Complete Street Prioritization Plan
Cohasset, Massachusetts

Prepared for
The Town of Cohasset, Massachusetts

Prepared by
Howard Stein Hudson

April 2019
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Introduction

Encouraging walking and biking is a priority for the Town of Cohasset. When residents can replace short driving trips with active transportation, it helps lower traffic congestion and improves public health and the livability of the Town. This Prioritization Plan enables the Town to access resources from the Commonwealth’s Complete Streets Funding program that can help build sidewalks, bike paths, safer crossings, and many other opportunities to improve daily lives.

A Complete Street is one that provides safe and accessible travel alternatives for all modes—walking, biking, transit, and motorized vehicles. Complete Streets designs contribute towards safety, health, and economic vitality that can be enjoyed by people of all ages and ability. Having multi-modal options to travel between home, work, schools, recreation, and retail destinations are essential in promoting more livable communities.

Complete Streets improvements may be large-scale – such as a corridor-wide improvement – or focused on the needs of a single mode – such as a bus shelter for a highly used bus stop. Each improvement must meet current Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (AAB) guidelines.

The Massachusetts Department of Transportation (MassDOT) recognizes the importance of projects that provide thorough, context-sensitive, multi-modal transportation options. To promote these priorities, MassDOT issued the Healthy Transportation Policy Directive in 2013. This directive, while focused on state and federally funded roadways, can be applied to local roads at the municipal level. It was through the creation of the Complete Streets Funding Program that this goal was realized.
MassDOT Complete Streets Funding Program

The MassDOT Complete Streets Funding Program was created by legislative authorization through the 2014 Transportation Bond Bill. The intent of this program was to reward municipalities that demonstrated a commitment to Complete Streets both in policy and in practice. This was also a great opportunity to continue to build on the relationship between the Baker-Polito Administration and municipalities which had started earlier through the Community Compact Cabinet.

The reward to municipalities that choose to participate includes funding for technical assistance in the development of a Prioritization Plan and funding for construction of Complete Streets projects selected from the Prioritization Plan.

The eligibility requirements are designed to demonstrate a municipality’s commitment to embedding Complete Streets in policy (Complete Streets Policy) and plan (Complete Streets Prioritization Plan).

The Complete Streets Funding Program is structured with three Tiers:

- Tier 1 – Complete Streets Training and Policy Development
- Tier 2 – Complete Streets Prioritization Plan
- Tier 3 – Project Construction Funding

The Town of Cohasset submitted a Letter of Intent (LOI) on June 1, 2018 to complete Tier 1 and Tier 2 simultaneously. The Town attended a series of Complete Streets training offered by MassDOT and submitted their Complete Streets Policy, which was approved on April 1, 2019. This document includes the Town’s Tier 2 document – also known as the Complete Streets Prioritization Plan – and a discussion of the process that Howard Stein Hudson (HSH) followed to create the Complete Streets Prioritization Plan.
The Town of Cohasset

The Town of Cohasset can be described as both a suburb and summer vacation destination with its picturesque coastline lined with large and historic single-family homes. It is in Norfolk County and approximately 20 miles southeast from Boston. The town is bordered on the west by Hingham, northwest by Hull, northeast by the Massachusetts Bay, and on the east and south by Scituate. People can access the Town by driving and taking transit. Route 3A is the major arterial state-owned road that traverses Cohasset from the Hingham line south to Scituate. There are three main east-west roads, Beechwood Road, Pond Street, and Sohier Street, which bring drivers from Route 3A to various parts of the Town. The Town also has an MBTA Commuter Rail station that is served by the Greenbush Line.

Cohasset’s land use is mainly residential, occupying over half of the Town’s land area. The majority of the housing units in Cohasset are owner-occupied single-family homes, mixed with some condominium units along Route 3A. Out of 3,473 housing units in Cohasset, 2,829 (approximately 81%) are single-family homes, 531 (approximately 15%) are apartment homes, and 113 (approximately 4%) are condominiums or townhouses. Additionally, out of 3,046 units that are occupied, 2,358 (approximately 77%) are owner-occupied and 688 (approximately 23%) are renter-occupied. A handful of apartment buildings are owned and managed by the Cohasset Housing Authority, a majority of which represents the Town’s current inventory of state-recognized permanently affordable units for low-income families, persons with special needs, and the elderly. To

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2 Approximately 427 units are vacant housing units. A housing unit is considered vacant if no one is living in it at the time of interview. Additionally, occupied units at the time of interview by persons who are staying two months or less and who have a more permanent resident elsewhere are temporarily occupied and are classified as “vacant.” (ACS and Puerto Rico Community Survey 2017 Subject Definitions)
3 Ibid.
complement the Town’s housing and provide residents with places to congregate, shop, and eat, three main commercial zones exist in Cohasset: Village Center, the Harbor, and Route 3A.

Cohasset’s Village Center is a mixed-use district located between Cohasset’s Town Common (to the north), Elm Street (to the east), Brook Street (to the south), and commuter rail tracks (to the west). The district has a mix of specialty stores and services that include Mr. Dooley’s Olde Irish Village Pub, Red Lion Inn, Seabird Coffee & Company, Ports & Company, bia Bistro, Hajj Auto Care, Dependable Cleaners, Fleming’s of Cohasset Village, and Rebas Hair Salon. The Harbor, located approximately a quarter mile east of Village Center, hosts recreational and commercial marinas, resort lodging, and restaurants. Destinations that are popular within the Harbor include Cohasset Yacht Club, Cohasset Maritime Institute, Cohasset Sailing Club, and Cohasset Harbor Inn.

Unlike Village Center and the Harbor, commercial development along Route 3A mainly consists of two shopping centers with supermarkets, gas stations, car sales and repair shops, and multifamily housing developments.

The remainder of land that makes up Cohasset consists of protected open space and wetlands that have been protected from future development. The Town’s physical coastal and inland characteristics consist of beaches, rocky shores, coves, and protected harbors to the east, as well as the Wompatuck State Park, Whitney and Thayer Woods, and the Aaron River and Lily Pond watersheds shared with Hingham and Scituate to the west. The Town’s access to water and inland resources lend itself to various recreational
activities that include: water activities, such as boating, kayaking, sailing, fishing; and inland activities, such as baseball, horseback riding, trail running, and golf. These recreational activities, along with the Town’s proximity to Boston and diverse mix of local businesses, are highly valued by Cohasset residents and are what draws many people to visit and settle in the town.

EXISTING ROADWAY NETWORK
Cohasset has approximately 86 miles of accepted roadway that include a mix of arterial, collector, local, and private roads. Route 3A is the major arterial state-owned road that traverses the Town from the Hingham line south to Scituate. It is a heavily traveled road that is approximately 24 feet in width and includes a posted speed limit of 45 miles per hour (mph) and an annual average daily traffic (AADT) of 13,191 (2016). Complete Streets improvements along Route 3A are needed to improve the area’s pedestrian and bicycle connections to the rest of the Town; however, construction funding needs to come from another source since the Complete Streets Funding Program does not fund projects along state-owned roads.

The Town has three main town-owned east-west roads, Beechwood Road, Pond Street, and Sohier Street, which bring drivers from Route 3A to various parts of the Town. Beechwood Road and Pond Street are urban collectors that provide direct access and traffic circulation from local streets near Village Center and southeast Cohasset onto Route 3A. Beechwood Road has approximately 26 feet in roadway width, an AADT of 3,638 (2016), two feet of shoulder on the southern side of the street, and a narrow sidewalk on the northern side of the road up to Norman Todd Road. Pond Street has

4 MassDOT Road Inventory. https://gis.massdot.state.ma.us/roadinventory/
approximately 20 feet in roadway width, an AADT of 3,593 (2016), three feet of shoulder on the southern side of the street, and a narrow sidewalk on the northern side of the road throughout the entire corridor that is east of Route 3A. Sohier Street is an urban minor arterial that also provides connections between local and principal arterial roads in northeast Cohasset. It has approximately 26 feet in roadway width, an AADT of 9,773 (2016), two feet of shoulder on the southern side of the road, and a sidewalk on the northern side of the road for a significant portion of the corridor.\(^5\) Other highly traveled corridors that provide access to commercial districts and adjacent municipalities are North Main Street, South Main Street, Forest Avenue, Jerusalem Road, Atlantic Avenue, and Border Street.

**EXISTING TRANSPORT NETWORK**
Public transportation is available in the Town through MBTA’s Greenbush Commuter Rail Line. The Greenbush Commuter Rail Line runs seven days a week, between Boston’s South Station and the Town of Scituate. Trains run inbound from 5:40 a.m. to 9:07 p.m. and outbound from 6:54 a.m. to 10:57 p.m. from Monday to Friday. The Saturday inbound schedule is from 7:15 a.m. to 10:26 p.m. and 8:05 a.m. to 11:54 p.m. (outbound). The Sunday inbound schedule is from 7:15 a.m. to 10:26 p.m. and 8:05 a.m. to 11:54 p.m. (outbound).

**EXISTING BICYCLE AND PEDESTRIAN NETWORK**
Cohasset’s landscape is partially characterized by its narrow roads that are located along scenic routes. Despite the narrow configuration

\(^5\) Ibid.
of most of its roadways, the Town does have a small network of sidewalks along roads that connect to Village Center (e.g., North/South Main Street, Ripley Road, Cushing Road, Pond Street, Elm Street, and Sohier Street). The Town’s goal is to close the gaps in the existing sidewalk network to provide better pedestrian connectivity to various destinations in the area and eliminate the physical barrier for residents to be able to use roads for other purposes than just driving.

There is currently no on-road bicycle infrastructure in Cohasset. The lack of bicycle infrastructure restricts cycling within the Town to residents who do not mind bicycling adjacent to vehicles traveling at varied speeds. Fortunately, some of the Town’s roadways that have shoulders can be used as an informal facility and provide some protection for cyclists. One of the Town’s assets is their 1.5-mile multi-use trail called the Whitney Spur Rail Trail that provides pedestrian and bicycle access to the Whitney and Thayer Woods nature reserve from the Cohasset Commuter Rail Station.

