

FAIRHAVEN DRAFT TIER 2 PRIORITIZATION PLAN – PROJECT LIST

Rank	Project Name	Project Description
1	Center Street Pedestrian Safety/Mobility & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along the Center Street corridor including William Street (4), Walnut Street (4), Laurel Street (4), Chestnut Street (8), Pleasant Street (8), Adams Street (3), Summer Street (2), Hitch Street (3) and Tripp Street (1). Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Center Street to fill the gaps in the existing sidewalk between Pleasant Street and Adams Street (276 LF) and Summer Street and Tripp Street (457 LF) and provide a safe pedestrian connection between several residential neighborhoods.
2	Church Street Pedestrian Safety/Mobility & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along the Church Street corridor including Fort Street (4), Laurel Street (4), Chestnut Street (4), Pleasant Street (1). Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Church Street to fill the intermittent gaps in the existing sidewalk between Chestnut Street and Atlas Street (425 LF).
3	Fort Street Pedestrian Safety & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along the Fort Street corridor including Farmfield Street (2), South Street (4), Morse Street (2). Install new enhanced pedestrian crossings across north legs of Fort Street at Farmfield Street and South Street with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk. Install new pedestrian crosswalk markings across west leg of Morse Street at Fort Street to provide a safe pedestrian connection to the existing sidewalk on the north side of Morse Street.

4	Green Street Pedestrian Mobility & ADA Improvements	<p>Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along the Green Street corridor including Washington Street (6), Rodman Street (2), Spring Street (4), Christian Street (4), Larch Avenue (4), Linden Avenue (4), Elm Avenue (4), Massasoit Avenue (4). Install new enhanced pedestrian crossings across Green Street at the pedestrian entrance to Cushman Park and Fairhaven High School (Larch Avenue) with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalks. Construct 5-foot cement concrete sidewalk on the east side of Green Street from the existing sidewalk close to Cushman Park entrance to the existing sidewalk close to Bridge Street (750 LF). Install new or reconstruct existing 5-foot cement concrete sidewalks in poor condition to fill several gaps in the existing sidewalks on Green Street to provide safe and accessible connections between several residential neighborhoods. The improved sidewalk sections will consist of 60 feet of new sidewalk on west side of Green Street just south of Linden Avenue, 200 feet of reconstructed/new sidewalk along east side of Green Street between Elm Avenue and Massasoit Avenue and 330 feet of new sidewalk along west side of Green Street from Massasoit Avenue to Mayflower Street. Install standard pedestrian crossing warning signs (W11-2 w/ W16-7P) at the new pedestrian crossings across Green Street at Linden Avenue, Elm Avenue and Massasoit Avenue.</p>
5	Green Street Pedestrian and Vehicle Safety	<p>Install LED blinking Stop Signs and Stop Ahead Signs at Green Street and Washington Street</p>

6	Laurel Street Mobility & ADA Improvements	<p>Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Laurel Street at Spring Street (2), Rodman Street (8), Washington Street (8), Center Street (4), Union Street (4), South Street (4), Farmfield Street (4), Cottage Street (4) , Maple Street (4), Cedar Street (4). Propose pedestrian crosswalks at the following locations: Laurel Street at Spring Street; Laurel Street at Rodman Street; Laurel Street at Washington Street with standard pedestrian crossing warning signs (W11-2 w/ W16-7P) installed at crosswalks across Washington Street; Laurel Street at Center Street with standard pedestrian crossing warning signs (W11-2 w/ W16-7P) installed at crosswalks across Center Street; Laurel Street at Union Street; Laurel Street at South Street; Laurel Street at Farmfield Street; Laurel Street at Cottage Street; Laurel Street at Maple Street; Laurel Street at Cedar Street. Construct new 5-foot cement concrete sidewalks to fill several gaps in the existing sidewalks on Laurel Street to provide safe and accessible connections between several residential neighborhoods. The improved sidewalk sections will consist of 70 feet of new sidewalk on west side of Laurel Street just south of Spring Street, 75 feet of new sidewalk on east side of Laurel Street between Maple Street and Cedar Street, and 500 feet of new sidewalk on both sides of Laurel Street between Cedar Street and Doane Street. Stripe crosswalks across all side streets and construct ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks</p>
7	Main Street Pedestrian Safety & ADA Improvements	<p>Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Main Street at Hedge Street(4), Cowen Street (2), Linden Avenue (1), Elm Avenue (4), Massasoit Avenue (2), Pilgrim Avenue (2), Wood Street (2), Dana Farms residential complex (2), Wilding Street (4), Morton Street (2), Ryle Street (2), Winsor Street (2) Glenhaven Avenue (2), Morgan Street (4), Maitland Street (2), Newbury Avenue (2), Blackburn Street (2), Hawthorne Street (2), Daniel Street (2), Harding Road (2). Stripe new crosswalks across South Street and Main Street and enhance the pedestrian crossing across Main Street with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk. Stripe crosswalk across Elm Avenue at Main Street. Stripe crosswalk across Main Street at Massasoit Avenue. Stripe crosswalk across both side of Hedge Street at Main Street.</p>

