

Chickering Elementary & Cross Street Sidewalk Proposal

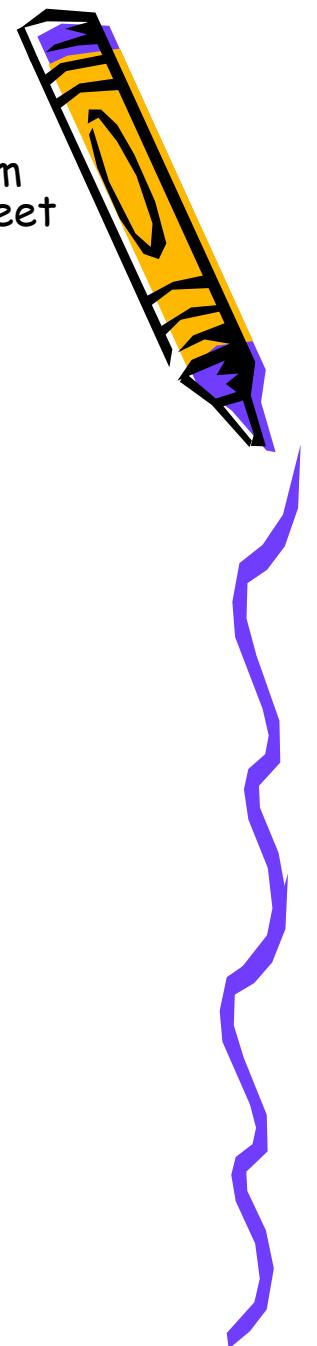
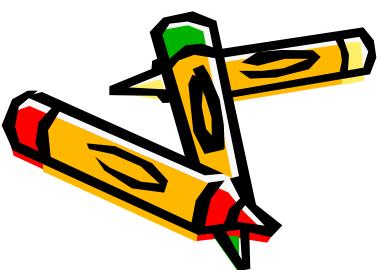


Presented by

Rick Garron, Resident & Co-owner Precious Beginnings

Warrant Article

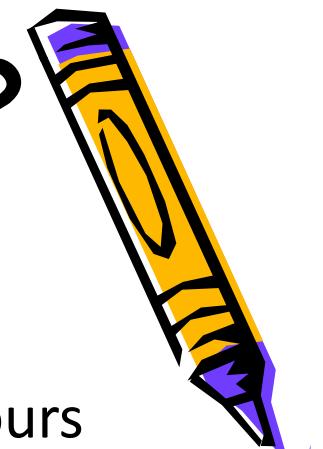
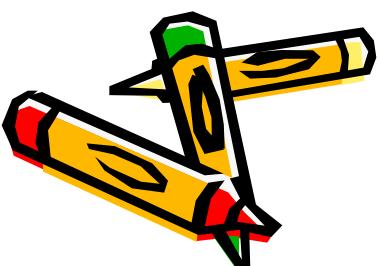
To see if the Town will vote to raise and appropriate or transfer from available funds, a sum of money to construct a sidewalk on Cross Street from the intersection of Cross Street and Centre Street to the Chickering Elementary School.



Why do we need a sidewalk?

