

STREETSCAPE FOR DOWNTOWN HOLLISTON

REPORT

*Prepared for the Town of Holliston
Prepared by Harriman*

February 2, 2017



Massachusetts Downtown Initiative

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This study has been prepared with grant resources provided by the Downtown Initiative, a program of the Department of Housing and Community Development (DHCD) of the Commonwealth of Massachusetts



Project Overview

The Town of Holliston is conducting a planning initiative to envision significant streetscape improvements in its Downtown. The current streetscape conditions are designed for efficient vehicular circulation, but do not necessarily support effective pedestrian and bicycle accessibility and safety.

Harriman has been selected as a consultant to assist the Town of Holliston in developing streetscape design concepts for a specific area that includes Washington Street, Blair Square and the Upper Charles Trail. The goal of this project is to provide a vision and concept plan for coherent streetscape improvements that will enhance the civic, commercial and residential character of the district.

The recommendations are focused on ways to beautify Downtown Holliston, create a greater multi-modal balance with pedestrians, and form a better setting for businesses growth and development.

This planning effort has been funded through a grant from the Massachusetts Downtown Initiative, a program of the Department of Housing and Community Development (DHCD).

Planning Goals

The following planning goals have been identified by the participants in this study:

- Create a clear **vision for a streetscape enhancement** of downtown Holliston that includes a more holistic design approach.
- Provide an environment that is **friendly to pedestrians, bicyclists, and motorists** with a system of connected multi-modal amenities.
- Seek a more effective **traffic calming** solution to the study area.
- **Reinforce downtown** as an attractive historic place that includes modern elements such as sustainable green infrastructure.
- **Enhance the economic value** of the area as a place to shop, visit, and work.
- Improve Blair Square and the Upper Charles Rail Trail with development as a **gateway hub**



Figure 1: Upper Charles Rail Trail

Design Process

As part of the design process, Harriman met with the Planning Board and Town officials to review and discuss existing conditions, goals and opportunities to improve streetscape and accessibility within the study area, including the proposed intersection and roadway improvement plans being considered for portions of Washington Street. Additional steps in the design process included the following:

- Site visits and data analysis to **understand the basic conditions** of the streetscape elements
- Use of **community input** to understand key issues and opportunities
- Provision of a **concept plan** that represents a vision of streetscape improvements and conveys the design character of the study area, building upon key intersection and street designs that are underway
- Provision of **documentation of the vision** to support subsequent grants and funding requests

Previous and current initiatives that served to identify issues and set the basis for the recommendations within the report include:

- 2007 - Raised sidewalks and a flashing overhead pedestrian light were installed as part of traffic calming and streetscape improvements along Washington Street.
- 2012 - A MassDOT Road Safety Audit for the Downtown, solicited by the Holliston Police Chief, identified Washington/Central Street and Washington/Hollis Street intersections as being in the top 5% of High Crash Locations within the MAPC region.
- 2013/2014 – A Conceptual Design Report for the Washington Street Corridor Improvement was completed by McMahon Associates. The study focused on traffic analysis and conceptual design of intersection improvements for the major Downtown intersections. A Downtown Holliston Parking Analysis was also produced by MAPC as part of technical assistance.
- 2016/2017 - Redesign and signalization improvements along portions of Washington Street. The most recent plans available from the consulting engineers, McMahon Associates, have been used as a basis for this report.

Study Area

The study area consists of the following rights-of-way:

- Washington Street, between the Exchange Street intersection and Center Cemetery
- Exchange Street, between Washington Street and Blair Square
- Central Street, between Washington Street and Blair Square
- Blair Square, Depot Block (Casey's Crossing) and Upper Charles Rail Trail connections
- Union Street, between Exchange and Central Street

These are shown in *Figure 2*.

