

TOWN OF SUDBURY COMMUNITY PRESERVATION COMMITTEE

**PROJECT SUBMISSION FORM**

Submitter: Bill Place, DPW Director  
Group or Committee Affiliation (if any): DPW  
Submitter's address and phone number:  
275 Old Lancaster Road  
Sudbury, MA 01776  
978-440-5489

Submission Date:

Purpose (please select all that apply):

Open Space  
Community Housing

Historic

Recreation

Submitter's email address: [placeb@sudbury.ma.us](mailto:placeb@sudbury.ma.us)

Project Name: Town-wide Walkways

Project Description: See attached

Costs:

Fiscal Year	Total Project Cost	CPC Funds Requested	Other Funding Sources (amount and source)
2015	\$100,000	\$100,000	
2016	\$100,000	\$100,000	
2017	\$100,000	\$100,000	
2018			
2019	\$200,000	\$200,000	
Total	\$500,000	\$500,000	

How does this project meet the General Criteria and Category Specific Criteria for CPC projects (see attached)?  
See attached

Does this project fall within the jurisdiction or interest of other Town Boards, Committees or Departments? If so, please list the boards, committees or departments, whether applications and/or presentations have been made, and what input or recommendations have been given.

For Community Preservation Committee Use:

Form Received on: \_\_\_\_\_

Project Presented to CPC on: \_\_\_\_\_

## **Project Description:**

Request \$100,000 in FY15 for engineering, design and construction of priority walkways townwide.

Prior to adoption of the Community Preservation Act in Sudbury in 2002, walkway construction was funded in the annual budget. Since 2002, walkway construction has been funded almost exclusively with CPA funds, and walkways have been constructed on Nobscot Road, Willis Road, Raymond Road, Peakham Road, Concord Road, Dakin Road, North Road and Old Framingham Road, for a total of approximately \$800,000 expended. Walkways under consideration for FY15 funds include Dudley Road, Pantry Road, Dutton Road, Powder Mill Road, Old Lancaster Road, Union Avenue, Marlboro Road and Goodman's Hill Road. The allocated funds will not be sufficient to construct all of these walkways. Furthermore, additional walkways may be added to this list upon neighborhood request.

It is the intent of this capital request to plan for the construction of walkways listed in the Walkway Committee report within a realistic time frame set up annually by the DPW Director. Appropriating funds on an annual or semi-annual basis will allow the town to utilize DPW staff to complete segments of work, thereby lowering the final cost of construction.

## **Justification and Need:**

- a. Risk to public safety: Most pedestrian-vehicular accidents in Town can be attributed to the lack of separate thoroughfares for vehicles and pedestrians. As town population increases, the volume of traffic on roads increases; which in turn increases the potential for pedestrian/vehicle collisions.
- b. Equitable provision of services: Some of the oldest streets in town have walkways along them, and others do not. These old streets are typically narrow and curvy, and do not allow safe pedestrian usage. Funds should be earmarked to expand the walkway network along the older streets in town.
- c. Funding Sources outside taxation: The walkway program currently funded in Sudbury utilizes public funds from Town Meeting appropriation and private contributions from developers and private citizens. These private contributions have been made willingly over the past several years due to the progress made in constructing walkways. Disruption of the program will diminish outside private contributions.
- d. Provide additional, vitally needed modes of recreation and transportation, i.e., walking, jogging and bicycling.
- e. Provide safe routes to and from schools and bus stops for students.

## **Benefit:**

The benefits of the entire walkway program are enumerated in the Report of the Sudbury Walkway Committee, February 2000, and in the Project Description and Justification and Need sections of this document (available on the Town's website at [www.sudbury.ma.us](http://www.sudbury.ma.us) under Committees/Planning Board).

## **Alternatives Considered and Reasons for Rejection:**

The only alternative is to apply for Capital funds through the FY15 Town budget.

## **Consequences of Not Implementing**

Walkway construction is crucial for the safety of the Town's residents. School children and town residents cannot walk safely along Town roads due to their narrow width, winding curves and lack of suitable shoulders. Addressing this safety issue should not be delayed until AFTER a crisis occurs.

**Other Background Information:**

Many opportunities to expand the Town walkway system at minimum cost to the Town are in place. The Town regularly accepts gifts from developers, through subdivision and site plan approval, to be placed in a general walkway engineering and construction fund, expended under the direction of the DPW Director. All developers are asked to consider the off-site impacts of development, as well as the marketability of providing amenities in developments. The Planning Board continues to expand the walkway system through the subdivision approval process, and the Board of Selectmen continues to request commercial development proposals to provide walkways along crucial segments of Route 20 and its adjacent streets.