Safety

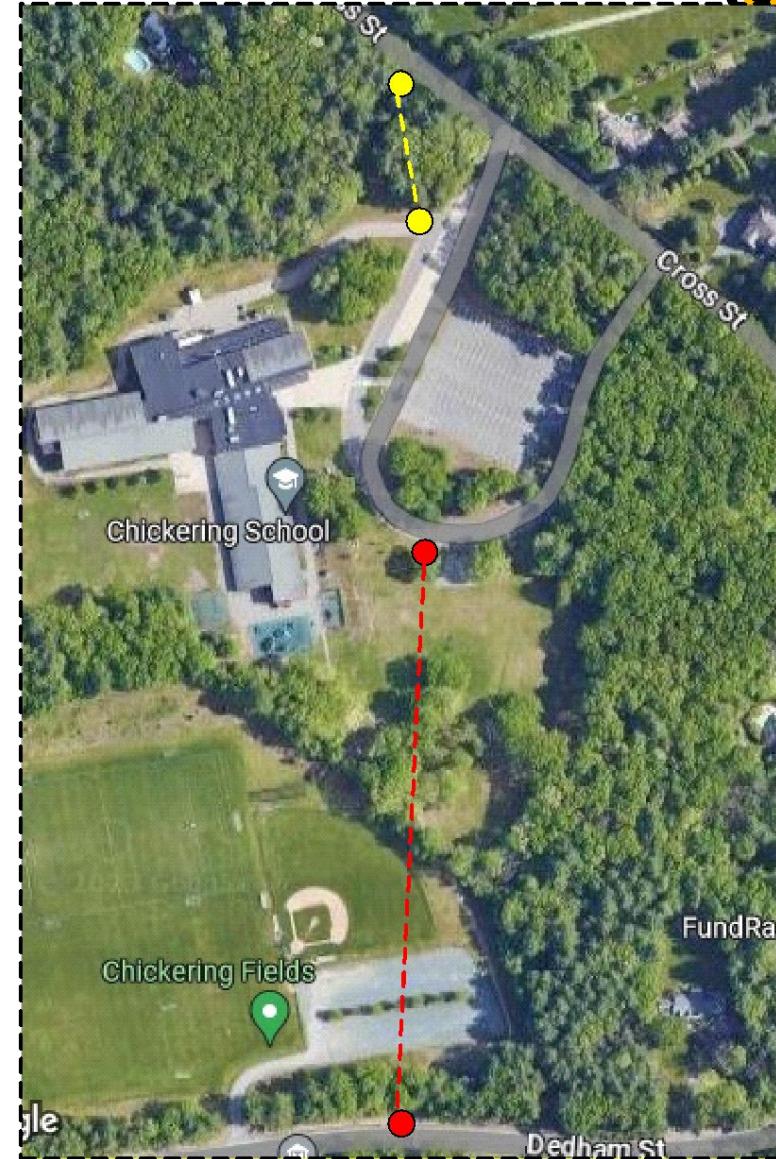
- Eliminate existing issues during weekday morning hours when Pedestrians are in the roadway while Elementary staff are arriving for school and busses/parents are dropping off students.
- There has been a dramatic increase in drop off traffic at Chickering Elementary school from September 2020 to present times. This coincides with the earlier start time of 7:50am (and possibly Covid).



Why do we need a sidewalk? (cont.)

Visibility (Safety)

- Existing walkway between Dedham Ave and Chickering Elementary has limited visibility between paved/Police patrolled areas, the **RED** circles represents a distance of about 280 yards.
- A Cross Street sidewalk would provide better visibility between paved areas, the **YELLOW** circles represent a distance of about 80 yards.

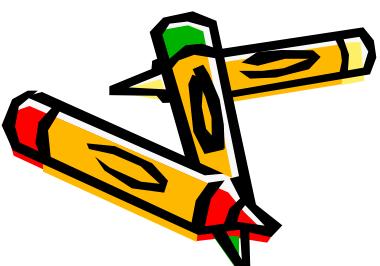


Why do we need a sidewalk? (cont.)

Access (safety)



- Provide safe walking to/from the center of town or anything in between for Chickering Elementary students.
- Centre Street pedestrians living near Cross Street will have safe walking access to Chickering Fields, Caryl Park, Tennis courts...etc.
- Overall improved safety for Elementary students, pedestrians (residents) & drivers on Cross Street.



Why do we need a sidewalk? (cont.)

Access (safety)

- This law puts vehicles on Cross Street headed to Chickering Elementary over the Yellow Line into oncoming traffic if they encounter a pedestrian.
- Sign for vulnerable road users on Pine Street in Medfield.



MOTORISTS GIVE 4 FEET TO PASS
IT'S THE NEW LAW

MOTORISTS GIVE 4 FT TO PASS


New Vulnerable Road Users Laws went into effect on April 1st, 2023 in Massachusetts. The law requires motorists to pass a vulnerable road user at a "safe passing distance" of at least 4 feet.

When passing a vulnerable road user or other vehicles, the motorist shall use all or part of an adjacent lane, crossing the centerline if necessary, "when it is safe to do so and adhering to the roadway speed limit".