COMmuters
Using the American Community Survey’s (ACS) 5-Year Estimate, employees in Cohasset have a longer than average commute time (37 minutes) than Norfolk County (34 minutes). The most common method of travel for workers in Cohasset was “Drove Alone” (68%), followed by those who took public transit (20%), worked from home (7%), and carpooled (3.9%). Approximately 0.6% of resident workers walk to work, while there are no residents who bike to work.6

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6 2013-2017 American Community Survey 5-Year Estimates
Methodology

At Howard Stein Hudson (HSH), we believe that the Complete Streets Prioritization process is an opportunity for a comprehensive and holistic look at the unique needs of each community. We utilize several innovative tools to better understand existing conditions and the effect proposed projects will have. Together, these tools allow us to answer three key planning questions: Where are existing conditions deficient? What are the community’s priorities? And finally, where is the demand?

With a focus on pedestrians and bicyclists, our data collection and analysis develop a complex understanding of where conditions are unsafe, uncomfortable, or inaccessible, as well as where safe and comfortable routes can be best utilized to expand the pedestrian and bicycle networks. Community and municipal input contributes local expertise to the project identification and selection processes and informs an understanding of the community’s values. Equity assessments home in on the neighborhoods most in need of transportation network and facility improvements. Finally, measures of network latent demand provide an understanding of project opportunities and are another important factor for consideration within the prioritization process.

Each set of analysis used to select and prioritize the project list is data driven, transparent, and easily communicated through visual tools. These tools are designed to be living documents that can assist in the Complete Streets Prioritization process today and other planning initiatives moving forward. In this section, we describe each tool and the existing conditions found in Cohasset.

Tools to Determine Deficient Conditions

To determine the locations where Complete Streets improvements are desirable and necessary, HSH uses a series of data. The following tools show where there may be gaps in connectivity that deter people from walking and bicycling.

SAFETY

The safety of all road users is a top concern for the Complete Street Prioritization process. Bicycle and pedestrian crashes are taken from MassDOT crash reports from the five most recent complete years of data; at the time of this report, the most recent data available is from 2012 – 2016. Five years of data are used to get a larger set of data points and a better sense of patterns in crashes. Location of crashes indicate where intersection or corridor projects could best improve safety condition. Identified projects that address crash locations hold a high level of priority within our project rankings. Providing dedicated bicycle facilities, such as consistent shoulders or dedicated...
bicycle lanes, as well as clearly marked wayfinding signage to direct cyclists to safer, residential streets, can help reduce crashes involving bicyclists.

EXISTING CONDITIONS – BICYCLE CRASHES

*Figure 1* reflects locations of crashes involving cyclists and vehicles in Cohasset between 2012 and 2016. Within the span of five years, 11 nonfatal bicycle and pedestrian crashes were reported in Cohasset and located in various parts of the Town. Seven bicycle crashes occurred at the following locations:

- Near 713 Jerusalem Road,
- Cushing Road and Norfolk Road intersection,
- Jerusalem Road and North Main Street intersection,
- Hull Street and Lamberts Lane intersection,
- Border Street and Otis Ave intersection,
- Pond Street and Lantern Lane intersection, and
- near Hull Street.

The causes of these crashes involved either vehicles sideswiping cyclists traveling in the same direction, vehicles colliding with left-turning cyclists, or vehicles colliding with cyclists while entering or leaving their travel lanes.

EXISTING CONDITIONS – PEDESTRIAN CRASHES

Pedestrian-vehicle crashes also serve an important factor within HSH’s project identification and prioritization. In addition to bicycle-vehicle crashes, *Figure 1* reflects locations of crashes involving pedestrians and vehicles from 2012 – 2016. Although two pedestrian-vehicle crashes occurred in Cohasset, one crash did not have X-and-Y coordinates, so it not shown on *Figure 1*. The one pedestrian-vehicle crash that is spatially known was located near the intersection of Beechwood Street and Route 3A during the day. The cause of this crash involved a vehicle turning left while the pedestrian was attempting to cross the street. The crash severity was minor, and no one was injured.

EXISTING CONDITIONS – VEHICULAR CRASHES

The vehicular crash map (*Figure 1*) reflects 710 vehicular accidents that occurred in Cohasset between 2012 and 2016. Most traffic crashes occurred in the Town Village, Forest Street, Jerusalem Road, and Route 3A. The most common types of crashes were angle, rear-end, and single-vehicle. Out of the total crashes, two were fatal. One of the two occurred in February 2012 on Beechwood Street.

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7 Two bicycle crashes are not shown on *Figure 1* because they had missing X-and-Y coordinates, therefore were not included on the graphic.
The driver had lost control of his car on Beechwood Street and crashed into a tree and a utility pole.\(^8\)
The second fatal crash occurred in November 2016 and on Forest Avenue where the driver also collided with a utility pole and a large tree.\(^9\)

\(^8\) Cohasset man, 86, dies in crash on Beechwood Street, Wicked Local. [https://www.patriotledger.com/x183257566/Cohasset-man-86-dies-in-crash-on-Beechwood-Street](https://www.patriotledger.com/x183257566/Cohasset-man-86-dies-in-crash-on-Beechwood-Street)

Figure 1. Crashes in Cohasset, 2012-2016

Bicycle and Pedestrian Crashes

All Vehicle Crashes

Manner of Collision
Bicycle-Vehicle Crashes
- Angle
- Rear-end
- Single vehicle crash
- Not reported
- Unknown
Pedestrian-Vehicle Crashes
- Single vehicle crash

Manner of Collision
All Vehicle Crashes
- Single vehicle crash
- Angle
- Head-on
- Rear-end
- Rear-to-rear
- Side-swipe, opposite direction
- Side-swipe, same direction
- Not reported
- Unknown

Data Source: MassDOT Crash Portal

Not to scale.
LEVEL OF COMFORT
To improve and create excellent active transportation environments, we assess both bicycle and pedestrian level of comfort. Level of comfort addresses not only whether a sidewalk or bicycle accommodation is provided, but also other factors, such as the speed of traffic, proximity to green space, separation from the roadway, and the presence of an on-street parking lane. These factors contribute not only to the physical safety of vulnerable road users, but also to the overall comfort of the roadway, which is a major factor of whether pedestrians and bicyclists will use it.

Areas with low comfort are targeted for project selection. During the prioritization process, projects with low bicycle or pedestrian comfort receive greater priority as well as projects that would increase the level of comfort most. Fixing a short, low-comfort segment can often bridge two neighborhoods’ high-comfort streets, substantially expanding the bicycling network in both neighborhoods.

For both bicycle and pedestrian analyses, we use the road edge as the basis for geographic information systems (GIS) analysis rather than the centerline. This allows us to have directionality for each segment and add subtleties such as one-sided on-street parking, one-way routes, or intersection crossings for each direction.

MassGIS roadway data is used to assign road speed, average daily traffic (ADT), number of adjacent lanes, the presence and width of a median, and roadway surface width values to each segment, as well as the roadway characteristics for intersection crossings. Manual data entry for each segment recorded the type and width of sidewalks or bicycle facilities, the presence of a centerline, right-turn lane characteristics at signalized intersections, and the presence of on-street parking, including whether the parking is long-term (generally residential) or short-term (commercial zones), to determine the frequency of bike lane blockage. In certain cases, adjustments were made to reflect local knowledge of conditions not captured by the analysis, such as the impact of sharp curves on level of comfort.

BICYCLE LEVEL OF COMFORT
The Bicycle Level of Comfort (BLOC) methodology is based on analysis originally carried out by Professor Peter Furth of Northeastern University. His team developed a set of criteria to determine the level of traffic stress for road segments, which correspond to the type or ability of bicyclist who would be willing to ride on that segment. The types of riders relate to categorizations first presented by Roger Geller, Bicycle Coordinator at the Portland Bureau of Transportation in Oregon, which classified cyclists into four categories: “No Way No How,” encompassing 33% of the population of Portland, Oregon who are not interested in bicycling at all; the “Interested but Concerned” group,
which makes up 60% of the population; “Enthused and Confident” riders who make up about 7% of the population; and “Strong and Fearless” riders who make up less than 1% of the population.\textsuperscript{10}

We have based our analysis for the Town of Cohasset on the same methodology with minor adjustments to produce a town-wide map of Bicycle Level of Comfort, ranging from high to low. In general, those in the 60% population range who are interested but concerned would likely be willing to ride only on the most comfortable routes, thus falling into the “High” and “Medium-High Comfort” categories in our analysis. These routes typically include physically separated bicycle facilities, off-street trails, and low-speed residential roads that are often without centerlines. Confident and enthused riders would likely be willing to ride on road segments that fall into the “Medium-Low” Comfort category, and strong and fearless bicyclists would fall into the “Low” Comfort category. A low-stress cycling network is one where most of the population would feel comfortable riding; as such, we consider high and medium-high comfort routes to dictate the usable cycling network.

\textbf{Existing Conditions- Bicycle Level of Comfort}

The Bicycle Level of Comfort map (\textbf{Figure 3}) shows locations where people would and would not feel safe riding, as well as helps identify projects that would most benefit modal shift towards cycling. Roadways that see high vehicular volumes and speeds will have the lowest levels of comfort such as Route 3A and a portion of North Main Street. Since Route 3A serves as Cohasset’s main corridor that provides the highest mobility to adjacent municipalities, roadway conditions will often be less accommodating to pedestrian and bicyclists due to high vehicular speeds and volumes. Although projects proposed along Route 3A cannot be funded through this program since it is under state jurisdiction, there is potential to still include interventions through other funding programs that could improve the safety and comfort of cyclists and pedestrians that use these corridors to get around.