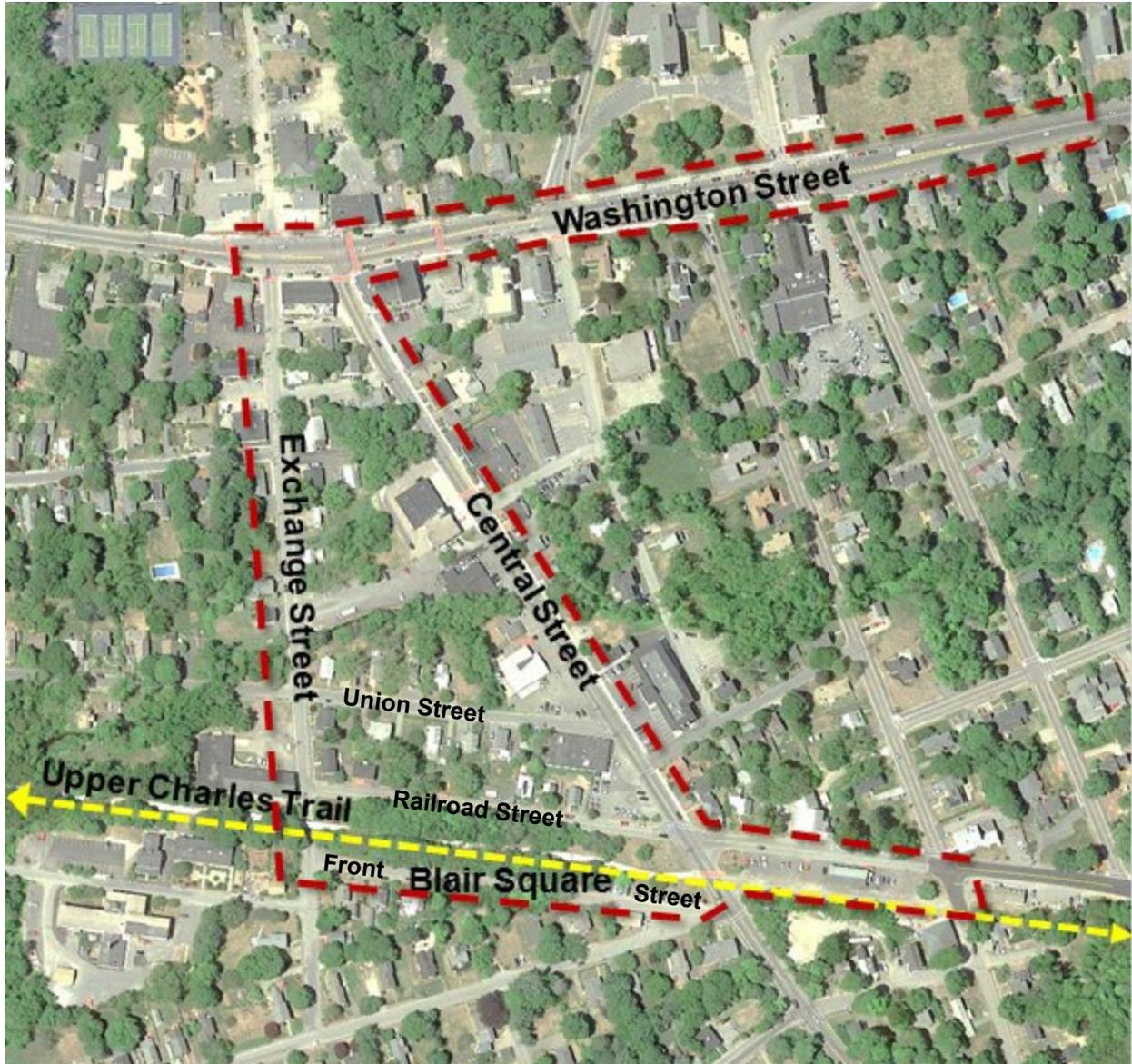


Figure 2: Study Area

Existing Conditions

The analysis of existing conditions took advantage of survey information that the Town has assembled for the area. The survey indicate that there are different right-of-way dimensions along the streets in the study area, sometimes varying significantly along the same streets. The widths long Exchange Street are particularly constrained as it approaches the former rail underpass at Railroad Street. Sidewalk and crosswalk conditions vary as well, as illustrated in *Figures 3-13*.



Figure 3: Existing Right-of-Ways

The following diagram expresses some of the opportunities and constraints that will influence the ability of the Town to accomplish its streetscape and connectivity goals for the area.

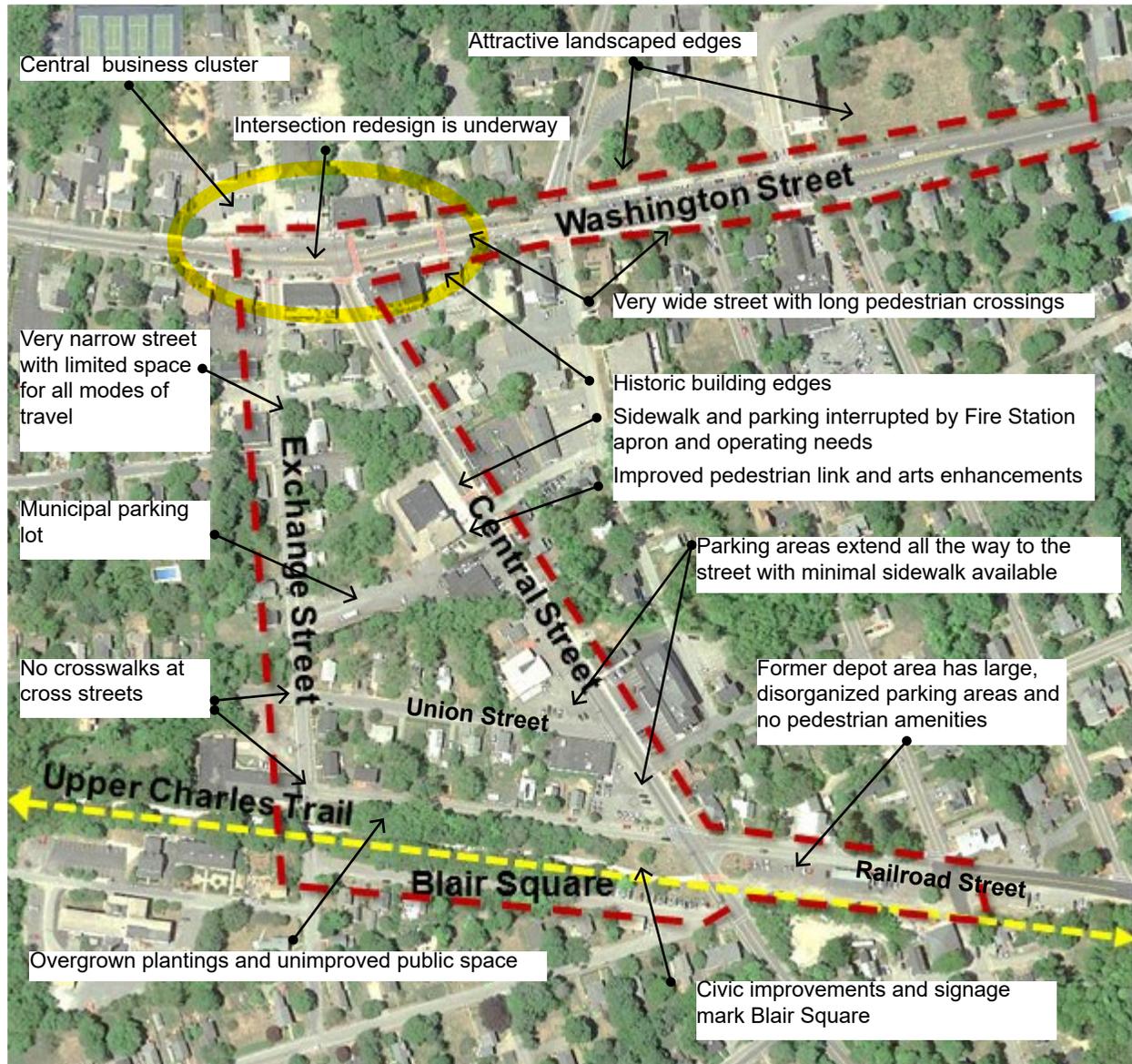


Figure 4: Opportunities and Constraints

A number of challenges were identified as part of site walks, observations and discussions with Town staff and participants in the planning process. These included:

- High traffic volumes and speeds
- Incomplete sidewalks and crosswalks
- Inconsistent pedestrian paths
- Lack of universal access at some locations
- Limited landscaping and poor edge conditions in some areas
- Poor maintenance of street trees and sidewalks in some locations
- Visual impact of overhead wires



Figure 5: Crosswalks are in need of repair and will be repaved as part of planned intersection improvements



Figure 6: The street is unnecessarily wide in some areas. The sidewalk along this stretch is asphalt, and the overhead wires are visually prominent

Washington Street

- The on-street parking can be better marked, and areas are available for sidewalk extensions or “bumpouts” in several intersection locations.
- There are no current provisions for bicyclists.
- The sidewalk paving varies in material and in state of repair.
- The buildings and spaces along the edge are attractive assets.
- Narrow grass borders in some locations are difficult to maintain.
- Lighting is not conducive to a small, historic business district

