visibility crosswalk will be added across Gould Road at 4th Avenue; this unsignalized crosswalk will be complemented with pedestrian crossing signage (MUTCD W11-2). ADA-compliant curb ramps will be installed on both sides of each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $180,000

PHASE 3 – GOULD ROAD FROM 4TH AVENUE TO 44 GOULD ROAD

A five-foot-wide sidewalk will be constructed on the west side of Gould Road between 4th Avenue and 44 Gould Road (approximately 1,300 feet). A high-visibility crosswalk will be striped across Wildflower Drive. ADA-compliant curb ramps will be installed on both sides of this crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $310,000

PHASE 4 – GOULD ROAD FROM 44 GOULD ROAD TO WEST MAIN STREET

A five-foot-wide sidewalk will be constructed on the west side of Gould Road between 44 Gould Road and West Main Street (approximately 890 feet).

Anticipated Construction Year: Not scheduled

Cost Estimate: $380,000

NORTH STREET SIDEWALK RECONSTRUCTION AND EXTENSION

North Street, like Church Street, provides connectivity to Downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town. Projects on North Street cover the corridor between Main Street and Greenwich Road are split into 10 phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – NORTH STREET FROM MAIN STREET TO PLEASANT STREET

A five-foot-wide sidewalk on the west side of North Street will be reconstructed between Main Street and Pleasant Street (approximately 575 feet). ROW and grading limit the ability to install sidewalk on the east side of North Street, but the existing portion of five-foot-wide sidewalk between Main Street and Pleasant Street (approximately 575 feet) will be reconstructed.

New high-visibility crosswalks will be installed across North Street in front of the Police Department. Each new crosswalk will have ADA-compliant curb ramps on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

Anticipated Construction Year: Not scheduled
Cost Estimate: $140,000

PHASE 2 – NORTH STREET FROM PLEASANT STREET TO HIGH STREET

The five-foot-wide sidewalk on the west side of North Street will be reconstructed between Pleasant Street and High Street (approximately 530 feet). ROW and grading limit the ability to install a sidewalk on the east side of North Street, but the existing portion of five-foot-wide sidewalk between Pleasant Street and Main Street (approximately 500 feet) will be reconstructed.

ADA-compliant curb ramps will be installed at all existing crossings within the corridor, and high-visibility crosswalks will be striped (Park Avenue, Vigeant Street, and High Street). New high-visibility crosswalks will be installed across North Street at High Street, Vigeant Street, and Park Avenue. Each new crosswalk will have ADA-compliant curb ramps on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

Anticipated Construction Year: Not scheduled
Cost Estimate: $320,000

PHASE 3 – NORTH STREET FROM HIGH STREET TO SCHOOL STREET

The five-foot-wide sidewalk on the west side of North Street will be reconstructed between High Street and School Street (approximately 950 feet). ROW and grading limit the ability to install a sidewalk on the east side of North Street, but the existing portions of five-foot-wide sidewalk between School Street and Cottage Street (approximately 200 feet), and Prospect Street and High Street (approximately 300 feet) will be reconstructed.

ADA-compliant curb ramps will be installed at all existing crossings within the corridor, and high-visibility crosswalks will be striped (Dale, Prospect, and School Streets). New high-visibility crosswalks will be installed across North Street at School Street and Cottage Street. Each new crosswalk will have ADA-compliant curb ramps on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

Anticipated Construction Year: Not scheduled
Cost Estimate: $360,000

PHASE 4 – NORTH STREET FROM SCHOOL STREET TO BELMONT STREET

The five-foot-wide sidewalk on the west side of North Street will be reconstructed between School Street and Belmont Street (approximately 1,065 feet). ROW and grading limit the ability to install

sidewalk on the east side of North Street, but the existing portions of five-foot-wide sidewalk between Walnut Street and School Street (approximately 200 feet) will be reconstructed.

