

Pedestrian Facility Inventory of Franklin County

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**Franklin Regional Council of Governments
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Pedestrian Facility Inventory for Franklin County

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Introduction

All modes of transportation require adequate facilities if they are to operate efficiently and safely. It is no different for walking, an important, free, and non-polluting form of transportation accessible to most people. According to the Massachusetts Statewide Pedestrian Plan, a five step “Pedestrian Walkability System Assessment” can help identify both current pedestrian facilities and use, and ways to expand or improve them.

The five (5) steps for conducting a Pedestrian Assessment are:

1. Identify Key Activity Centers and Priority Routes – such as shopping areas, employment centers, transit stops, schools, recreation areas, and other concentrations of public or private buildings.
2. Identify Gaps and Special Conditions
3. Prioritize the Filling of Missing Links
4. Ensure Adequate Maintenance
5. Review Bylaws Regarding Provisions for Pedestrian Facilities

Goal of the Project

This study has focused on completing the first step of a Pedestrian Assessment: identifying and documenting existing facilities in specific locations and identifying gaps within the existing network. It is intended that this information will be used to complete a full pedestrian assessment as part of future transportation planning activities. Ultimately, it is intended that this information will be useful in helping regional and local officials to identify and prioritize specific pedestrian improvements for their communities.

Prioritizing projects will allow for towns to make the best use of funds available in a timely manner. Towns across the Commonwealth share the same problem regarding funding for transportation improvements. With a substantial backlog of needed road and bridge projects, combined with limited funding, it is often difficult to implement stand-alone pedestrian improvements. By identifying projects ahead of time, it makes it possible for pedestrian improvements to be included in the scope of larger road improvements, thus allowing both projects to proceed in a timely and cost-efficient manner.

Methodology for the Pedestrian Facility Inventory Process

Specific types of areas were targeted for this study. These areas were selected because they represent locations of potential high pedestrian use or of specific populations that would benefit from improved pedestrian access, such as the elderly, children, or the physically challenged. These locations include village centers, dense commercial areas, senior centers, municipal

facilities, multi-family housing, schools and recreation areas. In addition, town officials and residents were asked submit for consideration specific areas that they find of concern.

In August and September 2000, fieldwork was conducted at these locations to inventory current pedestrian facilities. The inventory form was developed to be as objective, comparable and comprehensive as possible. Information collected includes the description of the existing infrastructure, estimates regarding sight distance between pedestrians and motorists, elements regarding Americans with Disabilities Act compliance, and intermodal opportunities.

Data Collection

The pedestrian inventory collected information in seven categories. These categories have been identified by the Massachusetts Pedestrian Plan as contributing to the walkability of an area. They are outlined below.

Street/Location

- *Identification of the pedestrian corridor along a specific roadway. The side of the street is indicated by the direction of traffic adjacent to that portion of the roadway.*

Roadway Data

- *Travel Lane – Number of travel lanes and their pavement marking delineation (i.e. presence of shoulder lane pavement markings).*
- *Road Width – The roadway width in feet.*
- *Curb Material – Type of curbing (i.e. granite, asphalt).*

Sidewalk Elements

- *Type of Sidewalk – Position of the sidewalk in relation to the roadway and surroundings (i.e. whether the pedestrian pathway is distinctly separated from the roadway or not).*
- *Sidewalk Material – Type of sidewalk material (i.e. asphalt, concrete, fieldstone, etc.).*
- *Condition – Visual appearance of the sidewalk condition.*
- *Width – Average width of the sidewalk.*
- *Curb Ramps – Presence of curb ramps along sidewalk route.*

Street Atmosphere

- *Village, School, Recreation or Commercial Area – Type of location.*
- *Perceived Volume – Perceived traffic volume from pedestrian perspective.*
- *Lighting – Presence and type of lighting.*

The following three elements refer to items that would be found near the pathway or in the “furnishing zone” or “planting strip” (i.e. the area between the pedestrian pathway and the roadway).

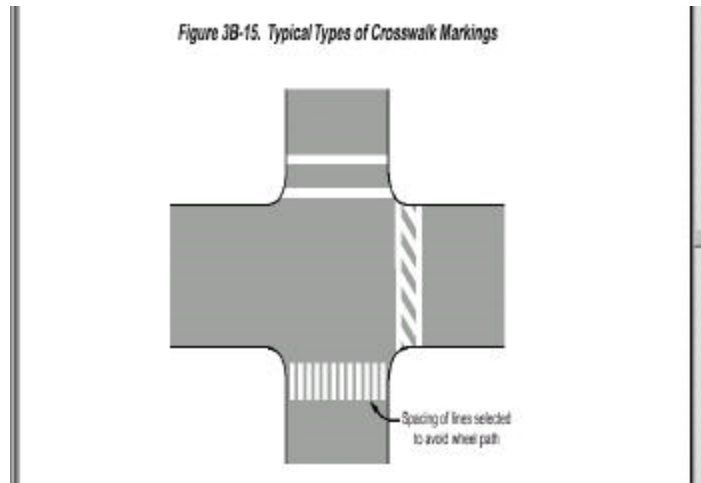
- *Trees/Vegetation – Presence of trees and vegetation.*
- *Benches, Trash, etc – Presence and type of pedestrian amenities.*
- *Bike Racks – Presence of bicycle racks.*

Street Crossing Characteristics

- Location – *Location of street crossing along the roadway. Please note that multiple crosswalks are listed separately for each roadway segment.*
- Intersection/Mid-Block – *Type of street crossing, whether it is at an intersection of more than one roadway or not at an intersection.*
- Traffic Signal – *Presence of traffic control signal.*
- Crosswalk Pattern/Color – *Type of crosswalk markings as follows:*

The description of crosswalk markings is from the Manual on Uniform Traffic Control Devices (MUTCD), which is the national standard for design and implementation of roadway elements such as pavement markings, signs, and traffic signals. The MUTCD diagram below illustrates the different styles of crosswalk markings used in the inventory.

- Standard white crosswalk marking – *Two solid white lines extending across the roadway.*
- Standard white crosswalk w/diagonal lines – *Two solid white lines extending across the roadway with diagonal lines between.*
- Standard white crosswalk w/ lines (not shown) – *same as above but lines are perpendicular.*
- Standard white crosswalk w/ solid color fill (not shown) – *area between the standard white crosswalk markings is painted a specific color.*
- Zebra crosswalk – *crosswalk with longitudinal white lines transecting the pathway with no border.*



Manual on Uniform Traffic Control Devices, December 2000
Available online at <http://mutcd.fhwa.dot.gov/kno-millennium.htm>

- Curb Ramps (N/S, E/W) – *Presence of curb ramps from crosswalk to sidewalk.*
- Signage/Markings – *Presence of pedestrian awareness related signage and/or road markings.*
- Sight Distance – *Perceived sight distance between motorist and pedestrian crossing.*
- Ped Refuge – *Presence of pedestrian refuge while crossing.*

Intermodal Connections

- *Parking – Pedestrian relationship to parking area. This identifies parking facilities adjacent to the pedestrian pathway.*
- *Transit – Pedestrian relationship to transit opportunities. Areas are identified as having no transit connections, designated transit stops (with the transit service provider identified) or no formal transit stops.*
- *Driveways – Pedestrian relationship to driveways that are in the pedestrian pathway. This identifies if the pedestrian pathway is designated to continue through driveways and parking areas.*

Comments

- *Suggestions/Problem Areas – General comments, suggestions or potential problem areas.*

Following the format given above, data was collected for each of the twenty-six towns of Franklin County. The data collected is in Appendix 1 of this document. The information is in alphabetical order by town. Specific streets are then organized by neighborhood or roadway corridor, and in some cases by specific village area. This grouping was done so that these sub-areas may be viewed together to identify linkages and to determine if there is a consistent pedestrian environment.

Regional Themes and Observations

As previously mentioned, this pedestrian facility inventory was the first step in planning for an improved pedestrian network in Franklin County. While conducting the pedestrian facility inventory, several common areas of concern were identified. These areas will be providing a framework for continued pedestrian planning work in Franklin County.

Design and Accessibility

- *Differing crosswalk styles and stop lines in the same area.* These varying styles prevent an appearance of a cohesive pedestrian environment which may be confusing to both the pedestrian or the motorist as well as not aesthetically pleasing.
- *Use and distance of stop lines near crosswalks.* Stop lines stop the driver an adequate distance from the crosswalk. Stop lines that are too close to the crosswalk are difficult to distinguish by the driver and do not create a safe feeling for the pedestrian.
- *Limited pedestrian-oriented signage or pavement markings.* In areas of high pedestrian activity, specifically in mid-block crosswalk locations, additional signage placed in the middle of the crosswalk, or pavement markings with pedestrian stencil figures in roadway, indicate to the driver the potential presence of pedestrians.
- *Crosswalk termination and curb ramps.* Crosswalks that terminate in the roadway shoulder and do not meet the sidewalk do not meet accessibility guidelines. Ramps that connect from the crosswalk to the shoulder are necessary for individuals with physical limitations and also provide for a cohesive, complete pedestrian pathway.

Pedestrian Network

- *Lack of sidewalk continuity.* A lack of sidewalk continuity through driveways and parking lots may leave the pedestrian stranded without a route distinguishing itself from motorist activity. The continuity of the sidewalk or pathway alerts motorists to the presence of pedestrians as well.
- *Network linkages.* Additional attention to linkages from residential areas and village centers to recreation sites and schools is important. Providing a well-defined pathway for children and families will encourage greater use and improved safety.

Planning and Policy Issues

- *Traffic calming in state highway corridors.* Often there is a need to improve the pedestrian environment in high volume, high speed state highway corridors. This is particularly true in areas where the State highway serves as a town's main street. However, it is also important that traffic continues to move efficiently along these important routes. The responsibility for maintenance along these roadways may vary between local and state highway departments. Local, regional and state highway officials will need to work in cooperation to address these complex issues.
- *Project funding resources.* Given the limited state and federal funding opportunities for pedestrian improvement projects, it is important for communities that desire improvements to work with regional and state agencies to prioritize projects and move them forward through design and implementation phases. One of the best opportunities to design and implement a pedestrian project is to incorporate it into the scope of a larger, related project, such as reconstruction of a particular roadway.

Conclusion

The raw data included in this inventory may be used as a foundation for identifying and prioritizing pedestrian network improvement projects. This may be conducted on a regional or local level. On the regional scale, follow up work will be conducted by the Franklin Regional Council of Governments to develop a region wide pedestrian plan which could include information about best practices for pedestrian facility design as well as potential funding opportunities. On the local level, this data collected may be used to identify common problem areas and/or opportunities to dovetail with a larger project and implement pedestrian improvements. For more information about on-going regional pedestrian planning activities or for technical assistance please contact the Franklin Regional Council of Governments.

APPENDIX: PEDESTRIAN FACILITY INVENTORY

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Ashfield																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street/Route 116 North Side - Meadow Lane to Decker Machine Works *	Two way w/ markings		Granite	Hardware Store - Separated from roadway	Concrete changes to asphalt north of Bronson Ave	Good-Fair	3.5'	Some curb-cuts	Village center	Moderate-High	Cobra-head on utility poles	Trees set back from sidewalk	None	None	CROSSWALK 1: North of Baptist Corner Rd and South Street intersection	Mid-block	No
	Two way w/ markings		Granite	Hardware Store - Separated from roadway	Concrete changes to asphalt north of Bronson Ave	Good-Fair	3.5'	Some curb-cuts	Village center	Moderate-High	Cobra-head on utility poles	Trees set back from sidewalk	None	None	CROSSWALK 2: Congregational Church	Mid-block	No
	Two way w/ markings		Granite	Hardware Store - Separated from roadway	Concrete changes to asphalt north of Bronson Ave	Good-Fair	3.5'	Some curb-cuts	Village center	Moderate-High	Cobra-head on utility poles	Trees set back from sidewalk	None	None	CROSSWALK 3: North of Norton Hill Road	Mid-block	No
	Two way w/ markings		Granite	Hardware Store - Separated from roadway	Concrete changes to asphalt north of Bronson Ave	Good-Fair	3.5'	Some curb-cuts	Village center	Moderate-High	Cobra-head on utility poles	Trees set back from sidewalk	None	None	CROSSWALK 4: North of Buckland Road	Mid-block	No
Main Street/Route 116 South Side - Meadow Lane to Decker Machine Works *	Two way w/ markings		Granite	Random beginning-separated	Fieldstone and concrete	Good	3' - 3.5'	None present	Village center	Moderate-High	None	Trees set back from sidewalk	None	None	CROSSWALK 1: North of Baptist Corner Rd and South Street intersection	Mid-block	No
	Two way w/ markings		Granite	Random beginning-separated	Fieldstone and concrete	Good	3' - 3.5'	None present	Village center	Moderate-High	None	Trees set back from sidewalk	None	None	CROSSWALK 2: Congregational Church	Mid-block	No
	Two way w/ markings		Granite	Random beginning-separated	Fieldstone and concrete	Good	3' - 3.5'	None present	Village center	Moderate-High	None	Trees set back from sidewalk	None	None	CROSSWALK 3: North of Norton Hill Road	Mid-block	No
	Two way w/ markings		Granite	Random beginning-separated	Fieldstone and concrete	Good	3' - 3.5'	None present	Village center	Moderate-High	None	Trees set back from sidewalk	None	None	CROSSWALK 4: North of Buckland Road	Mid-block	No
Buckland Road	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation Area - Ashfield Lake	Moderate-Low	None	None	Trash in recreation area	None	No Crosswalk	Not applicable	Not applicable

* Please note that new sidewalks are to be installed along both sides of Main Street but construction has been delayed due to details related to the sidewalk materials.

Bernardston																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Brattleboro Road/Routes 5 & 10 (From West Mountain Road to Routes 5 & 10 split)	Two way w/ markings		No curb	Separated by planting strip	Asphalt	Good-Fair	3.5'	Yes	Residential/ Commercial Area	High	None	Scattered street trees	None	None	School Rd	Intersection	No
Main Street - Route 10 (From Routes 5& 10 split to Industrial Drive)	Two way w/ markings	44' (Wide shoulders)	Asphalt	North side only - Separated from roadway	Asphalt (north side only)	Good (some cracking)	5'	Yes (Minimal)	Village center	Moderate-High	Cobra-head	5' Grass strip	None	Front of Library	Fire Station	Mid-block	No
Center Street	Two way - no markings	19' Excellent Condition	No curb	Sidewalk near village area	Asphalt	Fair	3+'	Yes (Minimal)	Residential (off of village area)	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Depot Street - North of cemetery	Two way - no markings	18.5'	Concrete	Separated from roadway	Asphalt	Good	4.5'	None - at street level	Residential (off of village area)	Low	None	Yes	None	None	No Crosswalk	Not applicable	Not applicable
Depot Street - South of cemetery	Two way - no markings		Concrete	Separated from roadway	Gravel-dirt	Poor	1' - 3.5'	None	Residential (off of village area)	Low	None	Yes	None	None	No Crosswalk	Not applicable	Not applicable
Dewey Street	Two way - no markings	14.5'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Residential (off of village area)	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Hartwell Street	Two way	17.5' Excellent Condition	No curb	No sidewalk	30' of concrete near Veterans Club	Not applicable	Not applicable	Not applicable	Residential (off of village area)	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable

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Library Street	Two way - no markings	15' Excellent condition	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Entrance to library	Very Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
River Street	Two way w/ markings	17.5'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Residential (off of village area)	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
School Street	Two way - no markings		No curb	Separated by planting strip	Gravel path	Poor	4'	None	School/Residential Area	Low	None	Trees in Furnishing zone	None	None	No Crosswalk	Not applicable	Not applicable
School Street at Elementary School	Two way - no markings	20' Fair-Poor condition	Asphalt (north side)	Elementary school property	Concrete	Excellent	7.5'	Yes	School/Residential Area	Low	None	Trees in Furnishing zone	None	At school	No Crosswalk	Not applicable	Not applicable

