Town of Auburn

LOCAL SIDEWALK PRIORITIZATION PLAN

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Prepared by the

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Contents

Introduction

Plan History

In 2023, the Town of Auburn contracted with the Central Massachusetts Regional Planning Commission (CMRPC) to draft a Local Sidewalk Prioritization Plan (LSPP) to aid in building out the local sidewalk network. The LSPP is aimed to complement previously completed work that includes identifying areas that are ideal candidates for network expansion in addition to conducting a survey for pedestrian accommodations and their condition. The LSPP utilized the framework of the Auburn Complete Streets Policy as a guide in the development of the plan. The CMRPC is providing the Town of Auburn with five years of planning support for the maintenance of the LSPP, which will include updating the Auburn pedestrian network database with completed projects, selected data collection efforts, and revising the prioritization listing.

What are Complete Streets?

Complete streets are roads designed for all users including, but not limited to cyclists, pedestrians, transit riders, and motorists. A complete street aims to accommodate all users but also offers a holistic approach to safety, connectivity, equity, and climate strategies by broadening access to the public right-of-way. Launched by MassDOT in 2016, the Massachusetts Complete Streets three-tiered approach encourages communities to analyze local road networks to identify and program projects that would enhance multi-modal connections. The three tiers of the Massachusetts approach are as follows.

- Teir 1) The development of a local complete streets policy.
- Teir 2) The development of a complete streets prioritization plan.
- Teir 3) Implementation of the complete streets prioritization plan.

In 2018 the Town of Auburn adopted a municipal Complete Streets Policy. Followed by a prioritization plan in 2020, that identified fifteen roadway projects that would either enhance existing infrastructure or expand the network to address gaps. The goal of the Complete Streets policy in the Town of Auburn is to ensure that existing roadways and future roadway projects and planning activities have an inclusive approach to transportation. It is important to note that a road can be considered a complete street in line with the Auburn Complete Streets Policy. Even if features such as sidewalks and bike lanes are not included, the context of the road is sufficient so that all users may share the same space.

What is a Local Sidewalk Prioritization Plan (LSPP)

A Local Sidewalk Prioritization Plan (LSPP) is a planning tool utilized to collect and monitor current information on the condition and location of a sidewalk network. As well as evaluation, maintenance prioritization, rehabilitation, and network expansion strategies. An LSPP includes data on all pedestrian features, including sidewalks, curb ramps, crosswalks, crossing signals, signs, and obstructions of the network. When properly implemented, an LSPP provides the

necessary information for understanding the current condition of the network and possible expansion scenarios to make well-informed budgeting decisions.

Why use a Local Sidewalk Prioritization Plan (LSPP)?

Local transportation networks, which are made up of roads, sidewalks, bicycle infrastructure and public transit, are multi-million-dollar taxpayer investments that directly influence a municipality's economy and quality of life. For many municipalities in Massachusetts, the condition and extent of pedestrian infrastructure that includes sidewalks, crosswalks and curb ramps had to compete for funding with road and other infrastructure projects leaving facilities in disrepair and networks incomplete. An LSPP works in tandem with other local, state, and national efforts to help municipalities make investment decisions that look at the larger picture. An LSPP can help to answer the following questions:

- What is the current condition of the sidewalk network?
- Which sidewalks should be repaired first?
- Where are gaps in the current sidewalk network?

How does a Local Sidewalk Prioritization Plan Work (LSPP)?

An LSPP is critical to helping a municipality identify areas in need of repair, as well as areas that would benefit and support network expansion. An LSPP emphasizes a sidewalk network that is connected and accessible for people of all ages and abilities, and must consider the following elements:

Accessibility: Ensuring pedestrian infrastructure including curb ramps, sidewalks, and crosswalks are accessible to all users.

Infrastructure: Improving and maintaining town-wide pedestrian facilities to ensure a consistent state of good repair.

Connectivity: Enhancing connections within the pedestrian network and to public transit as well as other priority destinations.

The Town of Auburn utilizes a pavement management system for the prioritization of roadway maintenance and replacement. During discussions with town staff, it was determined that the LSPP would not include a prioritization of sidewalk repairs because Auburn is committed to a comprehensive approach for roadway repairs and replacement. Repairs to the pedestrian network will be completed as part of roadway maintenance and replacement. This practice will alleviate competition between projects for limited funding; as such, the Auburn LSPP is focused on identifying areas in Auburn that would benefit the most from network expansion.

Data Collection Process

While the Auburn LSPP is not directly considering network repair projects, the CMRPC conducted a comprehensive data collection effort. The data collected will inform the plan on areas with missing sidewalks and information on areas in need of repair, or with accessibility issues that can be used in long term planning for projects. The CMRPC collected data on all roads in Auburn, mapping the location and condition of pedestrian accommodations including the location of objects obstructing sidewalks and curb ramps. In 2019, the CMRPC completed the Auburn Complete Streets Prioritization Plan (Tier 2) which included a complete network inventory and has been included in the Regional Pedestrian Network Database. The location and condition of assets identified in that plan and subsequent surveys were updated with current information. Data was collected using a walking survey method in which a team of trained technicians walked predetermined routes in Auburn with mobile Geographic Information System (GIS) collection equipment that was used to map and collect basic information on each asset or obstruction. Technicians used smart levels (levels with digital displays) to obtain slope measurements, noting the cross-slope measurement for sidewalks and both cross and down slope measurements for curb ramps. Additionally, technicians photographed assets and obstructions to provide further context and clarification surrounding each feature.

Data Collection Categories

The CMRPC utilizes condition groupings known as “bands” to describe the condition of a surveyed asset, recommend repair strategies, and estimate costs associated with the recommended strategy refined by past engineering studies. It is important to note that all condition ratings assigned to assets and identified obstructions are completed using the discretion of the technician completing the survey which is representative of the condition at the time of survey only. Before the initiation of the field survey the CMRPC and Auburn Town staff held a pre-data collection meeting to review the areas in Auburn that would be surveyed. The assets that would be collected include both the type, features, and methodology of the collection. After a consensus was reached, the CMRPC commenced collection activities. Following the completion of data collection, the CMRPC and Town of Auburn staff held a post data collection meeting to review the basic results of the field survey and provide an opportunity of staff to identify missing areas or areas that should be re assessed.

Sidewalks

The Information that was collected on sidewalks include the location (street name, from point and to points), material, cross slope, observed obstructions, and condition. The layout of the sidewalk was collected using field GIS equipment. **Figure 1** shows the description, recommended action, and estimated cost per action for each sidewalk condition band. Costs were estimated with the assistance of MassDOT District 3 staff.

Figure 1: Sidewalk Condition Matrix

Sidewalks			
Condition	Condition Description	Recommended Action	Cost/Foot
Excellent	New or like new sidewalk. No detectable cracks with an even walking surface.	Routine Maintenance	$ -
Good	Very few detectable cracks that do not impede usage with an even walking surface.	Routine Maintenance	$ -
Fair	Many cracks detectable that may impede usage. Surface is bumpy or uneven that may make it difficult to use.	Spot Reconstruction	$ 224
Poor	Many cracks detectable that impede usage. Surface is very bumpy and difficult to navigate on foot.	Reconstruction	$ 224

In addition to the condition categories of Excellent, Good, Fair, and Poor, areas with indications of pedestrian activity, such as worn dirt paths, were recorded as “gap” areas during the survey process.

Curb Ramps

The Information that was collected on curb ramps includes the location (Street), material, cross slope, down slope, and the presence of required Americans with Disabilities Act (ADA) features such as flares, landing areas, detectable warning panels, alignments, and conditions. Sidewalks should have curb ramps at all ending points and locations with marked crosswalks. For accessibility purposes, areas that do not have a ramp were recorded as “No Ramp” locations.

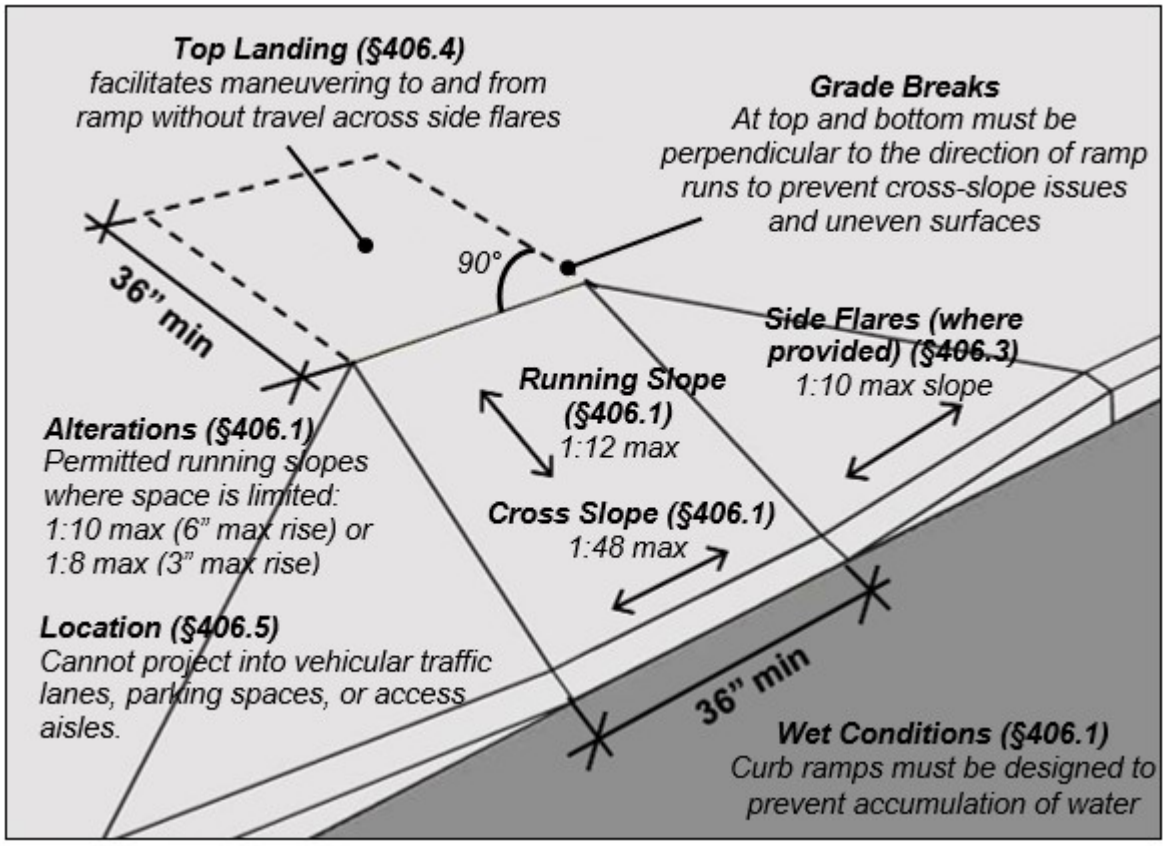
Figure 2 shows the description, recommended action, and estimated cost per action for each of the condition bands used during data collection. Costs were estimated with the assistance of MassDOT District 3 staff.