WHO ARE VULNERABLE ROAD USERS:

People walking and biking
Roadside workers
People using wheelchairs or personal mobility devices
People using scooters, skateboards, roller skates
People on horses or in a horse-drawn carriage
People operating farm equipment on the roadway

To meet the largest group of vulnerable road users operating on the roadway, signs defining the required 4-foot safe passing distance will be posted along roadways that do not have designated bike lanes or separated bike paths.



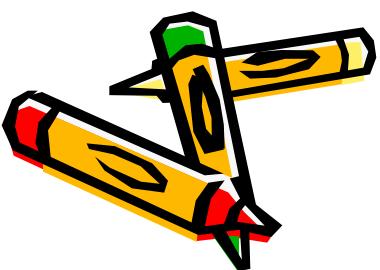
ALLOW AT LEAST 4 FEET TO PASS

massDOT
Massachusetts Department of Transportation

Why do we need a sidewalk? (cont.)

Access (safety)

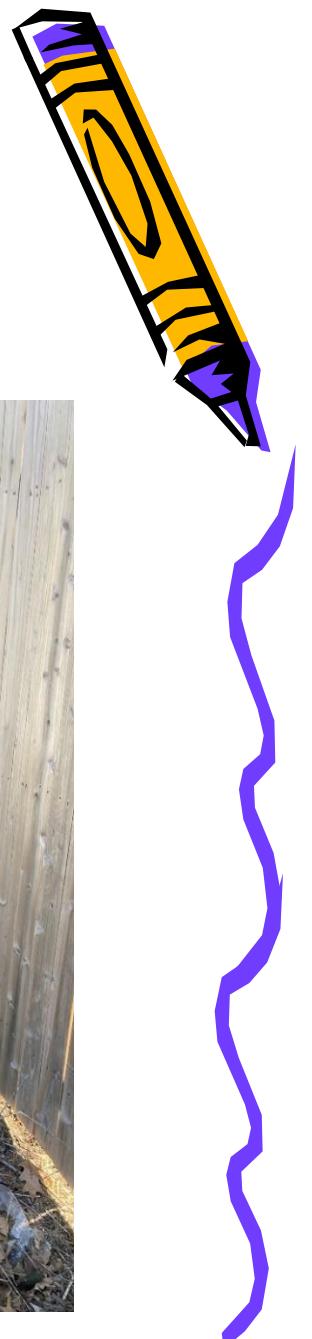
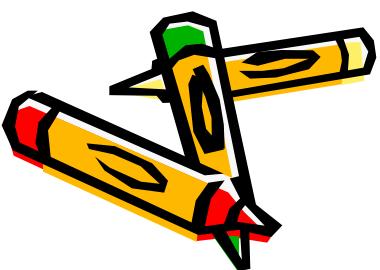
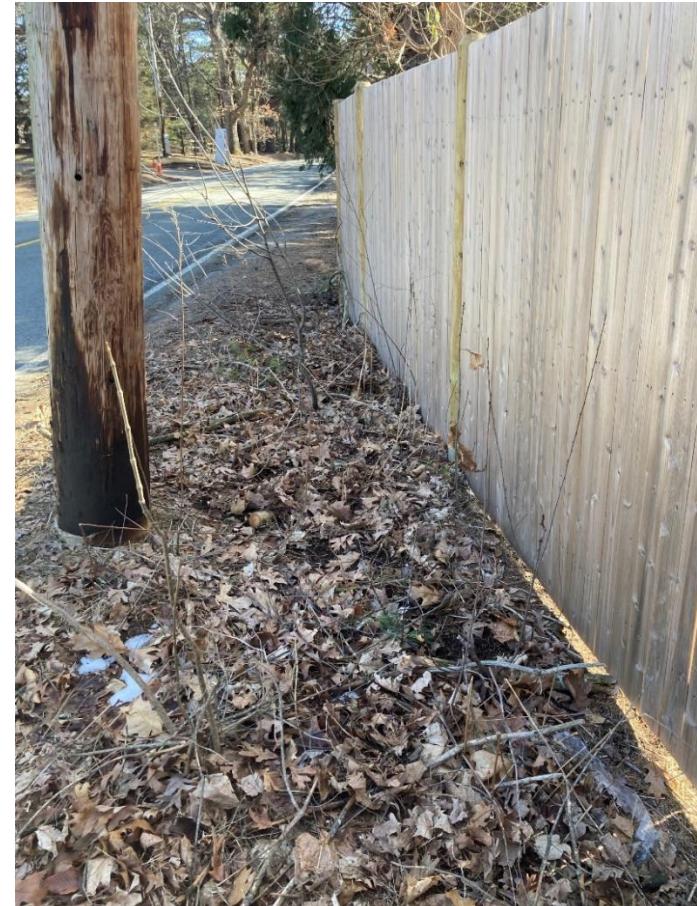
- This child backpack on Cross Street represents the vulnerable road user, the cones are set at 4 feet. A vehicle has about 4.5 feet in their lane while the rest of their vehicle must be in the opposite lane. Average vehicle width 6 feet, if you account for side mirrors 7 feet.



