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# 1. INTRODUCTION

This section summarizes the **purpose** of this report, **why** it is important to plan for Complete Streets, and **how** Complete Streets enhancements should occur. It also reviews the MassDOT Complete Streets funding program.

Complete Streets can help increase and improve access to local destinations and attractions via walking, bicycling or riding public transit. As part of the pledge to these efforts, Lanesborough has committed to create safer roadways for pedestrians and motorists alike by adopting a Complete Streets Policy in June of 2017. With this vision in mind, the Town of Lanesborough undertook this assessment and planning process to study in more detail the opportunities to incorporate pedestrian and bicycle-friendly design into future transportation investments.

In accordance with the Complete Streets Policy (see **Appendix D**), the Town developed this report with the support of a Complete Streets Team organized by the Town Manager, and technical assistance provided by the Berkshire Regional Planning Commission. Members of the Team include:

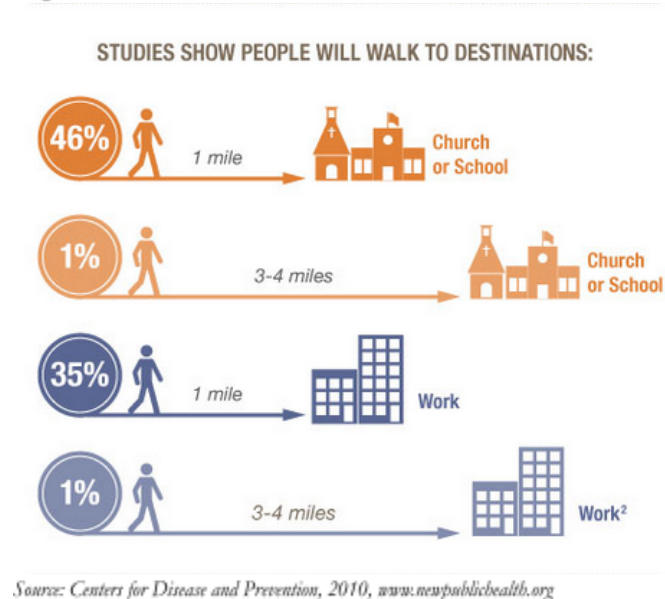
- Kelli Robbins, Town Manager
- Tim Sorrell, Police Chief
- Bill Decelles, DPW Director
- Patricia Hubbard, Economic Development Committee Member

***This report has three key expected outcomes.*** The first is to support Lanesborough’s Complete Streets Policy. The second is to evaluate existing conditions for nonmotorized users of the transportation system. The third is to recommend an implementation strategy for Complete Streets projects that follows a template designed by MassDOT to fulfill the requirements for a Complete Street Project Prioritization Plan.

## Why Complete Streets Matter:

Non-motorized travel can provide a range of benefits including improved public health, promotion of tourism and economic development, and increased connectivity and livability – particularly for children, seniors and people with disabilities. However, according to the National Household Travel Survey, most household trips are completed by driving a vehicle even though half of trips are less than three miles in length and a quarter are less than one mile<sup>1</sup>. Complete Streets represents a commitment to solve this challenge by providing safer and more accessible means of travel between home, school, work, recreation and retail destinations. Creating safe and accessible pedestrian connections can work to foster more livable, attractive and healthier communities.

**Figure 1.1 Distance and Destinations**



<sup>1</sup> Citation Needed

### Economic Benefits of Complete Streets

Complete Streets improvements provide new jobs, attract private investment, and increase home values.<sup>2 3</sup> Research on bicycle infrastructure specifically has estimated every dollar spent on bike infrastructure produces between four and five dollars in benefits. When residents can use cheaper transportation options, such as biking and walking, they are free to use money that would otherwise go to fuel or vehicle maintenance in other ways.

### Public Health and Safety Benefits

Complete Streets are intended to provide safe access for all roadway users, including motor vehicles, bicyclists, and pedestrians; while creating infrastructure that respects all users, and improves access and safety for all. Interventions implemented to improve pedestrian safety include road diets that reduce the number of lanes, increasing the number of bicycle and pedestrian facilities, reducing speeds, and consolidating development to improve pedestrian access have been shown to improve public fitness and health. This promotes longevity, decreases risk of chronic illness and relieves stress, and improves mental health and well-being.<sup>4,5,6</sup> Cycling and walking have been recognized as important activities to promote health since they are the most common forms of physical activity and represent forms of active transport. An increase of one-hundred minutes of cycling per week reduces the mortality risk by 10% when compared to non-cyclists. An increase of one-hundred and sixty-eight minutes of walking per week reduces the risk of early mortality by approximately 11%.<sup>7</sup> Finally, Complete Streets projects have the potential to reduce injuries resulting from collisions without reducing vehicular traffic.<sup>8</sup>

Enhancements to the multimodal network must be done in a balanced and context-sensitive approach that looks at a wide range of factors from safety to livability and economic development to connectivity. These criteria must be considered when thinking about Complete Streets improvements that accommodate all users of all abilities.

### **MassDOT Complete Streets Funding Program**

Technical assistance to the Town of Lanesborough by BRPC was made possible through funding from MassDOT's Complete Streets program. The Complete Streets program was "authorized by the 2014 Transportation Bond Bill, [and] offers Massachusetts municipalities incentives to adopt policies and practices that provide safe and accessible options for all travel modes." Technical assistance funding of up to \$50,000 was available to communities to "conduct a needs assessment, network gap analysis, and/or safety audit to determine a targeted investment strategy for Complete Streets infrastructure."<sup>9</sup>

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<sup>2</sup> <https://headwaterseconomics.org/trail/84-bicycling-walking-vermont/>

<sup>3</sup> <https://smartgrowthamerica.org/resources/economic-revitalization-benefits-of-complete-streets>

<sup>4</sup> Litman, T. (2010). *Evaluating public transportation health benefits*. Retrieved from [http://www.vtpi.org/tran\\_health.pdf](http://www.vtpi.org/tran_health.pdf)

<sup>5</sup> Centers for Disease Control and Prevention. (2015b) *Physical activity and health*. Retrieved from <http://www.cdc.gov/physicalactivity/basics/pa-health/index.htm>

<sup>6</sup> American Heart Association. (2015). *Physical activity improves quality of life*. Retrieved February 11, 2016, from [http://www.heart.org/HEARTORG/HealthyLiving/PhysicalActivity/%20StartWalking/Physical-activity-improves-quality-of-life\\_UCM\\_307977\\_Article.jsp#.WHZ9qf4zXVI](http://www.heart.org/HEARTORG/HealthyLiving/PhysicalActivity/%20StartWalking/Physical-activity-improves-quality-of-life_UCM_307977_Article.jsp#.WHZ9qf4zXVI)

<sup>7</sup> Schepers, P., Fishman, E., Beelen, R., Heinen, E., Wijnen, W., & Parking, J. (2015). The mortality impact of bicycle paths and lanes related to physical activity, air pollution exposure and road safety. *Journal of Transport & Health*, 2 (4), 460–473.

<sup>8</sup> Anderson, G., Searfoss, L., Cox, A., Schilling, E., Seskin, S., & Zimmerman, C. (2015). Safer streets, stronger economies: Complete streets project outcomes from across the United States. *Institute of Transportation Engineers*, 85 (6), 29-36.

<sup>9</sup> Mass. Dept. of Transportation (MassDOT). 2016. Complete Streets Flyer. Available from: <https://www.mma.org/massdot-offers-%E2%80%98complete-streets%E2%80%99-funding-opportunities>

To participate and maintain eligibility in the funding program, communities are required to proceed through three tiers of the program. At Tier 1, a town employee was required to attend a Complete Streets training session. The town then had to adopt a policy affirming the community's commitment to Complete Streets in all aspects of transportation design and construction. At Tier 2, communities were required to draft a prioritization plan that outlined at least 15 eligible projects programmed over a 5-year period. This needed an assessment and prioritization plan prepared by BRPC and the Town of Lanesborough Complete Streets Team to meet the requirements for eligibility. At Tier 3, communities were required to submit projects to MassDOT for potential construction funding. Up to \$400,000 is available in construction funding yearly through the Complete Streets program. However, this funding is distributed as a grant program, with no guarantee of funding from year to year. For the town's Tier 2 list that was submitted to MassDOT, see **Table C1**.

### Eligible Roadways and Project Types

The MassDOT Complete Streets funding program provides funding for selected projects of four main project types including: traffic and safety; bicycle facilities; transit facilities; and pedestrian facilities (**Table 1.1**). For a complete list of eligible project types, refer to MassDOT Complete Streets Program Guidance.<sup>10</sup> Additionally, only locally maintained roadways are eligible for potential funding, state highways and roads maintained by other entities are not.

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<sup>10</sup> Available from:

<http://www.massdot.state.ma.us/highway/DoingBusinessWithUs/LocalAidPrograms/CompleteStreets/FundingProgram.aspx>

**Table 1.1: MassDOT Eligible Complete Streets Infrastructure**

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.			
<b>S - Traffic &amp; Safety</b>	<b>B - Bicycle Facilities</b>	<b>P - Pedestrian Facilities</b>	<b>T - Transit Facilities</b>
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	T0. Transit 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.	B0. 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		P0. Pedestrian Facilities - Other	
S18. Roundabouts			
S0. Traffic & Safety - Other			

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.  
[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm)

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## 2. PLANNING FRAMEWORK

This section describes the town’s Complete Streets policy, goals and performance measures related to Complete Streets as well as the scoring system used to rank and prioritize potential projects. Finally, it reviews past planning efforts that have included Complete Streets elements and the public process used to create this plan.

Implementing Lanesborough’s Complete Streets Policy will result in various benefits that are experienced by many different stakeholders. For the full text of the policy, see **Appendix D**. With full-scale implementation of Complete Streets elements, the community can see benefits in safety, increased transportation options, enhanced economic vitality, environmental benefits, public health impacts, and accessibility for persons with disabilities.

### Vision and Intent

*The Town of Lanesborough envisions a transportation system where users of all modes, ages, and abilities can move safely and efficiently ... [and] therefore, is to accommodate all users by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of*

*Lanesborough to ensure the planning, design, operation and maintenance of streets so they are safe for users of all ages and abilities and to provide a multi-modal transportation network. This Policy directs staff to consistently plan, design, construct, and maintain streets to accommodate a range of multi-modal transportation users including, but not limited to: pedestrians, cyclists, other nonmotorists, transit users, motorists, emergency vehicles, and freight/ commercial vehicles*

In the Town of Lanesborough’s Vision and Intent section of its Complete Streets Policy, it states:

### Goals and Performance Measures

The goals and objectives of this Complete Streets Project Prioritization Plan were developed by the Lanesborough Complete Streets Team, and include mobility/connectivity, usability, traffic calming, and accessibility for all users of the street network, including pedestrians, cyclists, other nonmotorists, transit riders, motorists, commercial vehicles, and emergency vehicles.

#### How We Travel

The way, or mode, by which people travel, is called “Mode-Share.” Mode-Share is a general Complete Streets performance measure that the Town can track independent of any others identified in **Table 2.2**. The Town currently sees a commute mode-share dominated by automobile travel (92.1% of commuters). The town envisions that Complete Streets will enable modest increases in all modes other than automobile. The current mode-share is described in **Table 2.1**.