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Buckland																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Ashfield Street (From State Street to railroad tracks)	Two way - no shoulder		Granite	On the west side only	Concrete	Good	4'	Yes	Village center	Moderate-High	Cobra-head	None	None	None	South of Salmon Falls Artisans Gallery	Mid-block at Railroad Road tracks	No
Conway Street (From State Street to Lamson complex)	Two way - no shoulder		Granite (east side only)	Sidewalk on east side of street only; Terminates at Lamson bldgs	Concrete	Excellent	5'	Yes	Village center	Moderate-High	Pedestrian level	Some landscaping	Furnishings located in park area	None	In front of the Quilt Studio	Mid-block	No
State Street/Route 112 (From Ashfield and Conway Streets to North Street)	Two way - no markings		Granite	Sidewalk terminates at North and State Streets junction	Concrete	Excellent	3' - 5'	Yes	Village center	High	Pedestrian level and some cobra-head	Trees and landscaping	Benches and trash	None	CROSSWALK 1: South of Bridge Street	Mid-block (adjacent to intersection)	No
	Two way - no markings		Granite	Sidewalk terminates at North and State Streets junction	Concrete	Excellent	3' - 5'	Yes	Village center	High	Pedestrian level and some cobra-head	Trees and landscaping	Benches and trash	None	CROSSWALK 2: North of Bridge Street and State Street	Mid-block (adjacent to intersection)	No
	Two way - no markings		Granite	Sidewalk terminates at North and State Streets junction	Concrete	Excellent	3' - 5'	Yes	Village center	High	Pedestrian level and some cobra-head	Trees and landscaping	Benches and trash	None	CROSSWALK 3: End of the block with shops, before the Sunoco	Mid-block (adjacent to intersection)	No
	Two way - no markings		Granite	Sidewalk terminates at North and State Streets junction	Concrete	Excellent	3' - 5'	Yes	Village center	High	Pedestrian level and some cobra-head	Trees and landscaping	Benches and trash	None	CROSSWALK 4: Bridge Street crossing to the east side of State Street	At terminus of bridge	No
	Two way - no markings		Granite	Sidewalk terminates at North and State Streets junction	Concrete	Excellent	3' - 5'	Yes	Village center	High	Pedestrian level and some cobra-head	Trees and landscaping	Benches and trash	None	CROSSWALK 5: Intersection of North and State Streets	Intersection	No
Williams Street (Near State Street)	Two way - no markings		No curb	No Sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	Crossing at State Street	Intersection	No
Clement Street (Near State Street)	Two way - no markings		No curb	No Sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	Crossing at State Street	Intersection	No
Charlemont																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street/Route 2 (From Zoar Outdoor to South Street)	Two way w/ markings		Granite (not continuous)	Separate from roadway	Concrete	Excellent	3.5' - 5'	Yes	Village center	Very High	Cobra-head	None	None	None	CROSSWALK 1: Zoar Outdoor to parking area	Mid-block	No
	Two way w/ markings		Granite (not continuous)	Separate from roadway	Concrete	Excellent	3.5' - 5'	Yes	Village center	Very High	Cobra-head	None	None	None	CROSSWALK 2: Riddle Road	Intersection	No
	Two way w/ markings		Granite (not continuous)	Separate from roadway	Concrete	Excellent	3.5' - 5'	Yes	Village center	Very High	Cobra-head	None	None	None	CROSSWALK 3: High and School Streets	Intersection	No

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	Two way w/ markings		Granite (not continuous)	Separate from roadway	Concrete	Excellent	3.5' - 5'	Yes	Village center	Very High	Cobra-head	None	None	None	CROSSWALK 4: Eastern edge of village center	Mid-block	No
School Road (Mostly parking area)	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School	Low	Cobra-head	None	None	Yes	No Crosswalk	Not applicable	Not applicable
N. Heath Road	Two way		No curb	Separated from roadway on west side only	Concrete	Poor	3.5'	No	Village center	Low	None	None	None	None	At intersection with Main Street/Route 2	Intersection	No
High Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
North Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Riddle Road	Two way		No curb	West side sidewalk	Concrete	Good	3.5'	No	Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Colrain																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Road/Route 112 (From Greenfield Road to Jacksonville Road)	Two way w/ markings	24'	No curb	Adjacent to roadway	Concrete	Poor	3.5'	Some	Village center	Moderate	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Main Road/Route 112 (From Foundary Village Road to Greenfield Road)	Two way w/ markings	24'	No curb	Separated from roadway	Concrete	Poor	3.5'	Not needed	Village center	Moderate	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Jacksonville Road/Route 112 from the school to Greenfield Road.	Two way w/ markings	28'	Granite	Separated from roadway	Concrete	Excellent	4' - 4.5'	None	Village center	Moderate	Cobra-head	None	None	None	No Crosswalk	Not applicable	Not applicable

Conway																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Fournier Road (Road to Conway Grammar School)	Two way - no markings	24'	Asphalt	Separated from roadway near bus drop-off	Concrete	Excellent	5'	None	School	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Main Street/Route 116 - North (From Whately Road to Schoolhouse Road)	Two way w/ markings		Asphalt (not continuous)	Separated and not separated from roadway	Asphalt with concrete underneath	Poor	5'	Not needed	Village center	Moderate-High	Cobra-head	None	None	None	Conway Inn	Mid-block	No
Main Street/Route 116 South (From Schoolhouse Road to Whately Road)	Two way w/ markings		Granite (sporadic and old)	Separated and not separated from roadway	Both asphalt and concrete	Poor	3' - 5'	Not at Academy St.	Village center	Moderate-High	Cobra-head	None	None	None	Conway Inn	Mid-block	No
Elm Street (near Library)	Two way - no markings		No curb	Separated from roadway at Library	Concrete	Excellent	3' - 5'	Yes	Residential area off of Village center	Low	None	None	None	None	End of Elm St.	Intersection	No

Deerfield																	
STREET/LOCATION	ROADWAY			SIDEWALK					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Historic Deerfield Main Street	Two way - no markings		Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	CROSSWALK 1: Just west of Boyden Lane	Mid-block	No
	Two way - no markings		Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	CROSSWALK 2: At other end of Boyden	Intersection	No
	Two way - no markings		Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	CROSSWALK 3: West of Boyden Lane at western end	Mid-block	No

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Main Street	Two way - no markings	Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	CROSSWALK 4: Both Bement School entrances	Intersection	No
	Two way - no markings	Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	CROSSWALK 5: Intersection with Boyden Lane	Intersection	No
	Two way - no markings	Primarily no curb; Segment of asphalt	Southside ends at Ashley House then connects to Routes 5&10	Asphalt	Good-excellent	5'	Sidewalks slopes to street grade, or is at grade	Historic village center	Low to Moderate	Pedestrian level	Large planting strips with street trees	Benches and trash	None	Intersection with Memorial Drive	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
South Deerfield																	
Greenfield Road/Routes 5 & 10 (From Conway Road to Sunderland Road)	Two way w/ markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Commercial Area	Very High	None	None	None	None	Elm Street	Intersection	Yes
Elm Street (From Routes 5 & 10 to Main Streets intersection)	Two way w/ markings		Granite and Asphalt	Adjacent to roadway	Asphalt	Good-Fair	Ranges from 5' to 23'	Some of sidewalks paved to street level	Village center	Moderate-High	Minimal cobra lighting on utilities	Planting strip and trees from bank to N. Main Street	Benches, newspaper vending at Elm Farm Bakery	None	CROSSWALK 1: North Main Street to Habitat Post & Beam	Mid-block	No
	Two way w/ markings		Granite and Asphalt	Adjacent to roadway	Asphalt	Good-Fair	Ranges from 5' to 23'	Some of sidewalks paved to street level	Village center	Moderate-High	Minimal cobra lighting on utilities	Planting strip and trees from bank to N. Main Street	Benches, newspaper vending at Elm Farm Bakery	None	CROSSWALK 2: End of North Street	Side street crossing	No
	Two way w/ markings		Granite and Asphalt	Adjacent to roadway	Asphalt	Good-Fair	Ranges from 5' to 23'	Some of sidewalks paved to street level	Village center	Moderate-High	Minimal cobra lighting on utilities	Planting strip and trees from bank to N. Main Street	Benches, newspaper vending at Elm Farm Bakery	None	CROSSWALK 3: Intersection of Sugarloaf/North and South Main/Elm Streets	Intersection	4-way Stop traffic control
South Main Street (From intersection to Tina Drive)	Two way - no shoulder		No curb	No sidewalk	East side pedestrian path designated by white paint stripes	Fair	5'	No curb ramps	Village center	Moderate	None	None	None	None	Intersection of Sugarloaf/North and South Main/Elm Streets	Intersection	4-way Stop traffic control
Park Street	One way		Concrete of sidewalk	Sidewalk on east side only	Concrete	Good	5.5' - 8'	No curb ramps	Village center	Low - Moderate	Minimal cobra head	None	None	None	Town Common to Dentist's office	Mid-block	No
Town Common area	Varies		Some asphalt	Narrow around the periphery of the Common area	Asphalt	Fair-Poor	Approx. 1' 3'	Not applicable	Village center	Low - Moderate	Minimal cobra head	Large trees, ornamentals and shrubs	Benches, trash, water fountain	None	No Crosswalk	Not applicable	Not applicable
Sugarloaf Street	Two way w/markings		Granite or none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Approx. 5.5'	No curb ramps	Village center-moves into residential area to the east	Moderate-High	Cobra-head on utilities	Some street trees and planting strip	None	None	CROSSWALK 1: Front of church	Mid-block	No
	Two way - no markings		Some concrete	Adjacent to roadway	Concrete on north side for only a short distance	Good	5'	No curb ramps	Village center-Residential	Moderate	None	None	None	None	CROSSWALK 2: Intersection with Graves Street	Side street crossing	No
North Main Street	Two way w/markings		Granite by Deerfield Market-otherwise none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Mainly 5.5'	No curb ramps	Village center	Moderate-High	Minimal cobra head	Sporadic segments of planting strips	None	None	CROSSWALK 1: Town Common to Deerfield Market building	Mid-block	No
	Two way w/markings		Granite by Deerfield Market-otherwise none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Mainly 5.5'	No curb ramps	Village center	Moderate-High	Minimal cobra head	Sporadic segments of planting strips	None	None	CROSSWALK 2: Intersection of Sugarloaf/North and South Main/Elm Streets	Intersection	4-way Stop traffic control
	Two way w/markings		Granite by Deerfield Market-otherwise none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Mainly 5.5'	No curb ramps	Village center	Moderate-High	Minimal cobra head	Sporadic segments of planting strips	None	None	CROSSWALK 3: Intersection with Conway Street	Intersection	No
	Two way w/markings		Granite by Deerfield Market-otherwise none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Mainly 5.5'	No curb ramps	Village center	Moderate-High	Minimal cobra head	Sporadic segments of planting strips	None	None	CROSSWALK 4: Front of Church	Intersection	No
	Two way w/markings		Granite by Deerfield Market-otherwise none	Mostly adjacent to roadway	Concrete or asphalt at various segments	Fair-Good	Mainly 5.5'	No curb ramps	Village center	Moderate-High	Minimal cobra head	Sporadic segments of planting strips	None	None	CROSSWALK 5: At Tilton Library	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

North Main Street (Frontier Regional High School area)	Two way w/markings		No curb	Adjacent to roadway	Concrete on the school property	Excellent	Approx. 6'	Yes	School Area	Moderate-High	Minimal cobra-head	None	None	None	School to Kellemer Street	Intersection	No
Pleasant Street (Elementary School area)	Two way w/markings	Small Shoulders	Asphalt-north side and granite-south side	Adjacent to roadway	Asphalt	Good	5' - 5.5'	Yes	School Area	Moderate	None	Planting strip in front of the school	None	None	CROSSWALK 1: Front of school to parking lot	Mid-block	No
	Two way w/markings	Small Shoulders	Asphalt-north side and granite-south side	Adjacent to roadway	Asphalt	Good	5' - 5.5'	Yes	School Area	Moderate	None	Planting strip in front of the school	None	None	CROSSWALK 2: High School driveway exit	Intersection	No
	Two way w/markings	Small Shoulders	Asphalt-north side and granite-south side	Adjacent to roadway	Asphalt	Good	5' - 5.5'	Yes	School Area	Moderate	None	Planting strip in front of the school	None	None	CROSSWALK 3: End of Pleasant Street	Side street crossing	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Erving																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street/Route 2 (From Arch Street to Prospect Street)	Two way w/ markings		Granite	Separated from roadway	Concrete and asphalt segment	Excellent	4.5'	Yes	Village center	Very High	Pedestrian level	Yes, setback from path	None	None	CROSSWALK 1: Arch Street and North Street	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete and asphalt segment	Excellent	4.5'	Yes	Village center	Very High	Pedestrian level	Yes, setback from path	None	None	CROSSWALK 2: High Street	Intersection	No
Prospect Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Residential area off of Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Arch Street	Two way w/ centerline		Minimal Asphalt	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Residential area off of Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
North Street	Two way w/ markings		Concrete on east side	Separated from roadway	Concrete	Excellent	4.5'	Yes	Residential area off of Village center	Low	Cobra-head on west side	None	None	None	Intersection with Main Street	Intersection	No
High Street	Two way w/ centerline		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Residential area off of Village center	Low	None	None	None	None	Intersection with Main Street	Intersection	No
Church Street	Two way w/ markings		No curb	On west side	Concrete	Excellent	4.5'	Yes	Village center	Low-Moderate	Cobra	Yes, furnishing zone	None	None	Intersection with Main Street	Intersection	No
Northfield Road/Route 63 (Erving Elementary School area)	Two way w/ markings		No curb	Separated from roadway	Concrete	Good-Fair	4' - 4.5'	None at Bus drop-off	School/Recreation Area	Moderate-High	None	None	Benches and trash at school entrance	None	Memorial Park-across Route 63	Mid-block	No

Gill																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
French King Highway/Route 2 (From intersection of Main Road/Route 2 to Bickford Road)	Two way w/markings	40'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Commercial strip and Barton Cove recreational area	Very High	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Main Road	Two way w/centerline	26'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Moderate	Minimal cobra-head	None	None	None	No Crosswalk	Not applicable	Not applicable
Center Street	Two way - no markings	28'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable
Boyle Road (Elementary School area)	Two way w/centerline	26'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School/Residential	Low	None	None	None	None	No Crosswalk	Not applicable	Not applicable

Greenfield																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
	Two way w/centerline		Concrete and granite	Adjacent to roadway	Concrete	Good	5'	Yes	Residential area near urban center	Moderate - High	Cobra-head on utility poles	Small planting strip	None	None	CROSSWALK 1: Crossing at Madison Circle	Intersection	No
	Two way w/centerline		Concrete and granite	Adjacent to roadway	Concrete	Good	5'	Yes	Residential area near urban center	Moderate - High	Cobra-head on utility poles	Small planting strip	None	None	CROSSWALK 2: Maple Street intersection	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

High Street - East side (From Sanderson Street to Main Street)	Two way w/centerline	Concrete and granite	Adjacent to roadway	Concrete	Good	5'	Yes	Residential area near urban center	Moderate - High	Cobra-head on utility poles	Small planting strip	None	None	CROSSWALK 3: George Street intersection	Intersection	No
	Two way w/centerline	Concrete and granite	Adjacent to roadway	Concrete	Good	5'	Yes	Residential area near urban center	Moderate - High	Cobra-head on utility poles	Small planting strip	None	None	CROSSWALK 4: Church Street, across High Street	Intersection	No
	Two way w/centerline	Concrete and granite	Adjacent to roadway	Concrete	Good	5'	Yes	Residential area near urban center	Moderate - High	Cobra-head on utility poles	Small planting strip	None	None	CROSSWALK 5: Main, High and Crescent Streets	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
High Street -West side (From Main Street to Sanderson Street)	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 1: Park Street intersection	Intersection	No
	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 2: Church Street intersection	Intersection	No
	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 3: Intersection with Maple Street	Intersection	No
	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 4: End of Maple Street	Side street crossing	No
	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 5: Intersection of Sanderson Street	Intersection	No
	Two way w/ centerline		Granite changes to concrete at Church Street.	Separated from roadway	Concrete	Good; Fair condition at Senior Center	5'	Yes	Residential area near urban center	Moderate - High	None	Narrow grass strip	None	None	CROSSWALK 6: Crosses Sanderson, west side of High Street	Side street crossing	No
Sanderson Street (West side of High Street)	Two way - no markings		South - concrete; North - asphalt	Sidewalk on south side only	Concrete	Good - Excellent	4'	Yes	Franklin Medical Center and residential area	Moderate	Cobra-head on utility poles on north side	Grass planting strip	None	None	CROSSWALK 1: Franklin Medical Center to parking lot across street	Intersection	No
	Two way - no markings		South - concrete; North - asphalt	Sidewalk on south side only	Concrete	Good - Excellent	4'	Yes	Franklin Medical Center and residential area	Moderate	Cobra-head on utility poles on north side	Grass planting strip	None	None	CROSSWALK 2: North Street	Intersection	No
Main Street - North side (From Federal Street to High Street)	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 1: East side of Federal/Deerfield /Main Street intersection	Intersection	Yes
	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 2: Greenfield Savings Bank to Garden Theater	Mid-block	No
	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 3: Hope Street/All Souls Church to Fire Station	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 4: Fire Station Driveway	Driveway Crossing	No
	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 5: End of Franklin Street	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 6: Front of the Court House/YMCA	Mid-block	No
	Two way w/ markings		Granite	Separated from roadway	Concrete 4'x4' pattern changes to include 3' red brick strips	Excellent	7.5' - 13.5'	Concrete	Urban center	High	Pedestrian level	Trees in furnishing zone tree grates	Trash, newspaper vending	None	CROSSWALK 7: Intersection of High/Crescent and Main Streets	Intersection	Blinking yellow
Main Street - South side (From High Street to Federal Street)	Two way w/ markings		Granite	Separated from roadway	Concrete with red brick elements	Excellent	7'	Concrete	Urban center	High	Pedestrian level	Large planting strip (14') with trees	Trash in furnishing zone.	At the YMCA	End of Hope Street	Side street crossing	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street - South side (From Federal Street to Wells Street)	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 1: End of Court Street	Intersection	No
	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 2: Davis Street across Main Street	Intersection	No
	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 3: Chapman Street across Main Street	Intersection	No
	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 4: Miles Street across Main Street	Intersection	No
	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 5: End of Miles Street	Side street crossing	No
	Two way w/ markings		Granite	Adjacent to roadway	Concrete	Good-Excellent	10' - 15'; Narrows to 7' west of Miles Street	Concrete	Urban center	High	Cobra-head	Trees in grates; West of Miles St, 8' planting strip	Trash in furnishing zone	None	CROSSWALK 6: Wells Street	Intersection	No
Main Street - North side (From Wells Street to Federal Street)	Two way w/ markings		Concrete and granite	Adjacent to roadway	Concrete	Good	Approx. 14'; Increases at bulb-out	Yes	Urban center	High	Cobra-head; Pedestrian level	Wooden planters; At bulb-out trees in small grates	Benches and trash near bulb-outs	None	CROSSWALK 1: End of Chapman Street	Intersection	No
	Two way w/ markings		Concrete and granite	Adjacent to roadway	Concrete	Good	Approx. 14'; Increases at bulb-out	Yes	Urban center	High	Cobra-head; Pedestrian level	Wooden planters; At bulb-out trees in small grates	Benches and trash near bulb-outs	None	CROSSWALK 2: End of Davis Street	Intersection	No
	Two way w/ markings		Concrete and granite	Adjacent to roadway	Concrete	Good	Approx. 14'; Increases at bulb-out	Yes	Urban center	High	Cobra-head; Pedestrian level	Wooden planters; At bulb-out trees in small grates	Benches and trash near bulb-outs	None	CROSSWALK 3: Court Street	Intersection	No
Main Street - North side (From Colrain Street to Wells Street)	Two way w/ markings		Granite	In segments, adjacent to roadway or separated	Concrete	Fair	5' - 7'	Yes	Urban center	High	Pedestrian level	Trees in planting strip, narrows to 8'	Trash in furnishing zone	None	CROSSWALK 1: End of Fort Square West	Side street crossing	No
	Two way w/ markings		Granite	In segments, adjacent to roadway or separated	Concrete	Fair	5' - 7'	Yes	Urban center	High	Pedestrian level	Trees in planting strip, narrows to 8'	Trash in furnishing zone	None	CROSSWALK 2: End of Fort Square East	Side street crossing	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

