

## **APPENDIX A**

### **Pedestrian Report Card Assessment**

1. Route 9 from Newton town line to Boston city line in Brookline
2. Route 109 from Walpole town line to Interstate 95 in Westwood
3. Route 135 from Hopkinton town line to Framingham city line in Ashland

## Route 9 from Newton town line to Boston city line

### Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on both sides of the roadway in most locations and on one side in some locations.	Capacity Management and Mobility	3	2	6
Crossing Opportunities	21 crosswalks in 2.9 miles = 7 crosswalks per mile	Capacity Management and Mobility	2	1	2
Walkway Width	Most sidewalks are at least 5 feet wide on both sides of the roadways	Capacity Management and Mobility	1	2	2
Pedestrian Volumes	Estimated 60 or more pedestrians at several intersections	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	Wide shoulders present in most of corridor	Economic Vitality	1	2	2
Pedestrian Crashes	No HISP pedestrian clusters	Safety	3	3	9
Average Vehicle Travel Speeds	Posted speeds of 35 mph and 40 mph	Safety	1	1	1
Vehicle-Pedestrian Buffer	No buffer in many locations	Safety	1	1	1
Sidewalk Condition	Fair	System Preservation	1	2	2
Transportation Equity Factor	Two out of four factors (four schools nearby, large presence of senior citizens)	N/A	N/A		

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

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

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	10	1.7	Poor
Economic Vitality	2	5	2.5	Good
Safety	5	11	2.2	Fair
System Preservation	1	2	2.0	Fair

## Route 109 from Walpole town line to Interstate 95 in Westwood

### Performance Measure Scores

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

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- Poor – Score is 1.7 or less (maximum 0).

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	9	1.5	Poor
Economic Vitality	2	4	2.0	Fair
Safety	5	11	2.2	Fair
System Preservation	1	1	1.0	Poor

## Route 135 from Hopkinton town line to Framingham city line in Ashland

### Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are missing on one side in many parts of the corridor	Capacity Management and Mobility	3	2	6
Crossing Opportunities	10 crosswalks in 3.0 miles = 4 crosswalks per mile	Capacity Management and Mobility	2	1	2
Walkway Width	Most sidewalks are at least 6 feet where present	Capacity Management and Mobility	1	3	3
Pedestrian Volumes	Estimated 60 or more pedestrians at several intersections	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	Shoulders mostly shorter than 5 feet and no sharrows	Economic Vitality	1	1	1
Pedestrian Crashes	No HISP pedestrian clusters	Safety	3	3	9
Average Vehicle Travel Speeds	Posted speeds of 35 mph	Safety	1	1	1
Vehicle-Pedestrian Buffer	Grass buffer in many locations, others have no buffer	Safety	1	2	2
Sidewalk Condition	Some sidewalk sunken or in poor repair	System Preservation	1	2	2
Transportation Equity Factor	One out of four factors present (four schools nearby)	N/A	N/A		

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- Poor – Score is 1.7 or less (maximum 0).

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	11	1.8	Fair
Economic Vitality	2	4	2.0	Fair
Safety	5	12	2.4	Good
System Preservation	1	2	2.0	Fair