In 2007 a new initiative was started to involve residents in the planning and prioritization of walkways. This initiative requires neighborhood support and assistance in order to receive funding. This relieves town staff of persuading hesitant homeowners to agree to easements, and involves the residents to discuss the needs of the neighborhood and the benefits of walkways with reluctant homeowners. To date the initiative has been very successful, reducing the amount of pre-planning staff time significantly for the most recent projects.

Walkways have historically benefited from the support of Town Meeting, the Planning Board, the Board of Selectmen, the Capital Improvement Planning Committee, the Community Preservation Committee and the Park and Recreation Commission in past years. The number of residents who utilize the walkways attest to the popularity of continuing the program.

An annual amount of \$20,000 is included in the Department of Public Works budget for maintenance of existing walkways. It is requested that this line item be funded in the Public Works Department budget every year to adequately maintain these important Town resources. A separate capital funding request has also been made for walkway maintenance.

**Walkways Constructed since 2000 with CPA Appropriated Funds, Town funds and Developer Contributed Walkway Funds:**

	<u>Length</u>
Landham Road – Coolidge Lane to Route 20/Eddy Street to Framingham Town line	.36 miles
Maynard Road – Fairbank Road almost to Hudson Road	1.3 miles
Route 20 – King Philip Road to Green Hill Road	.8 miles
Raymond Road – Feeley Field to Route 20	.125 miles
Warren Road to Cider Mill Road	.25 miles
Horse Pond Road – State Police Crime Lab to Route 20	.11 miles
Peakham Road – Robert Best Road to Robert Best Road	.38 miles
66 Mossman Road	.13 miles
Concord Road - Thompson Drive to Lincoln Road	.25 miles
Willis Road – Kendra to Ford Road	.8 miles
Kendra to Marlboro	.5 miles
Dakin Road – Blacksmith Dr to Philomen Whale Rd	.3 miles
Nobscot Road – Route 20 to Mahoney Farm Dr.	.9 miles
North Road – Haynes Rd to Davis Recreation Field	.85 miles
Route 20 – Shaws Plaza to Nobscot Road	.2 miles
Old Framingham Road	.2 miles
Peakham Road – Robert Best to French Rd	.2 miles
 TOTAL	 7.65 miles

### **Walkways Completed by Developers:**

Dakin Road

LEAP School to Blacksmith Drive

Route 20

Nobscot Road to Union Avenue (south side of Route 20)

Shaw's Plaza to Nobscot Road (south side of Route 20) – Under construction

Haynes Road

In front of Willow Hill School to Puffer Lane

Hudson Road

Spruce Lane to Ronald Road

Maynard Road

Opposite Cutting property to Wyman Drive

North Road

Mossman Road to Longfellow Road

Old County Road

Villages at Old County Rd development to Route 20

### **Walkways Proposed by Developers:**

Route 20 - Mill Village to Sudbury Crossing Plaza (south side of Route 20)

### **General Criteria**

- This project is eligible for Community Preservation Act (CPA) funding according to the requirements described in the CPA legislation.
- This project is consistent with the town's Master Plan, Open Space and Recreation Plan, and 2000 Report of the Walkway Committee, all of which have received wide scrutiny and input and have been adopted by the town.
- This proposal has received endorsement by other municipal boards or departments (Planning Board, Board of Selectmen). We hope to receive Park and Recreation Commission support in the near future.
- This proposal preserves the essential character of the town as described in the Master Plan. Walkways are built to meander around trees and other site features in order to maintain the existing streetscape to the extent possible.
- This proposal serves a currently under-served population. Many neighborhoods in town do not have pedestrian walkways.
- This proposal demonstrates practicality and feasibility. The Town has successfully constructed walkways within budget.
- It has previously been demonstrated that the project can be implemented expeditiously and within budget;
- Demonstrate that project alternatives, and alternative funding mechanisms, have been fully explored. Similar proposals have been requested out of the Town budget, but have not been successful.

### **Recreation Criteria**

- Support multiple recreation uses. Walkways are multi-use paths which allow walkers, joggers, bikers, skateboarders, and roller bladders to safely recreate.
- Serve a significant number of residents. Each walkway segment links to other walkways in Town, creating opportunities across several neighborhoods.
- Expand the range of recreational opportunities available to Sudbury residents of all ages. Walkways are used by youth and older residents.
- Promote the creative use of railway and other corridors to create safe and healthful non-motorized transportation opportunities.