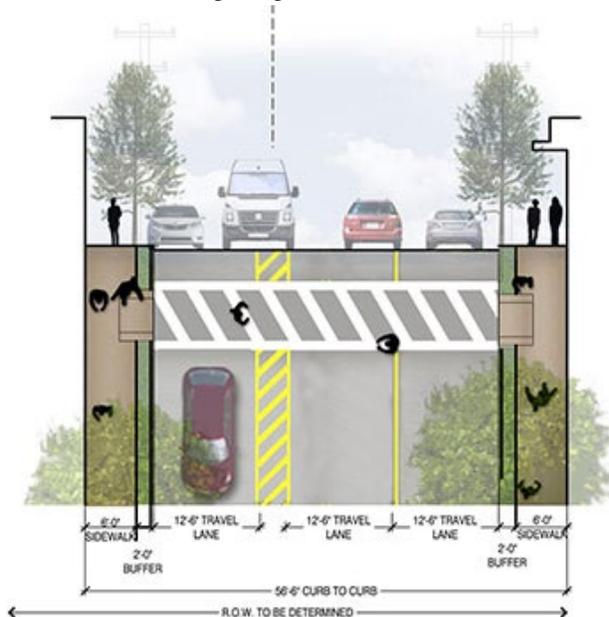


Figure 7: Washington Street is generally very broad and has lanes that are wider than typically provided in town centers. Wide lanes contribute to high speeds. There are opportunities to alter the lanes and alignments which are described in the recommendations



Figure 8: There is brick banding along portions of Washington Street, but the bricks should be reset on an underlayment so that they are level with the sidewalk and to prevent plants from emerging.



Figure 9: Lack of defined sidewalk

Central Street

- The width allows limited on-street parking on one side, and the on-street parking is very important to support the nearby businesses.
- Current lane widths, parking width and sidewalks are near the minimum advisable dimensions. Minor sidewalk widening might occur in a few locations.
- Curb cuts are wide and continuous in many locations, without defined sidewalks
- There is no defined sidewalk for significant stretches.
- The lighting is not pedestrian-oriented.

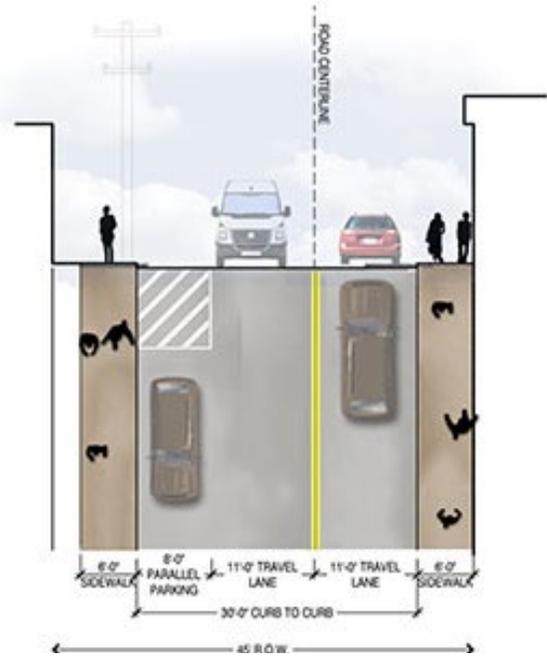


Figure 10: Central Street existing conditions

Exchange Street

- The street is narrow and tapers considerably, significantly restricting the ability to have adequate parking, lanes, and sidewalks.
- The materials, quality and condition of much of the walking path are poor.
- The limited number of parking spaces are important to support nearby businesses.



Figure 11: Inconsistent pedestrian path along the street includes a lack of curbing and definition of the sidewalk area.

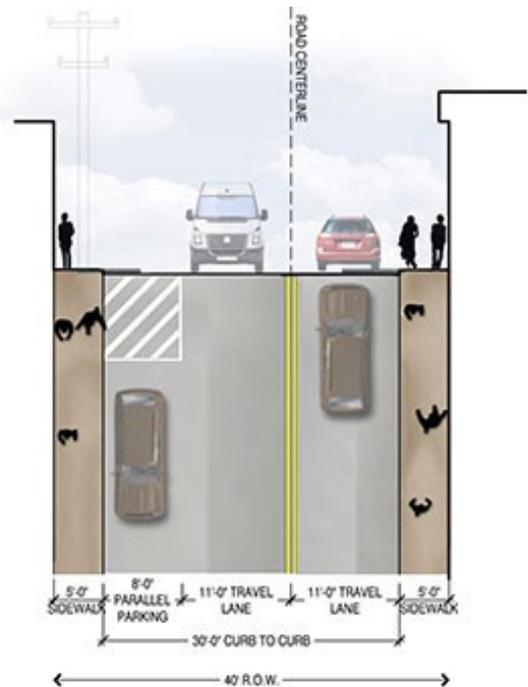
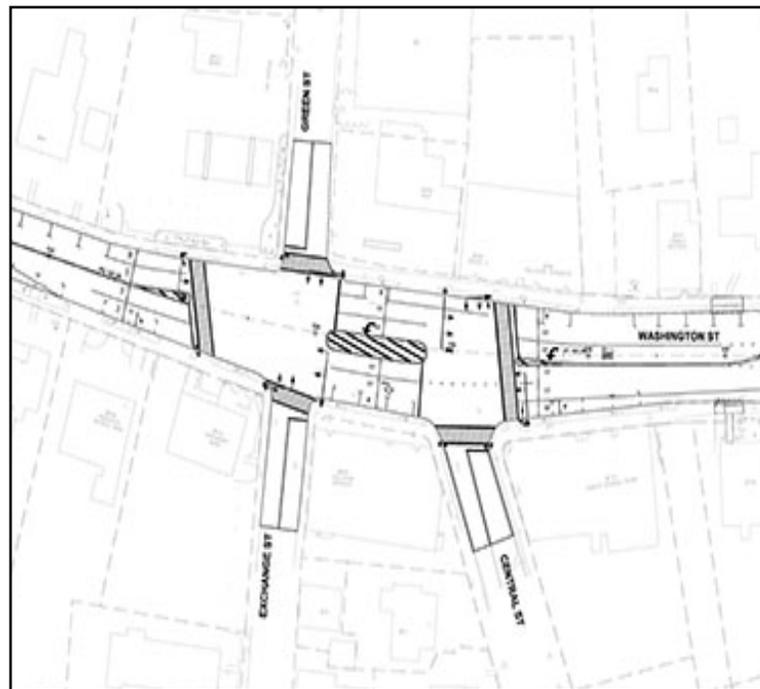
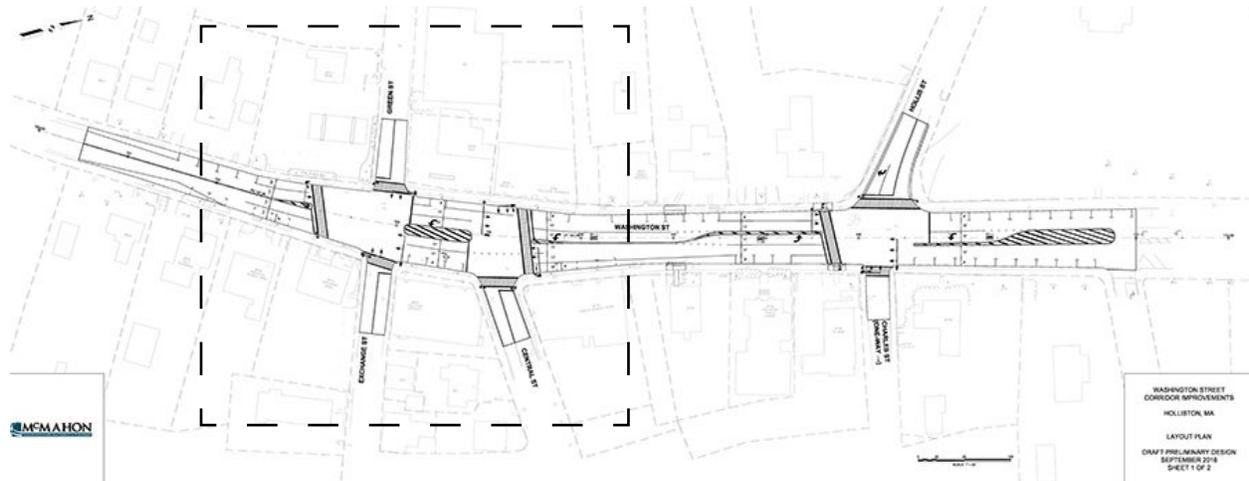