**Table 2.1 Lanesborough Mode-Share for Commuters**

Mode	Percent of Commuters
Car, Truck, or Van	92.1%
Public Transit	0.8%
Bike	0.0%
Walk	3.1%
Taxi, Other (motorcycle, etc.)	1.3%
Work from Home	2.7%

*Source:* 2013-2017 American Community Survey 5-Year Estimates

In the development of their planning framework, the Lanesborough Complete Streets Team developed system-wide performance measures for each of their ten goals. The performance measures, listed by goal area, are shown in **Table 2.2**

### Methodology

To develop a data-driven process to guide the prioritization of Complete Streets projects in Lanesborough, the Complete Streets Team developed a planning framework that outlined: goals, performance measures, evaluation criteria/scoring, and weighting. This framework ensured the goals were measurable, and that scoring of the projects directly related to the plan's goals. For Lanesborough, the complete streets team came to an agreement that safety, safe routes to school (SRTS), access to civic and public facilities, and livability were the most important goals to meet with their complete streets project. For safety, the goal is to prioritize the safety of all users of the town's transportation system. The goal of SRTS is to promote walking and biking to children as a means of transportation to and from school by supporting nonmotorized improvements near schools. Access to public and civic facilities promotes connectivity to public facilities and recreational areas including parks and town buildings that provide public services. Finally, livability refers to improving access to all active mode facilities.

The Team was then asked to weigh and rank each goal, and that was integrated into the multi-criteria analysis used to prioritize the town's improvements. Safety was overwhelmingly determined as the most important goal of the complete streets team, while livability and access to civic facilities were important but generally scored similarly below both safety and safe routes to school. The planning framework matrix can be seen in **Table 2.2**. For project scoring based on this matrix, see **Appendix B**.

### Related Plans and Initiatives

The Town of Lanesborough worked with the Berkshire Regional Planning Commission (BRPC) in 2018 and 2019 to develop this Complete Streets Prioritization Plan, which examines needs for Complete Streets in the town and identifies potential projects for implementation. Completion of this Tier 2 plan and other project implementation by the town will help its goals, objectives, and actions.

### Lanesborough Road Condition Report (2013)

The Lanesborough Road Condition Report is a document completed in 2013 that both maps and documents road condition of all state, local, and private roads in Lanesborough. The plan includes recommendations developed by the town for a work program for several road projects. Since the 2013 plan, many of the projects were completed with Chapter 90 funds. One of the priority projects was adding drainage and maintaining sidewalks on Summer Street between Route 7 and Cheshire Road, and is still a priority project which has not been fully addressed in the proposed timeline because of its cost. Adding drainage and replacing Summer Street sidewalks in particular is Lanesborough's priority project.

Included in the report are listed town bridges, with the lowest AASHTO-rated bridge being the Narragansett Bridge over the Pontoosuc Lake. In 2018, the Town was finally able to commence work on repairing that bridge and are expecting to add pedestrian footbridges on either side. The town sees connecting this bridge to the Narragansett Park with streetscape improvements and sidewalks as a new priority with complete streets funding.

The report shed light on the reality that while state roads generally are in excellent condition, most private roads are poorly maintained, and local roads are mixed. The 2013 report is still relevant to complete streets prioritization as many of the priority areas in the report, including Summer Street, Prospect Street, Swamp Road, Bailey Road, and the intersection between Bull Hill Road and Narragansett Road, are still priorities today.

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Table 2.2 Planning Framework

SYSTEM			PROJECT-SPECIFIC	
Goal Area/The me	Goal	System Performance Measure	Project Scoring	Weight
<b>Safety</b>	Prioritize the safety for all users of the transportation system.	Number of crashes / crash severity	0 - Project does not address a safety concern 1- Addresses safety for bicyclists OR pedestrians 2 - Addresses safety for bicyclists AND pedestrians 3 -Addresses safety for ALL users of transportation system	3.75
<b>Safe Routes to School</b>	Promote walking and biking to kids as a means of transportation to/from school by supporting nonmotorized improvements near schools	Number of projects within 1/4 mile of Elementary School	0 - Project does not include non-motorized transportation or Project is not within 1/2 mile from school 1 - Project is between 1/2 mile and 1/4 mile from school 2 - Project is between 1/4 mile to 1/8 mile from school 3 - Project is adjacent or connects to school	2.31
<b>Access to Public &amp; Civic Facilities</b>	Promote connectivity to public facilities, such as schools, town buildings, libraries, parks, and recreation areas	Number of projects within 1/4 mile of a dedicated active mode facility	0 - Project is not within 1/2 mile of a town-owned facility or recreational area 1 - Project is between 1/2 mile and 1/4 mile of a town-owned facility or recreation area 2 - Project is between 1/4 mile of a town-owned facility or recreation area 3 - Project is adjacent to or connected to town-owned facility or recreation area	2.34
<b>Livability</b>	Increase the livability of Lanesborough by improving access to active mode facilities	Number of residents within 1/4 mile of a dedicated active mode facility	0 - Project does not involve shoulder, sidewalk, bike lane, or shared use path work 1 - Project creates new shoulder for nonmotorized users. 2 - Project addresses pedestrian / cyclist crossing. 3 - Project creates / repairs sidewalk, bike lane, or shared use path	1.59

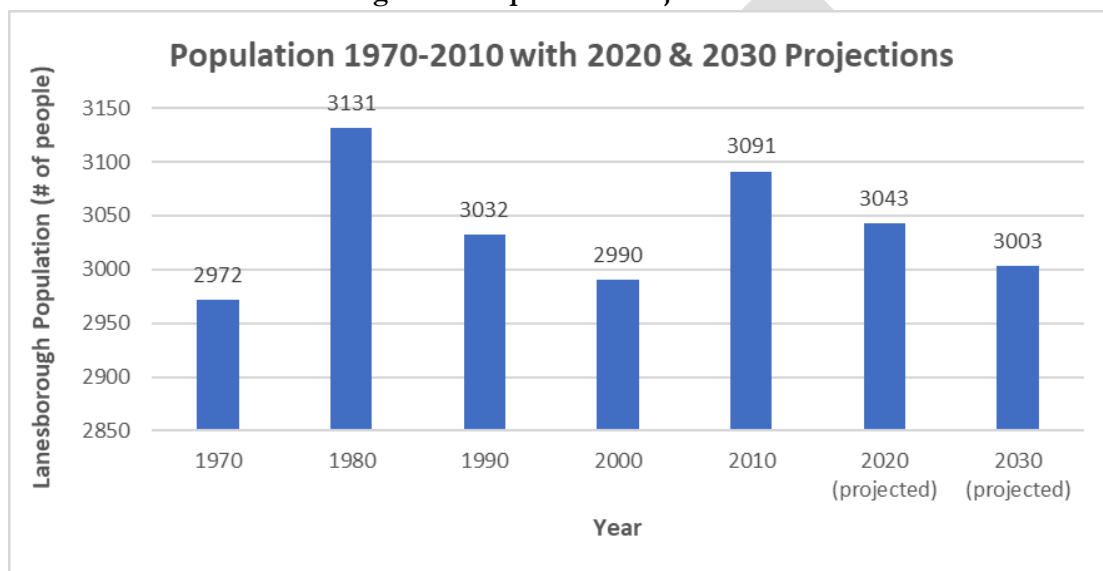
### 3. EXISTING CONDITIONS

This section describes existing conditions in Town, to create a baseline with which to examine potential Complete Streets needs and potential improvements in the community.

#### Sociodemographic Profile

The Town of Lanesborough has around 3,091 year-round residents and has some population variability, with the overall trend indicating minor population loss since 1990. From the US. Census estimate of population in 2010 (3,091), the UMass Donahue Institute<sup>11</sup> predicts that the population of the town will decline to approximately 3,003 residents by the year 2030, a decrease of 2.84% (see **Figure 3.1**). Overall population loss is common in Berkshire County, having steadily decreased in population since the 1970s. All but a few municipalities are predicted to decline in population over the next few decades.

**Figure 3.1 Population Projections<sup>12</sup>**



According to 2013-2017 American Community Survey 5-Year Estimates data, approximately 36% of the population is 55-years of age and older, and by 2030 it is expected that approximately 51% of the town's population will be over the age of 55 (See **Figure 3.2**). As aging in place becomes more popular among seniors, the composition of the population is an important consideration when planning and implementing various Complete Streets elements such as wayfinding, walkability, and roadway safety. Additionally, as a rural community, Complete Streets improvements could be conceptualized as a form of public health infrastructure, enabling active transportation for older residents and creating a connected network of town amenities and recreation areas. (See **Figure 3.6**)

#### Neighborhood Density

Neighborhood density, using MassGIS categories, can be seen in **Figure 3.2**. The densest neighborhoods in Lanesborough include homes around the Pontoosac Lake and on Summer and Prospect Streets near the Elementary School. Unsurprisingly, these are the neighborhoods that are critical to develop as bike and

<sup>11</sup>

<http://www.donahue.umassp.edu/business-groups/economic-public-policy-research/expertise-services/economic-demographic-research>

<sup>12</sup> U.S. Census: 1980, 1990, 2000 Census, 2010 Demographic Profile Data, & 2020-2030 Projections Courtesy of the UMass Donahue Institute

pedestrian friendly streets and neighborhoods. They also benefit from having many community and civic attractions, including the Narraganset Park, the Elementary School, and close proximity to Route 7, Lanesborough's main commercial corridor.

Neighborhood density is derived from the MassGIS Land Use dataset that was last updated in 2005. High density neighborhoods are identified as areas where housing is located on lots smaller than  $\frac{1}{4}$  acre. Medium density neighborhoods are areas where housing is located on  $\frac{1}{4}$  to  $\frac{1}{2}$  acre lots. Low density neighborhoods are areas where housing is located on  $\frac{1}{2}$  to 1 acre lots. Finally, very low-density neighborhoods are areas where housing is located on lots greater than 1 acre in size and very remote rural housing. While the relative density (e.g., high, medium, low) is subject to some interpretation, the information is important because it helps locate where Complete Streets enhancements could improve traffic safety and transportation connections for maximum benefit.

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## Safety

Safety is a major reason many communities look at Complete Streets improvements, and though safer infrastructure is one component of improving the safety of users, there is also a behavioral component that must be supported through encouragement and education. Recent accident data was collected and reviewed to determine what types and under what conditions accidents are occurring.

## BRTA Bus Routes

The Berkshire Regional Transit Authority (BRTA) provides transit services throughout Berkshire County. The primary service provided by BRTA is a bus route, two of which pass throughout Lanesborough along their state-owned roads, Route 7 and Route 8, with an additional stop at Berkshire Mall.

Because Route 7 and Route 8 are state-controlled roads, improvements including adding formal bus stops are the responsibility of and the jurisdiction of MassDOT. The road to the Berkshire Mall is controlled by the Baker Hill Road District. Lanesborough BRTA services itself have no formal bus stops in Lanesborough, and instead relies on riders to flag down the bus anywhere along its service area.

## Transportation Conditions

### Road Network and Jurisdiction

There are approximately 69 miles of road in Lanesborough, of which about 13 miles are under MassDOT's jurisdiction, 4.93 miles are privately-owned and 45.68 miles are town accepted roads (see **Table 3.2** and **Figure 3.2**). The major arterial roads, including Route 7, Route 41, and Route 183 are mostly in good condition. The major caveat with arterial roads in Lanesborough is most lack any type of pedestrian accommodations. In rural communities, arterial routes often provide the main connectors to other portions of a municipality, meaning that even along major routes, the creation of pedestrian facilities should be given consideration.

**Table 3.2 Lanesborough Road Jurisdiction**

Jurisdiction	Mileage	Percent of Roads
MassDOT	13.38	19.4%
Town	45.68	66.2%
Private	4.93	7.1%
Unknown	5.01	7.3%
<b>Total</b>	<b>69.0</b>	<b>100.0%</b>

### Functional Classification

Functional classification is a way of grouping roadways into classes or systems based on character and type of traffic service they are intended to provide. All roadways are grouped into one of three classes (principle/minor arterials, major/minor collectors and local roads), and provide for transportation based on a spectrum between overall mobility and land access. Arterials provide for travel over long distances but offer a lesser degree of land access than local or collector roads. Conversely, local roadways provide a high degree of land access, but traverse shorter distances and provide less overall mobility (see **Table 3.3**).