ADA-compliant curb ramps will be installed at all existing crossings within the corridor, and high-visibility crosswalks will be striped (Sherwin Street, Walnut Street, Gareau Avenue, Wrin Street, Belmont Street). New high-visibility crosswalks will be installed across North Street at Belmont Street and Sherwin Street. Each new crosswalk will have ADA-compliant curb ramps on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

Anticipated Construction Year: Not scheduled
Cost Estimate: $330,000

PHASE 5 – NORTH STREET FROM BELMONT STREET TO 190 NORTH STREET

The five-foot-wide sidewalk on the west side of North Street will be reconstructed between Belmont Street and Pearl Street (approximately 510 feet). ROW and grading limit the ability to install sidewalk on the east side of North Street.

ADA-compliant curb ramps will be installed at all existing crossings within the corridor, and high-visibility crosswalks will be striped (Highland and Pearl Streets). A new high-visibility crosswalk will be installed across North Street at Highland Street. The new crosswalk will have ADA-compliant curb ramps on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

A five-foot-wide sidewalk will be installed on the southwest side of North Street between Pearl Street and 190 North Street (approximately 500 feet), connecting into the existing sidewalk on the south end.

Anticipated Construction Year: Not scheduled
Cost Estimate: $290,000

Crosswalks on North Street will be upgraded with ADA accessible curb ramps with tactile warning strips. Photo: HSH

PHASE 6 – NORTH STREET FROM 190 NORTH STREET TO 196 NORTH STREET

A five-foot-wide sidewalk will be installed on the southwest side of North Street between 190 North Street and 196 North Street (approximately 600 feet). This part of the project appears to require new drainage.

Anticipated Construction Year: Not scheduled

Cost Estimate: $280,000

PHASE 7 – NORTH STREET FROM 196 NORTH STREET TO POND BROOK PARK

A five-foot-wide sidewalk will be installed on the southwest side of North Street between 196 North Street and Pond Brook Park (approximately 500 feet). This part of the project appears to require new drainage.

Anticipated Construction Year: Not scheduled

Cost Estimate: $250,000

PHASE 8 – NORTH STREET FROM POND BROOK PARK TO 230 NORTH STREET

A five-foot-wide sidewalk will be installed on the southwest side of North Street between Pond Brook Park and 230 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing, so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.

Anticipated Construction Year: Not scheduled

Cost Estimate: $250,000

PHASE 9 – NORTH STREET FROM 230 NORTH STREET TO 238 NORTH STREET

A five-foot-wide sidewalk will be installed on the southwest side of North Street between 230 North Street and 238 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing, so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.

Anticipated Construction Year: Not scheduled

Cost Estimate: $250,000

PHASE 10 – NORTH STREET FROM 238 NORTH STREET TO GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the southwest side of North Street between 238 North Street and Greenwich Road (approximately 500 feet). North Street near Sheehy Road is adjacent to

wetlands, so permitting may be required. There is also a brook crossing, so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage. The existing stop sign at the corner of North Street and Greenwich Road will be replaced with a flashing stop sign, as residents report that vehicles rarely stop at this intersection.

Anticipated Construction Year: Not scheduled

Cost Estimate: $290,000

PLEASANT STREET ACCESSIBILITY IMPROVEMENTS, SHARED LANE MARKINGS, AND INTERSECTION IMPROVEMENTS

Pleasant Street runs parallel to Main Street to the north, connecting Greenwich Road to Downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, a sidewalk runs along the north side of Pleasant Street but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery). Projects on Pleasant Street cover the corridor between Park Street and Greenwich Road are split into eight phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – PLEASANT STREET FROM PARK STREET TO CHURCH STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Park Street and Church Street (approximately 530 feet), and ADA-compliant curb ramps will be installed at each crossing (Park Street). The five-foot-wide sidewalk on the south side of Pleasant Street will be reconstructed between Park Street and Church Street, and ADA-compliant curb ramps will be added at each crossing (Park Street).