	Two way w/ markings		Granite	In segments, adjacent to roadway or separated	Concrete	Fair	5' - 7'	Yes	Urban center	High	Pedestrian level	Trees in planting strip, narrows to 8'	Trash in furnishing zone	None	CROSSWALK 3: End of Conway Street	Side street crossing	No
	Two way w/ markings		Granite	In segments, adjacent to roadway or separated	Concrete	Fair	5' - 7'	Yes	Urban center	High	Pedestrian level	Trees in planting strip, narrows to 8'	Trash in furnishing zone	None	CROSSWALK 4: End of Wells Street	Side street crossing	No
Main Street - South side (From Wells Street to Colrain Street)	Two way w/ markings		Granite and concrete. New granite east of pharmacy	In segments, adjacent to roadway or separated	Concrete	Good- Excellent	Starts at 7' and bulbs out	Yes	Urban center	High	Pedestrian level	8' planting strip; Becomes concrete w/ 4'x4' beds	Trash in furnishing zone	None	CROSSWALK 1: East of Conway Street	Mid-block	No
	Two way w/ markings		Granite and concrete. New granite east of pharmacy	In segments, adjacent to roadway or separated	Concrete	Good- Excellent	Starts at 7' and bulbs out	Yes	Urban center	High	Pedestrian level	8' planting strip; Becomes concrete w/ 4'x4' beds	Trash in furnishing zone	None	CROSSWALK 2: Fort Square West across Main	Intersection	Colrain Street

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street - North side (From Rotary to Colrain Street)	Two way w/ markings		Both Granite and Asphalt	Both separated and adjacent to roadway in segments	Asphalt	Fair-Good	5'	---	Commercial district outside urban center	High	Minimal cobra head on utility poles	None	Phone booth at Howard Johnson's	None	CROSSWALK 1: Solon Street	Side street crossing	No
	Two way w/ markings		Both Granite and Asphalt	Both separated and adjacent to roadway in segments	Asphalt	Fair-Good	5'	---	Commercial district outside urban center	High	Minimal cobra head on utility poles	None	Phone booth at Howard Johnson's	None	CROSSWALK 2: End of Shelburne Road	Side street crossing	Yes (Walk phase)
Main Street - South side (From Rotary to Colrain Street)	Two way w/ markings (shoulder widths vary)		Variety of granite, asphalt and no curbing	Both separated and adjacent to roadway in segments	Concrete and asphalt in sections	Fair-Howard Johnson's; Good near Newton Street	5'	Yes	Commercial district outside urban center	High	One cobra-head at Mobil Station	Grass planting strip (varies in width)	None	None	CROSSWALK 1: End of River Street	Side street crossing	Yes (Walk phase)
	Two way w/ markings (shoulder widths vary)		Variety of granite, asphalt and no curbing	Both separated and adjacent to roadway in segments	Concrete and asphalt in sections	Fair-Howard Johnson's; Good near Newton Street	5'	Yes	Commercial district outside urban center	High	One cobra-head at Mobil Station	Grass planting strip (varies in width)	None	None	CROSSWALK 2: Intersection of Main/ River/ Shelburne Streets (2 crosswalks)	Intersection	Yes (Walk phase)
Mohawk Trail (Rotary to end of commercial district)	Two way w/ markings		Some granite on North side	From Rotary to Colrain Road only	Asphalt	Good	Approx. 4.5'	---	Commercial district	Very High	Minimal cobra head on section with sidewalk	Planting strip on section with sidewalk	None	None	No Crosswalk	Not applicable	No
Deerfield Street - West side (Intersection with Main Street to Mohawk Meadows Golf Course)	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete becomes asphalt at train bridge; returns to concrete at Mill Street	Good	5' - 10'	Yes	Commercial / Residential area near urban center	Moderate - High	Pedestrian level from Mead Street to bridge	Street trees in streetscape section	Benches, trash in streetscape section	None	CROSSWALK 1: Intersection of Deerfield and Mill Street	Intersection	Yes
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete becomes asphalt at train bridge; returns to concrete at Mill Street	Good	5' - 10'	Yes	Commercial / Residential area near urban center	Moderate - High	Pedestrian level from Mead Street to bridge	Street trees in streetscape section	Benches, trash in streetscape section	None	CROSSWALK 2: Washington Avenue	Intersection-diagonal	No
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete becomes asphalt at train bridge; returns to concrete at Mill Street	Good	5' - 10'	Yes	Commercial / Residential area near urban center	Moderate - High	Pedestrian level from Mead Street to bridge	Street trees in streetscape section	Benches, trash in streetscape section	None	CROSSWALK 3: Package store to stairwell to Washington Avenue	Mid-block	No
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete becomes asphalt at train bridge; returns to concrete at Mill Street	Good	5' - 10'	Yes	Commercial / Residential area near urban center	Moderate - High	Pedestrian level from Mead Street to bridge	Street trees in streetscape section	Benches, trash in streetscape section	None	CROSSWALK 4: Crosswalk in residential area, near Sirum's	Mid-block	No
	Two way w/ markings		Granite, asphalt, concrete and no curbing in sections	Adjacent to roadway	Concrete	Poor-Good	Approx. 5'	Yes	Commercial/ Residential near urban center	Moderate - High	Minimal cobra head on utility poles	None	Trash facilities near Olive Street	None	CROSSWALK 1: Intersection of Deerfield and Mill Street	Intersection	Yes

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Deerfield Street - East side (Mohawk Meadows Golf Course to Intersection with Main Street)	Two way w/ markings		Granite, asphalt, concrete and no curbing in sections	Adjacent to roadway	Concrete	Poor-Good	Approx. 5'	Yes	Commercial/ Residential near urban center	Moderate - High	Minimal cobra- head on utility poles	None	Trash facilities near Olive Street	None	CROSSWALK 2: Washington Avenue	Intersection- diagonal	No
	Two way w/ markings		Granite, asphalt, concrete and no curbing in sections	Adjacent to roadway	Concrete	Poor-Good	Approx. 5'	Yes	Commercial/ Residential near urban center	Moderate - High	Minimal cobra- head on utility poles	None	Trash facilities near Olive Street	None	CROSSWALK 3: Package store to stairwell to Washington Avenue	Mid-block	No
	Two way w/ markings		Granite, asphalt, concrete and no curbing in sections	Adjacent to roadway	Concrete	Poor-Good	Approx. 5'	Yes	Commercial/ Residential near urban center	Moderate - High	Minimal cobra- head on utility poles	None	Trash facilities near Olive Street	None	CROSSWALK 4: Crosswalk in residential area, near Sirum's	Mid-block	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Federal Street - West side (From Intersection with Main Street to Leonard Street)	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 1: End of Ames Street	Side street crossing	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 2: Ames Street to the Greenfield Savings Bank	Intersection	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 3: End of Osgood Street	Side street crossing	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 4: Osgood Street across Federal Street	Intersection	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 5: Hair Design to the Elks Lodge	Mid-block	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 6: End of Pleasant Street	Side street crossing	No
	Two way w/ markings		Granite; Concrete north of Ames Street	Separated from roadway	Concrete	Good - Excellent	9'; Narrows to 5.5' at Hair Design	Yes	Commercial area and urban center	High	Pedestrian level ends at Pleasant Street	Street trees in grates w/ planting strip (ends at Pleasant Street)	Trash facilities/ bench front of People's Pint	Yes, front of Bicycle World	CROSSWALK 7: End of Leonard Street	Side street crossing	No
Federal Street - East side (From Leonard Street to Intersection with Main Street)	Two way w/ markings		Concrete; Granite south of Church Street to Greenfield Co op. Bank	Separated from roadway	Concrete	Good-Excellent	5'	Yes	Commercial area and urban center	High	Minimal cobra-head; Pedestrian level at Pleasant Street	4.5' planting strip	None	None	End of Church Street	Intersection	No
Federal Street - East side (From Federal Street Elementary School to	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 1: At Maple Street and Garfield Street	Intersection	No
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 2: End of Sanderson Street	Side street crossing	No
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 3: Abbott Street across to Middle School building	Intersection	No
	Two way w/ markings		Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 4: Pierce and Beacon Streets intersection	Intersection	Yes (Walk phase)

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Federal Street Elementary School to Silver Street)	Two way w/ markings	Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 5: At Haywood Street across Federal Street	Intersection (diagonal)	No
	Two way w/ markings	Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 6: At Cleveland Street	Intersection	No
	Two way w/ markings	Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 7: Chrysler Car Dealership	Mid-block	No
	Two way w/ markings	Granite and concrete	Separated from roadway	Concrete	Good-Fair	5' - 5.5'	Yes	Commercial area	High	Cobra-head on utility poles	Grass planting strip (varies in width)	None	None	CROSSWALK 8: Silver Street and Federal Street intersection	Intersection	Yes (Walk phase)

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Federal Street - West side (From Silver Street to Leonard Street)	Two way - no shoulder		Granite and concrete	Separated from roadway	Concrete	Fair - Good	5'	Yes	Commercial	High	Minimal cobra head on utility poles	Planting strip (varies in width) with some trees	None	None	CROSSWALK 1: End of Woodland Street	Side street crossing	No
	Two way - no shoulder		Granite and concrete	Separated from roadway	Concrete	Fair - Good	5'	Yes	Commercial	High	Minimal cobra head on utility poles	Planting strip (varies in width) with some trees	None	None	CROSSWALK 2: End of Abbott Street	Side street crossing	No
	Two way - no shoulder		Granite and concrete	Separated from roadway	Concrete	Fair - Good	5'	Yes	Commercial	High	Minimal cobra head on utility poles	Planting strip (varies in width) with some trees	None	None	CROSSWALK 3: Pond Street	Side street crossing	No
	Two way - no shoulder		Granite and concrete	Separated from roadway	Concrete	Fair - Good	5'	Yes	Commercial	High	Minimal cobra head on utility poles	Planting strip (varies in width) with some trees	None	None	CROSSWALK 4: Garfield Street	Side street crossing	No
Federal Street (Federal Street Elementary and Middle School)	Two way - no shoulder		Concrete	Separated from roadway	Concrete	Good	5'	Yes	School area	High	Minimal cobra head on utility poles	4' Planting strip	None	None	Leonard Street to school	Intersection	No
Shelburne Road (Newton Street Elementary)	Two way - no markings		Both concrete and asphalt	Separated from roadway	Mainly asphalt, but concrete on the school property	Poor except on school property	4' - 4.5'	Yes	Newton Street Elementary School	Low-Moderate	Minimal cobra head on utility poles	Tree lined sidewalk on school property	None	None	End of Shelburne Road	Side street crossing	Yes (Walk phase)
Highland Avenue (Highland Park recreation area)	Two way - no markings		No curb	Sidewalk ends on the west side at entrance to park	Asphalt (some Concrete)	Fair - Good	3.5' - 5.5'	Paved	Recreation area-Highland Park	Low	Minimal cobra head on utility poles	Planting Strip with trees	None	None	No Crosswalk	Not applicable	No
Meridian Street (From Deerfield Street to the end; Green River Elementary School)	Two way - no shoulder		Concrete	On east side only; Ends at the Petty Plain Rd intersection	Asphalt	Fair	4.5'	Paved to street	Green River Elementary School	Low	Minimal cobra head on utility poles	None	None	At the school	At the top of the hill/ School entrance	Mid-block	No
Petty Plain Road (Green River Park)	Two way - no shoulder	18'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation area-Greenfield River Park	Low	None	In park	In park	In park	No Crosswalk	Not applicable	No
Montague City Road	Two way w/ markings	Varies	N - granite; S - asphalt (switches later)	Sidewalk in brief segments with no continuity	Mostly asphalt	Generally poor	2.5' - 4.5'	No ramps	Center School area	Moderate to High (high speeds)	Cobra-head	None	None	None	CROSSWALK 1: Front of WTE Recycling and north of underpass	Mid-block (diagonal)	No
	Two way w/ markings	Varies	N - granite; S - asphalt (switches later)	Sidewalk in brief segments with no continuity	Mostly asphalt	Generally poor	2.5' - 4.5'	No ramps	Center School area	Moderate to High (high speeds)	Cobra-head	None	None	None	CROSSWALK 2: Souther Avenue intersection across to school	Intersection	No
	Two way w/ markings	Varies	N - granite; S - asphalt (switches later)	Sidewalk in brief segments with no continuity	Mostly asphalt	Generally poor	2.5' - 4.5'	No ramps	Center School area	Moderate to High (high speeds)	Cobra-head	None	None	None	CROSSWALK 3: Front of Pioneer Valley Manor Rest Home to the transit stop	Mid-block (diagonal)	No
Mountain Road (Near Rocky Mountain Park area)	Two way w/ markings	29' (2' shoulders)	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation area-Rocky Mountain Park	Moderate - High (high speeds)	Infrequent cobra-head	Steep forest on each side	None	None	No Crosswalk	Not applicable	No
Sanderson Street (Beacon Street Playground area)	Two way - no markings	28'	Asphalt	Separated from roadway	Asphalt, concrete and patching	Poor - Fair	4.5'	Paved to street	Recreation area-Beacon Street Playground	Moderate	Cobra-head	5' - 6' planting strip	In park	None	No Crosswalk	Not applicable	No

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Beacon Street (Beacon Street Playground area)	Two way - no markings	27'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation area-Beacon Street Playground	Low	Cobra-head on utility poles	Tree lined street	In park	None	No Crosswalk	Not applicable	No
Garrett Street (Beacon Street Playground area)	Two way - no markings	27'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation area-Beacon Street Playground	Low	Cobra-head on utility poles	Tree lined street	In park	None	No Crosswalk	Not applicable	No
Federal Street (From Stoneleigh-Burnham School to Silver Street intersection)	Two way w/ markings		Asphalt	Under construction (Sep 2000)	New concrete and old asphalt in sections	Poor - Excellent	Under construction	No ramps	Commercial/ School areas	High	Cobra-head	Narrow grass strip	None	None	Front of Stoneleigh-Burnham School	Mid-block	No
Ferrante Avenue (Four Corners School area)	Two way - no markings		No curb	Adjacent to roadway	North - concrete; South - asphalt	Good	4' North; 3.5' South		School area - Four Corners School	Low	None	Grass strip	None	At school	Front of school entrance	Intersection	No
Nash's Mill Road	Two way w/ markings (narrow shoulders)	28'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation area-Greenfield swimming pool and playground	Moderate	Cobra-head	4' grass strip next to guardrail	In park	None	At bridge	Mid-block (diagonal)	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Silver Street (From Kent Avenue to Davis Street - Greenfield High School area)	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 1: West of Kent Avenue	Intersection	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 2: Sumner/Barr/ Silver Streets	Intersection (diagonal)	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 3: Lenox Avenue - Greenfield High School entrance	Intersection	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 4: Sumner Street	Intersection	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 5: Barr Avenue - to skating rink	Intersection	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 6: Davis Street - to recreation areas	Intersection	No
	Two way - no shoulders		Asphalt	Sidewalk on both sides; Separated from roadway	Concrete	Fair	4.25'	Concrete ramp or apron	Recreation area and School - Greenfield High School	High	Cobra-head on utility poles	5.5' planting strip; No trees	None	At school	CROSSWALK 7: Davis Street - north side of Silver Street	Side street crossing	No
Cleveland Street (From Davis Street to Federal Street)	Two way - no markings	27'	Asphalt	Separated from roadway	South-Asphalt; North-Concrete	Fair-Good	5'	No ramps	School/Recreation Area	High during school session	Cobra-head on utility poles	Grass planting strip on south side	None	At school	No Crosswalk	Not applicable	No
Davis Street (From Silver Street to Cleveland Street)	Two way - no markings	30'	No curb	Sidewalk on west side only (not park side)	Concrete	Fair - problem with tree roots	4'	No ramps	School/Recreation Area	Moderate-High	Cobra-head on utility poles	4' planting strip with trees	None	None	No Crosswalk	Not applicable	No
Place Terrace (Entrance to school)	Two way - no markings		No curb	Part of school entrance on north side	Concrete	Very Good	5'	No ramps	North Parish School (entirely fenced in)	High during school session	Spot light on the school lot	Narrow grass strip	None	None	At Conway Street intersection	Intersection	No
Conway Street	Two way - no shoulders		Granite	Adjacent to roadway	Asphalt	Poor	5'	Paved to street	North Parish School (entirely fenced in)	High	Cobra-head	None	None	At school	Front of Terrace Place	Intersection	No