Figure 2 Curb Ramp Condition Matrix

Curb Ramps			
Condition	Condition Description	Recommended Action	Cost/per Locati
Good	Ramp was in overall good condition and has no major physical imperfections, is accessible, and not logged with debris that prohibits pedestrian use.	Routine Maintenance	$ -
Poor	Ramp is present but there are major physical imperfections such as deteriorating material.	Reconstruction	$ 3,600
No Ramp	No form of a ramp but may have a sidewalk leading to them or another indication that a ramp should be located there.	Reconstruction	$ 3,600

Figure 3 illustrates several of the elements of an accessible curb ramp that must be included when a new ramp is constructed. Though some elements may be excluded with proper authorization if space does not allow.

Figure 3 Curb Ramp Elements



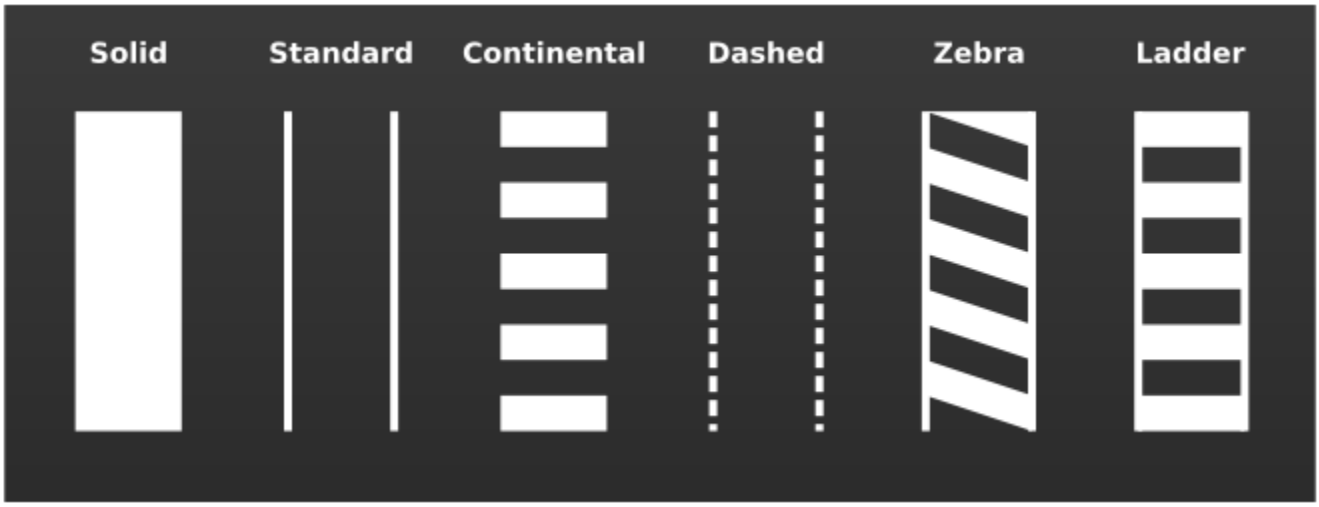
[1]

[1] Figure 3 Curb Ramp Elements image source US Access Board

Crosswalks

The information collected on crosswalks includes location (cross street), type, width, and condition of the crosswalk. Crosswalk conditions were categorized based on the condition of the paint used to delineate them. Crosswalks were grouped into one of the following three condition categories: Good (new or like new paint), Fair (slightly worn paint), Poor (in need of repainting). **Figure 4** shows the design categories for crosswalks used during data collection.

Figure 4 Crosswalk Types



[2]

Pedestrian Signs and Signals

Data on the location and type of pedestrian signs and signals that are part of the pedestrian network were collected as well as any enhanced features included, such as actuated lights.

Information of the location and type of pedestrian signage, signals and obstructions to a clear pathway were collected for each location identified. This information has been provided to Auburn Town staff to aid in their work maintaining the pedestrian network.

Obstructions

Obstructions are any type of object that interferes with the required clearance (four feet of walking surface and 3 feet of passageway) for sidewalks and curb ramps. Frequently observed obstructions are utility poles, mailboxes, and vegetation and many of them predate current accessibility standards.

[2] Figure 4 Crosswalk Types Source sfbetterstreets.org

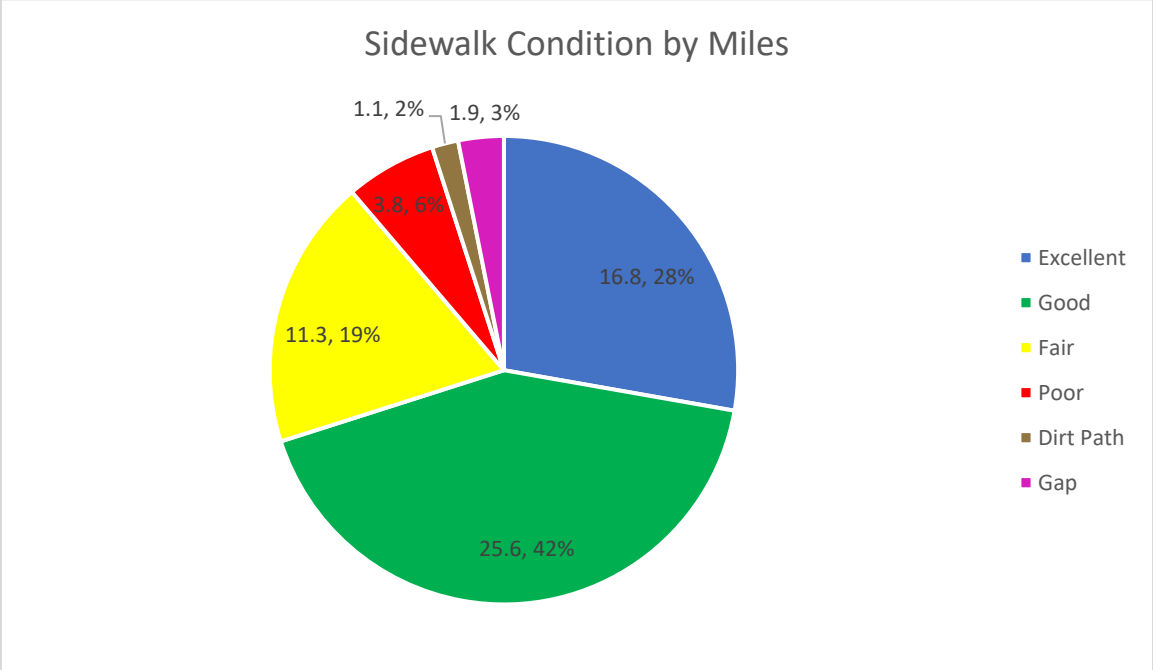
Current Conditions

Current asset condition information is important in the development of a LSPP to first help inform stakeholders on the location and condition of the existing network so that a maintenance and repair plan can be developed and implemented. Secondly, current condition and location information is critical for developing a network expansion plan so that, as areas are programed for construction officials can ensure that connections and needed enhancements are made to the existing and planned network.

Sidewalks

The backbone of a pedestrian network are the sidewalks used to link not only residential and commercial areas but also services such as government buildings and medical facilities. In Auburn 57.5 miles of sidewalks were identified across 478 individual sidewalk segments. In addition, three miles of potential sidewalks were identified as either dirt path gaps in the field or gaps previously identified in prior planning efforts. **Figure 5** shows how the sidewalks are distributed among the previously mentioned condition bands.

Figure 5 Sidewalk Condition by Miles



In addition to the condition of the sidewalk, it is important to note the material the sidewalk is constructed of. Each type of material has different pros and cons associated with them including cost of initial installation and service life. 88.78% of all sidewalks in Auburn are constructed of asphalt while, just 11.22% are constructed of Concrete. **Figure 6** shows the location sidewalks identified during the field survey by condition grouping.