8	Cushman Park Entrance Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Main Street at Cushman Park Entrance (2) with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk.
9	Phoenix Rail Trail Entrance Safety & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Main Street at South Street (2) with pedestrian crossing warning signs at the crosswalk.
10	Fairhaven Village Apartments Pedestrian Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Main Street at Wilding Street (Fairhaven Village Apartments) (4) with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk. Install a Bus Shelter with cement concrete pad at the southwest corner in front of Fairhaven Village apartments. Relocate the existing bus stop sign before the existed crosswalk.
11	Davis Farms/Office of Fairhaven Housing Authority Safety & ADA Improvements	install a new pedestrian crosswalk and construct curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Main Street near bus stop at the Davis Farms/Office of Fairhaven Housing Authority with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk.

12	South Street Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along South Street at Chestnut Street (4) and Pleasant Street (2)
13	Union Street Pedestrian Accommodation	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Union Street at Water Street (4), William Street (6), Walnut Street (4), and Chestnut Street (4). Stripe new crosswalks across all 4 legs of the Union Street at Water Street and Union Street at William Street intersections. Stripe new crosswalks across the north and south legs of the Union Street at Walnut Street intersection.
14	Alden Road Pedestrian Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels along Alden Road at Fairhaven Commons (2), Manuel Street (2), Sharon Street (2), Marguerite Street (2), Nancy Street (2), Oliver Street (2), Page Street (2), Quincy Street (2), Glenhaven Avenue (4), Lloyd Farm Lane (2), Rivard Street (2). Stripe parallel crosswalks across Fairhaven Commons entrance, Manuel Street, Sharon Street, Nancy Street, Oliver Street, Page Street, Faith Avenue, Quincy Street, Lloyd Farm Lane, Rivard Street, Kayla Drive, Hawthorne Street, Deerfield Lane, Daniel Street, Jesse Street, Harding Road, Haste Street and Nicholas Street. Propose new mid-block crosswalks across Alden Road at the ends of the sidewalks on the east side just north of Rivard Street and at Deerfield Lane to provide safe pedestrian connections to the sidewalks on the west side that continue to the north. Install standard pedestrian warning signs (W11-2 w/ W16-7P) at the mid-block crosswalks.
15	Alden Road Pedestrian Mobility Improvements	Reconstruct existing 5-foot-wide HMA sidewalk with bituminous curbing along Alden Road on both sides between the beginning of the sidewalk in front of house 241 to Howland Road (1,050 LF).