Shared lane markings will be striped on the street between Park Street and Church Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section. The stop signs on Pleasant Street at the intersection of Church and Pleasant Streets will both be replaced with flashing stop signs.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

PHASE 2 – PLEASANT STREET FROM CHURCH STREET TO BANK STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Church Street and Bank Street (approximately 390 feet), and ADA-compliant curb ramps will be installed at each crossing (Bank Street). The five-foot-wide sidewalk on the south side of Pleasant Street will be reconstructed between Church Street and Bank Street, and ADA-compliant curb ramps will be added at each crossing (Bank Street).

Shared lane markings will be striped on the street between Park Street and Bank Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $360,000

PHASE 3 – PLEASANT STREET FROM BANK STREET TO NORTH STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Bank Street and North Street (approximately 380 feet). The five-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Bank Street and North Street.

Shared lane markings will be striped on the street between Bank Street and North Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $240,000

PHASE 4 – PLEASANT STREET FROM NORTH STREET TO ASPEN STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between North Street and Aspen Street (approximately 615 feet), and ADA-compliant curb ramps will be installed at each crossing (Parker Street). The five-foot-wide sidewalk on the south side of Pleasant Street will be reconstructed between North Street and Aspen Street, and ADA-compliant curb ramps will be added at each crossing (Parker Street).

Shared lane markings will be striped on the street between Bank Street and Aspen Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $330,000

PHASE 5 – PLEASANT STREET FROM ASPEN STREET TO 100 PLEASANT STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street (approximately 550 feet). The five-foot-wide sidewalk on the south side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street.

Shared lane markings will be striped on the street between Aspen Street and 100 Pleasant Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $300,000

PHASE 6 – PLEASANT STREET FROM 100 PLEASANT STREET TO 112 PLEASANT STREET

The five-foot-wide sidewalk on the northeast side of Pleasant Street will be reconstructed between 100 Pleasant Street and 112 Pleasant Street (approximately 550 feet). The five-foot-wide sidewalk on the south side of Pleasant Street will be reconstructed between 100 Pleasant Street and 112 Pleasant Street. A new high-visibility crosswalk will be striped at 112 Pleasant Street with ADA-complaint curb ramps on each side, and an RRFB will be installed to complement the crosswalk.

Shared lane markings will be striped on the street between Aspen Street and 112 Pleasant Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $380,000

PHASE 7 – PLEASANT STREET FROM 112 PLEASANT STREET TO 132 PLEASANT STREET

The five-foot-wide sidewalk on the north side of the road will be extended to the pull-off at 134 Pleasant Street – Snow's Pond (approximately 313 feet), terminating due to width restrictions on the bridge at 134 Pleasant Street. The existing five-foot-wide sidewalk will be extended on the south side of Pleasant Street from 112 Pleasant Street to Barnes Street to provide a connection to Kubinski Playing Field. The Town of Ware owns the property between 112 Pleasant Street and Barnes Street.

Shared lane markings will be striped on the street between 112 Pleasant Street and 134 Pleasant Street, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $270,000

PHASE 8 – PLEASANT STREET FROM 132 PLEASANT STREET TO GREENWICH ROAD

The sidewalk south of the bridge, extended in Phase 5, terminates due to width restrictions on the bridge at 134 Pleasant Street. A five-foot-wide sidewalk will be installed on the north side of this bridge, on the northeast side of Pleasant Street from 136 Pleasant Street to Greenwich Road (approximately 585 feet). A high-visibility crosswalk with ADA-compliant curb ramps will provide connection to the new sidewalk on the west side of Greenwich Road. An RRFB will be installed to complement this crosswalk.

Shared lane markings will be striped on the street between 134 Pleasant Street and Greenwich Road, and "Share the Road" (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

Anticipated Construction Year: Not scheduled

Cost Estimate: $380,000

GREENWICH ROAD SIDEWALK INSTALLATION

Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road. Projects on Greenwich Road cover the corridor between Pleasant Street and North Street are split into six phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – GREENWICH ROAD FROM PLEASANT STREET TO 19 GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the west side of the road between Pleasant Street and 19 Greenwich Road (approximately 900 feet).