Design

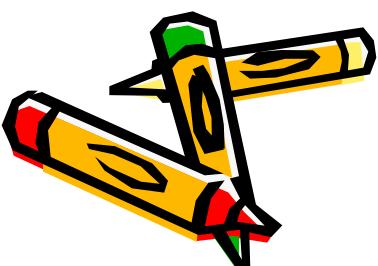
Should look like existing
sidewalks/walkways in Dover

- The anticipated design of this sidewalk is to avoid impact on any existing fences, trees, mailboxes or utility poles.
- For comparison, the Centre Street sidewalk has 12 direct abutters, this sidewalk would have 3 abutters.
- Pictured is the utility pole closest to Centre Street and the abutters fence at the corner of Cross and Centre.



Design (cont.)

- The town owns 40 feet of width for Cross street. The existing paved surface is 24 feet leaving 8 feet on either side of the paved surface (give or take based on survey data).
- The hope is to have a sidewalk that is minimally invasive on flora and fauna.
- Records for existing sidewalks in town indicate that sidewalk easements of up to 20 feet were recorded on deeds for private residences. These sidewalks were minimally invasive and flowed with the existing topography of the land they traverse.



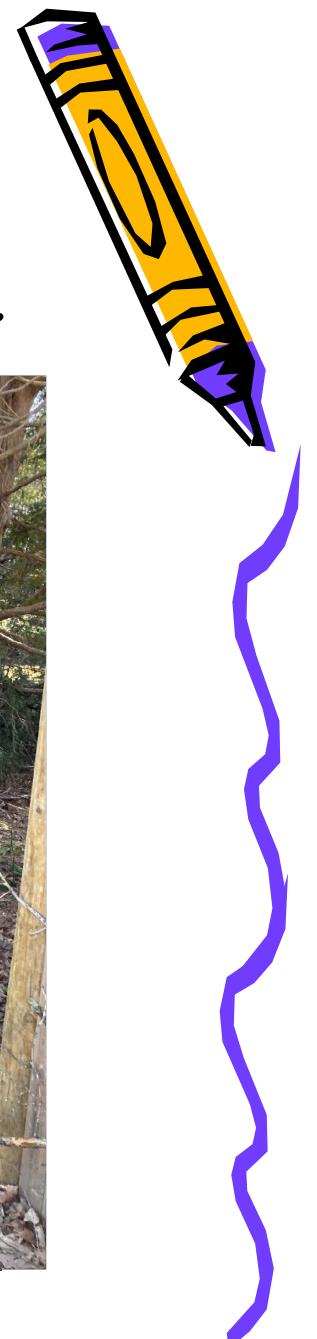
Design (cont.)

- For comparison sake of an existing sidewalk, pictured below is a portion of the sidewalk on Centre street. As you can see, the sidewalk goes around a tree and 20 feet onto the property at 34 Centre Street.



Proposed Design

Visual of what the sidewalk could look like beginning at the Centre/Cross street corner.



