

CONLEY
ASSOCIATES

Memorandum

To: Wellesley Planning Board
From: Ms. Jennifer Conley, P.E, AICP, PTOE
CC: Mr. Mark Paris, Mr. Jack O'Neill, Mr. Bob Davis, Mr. Peter Tamm
Date: December 1, 2007
Re: Pedestrian and Bicycle Safety

Conley Associates, Inc. inventoried the existing sidewalk network along Washington Street within approximately 600 feet of the site located at 27 Washington Street in Wellesley. The survey area included both sides of Washington Street as well as along both sides of River Street, Columbia Street, Ledyard Street, and Glen Road. The existing sidewalk conditions within the study area were inventoried in October of 2007. Pedestrian and bicycle crossings, pedestrian crosswalks, traffic control devices, and traffic calming measures at the study are intersections are discussed in depth in the Traffic Impact Study prepared for this redevelopment, dated December 2007. Similar to previous Project of Significant Impact (PSI) submissions, sidewalk conditions were classified into one of the following categories:

- Excellent: No deterioration observed
- Good: Minimal deterioration such as cracking, heaving, sinking and intrusion or encroachment of vegetation observed
- Fair: Some deterioration including more severe cracking, heaving, sinking, intrusion or encroachment of vegetation observed as well as presence of patching. No serious hazardous walking impediments observed
- Poor: Severe deterioration observed making walking conditions hazardous or prohibitive

Conley Associates, Inc. broke down the entire sidewalk network into segments. The conditions of the sidewalks within each segment are described below. The sidewalks along Washington Street within the range of this study have the same universal design: a 3 inch curb leads into square concrete slabs, for every three of the square concrete slabs there is a larger rectangular concrete slab behind it. The dimensions of the square and rectangular slabs vary by section, but this general design will be referred to as the 'typical sidewalk design' throughout the memorandum. Also, all of the light posts on the sidewalk have the same dimensions and design. The design is a semi circular brick layout that is 4'5" wide and 3'9" long. All of the light posts are placed directly after the curb; this design will be referred to as the 'typical light post design' throughout the report. Finally, the placements of the light posts have caused small cracks. This is typical for most of the light posts and will be referred to as the 'typical light post crack'.

Washington Street from Grossman's Entrance to River Street (Bridge)

This section of sidewalk on both sides of Washington Street runs continuously from the Grossman's entrance to River Street and then continues to the bridge near the Wellesley town line.

The north side of this section is 502 feet long. The concrete sidewalk from Grossman's to the start of the bridge is the typical sidewalk design. The square slabs are two feet on each side and the rectangular slabs vary from six feet to seven feet wide to six feet to seven feet long. Along this section are seven light posts with the typical light post design. At the light post near the entrance to Grossman's there is a 1/8th inch typical light post crack and the rectangular slabs at this location also had hairline cracking. The light post at Mica Lane also has a 1/8th inch typical light post crack. The light post near the bridge has a 1/8th inch typical light post crack. The sidewalk at the Mica Lane approach has many hairline cracks, but is still in good condition. Due to landscaping at One Washington Street the rectangular slabs are one foot shorter in width. Also, at the entrance to One Washington Street, a square slab was patched and there were a few hairline cracks. The section leading up to the bridge is in excellent condition. The sidewalk on the bridge has a different layout than the typical design. From the curb are two bituminous concrete slabs side to side that are 2'10" wide by 4'2" long. A one inch crack is present at the beginning of the bridge. This crack is large enough to be a potential hazard to pedestrians, but not a major hazard. The sidewalk on bridge has some deterioration and is considered in fair condition. 

The south side of this section is 425 feet long. The concrete sidewalk from Grossman's to the start of the bridge is the typical sidewalk design. The square slabs are two feet on each side and the rectangular slabs vary from six feet to seven feet wide by six feet to seven feet long. Along this section are four light posts with the typical light post design. At the light post near River Street there is a 1/8th inch typical light post crack and a concrete patch with hairline cracks running through the patch. The light post near Dunkin' Donuts also has a 1/8th inch typical light post crack. Also, at this location a manhole has caused a 1/8th inch crack in the sidewalk. Across from Mica Lane there is a handicapped ramp for the Papa Razzi restaurant that needs to be patched. The concrete there has been torn up and not repaired. The ramp is eight feet long and 2.5 feet wide. This section leading up to the bridge is in excellent condition. The sidewalk on the bridge has a different layout than the typical design. From the curb are two bituminous concrete slabs side to side that are 2'10" wide by 4'2" long. The sidewalk on bridge has some deterioration and is considered in fair condition. 

River Street (East Side)

The first section of this sidewalk is a design typical to the sidewalks on Washington Street, running for only 40 feet. The second section of this sidewalk is made of asphalt with a width of seven feet and has no design. The second section was only studied up to 600 feet from Washington Street. There were five cracks, about an inch wide, running the width of the sidewalk at the following distances (measured from Washington Street) 50 feet, 90 feet, 216 feet, 265 feet, 369 feet. The sidewalk was in fair condition due to the big cracks and uneven surface. 