Hawley

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Padding Hollow Road	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Rural town center	Low	None	None	None	None	No Crosswalk	Not applicable	No

Heath

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
West and East Main Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Rural town center	Low	None	None	None	None	No Crosswalk	Not applicable	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Leverett																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Shutesbury Road (From Depot Road to Meadow Road)	Two way w/centerline		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center/ Residential area	Low-Moderate	None	None	None	None	Library to on-street parking	Mid-block	No
Montague Road (From Village Center to Shutesbury Road)	Two way w/centerline		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village/School	Moderate-High	Single cobra-head	None	None	None	No Crosswalk	Not applicable	No

Leyden																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
West Leyden Road and Greenfield Road (Village Center area)	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village	Low	None	None	None	None	Two crosswalks from Town Hall to United Methodist Church	Mid-block	No
Brattleboro Road (Elementary School area)	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School	Low	None	None	None	None	No Crosswalk	Not applicable	No

Monroe																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
River Road (Within mile of village center)	Two way - no markings		Granite on southeast side, no curb on the other side	Separated from roadway on southeast side for 1/2 mile west of Depot Street	Concrete	Fair-Poor	4.5'	Yes	Village center	Low	Cobra-head on utility poles	None	Telephone in front of Post Office	None	No Crosswalk	Not applicable	No
Depot Road	Two way - no markings		Granite	Separated	Concrete	Fair-Poor	4.5'	Yes-paved	Village center-each side is densely settled	Low	Cobra-head on utility poles	None	None	None	No Crosswalk	Not applicable	No

Montague																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal

Millers Falls																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Bridge Street/Route 63	Two way w/ markings		Granite	Separated from roadway	Concrete	Fair-Good	4.5' - 5.5'	Yes	Village center	Moderate	Cobra-head	Trees in furnishing zone	None	None	CROSSWALK 1: Crescent Street to Congregational Church	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Fair-Good	4.5' - 5.5'	Yes	Village center	Moderate	Cobra-head	Trees in furnishing zone	None	None	CROSSWALK 2: Bridge Street and East Main Street	Intersection	No
Newton Street	Two way - no markings		No curb	Separated from roadway	Concrete	Fair-Good	5.5'	No ramps	Residential area off of Village center	Low	None	Trees in furnishing zone	None	None	Intersection with Route 63	Intersection	No
Crescent Street	Two way - no markings		No curb	Separate from roadside on north side only	Concrete	Excellent	4.5'	No ramps	Residential area off of Village center	Low	One cobra-head	Planting strip	None	None	Intersection with Route 63	Intersection	No

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East Main Street	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	Approx. 10'	Yes	Village center	Moderate	Cobra-head	Trees in furnishing zone	None	None	Intersection with Route 63	Intersection	No
West Main Street/Route 63	Two way w/ markings		Granite	Separated from roadway	North - Concrete; South - Asphalt	Good	4.5' - 15'	Yes	Village center	Moderate- High	Cobra-head	None	None	None	At Church Street	Intersection	No
Church Street	One way - no markings		Concrete	Separated from roadway	Concrete	Good	4.5'	Yes	Residential area off of Village center	Low	One cobra- head	None	None	None	Intersection with Route 63	Intersection	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Turners Falls																	
Crocker Avenue (Sheffield School area)	Two way w/centerline and parking designation	35' (Plus 15' of angled parking)	Asphalt	South - on school property; North - begins at Davis Street intersection	Concrete	Good	5'	Yes	School/Residential Area	Low-Moderate	Cobra-head	Sparse ornamental	None	None	CROSSWALK 1: Intersection with Marshall Street (Two crosswalks)	Intersection	No
	Two way w/centerline and parking designation	35' (Plus 15' of angled parking)	Asphalt	South - on school property; North - begins at Davis Street intersection	Concrete	Good	5'	Yes	School/Residential Area	Low-Moderate	Cobra-head	Sparse ornamental	None	None	CROSSWALK 2: Intersection with Davis Street (Two crosswalks)	Intersection	No
Davis Street (Rear Sheffield School property)	Two way - no marking	32'	No curb	20' of sidewalk on each side	Concrete	Poor	5'	No ramps	School/Residential Area	Low	Cobra-head	None	None	None	CROSSWALK 1: Faculty and Staff driveway and intersection of Keith Street	Intersection	No
	Two way - no marking	32'	No curb	20' of sidewalk on each side	Concrete	Poor	5'	No ramps	School/Residential Area	Low	Cobra-head	None	None	None	CROSSWALK 2: Griswold Street	Intersection	No
Griswold Street (Borders Sheffield School property)	Two way w/centerline	36'	Asphalt	Separated from roadway	Asphalt	Good	4.5'	Yes	School/Residential Area	Low	Cobra-head	None	None	None	Dunton Street to school property pathway	Intersection	No
Montague Street (Borders Sheffield School property)	Two way w/ markings	32'	No curb	Separated from roadway	Asphalt/Concrete	Fair-Good	4.5'	Yes	School/Residential Area	Low	Cobra-head	Trees, setback	None	None	Griswold Street - Montague Street intersection	Intersection	No
Turnpike Road (Great Falls Middle and Turners Falls High Schools to Millers Falls Road)	Two way w/ markings	25'	No curb	Terminus at school property	Asphalt	Fair-Good	8'	Yes	School/Residential Area	Moderate-high	Cobra-head	None	None	None	CROSSWALK 1: Bike Route and School driveway	Intersection	No
	Two way w/ markings	25'	No curb	Terminus at school property	Asphalt	Fair-Good	8'	Yes	School/Residential Area	Moderate-high	Cobra-head	None	None	None	CROSSWALK 2: Cross Street to school sidewalk	Intersection	No
Industrial Road (Franklin County Technical School)	Two lane - no markings		No curb	Sidewalk only on school property	Concrete	Good	5'	No ramps	School Area	Low	None	None	None	None	No Crosswalk	Not applicable	No
Avenue A - East (From 11th Street /"Business District Pedestrians" sign to 7th Street)	Two way - no shoulder		Granite (curb gap in Library block)	Starts at Veteran's Park Memorial	Concrete	Good	8.5', 9' and 12.5'	Yes	Village center	High	Cobra-head on utility poles	Planting strip (8' wide)	Trash in front of St. Kaimier Society	None	CROSSWALK 1: North of 6th Street	Intersection	No
	Two way - no shoulder		Granite (curb gap in Library block)	Starts at Veteran's Park Memorial	Concrete	Good	8.5', 9' and 12.5'	Yes	Village center	High	Cobra-head on utility poles	Planting strip (8' wide)	Trash in front of St. Kaimier Society	None	CROSSWALK 2: 5th Street (Two crosswalks)	Mid-block	No
Avenue A - East (From 7th Street to Gill-Montague Bridge)	Two way w/centerline		Granite	Separate from roadway	Brick and concrete along edge of curb	Good	8.5' - 12.5'	Yes	Village center	High	Cobra-head; Pedestrian level setback	Trees in large planters	Benches and trash facilities	None	CROSSWALK 1: 4th Street (Two crosswalks)	Intersection	No
	Two way w/centerline		Granite	Separate from roadway	Brick and concrete along edge of curb	Good	8.5' - 12.5'	Yes	Village center	High	Cobra-head; Pedestrian level setback	Trees in large planters	Benches and trash facilities	None	CROSSWALK 2: 3rd Street (Two crosswalks)	Intersection	No
	Two way w/centerline		Granite	Separate from roadway	Brick and concrete along edge of curb	Good	8.5' - 12.5'	Yes	Village center	High	Cobra-head; Pedestrian level setback	Trees in large planters	Benches and trash facilities	None	CROSSWALK 3: 2nd Street (Two crosswalks)	Intersection	No
	Two way w/centerline		Granite	Separate from roadway	Brick and concrete along edge of curb	Good	8.5' - 12.5'	Yes	Village center	High	Cobra-head; Pedestrian level setback	Trees in large planters	Benches and trash facilities	None	CROSSWALK 4: Great Falls Discovery Center	Intersection (1st St. and driveway)	No

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	Two way w/centerline		Granite	Separate from roadway	Brick and concrete along edge of curb	Good	8.5' - 12.5'	Yes	Village center	High	Cobra-head; Pedestrian level setback	Trees in large planters	Benches and trash facilities	None	CROSSWALK 5: 1st Street - across from municipal building	Intersection	No
2nd Street (East of Ave. A)	Two way w/ stop marks		Granite (old)	Separate from roadway	Concrete	Fair	4.5'	Yes	Residential off of village center	Low-Moderate	Cobra-head on utility poles	Trees in planting strip	None	None	At intersection with Avenue A	Intersection	No
3rd Street (East of Ave. A)	Two way w/ markings		Granite	Separate from roadway	Concrete	Fair	4.5' - 6'	Yes	Residential off of village center	Low-Moderate	None	None	None	None	At intersection with Avenue A	Intersection	No
4th Street (East of Ave. A)	Two way - no markings		No curb	Separate from roadway	Concrete	Good	4.5'	Yes	Residential off of village center	Low	Cobra-head on utility poles	Planting strip	None	None	At intersection with Avenue A	Intersection	No
5th Street (East of Ave. A)	Two way - no markings		No curb	Separate from roadway	Concrete	Good-Fair	4.5'	Yes	Residential off of village center	Low-Moderate	Minimal cobra-head on utility poles	Trees in furnishing zone	None	None	At intersection with Avenue A	Intersection	No
7th Street (East of Ave. A)	Two way w/centerline		Concrete	Separate from roadway	Concrete	Good-Fair	4.5'	Yes	Residential off of village center	Moderate	Cobra-head on utility poles	6' planting strip with trees	None	None	At intersection with Avenue A	Intersection	Yes
1st Street (From Avenue A to Unity Park)	Two way - no markings		Granite	Separate from roadway	Concrete	Good	4'	No ramps	Recreation Area	Low-Moderate	Cobra-head on utility poles	Grass strip and trees on south side	Benches, trash, and tables in park	None	No Crosswalk	Not applicable	No

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STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Avenue A - West (From 11th Street to 7th Street)	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Cobra-head on utility poles	Grass strip with trees	None	None	Food City plaza to church stairwell	Mid-block	No
Avenue A - West (From 7th Street to Gill-Montague Bridge)	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 1: Avenue A and 11th Street	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 2: 7th Street/ Avenue A/ Park Street	Intersection	Yes
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 3: 6th Street and Avenue A (Two crosswalks)	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 4: At intersection with 7th Street	Intersection	Yes
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 5: At intersection with 6th Street	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 6: At intersection with 5th Street	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 7: At intersection with 4th Street	Intersection	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 8: At intersection with 3rd Street	Intersection	Yes
	Two way w/ markings		Granite	Separated from roadway	Concrete	Good	5.5'	Paved to sidewalk level or concrete	Village center	High	Pedestrian level	8'-9' grass strip with trees; landscaping in park	Benches & trash in Peskeomskut Park, Spinner Monument	None	CROSSWALK 9: At intersection with 2nd Street	Intersection	No

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STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Montague Center																	
Main Street (From South Street to School Street)	Two way w/markings	60' (Shoulder up to 15' in areas)	West - asphalt; East - none	Sidewalk on each side of the road	Concrete	Very Good	3.5'	No ramps	Village center	Moderate	Cobra-head	Planting strip with trees	None	None	CROSSWALK 1: Union Street and Main Street	Intersection	No
	Two way w/markings	60' (Shoulder up to 15' in areas)	West - asphalt; East - none	Sidewalk on each side of the road	Concrete	Very Good	3.5'	No ramps	Village center	Moderate	Cobra-head	Planting strip with trees	None	None	CROSSWALK 2: Station Street and Main Street	Intersection	No
	Two way w/markings	60' (Shoulder up to 15' in areas)	West - asphalt; East - none	Sidewalk on each side of the road	Concrete	Very Good	3.5'	No ramps	Village center	Moderate	Cobra-head	Planting strip with trees	None	None	CROSSWALK 3: 50' south of School Street	Mid-block	No
	Two way w/markings	60' (Shoulder up to 15' in areas)	West - asphalt; East - none	Sidewalk on each side of the road	Concrete	Very Good	3.5'	No ramps	Village center	Moderate	Cobra-head	Planting strip with trees	None	None	CROSSWALK 4: At intersection with Union Street	Intersection	No
Main Street (From School Street to Meadow Road)	Road narrows	Approx. 30-33'	Asphalt or none	Sidewalk on west side disintegrates; No sidewalk on east side	Concrete	Fair	3.5'; 5.5' for a section	No ramps	Village center	Moderate	Cobra-head	None	None	None	CROSSWALK 1: Intersection of School/Main and Court Streets	Intersection	No
	Road narrows	Approx. 30-33'	Asphalt or none	Sidewalk on west side disintegrates; No sidewalk on east side	Concrete	Fair	3.5'; 5.5' for a section	No ramps	Village center	Moderate	Cobra-head	None	None	None	CROSSWALK 2: Greenfield Road and Turners Falls Road	Intersection	No
School Street (Elementary School area)	Two way - no markings		No curb	Sidewalk on west side only	Concrete	Poor	3' - 3.5'	No ramps	School	Very Low	Cobra-head	4' - 5' planting strip	None	None	Station Street and School Street	Intersection-Mid-block	No
Station Road	Two way - no markings		Asphalt	Sidewalk on north side only	Asphalt	Fair	4'	No ramps	School and Recreation areas	Very Low	Cobra-head	2' - 3' planting strip	None	None	Main Street and Station Street	Intersection	No
Center Street (From Main Street to Union Street)	Two way - no shoulder		No curb	Only sidewalk is 300' west of North Street	Concrete	Good	4'	No ramps	Village Center	Low - Moderate	Cobra-head	3' planting strip	None	None	North Street (on either side of Center Street)	Intersection	No
North Street	Two way - no markings		Asphalt	Sidewalk on east side only (Village common on west side)	Concrete	Good	4'	No ramps	Village Center	Very Low	Cobra-head	Planting strip	Water fountain in common area	None	End of North Street/Center Street	Intersection	No
Montague City																	
Montague City Road (From bridge to School Street)	Two way w/ markings		Granite and asphalt	On both sides; South side stops north of the transit stop	Concrete	Mostly good; Some areas fair	4'	Paved to sidewalk or concrete ramps	Village area	Moderate to High (high speeds)	Cobra-head	Northwest side has grass strip	None	None	CROSSWALK 1: North of Greenfield Road	Intersection	No
	Two way w/ markings		Granite and asphalt	On both sides; South side stops north of the transit stop	Concrete	Mostly good; Some areas fair	4'	Paved to sidewalk or concrete ramps	Village area	Moderate to High (high speeds)	Cobra-head	Northwest side has grass strip	None	None	CROSSWALK 2: Cabot road	Intersection	No

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Montague City Road (from bridge to business district)	Two way w/ markings		Granite and asphalt	On both sides; South side stops north of the transit stop	Concrete	Mostly good; Some areas fair	4'	Paved to sidewalk or concrete ramps	Village area	Moderate to High (high speeds)	Cobra-head	Northwest side has grass strip	None	None	CROSSWALK 3: Cross from Farren Care Center (connects into parking and transit stop)	Mid-block	No
	Two way w/ markings		Granite and asphalt	On both sides; South side stops north of the transit stop	Concrete	Mostly good; Some areas fair	4'	Paved to sidewalk or concrete ramps	Village area	Moderate to High (high speeds)	Cobra-head	Northwest side has grass strip	None	None	CROSSWALK 4: North of Turnpike Road	Mid-block	No