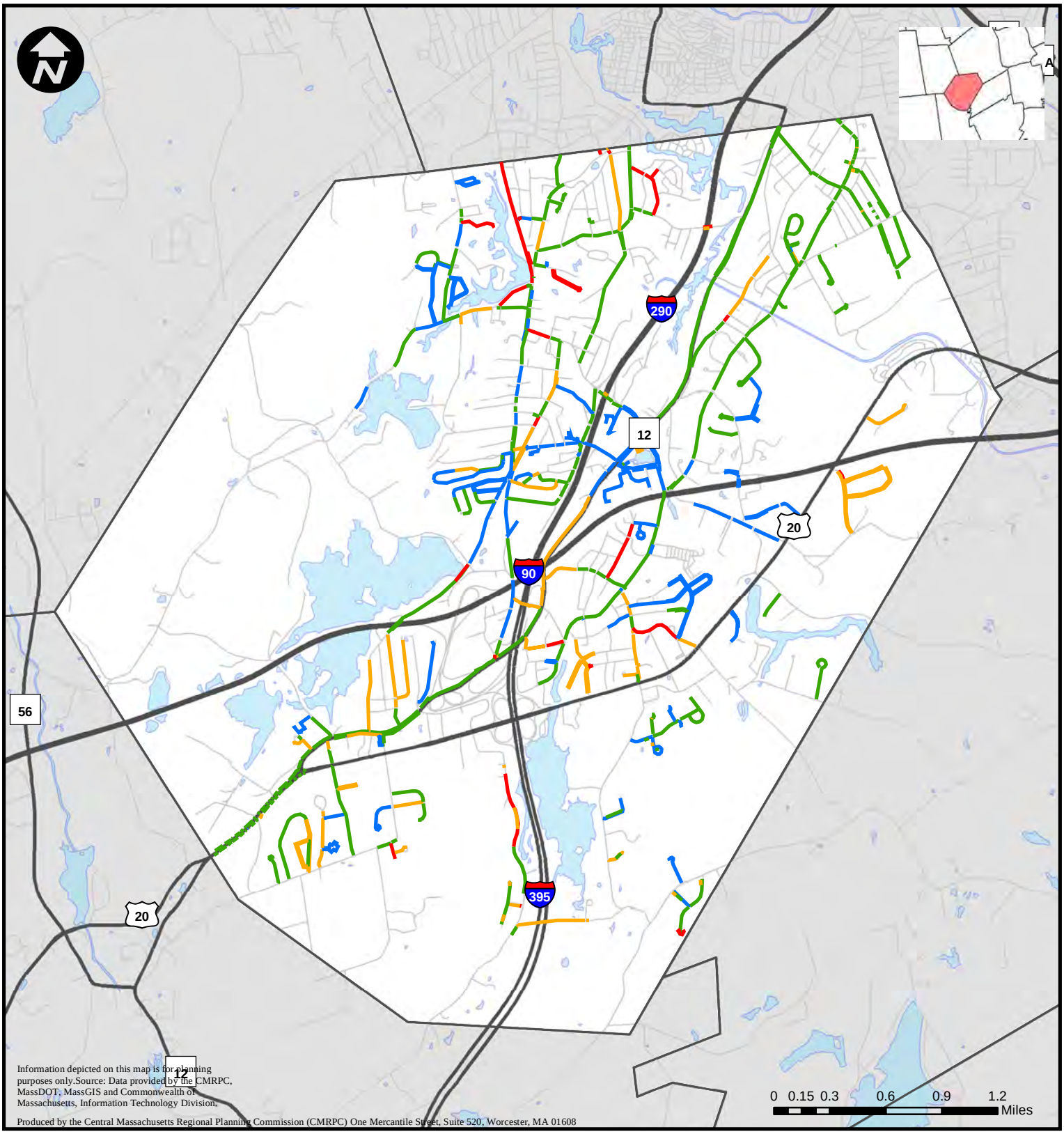


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Figure 6: Observed Sidewalk Conditions

- Excellent Sidewalk
- Fair Sidewalk
- Good Sidewalk
- Poor Sidewalk
- Waterbodies

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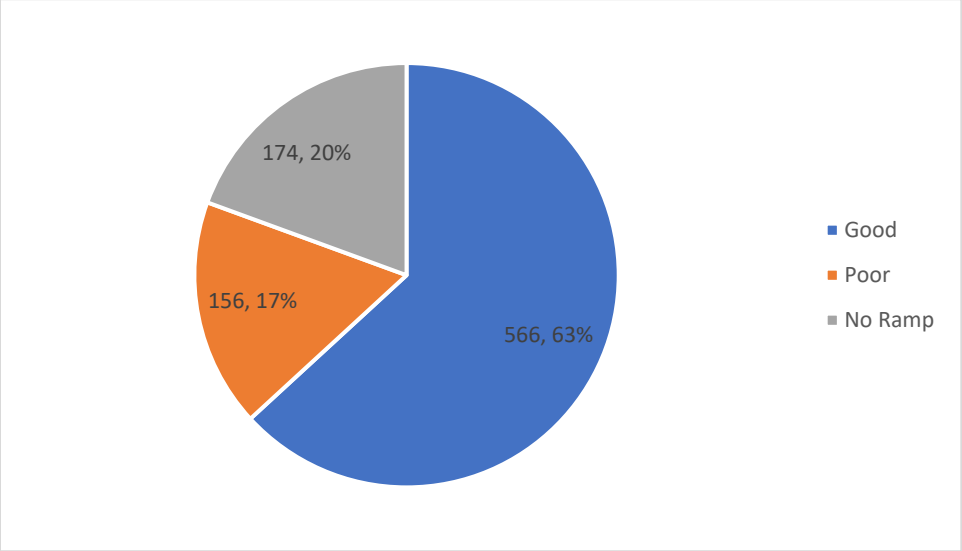
Curb Ramps

Curb ramps are the primary means of accessing the sidewalk network. Accessible curb ramps allow people of all abilities fair, equal, and safe access to the larger pedestrian network and the amenities it offers. Ramps should be located at each terminus of a sidewalk segment and at any marked crossing locations. During the field survey, 896 curb ramp locations were identified. **Figure 7** illustrates the distribution of ramps by previously described condition band. Based on the survey 76% of existing ramps are in good condition but if locations identified as needing ramps that do not have one are included, that number drops to 63%. 174 locations have been identified as needing ramps.

Figure 7 Curb Ramps by Category



Like sidewalks, the material a curb ramp is constructed from is important to note for its durability over time. Of the curb ramps identified in Auburn 57% are constructed of asphalt while 43% are constructed of concrete. As previously mentioned, several attributes of a ramp are used to indicate if it is accessible to all users. **Figure 8** illustrates the distribution of these aspects for ramps in Auburn while **Figure 9** shows the location and condition of curb ramps in Auburn.

Figure 8 Curb Ramp Accessibility Features

Ramp Conditions		Detectable Warning Panels Present		Ramp Flairs Present	
Good	566	Yes	285	Yes	113
Poor	156	No	611	No	783
No Ramp	174	Total	896	Total	896
Total	896				

Ramps located at the curb Apex		Ramps with Landing Areas		Ramp Materials		Ramps with Obstructions	
Yes	33	Yes	421	Asphalt	426	Yes	108
No	863	No	475	Concrete	322		
Total	896	Total	896				