**Table 3.3 Functional Classification Descriptions**<sup>13</sup>

Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

In Lanesborough, there are two principle arterial roads; Route 7 and Route 8. These two roads have heavy vehicle traffic because of their interstate connections to both Connecticut and Vermont. The town's minor arterials include Summer Street and US 7 Route 8 Connector Road. Most arterial roads in Lanesborough lack pedestrian or cycling accommodations. In rural communities, arterial routes provide a connection between major areas of a community, from the town to other surrounding communities, and in the case of Route 7 and 8, to other states.

Lanesborough has several major and minor collector streets including Brodie Mountain Road, Balance Rock Road, Old Cheshire Road, and Bailey Raod. While many of these streets connect directly to surrounding communities, their main function within Lanesborough is to connect travelers to the town's arterials. The remaining roads in Lanesborough are all considered local roads. (See **Figure 3.4**). Local roads are not eligible for federal funding.

### Speed Limits

Speed limits, in conjunction with other factors like traffic volume, shoulder width, sight distance, have an impact on both the actual and perceived safety of nonmotorized travelers when they travel along a roadway without a dedicated facility. When speeds are higher, the severity of accidents involving non-motorists is drastically increased, so separation of pedestrians from fast moving vehicle traffic is preferred. On low-volume roadways with high speed limits, ensuring safety for nonmotorized travelers within the corridor is critical for safety (actual and perceived). When speeds are high and there is little room to accommodate non-motorists, looking at parallel routes, or separate facilities is important.

The Town of Lanesborough has appropriate speed limits along important routes within the town. Along Summer Street where the Elementary School is located and adjoining Old Cheshire Road the speed limit is reduced to 35 to protect pedestrians and nearby residents. Along even denser residential areas in town where homes are closer to the street, including Bull Hill Road and Balance Rock Roads near the lake, the speed limit does not exceed 30 miles per hour. Only on the town's primary arterials, including Routes 7 and 8, does the speed limit exceed 50 miles per hour, and it does not exceed 45 miles per hour near civic facilities, including the town hall and Bill Laston park along Route 7.

### Road Surface Type

Road surface type has potential implications for Complete Streets improvements, specifically for pedestrian and bicycling facilities. Generally, unpaved (dirt or gravel) roadways are considered exempt from many potential Complete Streets improvements for a variety of reasons. For example, unpaved roadways cannot be striped, and thus rely solely on warning signage to convey information, which means that elements such as bike lanes or shared lane markings cannot be added to these roadways. Moreover, pedestrian facilities, such as

<sup>13</sup> Table adapted from Federal Highway Administration, Flexibility in Highway Design. Available from: <http://www.fhwa.dot.gov/environment/publications/flexibility/ch03.cfm>

sidewalks are generally not included along unpaved roadways, unless they are in the form of an informal path alongside the roadway.

In general, vehicle speeds on unpaved roadways are lower due to road width and the surface type. Traffic volumes are generally lower as well. Low traffic speeds and volumes can make these roadways ideal for pedestrians, particularly recreational walkers. However, the surface type may create issues with accessibility as required by the Americans with Disabilities Act (ADA). ADA regulations require that all accessible floor and ground surfaces be “firm, stable and slip resistant” and other ADA guidance notes that “most loose materials, including gravel will not meet these requirements unless properly treated to provide sufficient surface integrity and resilience<sup>14</sup>.” Additionally, unpaved roads are sometimes used by cyclists, particularly those who ride mountain bikes with wider tires, and may be preferred due to relatively low traffic volumes. The narrow tires of many road bikes limit their use on unpaved roadways.

Most (64.05%) of roads in Lanesborough are surface-treated (i.e. asphalt, concrete, pavement, etc.), followed by gravel/stone and unimproved, graded dirt (See **Table 3.4** and **Figure 3.6**). Many of those in the “unknown” category are private roads.

**Table 3.4 Lanesborough Road Surface**

Surface Type	Mileage	% of Roads
Surface-Treated	44.2	64.05%
Concrete	1.17	1.69%
Gravel/Stone	19.12	27.7%
Unimproved, Graded Dirt	1.00	1.44%
Unknown	3.52	5.1%
<b>Total</b>	<b>69</b>	<b>100%</b>

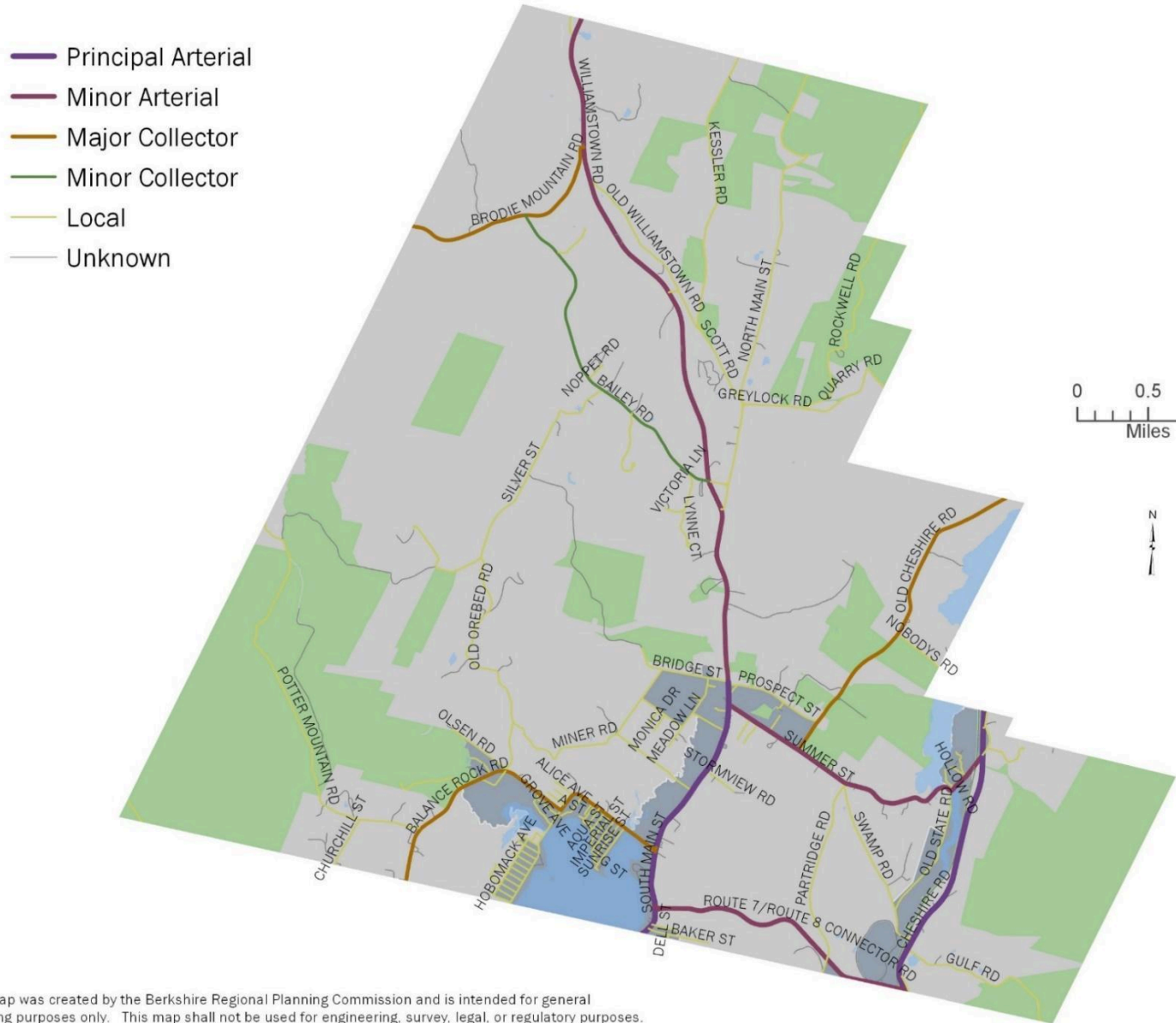
**Figure 3.3 Roads by Jurisdiction**

- State Owned
- Local Owned
- Privately Owned
- Unknown Owner



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, MassDOT, BRPC or the municipality may have supplied portions of this data.

**Figure 3.4 Roads by Functional Classification**

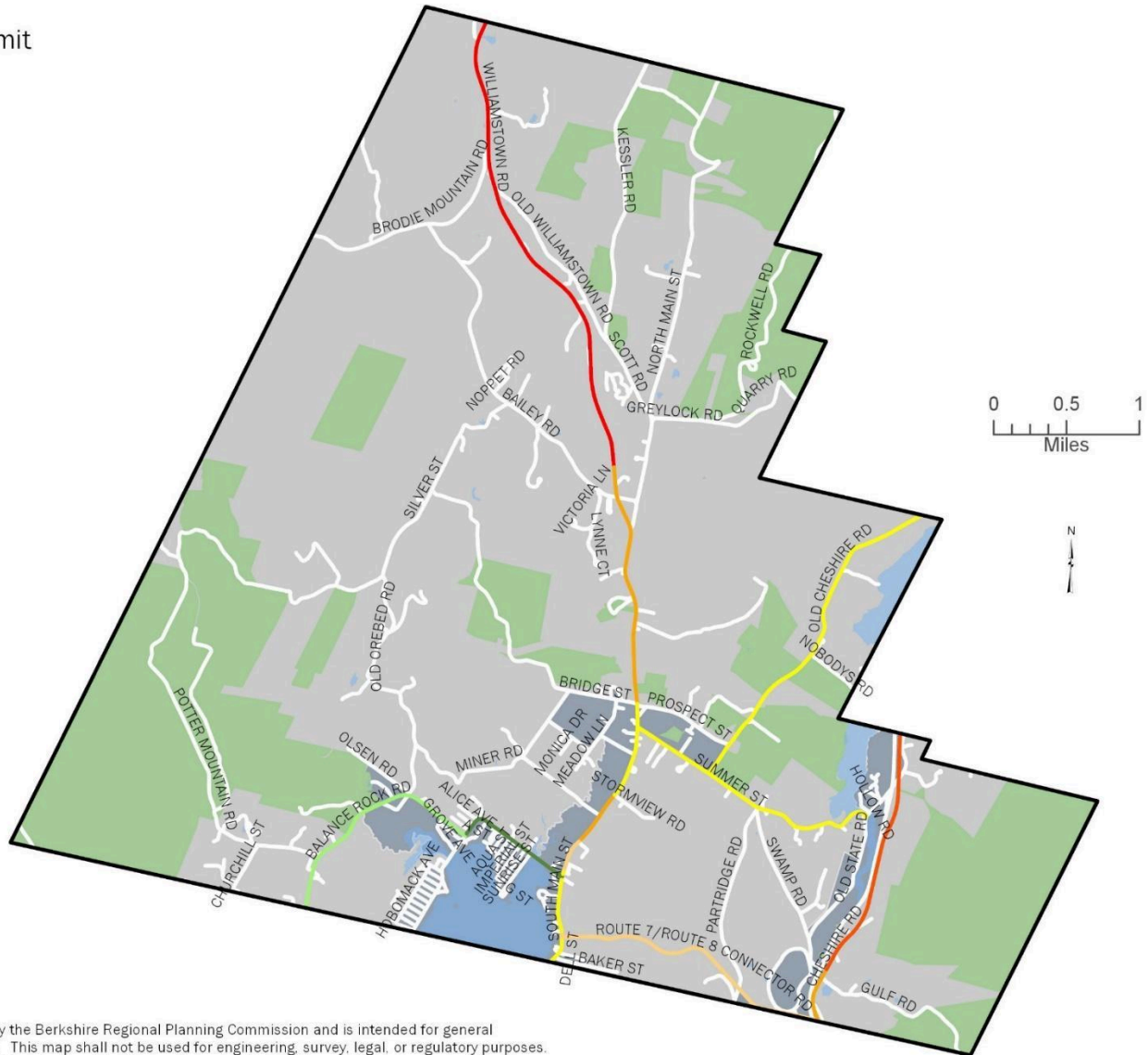


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Figure 3.5 Speed Limits

SpeedLimit

- 25
- 30
- 35
- 40
- 45
- 50
- 55



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**Figure 3.6 Roads by Surface Type**

- Surface-treated
- Concrete
- Gravel or stone
- Unimproved, graded dirt
- Unknown



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## Pedestrian Conditions

### Sidewalk Network

Numerous studies show that millennials<sup>15</sup> and baby boomers<sup>16</sup> prefer walkable neighborhoods, with walkability serving as an important variable in housing and neighborhood choices. Those findings demonstrate the importance of creating walkable neighborhoods, especially for communities seeking to attract and retain young professionals while also allowing older adults to comfortably age in place. And, as stated in the Introduction, almost half of all trips could be made without a car, if safe walking facilities existed.

