

2017 Brookline Sidewalk & Trail Development Plan

Enhancing Safety, Connectivity and Recreational Opportunities



Adopted by Selectboard on January 30, 2017

Sample of Recent Sidewalk and Trail Projects



Milford Street Sidewalk, 2014



Potanipo Rail Trail at Stickney Brook, 2014

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Executive Summary

In mid-2016, the Selectboard chartered an eight-member group with updating the 2009 Sidewalk and Trail Connection Plan as most of the Plan's objectives had been achieved.

The development of an updated Plan focused on:

- Developing a list of future sidewalks and trails
- Soliciting public input on future sidewalk/trail expansion and prioritization
- Researching ongoing maintenance and construction costs
- Prioritizing the future projects
- Providing a comprehensive Plan that can aid in securing future grant funding

Initial List of Projects

The Group developed an initial list of eight desired projects. Each project was based on addressing safety concerns and/or adding to the connectivity of Brookline's growing sidewalk and trail network.

Public Input

Two forms of public input were collected as part of updating the Plan and prioritizing the projects:

- Survey (via Survey Monkey) – 293 responses were received (both online and via hand-submission)
 - 79% in favor of adding new sidewalks/trails
 - Respondents prioritized the future projects
- Public Input Session – 14 residents attended
 - Attendees provided input on the potential projects as well as concerns and suggestions; three additional projects were identified

Research

The following items were researched:

- **Winter maintenance costs for existing sidewalks:** Average about \$11,500 per winter (about \$3,300/mile)
- **Estimated costs and frequency for resurfacing existing sidewalks:** Expected to be every 20 years at a cost of about \$6,500 per 1,000 feet in 2016 dollars
- **Estimated costs for each potential project:** Based on estimated price per foot for sidewalks to be constructed in the spring of 2017
- **Population and traffic count data:** Daily traffic has increased from 26% to 78% over 15- and 20-year periods on sample roads

Recommended Future Projects

The following projects are recommended and prioritized into three categories (the numbers preceding the project titles refer to the project reference number only and are not associated with any rankings):

Near-term:

- #1. Pedestrian bridge on Mason Road over the Nissitissit River (near town beach)
- #2. Sidewalk on South Main Street from Route 130 to the new rail trail
- #5. Connecting trail between Route 13 Sunoco station and Lake Potanipo (covered bridge)
- #7. Sidewalk on Route 130 from Bohanon Bridge Road to Kecy Road

Mid-term:

- #3. Sidewalk on Mason Road from the bridge (near Lake Potanipo town beach) to Cleveland Hill Road
- #6. Connect current rail trail at Bohanon Bridge Road to Potanipo Rail Trail (off Oak Hill Road)
- #8. Sidewalk extension along Old Milford Road (from Rocky Pond Road Northward)
- #9. Sidewalk on Bohanon Bridge Road

Longer-term:

- #4. Sidewalk along Quimby Road from Route 13 to connect rail trail north of Camp Tevya
- #10. Trail from Oak Hill Road to Potanipo Rail Trail (near Stickney Brook)
- #11. Sidewalk extension on Route 130 from existing sidewalk (Bohanon Bridge/Kecy Rd) to Hollis-Brookline border

Other Recommendations

- The Selectboard, Planning Board, and Conservation Commission should coordinate efforts in pursuing the prioritized projects, including grant opportunities
- Form a Trails Group comprised of representatives of each type of trail user to assist the Conservation Commission in maintaining the network of trails
- Consider use of non-asphalt sidewalk surfaces such as cinder or bark mulch for lower costs and a more “rustic” appearance, like some other communities
- Continue to pursue grant funding
- Re-evaluate the Plan in 7-10 years

Purpose

Group

The Brookline Selectboard appointed and chartered the authors of this report to update the 2009 Sidewalk and Trail Connection Plan given most of it had been completed. The Group was comprised of:

Jordan Bailey, Conservation Commission

Jay Kramarczyk, Resident-at-Large

Cheryl O'Donnell, Resident-at-Large

Ron Pelletier, Planning Board

Tad Putney, Town Administrator

Tom Rogers, Conservation Commission

Alan Rosenberg, Planning Board

Roy Wallen, Resident-at-Large

The Group met seven times from July through December 2016. It focused on gathering information and input from the townspeople, studying past sidewalk and trail development, evaluating the needs and desires of the town, and prioritizing future development of Brookline's sidewalks and trails. In addition, an initial assessment by the Group served as the basis for a Transportation Alternative Program grant application in September 2016.