16	Alden Road Bicycle Mobility Project: Phase 1	Implement a lane diet along Alden Rd between Howland Rd and Whalers Way (4,900 LF). This lane diet will narrow the travel lane widths by restriping the existing 12 ft lanes as 11 ft lanes and restriping the existing shoulders as buffered bike lanes with 5 ft. bike lanes and 2 ft. painted buffers with removable flexible delineators between the vehicle travel lanes and bike lanes. Bike lanes will transition to shared lanes designated with sharrows beginning Whalers Way extending south to Bridge Street (600 LF).
17	Alden Road Bicycle Mobility Project: Phase 2	Construct a 12-foot-wide shared use path with a 2-foot-wide buffer on the east side of Alden Road from Bridge Street to Route 6 (1,835 LF). This shared-use path will extend the bicycle accommodation improvements proposed under Alden Road Bicycle Mobility Project: Phase 1 and improve connectivity to the commercial land uses along Alden Road and the Phoenix Rail Trail.
18	Alden Road Bicycle Mobility Project: Phase 3 - Short-Term	Stripe priority shared-lane markings (sharrows) along both directions on Alden Road from Bridge Street to the commercial driveway for Festiva Buffet (2450 LF). Re-stripe the existing shoulders on Alden Road between the Festiva Buffet driveway and David Drown Blvd (570 LF) to provide buffered bike lanes consisting of 5-foot-wide bike lanes and painted buffers varying in width and with removable flexible delineator posts installed in the buffers. Install standard bike lane pavement markings and signage. These improvements will extend the bicycle accommodation improvements proposed under Alden Road Bicycle Mobility Project: Phases 1 and 2 and improve connectivity to the commercial land uses along Alden Road and the Phoenix Rail Trail.
19	Alden Road Bicycle Mobility Project: Phase 3 - Long-Term	Construct a 12-foot-wide shared use path with 2-foot-wide buffer on the east side of Alden Road from Route 6 to David Drown Blvd (1,158 LF). This will require roadway reconstruction to realign the crown of the roadway and reduce the number of travel lanes from 4 down to 2 between Route 6 and the commercial driveway for Festiva Buffet with a turning lane at the Alden Road northbound approach to Route 6. The lane configuration along the Alden Road southbound approach to Route 6 will also be modified to provide one shared through/right turn lane and one exclusive left-turn lane. A shared-use path crossing will be installed across David Drown Blvd with ADA ramps constructed at both ends of the crossing and standard warning signage (W11-15 w/ W16-7P) to make the connection to Phoenix Rail Trail.

20	Alden Road Pedestrian Mobility & ADA Improvements	Construct a new 5-foot-wide HMA sidewalk with bituminous curbing along the west side of Alden Road starting at the end of the existing sidewalk at All Pro Quick Oil Change (110 Alden Road) to the existing sidewalk that starts just south of the I-195 overpass (4,115 LF). This new segment will eliminate the existing 3/4-mile gap in sidewalk and provide a safe pedestrian and accessible pedestrian connection between several residential neighborhoods and businesses located along Alden Road near Bridge Street. Stripe crosswalks across all side streets (3) and construct ADA-compliant curb ramps with detectable warning panels (6 EA) at the ends of the crosswalks.
21	Alden Road Pedestrian Crossing Enhancements	Re-stripe the existing parallel crosswalk lines at the existing pedestrian crossings across Alden Road at Howland Road and Glenhaven Avenue with high-visibility, ladder-style crosswalk markings. Remove the existing standard pedestrian crossing warning signs at the crosswalks and install a pedestrian activated flashing light system (RRFB). Reconstruct the existing curb ramps Glenhaven Avenue to provide ADA-compliant curb ramps equipped with detectable warning panels.
22	Adams Street Pedestrian Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several intersections along Adam Street including: Center Street (3), Washington Street (4), Rodman Street (4), Spring Street (4), Bridge Street (3), Ash Street (2), School Street (2), Birchfield Street (2), North Street (2), Long Road (2), Century Drive (2), Wilding Street (4) and Brown Street (2).
23	Adams Street Pedestrian Crossing Enhancements	Stripe new parallel line crosswalk markings across all four legs of the Adams Street intersections with Rodman Street and Bridge Street and install standard pedestrian crossing warning signs (W11-2 w/ W16-7P) at the crosswalks across Adams Street. Stripe new parallel line crosswalk markings across all four legs of the Adams Street/Spring Street intersection. Stripe new parallel line crosswalk markings across the following side streets: Hope Avenue, Linden Avenue, Elm Avenue, Massasoit Avenue, Century Drive. Propose a new mid-block crosswalk at the end of the sidewalk on the west side of Adams Street approximately 280 ft. north of Spring Street and construct ADA-compliant curb ramps with detectable warning panels at both ends of the crosswalk and install standard pedestrian crossing warning signs (W11-2 w/ W16-7P) at the crosswalk.