Overall, \textbf{Figure 3} shows that most streets in Cohasset would theoretically be comfortable for cycling. Residential sections with fewer conflict areas (e.g., commercial driveways) are more comfortable for bicyclists, while sections with many turning movements and higher traffic volumes feel less safe, such as Forest Avenue, South Main Street, and Sohier Street. The area adjacent to Village Center and the Town Common saw segments that resulted in medium comfort due to on-street parking. Although both areas are relatively walkable and have low speed limits, on-street parking can create a “dooring”\textsuperscript{11} collision and become a potential threat to bicyclists riding along Highland Avenue. Additionally, Jerusalem Avenue and Atlantic Avenue resulted in a high comfort scores because of

\textsuperscript{10} Four Types of Transportation Cyclists, \url{www.portlandoregon.gov}
\textsuperscript{11} Dooring is a type of traffic collision between bicyclists and drivers. This type of collision occurs when a bicyclist is struck by a car door that was opened without checking for a cyclist through a proper shoulder check or the use of the side mirror.
their narrow configuration, roadway classification, and relatively low AADT; however, residents have stated that their experience bicycling along those roadways is far from comfortable. Due to those corridors’ circuitous configuration paired with the actual speeds people drive, the comfort level that was felt by residents who used those roadways as bicyclists was low.
Figure 2. *Four Types of Cyclists in Portland by Proportion of Population*

**Strong and Fearless**  
<1% OF THE POPULATION

**Enthused and Confident**  
7% OF THE POPULATION

**Interested, but Concerned**  
60% OF THE POPULATION

**Low Level of Comfort**  
- Risk of dooring and bike lane blockage
  - Number of lanes and vehicle speeds reduce comfort

**Low-Medium Level of Comfort**  
- Risk of dooring and bike lane blockage
  - Number of lanes and vehicle speeds reduce comfort

**Medium-High Level of Comfort**  
- Low risk of bike lane blockage
  - Residential streets and those without a center lane have higher comfort

**High Level of Comfort**  
- Wide buffer limits risk of dooring
  - Buffer adds separation from moving traffic
  - Separated bike lane is high comfort regardless of vehicle speed

Data Source: Portland Bureau of Transportation
Figure 3. Existing Bicycle Level of Comfort

Not to scale.

Data Source: Howard Stein Hudson; MassDOT; Peter Furth
PEDESTRIAN LEVEL OF COMFORT

HSH developed a similar measure of Pedestrian Level of Comfort (PLOC) to complement the Bicycle Level of Comfort analysis. Variables included are intended to reflect the pedestrian experience in terms of safety and amenity. Typically, our analysis is divided into Facilities Level of Comfort and Surroundings Level of Comfort. The Facilities Level of Comfort analysis includes measures such as the width of each sidewalk, as well as the narrowest point, including blockage by utility poles or other obstacles that may inhibit the passage of persons with disabilities. The criteria used to evaluate the Level of Comfort resulting from the surroundings include adjacent roadway conditions such as speed or average daily traffic, whether the sidewalk is near a high-volume corridor, the primary land use, and the diversity of commercial or downtown areas. The Facilities and Surroundings level of comfort analyses were applied to the existing sidewalk network provided by MAPC.

We supplemented that analysis by looking at the Town’s pedestrian network, identifying corridors that have sidewalks and determining the condition of the identified sidewalks as excellent (very smooth/new), good (smooth with few bumps and depressions), fair (comfortable with intermittent bumps and depressions), and poor (uncomfortable with frequent bumps and depressions).

Existing Conditions- Pedestrian Network

Figure 4 shows locations where sidewalks are present and their conditions relating to their existing infrastructure quality and surrounding environment. The PLOC – Facilities Analysis reflects the pedestrian experience in relation to infrastructure conditions. The results of the PLOC – Facilities Analysis (Figure 4) varied. Factors that would have made an impact on the Level of Comfort scores for the Facilities Analysis include: narrow widths, inadequate sidewalk condition, discontinuous (thus creating sidewalk gaps in the network), and lack of buffers that would provide some protection for pedestrians from incoming vehicles, driveways, and lack of grade separation and roadway shoulders. Sidewalks along Summer Street, Pond Street, Sohier Street, Beechwood Street, and Village Center scored high due to lack of obstructions, wider sidewalk widths, or good pavement quality. Comfort levels decrease as sidewalks become narrower leaving Village Center. Sidewalks that scored low could have been because they were not grade-separated or lacked adequate vertical and lateral buffers.

The result of the PLOC – Surroundings Analysis shows that most sidewalks in the two neighborhoods are medium to low comfort. Figure 4 reflects the pedestrian experience along existing sidewalks, in relation to the adjacent surroundings. Factors that influence the level of comfort scores for the Surroundings Analysis include: roadway conditions (e.g., number of lanes, ADT, and road speed), whether the segment is in 1/10th of a mile from a highway, and the level of diversity within the land uses that are adjacent to the sidewalk segments. Segments that are
adjacent to roadways with high numbers of lanes, AADT value, and posted speed limits score lower. Streets that are adjacent to low-diversity commercial uses, like parking lots, score low in the Surroundings Analysis. This includes portions of North and South Main Streets that are not near Village Center. Streets that scored high-to-medium under the Surroundings Analysis include roadways that are within Village Center, which are attributable to Highland Avenue’s diversity of services and two-lane and relatively low-speed conditions. Through the Surroundings Analysis, we can identify areas where people may be more or less inclined to walk, independent of sidewalk quality.
Figure 4.  Pedestrian Conditions

Presence of Sidewalk:

Pedestrian Level of Comfort - Facilities Analysis

Pedestrian Level of Comfort - Surrounding Analysis

Data Source: Howard Stein Hudson
Tools to Assess Demand

POINTS OF INTEREST
HSH considers the proximity of points of interest such as health care services, schools, including public schools and pre-schools, as well as public services, such as a town hall, library, or police station. Cohasset’s Village Center hosts many destinations, attracting pedestrians and cyclists. The proximity to points of interest analysis demonstrates which areas of the roadway network could best serve pedestrians and cyclists trying to reach these important destinations.

EXISTING CONDITIONS – BICYCLE LATENT DEMAND
A convenient cycling distance of one mile is used as a buffer for the bicycle latent demand analysis. The Bicycle Latent Demand (Figure 5) shows that the area around Village Center holds the greatest number of destinations and would greatly benefit from having bicycle infrastructure that would separate cyclists from traffic, such as a conventional bicycle lane. Creating safe bicycle infrastructure in this area would also improve multimodal connections from Village Center to the Harbor and waterfront.

EXISTING CONDITIONS – PEDESTRIAN LATENT DEMAND
Using a reasonable walking distance, a half mile buffer around the points of interest is used as the distance for the pedestrian latent demand analysis. Similar to the Bicycle Latent Demand map, the Pedestrian Latent Demand map (Figure 5) shows high latent demand near Village Center, specifically along Highland Avenue. Highland Avenue has a relatively high concentration of mixed commercial uses, restaurants, and retail. Providing adequate pedestrian infrastructure in residential neighborhoods that connect to Highland Avenue (e.g., Pleasant Street and Sohier Street) would provide a great number of benefits to the Town and residents living in those areas.
Figure 5. Latent Demand Analysis

Points of Interest

Pedestrian Latent Demand

Bicycle Latent Demand

Data Source: Howard Stein Hudson
STAKEHOLDER INPUT

The Prioritization Plan seeks to incorporate as many ideas and visions of community members. In the beginning of the project process, HSH staff met with the Town of Cohasset to initiate the project and discuss potential projects to be included in the Prioritization Project List. After the kick-off meeting, a community public meeting was held to inform the residents of the Complete Streets Funding Program and to solicit comments and project ideas on problematic areas for pedestrians, cyclists, and those with disabilities. To accommodate community members who were unable to attend the meetings in person or who preferred to leave comments following the meetings, a WikiMap was created to allow community members to contribute to the process online. The WikiMap was posted on Cohasset’s public website with the purpose of gathering input from a broad range of stakeholders.

WIKIMAP

The WikiMap was created to allow community members to contribute their comments, concerns, and project ideas. It proved to be successful in capturing comments that addressed issues throughout the Town of Cohasset. The website allowed users to provide comments by user type (e.g. Accessibility (ADA), Bicycle, Driver, Pedestrian, and Transit). HSH collected 74 comments through the WikiMap (Figure 6). From the five user types, residents provided the most feedback for the Town’s pedestrian infrastructure with 50 comments (68% of the total comments). The remainder were comments regarding bicycling (12), ADA accessibility (9), and transit-related (3). Many of the comments were located in Village Center and along North Main Street and King Street. The top concerns that all user types expressed were high vehicular speeds along specific corridors, missing and/or obstructed sidewalks, and difficult and/or dangerous crossings.
Figure 6.  

*Stakeholder Input Collected via WikiMap*
FIRST PUBLIC INFORMATION MEETING

A comprehensive public process was executed to gauge community input and experience. The Public Meeting was held on January 31, 2019 at the Pratt Memorial Library, in which HSH staff met with Town staff and residents to present about the Complete Streets Funding Program and collect feedback from the residents. A presentation was given by HSH staff that included information on the Complete Streets Funding Program and Cohasset’s existing conditions findings. After the presentation was given, HSH staff, residents, and Town officials sat together to discuss transportation issues and opportunities within Cohasset. The main areas of concern that were discussed during the Public Meeting were:

- Pedestrian connections to the Cohasset Commuter Rail Station,
- Route 3A connections,
- Access and flow to the Harbor and Sandy Beach, and
- Village Center,

A major concern for residents was pedestrian access to the Cohasset Commuter Rail Station. Given many narrow configurations along North Main Street, which is the main road that connects the Station to the southeastern portion of the Town, it is difficult to implement any physical improvements that would improve walking conditions through this corridor. An alternative that was explored was improving walking and bicycling conditions along King Street and Route 3A so that residents can use these two corridors to access the Whitney Spur Rail Trail, which would then provide a direct connection to the Station. Improvements along Route 3A were also briefly discussed, particularly sidewalk projects that are planned to occur in the upcoming years. Problematic intersections such as Sohier Street and Route 3A, Forest Avenue and Route 3A, and North Main Street and Route 3A, were also highlighted.

Residents wanted to see better sidewalks to improve the pedestrian flow between the Sailing Club and Village Center. The sidewalks that are currently along Border Street are not grade-separated so drivers tend to park on sidewalks since it is difficult to differentiate between the sidewalk and
the roadway. Additionally, access to Sandy Beach is a problem from a walking standpoint. Walking conditions along Beach Street and Nichols Road, the two main roads that people use to get to Sandy Beach, are extremely dangerous without sidewalks present because of their narrow configuration and high vehicular speeds (even though both roads have a speed limit of 15 mph). Since the two roads are too narrow to have sidewalks, residents suggested clear signage and possibly designating both roads as scenic roads.12

Village Center was another area of concern that was heavily discussed at the meeting. Residents expressed the need for better lighting along roadways approaching Village Center, particularly along Sohier Street where the South Shore Music Circus venue is located. During warmer months, many visitors and residents tend to park at the Music Circus parking lot and walk over to Village Center before performances and concerts; however, many have said it becomes unsafe to walk during the evening time because of the lack of lighting along both destinations.