Lanesborough has approximately 2.47 miles of sidewalk in total. Most of that (approximately 2.23 miles) is along Route 7 and is in the jurisdiction of Mass DOT. The only Lanesborough-controlled sidewalks are the sidewalks along Summer Street between Route 7 and the Lanesborough Elementary School. These sidewalks are currently in disrepair and have been a priority to repair for the Town of Lanesborough for several years.

### Crossings

Most crossings in Lanesborough are at unsignalized intersections. Notable crossings are those along Route 7 across Bridge Street next to Town Hall and across Summer Street which receive heavy pedestrian traffic compared to other areas of town.

### Off-Road Pedestrian Network and Trails

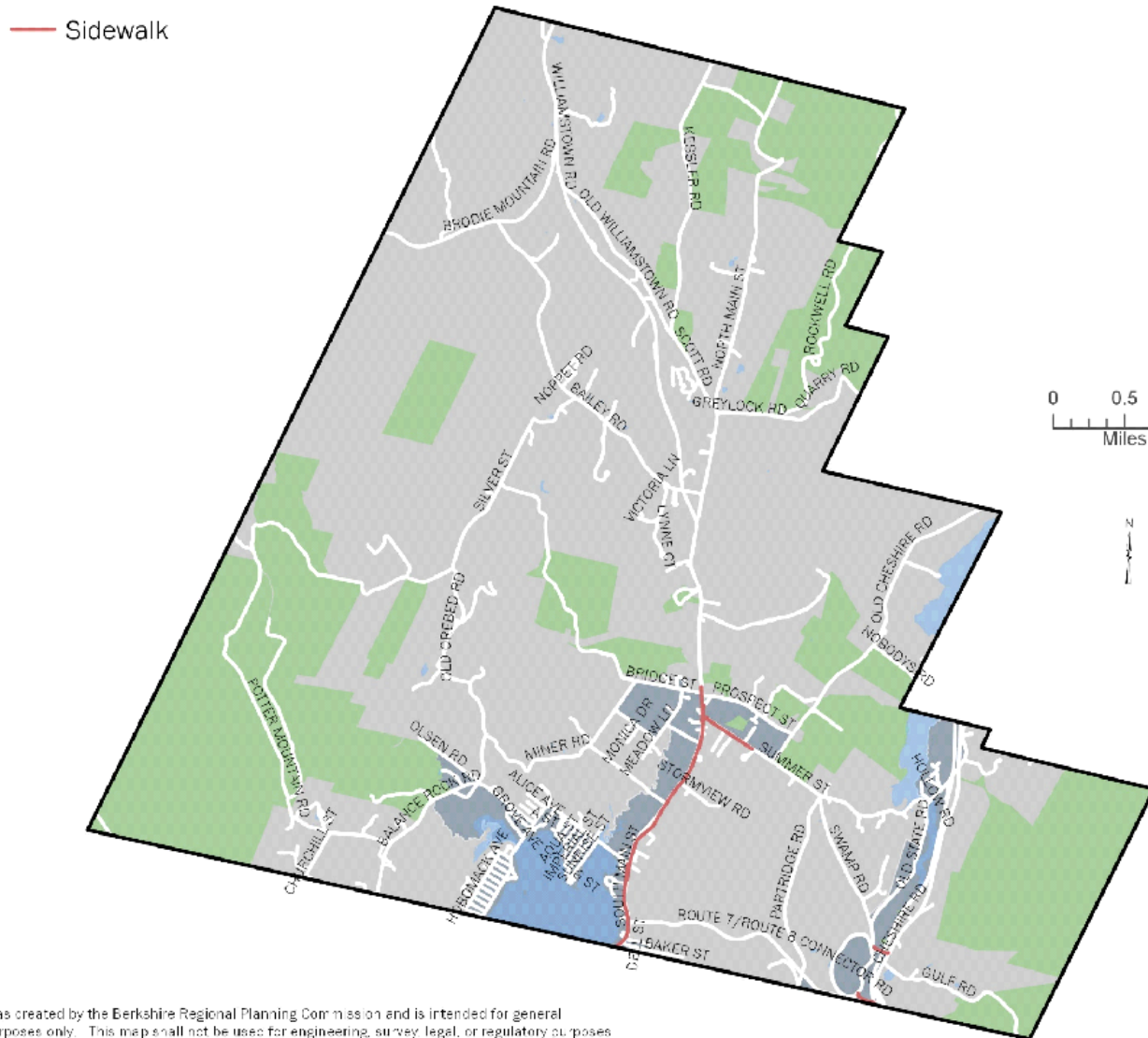
With most of Lanesborough covered by forest, it isn't difficult to stumble onto a number of preserves containing both formal and informal trails, most of which are on State-owned land. The largest of these trail networks can be accessed on Potter Mountain and Balance Rock roads and are part of the Pittsfield State Park. Here, approximately 7.1 miles of formal trails can be accessed within Lanesborough, with another several informal trails that can be accessed through the Town of Hancock. There are other minor trails that can be accessed throughout Lanesborough that are part of larger trail networks including trails west of Brodie Mountain Road and north of the Balance Rock trails. A small group of trails are also accessible from Quarry Road and is part of a much larger trail network of the town's other state park – Mt. Greylock State Park. There is a small trail network that is not state-owned on Bridge Street that are visible from Bill Laston Park. However, these trails are not accessible from the park because of a flowing creek that does not have a bridge. The trails are accessible however, from bridge street, which abruptly turns into a dirt road and eventually ends altogether at the beginning of the trail network. (See **Figure 3.8**).

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<sup>15</sup> <https://www.strongtowns.org/journal/2016/2/12/americans-want-walkable-neighborhoods>

<sup>16</sup> <https://www.curbed.com/2017/7/25/16025388/senior-living-walkability-survey>

Figure 3.7 Existing Sidewalk Network



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## Bicycle Conditions

### *On-Road Bicycle Conditions*

Hilly roads, narrow shoulders, and uneven pavement may make on-road bicycling difficult in some areas. Roads with better pavement condition tend to experience higher speeds, which can result in safety issues for cyclists. Therefore, separate bicycle facilities are ideal for routes such as these. Lanesborough has no existing on-road bicycle facilities.

### *Western New England Greenway and Ashuwillticook Rail Trail.*

The Western New England Greenway, or U.S. Bicycle Route 7, is a multi-segment, multi-state bike route that links New York City and Montreal, passing north to south directly through the middle of Berkshire County.<sup>17</sup> The route largely follows Route 7 through the western portions of Connecticut, Massachusetts, and Vermont. The route links with East Coast Greenway at the Merritt Parkway near Norwalk, CT at its Southern terminus, and with Quebec's Route Verte at its northern terminus at the Canadian Border. Most of the route is located along existing roadways, which in Berkshire County are generally running along or parallel to Routes 7, 8, and 2. However, the Greenway does take advantage of the Ashuwillticook Rail Trail, which passes through Lanesborough, Cheshire, Adams, and North Adams (See **Figure 3.16**). In Lanesborough, the Greenway travels along the existing Ashuwillticook Trail.

The Ashuwillticook Trail is the gem of the Berkshire's nonmotorized facilities and the county's only off-road shared-use path. The trail runs for approximately 12 miles through three towns. There are plans to extend the trail both north and south, eventually creating a bike trail spine that would stretch from Vermont to Connecticut.

### *Bike Racks and Other Amenities*

Lanesborough has a few bike racks scattered throughout town. The Town should ensure all public facilities have adequate bike parking at key areas throughout town.

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<sup>17</sup> <http://wnegreenway.org/>

### 3.9 Western New England Greenway

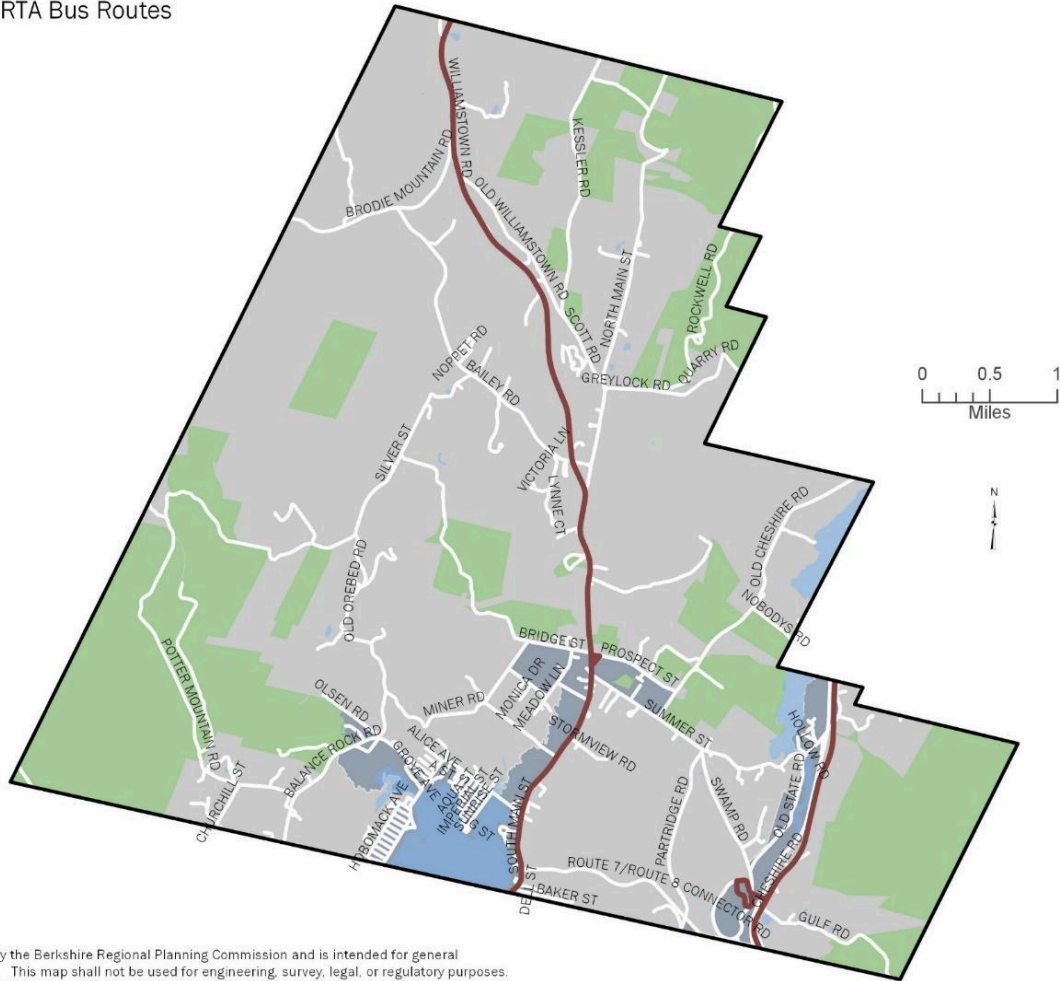
— Western New England Greenway



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### 3.10 BRTA Bus Routes

— BRTA Bus Routes



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Figure 3.12 Neighborhood Density



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## 4. NEEDS AND GENERAL RECOMMENDATIONS

The needs section summarizes the Complete Streets issues identified as part of the planning process.