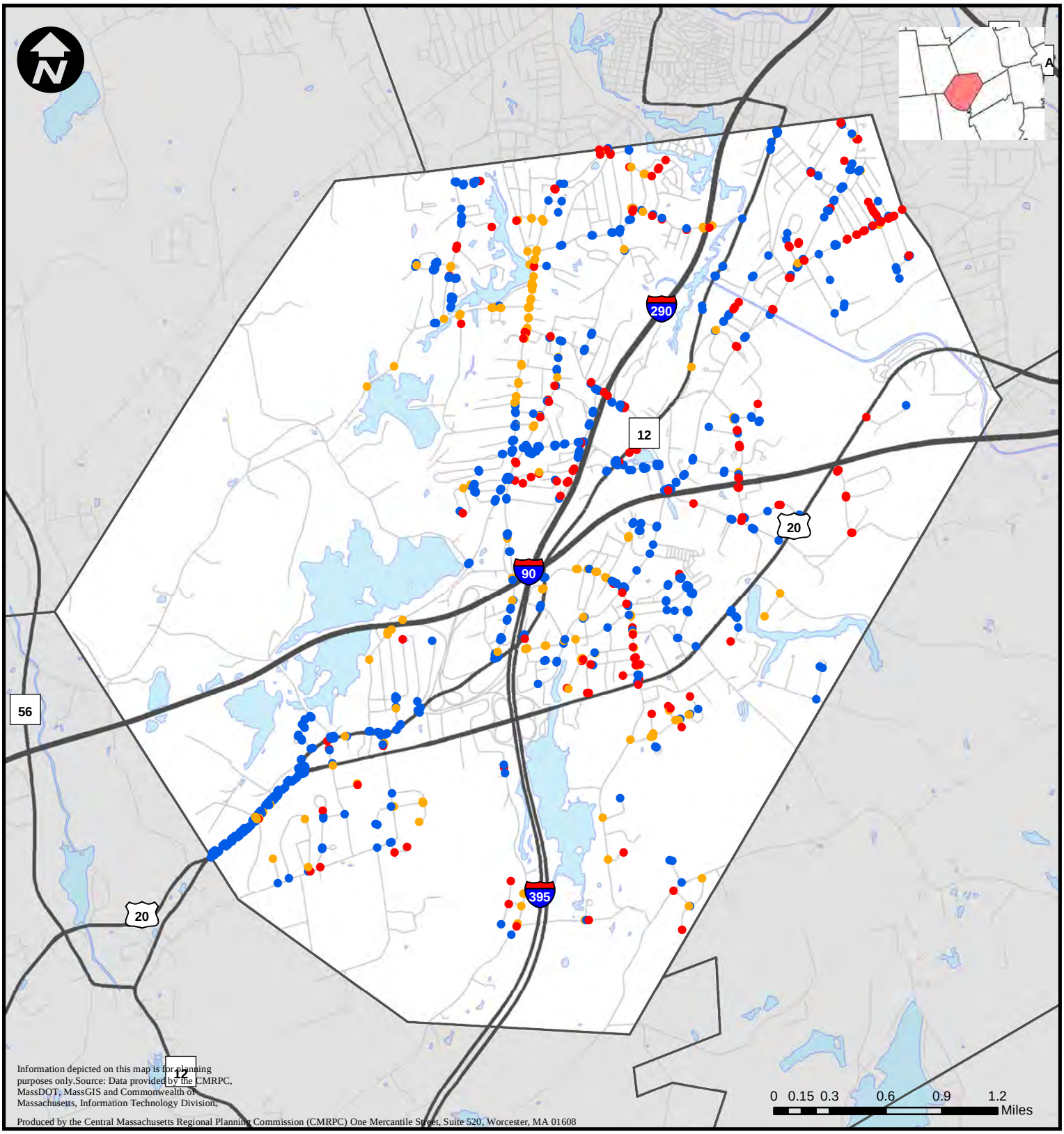


Figure 9: Observed Curb Ramp Conditions

- Good
- Poor
- No Ramp
- Waterbodies

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Crosswalks

Crosswalks provide safe crossings of roadways and connect different portions of a sidewalk network. The location and design of crosswalks is regulated by the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA) and the Massachusetts Amendments to the MUTCD published by MassDOT for consistency and safety purposes across the nation. The town wide survey found 145 marked crosswalks in Auburn; of which, 44% were observed to be in good condition (new or like new paint), 28% in Fair condition (paint that is slightly warn), and 20% in poor condition (crosswalks in need of repainting). **Figure 10** shows the location and condition of crosswalks observed in Auburn.

Auburn treats the interiors of many of their crosswalks with blue paint. The most recent edition of the MUTCD dated December 2023 allows for the aesthetic treatment of road surfaces including the colorization of pavement if it is not meant to communicate regulations, warning, or guidance. Colorized pavement, or other treatments such as pavers, stones and bricks, is allowed to be placed between the lines of a crosswalk as long as it meets the requirements of the MUTCD. These requirements include not being retroreflective, not impacting skid resistance and not interfering with traffic control devices. The CMRPC recommends that town staff reference the MUTCD 11th edition sections 3H.01, 3H.02 and 3H.03 when crosswalks are repainted with aesthetic treatments.

During the pre-data collection meeting Auburn town staff expressed concerns about several areas that had an excessive number of crossings over a short distance, including mid-block crossings which are crossings not at intersections. Field staff observed several locations that seemed to have an overabundance of crosswalks including Oxford Street North, Packachoag Street and Upland Street. As roads are repaved and sidewalks are reconstructed, Auburn Town staff should consider reducing the number of crossings at certain locations to increase safety across the pedestrian network. This report will recommend redundant crosswalks to eliminate and help provide data that town staff can use to justify the locations of crosswalks in town.

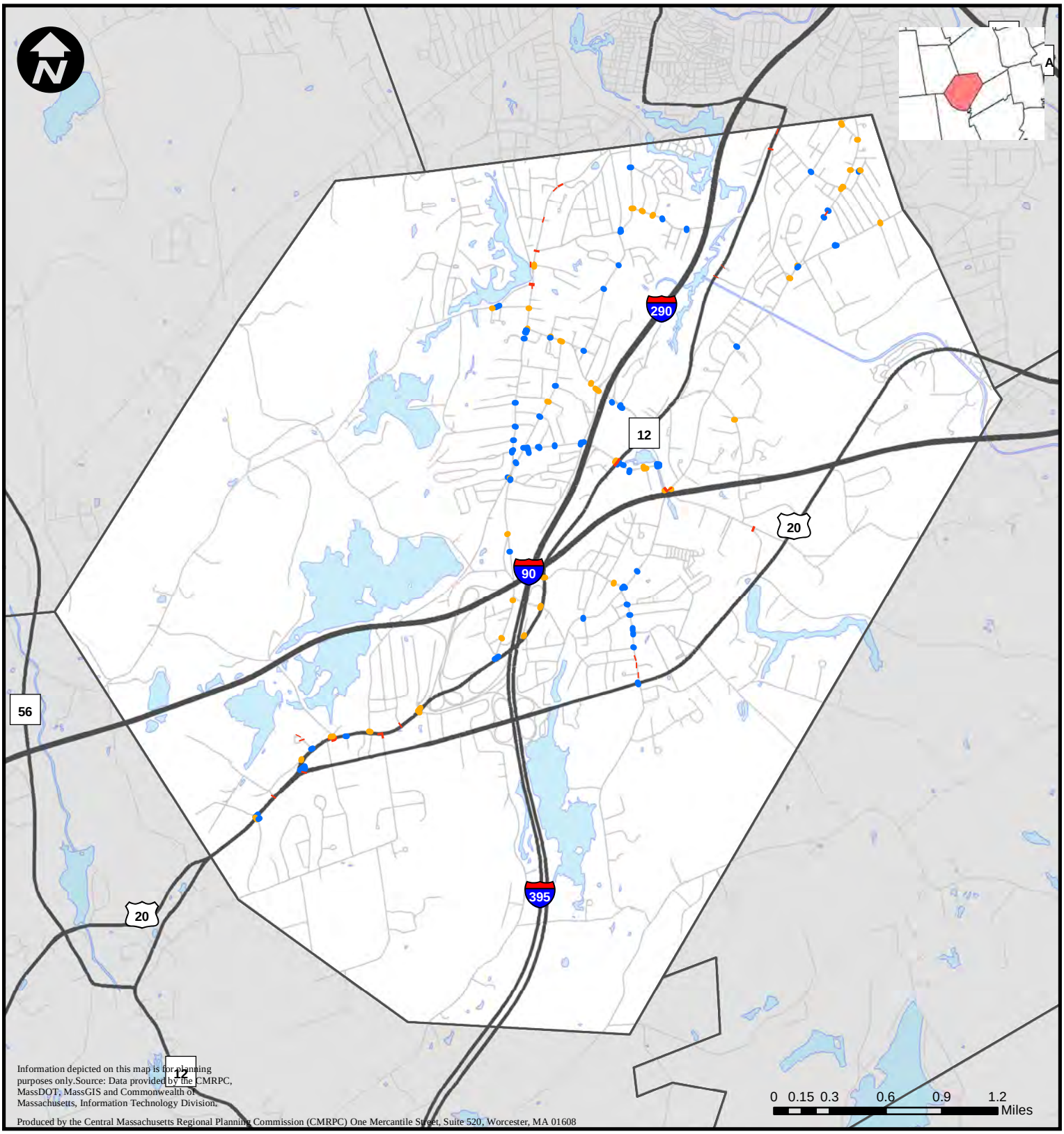

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Figure 10: Observed Crosswalk Locations

- Fair
- Good
- Poor
- Waterbodies

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Pedestrian Signs

Pedestrian signs enhance the safety of the complete street network by providing warning to vehicle operators of possible conflicts with pedestrians and other vulnerable road users. The most common interaction between pedestrians and automobiles are at pedestrian crossings. Pedestrian signs at road crossings alert drivers to crosswalks and the possibility of pedestrians in the roadway thus possibly stopping traffic to allow pedestrians adequate time to cross the street. Twenty-seven pedestrian related signs were identified in Auburn. The majority of which are located at crossings, eight are enhanced pedestrian activated Rectangular Rapid Flashing Beacons (RRFB). Upon activation RRFB flash yellow lights alerting drivers particularly on high-speed roads that pedestrians are attempting to cross the road. Though 27 pedestrian related signs have been identified most crossings do not have a sign of any type associated with them and rely only on the crosswalk markings to alert motorists of a crossing. Several recent pedestrian sign installations were observed near schools. **Figure 11** shows the location of observed pedestrian related signage in Auburn.