Tools to Assess Equity Concerns

To ensure an equitable distribution of resources for those who may greatly benefit from improved street conditions, we consider environmental justice neighborhoods and populations with disabilities in this plan. Data from the 2010 U.S. Census and the American Community Survey (ACS) 2007-2016 5-Year Estimates were used to determine Census 2010 block groups that exceed environmental justice thresholds for limited English households, low income households, and/or high minority populations.13 Using the ACS 5-Year estimates, the percentage of persons with disabilities was calculated for each census tract. ACS is a continuous data collection effort led by the U.S. Census Bureau to measure the dynamic social and economic characteristics of the U.S. population. Since ACS replaced the decennial Census long-form, there is no disability data in the 2010 Census. Unlike the U.S. Census, ACS only provides self-reported information and so represents a sample of the total population.

ENVIRONMENTAL JUSTICE COMMUNITIES

According to the 2010 U.S. Census data, Cohasset has no census block groups that exceed environmental justice thresholds for high minority populations, low-income households, or limited English households. Cohasset’s population is primarily residents who identify themselves as White (98.3%). Approximately 0.7% of the population identify themselves as Asian, 0.5% as two or more

12 Cohasset adopted a law in May 2017 called “Scenic Roads.” This byway is intended to protect the natural beauty that exists along the rights-of-way of specific roadways designated as scenic roads by the Town. When a corridor is designated as a scenic road, road work is heavily restricted and regulates utility and road work, cutting or removal of trees, tearing down or destruction of stone walls, and sidewalk construction.

13 MassGIS Data: 2010 U.S. Census Environmental Justice Populations
races, 0.3% as Black or African American, and 0.1% as American Indian and Alaska Native. To exceed the environmental justice threshold, the total population must include 25% minority. The Town does not meet Massachusetts's environmental justice threshold for the “low-income household” variable; the Town’s estimated median household income is $140,000 whereas the estimated County-wide median income is $95,668 and $74,167 for the State-wide median income.

PERSONS WITH DISABILITIES
ACS respondents that self-report any of the following six disability types are considered to have a disability and are counted in the estimates: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Each census block within Cohasset has between 1% and 6% of the population living with some form of disability. As shown on Figure 7, the census blocks with the highest percentage of disabled persons are located along Route 3A and the eastern end of the Town. Located along Route 3A, Sunset of Cohasset and the Cohasset Knoll Nursing Rehabilitation Facility both provide housing and nursing care to seniors. The location of these two centers likely contribute to the census block that shows to have one of the two highest percentages of disabled persons.

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15 Ibid.
16 How Disability Data are Collected from the American Community Survey, Census.gov
Figure 7. **Persons with Disabilities**

Data Source: ACS 5-Year Estimates
**Project Selection**

HSH looks at Cohasset comprehensively and proposed projects that reflect the needs and priorities of the Town, as well as the results of our tools. Each tool for measuring existing conditions and pedestrian and bicycle demand contributes to an understanding of the existing conditions in Cohasset. Using these tools to determine potential project locations, we use aerial imagery, field observations, and discussions with Town officials to create a list of potential projects for consideration. Projects range from low-cost, low-design projects like installing ADA-compliant curb ramps on existing crosswalks to projects that may require more design, such as construction of new sidewalks and roundabouts. These projects were discussed with the Town and refined.

**Project Prioritization**

The prioritization process was completed by assessing each project based on the extent to which it addresses a range of concerns to help with the ranking of projects found in Cohasset’s Prioritization Plan. HSH’s analysis mirrors MassDOT’s prioritization requirements while adding an additional layer of nuance to the prioritization of projects. The remainder of the projects will remain as options for future Complete Streets funding cycles.

For each proposed project site, values reflecting existing and, where appropriate, proposed conditions are recorded to generate a ranked list of projects. To normalize the values, each variable is scaled between zero and ten such that a higher scaled score relates to higher priority. Weights are used to reflect the desired influence of each variable in the prioritization process. Notes explaining the methodology for assigning values to each category are listed below.

**NETWORK CONNECTION**

Each project is assessed on whether it creates a new connection within the existing pedestrian or bicycle networks, categorized as “Full,” “Partial,” or “None.” A full connection either connects existing acceptable pedestrian or bicycle conditions or extends to usable network. A partial network connection is one that does not connect to existing acceptable pedestrian or bicycle conditions or only closes a network gap in conjunction with other proposed projects. Projects that require phasing over multiple years are considered to provide partial network connections. A categorization of “None” would be used for a project that does not create a new facility, such as sidewalk reconstruction, or one that creates a new link unconnected to the existing sidewalk.
POINTS OF INTEREST
Points of interest including healthcare services, schools, libraries and public services within a convenient walking distance (half mile) and bicycling distance (one mile) were considered and weighted for each project. For example, projects around Village Center and the Harbor that proposed to increase safety through crosswalk improvements were weighted higher than bicycle route signage along Atlantic Avenue since Village Center and the Harbor are areas of the Town that have the largest number of destinations relative to other areas of Cohasset.

NUMBER OF PEDESTRIAN AND BICYCLE CRASHES ADJACENT TO PROJECT
Crash locations taken from MassDOT’s 2012-2016 crash reports were considered and analyzed with an utmost priority in influencing recommendations for projects to increase safety at key crash locations around Cohasset.

EXISTING BICYCLE LEVEL OF COMFORT AND EXISTING PEDESTRIAN NETWORK/LEVEL OF COMFORT
Using HSH’s Bicycle Level of Comfort and Pedestrian Network/Level of Comfort maps, the different projects were assigned either a typical bicycle and pedestrian level of comfort value for corridors to account for corridor length, or, in the case of projects at intersections, the worst condition present is chosen.

PROPOSED CHANGE IN BICYCLE LEVEL OF COMFORT AND PROPOSED CHANGE IN PEDESTRIAN NETWORK/LEVEL OF COMFORT
Projects are assigned a proposed level of change in level of comfort, ranging from no improvement to high. If the project improvements are minor or the existing level of comfort is already high, the project is considered to have a “low” impact. If project improvements for bicycle and pedestrian comfort are anticipated to be significant, they are considered to have “medium” or “high” impact. For example, a sidewalk construction project where none existed before would generally have a high impact on pedestrian comfort than a sidewalk reconstruction project.

CROSSING IMPROVEMENT
Projects that improved the safety or accessibility of a crossing for pedestrians or cyclists were weighted higher than projects that did not. Examples of crossing improvement projects that can be found in Cohasset’s Prioritization Plan are ADA-compliant curb ramps at the Sohier Street and Ripley Road intersection and Depot Court/Ripley Road and Pleasant Street intersection and crosswalk improvements on Elm Street (adjacent to Summer Street), near Pratt Memorial Library, and within the Town Common.
PERCENT OF PERSONS WITH A DISABILITY
Using ACS’s 5-Year Estimates, the percentages of persons with a disability within a one-quarter mile distance from a project site were calculated and used to prioritize projects. Areas of the Town that had high proportions of disabled residents were weighted higher than areas of the Town that had fewer disabled residents.

NUMBER OF ACTIVE ADULT NEIGHBORHOODS OR ASSISTED LIVING FACILITIES
The number of active adult neighborhoods or assisted living facilities within a quarter mile of each project corridor or intersection were counted in the prioritization of each project in the Prioritization Plan. The following facilities were identified and considered in the prioritization: Sunrise of Cohasset, Cohasset Knoll Nursing Rehabilitation Facility, and Cohasset Senior Center.

SCHOOL WALK ZONE
The number of schools within a half mile of a project was considered in the prioritization process. A one-half mile buffer was used to capture areas where residents could potentially walk to school if appropriate facilities were available. The following schools were identified and considered in the prioritization: Cohasset High School, Cohasset Middle School, Deer Hill Elementary School, Joseph Osgood Elementary School, Carriage House Nursery School, and Brown Bear Children’s Center.

STAKEHOLDER INPUT
Input from the Public Meeting, WikiMap, and any email communications with community members were incorporated into the list of proposed projects. To prioritize projects with the most support, projects that received the most attention from the Town (i.e. residents and Town government) and that were located within WikiMap pinpoint clusters were weighted higher compared to areas with less attention or WikiMap activity.
The Prioritization Plan

The prioritization process resulted in a list of project proposals that aim to both improve the Town’s existing infrastructure and further the Town’s goal of achieving a comprehensive active transportation network that would fully support Complete Streets principles in the future.