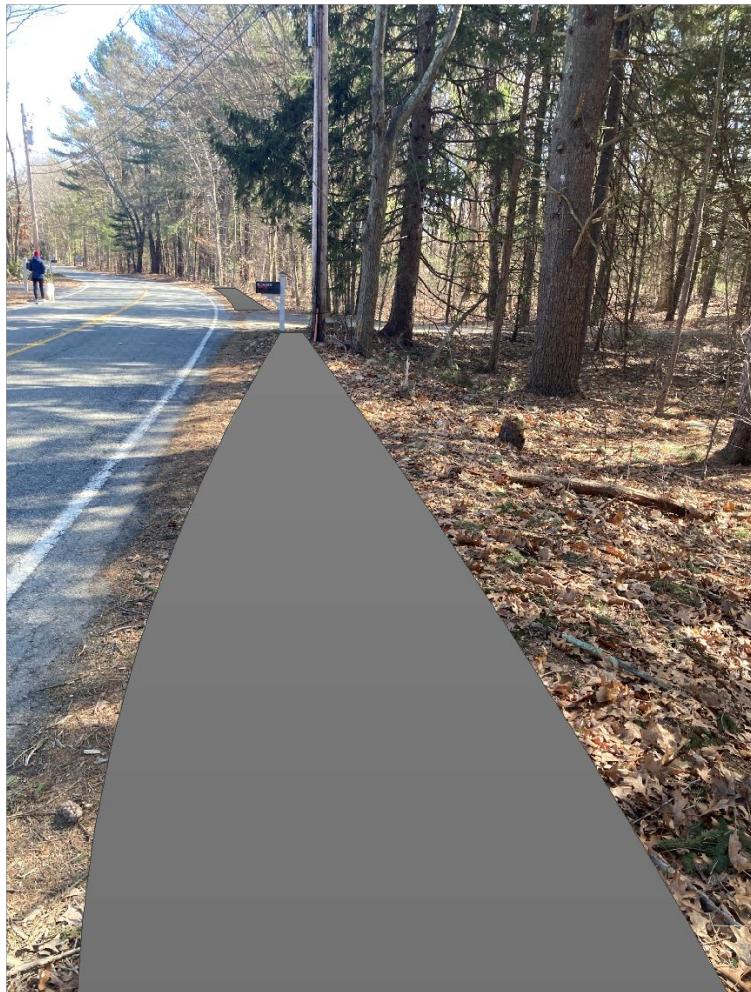
Proposed Design (cont.)

- Pictured below is the 2nd utility pole and the front of 7 Cross Street.



Proposed Design (cont.)

- Pictured below is the 3rd utility pole towards 11 Cross Street.



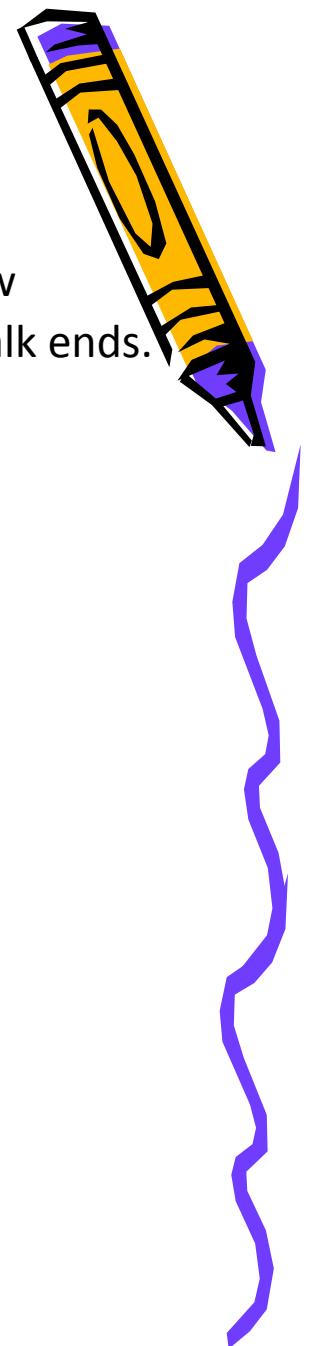
Proposed Design (cont.)