24	Adams Street: School Zone Pedestrian Crossing Enhancements & ADA Improvements	Propose a new mid-block crosswalk across Adams Street at Ash Street, construct ADA-compliant curb ramps with detectable warning panels and enhance the crosswalk with a pedestrian activated flashing light system (RRFB). Re-stripe existing crosswalks at School Street and install enhanced pedestrian activated flashing light system (RRFB) at the crosswalk across Adams Street. Install advance LED blinking pedestrian crossing warning signs in both directions along Adams Street prior to the crossing at School Street and connect the LED signage to the proposed RRFBs at the crosswalk.
25	Adams Street Pedestrian Mobility	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the east side of Adams Street from the existing sidewalk that ends at Center Street to the Phoenix Rail Trail (approx. 500 LF)
26	Adams Street Pedestrian Mobility II	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the east side of Adams Street from Bridge Street to Route 6 (325 LF)
27	Adams Street Pedestrian Mobility & ADA Improvements	<p>This project consists of constructing new 5-foot-wide HMA sidewalk with bituminous curbing along two segments of Adams Street:</p> <ol style="list-style-type: none"> 1.) East side of Adams Street from Ash Street to the existing sidewalk at Plymouth Avenue (approx. 1,000 LF) to provide a safe pedestrian connection between several residential neighborhoods and the Elizabeth Hastings Middle School. 2.) East side of Adams Street from Hemlock Street to Century Drive (1,480 LF). <p>New sidewalk construction includes striping crosswalks across all side streets and constructing ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks.</p>

28	Bridge Street Pedestrian Safety and ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at both ends of Mulberry Street and Jefferson Street at their intersections with Bridge Street. Stripe new crosswalks with high-visibility, ladder-style crosswalk markings, install standard pedestrian warning signs (W11-2 w/ W16-7P) and install ADA-compliant curb ramps with detectable warning panels at both ends across Bridge Street at Mulberry Street, at Jefferson Street, at Almy Street and Homestead Avenue. Re-stripe mid-block crosswalk across Bridge Street at entrance to Acushnet Company and install standard pedestrian warning signs (W11-2 w/ W16-7P).
29	Bridge Street Mobility and Safety Improvements	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Bridge Street where the sidewalk ends in front of #101 Bridge Street to Almy Street (150 LF). Construct 5-foot-wide HMA sidewalk with bituminous curbing along the north side of Bridge Street from Holcomb Street to Route 6 (Huttleston Ave) (475 LF). Stripe crosswalks across all side streets and construct ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks.
30	Bridge Street Bicycle Mobility Phase I - Short-Term	Implement traffic calming measures on Bridge Street between Route 6 and Alden Road (1,770 LF) to reduce vehicle travel speeds by narrowing the existing 13/14-foot-wide travel lanes with no marked shoulders to provide 11-foot-wide travel lanes and 2/3-foot-wide shoulders. Install shared lane markings (sharrows) with accompanying signage between the driveway for Fairhaven Animal Control and Alden Road (approx. 400 LF).
31	Bridge Street Bicycle Mobility Phase I - Long-Term	Final cross section TBD (see different options for proposed cross-section attached in the email).

31	Bridge Street Bicycle Mobility Phase II	Stripe priority shared-lane markings (sharrows) along both directions on Bridge Street between Alden Road and Route 240 (775 LF) to alert drivers to the possible presence of bicyclists. Install appropriate signage along the road (R4-11). Stripe 6-foot-wide bicycle lanes and 11-foot-wide travel lanes in both directions on Bridge Street between Route 240 and Mill Road (1,500 LF). Install standard bicycle lane pavement markings and signage (R3-17).
32	Bridge Street Bicycle Mobility Phase III	Stripe priority shared-lane markings (sharrows) along both directions on Bridge Street between Mill Road and New Boston Road (1.17 miles) to alert drivers to the possible presence of bicyclists. Install appropriate signage along the road.
33	Causeway Road Pedestrian Mobility Improvement	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Causeway Road from Alder Street to Fir Street (1,180 LF). Stripe crosswalks across all side streets and construct ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks.
34	Long Road Pedestrian and Bicycle Mobility Improvement Option 1	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Long Road from Adams Street to Alden Road (3,330 LF). Stripe crosswalks across all side streets and construct ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks. Convert roadway to a mixed-use traffic facility by installing advisory shoulder markings to designate minimum 5-foot advisory shoulders for pedestrian and bicyclists and minimum 11-foot two-way center travel lane, marking the edge lanes with bicyclist or pedestrian symbols is important to communicate intended use as a traffic measure.
35	Long Road Pedestrian and Bicycle Mobility Improvement Option 2	Construct a bi-directional 8-foot-wide shared-use path along the south side of Long Road between Adams Street and Alden Road (3,330 LF).