Anticipated Construction Year: Not scheduled

Cost Estimate: $330,000

PHASE 2 – GREENWICH ROAD FROM 19 GREENWICH ROAD TO 25 GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the west side of the road between 19 Greenwich Road and 25 Greenwich Road (approximately 400 feet).

Anticipated Construction Year: Not scheduled

Cost Estimate: $180,000

PHASE 3 – GREENWICH ROAD FROM 25 GREENWICH ROAD TO 31 GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the west side of the road between 25 Greenwich Road and 31 Greenwich Road (approximately 400 feet). A high-visibility crosswalk will be installed across

Greenwich Road at 31 Greenwich Road with ADA-compliant curb ramps on each side. An RRFB will complement the crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $290,000

PHASE 4 – GREENWICH ROAD FROM 31 GREENWICH ROAD TO 42 GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the east side of Greenwich Road between 31 Greenwich Road and 42 Greenwich Road (approximately 900 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

PHASE 5 – GREENWICH ROAD FROM 42 GREENWICH ROAD TO 46 GREENWICH ROAD

A five-foot-wide sidewalk will be installed on the east side of Greenwich Road between 42 Greenwich Road and 46 Greenwich Road (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

Anticipated Construction Year: Not scheduled

Cost Estimate: $370,000

PHASE 6 – GREENWICH ROAD FROM 46 GREENWICH ROAD TO NORTH STREET

A five-foot-wide sidewalk will be installed on the east side of Greenwich Road between 46 Greenwich Road and North Street (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

Anticipated Construction Year: Not scheduled

Cost Estimate: $370,000

South and East of Downtown

SOUTH STREET AT PULASKI STREET CROSSING IMPROVEMENTS

South Street at Pulaski Street is divided into two parts by Nenameseck Park. The eastern part of the road is a two-way road that meets Main Street at a signalized intersection. The western part of the road is a one-way, one-lane southbound street with parking on the west side. Currently, pedestrian access across Pulaski Street is only provided from the sidewalk along Nenameseck Park.

A high-visibility crosswalk with ADA-compliant curb ramps on each side will be striped across the western part of South Street at Pulaski Street. The existing crosswalk across Pulaski Street will be restriped to be eight-feet-wide, and the existing ramps will be replaced with ADA-compliant curb ramps. The crosswalk across the eastern section of South Street will be restriped to be eight-feet-wide, and new ADA-compliant curb ramps will be installed on either side. Pedestrian crossing signage (MUTCD W11-2) will be installed at each crosswalk.

Anticipated Construction Year: Not scheduled

Cost Estimate: $120,000

PULASKI STREET TRAFFIC CALMING AND SIDEWALK RECONSTRUCTION

Pulaski Street, running adjacent and parallel to Main Street, is frequently used as a cut through street to avoid multiple signalized intersections on Main Street. Cut throughs have resulted in high vehicle speeds through this residential corridor. Multiple residents commented on the poor condition of the sidewalks on this street. Projects on Pulaski Street cover the corridor between West Street and South Street are split into two phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – PULASKI STREET FROM WEST STREET TO 32 PULASKI STREET (DOES NOT INCLUDE NEW CROSSING)

The five-foot-wide sidewalk will be reconstructed on both sides of the street (approximately 500 feet). A curb extension will be installed on the north side of the road with a new high-visibility mid-block crosswalk at 37 Pulaski Street. ADA-compliant curb ramps will be installed on each side. Pedestrian crossing signage (MUTCD W11-2) will be installed at the crosswalk across Pulaski Street, and Pedestrian Crossing Ahead signage will be installed before the crosswalk across Pulaski Street. High-visibility crosswalks will be striped across Webb and Buckley Courts, and ADA-compliant curb ramps will be installed at each side of both crosswalks.