Figure 12: Exchange Street existing conditions

In September 2016, a draft Preliminary Layout Plan for the redesign of the Washington/Exchange, Washington/Central and Washington/Charles street intersections was prepared by McMahon Transportation Planners, as part of the Washington Street Corridor Improvements plan currently in the design phase (see *Figure 13*). Harriman has assumed this preliminary layout plan as the base map and underlying conditions for the proposed streetscape improvements at those intersections.



*Figure 13: Washington Street Corridor Improvements, Preliminary Layout Plan
Enlargement of the intersection of Washington, Exchange and Central Streets
Rendering provided by: McMahon Transportation Planners*

Visual Character and Preferences

A discussion of the potential visual character for streetscape improvements was conducted during the first Planning Board Workshop, which took place on June 14, 2016. The attendees indicated their thoughts about design elements that might be incorporated into the study recommendations. Images were presented and discussed to address the following elements:

- A. Sidewalk
- B. Crosswalk
- C. Signage
- D. Lighting
- E. Traffic Calming
- F. Green Infrastructure
- G. Amenities / Furniture
- H. Placemakers

The following selection of images convey some of the preferences described by the participants as consistent with the character of Holliston.

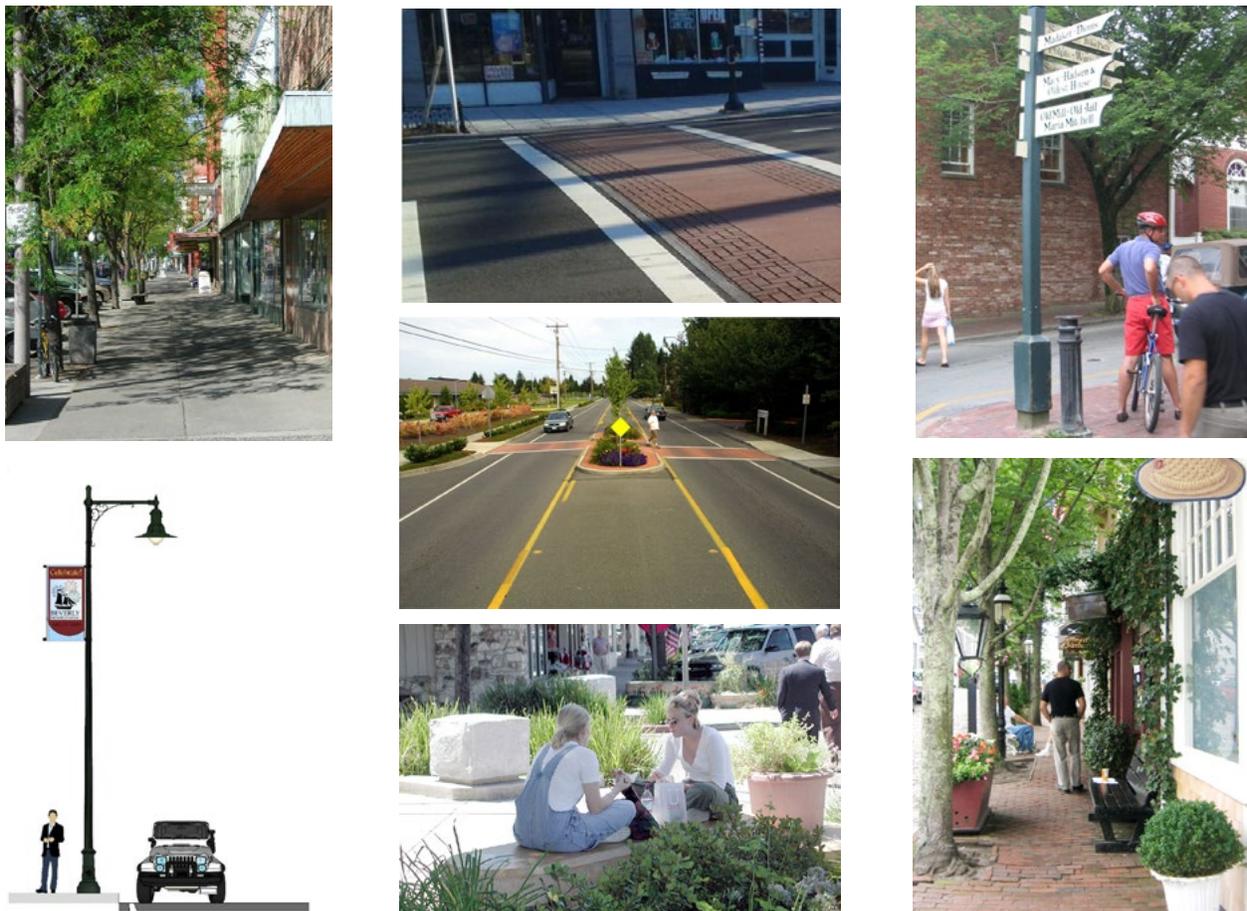


Figure 14: Visual Preferences.