### Key Challenges and Opportunities

#### Narrow and Constrained Roadways Limit Potential for New Nonmotorized Infrastructure

Most roadways in Lanesborough are narrow and constrained by existing development, topography, wetlands, vegetation and other conditions. In many cases, the shoulders cannot be significantly widened without

substantial effort. This limits the ease with which nonmotorized facilities could be added to existing roadways, and greatly increases the cost that would be required to do so.

### *Speeding Vehicles Deter Nonmotorized Users*

High vehicle speeds can deter pedestrians and cyclists from using the roadway, particularly where no nonmotorized facilities are present. High vehicle speeds coupled with the absence of pedestrian and cycling facilities discourage traveling along these roads via walking or biking. The town may want to consider implementing speed feedback signs or other traffic calming measures that slow vehicle speeds in key areas.

### *Lack of Cycling Infrastructure*

While a portion of the Ashuwillticook Trail runs through town, there are no other existing cycling facilities.

### *Some Key Intersections Could Benefit from Realignment*

Regardless of the efforts made to reduce vehicular speeds throughout Lanesborough, safety concerns will still exist due to the Town's mountainous topography. Many of the intersections in Lanesborough expose motorists and non-motorists to accidents. Wide turning radii at key intersections allow for vehicles to take turns at higher speeds. Other intersections have poor sightlines on approach due to the mountainous terrain. Signage at many of these intersections are not adequate to increase safety, especially for pedestrians and bicyclists. The fourth dangerous condition that characterize several intersections is their proximity one right after the other. There is no adequate signage at these areas, and right of way confusion is common. Sites with dangerous conditions outlined need to be identified and fixed to ensure safety for everyone.

### *Sidewalk to the Elementary School is in Need of Replacement*

The sidewalk on Summer Street is the only town-owned sidewalk in Lanesborough and serves as a major pedestrian connector between the Elementary School and Route 7. Since 2013, repairing the Summer Street sidewalk has been one of the most important priorities for Lanesborough officials and residents, however securing the funding for these repairs has been difficult. Cracks and drainage challenges along Summer Street make this sidewalk unsafe for everyone and inaccessible for people with disabilities.

### *Densely Populated Areas Near the Lake could Benefit from Nonmotorized Improvements*

The population density around Pontoosuc Lake is approximately 315 residents/sq. mi<sup>18</sup>, approximately three times higher than the density of the Town of Lanesborough. Many of the residents in the surrounding homes walk along these roads, including along Bull Hill Road to get to Main Street, to fish along the waters at the corner of Narragansett and Bull Hill Roads, or to go to Narragansett Park. However, there are no sidewalks along any of these streets and some of the intersections are configured in a manner that can be detrimental to pedestrian safety. There is an opportunity to create multi-modal improvements in this area to promote local activities and to connect people to Main Street and its civic attractions.

### *Parks and Recreation Areas Could Benefit from Improved Connectivity and Comprehensive Planning*

The Narragansett Park, Bridge Street Park, and Bill Laston Park are all well-used recreational sites in Lanesborough. There has recently been a concerted effort in Lanesborough to improve these areas to attract residents. In order to make these parks more attractive, accompanying streetscape improvements can go a long way. Currently, there are no sidewalks connecting these parks, nor are they accessible to residents in the neighborhoods they are in. Narragansett Park along Narragansett Ave does not have sidewalks connecting to homes around Pontoosuc Lake. The Bridge Street park is next to Town Hall but is down a very steep hill without any sidewalks. Sidewalks along Route 7 stop at the Town Hall, approximately three quarters of a mile

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<sup>18</sup> American Community Survey 2013-2017 5-Year Estimates

before Bill Laston Park. While improvements are being made inside these parks, town and state officials are recognizing the importance of building-up connections to these parks from nearby civic facilities and neighborhoods.

### *Wayfinding and Warning Signage to Greylock Campsite Park Needs Attention*

Due to the town's various camping opportunities, it is common to see vehicles towing hitched trailers throughout the year, and particularly during warmer months. Unfortunately, many tourists visiting this campground are not from the area and often rely on GPS to find the campground site. Many of the shortcuts provided by the GPS take visitors on routes that are inadequate for vehicles with trailers. These include Quarry Rd (particularly the upper section), Bailey Rd. between North Main St. and Route 7, and Scott Rd. The proper route to access the campground is from North Main St. Signage and warning signage can help travelers navigate these conditions throughout the year.

### *Participate in the Regional TIP*

The TIP requires that communities fund design and engineering work; however, when the project can be scheduled and programmed through the TIP, construction is fully funded. While projects can sometimes take years to become integrated into the Transportation Improvement Program, it is a way to fund expensive and complicated transportation projects. The town should continue investment in design and engineering for its federal aid-eligible roadways to ensure they are competitive on the regional TIP. Projects on federal-aid eligible roads have been noted in the project descriptions above.

### *View Every Repaving Project as an Opportunity to "Complete the Street"*

During every repaving project, the town should assess the condition of the existing sidewalk, the width of the existing lanes and shoulder, streetscape amenities (trash receptacles, trees and shrubs, bike racks, lighting, wayfinding signs, etc.) and determine if low cost improvements could be added to each project. Additionally, shoulder widening, and lane narrowing are crucial ways to improve cycling and walking on roadways that do not have dedicated nonmotorized facilities like sidewalks or bike lanes.

Paved shoulders have benefits for vehicle drivers, cyclists and pedestrians.<sup>19</sup> Shoulders are often an option to accommodate nonmotorized travelers in low density areas where dedicated facilities aren't feasible. Wide shoulders are shown to increase the safety for nonmotorized travelers by separating them from the vehicle lane, although there is the potential that with wider shoulders, speeds can increase. Cyclists report feeling more comfortable when they have extra space that is outside the vehicle lane. An extra 4-6 feet can provide this precious separation from moving vehicles.

The Town of Lanesborough should evaluate the usage of wider shoulders to accommodate bicycle and pedestrian travelers where dedicated facilities are infeasible. Providing paved shoulders as part of routine resurfacing, restoration, rehabilitation, and/or reconstruction work on roadways is a way to implement the Lanesborough Complete Streets Policy given due consideration. Based on guidance from MassDOT, shoulder widths to accommodate pedestrians and cyclists should be at least 4' wide for a Case 4 Shared Bicycle/Pedestrian Accommodation.<sup>19</sup>

### *Advocate for Complete Streets Improvements on State Roadways*

Potential projects on state owned roadways were scored and ranked during the planning process to see how these projects compared to others in the community (see **Table 5.1**). The town should advocate to MassDOT to advance and construct these projects. The Town of Lanesborough should submit these projects, in writing, to the District 1 Highway Director.

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<sup>19</sup> [https://www.massdot.state.ma.us/Portals/8/docs/designGuide/CH\\_5.pdf](https://www.massdot.state.ma.us/Portals/8/docs/designGuide/CH_5.pdf)

### *Ensure Bike Parking and Amenities at Town Facilities and Open Space Areas*

Bicycle parking is a key street furnishing element to the usability of bicycles for transportation. If there is nowhere to safely park a bicycle, people will be less likely to rely on it for transportation. Bicycle parking is good to have in village center areas for visitors to shops and restaurants. There are many options for bicycle parking, and for reference see the Association of Pedestrian and Bicycle Professionals' *Essentials of Bike Parking*.<sup>20</sup> Bicycle repair stations are another component of cycling infrastructure that include tools and an air pump for repairing or maintaining bicycles. Repair stations can help cyclists "in a pinch" who may not have a set of tools on hand and demonstrates that the town is bike friendly and encourages cycling. The town recently installed one of these repair stations at Town Hall. The town should consider installing others in key areas, such as at other points along USBR 7.

### *Review the Recommendations of Williams College Students Build Out Analysis*

Concurrent with the development of this Complete Streets plan, students from Williams College worked with BRPC and town staff on the creation of a build out analysis and general economic development plan for Lanesborough. One of the report's recommendations is to look at sidewalk development in the area of North Main St. (Route 7), Church St. and Prospect St. Moreover, they recommend developing the area in front of the former Lanesboro Supermarket into a Town Commons.

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<sup>20</sup> <http://www.apbp.org/?page=publications>

## 5. PROJECT RECOMMENDATIONS

This section outlines some project specific recommendations along with general recommendations that are not site-specific.

### Engineering + Design References

Complete Streets improvements can come in many forms, from signage to entire sidewalks – the different elements are based on the context and needs of a given area. As this report has established, Complete Streets are for everyone – supporting a variety of travel modes, from motorists to cyclists to pedestrians.

Any improvements will likely need design and/or engineering and it is encouraged that the town reference the following detailed best practices, as applicable, which include but are not limited to:

- MassDOT Project Development and Design Guide
- FHWA Manual of Uniform Traffic Control Devices (MUTCD)
- AASHTO A Policy on the Geometric Design of Highways and Streets
- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Transit Street Design Guide
- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- US Access Board Streets and Sidewalks Guidelines
- AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities
- National Complete Streets Coalition Resources

These improvements may be paid for by a variety of funding sources, which include but are not limited to:

- MassDOT Complete Streets Funding Program
- Chapter 90 Funds
- MassWorks Grants
- Federal TIP Funds (STBGP, CMAQ, TA Set-Aside, etc.)

### Project Selection and Final List

The final project list was selected by the Complete Streets Team and includes projects identified through the Lanesborough Road Conditions Report, and other current planning and safety initiatives by the Town of Lanesborough. The town has consistently expressed interest in ensuring safety for students through safe routes to school and making Lanesborough's recreational & civic facilities accessible for motorists and non-motorists alike. While this project list allows the town to remain eligible for funding through the Complete Streets program, it is likely that other sources of funding will be used to construct projects. Federal-aid eligible projects have been noted in **Table 5.1** below.

**Table 5.1 Final Complete Streets Project Prioritization (Tier 2) List**

Project #	Project Name	Project Location and Features	Notes
<b>PROJECT 1</b>	Summer Street Sidewalk Replacement & Related Work	Approximately 2160' along Summer Street from Route 7 to Elementary School	Replacement of approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 5-foot wide concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing driveways, 6 accessible wheel chair ramps, and repainting of crosswalks. Related drainage work includes the addition of 2 catch basins with curb inlets and approximately 100 feet of drain pipe. Special tree protection and root trimming/air spading is also recommended beneath crown of Elm tree and as required per certified arborist additional recommendations.
<b>PROJECT 2</b>	Summer Street Sidewalk Replacement and Related Work (Alternative to Project #1)	Approximately 2160' along Summer Street from Route 7 to Elementary School	This alternative to Project #1 looks to replace approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 6-foot wide, 6-inch depth concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing driveways, 6 accessible wheel chair ramps, and repainting of crosswalks. Related drainage work includes the addition of 2 catch basins with curb inlets and approximately 100 feet of drain pipe. Special tree protection and root trimming/air spading is also recommended beneath crown of Elm tree and as required per certified arborist additional recommendations.
<b>PROJECT 3</b>	Bull Hill Road Proposed Sidewalk & Related Work – Phase 1	Bull Hill Road, Route 7 to Sunrise Street	Installation of approximately 1,400 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Route 7 to the Sunrise Street. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, 2 accessible wheel chair ramps, painting of crosswalks and “share the road” bicycle signage. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road). Work required at the Pontoosuc Lake/Town Brook crossing is not included in this scope of work.
<b>PROJECT 4</b>	Bull Hill Road Proposed Sidewalk & Related Work – Phase 2	Bull Hill Road, Sunrise Street to Sunset Street	Installation of approximately 1,550 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Sunrise Street to Sunset Street. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales,