Anticipated Construction Year: 2024

Cost Estimate: $215,000

PHASE 2 – PULASKI STREET FROM 32 PULASKI STREET TO SOUTH STREET (INCLUDES NEW CROSSING)

The five-foot-wide sidewalk will be reconstructed on both sides of the street (approximately 525 feet). A curb extension will be installed on the north side of the road with a new high-visibility mid-block crosswalk at 37 Pulaski Street. ADA-

Thin crosswalks at the intersection of Pulaski and South Streets need to be widened. Photo: HSH

compliant curb ramps will be installed on each side. Pedestrian crossing signage (MUTCD W 11-2) will be installed at the crosswalk across Pulaski Street, and Pedestrian Crossing Ahead signage will be installed before the crosswalk across Pulaski Street. High-visibility crosswalks will be striped across Webb and Buckley Courts, and ADA-compliant curb ramps will be installed at each side of both crosswalks.

Anticipated Construction Year: 2025

Cost Estimate: $124,000

CHESTNUT STREET SIDEWALK IMPROVEMENTS AND INTERSECTION RECONSTRUCTION

Chestnut Street provides a connection between the Baystate Mary Lane Outpatient Center and neighborhoods east of Downtown Ware. The street was identified by residents in the WikiMap as a heavily traveled pedestrian corridor; however, the sidewalk is in disrepair to the point that pedestrians often choose to walk in the street rather than on the sidewalk. The sidewalk on the west side of the street currently runs from Maple Street to Elm Street, while sidewalk on the east side of the street continues the entire length from Maple Street to South Street. Projects on Chestnut Street cover the corridor between Maple Street and South Street are split into two phases to fall within the $400,000 Complete Streets Program funding maximum.

PHASE 1 – CHESTNUT STREET FROM MAPLE STREET TO UNION STREET

The five-foot-wide sidewalk will be reconstructed on the east side of the Chestnut Street between Maple Street and Union Street (approximately 1,120 feet), and the existing five-foot-wide sidewalk on the west side of the street will be reconstructed (approximately 310 feet).

A high-visibility crosswalk with ADA-compliant curb ramps will be striped across Elm Street; because Elm Street does not currently have curbs, drainage may need to be modified at this intersection. Additional high-visibility crosswalks will be striped across Union Street and Greenway Avenue. The existing crossing at Union Street across Chestnut Street will be restriped, and pedestrian crossing signage (MUTCD W11-2) will be added. ADA-compliant curb ramps will be installed on both sides at each of these four crossings.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

PHASE 2 – CHESTNUT STREET FROM UNION STREET TO SOUTH STREET

The five-foot-wide sidewalk will be reconstructed on the east side of the Chestnut Street (approximately 850 feet). An additional high-visibility crosswalk will be striped across Mirabile Drive. ADA-compliant curb ramps will be installed on both sides at this crossing.

Chestnut Street intersects with South Street at an angle, resulting in a large, unclear intersection and a lengthy pedestrian crossing. A triangular curb extension or paint will be added to the southeast corner of the intersection, requiring vehicles to turn right onto Chestnut Street rather than continuing straight at the fork. This will shorten the existing crosswalk from approximately 60 feet to approximately 35 feet, while also serving as a traffic calming measure for vehicles moving from South Street to Chestnut Street.

Anticipated Construction Year: Not scheduled

Cost Estimate: $290,000

EAST STREET UNDERPASS ACCESSBILITY IMPROVEMENTS

East Street connects all neighborhoods east of Downtown Ware to Downtown businesses as well as neighborhoods south of Main Street. The road passes underneath the existing railroad tracks between Knox Avenue and Mechanic Street. This portion of East Street has a sidewalk along the south side of the road, but the crossings are not accessible.

Existing conditions at the East Street Underpass. Photo: HSH

ADA-compliant curb ramps will be added on both sides on the Mechanic Street crosswalk at East Street, and the existing crosswalk will be restriped. The crosswalk across Knox Avenue at East Street will be restriped, and an ADA-compliant curb ramp will be installed on the east side of the crosswalk. The existing step on the sidewalk will be converted into an ADA compliant ramp.

Due to the proximity of this project to the Massachusetts Central Railroad, ROW ownership must be confirmed, and railroad permits will be required for construction.

Anticipated Construction Year: Not scheduled

Cost Estimate: $400,000

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