Analysis of Design Options

A second Planning Board Workshop took place on July 19, 2016. The focus of the workshop was to review design alternatives and options to improve the existing streetscape conditions along the main rights-of-way identified as the study area, and to investigate the potential to incorporate bike lanes or bike paths to connect Washington Street to the Upper Charles Rail Trail.

Harriman studied and presented several alternative options for the redesign of street sections within the study area. The options investigated the possibility and implications of introducing bike lanes, or widening sidewalks on one or two sides of the streets to include shared paths for pedestrians and bicycles. The analysis of alternative street sections showed that the existing right-of-ways do not provide enough room to build dedicated bike lanes or shared paths without eliminating the existing parking spaces, removing a vehicular lane or resorting to a one-way street system for Central and Exchange Street. Sidewalks along these streetscapes are more narrow than might be preferable, and they would need to be effectively eliminated in some areas if bike lanes were added to the streets.

A consensus was formed during the meeting that the most feasible design solution to the challenge of creating areas for bicycles while improving pedestrian safety would be to introduce shared vehicular and bicycle lanes, clearly identified by sharrows. Sharrows are permanent markings that alert motorists to the presence of bicycles sharing the road (see *Figure 15*). A summary of comments received during the July 19 workshop included these points:

1. Public safety is a concern for Washington Street.
2. There is a need to consider emergency vehicle turning radii for Washington Street in any potential design improvement concept.
3. The idea of putting utilities below grade is attractive, but a method for paying for this would need to be found, because it can be very expensive.
4. Local bylaw does not prohibit bikes on sidewalks and it may be practically necessary in some locations. However, the idea of having the sidewalks be a full “share use path” is not practical because of the many curb cuts.
5. Most participants in the workshop preferred sharrow lanes to bike lanes if it would require going to a one-way street system and eliminating parking.
6. There is a clear perception that multi-modal traffic and streetscaping will increase surrounding business value and bring in more business opportunity.
7. Casey’s Crossing has important kitchen access on the right side of building that will need to be preserved. We will need to provide space for the parking and operations. This location is busy at lunch time, and the Coffe Haven across the street is busy in the morning.
8. Improvements should keep consistence with McMahon’s layout plan for Washington Street.
9. Participants discouraged concepts to remove any on-street parking spaces that might impact downtown business development. Designs should keep existing parking spaces the same or find a reasonable alternative to relocate parking. Do not remove any parking unless the reasoning is very strong.



Figure 15: Sharrow Markers

Design Concept Plan

Based on input received at the second Planning Board Workshop on July 19, a design concept plan was prepared for the study area (see *Figure 16*). These concepts and accompanying recommendations were presented at a community forum hosted by the Planning Board on October 13, 2016.

The concept plan calls for improvements to the continuity and pedestrian safety of sidewalks, in response to the varying conditions of each right-of-way. Although bicycle lanes are not practical within the area because of constrained widths in many locations, there are many bicycle-related improvements that can be made. Recommendations in the concept plan include:

- Provide a continuous pedestrian network of improved sidewalks along all of the streets and across the intersections in the study area to complete a safe pedestrian network, while also ensuring that all paths are universally accessible.
- Employ sharrow lane markings, wayfinding signage and bicycle racks to identify bicycle routes and stopping points.
- Locate on-street parking wherever it can safely be provided, consistent with good intersection design.
- Create a wayfinding and signage program to connect the rail trail, the central business district and the civic amenities of Holliston Center.
- Use seasonal planters in highly visible locations along Washington Street to enhance the center.

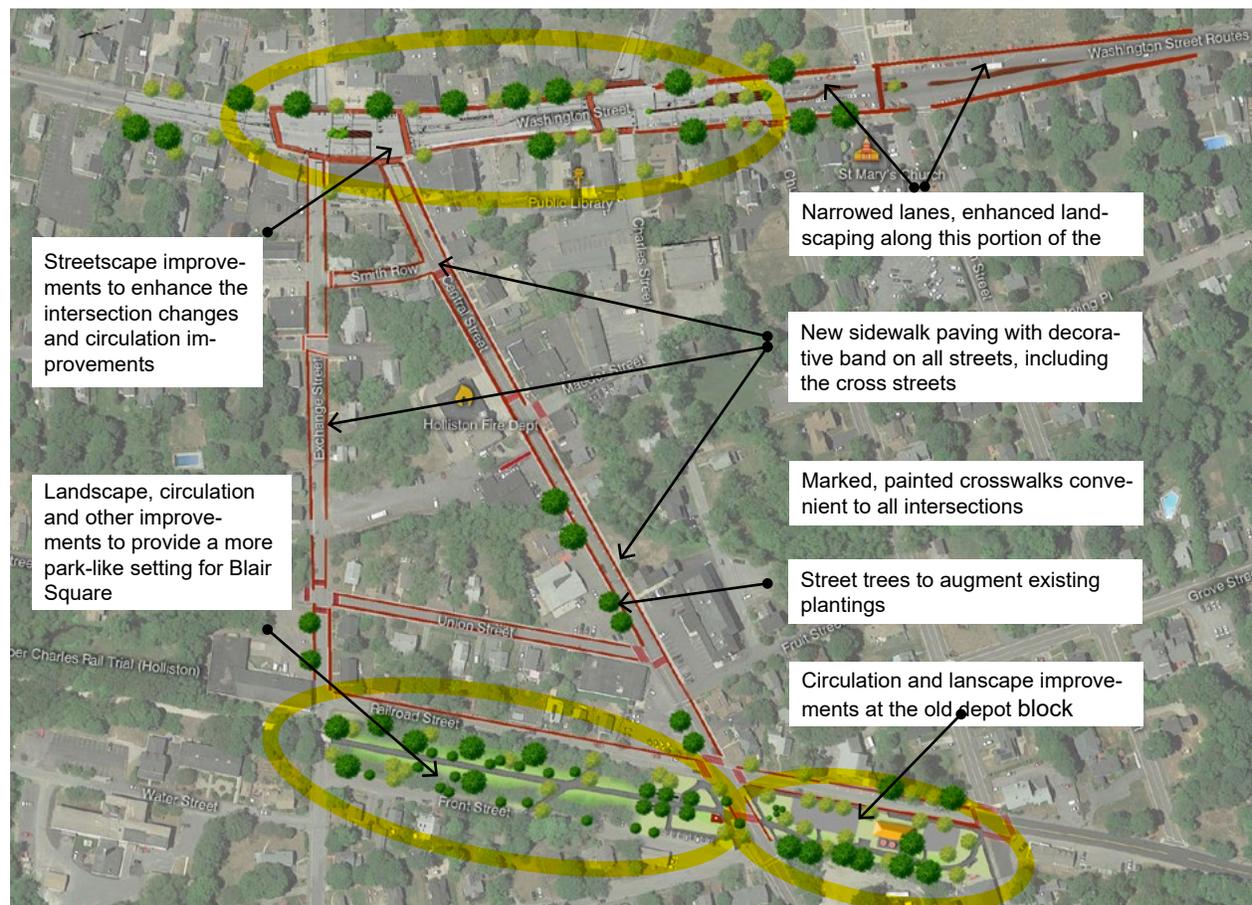


Figure 16: Design Concept Plan.