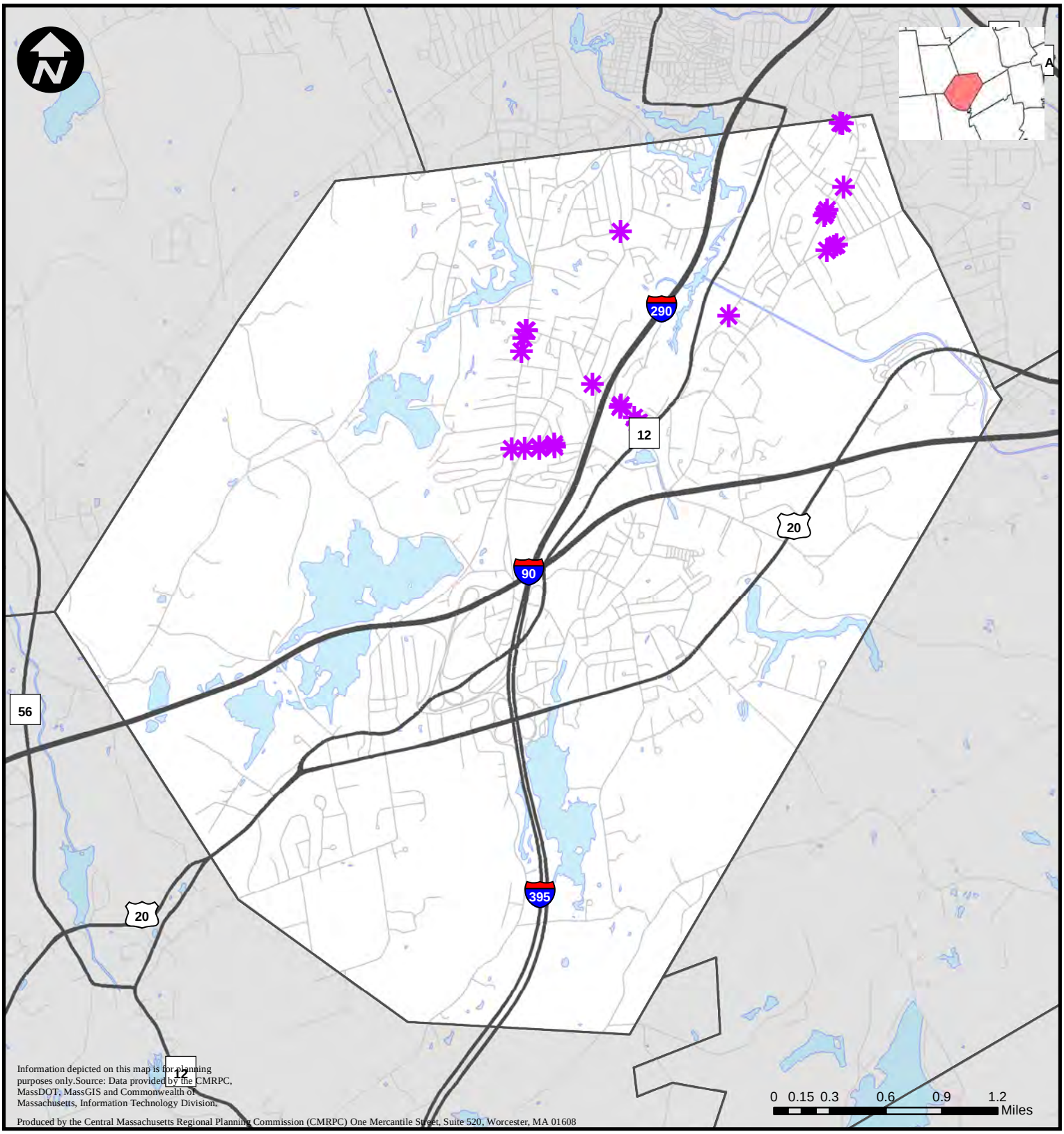

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Figure 11: Observed Pedestrian Sign Locations

Pedestrian Sign Inventory

Waterbodies

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Obstructions

Obstructions on the pedestrian network are barriers for all users navigating the sidewalks and curb ramps fully and safely. As previously mentioned, an obstruction is anything that restricts the walking surface to less than four feet and the passageway to less than three feet. Based on the town survey 302 obstructions have been observed which include 131 sidewalk segments and 108 curb ramps. The most common type of obstruction are mailboxes restricting the walking surface to less than four feet with 122 instances or 40% of all obstructions. This type of obstruction has been mostly observed in mass in subdivisions where all the mailboxes have been placed in an obstructive manner. During the pre-data collection meeting, Auburn Town staff noted that they have recently worked to adjust the angle of newly installed mailboxes to reduce the impact of them along sidewalks. The second most common type of obstruction observed was the location of telephone poles in sidewalks reducing the walking surface below four feet with 48 instances or 16% of all obstructions. This type of obstruction is more difficult to deal with because of the high cost and difficult logistics of relocating existing telephone poles. The third most prevalent obstruction type is overgrowth reducing the walking surface of the sidewalk and the passageway of the sidewalk with 32 instances or 11% of all observed obstructions. To correct the obstructions observed on the pedestrian network Auburn town staff will need to work with both public and private entities as well as residents to ensure that all walkways, ramps, and crossings are free of obstructions that prevent the safe usage of the pedestrian network. **Figure 12** shows the location and type of obstruction observed in Auburn.

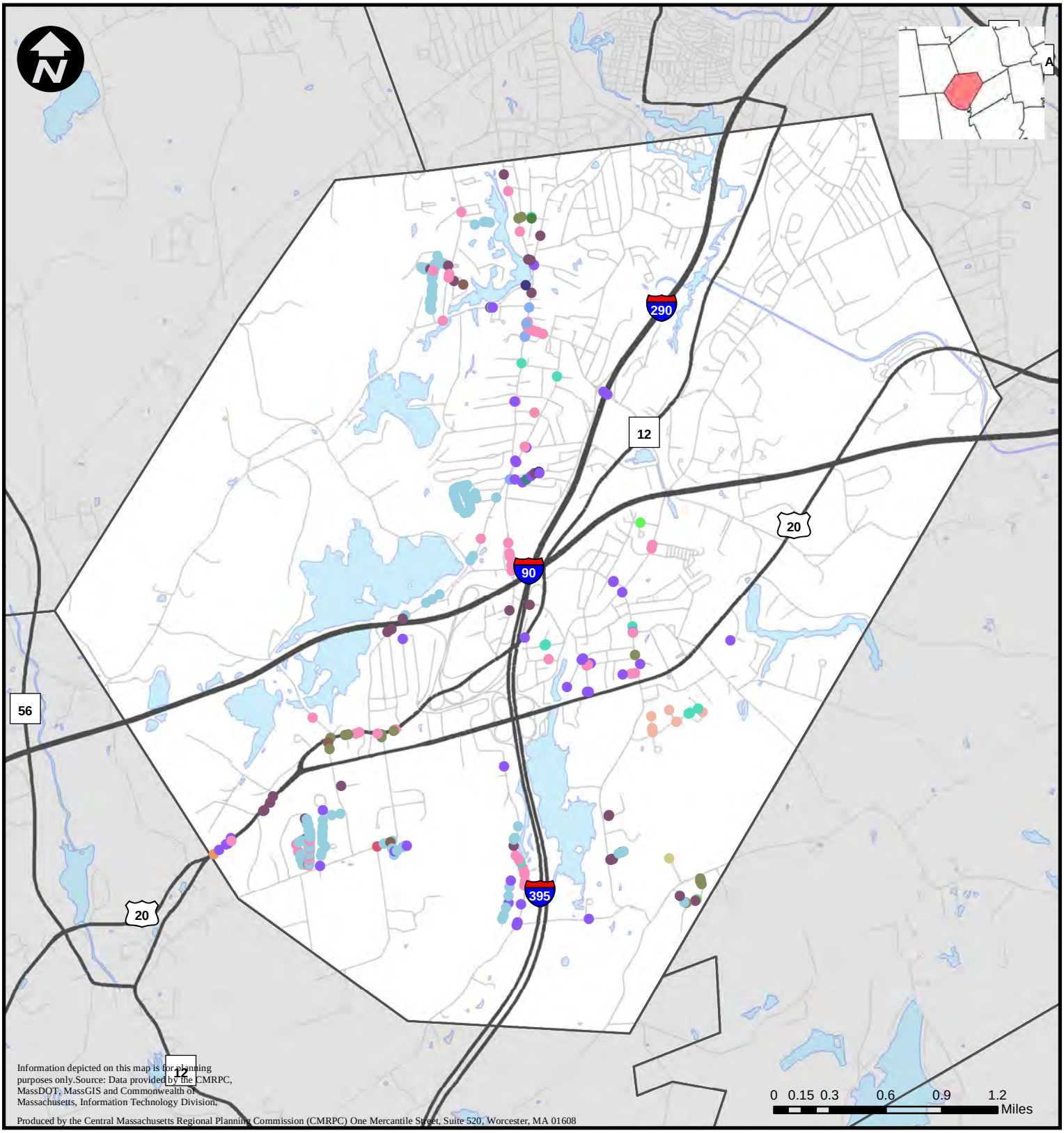

Figure 12: Observed Obstruction Locations

- Basketball Hoop
- Curb lip
- Curb
- Drain cap
- Drain grate
- Fire hydrant
- Gas cap
- Gravel/grass
- Mailbox
- Mulch
- Overgrowth
- Sewer cap
- Sidewalk Lip
- Sidewalk Width
- Survey Stone
- Telephone pole
- Tree
- Water cap
- Waterbodies

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Vehicle Crash Data

MassDOT maintains the official statewide database for vehicle crashes in Massachusetts. It takes three years for a crash report to be considered closed so as a result the most up-to-date official five-year period for crash data is 2016 - 2020. In that period the Town of Auburn had 3,027 reported. Of those crashes, 23 were reported to have happened to vulnerable road users which are anyone using the road while walking, biking, or using any type of mobility device other than a vehicle. Of the 23 reported crashes 20 involved pedestrians, one involved a bicyclist and two involved another type of road user.

There was one fatality involving a pedestrian in this period, occurring in the crosswalk across Franklin Street at the Sword Street intersection. This fatal crash occurred at 8:06 PM on January 3rd, 2019. The crash was in a marked crosswalk, but it is possible that lighting was an issue since it occurred at night and a field visit confirmed that there is no streetlight in place at this location. There were 16 non-fatal injury crashes involving pedestrians and three of the pedestrians involved in crashes are listed property damage only. Six pedestrian crashes took place along stretches of road that have plazas with multiple driveways, most notably on Washington Street and Southbridge Street. Reducing the number of driveways at plazas or increasing the visibility of pedestrians would help to alleviate these types of crashes.

The Impact portal provides tools to conduct screenings of emphasis areas based on the Strategic Highway Safety Plan. Roads are identified as primary or secondary risk sites for emphasis areas either at the Sate or Metropolitan Planning Organization Level (MPO). Based on the most recent screening analysis built on data from 2013-2017 Southbridge Street and Washington Street in Auburn have been identified as risk sites for pedestrian and bicycle crashes.

Data Collection Conclusions

After completion of the town wide survey the CMRPC prepared a web map of the inventoried assets and their conditions that was sent to Town of Auburn staff for review. The CMRPC held a post data collection meeting with Town of Auburn staff following the completion of major data collection activities to review the data that was collected and review the next steps, including the selection of areas that would be used for prioritization of proposed projects.