36	Farmfield Street Pedestrian Mobility Improvement	Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the south side of Farmfield Street from Laurel Street to Harbor View Avenue (2,815 LF). Stripe crosswalks across all side streets and construct ADA-compliant curb ramps with detectable warning panels at the ends of the crosswalks.
37	Sconticut Neck Road at David Drown Blvd Bus Mobility	Install a Bus Shelter with cement concrete pad, bench, and bicycle rack to the south of the Phoenix Rail Trail at the SRTA Bus Stop NB11 at David Drown Boulevard and Sconticut Neck Road.
38	Huttleston Avenue at Alden Road	Upgrade the traffic control signal equipment at Huttleston Avenue and Alden Road to provide enhanced pedestrian and bicycle accommodations including a bike box and construct ADA-compliant curb ramps with detectable warning panels.
39	Shaw Road Traffic Calming and Bicycle Mobility	Convert roadway to a mixed-use traffic facility by installing advisory shoulder markings to designate minimum 6-foot advisory shoulders for pedestrian and bicyclists and minimum 10-foot two-way center travel lane to improve pedestrian and bicycle connections to nearby recreational fields and trails and the Phoenix Rail Trail (2,495 LF).
40	Gellette Road Traffic Calming and Pedestrian/Bicycle Mobility	Implement traffic calming measures along Gellette Road to reduce vehicle travel speeds in residential neighborhood areas. The traffic calming measures proposed include installing radar speed feedback displays and widening the overall pavement width to convert the roadway into a mixed-use traffic facility by installing advisory shoulder markings to designate minimum of 6-foot advisory shoulders for pedestrian and bicyclists and minimum 10-foot two-way center travel lane. This will create a loop in the pedestrian/bicycle network proposed along Shaw Road and will facilitate safe pedestrian and bicyclist travel between the residential neighborhoods and recreational areas off of Gellette Road and Shaw Road, including the Phoenix Rail Trail (2,195 LF).

41	Cedar Street & Farmfield Street Neighborhood Traffic Calming	Implement traffic calming measures along Cedar Street and Farmfield Street to reduce vehicle travel speeds in residential neighborhood areas. The traffic calming measures proposed include installing radar speed feedback displays. In addition to the traffic calming measures, the project also includes installing ADA compliant curb ramps with detectable warning panels at the intersections along Cedar Street and Farmfield Street.
42	Causeway Road Pedestrian Mobility and Safety Improvements	Reconstruct the existing 5-foot-wide sidewalk in poor condition along Causeway Road between Scoticut Neck Road and Alder Street (approx. 1 mile). Increase pedestrian safety along the sidewalk section across Round Cove (approx. 650 ft.) by installing a protective pedestrian railing along the back of sidewalk.
43	Scoticut Neck Road at David Drown Blvd/Phoenix Rail Trail Short-Term Safety Improvements	Install passive pedestrian and bicycle detection at the Phoenix Rail Trail crossing across Scoticut Neck Road through either thermal detection or infrared bollards for the existing RRFBs installed at the crossing. In addition, the proposed improvements include installing crosswalk illuminators for the RRFBs which provide lighting at the crosswalk when a pedestrian or bicycle is detected along the trail and the RRFB is activated. Relocate the existing RRFB on the east side of Scoticut Neck Road to the north side of the trail. Add advance LED blinking pedestrian crossing warning sign on the Scoticut Neck Road northbound approach to Phoenix Rail Trail crossing. The advance LED blinking sign will be synced with the existing RRFBs.
44	Scoticut Neck Road at David Drown Blvd/Phoenix Rail Trail Long-Term Safety Improvements	Collect traffic count data along Scoticut Neck Rd, David Drown Blvd and Phoenix Rail Trail. Complete signal warrant analysis at the intersection/trail crossing. If vehicle, pedestrian and bicycle volumes at this location meet signal warrant criteria as defined in the 2009 MUTCD, replace existing overhead flashing beacon and RRFBs with a full-actuated traffic signal including all Scoticut Neck Road, David Drown Blvd and Phoenix Rail Trail approaches in the signalized operations.