- Provide a consistent edge banding in brick or other materials to identify the town center and rail trail links.
- Provide simple, painted treatments of all of the crosswalks and maintain them over time.
- Provide planters, bumpouts or other enhancements where they can be added without interfering with circulation needs.
- Provide street trees and enhanced plantings where they will complement the existing streetscape, choosing species and placements that will complement business signage and entrances.
- Undertake the coordinated redesign of the Blair Square block and environs of the historic rail depot with park-like landscaping, civic features, resting and seating areas, and integrated bikeway and walkway networks.
- Provide new pedestrian-oriented streetlighting throughout the area.
- Replace the overhead utilities with below-grade solutions, beginning along Washington Street.
- Work in collaboration with business property owners to improve the edge of parking lots along the sidewalk. Consideration should be given to the possibility of adding green edges and a few shade trees in collaboration with strategically located on private land but along the pedestrian paths.

Washington Street Design Improvements

The Washington Street recommendations are intended to complement the circulation and intersection changes that are currently being advanced towards construction.

Central Street and Exchange Street converge to create a compact intersection with very little separation between them. In order to accommodate the high volumes of peak traffic and the turning movements, the designers have dedicated a significant portion of the street width to traffic lanes. The margins can become improved landscape areas with pedestrian scaled lighting, street furniture, and enhanced street trees. Crosswalks would be painted.

There will be a large island in the middle of the intersection that could be paved in an alternate material without restricting emergency vehicle turning movements. Based on an initial evaluation, it appears that portions of the island could be outfitted with seasonal planters, as has been accomplished in other communities.

The more northerly portions of the Washington Street improvements will have additional island areas that could be enhanced with a combination of permanent and seasonal plantings. This would expand the generous landscaping that is the foreground for the adjacent churches and Town Hall, while serving as a traffic calming measure.

The planned Washington Street circulation layout will result in a number of locations where the crosswalks will be bordered by empty, painted “no parking” zones. In many communities, these areas have been converted into expanded sidewalk and planting areas. Commonly called “bumpouts”, these extensions have significant safety and traffic calming benefits, in addition to the aesthetic improvement that they provide. Concerns were raised about the impacts of such extensions on snow removal and routes for emergency vehicles. A preliminary review of the conditions along Washington Street suggest that several locations could benefit from sidewalk extensions without interfering in emergency circulation and with limited snow removal impacts. The Town may wish to consider this type of enhancement in a few locations as it proceeds towards advanced design of improvements along this stretch of Washington Street.



Figure 17: Design Concept Plan (Intersection of Washington/ Central/ Exchange Streets) -



Figure 18: Design Concept Plan (Intersection of Washington/ Charles Streets)

Blair Square Streetscape Concepts

Figure 23 provides a concept diagram indicating how the overall streetscape program could provide better links to an improved Blair Square area.

Discussions have been underway within the Holliston community regarding potential improvements to Blair Square, and a specific design solution had not been established during the preparation of this study. However, this report provides several recommendations that may help guide the relationship between the rail trail, public open space, and connectivity enhancements in the district.

- The block is significantly overgrown with volunteer trees and shrubs that reduces visibility and limit the range of recreation activities that could occur here. Providing more open lawn areas would be beneficial.
- Crossing paths could be provided between Front Street and the corner of the pharmacy property, following the route of a practical and popular cut through route.
- Blair Square should serve as a civic gateway and convenient point to begin, end or pause as part of a bicycle or walking route along the former rail alignment. As such, it should have bike racks, benches, trail map, and directional signage that should be part of the Town center wayfinding system.
- A mid-block crosswalk and bicycle crossing for the trail is appropriate across Central Street. This crossing should be equipped with bicycle diverters to warn bicyclists and ensure tht they slow down and are alert to crossing motor vehicle traffic.
- The crossing will benefit from a high illumination levels provided by fixtures that would be part of the overall program of improvements for the downtown streetscape.



Figure 19: Blair Square Design Concept Plan

The Depot Block Streetscape Concepts

Figure 24 illustrates concepts for reorganizing the streetscape and landscape around the historic rail depot, which is now occupied by Casey's Kitchen, a small restaurant.

The concept includes the following elements:

- Access to the private property that is south of the depot block would be routed to the side streets (Exchange and Church Street to eliminate or minimize the use of the former rail right of way. The right of way should be used for landscaping, the bike trail, and other purposes.
- The bike trail would be routed along the western portions of the block, stretching from a mid-block crossing at Exchange Street and reaching a corner crossing at Railroad Street and Church Street, where it would coincide with crosswalks.
- Improved sidewalks and crosswalks should be provided at the Railroad Street and Church Street crossing. This is an important crossing point for school children and does not currently have sidewalks or continuous curbing.
- The parking areas for Casey's Crossing should be consolidated and organized, with curb cuts that cross a continuous sidewalk.
- Landscaping and lighting improvements should complete the transformation of this link in the town center and bikeway network.