Project #	Project Name	Project Location and Features	Notes
			concrete sidewalk at existing driveways, accessible wheel chair ramps, painting of crosswalks and “share the road” bicycle signage. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road). installation of stabilized earth embankments and/or walls at steep slopes to reduce resource area disturbances; and removal and resetting of guardrails as required. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road).
<b>PROJECT 5</b>	Bull Hill Road Proposed Sidewalk & Related Work – Phase 3	Bull Hill Road, Sunset Street to Balance Rock Rd.	Installation of approximately 1,550 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Sunset Street to Balance Rock Road. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, improvements and connections to the closed drainage system, concrete sidewalk at existing driveways, accessible wheel chair ramps, painting of crosswalks, “share the road” bicycle signage, installation of stabilized earth embankments and/or walls at steep slopes to reduce resource area disturbances; and removal and resetting of guardrails as required. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road).
<b>PROJECT 6</b>	Bull Hill Road Proposed Sidewalk & Related Work – Phase 3 (Alternative to Project #5)	Bull Hill Road, Spring Street to Alice Avenue	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work may also include consideration to reconfigure the intersection to a stop-controlled T-intersection. If chosen, excavation, paving, utility relocation and site restoration may be required.
<b>PROJECT 7</b>	Narragansett Avenue Proposed Sidewalk & Related Work – North of the Causeway	Narragansett Avenue, North of the Causeway	Installation of approximately 900 feet of new 5-foot wide concrete sidewalk along Narragansett Avenue from Balance Rock Road to the new bridge at the causeway. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps and painting of crosswalks. Related work includes

Project #	Project Name	Project Location and Features	Notes
			pavement repair, tree protection, resetting of mailboxes and other site restoration as required.
<b>PROJECT 8</b>	North Main Street and Greylock Road Intersection Reconstruction with Bicycle and Pedestrian Improvements	North Main Street & Greylock Road Intersection	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work also includes reconfiguring the intersection to a stop-controlled T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.
<b>PROJECT 9</b>	Old State Road and Swamp Road Intersection Reconstruction	North Main & Scott intersection	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work may also include reconfiguration of the intersection to a T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.
<b>PROJECT 10</b>	North Main Street and Scott Road Intersection Reconstruction with Bicycle and Pedestrian Improvements	North Main Street and Scott Road Intersection	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work may also include possible reconfiguration of the intersection to a stop-controlled T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.
<b>PROJECT 11</b>	Swamp Road, Partridge Street and Summer Street Intersection Reconstruction with Bicycle and Pedestrian Improvements	Swamp Road, Partridge Street, and Summer Street Intersection	Improve the bicycle and pedestrian accommodations at the Partridge Street T-intersection with signage, shortened pavement corner radii, and sight distance improvements on Summer Street east of the intersection at the vertical curve. Project work may also include possible reconfiguration of the Swamp Road intersection to a stop-controlled T-intersection. If chosen, excavation, paving, utility relocation and site restoration may be required.
<b>PROJECT 12</b>	Orebed Road and Balance Rock Road Intersection Reconstruction with Bicycle and Pedestrian Improvements	Orebed Road onto Balance Rock Road	Improve the bicycle and pedestrian accommodations with signage at the intersection of Orebed Road and Balance Rock Road. Project work will include reconstructing current intersection into T-intersection with signage and shortened pavement corner radii.
<b>PROJECT 13</b>	Narragansett Avenue and Balance Rock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Balance Rock Road & Narragansett Avenue Intersection	Improve the bicycle and pedestrian accommodations at the T-intersection with signage and shortened pavement corner radii.

Project #	Project Name	Project Location and Features	Notes
<b>PROJECT 14</b>	Narragansett Avenue Proposed Sidewalk & Related Work – South of Causeway	Narragansett Avenue, South of the Causeway	Installation of approximately 1,300 feet of new 5-foot wide concrete sidewalk along Narragansett Avenue from Narragansett Park to the new bridge at the causeway. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps and painting of crosswalks. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required.
<b>PROJECT 15</b>	Miner Road Proposed Pedestrian Bridge	Bridge on Miner Road	Installation of approximately 100 feet of new 8-foot wide pedestrian bridge to span Town Brook and associated wetlands. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, concrete sidewalk at approaches and signage. A new pedestrian bridge would be designed independent of the existing vehicular bridge (i.e. not attached to the bridge) due to existing utilities on bridge at outlet, and the unknown structural capacity to “hang” the sidewalk at the inlet.
<b>PROJECT 16</b>	Quarry Road Wayfinding Signage from Route 8	Quarry Road from Route 8	Installation of “Mt. Greylock Campsite Park” wayfinding signs to direct large vehicle and RV traffic away from Quarry Road to improve traffic, pedestrian and bicycle safety on Quarry Road.
<b>PROJECT 17</b>	Scott Road Wayfinding Signage	Scott Road	Installation of “Mt. Greylock Campsite Park” wayfinding signs to direct large vehicle and RV traffic away from Scott Road to improve traffic, pedestrian, and bicycle safety on Scott Road.
<b>PROJECT 18</b>	Bailey Road Wayfinding Signage from Route 7	Bailey Road from Route 7	Installation of “Mt. Greylock Campsite Park” wayfinding signs to direct large vehicle and RV traffic away from Bailey Road to improve traffic, pedestrian, and bicycle safety on Scott Road.
<b>PROJECT 19</b>	Brodie Mountain Road Proposed Bicycle Lanes & Related Work	Brodie Mountain Road	Installation of lane striping, bicycle sharrows and signage along Brodie Mountain Road to the Hancock Town Line. Project work to also include replacement of the existing catch basin grates with bicycle-friendly grates.
<b>PROJECT 20</b>	Laston Park Bike Rack	Laston Park	Install bicycle rack at/near entrance to Laston Park
<b>PROJECT 21</b>	Town Hall Bike Rack	Town Hall	Install bicycle rack at Lanesborough Town Hall
<b>PROJECT 22</b>	Narragansett Park Bike Rack	Narragansett Park	Install bicycle rack at/near entrance to Narragansett Park
<b>PROJECT 23</b>	Library Bike Rack	Public Library	Install bicycle rack at/near entrance to Lanesborough public library
<b>PROJECT 24</b>	Elementary School Bike Rack	Elementary School	Install bicycle rack at/near entrance to Lanesborough elementary school

### Cost Estimates

Cost estimates for each project were prepared by Foresight Land Services for the Town of Lanesborough and can be seen in **Appendix E**.

## **APPENDIX B: PROJECT SCORING**

**Table B1** outlines the complete list of potential Complete Streets improvements identified by the Lanesborough Complete Streets Team and their scores. Projects in this list were further refined into a final list for submittal to MassDOT. Project locations have also been mapped in **Figure B1**.

Red text in the table denotes projects that are located along state highways, which are not eligible for funding through the MassDOT Complete Streets Program. The town should work closely with MassDOT to advocate for and include these improvements in future state roadway work. Please also note that some projects included in **Table B1** were not included in the final Tier 2 list sent to MassDOT due to eligibility concerns

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Table B1 Complete List of Potential Improvements

				Safety	Safe Routes to School	Access to Civic/Recreational facilities	Livability	Score Unweighted	Score Weighted
Project	Project Name	Location	WEIGHT	3.75	2.31	2.34	1.59	-	-
PROJECT 1	Summer Street Sidewalk Replacement & Related Work	Approximately 2160' along Summer Street from Route 7 to Elementary School		3	3	3	3	12	29.97
PROJECT 2a	Bull Hill Road Proposed Sidewalk & Related Work – Phase 1	Bull Hill Rd., Route 7 to Sunrise Street		3	0	0	3	6	16.02
PROJECT 2b	Bull Hill Road Proposed Sidewalk & Related Work – Phase 2	Bull Hill Rd., Sunrise Street to Sunset Street		3	0	0	3	6	16.02
PROJECT 2c	Bull Hill Road Proposed Sidewalk & Related Work – Phase 3	Bull Hill Rd., Sunset Street to Balance Rock Road		3	0	0	3	6	16.02
PROJECT 3	Narragansett Avenue Proposed Sidewalk & Related Work – North of Causeway	Narragansett Ave., N. of Causeway		3	0	1	3	7	18.36
PROJECT 4	North Main Street and Greylock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	North Main & Greylock intersection		3	0	0	2	5	14.43
PROJECT 5	Old State Road and Swamp Road Intersection Reconstruction	Old State & Swamp intersection		3	0	0	0	3	11.25
PROJECT 6	Billings Street and Meadow Road Intersection	Billings & Meadow intersection		1	0	1	0	2	6.09

				Safety	Safe Routes to School	Access to Civic/Recreational facilities	Livability	Score Unweighted	Score Weighted
	Reconstruction & Traffic Calming (on hold)								
<b>PROJECT 7</b>	North Main Street and Scott Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	North Main & Scott intersection		3	0	0	3	6	16.02
<b>PROJECT 8</b>	Swamp Road, Partridge Street and Summer Street Intersection Reconstruction with Bicycle & Pedestrian Improvements	Swamp, Partridge, and Summer intersection		3	0	0	3	6	16.02
<b>PROJECT 9</b>	Orebed Road and Balance Rock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Orebed onto Balance Rock		3	0	0	3	6	16.02
<b>PROJECT 10</b>	Route 7 New School Bus Shelter (on hold)	Turnaround near Thompson Street		3	0	0	0	3	11.25
<b>PROJECT 11</b>	Narragansett Avenue and Balance Rock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Balance Rock & Narragansett intersection		3	0	1	3	7	18.36
<b>PROJECT 12</b>	Narragansett Avenue Proposed Sidewalk & Related Work – South of Causeway	Narragansett Ave., S. of Causeway		3	0	1	2	6	16.77
<b>PROJECT 13</b>	Miner Road Proposed Pedestrian Bridge	Bridge on Miner Road		3	0	2	3	8	20.7

				Safety	Safe Routes to School	Access to Civic/Recreational facilities	Livability	Score Unweighted	Score Weighted
<b>PROJECT 14</b>	Quarry Road Wayfinding Signage from Route 8	Quarry Rd. from Route 8		3	0	0	0	3	11.25
<b>PROJECT 15</b>	Scott Road Wayfinding Signage from Route 7	Scott Rd. from Route 7		3	0	0	0	3	11.25
<b>PROJECT 16</b>	Bailey Road Wayfinding Signage from Route 7	Bailey Rd. from Route 7		3	0	0	0	3	11.25
<b>PROJECT 17</b>	Brodie Mountain Road Proposed Bicycle Lanes & Related Work	Brodie Mtn. Rd.		1	0	0	3	4	8.52

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# APPENDIX C: MASSDOT COMPLETE STREETS PROJECT PRIORITIZATION PLAN

The following Appendix section (**Table C1**) is a copy of the Tier 2 Prioritization Plan that was submitted to MassDOT. Projects are identical to those found in **Table 5.1** but includes additional information such as estimated start and end locations, anticipated construction duration and other information.