New Salem																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Wendell Road (Elementary School area)	Driveway		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School	Peak periods	None	None	None	None	School driveway to Wendell Street	Mid-block	No
Daniel Shays Highway/Route 202	Two way w/ markings		Asphalt, sporadically	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Minor commercial area	Moderate	None	None	None	None	Intersection of North Main Street and Route 202	Mid-block	No
South Main Street (From Lovers Lane to Village center)	Two way - no markings	35'	Asphalt and granite	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	Cobra-head on utility poles	Trees	None	None	No Crosswalk	Not applicable	No

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Northfield																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE							STREET CROSSING CHARACTER	
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Main Street - East side (From Maple Street to School Street)	Two way w/ markings		Asphalt	Setback from roadway; Starts at Maple Street	Asphalt; Concrete north of Sunoco station	Fair-Good	3.5'	Asphalt curbs at street level	Village Center	High	None	Trees; 20' - 30' grass strip	Benches in front of Town Hall	None	CROSSWALK 1: South of Warwick Street	Intersection (setback crosswalks)	Flashing yellow signal
	Two way w/ markings		Asphalt	Setback from roadway; Starts at Maple Street	Asphalt; Concrete north of Sunoco station	Fair-Good	3.5'	Asphalt curbs at street level	Village Center	High	None	Trees; 20' - 30' grass strip	Benches in front of Town Hall	None	CROSSWALK 2: North of Warwick Street	Intersection (setback crosswalks)	Flashing yellow signal
	Two way w/ markings		Asphalt	Setback from roadway; Starts at Maple Street	Asphalt; Concrete north of Sunoco station	Fair-Good	3.5'	Asphalt curbs at street level	Village Center	High	None	Trees; 20' - 30' grass strip	Benches in front of Town Hall	None	CROSSWALK 3: Across from St. Patrick's Church (300' north of Warwick St.)	Mid-block	No
Main Street - West side (Old Ferry Road to Meadow Street)	Two way w/ markings		Asphalt	Setback from roadway	Asphalt	Fair-Good; Poor south of the Bike Barn	5'	Paved to street level	Village Center	High	Cobra-head on utility poles	Trees; 20' - 30' grass strip	Benches	None	At intersection with Parker Avenue	Interesection (setback)	No
Main Street - East side (From School Street to Moody Street)	Two way w/ markings		Asphalt	Setback from roadway	Asphalt	Fair	4'	Paved to street level	Village Center / Elementary School	High	Cobra-head on utility poles	Trees; 20' - 30' grass strip	None	None	CROSSWALK 1: Front of library	Mid-block	No
	Two way w/ markings		Asphalt	Setback from roadway	Asphalt	Fair	4'	Paved to street level	Village Center / Elementary School	High	Cobra-head on utility poles	Trees; 20' - 30' grass strip	None	None	CROSSWALK 2: Diagonal to elementary school	Mid-block	No
Pine Street	Two way - no markings	20'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Moderate	None	None	None	None	No Crosswalk	Not applicable	No
Holton Street	Two way - no markings	40' (with traffic island)	No curb	Sidewalk ends at south side of Holton Street	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Low	None	None	None	None	No Crosswalk	Not applicable	No
Main Street-West side (From Meadow Street to across from Moody Street)	Two way w/ markings		Asphalt	Setback from roadway	Asphalt; segments of concrete	Poor-Fair	5'	Paved to street level	Village Center / Elementary School	Peak periods	None	None	None	None	North terminus of sidewalk to Northfield/Mt. Hermon Campus	Intersection (diagonal)	No
Pentacost Road	Two way - no markings	20'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Low	None	None	None	None	Set back crossing with paved crosswalk to street level	Intersection (set back crosswalks)	No
Glenn Road	Two way - no markings	20' (entrance is 53')	Granite lowered to street level	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Low	None	None	None	None	Crossing at road entrance	Intersection (set back crosswalks)	No
Mill Road	Two way - no markings	18'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Low	None	None	None	None	Diagonal crossing from road to set back	Intersection (set back crosswalks)	No
East Northfield Road	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village - side street	Low-Moderate	None	None	None	None	Crossing is set back 15' from the road	Intersection (set back crosswalks)	No
Meadow Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village Center	Low	None	None	None	None	Main Street intersection	Intersection (set back crosswalks)	No
Warwick Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village Center	Low	Single cobra-head	None	None	None	Main Street intersection (setback)	Intersection (set back crosswalks)	Flashing red on paved island

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School Street	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village Center	Low	Cobra-head	None	None	None	No Crosswalk	Not applicable	No
Moody Street	Two way - no markings		No curb	Separated from roadway	Asphalt	Good	6'	Paved to street level	School-NMH Campus	Low	Cobra-head	Trees in grass strip	None	None	No Crosswalk	Not applicable	No

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Orange																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
West Main Street/Route 2A	Two way w/ markings	29'	Granite	Adjacent to roadway; New sidewalks	Concrete	Excellent	6'	Granite	Village center	High	Cobra-head to the west; Ped-level intersection	None	Water Fountain	None	No Crosswalk	Not applicable	No
South Main Street/Route 122 (River Streets intersection to Main Streets intersection)	Two way w/ markings		Granite	Separated from roadway	Concrete	Very good; Except on the bridge	8'; 6' Bridge	Granite	Village center	High	Cobra-head; Ped-level near park	None	In park	None	CROSSWALK 1: Water Street exit	Intersection (diagonal)	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Very good; Except on the bridge	8'; 6' Bridge	Granite	Village center	High	Cobra-head; Ped-level near park	None	In park	None	CROSSWALK 2: Water Street entrance	Intersection (diagonal)	No
	Two way w/ markings		Granite	Separated from roadway	Concrete	Very good; Except on the bridge	8'; 6' Bridge	Granite	Village center	High	Cobra-head; Ped-level near park	None	In park	None	CROSSWALK 3: East and West Main Streets	Intersection	Yes
South Main Street/Route 122 (From Ralph Mahar HS to intersection of River Streets)	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 1: Intersection of Burrill and Gay Streets	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 2: East and West River Streets	Intersection	Yes
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 3: Front of Butterfield School to Church St.	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	No Crosswalk at Gay Street intersection	Not applicable	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	No Crosswalk at Carpenter Street Intersection	Not applicable	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 4: At intersection with West Myrtle Street	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 5: At intersection with Congress Street	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 6: At intersection with Burrill Street	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 7: At intersection with Blodgett Street	Intersection	No
	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West-concrete	Very good-Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 8: At intersection with East Myrtle Street	Intersection	No

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	Two way, w/ markings	39' (wide shoulders)	Asphalt or none; approach to town - concrete	East - starts at Mahar HS; West starts across from Blodgett St.	East-asphalt West- concrete	Very good- Excellent	4.5' East; 6.5' West	Paved to street level	School/Residential	High	Infrequent cobra-head	4' - 6' grass strip; Trees north of Blodgett St.	None	None	CROSSWALK 9: At intersection with King Street	Intersection	No
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PEDESTRIAN FACILITY INVENTORY - Summer 2000

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Dexter Street (Dead end Fisker Hill and Dexter Park Schools)	Two way - no markings	23'	No curb	Adjacent to roadway	Asphalt	Excellent	4.5'	Yes	School	School access	None	3' - 6' grass strip	None	None	No Crosswalk	Not applicable	No
East Main Street/Route 2A (From Wal-Mart to Whitney/Mill St.)	Two way w/ markings	35'	Granite	Separated from roadway	Asphalt	North side - good	4.5'	Yes	Village center	High	At places of business	Grass strip	None	None	No Crosswalk	Not applicable	No
East Main Street/Route 2A (From Main Streets intersection to Whitney/Mill Street)	Two way w/ markings	35'	Granite	Separated from roadway; Sidewalk gap on south side	Concrete with brick border near village center	Good-Excellent	5' - 7'	Concrete ramps	Village center	High	Cobra-head near Main Streets intersection	None	None	None	CROSSWALK 1: Water Street to Cumberland Farms	Intersection	No
	Two way w/ markings	35'	Granite	Separated from roadway; Sidewalk gap on south side	Concrete with brick border near village center	Good-Excellent	5' - 7'	Concrete ramps	Village center	High	Cobra-head near Main Streets intersection	None	None	None	CROSSWALK 2: Gibbs Street (front of library)	Intersection	No
North Main Street (From Dexter Street to Main Streets intersection)	Two way - no shoulders	Varies	Asphalt; Concrete in drainage areas	Adjacent to roadway	Asphalt; concrete towards village center	Excellent	5.5' Concrete; 5' Asphalt	Asphalt	School/Residential	Moderate	Minimal cobra-head	None	None	None	CROSSWALK 1: Intersection with Dexter Street (Crosswalk: 68' length, 8' wide)	Intersection	No
	Two way - no shoulders	Varies	Asphalt; Concrete in drainage areas	Adjacent to roadway	Asphalt; concrete towards village center	Excellent	5.5' Concrete; 5' Asphalt	Asphalt	School/Residential	Moderate	Minimal cobra-head	None	None	None	CROSSWALK 2: Front of Orange Town Hall	Mid-block	No
	Two way - no shoulders	Varies	Asphalt; Concrete in drainage areas	Adjacent to roadway	Asphalt; concrete towards village center	Excellent	5.5' Concrete; 5' Asphalt	Asphalt	School/Residential	Moderate	Minimal cobra-head	None	None	None	CROSSWALK 3: At intersection with School Street	Intersection	No
	Two way - no shoulders	Varies	Asphalt; Concrete in drainage areas	Adjacent to roadway	Asphalt; concrete towards village center	Excellent	5.5' Concrete; 5' Asphalt	Asphalt	School/Residential	Moderate	Minimal cobra-head	None	None	None	CROSSWALK 4: At intersection with Winter Street	Intersection	No
West River Street (From Maynard Street to South Main Street)	Two way - no shoulders	34'	Concrete	Adjacent to roadway	Concrete with asphalt patches	Poor	6' North; 5.5' South	Concrete	Village center	Moderate-High	Cobra-head	None	None	None	Cheney Street	Intersection	No
East River Street (From Prentiss Street to South Main Street)	Two way - no shoulders	27'	Granite	Adjacent to roadway	South - concrete with asphalt patches; North - no sidewalk	Fair-Good	5'	Concrete	Recreation Area (baseball field, skate park)	Moderate	Cobra-head on utility poles	2' - 3' grass strip; No trees	None	None	No Crosswalk	Not applicable	No

Rowe

STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Pond Road (Elementary School area)	Driveway	---	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School	Peak periods	None	None	None	None	No Crosswalk	Not applicable	No
Pond Road (Pelham Lake area)	Two way w/ markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Recreation Area	Low	None	None	None	None	No Crosswalk	Not applicable	No
Zoar Road (From Kings Highway to Pond Road/Middletown Hill Road)	Two way w/centerline		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center/ Residential area	Low	Limited cobra-head and three pedestrian level by parking area	In park area next to municipal building	In park area; Telephone booth near municipal building	None	No Crosswalk	Not applicable	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Shelburne																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTER		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/ Vegetation	Benches/ Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Deerfield Avenue	Two way - no markings		Concrete	Adjacent to roadway, on west side only	Concrete with some brick design	Very good	4.25' - 5.25'	No ramps	Village center	Low	Cobra-head on utility poles	Superb landscaping	Benches and trash facilities	None	Bridge/ Deerfield Avenue	Intersection	No
Mechanic Street (From Church Street to Hope Street; Elementary School area)	Two way - no markings		Asphalt and concrete	West side discontinues north of Adams Court	Concrete; Asphalt on school property	Excellent	4' - 4.25'	Yes	School	Moderate-High	Cobra-head on utility poles	Trees, landscaping and grass strip on west side	None	At school	CROSSWALK 1: Adams/ Mechanic Street	Intersection	No
	Two way - no markings		Asphalt and concrete	West side discontinues north of Adams Court	Concrete; Asphalt on school property	Excellent	4' - 4.25'	Yes	School	Moderate-High	Cobra-head on utility poles	Trees, landscaping and grass strip on west side	None	At school	CROSSWALK 2: Church/ Mechanic street	Intersection; 4-way stop	No
Mechanic Street (From Bridge Street to Church Street)	Two way - no markings		Concrete	On both sides	Concrete	Very Good	4' - 5'	Yes	Village center	Moderate	Some cobra-head on utility poles	North of Cross St. 4' grass strip with new trees	None	None	Bridge Street and Mechanic Street	Intersection	No
Water Street	Two way - no markings		Concrete	Adjacent to roadway	Concrete	Very Good (new on west side)	4'	Yes	Village center	Low-Moderate	Cobra-head on utility poles	None	Trash	None	Bridge/ Water Street	Intersection	No
Bridge Street (From Mechanic St to the Bridge)	Two way - no shoulder		Granite	Adjacent to roadway	Concrete	Excellent	10.5'	Concrete	Village center	High	Pedestrian level	Trees	Benches and trash facilities	None	CROSSWALK 1: Bridge/ Main Streets	Intersection	No
	Two way - no shoulder		Granite	Adjacent to roadway	Concrete	Excellent	10.5'	Concrete	Village center	High	Pedestrian level	Trees	Benches and trash facilities	None	CROSSWALK 2: Front of Town Hall	Intersection	No
	Two way - no shoulder		Granite	Adjacent to roadway	Concrete	Excellent	10.5'	Concrete	Village center	High	Pedestrian level	Trees	Benches and trash facilities	None	CROSSWALK 3: Bridge/ Water Streets and Deerfield Avenue	Intersection	No
Main Street/Route 112 (From Bridge Street to Hope Street)	Two way - no shoulder		Concrete	On both sides	Concrete	Very Good	5'	Concrete	Village center	Moderate	Cobra-head on utility poles	2' - 3' grass strip with trees	Benches at the senior center	In front of the library	In front of the senior center	Mid-block	No
Bridge Street (From South Maple Street to Mechanic Street)	Two way - no shoulder		Granite	On both sides	Concrete	Good-Excellent	4.5' - 5.5'	Concrete	Village center	Moderate	Cobra-head on utility poles	2' - 3' grass strip with some trees	None	None	No Crosswalk	Not applicable	No
High Street	Two way - no markings		Asphalt	On both sides	Concrete	Excellent (New)	4'	Concrete	Village/School	Low	Cobra-head on utility poles	2' - 3' grass strip with new and old trees	None	None	High Street and Bridge Street	Intersection	No
Severance Street	Two way - no markings		Asphalt	On both sides	Concrete	Excellent	4'	Concrete	Village/School	Low	Cobra-head on utility poles	2' - 3' grass strip with new and old trees	None	None	Bridge Street and Severance Street	Intersection	No
Maple Street (From Bridge Street to Church Street)	Two way - no markings		No curb	On both sides	Concrete	Poor	3'	Paved to, or at street level	Village/School	Low	Cobra-head on utility poles	2' - 3' grass strip with new and old trees	None	None	Maple and Bridge Street	Intersection	No

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Shutesbury																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Wendell Road (near village center)	Two way - no markings	24'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	Cobra-head on utility pole near Post Office	None	None	None	No Crosswalk	Not applicable	No
Cooleyville Road /Leverett Road (near village center)	Two way w/ markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Moderate	None	None	None	None	No Crosswalk	Not applicable	No
West Pelham Road (Shutesbury Elementary School area)	Two way w/ markings	24'	No curb	On school property only	Asphalt and Concrete	Good - Excellent	8'	Yes	School	Low - Moderate	Only in parking lot	None	None	None	School driveway	Mid-block	No
Lakeview Road (Locks Village area)	Two way - no shoulder		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Carroll A. Holmes Recreation area	Moderate	Minimal cobra-head	None	Trash	In beach area	Parking lot to Beach	Mid-block	No

Sunderland																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
North Main Street/Route 47 (From Routes 47 & 116 intersection to Silver Street)	Two way w/ markings	26'	Asphalt or none	Town common area; Setback west - 26' and east - 38'	Asphalt	Good	4.5' - 5'	Paved to street level	Village center	Moderate-High	Cobra-head on utility poles	Grass planting strip with trees	None	None	Routes 47 & 116 intersection	Intersection	Yes
Warner Road	Two way - no markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Very Low	None	None	None	None	End of Warner Road	Intersection	No
North Silver Road	Two way w/centerline		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Edge of village center	Low	None	None	None	None	North Silver Road	Intersection	No
School Street	Two way w/centerline		No curb	Sidewalk on the north side only	Asphalt	Very Good	5'	Paved to street level	Village center/Recreational area	Low	None	Grass planting strip	None	None	School and North Main Street	Intersection	No
River Road/Route 47 (From Sugarloaf Estates to Cemetery Street)	Two way w/ markings	30' (Narrow shoulders)	Asphalt on sidewalk side	Only on east side; Starts at Sugarloaf Estates	Asphalt	Fair-Good	4'	Paved to street level	Village center	Moderate	Cobra-head on utility poles	None	None	None	Cemetery Road and Amherst Road	Intersection	No
South Main Street/Route 47	Two way w/ markings	30'	Asphalt or none	Town common area; Setback west - 64' and east - 30'	Asphalt	Poor-Fair; Narrow	3.5'	Paved to street level	Village center	High	Cobra-head on utility poles	Large grass planting strip with trees	None	None	No Crosswalk	Not applicable	No
Amherst Road/Route 116 (From Routes 47 & 116 intersection to Clark Mountain Road)	Two way w/ markings	45' (shoulders 10' each)	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Commercial area	Very High	Cobra-head on utility poles	None	None	None	CROSSWALK 1: Clark Mountain Road	Intersection	No
	Two way w/ markings	45' (shoulders 10' each)	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Commercial area	Very High	Cobra-head on utility poles	None	None	None	CROSSWALK 2: Transit Area (Front of 7-11 Plaza)	Mid-block	No
	Two way w/ markings	45' (shoulders 10' each)	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Commercial area	Very High	Cobra-head on utility poles	None	None	None	CROSSWALK 3: Cliffside Apartments	Mid-block	No
Old Amherst Road (Sunderland)	Two way w/ markings	25.5'- shoulders are less than 1' wide	No curb	Sidewalk is on north side only	Asphalt	Fair	4'	Paved to street level	School Area-Elementary School	Low	None	None	None	None	CROSSWALK 1: Meadow River Road	Intersection	No