Prioritization Plan

The final project list is outlined in the MassDOT Tier 2 document, which will be used by the Town to schedule the construction of Complete Streets for the coming years (Table 1). Project types are defined in Table 2, the Eligible Project Worksheet, provided by MassDOT. HSH’s analysis mirrors MassDOT’s prioritization criteria of Environmental Justice, Safety, ADA Accessibility, Pedestrian Mobility, Bicycle Mobility, Transit Operations and Access, Vehicular Operations, and Freight Operations, while adding an additional layer of nuance to the prioritization of projects, as outlined in Table 3. Additionally, estimates that are completed for the top 18 projects are completed to the best of the firm’s ability at the concept level. While some projects may require low levels of design and can be pursued at the Town’s discretion, HSH recommends revisiting all estimates as detailed design is available. HSH also strongly suggests that full design for intersection reconstruction projects be completed before applying for Tier 3 funding to ensure the correct level to MassDOT and additional funding sources are identified and granted.
## Table 1. MassDOT Prioritization Plan

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Environmental Justice Population</th>
<th>Project Units</th>
<th>Project Start Location X,Y Coordinates (MA State Plane Northing)</th>
<th>Project End Location X,Y Coordinates (MA State Plane Northing)</th>
<th>Complete Streets Project Origin (planning document, ordinance, other)</th>
<th>Complete Streets Project Milestones (Specifying focus: Short, medium, long term)</th>
<th>Will this project be in coordination with other Communities? (Yes/No)</th>
<th>Total Estimated Project Cost</th>
<th>Complete Streets Funding Requested</th>
<th>Other Funding Source(s) and Amount (if applicable)</th>
<th>Anticipated Construction Start Date (number of months)</th>
<th>Desired Construction Start Date (month/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Town Common Pedestrian Improvements: Crosswalk, Curb Tightening, and Sidewalk Reconstruction</td>
<td>Within walking distance to shops and restaurants, Cohasset's Town Common is a heavily visited destination that can be improved on through Complete Streets improvements. Improvements at this location will include: seven (7) crosswalks with ADA-compliant curb ramps; curb tightening; on the left side of William B. Long Junior Rd; sidewalk reconstruction of the Town Common, bounded by Highland Avenue, Highland Common and Sohier Street; reconstruction of the portion of Highland Avenue from Sohier Street (approximately 1,308 ft); replacing the diagonal walkway on the Town Common that connects South Main Street and Highland Avenue (approximately 300 ft).</td>
<td>No</td>
<td>Town Common</td>
<td>257490, 888222</td>
<td>CS Needs Assessment</td>
<td>P6, P7, P8, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$257,000</td>
<td>$257,000</td>
<td>N/A</td>
<td>6 months</td>
</tr>
<tr>
<td>15</td>
<td>Crossing Improvements near Cohasset Harbor Inn</td>
<td>A new crosswalk with ADA-compliant curb ramps along Margin Street (adjacent to 3 Margin Street) will be constructed. The curb on the south side of Margin Street will also be extended to form a bulb-out. The existing crosswalk across Summer Street (adjacent to 56 Summer Street) will be reconstructed with ADA-compliant curb ramps.</td>
<td>No</td>
<td>Margin Street and Summer Street Intersection</td>
<td>258145, 88811</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$50,000</td>
<td>$50,000</td>
<td>N/A</td>
<td>6 months</td>
</tr>
<tr>
<td>14</td>
<td>Highland Avenue at Elm Street Intersection Improvements</td>
<td>The crosswalk at the intersection of Highland Avenue and Elm Street (adjacent to Stevens Lane) will be reconstructed and include ADA-compliant curb ramps. This will provide access for nearby residents, including residents living in the Cohasset Housing Authority complex, to the Town Village.</td>
<td>No</td>
<td>Highland Avenue at Elm Street (adjacent to Stevens Lane)</td>
<td>257771, 88812</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$11,000</td>
<td>$11,000</td>
<td>N/A</td>
<td>3 months</td>
</tr>
<tr>
<td>26</td>
<td>Sidewalk Construction along Bancroft Way (Cohasset High School)</td>
<td>To complete the sidewalk network along Bancroft Way that runs along the Cohasset High School football field to Pond Street, a new sidewalk will be constructed (approximately 162 ft). This new sidewalk may have to be constructed on the west side (parking lot side) due to existing poles and constraints on the east side. A crosswalk with ADA-compliant curb ramps will be installed across Bancroft Way.</td>
<td>No</td>
<td>Bancroft Way (Cohasset High School entrance)</td>
<td>257114, 88713</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$55,000</td>
<td>$55,000</td>
<td>N/A</td>
<td>6 months</td>
</tr>
<tr>
<td>20</td>
<td>Sidewalk Reconstruction along Margen Street (from Stockbridge Street to Summer Street)</td>
<td>Margin Street is a heavily traveled corridor by residents and visitors traveling through the Cohasset Yacht Club and Cohasset Sailing Club. To improve the walking conditions through both destinations, the existing sidewalk on the westbound side will be widened, repaired, and reconstructed to raise the sidewalk to provide better separation between vehicles and pedestrians (approximately 22 in). The reconstructed sidewalk will be supplemented with pedestrian scale lighting at key points along the portion of Margin Street. Crosswalks and ADA-compliant curb ramps are not required for this portion of Margin Street. Current roadway conditions for Beach Street include: No Parking On Either Side signage on Margin Street adjacent to Atlantic Avenue/Wharton-Gleason Road, and 4 ft sidewalk from Margin Street.</td>
<td>No</td>
<td>Margin Street, from Stockbridge Street to Summer Street</td>
<td>258408, 99924</td>
<td>CS Needs Assessment</td>
<td>P1, P10</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$879,000</td>
<td>$400,000</td>
<td>$279,000 (Funding Source: NDD)</td>
<td>9 months</td>
</tr>
<tr>
<td>1</td>
<td>Crosswalk Reconstruction near Pratt Memorial Library</td>
<td>To provide safe pedestrian connections between the Cohasset Senior Center and Pratt Memorial Library, the crosswalk adjacent to 87 Sohier Street will be reconstructed to include ADA-compliant curb ramps.</td>
<td>No</td>
<td>87 Sohier Street</td>
<td>256850, 88811</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$41,000</td>
<td>$41,000</td>
<td>N/A</td>
<td>3 months</td>
</tr>
<tr>
<td>8</td>
<td>ADA-Compliant Curb Ramps on the Ripley Road and Sohier Street Intersections</td>
<td>To bring the 4 crosswalks at the intersection of Ripley Road and Sohier Street into ADA-compliance, the 4 crosswalks at the Ripley Road and Sohier Street intersection will be reconstructed to include ADA-compliant curb ramps.</td>
<td>No</td>
<td>Ripley Road and Sohier Street Intersection</td>
<td>256853, 88825</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P9</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$156,000</td>
<td>$156,000</td>
<td>N/A</td>
<td>3 months</td>
</tr>
<tr>
<td>12</td>
<td>ADA-Compliant Curb Ramps on the Depot Court/Ripley Road and Pleasant Street Intersection</td>
<td>To bring the 2 crosswalks at the intersection of Depot Court/Ripley Road and Pleasant Street into ADA-compliance, the crosswalk crossings will be reconstructed to include ADA-compliant curb ramps.</td>
<td>No</td>
<td>Depot Court/Ripley Road and Pleasant Street Intersection</td>
<td>257436, 88857</td>
<td>CS Needs Assessment</td>
<td>P2, P3</td>
<td>x</td>
<td>x</td>
<td>No</td>
<td>$26,040</td>
<td>$26,040</td>
<td>N/A</td>
<td>3 months</td>
</tr>
</tbody>
</table>
Table 1. MassDOT Prioritization Plan Continued...