**Table C1 MassDOT Complete Streets Tier 2 Prioritization Plan**

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 document or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicle 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)
1	Summer Street Sidewalk Replacement & Related Work	Replacement of approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 5-foot wide concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing driveways, 6 accessible wheel chair ramps, and repainting of crosswalks. Related drainage work includes the addition of 2 catch basins with curb inlets and approximately 100 feet of drain pipe. Special tree protection and root trimming/air spading is also recommended beneath crown of Elm tree and as required per certified arborist additional recommendations.	No	Approximately 2160' along Summer Street from Route 7 to Elementary School	58,028.31 , 919,980.14	58,596.33 , 919,604.14	CS Needs Assessment	P1, P2, P3, P9, S14		X	X				N/A	\$288,330.45	\$264,888.95	\$23,441.50 (Chapter 90)			
2	Summer Street Sidewalk Replacement & Related Work (Alternative to Project #1)	This alternative to Project #1 looks to replace approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 6-foot wide, 6-inch depth concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing	No	Approximately 2160' along Summer Street from Route 7 to Elementary School	58,028.31 , 919,980.14	58,596.33 , 919,604.14	CS Needs Assessment	P1, P2, P3, P9, S14		X	X				N/A	\$380,334.45	349,412.95	\$30,921.50 (Chapter 90)			









Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs										Complete Streets Funding Request			Construction Schedule			
16	Quarry Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Quarry Road to improve traffic, pedestrian and bicycle safety on Quarry Road.	No	Quarry Road from Route 8	58940.93, 923331.53		CS Needs Assessment	S7	X											N/A	\$3,690.00	\$3,390.00	\$500.00 (Chapter 90)		
17	Scott Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Scott Road to improve traffic, pedestrian, and bicycle safety on Scott Road.	No	Scott Road	58182.55, 923399.98		CS Needs Assessment	S7	X											N/A	\$3,690.00	\$3,390.00	\$300.00 (Chapter 90)		
18	Bailey Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Bailey Road to improve traffic, pedestrian, and bicycle safety on Scott Road.	No	Bailey Road from Route 7	58023.21, 922474.26		CS Needs Assessment	S7	X											N/A	\$3,690.00	\$3,390.00	\$300.00 (Chapter 90)		
19	Brodie Mountain Road Proposed Bicycle Lanes & Related Work	Installation of lane striping, bicycle sharrows and signage along Brodie Mountain Road to the Hancock Town Line. Project work to also include replacement of the existing catch basin grates with bicycle-friendly grates.	No	Brodie Mountain Road	56,375.02, 926,330.56	54437.00, 925,410.17	CS Needs Assessment	S1, B5, B7, B8				X	X							N/A	\$64,958.76	\$59,677.56	\$5,281.20 (Chapter 90)		
20	Laston Park Bike Rack	Install bicycle rack at/near entrance to Laston Park.	No	Laston Park	57,823.96, 921,334.60	57,823.96, 921,334.60	CS Needs Assessment	B3					X							N/A	\$550.00	\$550.00			
21	Town Hall Bike Rack	Install bicycle rack at Lanesborough Town Hall.	No	Town Hall	57,970.84, 920,336.91	57,970.84, 920,336.91	CS Needs Assessment	B3					X							N/A	\$550.00	\$550.00			
22	Narragansett Park Bike Rack	Install bicycle rack at/near entrance to Narragansett Park	No	Narragansett Park	55,848.80, 918,224.61	55,848.80, 918,224.61	CS Needs Assessment	B3					X							N/A	\$550.00	\$550.00			
23	Library Bike Rack	Install bicycle rack at/near entrance to Lanesborough public library	No	Library	57,982.71, 920,336.91	57,982.71, 920,336.91	CS Needs Assessment	B3					X							N/A	\$550.00	\$550.00			
24	Elementary School Bike Rack	Install bicycle rack at/near entrance to Lanesborough elementary school	No	Elementary School	58,489.62, 919,470.15	58,489.62, 919,470.15	CS Needs Assessment	B3					X							N/A	\$550.00	\$550.00			

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**APPENDIX E: DETAILED PROJECT COST ESTIMATES**

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## APPENDIX F: PROJECT PHOTOS

**Project 1**



Bull Hill Road at Sunset Street looking onto corner of Bull Hill and Narragansett Road

**Project 2a**

**Project 2b**



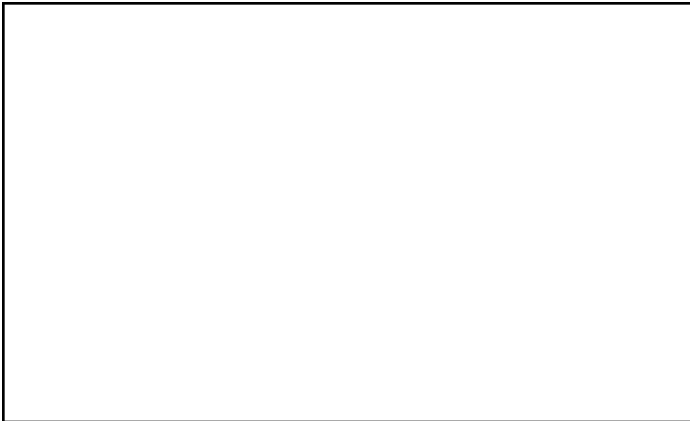
**Project 3**

**Project 2c**



Looking east on Narragansett Ave to the intersection of Bull Hill & Narragansett Street.

**Project 4**



**Project 5**

**Project 6**

**Project 7**

**Project 8**



Corner of Greylock Road & N. Main Street intersection looking onto Scott Road & N. Main Street Intersection

Partridge Street from Summer Street

**Project 9**

**Project 10**



Intersection of Old Orebed Road and Balance Rock Road

**Project 11**

**Project 12**

Looking north onto Narraganset Road from Narraganset Park



**Project 13**

**Project 14**

**Project 15**

**Project 16**



Brodie Mountain Road Shoulder & Grates

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**MassDOT Complete Streets Funding Program  
Project Prioritization Plan Instructions**

General Information		Description	Additional Resources (if applicable)
Municipality		City or Town name (choose from the drop-down menu)	
MassDOT District		MassDOT district the municipality belongs to (this field will auto-fill)	<a href="#">MassDOT Districts</a>
Date		Date form is completed (this field will auto-fill)	
Name		Name of person filling out the form	
Title		Title of person filling out the form	
Project Information		Description	Additional Resources (if applicable)
Rank		Municipalities should enter ranked projects based on the results of their local prioritization process.	
Project Name		Name of the project. It is helpful to include street name and improvement type to track various projects and improvement type over time.	
Project Description		Brief description of the project components and what it intends to accomplish.	
Environmental Justice Population?		Using the MassGIS Mapping Tool, determine if the project is within or serves a designated Environmental Justice population cluster. Select Yes or No from the drop down list.	<a href="#">MassGIS Online Mapping Tool</a>
Project Limits		The general physical extents of the project (i.e. intersection, roadway limits, corridor, etc.). Multiple improvements along a corridor or contiguous roadway segment, such as five rapid flash beacons at five intersections along Main Street can be listed as one project. All other improvements at multiple locations must be identified by each location.	
Project Start Location: X,Y Coordinates		Using the MassGIS Mapping Tool, hover over the project site and report the X,Y coordinates from the bottom right corner of the map. Ensure that "Show Coordinates" is toggled ON and that MA State Plane meters units are selected by using the toolbar below the map.	<a href="#">MassGIS Online Mapping Tool</a>
Project End Location: X,Y Coordinates		Using the MassGIS Mapping Tool, hover over the project site and report the X,Y coordinates from the bottom right corner of the map. Ensure that "Show Coordinates" is toggled ON and that MA State Plane meters units are selected by using the toolbar below the map. If the project is at a single location, such as an intersection, the start location is sufficient.	<a href="#">MassGIS Online Mapping Tool</a>
Complete Streets Project Origin		Identify the analysis or planning document that identified the complete street project need. Select the type/origin of the Complete Streets project from the drop-down list:	
		<i>Capital Improvement Program (CIP)</i>	
		<i>Complete Streets Needs Assessment</i>	
		<i>Roadway Maintenance Plan</i>	
		<i>ADA Transition Plan/Assessment</i>	
		<i>Safety Audit</i>	
		<i>Bicycle/Pedestrian Audit</i>	
		<i>Master Plan</i>	
	<i>Scheduled Utility Work</i>		
Complete Streets Project Type		There are four major categories of projects (Traffic & Safety, Bicycle Facilities, Pedestrian Facilities, Transit Facilities) all identified by a prefix. Below each category is an extensive numbered list of associated project types. This list is provided in the excel worksheet link at the bottom of the Prioritization Plan template labeled "Eligible Projects". Select the category letter and number corresponding with project category and type. For example, a Road Diet Project would fall under "S" for Traffic & Safety and under number "10" for Road Diets. So enter "S10". If you do not see a Complete Street project type listed, write in as "O" for other and specify under project description.	<a href="#">MassDOT Eligible Projects List</a>
Complete Streets Needs Addressed?		Indicate which of the following Complete Streets needs will be addressed by the project by placing an "X" in the cell (select all that apply):	