The data collection survey revealed that in general Auburn has a well-maintained sidewalk network focused on the more densely populated areas and its commercial center. The curb ramps providing access to the sidewalks are largely in good condition though many of them are lacking features that are now required for a ramp to be considered accessible by today's standards. Several improvements to the network can be made to improve access and connectivity such as installing new ramps at select locations and expanding the sidewalk network to link disconnected areas. There is in many places an overabundance of crosswalks in locations generally not recommended for crossings and there is a need to increase the signage around crossings.

Prioritization

To better allocate limited resources, the prioritization of potential sidewalk expansion projects is key to ensure that the most beneficial projects to the users of the Auburn pedestrian network are considered first. The CMRPC developed a three-step prioritization methodology that considers the proximity of road segments to destinations and origins that are likely to be accessed by walking as the first step, followed by considering limiting factors such as jurisdiction and right of way availability as the second step. The first two steps in the process create a universe of possible projects that is narrowed down to a listing of prioritized projects in step three of the prioritization process.

To support this analysis the CMRPC and Auburn Town staff reviewed a listing of possible locations to use as high priority locations and reached a consensus of locations at the post data collection meeting. In addition to the selection of locations for prioritization, a consensus was reached on the methodology for prioritization to be used in the three-step process.

High Priority Locations

The high priority locations selected for use in the analysis were parks/ Pakachoag golf course, schools, transit lines, town hall, library, senior centers, downtown/ mall area, senior housing/ Auburn Housing Authority Housing, disconnected neighborhoods (those with sidewalks internally but not connected to the larger network), census block groups with high population density, and areas identified in past planning efforts.

Scoring Road Segments (Step 1 of the prioritization process)

To score road segments, the CMRPC used GIS to assemble both publicly available data sets as well as those created by the CMRPC. Once high priority locations were identified and recorded in GIS, a walk shed buffer of ½ mile and ¼ mile was made around each location. It was determined that road segments within ½ mile of a high priority location would receive 1 point, and those within ¼ mile would receive 2 points. The allocated points were recorded in a customized version of the MassDOT Road Inventory File using the walk shed buffers to select segments based on proximity. **Figure 13** shows the location of the identified High Priority Areas in Auburn.

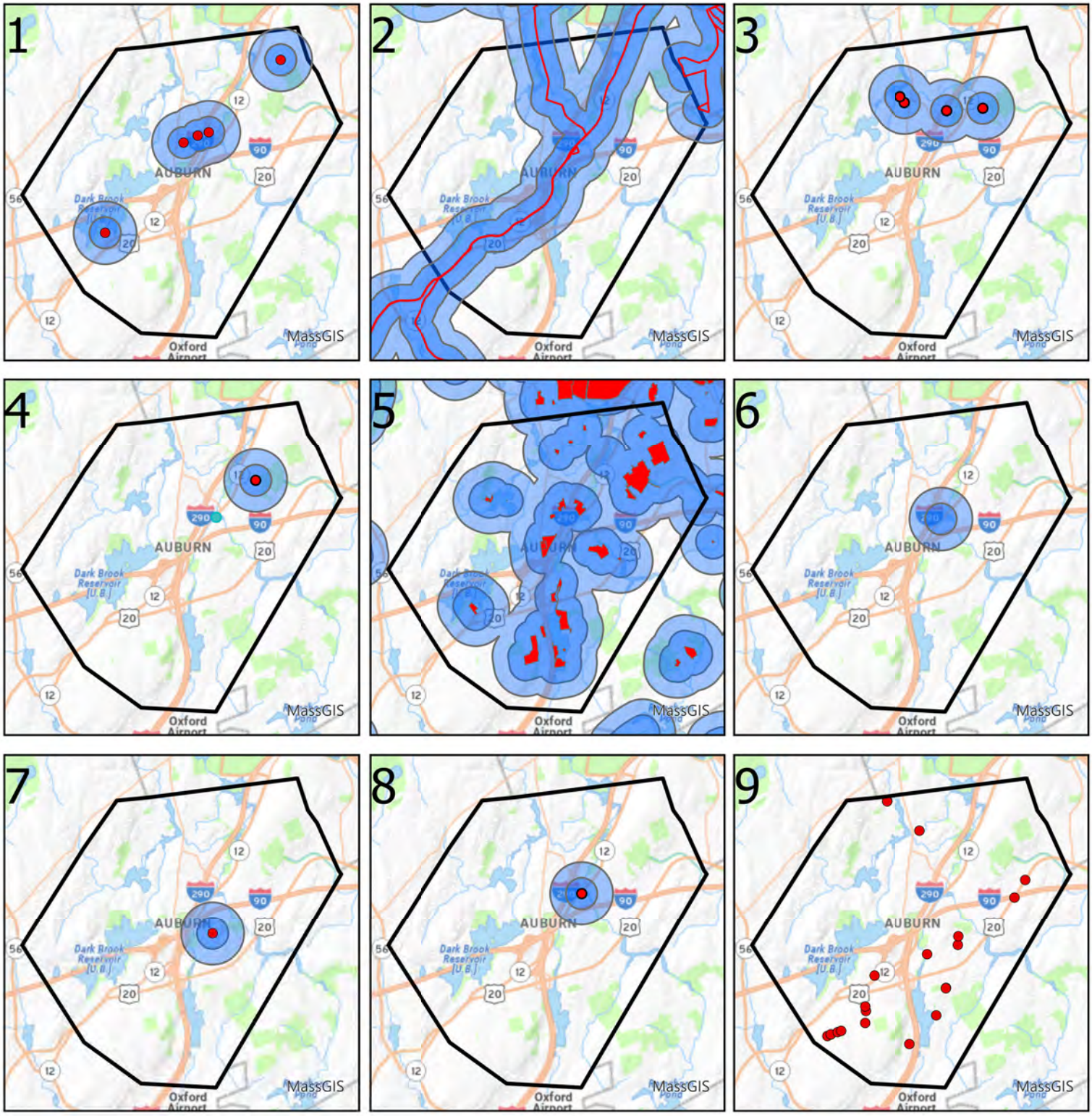
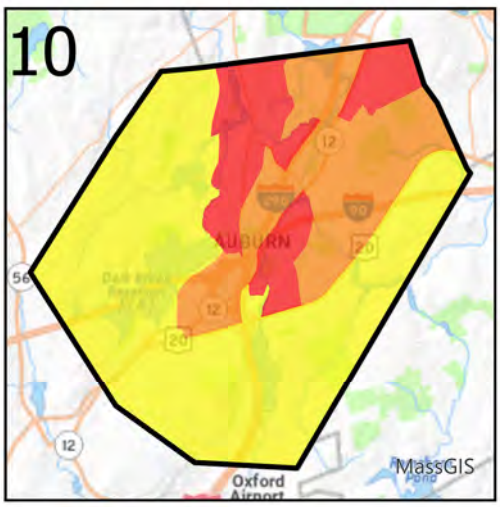


Figure 13: High Priority Locations and Buffers

1. Schools
2. Transit Routes
3. Senior Housing/ Auburn Housing Authority
4. Senior Center
5. Parks/ Municipal Golf Course
6. Downtown/ Mall
7. Town Hall
8. Library
9. Disconnected Neighborhoods
10. Census Population Density



Road Segment Constraints (Step 2 of the prioritization process)

After each segment was scored in step 1 of the prioritization process, a constraints analysis was conducted to exclude certain road segments from consideration for project listing in step 3.

The constraints used to exclude segments from the project listing were the presence of existing sidewalks (based on Auburn Town Wide Survey), non-town owned roads (based on the Road inventory File), lack of available right-of-way to support a sidewalk (based on the Road inventory File), roads that end as a dead end, roads that received no or a low prioritization score, segments that are isolated from the larger network. After completing the analysis of segments that should be removed from consideration in the listing of projects, a review of the results was completed that included input from CMRPC staff, Auburn Town Staff and members of the public including Auburn Town boards. This review helped to identify areas identified for exclusion from the listing of projects that should be considered due to errors in the Road Inventory File, previous town commitments, or projects already being funded.

Figure 14 shows the location of segments removed from prioritization due to constraints and the constraint identified. **Figure 15** is a map showing scored road segments that have an existing sidewalk on one side of the road. It is important to highlight these segments as expansion of the network to having sidewalks on both sides of the road may be prioritized at a later time or independently of the LSPP.