45	Bridge Street at Alden Road Intersection Safety Improvement	Evaluate pedestrian clearance times provided for the existing exclusive pedestrian phase and adjust as needed to ensure clearance times meet MUTCD requirements. To improve pedestrian crossing safety at the intersection, tighten corner radii at the southeast and southwest corners of the intersection to shorten the pedestrian crossings across the west and south legs. In addition, add No Turn on Red Blank-Out signs for the Northbound and Eastbound approaches to eliminate all conflicts between right-turn on red vehicles and pedestrians crossing in the crosswalks.
46	New Boston Road pedestrian Safety/Mobility & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along New Boston road corridor including Alexander Ln (2) and Tanner Lane (2). Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the west side of New Boston Road between Tanner Lane and Bridge Street (2,680 LF). Propose a new mid-block crosswalk across New Boston Road at Bridge Street at the ends of the proposed sidewalk and beginning of existing sidewalk on the east side to provide safe pedestrian connections to the sidewalks on the west side that continue to the north. Install standard pedestrian warning signs (W11-2 w/ W16-7P)
47	New Boston Road pedestrian Safety and Mobility	Re-construct a 5-foot-wide HMA sidewalk with bituminous curbing along the east side of New Boston Road between Bridge Street and Charity Steven Lane (968 LF). Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the west side of New Boston Road between Charity Stevens Lane and Mattapoissett Road (1.37 miles)
48	Spring Street Pedestrian Safety & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along Spring Street corridor including Huttleston Avenue (1), Rochambeau Street (2), Rogers Street (2), Holcomb Street (2), Homestead Avenue (2), Autumn Street (2), Jefferson Street (2), Pleasant Street (2), Mulberry Street (2), Chestnut Street (2), Terry Street (2). Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the north side of Spring Street between Huttleston Avenue and Rochambeau Street (907 LF)

49	Spring Street/St. Josephs School Pedestrian Safety & ADA Improvements II	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels and re-stripe the mid-block pedestrian crossing across Spring Street at St. Josephs School with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk. Stripe new mid-block crossings at Jefferson Street and Mulberry Street and construct curb ramps to provide ADA-compliant curb ramps with detectable warning panels and install standard pedestrian warning signs (W11-2 w/ W16-7P).
50	Washington Street Pedestrian Safety & ADA Improvements	Reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along Washington Street corridor including Water Street (2), William Street (4), Walnut Street (4), Chestnut Street (4), Adams Street (4), Summer Street (4), Hitch Street (2), Tripp Street (2), McGann Terrace (2), Delano Street (2), Egypt Lane (2), Bryant Lane (2), Manor Drive (2), Temple Place (4), Elizabeth Street (2).
51	Sconticut Neck Road Pedestrian Safety & ADA Improvements	Install new pedestrian crosswalk markings and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels at several side streets along Sconticut Neck Road corridor including Timothy Street (2), Marilaine Place (2), Hiller Avenue (2), Jameson Street (2), Upton Street (2), Brae Road (2), Buxton Street (2), Hacker Street (2), Golf Street (2), Hathaway Street (2), Orchard Street (4). Update the mid-block pedestrian crossings across Sconticut Neck Road between Day Street and Wayne Street, and at Orchard Street with pedestrian crossing warning signs at the crosswalk and install curb ramps with detectable warning panels at the end of the crosswalks and install standard pedestrian warning signs (W11-2 w/ W16-7P)