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Elementary School area)	Two way w/ markings	25.5'- shoulders are less than 1' wide	No curb	Sidewalk is on north side only	Asphalt	Fair	4'	Paved to street level	School Area- Elementary School	Low	None	None	None	None	CROSSWALK 2: Russel Street	Intersection	No
Bridge Street/Route 116	Two way w/ markings		Granite	Sidewalk on east side only	Asphalt	Very Good	5.5'	Yes	Village	Very High	On the Bridge	None	None	None	No Crosswalk	Not applicable	No

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Warwick																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Winchester Road/Route 78 (Warwick Community School area)	Two way w/markings	25.5"	Asphalt	Separated from roadway	Asphalt	Excellent	7'	Yes	School	Low	Pedestrian level	None	None	None	Bus turnaround	Mid-block	No
Winchester Road/Route 78 (School area)	Two way w/markings	31'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	School	Low	None	None	None	None	No Crosswalk	Not applicable	No
Athol Road (cut-through by Town Hall)	Two way w/markings	26.5'	Granite on one side	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	Cobra-head	None	None	None	No Crosswalk	Not applicable	No
Hotel Road/Athol Road	Two way w/markings	26'	Granite on Hotel Road	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low-Moderate	None	None	None	None	Town Green-Library	Mid-block	No
Route 78	Two way w/markings	31'	Granite-Town Green and Library	Path-runs along Town Green	Asphalt	Good	3'	Yes	Village center	Moderate-High	Cobra-head	None	None	None	No Crosswalk	Not applicable	No

Wendell																	
STREET/LOCATION	ROADWAY DATA			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Locks Village Road	Two way	28'	Asphalt	Separated from roadway	Asphalt; Gravel near Town Common	Fair	3'	Yes	Village center	Moderate	Pedestrian level	None	None	None	Library	Mid-block	No
Wendell Depot Road	Two way w/markings	28'	Asphalt; Some granite	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Moderate	Pedestrian level	None	None	None	Near Town Offices	Mid-block	No
Morse Village Road	Two way w/markings	24' (Shoulders < 1')	Granite	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	Wendell Depot Road	Intersection	No
Montague Road	Two way w/markings	24'	No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	None	None	No Crosswalk	Not applicable	No
Center Street (Town Hall and Police Station)	One way	18'	Granite	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	None	None	Benches	None	Locks Village Road	Intersection	No

Whately																	
STREET/LOCATION	ROADWAY			SIDEWALK ELEMENTS					STREET ATMOSPHERE						STREET CROSSING CHARACTERISTICS		
	Travel lane	Road Width	Curb Material	Type of Sidewalk	Sidewalk Material	Condition	Width	Curb Ramps	Village, School, Recreation or Commercial area	Perceived Volume	Lighting	Trees/Vegetation	Benches/Trash/ etc.	Bike Racks	Location	Intersection /Mid-block	Traffic Signal
Chestnut Plain Road (From Christian Lane to Claverack Road)	Two way w/markings		No curb	No sidewalk	Not applicable	Not applicable	Not applicable	Not applicable	Village center	Low	Single cobra-head	Setback; Large street trees	None	None	No Crosswalk	Not applicable	No

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	Ramps do not connect to sidewalk	Pedestrian crossing sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	This crosswalk does not meet up with a sidewalk on either side.
Standard white crosswalk marking	South - ramp; North - gravel path	Pedestrian crosswalk sign (in crosswalk)	Good	None	Unofficial on-street parking	No transit connection	No continuity	The crosswalk ends at a short gravel path at the church, but there is no sidewalk on the side of the Town Hall.
Standard white crosswalk marking	Ends in shoulders	Pedestrian crosswalk sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	The crosswalk leads the pedestrian to the shoulders of the road.
Standard white crosswalk marking	Ends in shoulders	Pedestrian crosswalk sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	The shoulders of Route 116 in this segment are dyed a red color to distinguish this zone from the travel zone
Standard white crosswalk marking	Ramps do not connect to sidewalk	Pedestrian crossing sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	There are no pedestrian connections made to the recreation area, only the shoulder.
Standard white crosswalk marking	South - ramp; North - gravel path	Pedestrian crosswalk sign (in crosswalk)	Good	None	Unofficial on-street parking	No transit connection	No continuity	
Standard white crosswalk marking	Ends in shoulders	Pedestrian crosswalk sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	
Standard white crosswalk marking	Ends in shoulders	Pedestrian crosswalk sign	Good	None	Unofficial on-street parking	No transit connection	No continuity	
Not applicable	Not applicable	General pedestrian crossing sign	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	No sidewalk; Pedestrian crossing sign posted but no designated crosswalk.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No ramps	None	Good	None	No designated parking	No transit connection	No continuity	Sidewalk disappears in segments. Segments to the south are in poor condition.
Standard white crosswalk marking	No ramps	Pedestrian crosswalk sign	Good	None	On street 10' shoulders	No transit connection	No continuity	South side has stairs and walkways, but no sidewalk. Poor pedestrian crossing conditions in front of Marshall's Country Store.
Not applicable	Crosswalk ends in parking areas	None	Not applicable	Not applicable	No designated parking	No transit connection	No continuity	Poor crosswalk for Main Street intersection. Problematic crosswalk due to parking areas at intersection with Main Street.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	No continuity	Pedestrian facilities are good until the church area on east side.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	No continuity	Trees located behind the white fence along the perimeter of the cemetery.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	

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Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	No continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	Parking at school	No transit connection	No continuity	Major section of the playground is in the center island of the bus turnaround with no crosswalks connecting to it.

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ solid blue fill	East - no ramp; West - minimal ramp	No signage	Good	None	On-street parallel	No transit connection	Sidewalk continues over driveways	There is a gap in the sidewalk at the railroad tracks. Sidewalk curb ramps may not be ADA compliant.
Standard white crosswalk w/ solid blue fill	East - ramp; West - ends at pavement	No signage	Good	None	No on-street parking	No transit connection	Not applicable	
Standard white crosswalk w/ solid blue fill	Concrete and paved ramps	No signage	Problematic with intersection congestion and parked cars	The east side has a bump-out	On-street angled parking	No transit connection	Sidewalk continues over driveways	There is a large concrete pedestrian refuge at the intersection.
Standard white crosswalk w/ solid blue fill	Concrete ramps	No signage	Problematic with intersection congestion and parked cars	None	On-street angled parking	No transit connection	Sidewalk continues over driveways	
Standard white crosswalk w/ solid blue fill	East - paved ramp; West - no ramp	No signage	Good north and poor south	None	On-street angled parking	No transit connection	Sidewalk continues over driveways	East side has a paved ramp and the west side is curb with no ramp.
Standard white crosswalk w/ solid blue fill	Concrete curb ramps	No signage	Good	None	On-street angled parking	No transit connection	Sidewalk continues over driveways	There are no pedestrian signs but stop line is provided.
Standard white crosswalk w/ solid blue fill	East - ends in parking lot; West - paved ramp	No signage	Good	At junction (not designated)	On-street angled parking	No transit connection	Sidewalk continues over driveways	West side offers a paved ramp, and the east side ends in a paved parking lot. There are no pedestrian signs.
Standard white crosswalk w/ solid blue fill	Concrete curb ramps	No signage	Good	None	On street parking	No transit connection	Not applicable	
Standard white crosswalk w/ solid blue fill w/stop line	Concrete curb ramps	No signage	Good	None	On street parking	No transit connection	Not applicable	The stop line is marked and there is a stone area to create a buffer to increase visibility.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No ramps	Pedestrian crosswalk signage	Good	None	No on-street parking	No transit connection	Continues through residential; not all commercial	Many of the sidewalks on both sides of Route 2 continue through the curb-cuts of parking areas.
Standard white crosswalk marking	N - ends at corner; S - concrete ramp		Good	None	No on-street parking	No transit connection	Continues through residential; not all commercial	There is a grass planting strip on the western outskirts of the village center and then resumes in eastern end of the village center.
Standard white crosswalk marking w/ stop line	N - ends at corner; S - concrete ramp	Pedestrian crosswalk signage	Good	None	No on-street parking	No transit connection	Continues through residential; not all commercial	The crosswalk from Zoar does not end at a sidewalk, but just the shoulder. The crosswalks typically have stop marks and signing.

PEDESTRIAN FACILITY INVENTORY - Summer 2000

Standard white crosswalk marking	N - ends at corner; S - concrete ramp	Pedestrian crossing signage	Good	None	No on-street parking	No transit connection	Continues through residential; not all commercial	
Not applicable	Not applicable	None	Not applicable	Not applicable	School parking lot	No transit connection	Not applicable	No sidewalks, only a parking lot.
Standard white crosswalk marking w/ stop line	Concrete ramps	None	Good	None	No on-street parking	No transit connection	Sidewalk continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Not applicable	Steep and narrow.
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Not applicable	Steep and narrow.
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Sidewalk continuity	

PEDESTRIAN FACILITY INVENTORY - Summer 2000

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street	No transit connection	No continuity	No crosswalks in this section. No linkage exists from the Green Emporium Cafe to the brick meeting house parking area. There is very poor sight distance due to the steepness and bend of the Greenfield Road.
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street near Library	No transit connection	No continuity	Approximately 150' from Main/Greenfield Roads, there is over 130' of sidewalk. No connection exists to the Post Office.
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street	No transit connection	No continuity	No crosswalks. No sidewalk on bridge that connects village center and residential areas to school.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection / School buses	No continuity	There are no pedestrian connections.
Standard white crosswalk marking	At street level	None	Good	None	Parallel on-street parking	No transit connection	Sidewalk continuity (poor condition)	The sidewalk terminates at intersection of River Street and Shelburne Falls Road; resumes near the Post Office.
Standard white crosswalk marking	At street level	None	Good	None	Parallel on-street parking	No transit connection	Sidewalk continuity (poor condition)	The sidewalk terminates at Elm Street.
Standard white crosswalk marking	No ramps	None	Good	None	On-Street parallel parking on shoulders	No transit connection	No continuity	No sidewalk connection from the library to the village center.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No ramps	None	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	
Standard white crosswalk marking	Asphalt ramp to brick walkway	None	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	
Standard white crosswalk marking	E - steps and brick walkway	None	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	

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Standard white crosswalk marking	No ramps	Pedestrian Crosswalk signs	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	
Standard white crosswalk marking	No ramps	None	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	
Standard white crosswalk marking	No ramps	None	Good	None	Limited, informal on-street parking	FRTA, transit stop	No continuity	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking w/stop line	No ramps	None	Good	No	No on-street parking	Transit service, no formal stops	Not applicable	No pedestrian facilities in corridor.
Standard white crosswalk marking	No ramps	None	Good	No	On-street parallel and angled parking	No transit stops	No continuity	
Standard white crosswalk marking	No ramps	None	Good	No	On-street parallel and angled parking	No transit stops	No continuity	
Standard white crosswalk marking	No ramps	None	Fair (Stop line is slightly set back)	No	On-street parallel and angled parking	No transit stops	No continuity	Some yield to pedestrian devices are provided.
Standard white crosswalk marking	W - steep ramp into parking area	None	Good	No	Parking lot adjacent to roadway	No transit connection	Not applicable	
Standard white crosswalk marking	Yes	None	Fair (Parking may block sight lines)	No	On-street parallel parking	PVTA, FRTA transit stops	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street parallel parking	PVTA, FRTA transit stops	Not applicable	
Standard white crosswalk marking	Paved to street level	Pedestrian crossing sign	Fair (Parking may block sight lines)	No	Unofficial on-street parallel parking at churches	PVTA, FRTA transit stops	No continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Unofficial on-street parallel parking at churches	PVTA, FRTA transit stops	No continuity	
Standard white crosswalk marking	E - at street level; W - no ramp	None	Fair (Parking may block sight lines)	No	On-street parallel parking	No transit connection	Sidewalk continuity	The sidewalks on this street move from one material to another, but they do run the length of the road for quite a distance. On the east side of the road there is a large expanse of asphalt about 13' wide that acts as an on-street parking facility but the spots are not designated.
Standard white crosswalk marking	Poor condition ramps	None	Good	No	On-street parallel parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	No ramps	None	Good	No	On-street parallel parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	East - ends in parking area; West - paved path to street level	None	Good	No	On-street parallel parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	Ends in shoulder	None	Good	No	On-street parallel parking	No transit connection	Sidewalk continuity	

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Standard white crosswalk marking	East - ends at shoulder; West - ramp	'SCHOOL' paint markings on the roadway.	Good-bend to the north that may decrease visibility	No	No designated on-street parking	No transit connection	Not applicable	
Standard white crosswalk w/ longitudinal lines	No ramps	'SCHOOL' paint markings on the roadway.	Good	Bus turn around area separated by island	School parking lot	No transit connection	Not applicable	
Standard white crosswalk marking	No ramps	None	Fair - crosswalk is diagonal as road curves	No	School parking lot	No transit connection	Not applicable	
Standard white crosswalk marking	No ramps	Yellow-green pedestrian crossing signs and yield to pedestrian barrels	Good	No	School parking lot	No transit connection	Not applicable	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking w/ stop line	Concrete ramps	Pedestrian Crosswalk sign	Good	No	No on-street parking	FRTA's G-Link off-road transit stop	Sidewalk continuity	A short distance after the gateway treatment, the sidewalk turns to asphalt (3' max.) and is in very poor condition. This sidewalk almost reaches the Erving Paper Mill.
Standard white crosswalk marking w/ stop line	Concrete ramps	Pedestrian Crosswalk sign	Good	No	No on-street parking	FRTA's G-Link off-road transit stop	Sidewalk continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Not applicable	Very steep and narrow.
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Not applicable	
Standard white crosswalk marking w/ stop line	No ramps	None	Good	No	No on-street parking	No transit connection	No continuity over driveways	
Standard white crosswalk marking	No ramps	None	Good	No	No on-street parking	No transit connection	Not applicable	
Standard white crosswalk marking	No ramps	None	Good	No	No on-street parking	No transit connection	No continuity over driveways	
Standard white crosswalk marking	No ramps	None	Good, but not well marked	No	No on-street parking	No transit connection	No continuity over driveways	The sidewalk begins at the school entrance and curves up to the road. It follows Rte. 63 South and ends at Veterans Memorial Park.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit stops	Not applicable	No crosswalk at main intersection, but it could be a pedestrian connection from Turner's Falls over the bridge to the commercial area.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	Potential for sidewalk from Center Street (Town Hall) to the Gill Store.
Not applicable	Not applicable	None	Not applicable	Not applicable	One side of street has parallel parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	School parking area	No transit connection	Not applicable	No pedestrian facilities in school vicinity.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Zebra crosswalk	At street level	None	Fair	No	On-street parking, not designated	No formal transit stops	Sidewalk continuity	The sidewalk is smaller at points where the vegetation is overgrown.
Zebra crosswalk w/stop line	Concrete ramps	None	Good	No	On-street parking, not designated	No formal transit stops	Sidewalk continuity	