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Beach Street (from Highland Avenue to Atlantic Avenue)</td>
<td>To create a safe and shared environment along Beach Street (from Highland Avenue to Atlantic Avenue), Share the Road (9146-19), blade signs will be installed at key points (approximately 17 feet). The sidewalk on the southbound side (between Cushing Road and 13 Pleasant Street) will need to be reconstructed to include a curb cut. Since Pleasant Street provides a direct connection to the southern portion of Cohasset's downtown, there is existing walking demand for this corridor. To make walking safer along Pleasant Street, the sidewalk on the westbound side (between Cushing Road and 13 Pleasant Street) will be widened, repaired and reconstructed to raise the sidewalk to provide better separation between vehicles and pedestrians (approximately 3.1 feet). pedestrian and ADA-compliant curb ramps are not required for this corridor.</td>
</tr>
<tr>
<td>4</td>
<td>Elm Street (adjacent to Sohier Street)</td>
<td>To improve crossing conditions at the intersection of Elm Street and Summer Street, 2 crosswalks with ADA-compliant curb ramps will be constructed at the following locations: adjacent to 83 Elm Street and Elm Street (adjacent to Summer Street). To connect these 2 proposed crosswalks, a pedestrian path will be constructed on the triangle open space bounded by Elm Street on one side and Summer Street on two sides (approximate 48 ft).</td>
</tr>
<tr>
<td>24</td>
<td>Curb Tightening on the Jerusalem Road and Forest Avenue Intersection</td>
<td>Sidewalks will be widened and a new STOP line and sign will be installed on Forest Avenue (south side of the intersection). The existing STOP line and sign on Jerusalem Road (east side of intersection) will be moved: (a) crosswalk will be moved approximately 14 ft to the left and will include ADA-compliant curb ramps and (b) STOP line and sign will be moved to the right to accommodate the new crosswalk location.</td>
</tr>
<tr>
<td>3</td>
<td>Pedestrian Scale Lighting along Sohier Street from South Shore Music Circus to Ripley Road</td>
<td>To make this portion of Sohier Street safer to walk and bike in the evening, pedestrian scale lighting at key points between the South Shore Music Circus to Ripley Road (approximately 3,558 AADT, 20 ft roadway width) will be installed to increase driver awareness of pedestrian users, the corridor's speed limit, and the shared environment along the corridor. Current roadway conditions for Beach Street include: 3,535 AADT, 20 ft roadway width, extremely narrow sidewalk from 16 Beach Street to Highland Avenue.</td>
</tr>
<tr>
<td>21</td>
<td>Sidewalk Reconstruction along Pleasant Street, from Cushing Road to Reservoir Road/Old Pasture Road (A)</td>
<td>Since Pleasant Street provides a direct connection to the southern portion of Cohasset's downtown, there is existing walking demand for this corridor. To make walking safer along Pleasant Street, the sidewalk on the westbound side (between Cushing Road and 13 Pleasant Street) will be widened, repaired and reconstructed to raise the sidewalk to provide better separation between vehicles and pedestrians (approximately 3.1 feet). pedestrian and ADA-compliant curb ramps are not required for this portion of Pleasant Street. Current roadway conditions for this portion of Pleasant Street include: 30 MPH posted speed limit, 10 ft roadway width, 3-ft shoulders (right side), 3-ft sidewalk (westbound side).</td>
</tr>
<tr>
<td>19</td>
<td>Sidewalk Reconstruction along Pleasant Street, from Cushing Road to Pleasant Street (B)</td>
<td>Since Pleasant Street provides a direct connection to the southern portion of Cohasset's downtown, there is existing walking demand for this corridor. To make walking safer along Pleasant Street, the sidewalk on the westbound side (between Cushing Road and 13 Pleasant Street) will be widened, repaired and reconstructed to raise the sidewalk to provide better separation between vehicles and pedestrians (approximately 3.1 feet). pedestrian and ADA-compliant curb ramps are not required for this portion of Pleasant Street. Current roadway conditions for this portion of Pleasant Street include: 30 MPH posted speed limit, 10 ft roadway width, 3-ft shoulders (right side), 3-ft sidewalk (westbound side).</td>
</tr>
</tbody>
</table>
**Table 1. MassDOT Prioritization Plan Continued...**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Complete Streets Needs</th>
<th>Complete Streets Funding Request</th>
<th>Construction Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>sidewalk reconstruction along sohier street, from 220 sohier street to 115 sohier street</td>
<td>To improve pedestrian experience and accessibility, the sidewalk on the westbound side of Sohier Street (between 220 Sohier Street and 115 Sohier Street) will be widened, repaired, and reconstructed to raise the sidewalk to provide better separation between pedestrians (approximately 6 ft wide). Crosswalks and ADA-compliant curb ramps will be installed across Sohier Street. Current roadway conditions for this portion of Sohier Street include: 20/30 MPH posted speed limit, 2014 roadway width, 3-ft shoulders (both sides), 4-ft sidewalk (westbound side).</td>
<td>No</td>
<td>$567,000</td>
<td>9 months September 2024</td>
</tr>
<tr>
<td>share the road and radar speed display signs along forest avenue</td>
<td>Share the Road (W16-1P) signage will be installed at key points along Forest Avenue, from North Main Street to Jerusalem Road (approximately 1.37 miles). The W16-1P signs will be supplemented with radar speed display signs at key points along the segment.</td>
<td>No</td>
<td>$400,000</td>
<td>16700C Funding Source TBD</td>
</tr>
<tr>
<td>sidewalk construction along king street, (adjacent to route 3a)</td>
<td>To provide safe pedestrian access to the Cohasset MBTA Commuter Rail Station along, a sidewalk will be constructed on King Street adjacent to Route 3A to connect the existing sidewalks on the sidewalk on the eastbound side of King Street to the sidewalk on the westbound side of King Street. This segment will be reconstructed to become a pedestrian refuge island. A crosswalk with ADA-compliant curb ramps across King Street will be constructed adjacent to the proposed pedestrian refuge island. There is currently no safe pedestrian route to get to the Cohasset MBTA Commuter Rail Station. The most straightforward way to get to the station is through North Main Street; however, North Main Street is surrounded by sidewalks on both sides of the street and too narrow between King Street and the entrance to the station.</td>
<td>No</td>
<td>$3,000</td>
<td>6 months April 2024</td>
</tr>
<tr>
<td>sidewalk reconstruction along northbound road southbound roadway to bancroft road</td>
<td>Norfolk Road is heavily used by residents that live adjacent to the area because the corridor provides direct access to Miller Field, a recreation area that includes tennis and baseball fields. To improve the safety of commuters that are walking along Norfolk Road, the sidewalk on the westbound side (between Cushing Road and Bancroft Road) will be widened, repaired, and reconstructed to raise the sidewalk to provide better separation between vehicles and pedestrians (approximately 1.27 miles). Crosswalks and ADA-compliant curb ramps are not required on this portion of Norfolk Road. Current roadway conditions for this Norfolk Road include: 24-ft roadway, 3-ft shoulders (both sides), 4-ft sidewalk (westbound side).</td>
<td>No</td>
<td>$50,000</td>
<td>5 months May 2024</td>
</tr>
<tr>
<td>curbs tightening and crosswalks on the crossing street and northnor road intersection</td>
<td>With culverts either tightened or cleaned on Norfolk Road adjacent to Cushing Road to encourage drivers to slow their turning vehicle speeds. A new crosswalk with ADA-compliant curb ramps will be constructed across Cushing Road to connect the sidewalk on Norfolk Road to the sidewalks on Cushing Road.</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>sidewalk reconstruction along ripley road, from tower lane to the united states postal service drive</td>
<td>The existing crosswalk along Ripley Road, from Tower Lane to Post- Court does not meet ADA-compliance (existing width ranges between 3 ft and 2.5 ft). To bring the sidewalks into compliance will be, a new crosswalk with an ADA-compliant curb ramp will be constructed across Ripley Road to make the portion of Ripley Road safer to walk in the evening, pedestrian scale lighting at key points will be installed. Crosswalks and ADA-compliant curb ramps are not required for this portion of Ripley Road. Current roadway conditions for this portion of Ripley Road include: approximately 24-ft of roadway width and 3-ft sidewalk width on one side.</td>
<td>No</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **Location:** (MA State Plane meter) (planning documentation or supporting analysis)
- **Source(s) and Amount (if applicable):**
- **Estimated Total Cost:**
- **Requested Complete Streets Funding:**
- **Anticipated Construction Completion:**
- **Estimated Number of Incidents:**
- **Desired Construction Start Date (month/year):**
### Table 1. MassDOT Complete Streets Funding Program Project Prioritization Plan

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Environmental Justice Populations</th>
<th>Project Limits</th>
<th>Project Start Location</th>
<th>Project End Location</th>
<th>Complete Streets Needs</th>
<th>Complete Streets Funding Requested</th>
<th>Construction Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Transform Atlantic Avenue (from Beach Street to Jerusalem Road) into a Shared Road Environment</td>
<td>To improve the bicycle and pedestrian environment along an existing arterial roadway, Share the Road (W16-1P) signage will be installed at key points along Atlantic Avenue from Beach Street to Jerusalem Road (approximately 1.2 miles). The W16-1P signage will be supplemented with posted speed limit signs and pedestrian scale lighting at key points along the segment of Atlantic Avenue to increase driver awareness of other road users, the corridor’s speed limit, and the shared environment along the corridor.</td>
<td>No</td>
<td>Atlantic Avenue, from Beach Street to Jerusalem Road</td>
<td>205014, 656305</td>
<td>206815, 891165</td>
<td>CS Needs Assessment</td>
<td>$7,590</td>
<td>No</td>
</tr>
<tr>
<td>2</td>
<td>Transform Jerusalem Road (from Atlantic Avenue to Route 3A) into a Shared Road Environment (B)</td>
<td>Jerusalem Road will be transformed into a shared road environment to provide a safe way for residents to walk to/from Cohasset’s downtown and Sandy Beach. To create a safe and shared environment along Jerusalem Road (from Atlantic Avenue to North Main Street), Share the Road (W16-1P) signage will be installed at key points (approximately 1.2 miles). The W16-1P signage will be supplemented with posted speed limit signs at key points to increase driver awareness of the corridor’s speed limit and the shared environment along the corridor.</td>
<td>No</td>
<td>Jerusalem Road, from Atlantic Avenue to North Main Street</td>
<td>207651, 608469</td>
<td>208618, 891152</td>
<td>CS Needs Assessment</td>
<td>$7,590</td>
<td>No</td>
</tr>
<tr>
<td>16</td>
<td>Transform Jerusalem Road (from Atlantic Avenue to Talarico Lane) into a Shared Road Environment (B)</td>
<td>The segment of Jerusalem Road is heavily traveled by bicyclists along warmer months and pedestrians that live nearby. To create a safe and shared environment along Jerusalem Road (from Atlantic Avenue to Cohasset/Hingham Town Line), Share the Road (W16-1P) signage will be installed at key points (approximately 1.2 miles). The W16-1P signage will be supplemented with posted speed limit signs and pedestrian scale lighting at key points along the segment of Atlantic Avenue to increase driver awareness of other road users, the corridor’s speed limit, and the shared environment along the corridor.</td>
<td>No</td>
<td>Jerusalem Road, from Atlantic Avenue to Cohasset/Hingham Town Line</td>
<td>206089, 600100</td>
<td>207490, 891127</td>
<td>CS Needs Assessment</td>
<td>$7,590</td>
<td>No</td>
</tr>
<tr>
<td>32</td>
<td>Sidewalk Construction on Norman Todd Road, from 50 Norman Todd Road to Talarico Lane</td>
<td>To address the sidewalk gap on Norman Todd Road, located between 30 Norman Todd Road and Talarico Lane, a new sidewalk will be constructed on the northeast bound side of Norman Todd Road between 50 Norman Todd Road and Talarico Lane (approximately 1.05 miles). The northeast bound sidewalk is preferred because the overhead utilities on the southwest bound side may present complications. Two crosswalks with ADA-compliant curb ramps will be constructed across Norman Todd Road (adjacent to Talarico Lane) and across Norman Todd Road (adjacent to Talarico Lane).</td>
<td>No</td>
<td>Norman Todd Road, from 50 Norman Todd Road to Talarico Lane</td>
<td>207936, 865016</td>
<td>207936, 865016</td>
<td>CS Needs Assessment</td>
<td>P2, P3, P4, P5</td>
<td>No</td>
</tr>
<tr>
<td>6</td>
<td>Road Speed Feedback Signs on the Deer Hill Elementary School Zone</td>
<td>Sign road speed feedback signs at approximately 175 Sohier Street and 225 Sohier Street to provide awareness to driver speed in the Deer Hill Elementary School (School Zone).</td>
<td>No</td>
<td>Sohier Street and 225 Sohier Street</td>
<td>20516h, 65762h</td>
<td>20673h, 89860h</td>
<td>CS Needs Assessment</td>
<td>$5,500</td>
<td>No</td>
</tr>
<tr>
<td>7</td>
<td>Curb Height and Finger Signage on the North Main Street, King Street and Forest Avenue Intersection</td>
<td>Curb height adjustment on King Street will be performed. The STOP line and crosswalks on North Main Street will be moved approximately 20 ft to the right. The 2 crosswalks adjacent to this intersection will be upgraded to include ADA-compliant curb ramps on the sidewalks.</td>
<td>No</td>
<td>North Main Street, King Street, and Forest Avenue Intersection</td>
<td>205867, 658950</td>
<td>205867, 658950</td>
<td>CS Needs Assessment</td>
<td>P6, P9, P10</td>
<td>No</td>
</tr>
<tr>
<td>30</td>
<td>Sidewalk Construction along Sohier Street, from 225 Sohier Street to Route 3A (King Street)</td>
<td>To connect to the existing sidewalk network along Sohier Street, a sidewalk in the westbound side will be constructed between 225 Sohier Street and Route 3A (approximately 1.387 miles). Crosswalks and ADA-compliant curb ramps are not required for the portion of Sohier Street that will receive the sidewalk. The construction will include: 20 MPH posted speed limit, 20 ft roadway width, sewer gutter in the southbound curbadjacent to 225 Sohier Street, (4) sidewalks (both sides).</td>
<td>No</td>
<td>225 Sohier Street to Route 3A</td>
<td>206012, 657694</td>
<td>205803, 887261</td>
<td>CS Needs Assessment</td>
<td>PS</td>
<td>No</td>
</tr>
</tbody>
</table>
## MassDOT Complete Streets Funding Program Project Prioritization Plan