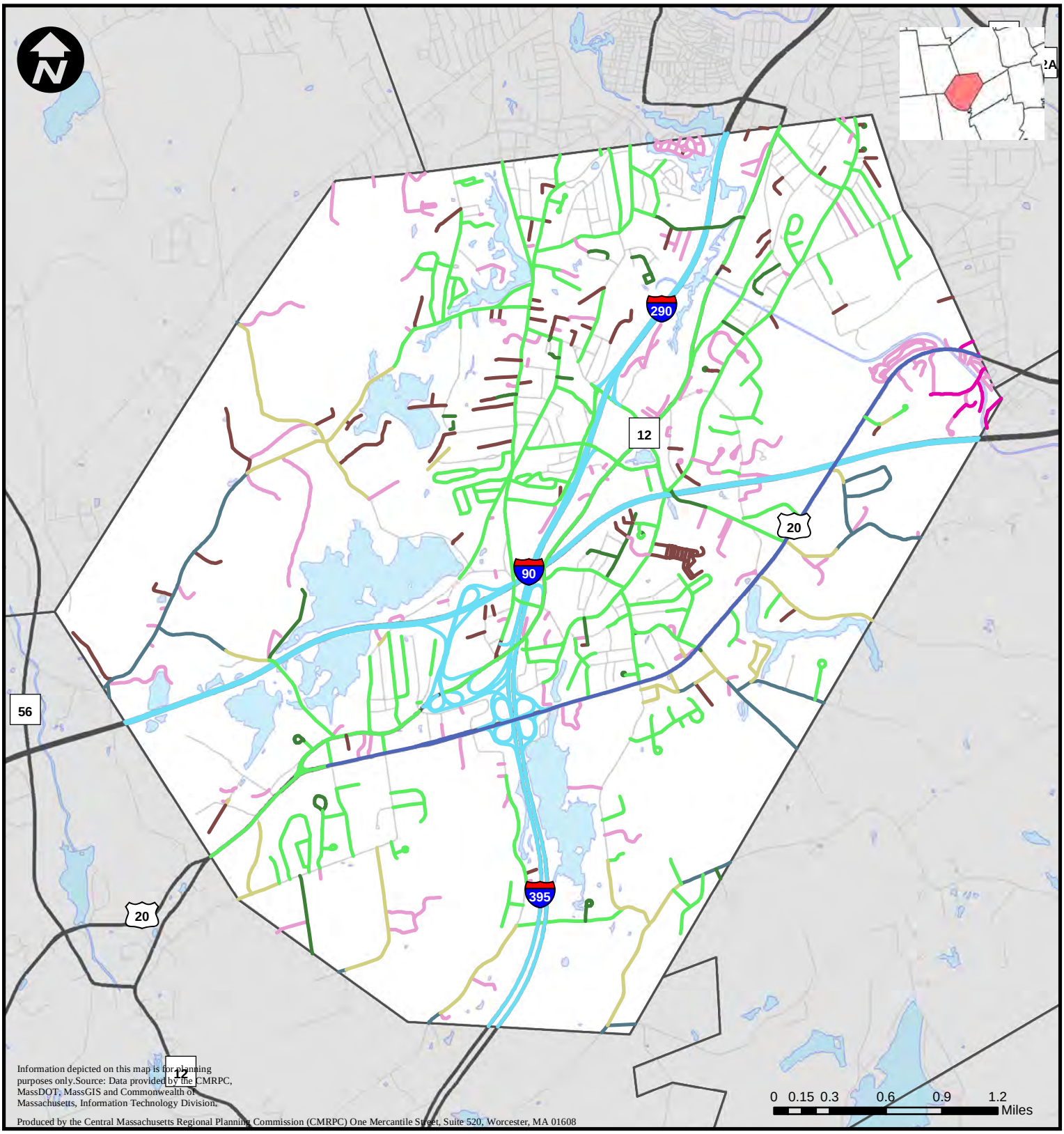


Figure 14: Reason for Exclusion from Prioritization

- Dead End
- Existing Sidewalks
- Interstate or Ramp
- Isolated Segment
- Low Score
- MassDOT Road
- Private Road
- Right-of-Way Constraints
- Zero Score
- Waterbodies

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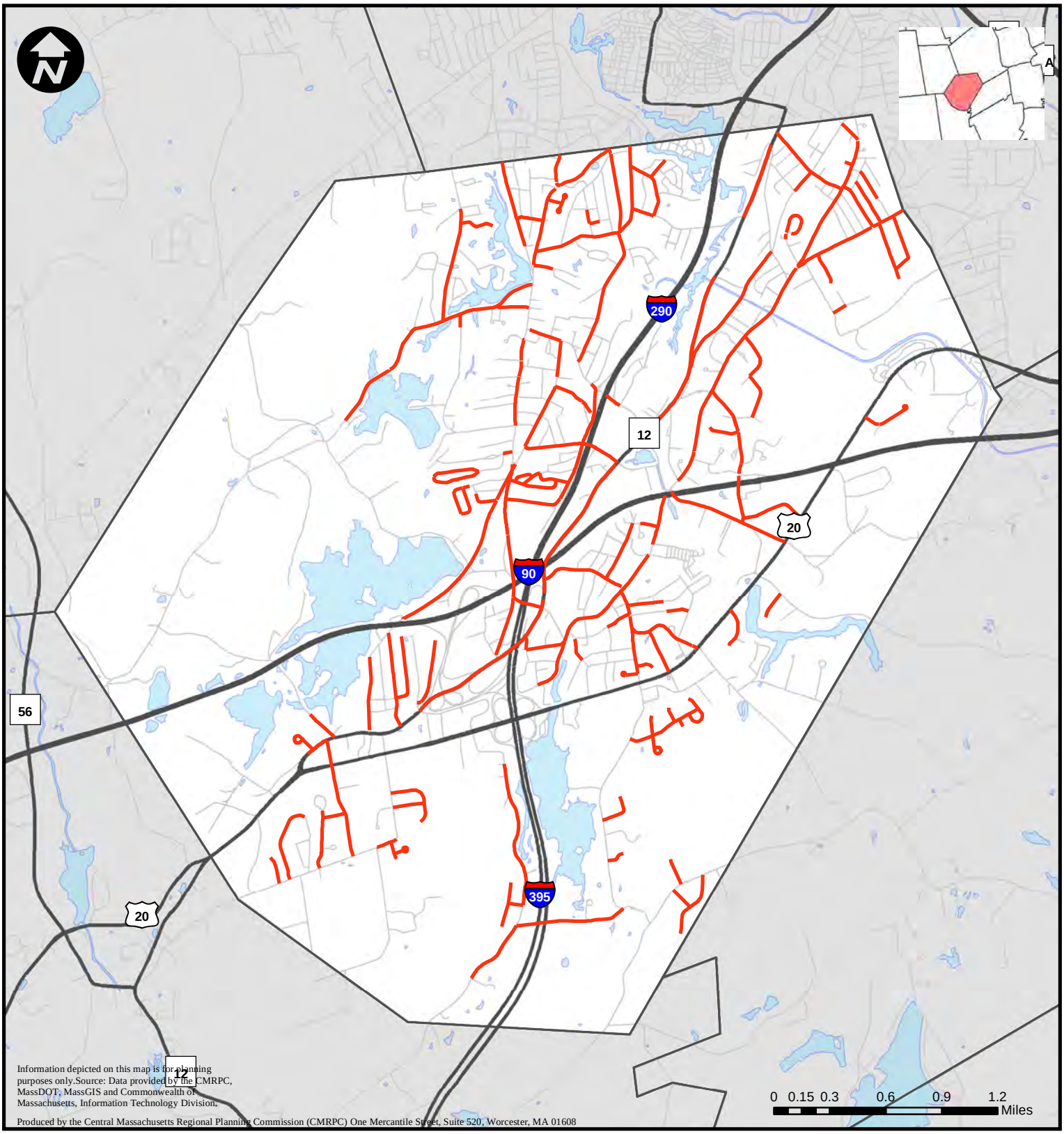

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Figure 15: Road Segments with Sidewalks on One Side

Road segments with sidewalks on one side Waterbodies

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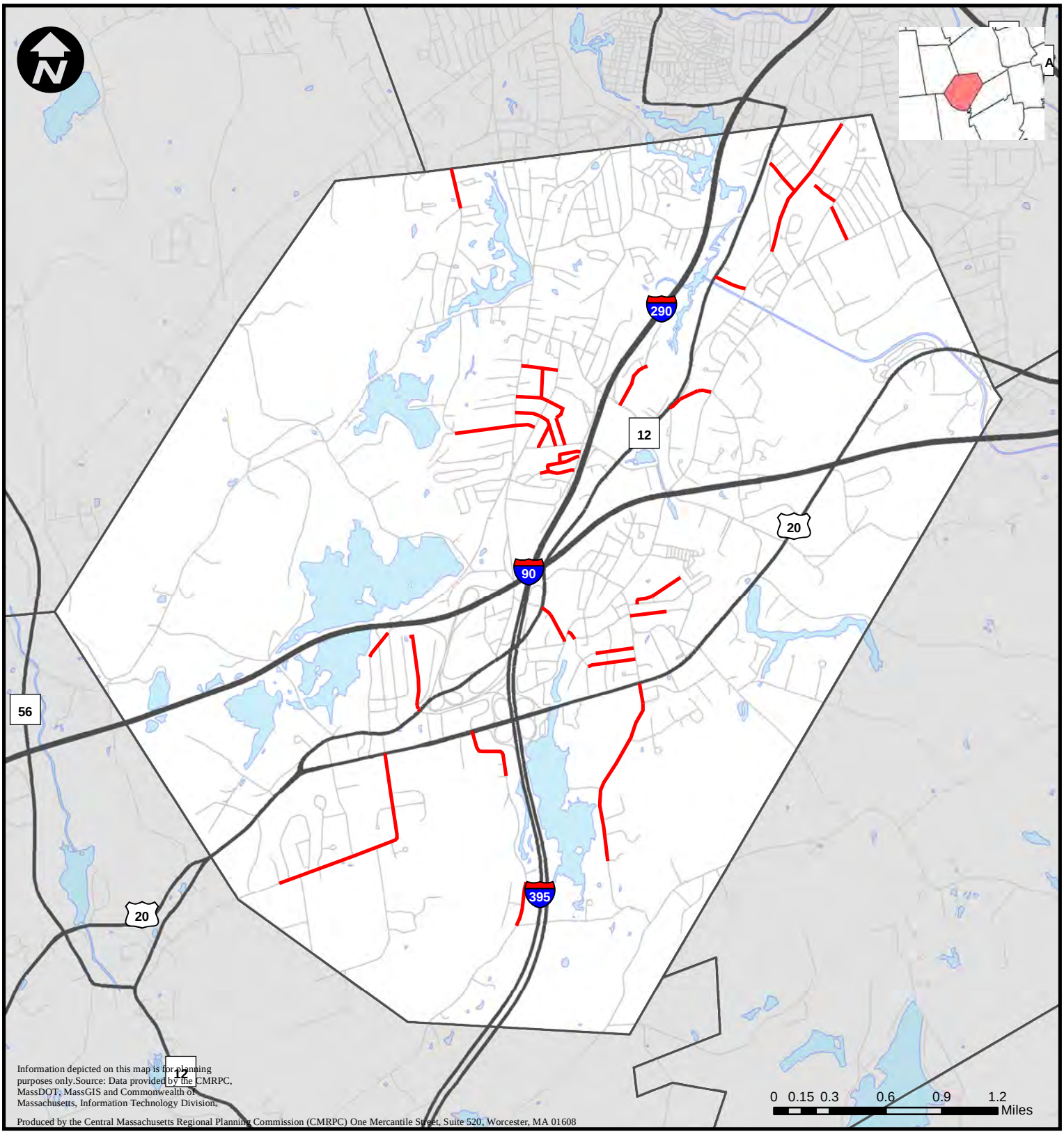
Prioritized Project Listing (Step 3 of the prioritization process)