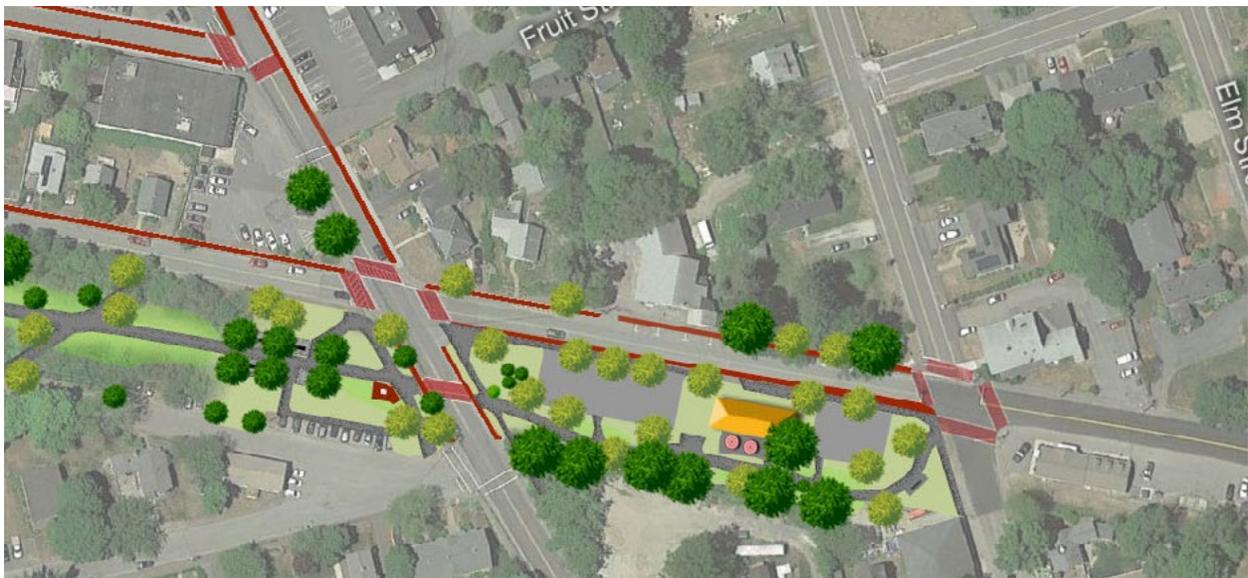


Figure 20: Depot Block Design Concept Plan

Additional Considerations

The following illustrations provide examples and visualizations of design opportunities and enhancements that should be considered as part of streetscape and connectivity enhancements.



Figure 21: Consistent edge banding in brick or other materials may be preferable along curb edges where there is parallel parking and where the landscape is subject to winter time damage associated with salting and plowing.



Figure 22: The overhead utilities reduce the attractiveness and inhibit the view of Holliston's historic buildings and spaces. This illustration indicates the change that would occur if the utilities were removed.



Figure 23: The sidewalk along portions of Washington Street are below the store entrances, creating an accessibility issue. In other locations such as Falmouth, planters have been created along the curb to allow the sidewalk to be raised to match doorways.



Figure 24: In many locations, the parking areas and asphalt are uninterrupted. Along edges like this, curb cuts should direct vehicle access and sidewalks installed to separate pedestrians from vehicles.

Observations on Public Placemaking

The streetscape design process should provide and inspire special public places that will make the pedestrian and bicycle experience pleasant. There are many opportunities to create unique, interesting spaces that engage the community and provide amenity. This small pocket park is a special feature along Exchange Street and exemplifies the type of idiosyncratic, spirited contributions that simple gestures can make.



Figure 25: This informal corner and free “give and take” library is a distinctive feature that exemplifies the possibilities associated with improving the public realm of streets, sidewalks and open spaces.

Wayfinding and Signage

A key community goal to provide better links between the rail trail and for pedestrians moving to and from Holliston Center. A well-designed signage and wayfinding program can strengthen these links. The Town can commission the design of a coordinated graphic approach that will identify the center and its landmarks, and provide directions for bicyclists, pedestrians, and vehicles.

The wayfinding should employ a visually interesting graphic theme that can be used throughout the districts. The sign size and shape should be clearly distinct from typical directional signage and should be mounted on separate posts or standards, if possible. Competing or confusing signage should be removed and the associated messaging incorporated into the wayfinding system wherever possible.

The number of destinations should be limited to a few key places or directions, such as the Village Center Commercial District, Town Hall, Rail Trail, Parking, and the like. There are many examples of excellent wayfinding and graphics programs that can serve as models and inspirations. The images below includes a few examples from other communities.

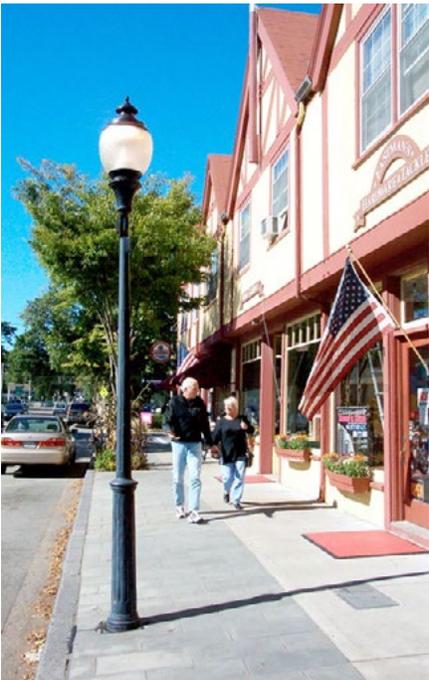


Figure 26: Examples of district signage and wayfinding graphics

Design Character and Streetscape Elements

Holliston will have many choices among materials and elements that will compose the improved streetscape. As it continues with the process of designing the streetscape improvements, the participants will need to determine the approach that best matches the community character that they wish to reinforce. The following observations and relevant images underline key considerations and possibilities.

- Paving – The streets and connections within and between the downtown and Blair Square have substantially variability in width, relationship to the adjacent uses, landscapes, and site improvements. In this context, the sense of connection and identity will be enhanced if there is a clear and visually prominent pattern in the paving. By creating a consistent band along the curb edge with unit pavers, the Town can establish this pattern. There are bands of brick along portions of Washington Street today. This pattern can be extended with either brick or another material, such as concrete pavers that have integral color. The design should anticipate the need to have even surfaces and be resistant to settlement by providing a consistent underlayment of asphalt or concrete. This approach will also eliminate the problems of plants colonizing the joints between the bricks which is occurring along Washington Street. The paving band can vary in width to reflect the conditions of various segments, and can be interspersed with planting beds or street tree grates if appropriate.
- Streetlighting – Streetlighting technology today provides opportunities to tailor the lighting levels in different locations, even though the same light posts and fixtures are employed. This is accomplished through the advanced methods being used to engineer the lamination sources, internal reflectors, and other aspects. In general, the areas along shops and at intersections should have high lighting levels, while the areas in between can be stepped down to lower levels. Fixtures can be used to highlight architectural features, or significantly limit the spillover onto surrounding buildings and structures. New LED technologies result in low operating and maintenance costs, but remain relatively expensive to purchase and install compared to some other sources. The choice of the light source should consider the color rendition; because of the importance of the planting and landscape setting in Holliston, “daylight” ranges that render green tones should be preferred.
- Accessibility and handicapped ramping – The design must comply with contemporary standards for accessibility and should incorporate best practices. This now includes provision of textured materials at crosswalk ramps, and care in the placement to avoid potential problems at the top or bottom of the ramps.



Figures 27 to 32: Examples of streetscape design elements from Harriman’s files

- Street furniture – Street furniture includes items such as benches, bollards, trash receptacles, bicycle racks, and the like. Because the intention of this streetscape initiative is to strengthen the identity of the area and its connectivity, it will be most appropriate to create a consistent set of streetscape furnishings, with limited variability. There are many products available today. In the historic context of Holliston, consideration should be placed on design themes that reflect traditional styles.