52	Sconticut Neck Road Pedestrian Safety/Mobility & ADA Improvements Phase I	<p>This Project includes the following actions of safety pedestrian mobility:</p> <ol style="list-style-type: none"> 1.) Reconstruct existing sidewalk on both sides of Sconticut Neck Road from Timothy Street to Hacker Street (1,708 LF). 2.) Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the east side of Sconticut Neck Road from Buxton Street to existing mid-block crosswalk at the residence at #150 Sconticut Neck Rd (1,322 LF). 3.) Construct a 5-foot-wide HMA sidewalk with bituminous curbing along the west side of Sconticut Neck Road between Orchard Street and Bonney Street (459 LF) and reconstruct the existing curb ramps to provide ADA-compliant curb ramps with detectable warning panels.
53	Sconticut Neck Road Pedestrian Safety/Mobility & ADA Improvements Phase II	<p>Construct a new 5-foot-wide HMA sidewalk with bituminous curbing along the east side of Sconticut Neck Road between Bonney Street and Causeway Road (2.63 miles). Construct ADA-compliant curb ramps with detectable warning panels and install crosswalk markings at all crossings across side streets.</p>
54	Sconticut Neck Road Bicycle Safety Improvement Short-Term	<p>Stripe priority shared-lane markings (sharrows) along both directions of Sconticut Neck Road between Silver Shell Grant Dr and Causeway Road (4,210 LF) to alert drivers of the possible presence of bicyclists. Install appropriate signage along the road.</p>
55	Sconticut Neck Road Intersection Safety Improvement	<p>Reconstruct existing raised island along Manhattan Ave approach to Sconticut Neck Rd to provide a safe, ADA-compliant pedestrian refuge and construct ADA-compliant curb ramps with detectable warning panels at the proposed pedestrian refuge and both ends of the crosswalk. In addition, implement access management improvements by defining driveway openings for the adjacent commercial driveways serving off-street parking lots and define a continuous</p>

		pedestrian sidewalk through the commercial parking areas. (approx. 450 LF)
56	Howland Road and Middle Street Intersection Safety Improvement	Install RRFBs at existing crosswalks along Howland Road at River Avenue and Sycamore Street and at the crossings across Middle Street at Pease Street and Cowen Street.
57	Alden Road Bus Stop Accessibility Improvements	Install a new bus shelters with cement concrete pad, bench and bicycle rack at the SRTA Bus Stop 5889 in front of Fairhaven Commons and at SRTA Bus Stop ID 5885 in front of the Staples driveway and install bus stop luminaire.
58	School Zone Safety Improvements	Install new solar powered flashing beacon school zone signs equipped with radar speed feedback displays at several Fairhaven Public Schools including: Leroy-Wood Elementary School (2); Elizabeth Hastings Middle School (2); St. Joseph School (2), East Fairhaven Elementary School (2)
59	Laurel Street Pedestrian Safety and Mobility	Reconstruct a 5-foot-wide HMA sidewalk with bituminous curbing along Laurel Street on both sides of the road from Maple Street to Phoenix Street (525 LF).
60	Main Street/Adams Street Pedestrian Crossing Improvement Short term	Relocate existing crosswalk across Main Street located approximately 75 feet north of Deane Street to the north across the south leg of Main Street at Morton Street. Construct new ADA-compliant curb ramps at both ends of the new crossing and install RRFBs at the proposed crosswalk.