River Street (West Side)

The first section of this sidewalk extends from Washington Street for 36 feet and is a design typical to the sidewalks on Washington Street. At the corner of Washington Street at River Street was a manhole with multiple hairline cracks spreading from it. The second section of this sidewalk is made of asphalt, is seven feet wide, and has no design. The entire length of the second section was 539 feet. There was one crack, about a half inch wide, running the width of the sidewalk at a distance of (measured from Washington Street) 327 feet. The asphalt sidewalk was replaced with bricks 162 feet from Washington Street. This brick section is 30 feet long. The sidewalk was in fair condition due to the uneven asphalt surface and cracking. ←

Washington Street from Grossman's Entrance to Glen Road

Sidewalks exist on both sides of Washington Street, between the Grossman's entrance and Glen Road; the sidewalks are made concrete. The north side of Washington Street in this segment is broken up into three sections: Glen Road to Ledyard Street, Ledyard Street to Columbia Street, and Columbia Street to the Grossman's entrance.

The Glen Road to Ledyard Street section is 77 feet long. The concrete sidewalk is the typical sidewalk design. The square slabs are 2'4" on each side and the rectangular slabs are 3'10" wide and seven feet long. Halfway down this section is a light post with a typical light post design. A 1/8th inch crack is located directly behind the light post structure and runs the length of the rectangular slab. This section is in excellent condition.

The Ledyard Street to Columbia Street section is 251 feet in length. The square slabs are 2'4" on each side and the rectangular slabs are 3'10" wide and seven feet long. At 39 Washington Street the rectangular slabs become 7'9" long for the entrance to the building and then return to seven feet long. Along this section are four light posts all with the typical light post design. The light post located at the intersection of Columbia Street and Washington Street has the typical light post crack of 1/8th inch wide. This section is in excellent condition.

The Columbia Street to Grossman's section is 200' long. The concrete sidewalk is the typical sidewalk design. The square slabs are two feet on each side and the rectangular slabs are 7'6" wide and six feet long. Along this section are two light posts both with the typical light post design. The light post near Grossman's has the typical 1/8th inch light post crack. Also, a manhole near the entrance to Grossman's has caused a 1/8th inch crack in the sidewalk. This section is in excellent condition.

The section from the Grossman's entrance to Glen road on the south side of Washington Street has no roads intersecting it. The sidewalk runs the entire length of the section (637 feet).

The Glen Road to Ledyard Street section is 151 feet long. The concrete sidewalk is the typical sidewalk design. The square slabs are 2'1" on each side and the rectangular slabs are 10'9" wide and 6'3" long. These concrete slabs are wider to accommodate the entrance to 54 Washington Street. This section is in excellent condition.

The Ledyard Street to Columbia Street section is 271 feet in length. The square slabs are two feet on each side and the rectangular slabs are seven feet wide and six feet long. Along this

section are four light posts all with the typical light post design. A manhole near the intersection of Columbia Street and Washington Street has caused a 1/8th inch crack in the concrete. The same cracking occurred at the manhole near the intersection of Ledyard Street and Washington Street. This section is in excellent condition.

The Columbia Street to Grossman's section is 215 feet long. The concrete sidewalk is the typical sidewalk design. The square slabs are two feet on each side and the rectangular slabs are seven feet wide and six feet long. Along this section are two light posts both with the typical light post design. The light post at Grossman's and near Columbia Street has the typical 1/8th inch light post crack. Also, 1/4th inch crack is located on the sidewalk near Columbia Street. The crack runs perpendicular to Washington Street and is found on the rectangular concrete slabs. This section is in excellent condition.

Columbia Street

The sidewalk on the east side of Columbia Street is only 180 feet long. The sidewalk has no design and consists of a mixture of asphalt and concrete. There is major cracking to the sidewalk at the entrance and exit area to the bank at this location. This sidewalk was in fair condition due to the cracking. 

Ledyard (East Side)

The first section of this sidewalk is 40 feet long and is a design typical to the sidewalks on Washington Street. The second section of this sidewalk is made of asphalt, is seven feet wide, and has no design. The entire length of the second section is 503 feet. There were eight cracks, about a half inch wide, running the width of the sidewalk at distances of (measured from Washington Street) 62 feet, 82 feet, 136 feet, 196 feet, 295 feet, 307 feet, 363 feet, 459 feet. The sidewalk was in fair condition due to the uneven asphalt surface and cracking. 

Ledyard (West Side)

The first section of this sidewalk is a design typical to the sidewalks on Washington Street, running 21 feet from Washington Street. The second section of this sidewalk is seven feet wide, made of asphalt, and has no design. The entire length of the second section is 417 feet. There are eight cracks, about a half inch wide, running the width of the sidewalk at distances of (measured from Washington Street) 208 feet, 189 feet, 179 feet, 164 feet, 135 feet, 127 feet, 113 feet, 99 feet, 93 feet, 64 feet, 46 feet, 31 feet. The sidewalk was in fair condition due to the uneven asphalt surface and cracking. 

Glen Road

The sidewalk on Glen Road connects from Washington Street to the Commuter Rail Station. Within the study area for this project, the sidewalk is located on the east side of Glen Road and has a design typical to Washington Street. There is one minor crack 110 feet from Washington Street. This sidewalk is in great condition.

Conclusion

Conley Associates, Inc. inventoried the existing sidewalk network within approximately 600 feet of the site located at 27 Washington Street in Wellesley to conform to the Project of Significant

Impact submission requirements. As with previous PSI submissions, the sidewalk conditions were classified into four categories; Excellent, Good, Fair, and Poor. In summary, all of the sidewalks that were surveyed were in excellent condition, with the exception of the bridge sidewalks, which are in fair condition.

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