### Project Details

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Environmental Justice Physical</th>
<th>Project Costs</th>
<th>Project Start Location, X,Y Coordinates (MA State Plane meter)</th>
<th>Project End Location, X,Y Coordinates (MA State Plane meter)</th>
<th>Complete Streets Project Origins</th>
<th>Complete Streets Project Type</th>
<th>Will this project be in coordination with other Communities?</th>
<th>Total Estimated Project Cost</th>
<th>Complete Streets Funding Request</th>
<th>Other Funding Source(s) and Amount</th>
<th>Anticipated Construction Duration (months)</th>
<th>Desired Construction Start Date (month/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Radar Speed Feedback Signs approaching the Wheelright Park/Barnes Wildlife Sanctuary</td>
<td>New radar speed feedback signs approaching the Wheelright Park/Barnes Wildlife Sanctuary will be installed entering the destination (potentially 146 Forest Avenue and 141 Forest Avenue) to provide awareness to driver speed approaching a well-visited destination for Cohasset residents.</td>
<td>No</td>
<td>141 Forest Avenue and 146 Forest Avenue</td>
<td>255058, 889119</td>
<td>255033, 889310</td>
<td>CS Needs Assessment</td>
<td>S5, x</td>
<td>No</td>
<td>500,000</td>
<td>50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Nichols Road (from Atlantic Avenue to Jerusalem Road)</td>
<td>Nichols Road will be transformed into a shared road environment to provide a safe way for residents to walk to/from Sandy Beach. To create a safe and shared environment along Nichols Road (from Atlantic Avenue to Jerusalem Road), Share the Road (W16-1P) signage will be installed at key points approximately 0.6 miles. The W16-1P signs will be supplemented with posted speed limit signs and pedestrian scale lighting at key points to increase driver awareness of other road users, the corridor's speed limit, and the shared environment along the corridor. Current roadway conditions for Nichols Road: 1,154 AADT, 20 ft roadway width.</td>
<td>No</td>
<td>Nichols Road Corridor</td>
<td>257026, 888649</td>
<td>256714, 888470</td>
<td>CS Needs Assessment</td>
<td>S7, S6</td>
<td>No</td>
<td>500,000</td>
<td>50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Curb Tightening and Crosswalk at the Forest Avenue and Surry Drive/Old Coach Road Intersection</td>
<td>Curb radiuses adjacent to Surry Drive will be tightened to improve sight distances and slow turning vehicle speeds. A new crosswalk with AODA-compliant curb ramps will be installed along Surry Drive.</td>
<td>No</td>
<td>Forest Avenue and Surry Drive/Old Coach Road Intersection</td>
<td>255256, 885689</td>
<td>CS Needs Assessment</td>
<td>S6, P2, J3, P9</td>
<td>x</td>
<td>x</td>
<td>500,000</td>
<td>50,000</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>25</td>
<td>Posted Speed Limit Signs along Red Gate Lane</td>
<td>Posted signs of Red Gate Lane's existing speed limit (20 mph) will be installed at key locations along the corridor to limit drivers that this corridor is a residential road that is not meant for speeding. Improvements: 1,737 ft. Current roadway conditions for Red Gate Lane: 64-625 ft roadway width; AODA sidewalk (right side from Ferry Way to North Main Street), AODA sidewalk right side from Ferry Way to Jerusalem Road; and a yellow centerline.</td>
<td>No</td>
<td>Red Gate Lane Corridor</td>
<td>256533, 886443</td>
<td>256533, 886730</td>
<td>CS Needs Assessment</td>
<td>S7</td>
<td>No</td>
<td>500,000</td>
<td>50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>AODA-Compliant Curb Ramps at Forest Avenue (adjacent to 321 Forest Avenue)</td>
<td>The existing crosswalk adjacent to 321 Forest Avenue will be supplemented with AODA-compliant curb ramps.</td>
<td>No</td>
<td>321 Forest Avenue</td>
<td>256023, 890339</td>
<td>CS Needs Assessment</td>
<td>P2, F3</td>
<td>x</td>
<td>x</td>
<td>500,000</td>
<td>50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 2.  Complete Streets Eligible Project Worksheet

If a project or element does not appear in this list it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects.

<table>
<thead>
<tr>
<th>S</th>
<th>Traffic &amp; Safety</th>
<th>B</th>
<th>Bicycle Facilities</th>
<th>P</th>
<th>Pedestrian Facilities</th>
<th>T</th>
<th>Transit Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1</td>
<td>Pavement markings or signage that provides a new separate accommodation for</td>
<td>B1</td>
<td>Improvement of shared use paths (non-safety related)</td>
<td>P1</td>
<td>Sidewalk repairs (tree roots, uplifted panels, etc.)</td>
<td>T1</td>
<td>Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing</td>
</tr>
<tr>
<td></td>
<td>bicycle, pedestrian or transit modes</td>
<td></td>
<td>B2. Designated bicycle lanes</td>
<td></td>
<td>Providing ADA/AAB compliant curb ramps</td>
<td>T2</td>
<td>Improving transit connections for bicyclists, including: providing secure bicycle parking, signing</td>
</tr>
<tr>
<td></td>
<td>Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or</td>
<td></td>
<td>B3. Bicycle parking fixtures and/or shelters at transit and other</td>
<td></td>
<td>Detectable warning surfaces</td>
<td>T3</td>
<td>Transit shelter</td>
</tr>
<tr>
<td></td>
<td>transit facility)</td>
<td></td>
<td>locations</td>
<td></td>
<td>Pedestrian wayfinding signs</td>
<td>T4</td>
<td>Transit signal prioritization</td>
</tr>
<tr>
<td>S3</td>
<td>Pedestrian signal &amp; timing (minor updates)</td>
<td></td>
<td>B4. On-street bicycle parking</td>
<td></td>
<td>Providing new sidewalks</td>
<td>T5</td>
<td>Bus pull-out areas</td>
</tr>
<tr>
<td>S4</td>
<td>Changing pedestrian signal timing (i.e., lead pedestrian interval)</td>
<td></td>
<td>B5. Provide bicycle-safe drain grates and other hardware</td>
<td></td>
<td>Providing pedestrian buffer zones</td>
<td>T6</td>
<td>Railroad grade crossings improvements (signs, flange way fill, etc.)</td>
</tr>
<tr>
<td>S5</td>
<td>Radar speed feedback (“Your Speed”) signs</td>
<td></td>
<td>B6. Bicycle boulevards</td>
<td></td>
<td>Pedestrian Refuge Islands</td>
<td>T7</td>
<td>Transit contra-flow lanes</td>
</tr>
<tr>
<td>S6</td>
<td>Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing</td>
<td></td>
<td>B7. Bicycle wayfinding signs</td>
<td></td>
<td>Curb extensions at pedestrian crossings</td>
<td>T8</td>
<td>Park-n-ride facilities</td>
</tr>
<tr>
<td></td>
<td>distances</td>
<td></td>
<td>B8. Shared lane markings (sharrows)</td>
<td></td>
<td>Crosswalks</td>
<td>T9</td>
<td>Transit-only lanes</td>
</tr>
<tr>
<td>S7</td>
<td>Additional regulatory signing (for existing regulations)</td>
<td></td>
<td>B9. Bike route signs</td>
<td></td>
<td>Widening existing sidewalks</td>
<td>T0</td>
<td>Transit Facilities - Other</td>
</tr>
<tr>
<td>S8</td>
<td>Speed humps/speed tables</td>
<td></td>
<td>B10. New shared use paths</td>
<td></td>
<td>Accessible pedestrian signals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S9</td>
<td>Street lighting</td>
<td></td>
<td>B11. Designated Separated Bicycle Lane</td>
<td></td>
<td>New or improved crossing treatments at intersections, midblock, etc. including RRFB’s</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S10</td>
<td>Road diets</td>
<td></td>
<td>B12. Elimination of hazardous conditions on shared use paths</td>
<td></td>
<td>and HAWK signals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S11</td>
<td>Speed attenuation devices</td>
<td></td>
<td>B13. Intersection treatments (bicycle signals, bicycle detection,</td>
<td></td>
<td>New pedestrian accommodations at existing traffic signals</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>bicycle lane extensions, turn boxes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S12</td>
<td>Roadway resurfacing or micro surfacing in restriping for new bicycle lanes</td>
<td>B0</td>
<td>Bicycle Facilities - Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>S13</td>
<td>Intersection reconstruction – reducing complexity and crossing distance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S14</td>
<td>New curbing or edging on uncurbed streets.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S15</td>
<td>Addition of or widening of shoulders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S16</td>
<td>Intersection signalization (major updates/upgrades &amp; new installation)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S17</td>
<td>Traffic calming measures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S18</td>
<td>Roundabouts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S0</td>
<td>Traffic &amp; Safety - Other</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.
Table 3. Complete Streets Needs Comparison Table: MassDOT vs. HSH

<table>
<thead>
<tr>
<th>MassDOT</th>
<th>Howard Stein Hudson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Justice Populations</td>
<td>Environmental Justice Factors</td>
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<td>Persons with Disabilities</td>
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<tr>
<td>Safety</td>
<td>Pedestrian and Bicycle Crashes</td>
</tr>
<tr>
<td>ADA Accessibility</td>
<td>ADA Accessibility</td>
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<tr>
<td>Pedestrian Mobility</td>
<td>Pedestrian Latent Demand</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Level of Comfort</td>
</tr>
<tr>
<td></td>
<td>Proposed Change in Pedestrian Level of Comfort</td>
</tr>
<tr>
<td>Bicycle Mobility</td>
<td>Bicycle Latent Demand</td>
</tr>
<tr>
<td></td>
<td>Bicycle Level of Comfort</td>
</tr>
<tr>
<td></td>
<td>Proposed Change in Bicycle Level of Comfort</td>
</tr>
</tbody>
</table>

The prioritization criteria outlined by MassDOT are expanded upon by Howard Stein Hudson to provide a more nuanced analysis of proposed projects. Table 3 outlines the criteria assessed by Howard Stein Hudson as compared to MassDOT.
Project Descriptions

The following describes the major project types that are included in the Prioritization Plan, including details on specific projects that are scheduled for the first year of the plan.