61	Main Street at Adams Street/Deane Street Intersection Safety Improvement	Construct traffic calming measures and safety improvements at a key intersection near Livesey Park and the future Oxford School Residences development project, which proposed 63 new apartment units of affordable senior housing. The Main Street at Adams Street/Deane Street intersection has several deficiencies related to vehicular and pedestrian safety. The existing geometry encourages high travel speeds, particularly for vehicles traveling northbound from Adams Street onto Main Street and southbound from Main Street onto Adams Street. The existing geometry and intersection control also result in a long, unmarked crossing for the existing sidewalk along the east side of Main Street and creates uncontrolled vehicle conflicts within the intersection. Reconstructing the intersection to realign Adams Street such that it creates a perpendicular intersection with Main Street directly across from Deane Street creates a typical 4-way intersection with Adams Street and Deane Street operating under STOP control. This increases pedestrian and vehicle safety by reducing vehicle travel speeds, creating a more defined intersection geometry, removing all uncontrolled vehicle conflicts, and providing a shorter, more direct crossing for pedestrians traveling along the sidewalk on the east side of Main Street.
62	Phoenix Rail Trail Wayfinding Signs	Improve visibility and accessibility of Phoenix Rail Trail access points by installing wayfinding signage at strategic locations throughout the Town. In addition, install wayfinding signage along the Phoenix Rail Trail notifying trail users of key destinations throughout Town (Town Center, Town buildings, recreational areas, etc.).
63	Mill Road/ Pierce Point Bicycle Mobility	To form a bicycle priority network in the Town between the Phoenix Rail Trail and the proposed bicycle accommodation improvements on Bridge Street and Alden Road, implement bicycle accommodation improvements along and adjacent to Mill Road to facilitate a safe bicycle connection from Mill Road at Bridge Street down to the Phoenix Rail Trail. These improvements will include box-widening on both sides of Mill Road between Bridge Street and Meadow Lane (3,478 LF) to provide 11-foot-wide travel lanes and 4-foot-wide bicycle lanes to be installed with standard bike lane pavement markings and signage. In the vicinity of Meadow Lane, the on-road bicycle lanes will transition to a proposed off-road bicycle trail that runs alongside the recreational fields and parking area and then extends south to Route 6. Install a new enhanced trail crossing across Route 6 near the existing Lifestyles Plaza driveway and

		continue the off-road bicycle trail south of Route 6 eventually connecting to the Phoenix Rail Trail. This trail will be constructed with a dense gravel surface and will be approximately 12-feet-wide.
64	Scotcut Neck Road Bicycle Safety Improvement Long-Term	To form a bicycle priority network withing Scotcut Neck Road between the Phoenix Rail Trail and the existing bike lanes. This improvement will include box-widening on both sides (approx. 2.5 ft/each side) of Scotcut Neck Road between Silver Shell Grant Dr to Causeway Road (4,210LF) to provide 11-foot-wide travel lanes and 4-foot-wide bicycle lanes to be installed with standard bike lane pavement markings and signage
65	New Boston Road/ Huttleston Avenue (Route6) Pedestrian Crossing Safety Short-Term	Install new enhanced pedestrian crossings across Route 6 on the existing crosswalk near East Fairhaven Elementary School with pedestrian-activated flashing light system (RRFB) with pedestrian crossing warning signs at the crosswalk.
66	New Boston Road/ Huttleston Avenue (Route6) Pedestrian Crossing Safety Long-Term	Collect traffic count data along New Boston Road and Route 6. Complete signal warrant analysis at the intersection. If vehicle, pedestrian and bicycle volumes at this location meet signal warrant criteria as defined in the 2009 MUTCD, remove and relocate existing crosswalk markings close to the intersection.

67	Sconticut Neck Road/ Orchard Street Bicycle Safety Improvement	To form a bicycle priority network withing Sconticut Neck Road between the Phoenix Rail Trail and the residential and commercial area. Stripe and provide 11-foot-wide travel lanes and 6-foot-wide bicycle lanes to be installed with standard bike lane pavement markings and signage from Timothy Street to the existing bike lanes on Orchard Street (3,925 LF)
68	Sconticut Neck Road Traffic Calming Safety	Implement traffic calming measures along Sconticut Neck Road reduce vehicle travel speeds in residential neighborhood areas. The traffic calming measures proposed include installing radar speed feedback displays on each approach.
69	Huttleston Avenue (Rt.6)/ Green street/ Main Street Intersection Safety Improvement	Evaluate pedestrian clearance times provided for the existing exclusive pedestrian phase and adjust as needed to ensure clearance times meet MUTCD requirements. To improve pedestrian crossing safety at Route 6 and Main Street intersection, convert the medians on Route 6 into pedestrian refuge to shorten the pedestrian crossings across the west and east legs.