

APPENDIX A

Pedestrian Report Card Assessment

1. Route 1A from Plainville town line to Route 140 in Wrentham
2. Route 109 from Walpole town line to Interstate 95 in Westwood
3. Route 129 from Washington Street to Swampscott town line in Lynn

Route 1A from Plainville town line to Route 140 in Wrentham

Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on Less than 50% of the corridor (one side of the stree and in a short section in Wrentham Center (on both sides).	Capacity Management and Mobility	3	1	3
Crossing Opportunities	Total 8 crosswalks in 3.1 miles = 2.6 crosswalks per mile	Capacity Management and Mobility	2	1	2
Walkway Width	Very few sidewalks are at least 5 feet wide on either side of the street	Capacity Management and Mobility	1	1	1
Pedestrian Volumes	Estimated 60 or more pedestrians in Downtown Wrentham	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	No HSIP pedestrian clusters	Safety	3	3	9
Average Vehicle Travel Speeds	40 MPH (miles per hour)	Safety	1	1	1
Vehicle-Pedestrian Buffer	3' buffers	Safety	1	1	1
Sidewalk Condition	Sidewalks are not in fair condition on one side of the street and not present on other side.	System Preservation	1	1	1
Transportation Equity Factor	Two out of four factors (schools nearby, high presence of senior citizens)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

Pedestrian Report Card Assessment

Goal	weight points	weighted score	Final score	Rating
Capacity Management and Mobility	6	6	1.0	Poor
Economic Vitality	2	4	2.0	Fair
Safety	5	11	2.2	Fair
System Preservation	1	1	1.0	Poor

Route 109 from Walpole town line to Interstate 95 in Westwood

Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on one side of the street at most locations and on both sides at some locations.	Capacity Management and Mobility	3	2	6
Crossing Opportunities	Total 12 crosswalks in 3.9 miles = 3.1 crosswalks per mile	Capacity Management and Mobility	2	1	2
Walkway Width	4' wide sidewalks	Capacity Management and Mobility	1	1	1
Pedestrian Volumes	Estimated 60 or more pedestrians per hour in Downtown Westwood	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	No HSIP pedestrian clusters	Safety	3	3	9
Average Vehicle Travel Speeds	40MPH	Safety	1	1	1
Vehicle-Pedestrian Buffer	4' buffer	Safety	1	1	1
Sidewalk Condition	Sidewalks are not in fair condition in some sections.	System Preservation	1	1	1
Transportation Equity Factor	Two out of four factors (schools nearby, high presence of senior citizens)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

Pedestrian Report Card Assessment

Goal	weight points	weighted score	Final score	Rating
Capacity Management and Mobility	6	9	1.5	Poor
Economic Vitality	2	4	2.0	Fair
Safety	5	11	2.2	Fair
System Preservation	1	1	1.0	Poor

Route 129 from Washington Street to Swampscott town line in Lynn

Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on both sides of the street.	Capacity Management and Mobility	3	3	9
Crossing Opportunities	Total 17 crosswalks in 1.2 miles = 14.2 crosswalks per mile	Capacity Management and Mobility	2	3	6
Walkway Width	6' wide sidewalks	Capacity Management and Mobility	1	3	3
Pedestrian Volumes	Estimated 60 or more pedestrians per hour in the area	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	One HSIP pedestrian cluster covering about a quarter of the corridor	Safety	3	1	3
Average Vehicle Travel Speeds	40MPH	Safety	1	1	1
Vehicle-Pedestrian Buffer	2' or less	Safety	1	1	1
Sidewalk Condition	Sidewalks generally are in good condition.	System Preservation	1	3	3
Transportation Equity Factor	Four factors (schools nearby, Environmental Justice area, high presence of senior citizens, and high presence of careless households)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

Pedestrian Report Card Assessment

Goal	weight points	weighted score	Final score	Rating
Capacity Management and Mobility	6	18	3.0	Good
Economic Vitality	2	4	2.0	Fair
Safety	5	5	1.0	Poor
System Preservation	1	3	3.0	Good

APPENDIX B

Support Letter from the Town of Wrentham



Commonwealth of Massachusetts
Town of Wrentham
Board of Selectmen
79 South Street, Wrentham, MA 02093



TEL: (508) 384-5400
FAX: (508) 384-5403

March 7, 2017

Chen-Yuan Wang, Project Manager
Chief Transportation Planner
Central Transportation Planning Staff (CTPS)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Route 1A Corridor Study

Dear Mr. Wang:

The Town of Wrentham wishes to express its support for the inclusion of the Route 1A corridor study as part of the Central Transportation Planning Staff's (CTPS) upcoming work program. Route 1A, which is known as Dedham Street and South Street serves as Wrentham's de facto main street. It is the major connector from the northeast to south boundary of the town linking us to Walpole to the northeast and Plainville to the south. It serves as a key route for our police, fire, and ambulance services.

The section from the intersection with Route 140 to the intersection with Route 121 at Wampum Corner is considered to be Wrentham's center business and governmental district. The area serves as an important arterial for Wrentham and the surrounding towns and is one to the two principal routes (the other being route 140) to the Wrentham Town Center.

The section from the I-495 interchange to the Plainville line is dominated by the Wrentham Village Premium Outlet Mall a major regional shopping destination, Wrentham's largest single taxpayer. This area is also, according to our Police Department the most congested area of the town and also the general location of most traffic accidents. The I-495 interchange at Route 1A has, for several years been identified as one of the interchanges in the state that is most in need of improvement.

The Town of Wrentham, for the above reasons, strongly supports the study of the Route 1A corridor as part of the upcoming work program of the CTPS. Thank you for your attention. If you have any questions or require further information, please contact John Charbonneau, Director of Planning & Development, at jcharbonneau@wrentham.ma.us or (508) 384-5486.

Sincerely,


William F. Ketcham
Town Administrator

Cc: Board of Selectmen
Planning Board
Police Department
Fire Department
Department of Public Works