FIRST-YEAR PROJECT TYPES

Cohasset’s Prioritization Plan is comprehensive in terms of the types of installations that are recommended under the Complete Streets Funding Program. All project types that are recommended were carefully considered and evaluated for feasibility, adjacency to vulnerable populations it would serve, deficient conditions in the locations that the project would serve, and resident and Town stakeholder needs. The projects that are described in the next section are improvements that have been planned for submission in the upcoming May 2019 Tier 3 deadline.

TOWN COMMON PEDESTRIAN IMPROVEMENTS: CROSSWALKS, CURB TIGHTENING, SIDEWALK AND PATHWAY RECONSTRUCTION

Cohasset’s Town Common is a historical landmark and is bounded by Highland Avenue, Robert E. Jason Road, William B. Long, Jr. Road, and South Main Street. The buildings that surround the
Residents who live near the Town Common arrive as pedestrians so having a safe and complete pedestrian network upon arrival to the area is essential to reducing unnecessary driving trips and increasing walking trips. Improvements that will help improve the pedestrian network at the Town Common include:

- Curb tightening on the north side of Highland Avenue and Robert Jason Road to allow for safe vehicle turning speeds and help drivers avoid any conflicts with pedestrians and cyclists,
- seven crosswalks with ADA-compliant curb ramps that will be installed at several locations,
- reconstruction of the sidewalk that wraps around the Town Common, which is currently in disrepair with cracks that make it difficult for anyone, especially anyone with a wheelchair or stroller, to walk safely, and
- repaving of the diagonal pathway across the Town Common that connects South Main Street and Highland Avenue.

The timing of this project’s construction schedule would align with the Town’s 250th anniversary in the year 2020, in which the Town will celebrate its incorporation as Cohasset with local events and tours that would mainly take place on the Town Common. The project will apply for Tier 3 funding in 2019 and is estimated to cost $257,000.
SIDEWALK CONSTRUCTION ALONG BANCROFT WAY (COHASSET HIGH SCHOOL)

Bancroft Way is a driveway that leads to Cohasset High School. The street has a sidewalk that allows students, faculty, and parents to get to the school by walking; however, the sidewalk is incomplete and does not connect to Pond Street. This sidewalk connection is critical in providing a safe path and would help alleviate the pressure for students, faculty, and parents to walk on the street when traveling to Cohasset High School. Schools should be accessible by walking, bicycling, and driving, thus implementing this minor – but crucial – sidewalk connection from Pond Street to the existing sidewalk on Bancroft Way will make it more attractive and safer for people to get around the area. Since ADA-compliant curb ramps and crosswalks are also important elements of an accessible and continuous sidewalk network, they are included to supplement the Bancroft Way sidewalk. The sidewalk connection project on along Bancroft Way aims to provide a safe and accessible method for students, faculty, and parents to walk to the high school campus. It will apply for Tier 3 funding in 2019 and is estimated to cost $55,000.

SECOND YEAR PROJECTS AND BEYOND

SIDEWALK CONSTRUCTION AND RECONSTRUCTION

Sidewalk construction projects are proposed in specific areas of the Town that have been prioritized by residents and Town officials and have shown high pedestrian latent demand. Sections of the Town where sidewalks are absent and would significantly benefit from the added infrastructure due

17 Refer to Figure 5
to important destinations (e.g. schools, public service buildings, and high commercial uses) are also considered. Having safe and accessible sidewalk facilities will increase pedestrian safety, while increasing routing options to a variety of destinations. Since ADA-compliant curb ramps and crosswalks are also important elements of an accessible and continuous pedestrian network, they are included to supplement new sidewalk construction in Cohasset. Cohasset’s Prioritization Plan includes sidewalk improvement projects along specific corridors, such as:

- Margin Street (from Stockbridge Street to Summer Street),
- Pleasant Street (from Reservoir Road/Old Pasture Road to Cushing Road and 13 Pleasant Street to Cushing Road),
- Sohier Street (from 115 Sohier Street to Route 3A/King Street),
- King Street (adjacent to Route 3A),
- Norfolk Road (from Cushing Road to Bancroft Road),
- Ripley Road (from Tower Lane to the United States Postal Service entrance), and
- Norman Todd Road (from 50 Norman Todd Road to Talarico Lane).

CROSSING IMPROVEMENTS
Crosswalks are markings on the roadway that define the appropriate paths for pedestrians. They also serve the purpose of informing drivers of pedestrian movements. There are two primary crosswalk marking styles: standard marking in which there are two parallel lines and continental style (also known as high visibility) in which there are two parallel lines with bars spaced in between the parallel lines (shown on the image to the right). Crosswalk locations should reflect pedestrian desire lines while also considering
the safest locations to cross (where there is the least conflict with other modes). Additionally, the incorporation of high visibility materials into a pedestrian crossing established a clear pedestrian path and reinforces the potential presence of pedestrians to drivers who otherwise may not be paying full attention. All the crosswalk improvement projects in Cohasset’s Prioritization Plan are supplemented with ADA-compliant curb ramps. ADA establishes guidelines for the construction of ramps to accommodate the needs of individuals using mobility devices that the Town should consider when constructing ramps. Cohasset’s Prioritization Plan includes crossing improvement projects at specific locations, such as:

- Near Pratt Memorial Library,
- Near Cohasset Harbor Inn,
- Highland Avenue and Elm Street intersection,
- Sohier Street and Ripley Road intersection,
- Depot Court/Ripley Road and Pleasant Street intersection,
- Elm Street (adjacent to Summer Street),
- Cushing Street and Norfolk Road intersection,
- North Main Street, King Street and Forest Avenue intersection,
- Forest Avenue and Surry Drive/Old Coach Road intersection, and
- 321 Forest Avenue.

**INTERSECTION IMPROVEMENTS: CURB TIGHTENING**

Intersections can be particularly dangerous for pedestrians, persons with disabilities, and bicyclists as they must enter the roadway and are exposed to turning vehicles. Intersections often allow vehicles to make turns at undesirably high speeds, making it less likely for motorists to yield to pedestrians waiting to cross an intersection. Intersection improvements such as curb radii reduction can improve intersection safety for all users, particularly pedestrians, persons with disabilities, and bicyclists. Curb radii reduction is when the size of the corner radius is minimized to 90 degrees or less to create safer turning speeds for vehicles and safer crossing conditions for pedestrians. Intersection improvement work typically includes (but is not limited to) reconstructing the intersection with new asphalt pavement, new curbs, new curb ramps and crosswalk markings, utility pole relocations, and new signage. Cohasset’s Prioritization Plan includes intersection projects that
range in scale and cost. The Town’s list of Complete Streets intersection projects include curb tightening at:

- Jerusalem Road and Forest Avenue intersection,
- Cushing Street and Norfolk Road intersection,
- North Main Street, King Street and Forest Avenue intersection, and
- Forest Avenue and Surry Drive/Old Coach Road intersection.

PEDESTRIAN-SCALE LIGHTING

Pedestrian-scale lighting in the public right-of-way is a key streetscape element that can define the visual characteristic of a street corridor. It is considered a Complete Streets improvement because it is a factor that contributes to a good environment for walking and biking and supports the use of the street as a public space. Light poles should have consistent spacing with regard to trees and other street poles and should also be coordinated with other street elements, such as utility equipment (above and below ground) and tree canopies. Cohasset’s Prioritization Plan includes lighting improvement projects along specific corridors, such as:

- Margin Street (from Stockbridge Street to Summer Street),
- Beach Street (from Highland Avenue to Atlantic Avenue),
- Sohier Street (from South Shore Music Circus to Ripley Road),
- Ripley Road (from Tower Lane to the United States Postal Service entrance),
- Atlantic Avenue (from Beach Street to Jerusalem Road),
- Nichols Road (from Atlantic Avenue to Jerusalem Road), and
- Jerusalem Road (from Atlantic Avenue to Cohasset Town Line (e.g., Corner Stop Eatery)).
TRAFFIC CALMING
Traffic calming is intended to slow vehicle traffic to make roadway conditions safer for pedestrians and cyclists. Although many traffic calming interventions include high-design projects such as roundabouts, neighborhood traffic circles, and chicanes, strategies can also range from a few minor, comprehensive projects such as speed radar and warning signage. Due to right-of-way constraints along many of Cohasset’s roadways, minor improvements, such as “Bicycles May Use Full Lane” signs, pedestrian crossing signs, and speed radar signs are explored. Specific locations in the Town that will see some traffic calming improvements are:

- Beach Street (from Highland Avenue to Atlantic Avenue),
- Forest Avenue corridor,
- Atlantic Avenue (from Beach Street to Jerusalem Road),
- Jerusalem Road (from Atlantic Avenue to Cohasset Town Line (i.e., Corner Stop Eatery)),
- near Deer Hill Elementary School zone,
- Forest Avenue (approaching Wheelright Park/Barnes Wildlife Sanctuary), and
- Nichols Road (from Atlantic Avenue to Jerusalem Road).
CD - Table of Contents

1) Cohasset Complete Streets Prioritization Plan Report (pdf)

2) Cohasset Complete Streets Prioritization Plan Tier 2 Document (pdf)

3) Prioritization GIS Data and Dictionaries
   a) Level of Comfort CSP Data Dictionary (excel)
   b) Low Stress Bicycle Network Connectivity MTI Report (pdf)
   c) Cohasset CSPP Data Package (gdb) and Map Package (mkp):
      - Bicycle Crashes (2012-2016)
      - Pedestrian Crashes (2012-2016)
      - Bicycle Level of Comfort
      - Pedestrian Network
      - Pedestrian Level of Comfort- Facilities
      - Pedestrian Level of Comfort- Surroundings
      - Points of Interest
      - Bicycle Latent Demand
      - Pedestrian Latent Demand
      - Percentage of Persons with Disabilities
      - Structures
      - Roads
      - Open Space
      - Hydrology

4) WikiMap Results (excel)