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Zebra crosswalk	Curb ramps	None	Good	No	On-street parking, not designated	No formal transit stops	Sidewalk continuity	Paint on crosswalk is worn and barely visible.
Zebra crosswalk	No ramps	None	Good	No	On-street parking, not designated	No formal transit stops	Sidewalk continuity	Paint on crosswalk is worn and barely visible.
Zebra crosswalk	No ramps	None	Good	Yes	On-street parking, not designated	No formal transit stops	Sidewalk continuity	Paint on crosswalk is worn and barely visible. No crosswalk at end of Crescent Street at this intersection.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Zebra crosswalk	E - street level; W - concrete ramp	None	Fair	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	The planting strip widens to about 2' after Park Street and 4' after Church Street. At Park Street crossing, the sidewalk meets street level and there is a stop line, but no pedestrian signs on Park.
Zebra crosswalk	E - street level; W - concrete ramp	None	Fair	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	
Zebra crosswalk	E - concrete ramp; W - asphalt ramp	Pedestrian crossing sign	Good	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	There is a concrete curb ramp on the east side, and asphalt on the west. A yellow-green pedestrian sign is provided
Zebra crosswalk	No ramps	None	Good	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	There is newer sidewalk material as you approach the Hospital area that is in excellent condition.
Zebra crosswalk	Paved to street level	Pedestrian crossing sign	Good	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	Pedestrian sign is offered at this crosswalk.
Zebra crosswalk	Curb ramps	None	Good	No	On-street parking, but it is not designated.	No formal transit stops	Sidewalk continues over driveways	
Zebra crosswalk	Curb ramps	Yield to Pedestrian barrel in crosswalk	Good	No	No on-street parking	GMTA transit stop	No continuity over driveways	
Zebra crosswalk	Concrete ramps	None	Good	No	No on-street parking	GMTA transit stop	No continuity over driveways	
Standard white crosswalk w/ solid green fill	Concrete ramps	None	Good	Center island	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	
Standard white crosswalk w/ solid green fill	Concrete ramps	None	Good	No	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	Varying elements in furnishing zone (such as mail boxes and planting strips).
Standard white crosswalk w/ solid green fill	Concrete ramps	None	Good	No	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	
Standard white crosswalk w/ solid green fill	Concrete ramps	None	Good	No	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	
Standard white crosswalk w/ solid green fill	Concrete ramps	None	Good	No	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	Crosswalk paint faded

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Standard white crosswalk w/ solid green fill	Concrete ramps	Yield to Pedestrian cone in crosswalk	Good	No	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	
Standard white crosswalk w/ solid green fill and lines	No ramps	None	Good	Pedestrian refuge island	On-street parallel; angle parking front of Post Office	No formal transit stops	No continuity over driveways	This crosswalk is extremely faded and is only visible in the island area.
Standard white crosswalk marking with solid green fill	Curb ramps	None	Good	No	Designated parking	No formal transit stops	No continuity over driveways	There is a newspaper vending machine and a mailbox at the YMCA and a bench in front of the Court House.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Crosswalk w/ longitudinal white lines	Concrete ramps	None	Good	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	A small plaza area exists at the Veteran's Mall with benches, landscaping and art work.
Crosswalk w/ longitudinal white lines	Curb ramps	None	Good (parking may make visibility difficult)	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	
Crosswalk w/ longitudinal white lines	Concrete ramps	Yield to Pedestrian cone in crosswalk	Good	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	
Crosswalk w/ longitudinal white lines and stop line	Concrete ramps	None	Good	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	
Crosswalk w/ longitudinal white lines	Concrete ramps	None	Good	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	
Crosswalk w/ longitudinal white lines	Concrete ramps	None	Good	No	On-street parallel and angled parking	GMTA, FRTA, transit stops at Town Hall	No continuity over driveways	
Crosswalk w/ longitudinal white lines	Curb ramps	None	Good	No	On-street angled parking	No formal transit stops	No continuity over driveways	After Davis street, a band of brick paving borders curb. A large bulb-out is across from Court Square - the brick extends off of the sidewalk. East of School Street sidewalk is again approximately 15'.
Crosswalk w/ longitudinal white lines	Curb ramps	None	Good	No	On-street angled parking	No formal transit stops	No continuity over driveways	
Crosswalk w/ longitudinal white lines	Concrete ramps	Yield to Pedestrian cone in crosswalk	Good	No	On-street angled parking	No formal transit stops	No continuity over driveways	Yield to Pedestrian cone.
Crosswalk w/ longitudinal white lines and stop line	East - asphalt ramp	None	Good	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	
Crosswalk w/ longitudinal white lines and stop line	No ramps	None	Good	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	After Conway Street the sidewalk widens to about 14.5' in which three of that is a brick border that is adjacent to the granite curbing Tree grates house the street trees and the 3' bands of brick also cross the sidewalk perpendicularly form the tree grates to the buildings.

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Crosswalk w/ longitudinal white lines and stop line	Concrete ramps	None	Good	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	
Crosswalk w/ longitudinal white lines	No ramps	None	Good	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	
Crosswalk w/ longitudinal white lines	Concrete ramps	None	Very good with bulb out	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	The planting strip with mature trees begins again after Coombs Avenue.
Crosswalk w/ longitudinal white lines	Concrete ramps	None	Good	No	On-street angled and parallel parking	No formal transit stops	Sidewalk continues over driveways	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No ramps	None	Good	No	No on-street parking	No formal transit stops	No continuity over driveways	Sidewalk begins at Howard Johnson's and follows around rotary. Resumes across from China Gourmet with curb ramps in fair condition. The material is concrete with the driveway paved up to the sidewalk. Directly in front of the Newton Street School, the walk shifts away from the road and is separated by a planting strip. Here the material again is asphalt. This sidewalk continues across Shelburne Street and ends at Solon Street.
Standard white crosswalk marking	Yes	None	Good	No	No on-street parking	No formal transit stops	No continuity over driveways	
Standard white crosswalk marking	Yes	None	Good	No		No formal transit stops		There is no curb ramp at the sidewalk from Mobil Station to the Rotary. The sidewalk resumes at Newton Street and continues to Colrain Street.
Standard white crosswalk marking	Yes	None	Good	No		No formal transit stops		
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No formal transit stops	No continuity over driveways	Very wide shoulders on this section of the road. No designated crosswalks in this section.
Zebra crosswalk	Curb ramps	None	Good	Yes-center median	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	The sidewalk starts at Court Street and travels south from there. It turns to asphalt at the package store until Mead Street. The streetscaped section is approx. 10' wide with benches and trash facilities. Section has ornamental pedestrian scale lighting and also employs large granite blocks that separate traffic flow and pedestrians.
Zebra crosswalk	No ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	
Zebra crosswalk	No ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	
Standard white crosswalk marking	Curb ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	
Zebra crosswalk	Curb ramps	None	Good	Yes-center median	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	

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Zebra crosswalk	No ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	
Zebra crosswalk	No ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	
Standard white crosswalk marking	Curb ramps	None	Good	No	Some on-street parking, not designated	GMTA transit stop	Occasionally sidewalk continues over driveways	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Zebra crosswalk	Curb ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	
Zebra crosswalk	Concrete ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	
Zebra crosswalk	Curb ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	No pedestrian signs.
Zebra crosswalk	Concrete ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	Pedestrian visibility to drivers may be hampered as a result of parked cars. Also, the paint at this crosswalk is fading and harder to see than others.
Zebra crosswalk	Curb ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	There is a stop for pedestrian barrel in the crosswalk here.
Zebra crosswalk	Curb ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	
Zebra crosswalk	Curb ramps	None	Good	No	On-street parallel	No formal transit stops	Sidewalk continuity	
Zebra crosswalk	Concrete ramps	Pedestrian crossing sign	Good	No	On-street parallel parking starts at Pleasant Street	No formal transit stops	Continuity over driveways; Discontinues at Bank of Western MA	
Zebra crosswalk	No ramps	Yield to Pedestrian barrel in crosswalk	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	
Zebra crosswalk	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	
Zebra crosswalk	Concrete ramps	Pedestrian crossing sign	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	
Standard white crosswalk w/ lines	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	This Intersection has 4 crosswalks at each arm of the intersection, and there are curb-ramps at each.

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Standard white crosswalk w/ lines	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	After and including Hastings Street, there are no designated crosswalks across the side streets, but the sidewalks slope down to meet the street grade.
Standard white crosswalk w/ lines	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	
Standard white crosswalk w/ lines	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	There are no pedestrian signs here to warn drivers of the potential customers crossing the street to the car lot from the dealership.
Standard white crosswalk w/ lines	Curb ramps	None	Good	No	No designated parking	GMTA transit stop	Some sidewalk continuity	The sight distance is good overall, but there may be some problems with a right-hand turn out of Silver Street onto Federal Street.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ lines and stop line	Curb ramps	None	Good	No	Some on-street parallel parking	GMTA transit stop	Some sidewalk continuity	
Standard white crosswalk w/ lines and stop line	Curb ramps	None	Good	No	Some on-street parallel parking	GMTA transit stop	Some sidewalk continuity	
Standard white crosswalk w/ lines and stop line	Curb ramps	None	Good	No	Some on-street parallel parking	GMTA transit stop	Some sidewalk continuity	Side Streets do not have designated crossings until Pierce Street.
Standard white crosswalk w/ lines and stop line	Curb ramps	None	Good	No	Some on-street parallel parking	GMTA transit stop	Some sidewalk continuity	
Standard white crosswalk w/ lines	Curb ramps	Yield to Pedestrian cone in crosswalk	Good	No	School parking area	No transit connection	Some sidewalk continuity	
Standard white crosswalk marking	Yes	None	Good	No				
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Continues; Driveways are asphalt	There are some problems associated with the transition areas. Well used recreation area; joggers use street rather than sidewalk.
Standard white crosswalk w/ lines and stop line	E - street level; W - asphalt curb	Pedestrian crossing sign	Poor (Top of a hill has bend, high speeds)	No	No designated parking	No transit connection	No continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	In park area	No transit connection	Not applicable	This road is a dead end into a parking lot. Bridge links park to Deerfield Street.
Standard white crosswalk marking and stop line	No ramps	Children and School signs	Fair	No	South side has wide shoulder sometimes used for parking	No transit connection	No continuity	Sight distances to the north-good; To the south-poor because of children and school signs
Standard white crosswalk marking and stop line	No ramps	Pedestrian crossing sign	Poor	No	South side has wide shoulder sometimes used for parking	No transit connection	No continuity	No sidewalk at this crosswalk.
Standard white crosswalk marking and stop line	Ramp to rest home entrance	Pedestrian crossing sign	Poor (Road bends, high speeds)	No	South side has wide shoulder sometimes used for parking	No transit connection	No continuity	Overall, area is poor for pedestrians
Not applicable	Not applicable	None	Not applicable	Not applicable	Limited on-street due to guardrails or too narrow roadway	No transit connection	Not applicable	Bear's Den Road is closed to vehicles. This area could be used to connect recreation areas.
Not applicable	Not applicable	None	Not applicable	Not applicable	Some pull-off parking	No transit connection	Sidewalk continues over driveways	

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Not applicable	Not applicable	None	Not applicable	Not applicable	On-street	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street	No transit connection	Not applicable	
Standard white crosswalk marking (narrow lines)	No ramps	Pedestrian crossing sign	Poor to north (high speeds)	No	No on-street parking	No transit connection	Few commercial driveways designated crossings	
Standard white crosswalk marking and stop line	No ramps	Pedestrian crossing sign	Good	No	Limited on-street parking	No transit connection	No continuity	
Standard white crosswalk w/ lines	No ramps	Pedestrian crossing sign	Very poor	No	Informal, on-street parking on north side; two parking areas	No transit connection	Not applicable	There is limited asphalt sidewalk on the east end, then stops. No sidewalks due to narrow area with no gap in guardrail. No sidewalk connection at the crosswalk.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ lines	Concrete ramps	Pedestrian crossing sign	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk w/ lines (faded)	N - asphalt ramp; S - concrete ramp	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk w/ lines and stop line	Concrete ramps (new)	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	Newer Concrete ramps to sidewalk on Silver Street, and there is a sidewalk to the school property.
Standard white crosswalk w/ lines and stop line	Asphalt ramps	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	No sidewalk on Sumner Street
Standard white crosswalk w/ lines and stop line	Concrete ramps (new)	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	Sidewalk on Barr Avenue on west side only
Standard white crosswalk w/ lines and stop line	Concrete ramps	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk w/ lines and stop line	No ramps	None	Good, but there is high volume	No	No on-street parking	No transit connection	Sidewalk continuity	Sidewalk ends to the west of the street.
Not applicable	Not applicable	None	Not applicable	Not applicable	Informal, on-street parking	No transit connection	No continuity	Potential need for crosswalk in area.
Not applicable	Not applicable	None	Not applicable	Not applicable	Off-street in front of the tennis courts	No transit connection	Concrete stamped aprons	Potential need for crosswalk in area.
Standard white crosswalk w/ lines and stop line	Paved to street level	None	Poor	No	On-street along school yard	No transit connection	Not applicable	Observed crossing guard . Overall ped facility condition need improvement.
Standard white crosswalk w/ lines	No ramps	Pedestrian and school signs; "SCHOOL" road marking faded	Poor to south due to hill and high speeds	No	No on-street parking	GMTA transit stop	Sidewalk continuity	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connections	Not applicable	No pedestrian facilities.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connections	Not applicable	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No ramps	Pedestrian crossing sign and orange cone	Poor - Montague Road at an angle	No	Informal on-street parking	No transit connection	Not applicable	No pedestrian connections from the school to the street; Area of low pedestrian activity.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	No sidewalk connection	None	Poor - at hill top between bends in road	No	Parking lot at Town Hall	No transit connection	Not applicable	There is the potential for improved pedestrian linkage from the town facilities to the library.
Not applicable	Not applicable	None	Not applicable	Not applicable	Informal on-street parking	No transit connection	Not applicable	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street parking	No transit connection	Some continuity driveways	Possibility for a crosswalk at the corner of Town Office/Post Office/Old School.
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street parking	No transit connection	Paved aprons	Sidewalk is not consistent near old school building.

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ solid blue fill	Curb ramps		Good	No	On-street parking	No transit connection	Some sidewalk continuity	
Standard white crosswalk w/ solid blue fill	Curb ramps		Good	No	On-street parking	No transit connection	Some sidewalk continuity	
Standard white crosswalk marking	Curb ramps		Good	No	No designated parking	No transit connection		
Standard white crosswalk marking	Sidewalk at street level		Good	No	No designated parking	No transit connection		

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Standard white crosswalk w/ solid blue fill	Curb ramps		Good	No	Parallel parking on south side; Angled parking on north side	No transit connection		
Standard white crosswalk w/ solid blue fill	Curb ramps		Good	No	No designated parking	No transit connection		Opportunity for a crosswalk where West Main Street intersects with Route 63.
Standard white crosswalk w/ solid blue fill	Curb ramps		Good	No	No designated parking	No transit connection		

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	North - curb ramp; South - set of stairs	YIELD markings	Good	No		No transit connection		
Standard white crosswalk marking	No ramps	None	Good	No		No transit connection		These crosswalks difficult to identify because so narrow.
Standard white crosswalk marking	Curb ramps	None	Good	No	Parking lot	No transit connection	No continuity	
Standard white crosswalk marking	No ramps	None	Good	No	Parking lot	No transit connection	No continuity	This crosswalk is located on the side that does not have the sidewalk to meet up with.
Standard white crosswalk w/ solid blue fill	No sidewalk to connect to	Pedestrian figure stencil markings	Good	No	No on-street parking	GMTA stop	Continuity (asphalt)	
Standard white crosswalk marking	Paved ramps	SCHOOL and pedestrian figure stencil marking	Good	No	No on-street parking	GMTA stop	Continuity (asphalt)	
Standard white crosswalk w/ solid blue fill	No ramps	Pedestrian figure stencil marking	Good	No	No on-street parking	GMTA stop	Continuity (asphalt)	Bike path (10' wide) connects school property and Valdish Road. Bike stencil on sidewalk by bike path.
Standard white crosswalk w/ solid blue fill	Curb ramps	Pedestrian figure stencil marking	Good	No	No on-street parking	GMTA stop	Continuity (asphalt)	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	GMTA stop	Not applicable	No other pedestrian facilities are provided.
Standard white crosswalk marking	E - business driveway; W - no ramp	None	Good	No	Angled parking; Parallel parking at library	No transit stops	Some sidewalk continuity	The vegetation turns into ornamental across from the Post Office. There are trees in the furnishing zone beginning at 7th street.
Standard white crosswalk w/ solid blue fill	Curb ramps	None	Good	No	Angled parking; Parallel parking at library	No transit stops	Some sidewalk continuity	
Standard white crosswalk w/ solid blue fill	Curb ramps	None	Good	No	Angled parking	GMTA transit stop	No continuity	Ornamental trees in planting strip that is 7.5' North of 2nd Street, sidewalk is varies from 4.5' to 8' wide; north of this segment planting strip is 8' wide.
Standard white crosswalk w/ solid blue fill	Curb ramps	None	Good	No	Angled parking	GMTA transit stop	No continuity	
Standard white crosswalk w/ solid blue fill	Curb ramps	Yield to Pedestrian cone in crosswalk	Good	No	Angled parking	GMTA transit stop	No continuity	
Standard white crosswalk w/ solid blue fill	Curb ramps	Yield to Pedestrian cone in crosswalk	Good	No	Angled parking	GMTA transit stop	No continuity	In front of Shady Glen Diner, planting strip area changed to brick with trees planted in small square areas.