- Islands and medians – The traffic islands and medians can be designed to provide visual relief and differentiation from the surrounding asphalt. In Holliston, there are reasonable concerns about the ability to accommodate turning movements for emergency vehicles and to account for snow and snowplowing conditions. Islands and medians can be designed with unit pavers or patterned colored asphalt without curbing to allow for occasional overruns by vehicles. Where turning movements and plowing can be reasonably accommodated, many historic downtowns now incorporate raised islands with pavement and bollards. If adequately wide (normally at least 6 feet), the islands and medians can contain plantings, including street trees. Portions of Washington Street are adequately wide to accommodate such treatments, if the Town is interested in installing them and providing appropriate maintenance. As defined islands beside crosswalks, pedestrians are provided with a refuge if they do not proceed all the way across the street. Plantings can also be seasonal and be placed in planters that are removed in winter to accommodate snow conditions. Many communities in New England have been using this method to augment the streetscape, with planters often sponsored by area businesses or organizations.



- Street trees and plantings – The streetscape should be augmented with strategically located street trees and bordering plantings in Holliston. Because of the range of sidewalk conditions and adjacencies to buildings, parking, plantings and large trees, a regular and continuous installation of new trees throughout the area is neither practical nor desirable. The design process should consider where new trees and plantings can best occur. Species should be chosen that fit the specific circumstances and help provide visual continuity.



- Curb cuts – There are a number of curb cuts that are needed to provide access to drives, parking areas and service entrances. Rather than continuing asphalt paving through the curb cut, the paving should have a continuous concrete paving, set at the same level as the driving surface. This treatment provides a visual signal that pedestrians are present and expected to have safe passage across the curb cut areas. The width of the curb cuts should be minimized wherever possible to constrain the circulation of vehicles in deference to the pedestrian environment.

Implementation Strategy and Costs

When the time comes to implement these streetscape improvement concepts for Downtown Holliston, the Town will need to have access to an efficient means of funding and other resources. The recommendations listed in this study cannot be achieved at once and should be thought through in terms of priorities.

Actions

There are a series of actions that should be considered in the short term to set the stage for implementation of these recommendations. The actions that the Town should consider immediately are:

- Fund and undertake engineering and design studies to finalize the scope, character and cost of intended improvements, establish detailed cost estimates and phasing plans. These are often considered as “25%” plans, and are used for grants, funding and financing.
- Devote time and resources to secure state funding and allocate appropriate Town resources for improvements, including targeting multiple potential sources such as the state’s MassWorks program, allocation of Chapter 90 infrastructure funds, and special legislative allocation in view of the importance of these improvements to the Town and region.
- Prepare final designs and implement construction.
- Consider the creation of a Complete Streets Ordinance or policies to guide further infrastructure improvements consistent with the goals for the Downtown.
- Continue implementing the Metropolitan Area Planning Council (MAPC) initiatives and recommendations for smart growth, complete streets and parking.
- Develop an understanding of the sustainable and complete streets initiatives implemented by other communities.

Tools

There are a series of “tools” or programs that will assist to advance the actions, either with policy and program support or through financial support. Some of these are local decisions to adopt sections of the state law and apply them to the study. Others are funds and programs managed by state authorities under the regulations established for those laws.

LOCAL POWERS

There are some relatively new state laws that may be useful tools for the Town, and there are ways in which previously enacted legislation, with which the Town is already familiar, may be used to support the strategies.

- District Increment Financing (DIF) – This is a program that allows the incremental increase in private tax dollars, which result from new construction in a specific area, to be directly invested into infrastructure improvements, such as roads, utilities and public parking. A Development District is designated and, if approved by the state economic assistance coordinating council, becomes the source of tax funds used to fund projects in the Invested Revenue District.

LOCAL / STATE / FEDERAL PROGRAMS

A combination of new and existing programs can assist the Town in funding the recommended strategies.

- MassWorks Infrastructure Program – This includes a number of formerly separate state funding programs, including the Public Works Economic Development Grant (PWED) program, which was created to invest in infrastructure that stimulates economic development. The level

of grants has typically been one-half to over a million dollars.

- Massachusetts Chapter 90 Funding – These funds are allocated yearly to municipalities to fund road and bridge construction and maintenance projects.
- Community Preservation Act (CPA) – This legislation is an important funding source for open space, historic preservation, and housing and recreation projects.
- Mass In Motion – This is a statewide movement that promotes opportunities for healthy and active places for people to live, learn, work and play. Funding from various health initiatives and foundations can help promote a complete streets approach for wellness.
- Community Development Block Grant Program (CDBG) – This grant is often used to support urban streetscape projects, and can be used for planning and construction of infrastructure and recreation projects that support the goals of the CDBG program to service residents with lower income jobs and housing.
- Recreational Trail Program (RTP) – This program provides funds to states to develop and maintain recreational trails and facilities.

Costs

The chart below represents a cost per linear foot for various levels of streetscape improvements, provided here as a guideline for general cost estimates. The linear foot cost includes all elements listed within the entire right of way. The most enhanced streetscape would include most or all three levels of improvements. Costs will fluctuate based upon the specific situation and a varied level of improvements required from other levels.

Per Linear Foot	Soft Costs % / Total Construction Cost	Streetscape Improvements
\$250-\$650	8%-9%	Concrete walkways, new curbing, roadway overlay, street trees, standard street lights or enhanced lighting at key locations, standard painted crosswalks, standard traffic striping, standard permitting
\$650-\$950	10%-11%	Enhanced intersections, new traffic and pedestrian signals, decorative paving bands at key locations, period style lighting, curb extensions, underground utility realignment coordination*, banner poles, select amenities (benches, bollards, trash receptacles, bicycle racks, raised granite planters), standard bikes lanes, imprinted crosswalks, environmental permitting.
\$950-\$1,500	12%-14%	Major intersection or roadway realignments, special paved bike lanes, enhanced roadway paving at intersections (traffic print), underground utility realignment coordination*, way finding/ signage, banners, interpretative elements (paving, benches or signs), special amenities (large raised planters), non-participatory open space areas (adjacent to right of way)

* Costs for new connections are not included in this calculation. Costs for realignment are also dependent upon fees charged by participating utilities, which are highly variable.

Using typical municipal projects of this type, the middle range of construction cost has been approximated at about \$3.9 million. This would take into account streetscape enhancements and open space improvements at Blair Square and in the Depot Block, but would not include the cost of underground utilities. With soft costs including design and engineering and other implementation costs, a medium-level total project cost could be approximately \$4.6 million.