	<i>Safety: Addresses high crash location, reduces vehicular speeds, etc.</i>	
	<i>ADA accessibility: Wheelchair ramps added, etc.</i>	
	<i>Pedestrian mobility: New/improved crosswalks, sidewalks/paths, pedestrian signals, etc.</i>	
	<i>Bicycle mobility: New bike lanes, wider shoulders, signal accommodation, bicycle parking, etc.</i>	
	<i>Transit operations and access: Enhanced stop amenities, queue jump lanes, stop consolidation, etc.</i>	
	<i>Vehicular operations</i>	
	<i>Freight operations</i>	
<b>In Coordination with Other Complete Streets Eligible Communities?</b>	Indicate if the project is in coordination with another, adjacent Complete Streets eligible community or communities? If the project is in coordination with another, adjacent Complete Streets eligible community or communities, list the community or communities.	
<b>Total Project Cost</b>	Total cost estimate for the project, including as applicable, ROW, utilities, design, construction.	Note: ROW, utilities, design not included in Complete Streets
<b>Complete Streets Funding Requested</b>	Construction funding requested from Complete Streets program (up to 100% of total construction cost). Funding can range up to \$400,000 (with no minimum) for each municipality.	
<b>Other Funding Source(s) (if applicable)</b>	List anticipated funding sources and amounts, outside of the MassDOT Complete Streets Funding Program. Example: Chapter 90, \$30,000; Safe Routes to School, \$80,000.	
<b>Anticipated Construction Duration</b>	Enter anticipated construction duration in number of months (e.g. 5).	
<b>Desired Construction Start Date</b>	Enter desired start date of construction - month and calendar year (e.g. August 2016).	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
2																						
3		<b>Municipality</b>	Lanesborough	<b>Date</b>	6/15/2026																	
4		<b>MassDOT District</b>	DISTRICT 1	<b>Name/Title</b>	William Decelles / DPW Director																	
5																						
6	<b>Project Details</b>			<b>EJ</b>	<b>Complete Streets Location</b>			<b>Project Origin and Type</b>			<b>Complete Streets Needs</b>						<b>Complete Streets Funding Request</b>			<b>Construction Schedule</b>		
7	<b>Rank</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Environmental Justice Population</b>	<b>Project Limits</b>	<b>Project Start Location: X,Y Coordinates (MA State Plane meter)</b>	<b>Project End Location: X,Y Coordinates (MA State Plane meter)</b>	<b>Complete Streets Project Origin (planning documentation or supporting analysis)</b>	<a href="#">Complete Streets Project Type (refer to the Eligible Projects Worksheet)</a>	<b>Safety</b>	<b>ADA Accessibility</b>	<b>Pedestrian Mobility</b>	<b>Bicycle Mobility</b>	<b>Transit Operations and Access</b>	<b>Vehicle Operations</b>	<b>Freight Operations</b>	<b>Will this project be in Coordination with other Communities? (list, if applicable)</b>	<b>Total Estimated Project Cost</b>	<b>Complete Streets Funding Requested</b>	<b>Other Funding Source(s) and Amount (if applicable)</b>	<b>Anticipated Construction Duration (number of months)</b>	<b>Desired Construction Start Date (month/year)</b>
8	1	Summer Street Sidewalk Replacement & Related Work	Replacement of approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 5-foot wide concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing driveways, 6 accessible wheel chair ramps, and repainting of crosswalks. Related drainage work includes the addition of 2 catch basins with curb inlets and approximately 100 feet of drain pipe. Special tree protection and root trimming/air spading is also recommended beneath crown of Elm tree and as required per certified arborist additional recommendations. This project will connect to the existing sidewalk along Route 7 (which slightly rounds the corner onto Summer Street) and extend down Summer Street and terminate at the existing sidewalk at the elementary school driveway.	No	Approximately 2160' along Summer Street from Route 7 to Elementary School	58,028.31 , 919,980.14	58,596.33 , 919,604.14	CS Needs Assessment	P1, P2, P3, P9, S14	X	X					N/A	\$288,330.45	\$264,888.95	\$23,441.50 (Chapter 90)	3	04/01/20	
9	2	Summer Street Sidewalk Replacement & Related Work ( <b>Alternative Project #1</b> )	This <b>alternative to Project #1</b> looks to replace approximately 2,160 feet of deteriorating concrete sidewalk along Summer Street from Route 7 to the Lanesborough Elementary School driveway with a new 6-foot wide, 6-inch depth concrete sidewalk. Project work to also include replacement or resetting of approximately 2,200 linear feet of granite curb, concrete sidewalk at existing driveways, 6 accessible wheel chair ramps, and repainting of crosswalks. Related drainage work includes the addition of 2 catch basins with curb inlets and approximately 100 feet of drain pipe. Special tree protection and root trimming/air spading is also recommended beneath crown of Elm tree and as required per certified arborist additional recommendations. This project will connect to the existing sidewalk along Route 7 (which slightly rounds the corner onto Summer Street) and extend down Summer Street and terminate at the existing sidewalk at the elementary school driveway.	No	Approximately 2160' along Summer Street from Route 7 to Elementary School	58,028.31 , 919,980.14	58,596.33 , 919,604.14	CS Needs Assessment	P1, P2, P3, P9, S14	X	X					N/A	\$380,334.45	\$349,412.95	\$30,921.50 (Chapter 90)	3	04/01/20	
10	3	Bull Hill Road Proposed Sidewalk & Related Work - Phase 1	Installation of approximately 1,400 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Route 7 to the Sunrise Street. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, 2 accessible wheel chair ramps, painting of crosswalks and bicycle warning signage (W-11). Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road). Work required at the Pontoosuc Lake/Town Brook crossing is not included in this scope of work.	No	Bull Hill Rd., Route 7 to Sunrise Street	57,189.92 , 918,313.68	56,845.14 , 918,577.54	CS Needs Assessment	B7, P2, P3, P5, S14	X	X					N/A	\$331,750.00	\$299,902.00	\$31,848.00 (Chapter 90)	3	04/01/22	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
11	4	Bull Hill Road Proposed Sidewalk & Related Work – Phase 2	Installation of approximately 1,550 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Sunrise Street to Sunset Street. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps, painting of crosswalks and bicycle warning signage (W-11). Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road).	No	Bull Hill Road, Sunrise Street to Sunset Street	56,845.14 , 918,577.54	56,473.66 , 918,850.09	CS Needs Assessment	B7, P2, P3, P5, S14		X	X					N/A	\$376,862.50	\$340,683.70	\$36,178.80 (Chapter 90)	3	04/01/23
12	5	Bull Hill Road Proposed Sidewalk & Related Work – Phase 3	Installation of approximately 1,550 feet of new 5-foot wide concrete sidewalk along Bull Hill Road from Sunset Street to Balance Rock Road. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps, painting of crosswalks, bicycle warning signage (W-11), installation of stabilized earth embankments and/or walls at steep slopes to reduce resource area disturbances; and removal and resetting of guardrails as required. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required. Quantities are not determined and are dependent on final design and chosen location of sidewalk (north or south side of Bull Hill Road).	No	Bull Hill Road, Sunset Street to Balance Rock Road	56,473.66 , 918,850.09	56,120.90 , 918,776.25	CS Needs Assessment	B7, P2, P3, P5, S14		X	X					N/A	\$430,600.00	\$389,262.40	\$41,337.60 (Chapter 90)	4	04/01/24
13	6	Bull Hill Road Proposed Sidewalk & Related Work – Phase 3 (Alternative to Project #5)	This alternative to Project #5 looks at potential sidewalk along the eastbound lane, solely around the sharp corner on Bull Hill Road from Spring Street to Alice Avenue.	No	Bull Hill Road, Spring Street to Alice Avenue	56367.56, 918927.39	56253.75, 918947.52	CS Needs Assessment	B7, P2, P3, P5, S14		X	X					N/A	\$206,091.25	\$186,306.49	\$19,784.76 (Chapter 90)	1	04/01/24
14	7	Narragansett Avenue Proposed Sidewalk & Related Work – North of Causeway	Installation of approximately 900 feet of new 5-foot wide concrete sidewalk along Narragansett Avenue from Balance Rock Road to the new bridge at the causeway. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps and painting of crosswalks. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required.	No	Narragansett Avenue, North of Causeway	56,121.49 , 918,776.32	55,970.06 , 918,563.91	CS Needs Assessment	P2, P3, P5, S14		X	X					N/A	\$220,302.50	\$199,153.46	\$21,149.04 (Chapter 90)	3	04/01/21
15	8	North Main Street and Greylock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work also includes reconfiguring the intersection to a stop-controlled T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.	No	North Main Street & Greylock Road intersection	58,194.31 , 923,384.30	58,194.31 , 923,384.30	CS Needs Assessment	S1, S13, S15, P4		X						N/A	\$43,066.88	\$38,019.98	\$5,046.90 (Chapter 90)	2	09/01/21
16	9	Old State Road and Swamp Road Intersection Reconstruction	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work will also include reconfiguration of the intersection to a T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.	No	Old State Road & Swamp Street intersection	59,918.55 , 917,640.68	59,918.55 , 917,640.68	CS Needs Assessment	S13, S15, B7, P4, P10		X						N/A	\$42,727.68	\$37,720.53	\$5,007.15 (Chapter 90)	2	04/01/20
17	10	North Main Street and Scott Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Improve the bicycle and pedestrian accommodations at the existing Y-intersection with signage and shoulder widening. Project work will also include reconfiguration of the intersection to a stop-controlled T-intersection. Project work will also include excavation, paving, utility relocation and site restoration.	No	North Main Street & Scott Road intersection	58,158.14 , 923,460.93	58,158.14 , 923,460.93	CS Needs Assessment	S13, S15, B7, P4, P10		X						N/A	\$43,495.68	\$38,398.53	\$5,097.15 (Chapter 90)	2	09/01/21
18	11	Swamp Road, Partridge Street and Summer Street Intersection Reconstruction	Improve the bicycle and pedestrian accommodations at the Partridge Street T-intersection with signage, shortened pavement corner radii, and sight distance improvements on Summer Street east of the intersection at the vertical curve. Project work will also include reconfiguration of the Swamp Road intersection to a stop-controlled T-intersection. If chosen, excavation, paving, utility relocation and site restoration may be required.	No	Swamp Road, Partridge Street, and Summer Street intersection	59,339.17 , 919,057.22	59,339.17 , 919,057.22	CS Needs Assessment	S6, S13, B7, P4		X						N/A	\$122,231.25	\$110,497.05	\$11,734.20 (Chapter 90)	2	09/01/21

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
19	12	Orebed Road and Balance Rock Road Intersection Reconstruction	Improve the bicycle and pedestrian accommodations with signage at the intersection of Orebed Road and Balance Rock Road. Project work will include reconstructing current intersection into T-intersection with signage and shortened pavement corner radii.	No	Orebed Road onto Balance Rock	55,490.92 , 919,221.17	55,490.92 , 919,221.17	CS Needs Assessment	S6, B7, P4	X							N/A	\$10,677.50	\$9,652.46	\$1,025.04 (Chapter 90)	2	04/01/20
20	13	Narragansett Avenue and Balance Rock Road Intersection Reconstruction with Bicycle & Pedestrian Improvements	Improve the bicycle and pedestrian accommodations at the T-intersection with signage and shortened pavement corner radii.	No	Balance Rock Road & Narragansett Avenue intersection	56,121.71 , 918,776.31	56,121.71 , 918,776.31	CS Needs Assessment	S6, B7, P4	X							N/A	\$9,802.50	\$8,861.46	\$941.04 (Chapter 90)	2	04/01/21
21	14	Narragansett Avenue Proposed Sidewalk & Related Work - South of Causeway	Installation of approximately 1,300 feet of new 5-foot wide concrete sidewalk along Narragansett Avenue from Narragansett Park to the new bridge at the causeway. Project work to also include required clearing and grubbing, protection of existing utilities, excavation, improvements to the country drainage system with vegetated and reinforced swales, concrete sidewalk at existing driveways, accessible wheel chair ramps and painting of crosswalks. Related work includes pavement repair, tree protection, resetting of mailboxes and other site restoration as required.	No	Narragansett Avenue, South of the Causeway	55,839.92 , 918,218.58	55,935.61 , 918,507.72	CS Needs Assessment	S14, P2, P3, P5			X					N/A	\$296,215.00	\$267,778.36	\$28,436.64 (Chapter 90)	3	09/01/22
22	15	Quarry Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Quarry Road to improve traffic, pedestrian and bicycle safety on Quarry Road.	No	Quarry Road from Route 8	58940.93, 923331.53		CS Needs Assessment	S7	X							N/A	\$3,690.00	\$3,390.00	\$300.00 (Chapter 90)	1	04/01/22
23	16	Scott Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Scott Road to improve traffic, pedestrian, and bicycle safety on Scott Road.	No	Scott Road	58182.55, 923399.98		CS Needs Assessment	S7	X							N/A	\$3,690.00	\$3,390.00	\$300.00 (Chapter 90)	1	04/01/22
24	17	Bailey Road Wayfinding Signage	Installation of "Mt. Greylock Campsite Park" wayfinding signs to direct large vehicle and RV traffic away from Bailey Road to improve traffic, pedestrian, and bicycle safety on Scott Road.	No	Bailey Road from Route 7	58023.21, 922474.26		CS Needs Assessment	S7	X							N/A	\$3,690.00	\$3,390.00	\$300.00 (Chapter 90)	1	04/01/22
25	18	Brodie Mountain Road Proposed Bicycle Lanes & Related Work	Installation of lane striping, bicycle sharrows and signage along Brodie Mountain Road to the Hancock Town Line. Project work to also include replacement of the existing catch basin grates with bicycle-friendly grates.	No	Brodie Mountain Road	56,375.02 , 926,330.56	54437.00 , 925,410.17	CS Needs Assessment	S1, B5, B7, B8			X	X				N/A	\$64,958.76	\$59,677.56	\$5,281.20 (Chapter 90)	1	09/01/23
26	19	Laston Park Bike Rack	Install non-proprietary bicycle rack at/near entrance to Laston Park.	No	Laston Park	57,823.96 , 921,334.60	57,823.96 , 921,334.60	CS Needs Assessment	B3				X				N/A	\$550.00	\$550.00		1	04/01/20
27	20	Town Hall Bike Rack	Install non-proprietary bicycle rack at Lanesborough Town Hall.	No	Town Hall	57,970.84 , 920,336.91	57,970.84 , 920,336.91	CS Needs Assessment	B3				X				N/A	\$550.00	\$550.00		1	04/01/20
28	21	Narragansett Park Bike Rack	Install non-proprietary bicycle rack at/near entrance to Narragansett Park.	No	Narragansett Park	55,848.80 , 918,224.61	55,848.80 , 918,224.61	CS Needs Assessment	B3				X				N/A	\$550.00	\$550.00		1	04/01/20
29	22	Library Bike Rack	Install non-proprietary bicycle rack at/near entrance to Lanesborough public library.	No	Library	57,982.71 , 920,336.91	57,982.71 , 920,336.91	CS Needs Assessment	B3				X				N/A	\$550.00	\$550.00		1	04/01/20
30	23	Elementary School Bike Rack	Install non-proprietary bicycle rack at/near entrance to Lanesborough elementary school.	No	Elementary School	58,489.62 , 919,470.15	58,489.62 , 919,470.15	CS Needs Assessment	B3				X				N/A	\$550.00	\$550.00		1	04/01/20