- Pictured below is the front of 11 Cross at the 4th utility pole and beyond to Chickering property.



Design (cont.)

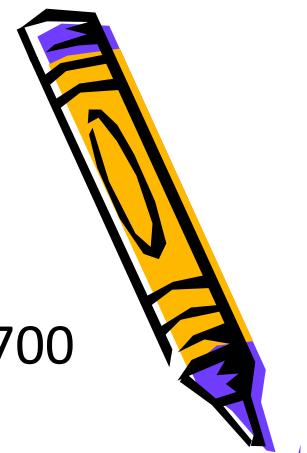
- Pictured below is the approach to Chickering property through access to the grassed/groomed area. Distance of approx. 700 feet on Cross Street. The new sidewalk would meet the access road at Chickering where the existing sidewalk ends.



Cost Proposals

Design & Construction

- LAL Engineering Group, Millis for survey & engineering - \$14,700



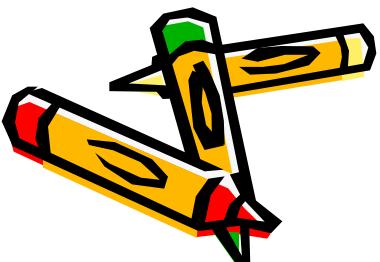
Below are 2 rough bids for construction from **paving** contractors:

- Asphalt Engineering, Bellingham - 400 SYDS: 67 TONS, \$18,995
- TDS Paving Specialists out of Framingham - \$22k.

Reviewed information used by municipalities from the state for cost estimates.

<https://hwy.massdot.state.ma.us/CPE/WeightedAverageBook.aspx>

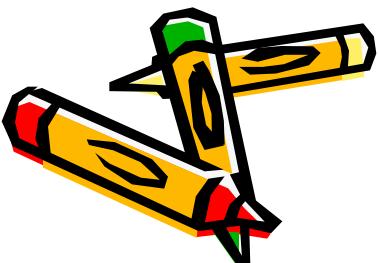
Weighted bid Median cost puts sidewalk asphalt at \$265 per ton (item 702 for District 6). Using Weighted bids information for 900 feet of sidewalk and 67 tons would be a cost of roughly \$17,755.



Possible Funding

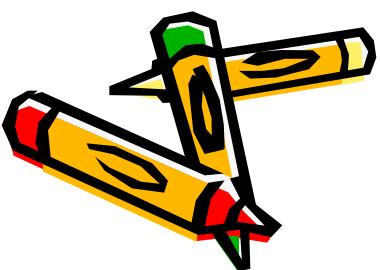
Municipalities have received funds for sidewalk projects for schools from both Federal and State sources.

- US Dept. of Transportation - Safe Routes To School program
- Mass DOT - Shared Streets & Spaces program



FAQ's

- I heard one of the reasons for this sidewalk connection to Centre Street is to enable safe travel for Elementary students accessing afterschool programs, is this true? Yes, having access to the existing sidewalk on Centre Street would help facilitate children to travel safely to afterschool programs at Precious Beginnings, Most Precious Blood, Town Library, the renovated Caryl Center and other destinations.
- Why would this proposal be safer than the existing access through Chickering Fields? Information provided by the Police Department indicates 3 medical emergencies have occurred in a 5 year period in Chickering Fields (outside of School hours). Visibility of that walkway is limited due to the terrain from the Chickering driveway and existing brush/trees on Dedham Street from Police Patrols. This new connection from Chickering to the Centre Street sidewalk would provide close to full visibility for Police Patrols.



FAQ's continued..

- Why do pedestrians choose to walk on the western side of Cross Street? Their destination is the Centre Street sidewalk on the south side of Centre Street.
- Why add a sidewalk on a street that's been a Scenic Road since 1910? The Vulnerable Road User law (April 1 2023) eliminates available road usage by 4 feet (while a VRU is present). The proposed design is minimally invasive, also, given the existing aesthetics on Cross Street, it would allow additional opportunities for upkeep along the road.
- Could you use a moving car line or traffic calming to address safety concerns? Based on information exchanged with the Highway Department this would not be recommended.