Following the scoring of road segments and constraints assessment process, CMRPC staff utilized the project scores, available safety data, and local knowledge to create a listing of prioritized projects. The listing of prioritized projects is a focused listing of projects that have high prioritization scores and or would provide the most new connections to the pedestrian network. It should be noted that all projects on this listing should be considered equally and that projects should be taken from this list based on available funding and project readiness. It is possible that a segment not listed in the Prioritized Project Listing may be selected funding as a standalone project or as part of a larger project based on the changing needs of Auburn at the town staff's discretion.

Figure 16 is the listing of prioritized projects for sidewalk network expansion in the Town of Auburn based on data available at the time of completion. The listing consists of 35 projects which scored favorably during the scoring process (step 1) and were not eliminated during the constraints process (step 2). There may be multiple projects on one roadway that are listed as separate projects to create projects of a smaller size that would be more manageable for Auburn to complete with existing funding or through grant applications. **Figure 17** is a map showing the location of prioritized projects in Auburn.

Following the adoption of the Auburn Local Sidewalk Prioritization Process, updates to the prioritization process or listing of prioritized projects may be necessary due to data updates and availability and completion of projects. As part of the five-year maintenance plan for the Auburn Sidewalk Prioritization plan, the CMRPC will, in coordination with town staff, update the prioritization plan as needed.

Figure 16: Identified Priority Segments					
Street name	**Segment**	**Local Sidewalk Prioritization Score**	**Available Right of Way (feet)**	**Notes**	**Possible Funding Source**
Packard Avenue		9	12	Disconnected area	
Winchester Avenue		9	9	Disconnected area	
Marion Avenue		7.5	16	Disconnected area	
Burnett Street	Worcester CL to Horseshoe Drive	6	25	Disconnected area	
Goulding Drive		5	10, 30	Disconnected area	
Oxford Street South		4	19	Disconnected area	
Prospect Street	Sunnyside Road to Hilltop Farm Road	4	20, 24	Disconnected area	
South Street	US Route 20 to Potter Farm Road	3.5	12	Disconnected area	
South Street	Potter Farm Road to Jacobs Way	3.5	12	Disconnected area	
Water Street		7	21		
Loring Street	South Streeto to Sidewalk End (West of Greenbriar Lane)	6	10		
Paul Street	South Street to Andrea Avenue	6	7, 11		
Park Street		9	10		
Oak Street		9	9		
Rock Avenue	Oxford Street North to Bryn Mawr Ave	8.8	7, 22		SRTS Funding
Rock Avenue	Bryn Mawr Ave to Swanson Road	8.8	7, 22		SRTS Funding
Berlin Street	Wallace Avenue to Bryn Mawr Avenue	9	8		
Richards Street	Jay Street to Vine Street	9	10, 18		
Grandview Street		9.5	10		SRTS Funding
Faneuff Street		10	7		SRTS Funding
Simond Street		8	9		SRTS Funding
Homestead Avenue	Oxford Street North to Bryn Mawr Avenue	8	8		SRTS Funding
Homestead Avenue	Bryn Mawr Avenue to Swanson Road	8	8		SRTS Funding
Harvard Drive & White Oak Road		10.5	10		SRTS Funding
Bancroft Street	Pakachoag Street to Overhill Drive	10	17		
Harrison Avenue		9.5	11		
Burnap Street	Southbridge Street to Pakachoag Street	9.5	11		
Ward Street		7	15		SRTS Funding
Pickering Street		7	14		SRTS Funding
Eaton Avenue		8	14, 18		
Hampton Street	Elmwood Street to Jerome Avenue	8	10		SRTS Funding
Hampton Street	Jerome Avenue to Malvern Road	8	10		SRTS Funding
Walsh Avenue		11	18		
Preston Avenue		8	12		
Oxford Street North	William Street to Auburn Street (West Side)			Crosswalk Removal	
Bryn Mawr Avenue	Waterman Road to Warren Road	3	14		



Information depicted on this map is for planning purposes only.Source: Data provided by the CMRPC, MassDOT, MassGIS and Commonwealth of Massachusetts, Information Technology Division.

Produced by the Central Massachusetts Regional Planning Commission (CMRPC) One Mercantile Street, Suite 520, Worcester, MA 01608

Figure 17: Prioritized Sidewalk Projects

Prioritized Sidewalk Segments Waterbodies

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Additional Recommendations

Crosswalks and signage

The CMRPC recommends the elimination of redundant crosswalks that, due to their location and proximity to other crosswalks, pose a safety concern to the public. The MUTCD discourages the placement of crosswalks across approaches that are not controlled by a stop or yield sign and notes that an engineering study is required before one is installed. If a crosswalk is installed across an uncontrolled approach and the speed is 40 miles per hour or higher the MUTCD recommends traffic control devices that enhance driver awareness be installed such as signage, shortened crossings, or flashing beacons. In general, there is a lack of pedestrian signage in Auburn- especially at uncontrolled pedestrian crossings. The CMRPC recommends that when roads are scheduled for repaving crosswalk that are in locations not recommended by the MUTCD be replaced or are provided with accommodations appropriate for the location.

Oxford Street North

Recent traffic counting data shows the 85th percentile speed on Oxford Street North as 37 miles per hour and as such should be treated as a road with high speeds. There are several crossings of Oxford Street North at intersections with no vehicle control or pedestrian signage to alert drivers to the crossing. It is recommended that these crossings be consolidated and enhanced pedestrian warning signage such as RRFB be installed to better alert drivers to the presence of pedestrians. For example, currently there are three crossings of Oxford Street North within 300 feet of each other at the intersection with Auburn Street with two of them not on a sign control roadway or having advanced warning signage. The removal of these crosswalks could be done in conjunction with the installation of sidewalks along the western side of Oxford Street North from Stoneville Heights Road to Auburn Street and the installation of additional pedestrian signage at the intersection with Auburn Street.

Data Maintenance

The CMRPC will continue to maintain both the regional pedestrian network inventory and the Auburn pedestrian inventory, so it is recommended for the Town of Auburn to assist the CMRPC in maintaining the database by informing CMRPC of any know changes to the network. The CMRPC through its work on the Federal-Aid-Road network will continue to independently survey the condition of all Federal-Aid-Eligible Road.

Additional Funding Sources

In 2024, the Chapter 90 funding apportionment for the Town of Auburn is $606,057.28. Chapter 90 funding is allocated to municipalities for improvements to and investments in their local transportation network. Chapter 90 funding is rarely sufficient for municipalities to complete all transportation-related projects. There are many supplemental funding sources to augment regularly programmed funding streams. Find a list of suggested funding sources to consider below.

Community One Stop for Growth is a single application portal and collaborative review process that makes targeted investments. There are twelve funding programs administered through The One Stop.

The Shared Streets and Spaces Program provides cities and towns with grants to improve plazas, sidewalks, curbs, streets, parking areas, and other public spaces in support of safe mobility.

Safe Routes to School (SRTS) is a funding source which works to increase safe biking and walking among elementary and middle school students by using a collaborative, community-focused approach that bridges the gap between health and transportation.

Safe Streets for All is a funding program under the BIL that allows communities to apply for the creation of safety action plans, demonstration projects, and implementation grants. CMRPC applied for a regional action plan that, if received, would allow for the Town of Auburn to be used as their action plan and the Town would be able to in turn apply for demonstration projects and finally implement projects. This funding could be used to close key gaps in the network.

The Municipal Pavement Program seeks to improve the condition of municipally owned state numbered routes, with an emphasis on National Highway System (NHS) roadways, and to find opportunities to improve safety and mobility for all modes of transportation.

The Efficiency and Regionalization Grant Program provides funding for efforts to regionalize services and is affiliated with the Community Compact, which offers technical assistance to cities and towns that pledge to implement best practices in areas like transportation, age-friendly policies, and other topics.

The Community Compact Best Practices Program provides funding to selected municipalities to implement best practices, such as safe mobility or age-friendly efforts.

Massachusetts Community Health and Healthy Aging Funds. The Department of Public Health funds projects to improve population health outcomes through innovative and sustainable approaches that bring together a variety of people and partners. This funding source recognizes transportation as a social determinant of health that affects community health and healthy aging.

Municipalities can apply for **Microprojects Grants**, which aim to fund first and last mile solutions, community transportation, and other small, non-traditional transportation projects.

There are **AARP Community Challenge** Grants available for quick-action projects promoting livable, age-friendly communities, including transportation projects.

The Dr Arthur M and Martha R Pappas Foundation contributed towards a recreational complex in Auburn in 2011 and contributed towards a Complete Streets project in which a multi-use path was constructed in 2021.