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Standard white crosswalk w/ solid blue fill	Curb ramps	None	Good	No	Angled parking	GMTA transit stop	No continuity	
Standard white crosswalk marking	Curb ramps	None	Good	No	On-street parallel parking	No transit connection	No continuity	
Standard white crosswalk w/ solid blue fill	Curb ramps	None	Good	No	On-street parallel parking	GMTA transit stop	No continuity	
Standard white crosswalk marking	Curb ramps	None	Good	No	On-street parallel parking	No transit connection	No continuity	
Standard white crosswalk marking	Curb ramps (Does not meet curb perfectly)	None	Good	No	On-street parallel parking	No transit connection	No continuity	Curb ramps at this intersection are a little difficult to maneuver.
Standard white crosswalk marking	Curb ramps	None	Good	No	On-street parallel parking	No transit connection	No continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street angled parking next to Town Hall	No transit connection	No continuity	South side - sidewalk exists for Shady Glen block, next segment is 20' grass/tree strip, then east of L street becomes residential property. North side - Town Hall/garage block is mostly paved along street to park.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ solid blue fill	No ramps	Pedestrian figure stencil and Yield to Pedestrian cone	Good	No	Segments of on-street parking	No transit stops	No continuity	
Standard white crosswalk marking	No ramps	None	Fair, but there could be a speed problem	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	Front of Post Office/Fleet block, sidewalk pattern in concrete is off set to mimic brick pattern. Sidewalk mostly brick north of 5th Street with concrete path over driveways and along parking. Commercial zone of streetscape has steps protrude into pathway (18" rise to store level).
Standard white crosswalk w/ solid blue fill	No ramps	None	Fair - Potential parking issues	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/ solid blue fill	E - ramp; W - no ramp	None	Poor - Due to angled parking	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/stop line	No ramps	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/stop line	N - concrete ramp; S - street level	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/stop line	N - steep concrete ramp; S - granite curb	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	Problem - curb ramp at corner.
Standard white crosswalk w/stop line	Brick ramps	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/ solid blue fill	Brick ramps	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	
Standard white crosswalk w/stop line	N - street level; S - brick ramp not used	None	Good	No	E - Ramps but no sidewalk; W Ramp but crosswalk ends in street	GMTA transit stop	No continuity	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	E - ends in street; W - paved to sidewalk	None	Good	No	On-street parallel	General Store; No direct ramp from bus shelter to street	Sidewalk continuity	
Standard white crosswalk marking	No curb ramps; no connection to sidewalk	Pedestrian figure stencil	Good	No	On-street parallel	General Store; No direct ramp from bus shelter to street	Sidewalk continuity	
Standard white crosswalk marking	E - no ramp; W - ends in grass strip	Pedestrian figure stencil	Very poor - between bends in road	No	On-street parallel	General Store; No direct ramp from bus shelter to street	Sidewalk continuity	
Standard white crosswalk marking	No ramps	Yield to Pedestrian marking	Poor	No	On-street parallel	General Store; No direct ramp from bus shelter to street	Sidewalk continuity	
Standard white crosswalk w/diagonal lines	E - crosses two streets; W - poor section of sidewalk	Pedestrian figure stencil	Very poor	No	No formal on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	E - ends in 1' shoulder of street; W - ends at granite curb	None	Poor - high speed, steep and bend in road	No	No formal on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	E - ends in street near ramps; W - concrete ramp	SCHOOL and Yield to Pedestrian markings on all approaches	Poor (Depending on the parking)	No	On-street pull-in parking at school	No transit connection	Sidewalk continuity (poor condition)	Bump-outs could be useful at crosswalk to school near parking area.
Standard white crosswalk w/stop line	No ramps	Yield to Pedestrian marking	Good	No	No formal on-street parking	No transit connection	Sidewalk continuity	The sidewalk ends in front of the Fire Station.
Standard white crosswalk marking	At street level	None	Good	No	No formal on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	At street level	Pedestrian yield marking	Good	No	No formal on-street parking	No transit connection	No sidewalk continuity	The east end is at sidewalk level and the west side has no sidewalk. The sidewalk does not continue on the dead end portion of North Street.
Standard white crosswalk marking	No ramps	Pedestrian crossing sign	Fair	No	No formal on-street parking	No transit stops	Sidewalk continuity	
Standard white crosswalk marking and stop line	Concrete ramps	Pedestrian crossing sign	Fair- high speeds	No	No formal on-street parking	No transit stops	Sidewalk continuity	

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Standard white crosswalk marking and stop line	No ramps	Pedestrian crossing and crosswalk signs	Fair- high speeds	No	No formal on-street parking	No transit stops	Sidewalk continuity	This crosswalk is very wide because of bus pullover. The side street crosswalks all have 2 white paint stripes and are not setback.
Standard white crosswalk marking and stop line	No ramps	None	Fair	No	No formal on-street parking	No transit stops	Sidewalk continuity	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ solid yellow fill	No ramps	None	Good	No	No designated on-street parking	No transit connections	Not applicable	
Standard white crosswalk markings	No ramps	None	Good	No	No designated on-street parking	No transit connections	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	On-street parking	No transit connections	Not applicable	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	Paved to street level	None	Good, but high speeds on road	Narrow island with signal	No on-street parking	No transit connection	Sidewalk continuity	There is a gap in the sidewalk at station; No sidewalk/cross walk over School Street; Resumes after the bakery parking lot. May be difficult for motorists to see pedestrians on narrow traffic island. All four crosswalks are setback from the intersection.
Standard white crosswalk marking	Paved to street level	None	Good, but high speeds on road	Narrow island with signal	No on-street parking	No transit connection	Sidewalk continuity	Problem with crosswalk terminuses; Narrow pedestrian island.
Standard white crosswalk marking	E - paved to street; W - no curb ramp	None	Good	No	No on-street parking	No transit connection	Sidewalk continuity	No curb ramp or connection to sidewalk on west side.
Standard white crosswalk marking	Paved to street level	None	Good	No	No on-street parking	No transit connection	Sidewalk continuity	Crosswalk and sidewalk disappear in IGA and Mobil commercial parking areas. The general store/frozen yogurt shop have painted line to maintain continuity of sidewalk in their parking lot.
Standard white crosswalk marking	Paved to street level	Pedestrian Crosswalk Sign	South - good; North - poor	No	On-street parking only at library	No transit connection	Sidewalk continuity	Sidewalk gap of approx. 1000' from library to Trindarian Church. Sidewalk ends north of Holton Street.
Standard white crosswalk marking	W - paved to street level; E - no curb ramp	Pedestrian Crosswalk Sign	Good (500'+)	No	On-street parking only at library	No transit connection	Sidewalk continuity	East side does not have curb ramp; edge of roadway has a curb and no sidewalk connection
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Standard white crosswalk marking	No ramps	Pedestrian Crosswalk Sign	Good	No	No designated on-street parking, parking lot	No transit connection	Sidewalk continuity	In front of Texaco/Pizza House, the sidewalk disappears into the parking lots. In front of the Pioneer Video there is brick stamping in the asphalt to continue the sidewalk across the parking lot.
Standard white crosswalk marking	No ramps	None	Good	No	No designated parking	No transit connection	Not applicable	No crosswalk.
Standard white crosswalk marking	No ramps	None	Fair	No	No designated parking	No transit connection	Not applicable	No crosswalk. Crossing leads to Mill Brook Bridge which has poor ramps.
Standard white crosswalk marking	No ramps	None	Fair	No	No designated parking	No transit connection	Not applicable	The south side of the crossing is the end of the Mill River Bridge.
Standard white crosswalk marking	No ramps	None	Good	No	No designated on-street parking, adjacent parking lot	No transit connection	Not applicable	The south side of the crossing is the Pizza House parking, and the north side is a concrete sidewalk.
Standard white crosswalk marking	No ramps	None	Fair; Poor to north for left turn onto street	No	No designated parking	No transit connection	Not applicable	
Standard white crosswalk marking (faded)	Paved to street level	None	Fair	No	No designated parking	No transit connection	Not applicable	The store fronts are consistent with the sidewalk set back, and thus avoids the parking area.

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Not applicable	Not applicable	None	Not applicable	Not applicable	No designated on-street parking, adjacent parking lot	No transit connection	Not applicable	The sidewalk disappears into parking lots on both sides.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	No sidewalk continuity	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	E - ramp; W - curb	None	Good; between two signalized intersections	No	On-street angled parking around park	FRTA stop in front of the park	Sidewalk continuity	
Standard white crosswalk marking	E - curb; W - ramp	None	Good; between two signalized intersections	No	On-street angled parking around park	FRTA stop in front of the park	Sidewalk continuity	
Standard white crosswalk marking	Concrete and brick ramps; except S. Main St. west side	None	Good	No	On-street angled parking around park	FRTA stop in front of the park	Sidewalk continuity	
Standard white crosswalk w/stop marks on S. Main St.	Ends in side streets	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	Crosswalk in excellent condition; Newly repaved area
Standard white crosswalk w/ lines	Concrete curb ramps	None	Fair	No	Some on-street parking	No designated stops	Sidewalk continuity	Crosswalk in excellent condition; Newly repaved area
Standard white crosswalk w/ lines	Concrete curb ramps	Pedestrian Crosswalk Sign and Crosswalk sign barrel	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	Crosswalk in excellent condition; Newly repaved area
Not applicable	Not applicable	None	Not applicable	Not applicable	Some on-street parking	No designated stops	Sidewalk continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	Some on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	
Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	

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Standard white crosswalk marking	Paved to street level	None	Good	No	Some on-street parking	No designated stops	Sidewalk continuity	New pavement starts
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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No designated stops	No continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	Transit stop in Wal-mart parking lot	No continuity	
Standard white crosswalk marking	N - Ends in parking lot; S - no ramp	None	Good	No	No on-street parking	No designated stops	No continuity	Gap in sidewalk on south side for 300' west of Mill Street
Standard white crosswalk w/lines	No ramps (granite curbs)	Pedestrian figure stencil	Fair	No	No on-street parking	No designated stops	No continuity	
Standard white crosswalk w/lines	E - ends in driveway; W - asphalt ramp	School zone signs, flashers and pavement markings	Fair	No	Some on-street parking	No transit connection	Sidewalk continuity	The sidewalk is primarily on east side; On west side, terrain becomes too steep north of Historical Society.
Standard white crosswalk marking	No ramps	None	South - fair; North - poor	No	Some on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	Asphalt or concrete ramps	None	Good	No	Some on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	Asphalt or concrete ramps	None	Fair	No	Some on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	No ramps	None	Fair near intersection	No	Not designated on-street parking	No transit connection	Some sidewalk continuity	South side sidewalk starts at Highland Street; North side sidewalk starts across from Maynard Street
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Sidewalk continuity	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated on-street parking	No transit connection	Not applicable	No pedestrian linkages, good bus turn-around area.
Not applicable	Not applicable	None	Not applicable	Not applicable	Dirt parking lot	No transit connection	Not applicable	There are trails around the lake, but no other pedestrian facilities. The guardrails may be a problem for pedestrians during periods of high volume traffic.
Not applicable	Not applicable	None	Not applicable	Not applicable	Municipal parking lot	No transit connection	Not applicable	Park: picnic areas, well landscaped, telephone booth and water fountain near Town Hall.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ diagonal lines	Concrete ramps	None	Potential problem with parked cars	No	On-street; marked	No transit connection	Sidewalk continues over driveways	
Standard white crosswalk w/ diagonal lines	Concrete and asphalt ramps	School signs and 'SCHOOL' pavement marking	Good	No	Parallel parking on the east side	No transit connection	Sidewalk continues over driveways	There are crosswalks at the school entrances, but the sidewalk does not continue through at these points. Ramps are also provided.
Standard white crosswalk w/ diagonal lines	Concrete ramps	None	Very Good	No	Parallel parking on the east side	No transit connection	Sidewalk continues over driveways	
Standard white crosswalk w/ diagonal lines	Concrete ramps	None	Potential problem with parked cars	No	On-street parking	No transit connection	Sidewalk continues over driveways	On the west side there is a gap in the sidewalk along the Bank of Western MA.
Standard white crosswalk w/ diagonal lines	Concrete ramps	None	Potential problem with parked cars	No	On-street; marked	No transit connection	Sidewalk continues over driveways	The sidewalk stops on the west side of the Bridge of Flowers and continues on the east side.
Standard white crosswalk w/ diagonal lines and stop line	Concrete ramps	None	Potential problem with parked cars	No	On-street angled parking	No transit connection	Sidewalk continues over grocery alley but not entrance to rear parking lot	
Standard white crosswalk w/ diagonal lines	North - no ramp; South - concrete ramp	None	Potential problem with parked cars	No	On-street angled parking	No transit connection	Sidewalk continues over grocery alley but not entrance to rear parking lot	South side has Concrete ramps and the north side has no ramp.
Standard white crosswalk w/ diagonal lines	North - no ramp; South - paved to sidewalk	None	Potential problem with parked cars	No	On-street angled parking	No transit connection	Sidewalk continues over grocery alley but not entrance to rear parking lot	The north side has no ramps and the south side is paved to the sidewalk.
Standard white crosswalk w/ diagonal lines	Paved to sidewalk	None	Good	No	On-street parking	No transit connection	Sidewalk continuity	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk w/ diagonal lines and stop line	Concrete ramps	None	Good	No	Potential on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk w/ diagonal lines and stop line	Concrete ramps	None	Fair	No	Some on-street parking	No transit connection	Sidewalk continuity	
Standard white crosswalk marking	At street level	None	Good	No	Potential on-street parking	No transit connection	Sidewalk continuity	

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Standard white crosswalk marking	No ramps	None	Good	No	No designated parking	No transit connection	Not applicable	
Standard white crosswalk w/ solid white fill	No ramps	Pedestrian barrel; Two orange cones 1/10 mile before crosswalk	Fair	No	No designated parking	No transit connection	Not applicable	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk marking	Curb ramps	None	Good	Yes	Pull-in parking at the Town Hall and Library	No transit connection	Continuous asphalt over driveways	Sidewalk ends at North Silver Street on the east side and 500' north of North Silver Street on the west side.
Standard white crosswalk marking and stop line	No ramps	None	Good	No	No designated parking	No transit connection	Continuous asphalt over driveways	This crosswalk is set back from the intersection. Warner St. is a dead end with the Fire Station and Warner's Trucking.
No crosswalk	No ramps	None	Good	No	No designated parking	No transit connection	Continuous asphalt over driveways	Sidewalk terminates. There is no designated crosswalk here; crosses to traffic island and then onto residential property.
Standard white crosswalk marking	No ramps	STOP pavement markings	Good	No	Parking at Town Offices disrupts sidewalk	No transit connection	Continuous asphalt over driveways	Crosswalk is 7' wide and 55' long.
Standard white crosswalk marking (narrow)	Paved to street	Pedestrian crosswalk signs	Good	No	No on-street parking	PVTA stop in Sugarloaf Estates	Continuous asphalt over driveways	
Not applicable	Not applicable	None	Not applicable	Not applicable	Millstone Market pull-in parking	PVTA, designated stops	Continuous asphalt over driveways	The sidewalk starts at Amherst Road/Cemetery Road intersection on west side. In Millstone Market parking area, old markings show continuation of sidewalk.
Standard white crosswalk marking	No sidewalk / No ramps	Pedestrian crosswalk signs	Good	No	No on-street parking	Significant transit area use	Continuous asphalt over driveways	There are two crosswalks, one for each side of the transit stop. Problem with high speed traffic
Standard white crosswalk marking	No sidewalk / No ramps	Pedestrian crosswalk signs	Good	No	No on-street parking	Significant transit area use	Continuous asphalt over driveways	
Standard white crosswalk marking	No sidewalk / No ramps	Pedestrian crosswalk signs	Good	No	No on-street parking	Significant transit area use	Continuous asphalt over driveways	
Standard white crosswalk marking	No ramps	Pedestrian crosswalk signs	Fair	No	No on-street parking	There is a transit stop designated with no pull-off area.	Continuous asphalt over driveways	Sidewalk starts at Goten restaurant and ends at South Main Street.

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Standard white crosswalk marking	No ramps	Pedestrian crosswalk signs	Fair	No	No on-street parking	There is a transit stop designated with no pull-off area.	Continuous asphalt over driveways	
Not applicable	Not applicable	None	Not applicable	Not applicable	No on-street parking	No transit connection	No continuity	The Dairy Mart parking lot is a problem area for sidewalk continuity.

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STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk with lines	No ramps	None	Good	None	No designated parking	No transit connection	No continuity	Only one 5' designated shoulder on right side at asphalt curb.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	The only pedestrian connection to Rte. 78 is the wide shoulder on the right side as you enter school vicinity.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	Parallel parking on one side.
Standard white crosswalk with lines	No ramps	None	Good	None	No designated parking	No transit connection	No continuity	Pavement markings are very worn. Minimal pedestrian activity.
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Standard white crosswalk w/ lines	No ramps	None	Good	None	No designated parking	No transit connection	No continuity	
Standard white crosswalk w/ lines	At street level	None	Good	None	No designated parking	No transit connection	Not applicable	
Standard white crosswalk w/ lines	At street level	None	Good	None	No designated parking	No transit connection	Not applicable	
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	
Standard white crosswalk w/ lines	At street level	None	Good	None	Parallel on-street parking	No transit connection	Not applicable	

STICS					INTERMODAL CONNECTIONS			COMMENTS
Crosswalk Pattern/Color	Curb Ramps (N/S or E/W)	Signage/ Markings	Sight Distance	Ped Refuge	Parking	Transit	Continuity over Driveways	Notes/Suggestions/Problem Areas
Not applicable	Not applicable	None	Not applicable	Not applicable	No designated parking	No transit connection	Not applicable	