Report

In addition to updating the 2009 Plan, this report includes:

- Background on Brookline's population growth and increases in traffic.
- History of spending on new sidewalks, including grants.
- Research of annual maintenance costs of the sidewalks.
- Substantial public input regarding adding more sidewalks and trails. Between surveys and a public input session, about 80% of the citizens are in favor of continuing to extend the sidewalk and trail network.

Both the 2009 and 2017 Plans share the long-term objectives of:

- Improving the safety of pedestrians and young children who bike on sidewalks.
- Allowing pedestrians to more easily explore our town and forests without the use of motorized vehicles.
- Improving the safety of vehicles traveling on our increasingly busy roads by removing pedestrians and some bicyclists from the roads.
- Increasing the use of the miles of existing hiking trails and rail trail.

The coordination of efforts by the Selectboard, Planning Board, and the Conservation Commission will be vital to realizing these goals.

Background

From 1990 through 2016 Brookline more than doubled in population¹:

Year	Population	Cumulative Growth %
1990	2,410	---
2000	4,181	+73%
2010	4,991	+107%
2015 (Estimated)	5,168	+114%

With this population growth, the Town has experienced a significant increase in average daily traffic²:

Street	Average Daily Traffic Count		% Increase
	# of Vehicles (Year)	# of Vehicles (Year)	
Old Milford Road	1,061 (1995)	1,809 (2014)	+70%
Mason Road	2,407 (1995)	3,324 (2015)	+38%
Bohanon Bridge Road	375 (1999)	667 (2014)	+78%
South Main Street	2,568 (1999)	3,248 (2014)	+26%

2009 Sidewalk and Trail Connection Plan

The sidewalk projects identified in the 2009 Plan were:

Project	Description	Status
A	RMMS to the Post Office/Safety Complex at Route 13	<i>Built in 2010 and 2014</i>
B	Main Street from Elm Street to South Main Street	<i>Built in 2013</i>
C	Mason Road from Lake Potanipo to Cleveland Hill Road	<i>Not completed; moved to current plan. Grant awarded in Jan. 2017 for a pedestrian bridge across the Nissitissit (requires 20% Town match). Remainder of sidewalk remains in new Plan for completion.</i>
D	South Main Street from Route 130 to Rail Trail	<i>Grant awarded in Jan. 2017 (requires 20% Town match).</i>
E	Old Milford Road to Rocky Pond Road	<i>To be built - spring 2017</i>
F	Pepperell Road to Bohanon Bridge Road	<i>To be built - spring 2017</i>

¹ US Census Data and NH Office of Energy & Planning for 2015 Estimate

² NRPC Traffic counts

Historical Grant & Funding Information

From 1990-2008 all sidewalk construction in the town center was funded solely by Brookline taxpayers with modest portions constructed annually. By 2008, our sidewalks totaled about 12,000 feet:

Year	Town Taxpayer Funding	Year	Town Taxpayer Funding
1990	\$7,500	2000	\$15,000
1991	\$7,500	2001	\$15,000
1992	\$7,500	2002	\$15,000
1993	\$7,500	2003	\$15,000
1994	\$7,500	2004	\$15,000
1995	\$7,500	2005	\$15,000
1996	\$7,500	2006	\$20,000
1997	\$7,500	2007	\$20,000
1998	\$7,500	2008	\$34,171
1999	\$10,000	Total:	\$236,671

From 2009-2017 Brookline focused on multiple grant programs to fund construction of more substantial sections of new sidewalk. During the nine years from 2009-2017, Brookline secured funding to more than double its sidewalk network at a cost to town taxpayers of about \$370,000. Grant funding totaled almost \$1.5 million. The following details when funding was secured; actual construction occurred 2-3 years later:

Year	Town Portion	Federal Portion	Sidewalk Length and Location
2009	\$25,000	\$104,533	1,500 feet – Milford St. and Townsend Hill Rd.
2010	\$89,400	\$357,600	4,800 feet – Milford St. and Main St.
2011-12	\$0	\$0	
2013	\$25,000 ³	\$0	
2014	\$0	\$0	
2015	\$110,000	\$440,000	5,500 feet – Old Milford Rd and Route 130
2016	\$0	\$0	
2017	\$145,000 ⁴	\$580,000	2,200 feet – S. Main St & two ped. bridges
Totals:	\$369,400	\$1,482,133	14,000 feet

³ Appropriated at town meeting, but **not** spent. Not included in “totals.”

⁴ To be voted on at March 2017 Town Meeting.

Historical Sidewalk & Trail Construction

Sidewalks

In 2010, using a 100% federally-funded Safe Routes to School Grant, the Town built approximately 1,500 feet of sidewalks in front of both elementary schools (1,300 feet at Richard Maghakian Memorial School and 200 feet at Captain Samuel Douglass Academy).

In 2013, the sidewalk from the town center was extended approximately 2,100 feet along Main Street (Route 130) to the intersection with South Main Street.

In 2014, the sidewalk on Milford Street was extended approximately 2,700 feet from Austin Road to the Safety Complex. The 2013 and 2014 projects were both funded by a Transportation Enhancement Grant that covered 80% of the project cost, with 20% being covered by Brookline taxpayers.

In 2015, the Town received a Transportation Alternatives Program (TAP) grant through the NH Department of Transportation. This grant covered 80% of the cost to build a sidewalk along Pepperell Road (Route 130) from Main Street (existing sidewalk end) to Bohanon Bridge Road (Cider Mill Trail Head). The grant also funded a sidewalk along Old Milford Road from Steam Mill Hill Road (existing sidewalk end) to Rocky Pond Road. The total length of these sidewalks is 5,500 feet or just over 1 mile. These sidewalks will be built in the spring of 2017.

In 2016, the Town applied for another TAP grant to fund a 2,200-foot sidewalk down South Main Street to the Potanipo Rail Trail (including a pedestrian bridge) and a pedestrian bridge across the Nissitissit River on Mason Road. In January 2017, the Town was awarded the grant pending approval at the March 2017 town meeting of the Town's required match. If approved, the grant will fund 80% of the project costs and Brookline taxpayers would fund the remaining 20%.

As of mid-2017 the Town will have about 24,000 feet or 4.5 miles of sidewalks. The January 2017 grant would add another 2,200 feet of sidewalk for a total of about 5 miles by 2019.

Trails

In recent years, several trails have been upgraded or constructed with 100% funded grants:

In 2010, a large culvert and bridge were replaced along the Potanipo Rail Trail in the southeast corner of Brookline, which had both been washed out by recent flooding. This re-established over 2,000 feet of trail.

In 2013, almost 1,000 feet of rail trail just north of Scabbard Mill Brook Road was rehabilitated, including the construction of a pedestrian bridge.

In 2014, over 3,000 feet of rail trail was created between South Main Street and Bohanon Bridge Road, including the construction of a bridge over Stickney Brook.

Historical Sidewalk Maintenance/Ongoing Costs

During the winters of 2014/15 (heavy snow) and 2015/16 (mild), the Town had a total of 3.5 miles of sidewalks. Research of sidewalk snow removal costs for these two winters was viewed as providing high- and low-end estimates for "average" winter maintenance costs.

Sidewalk winter maintenance costs for these two winters were:

- Winter 2014/15: \$18,977
- Winter 2015/16: \$ 4,356

- Average: \$11,500 for 3.5 miles of sidewalk

Estimated average winter maintenance costs are \$3,300 per mile. Once the newest sidewalks are added in the spring of 2017, the 4.5 miles of sidewalks can be expected to cost an average of \$12,000-\$16,000 per year for winter maintenance.

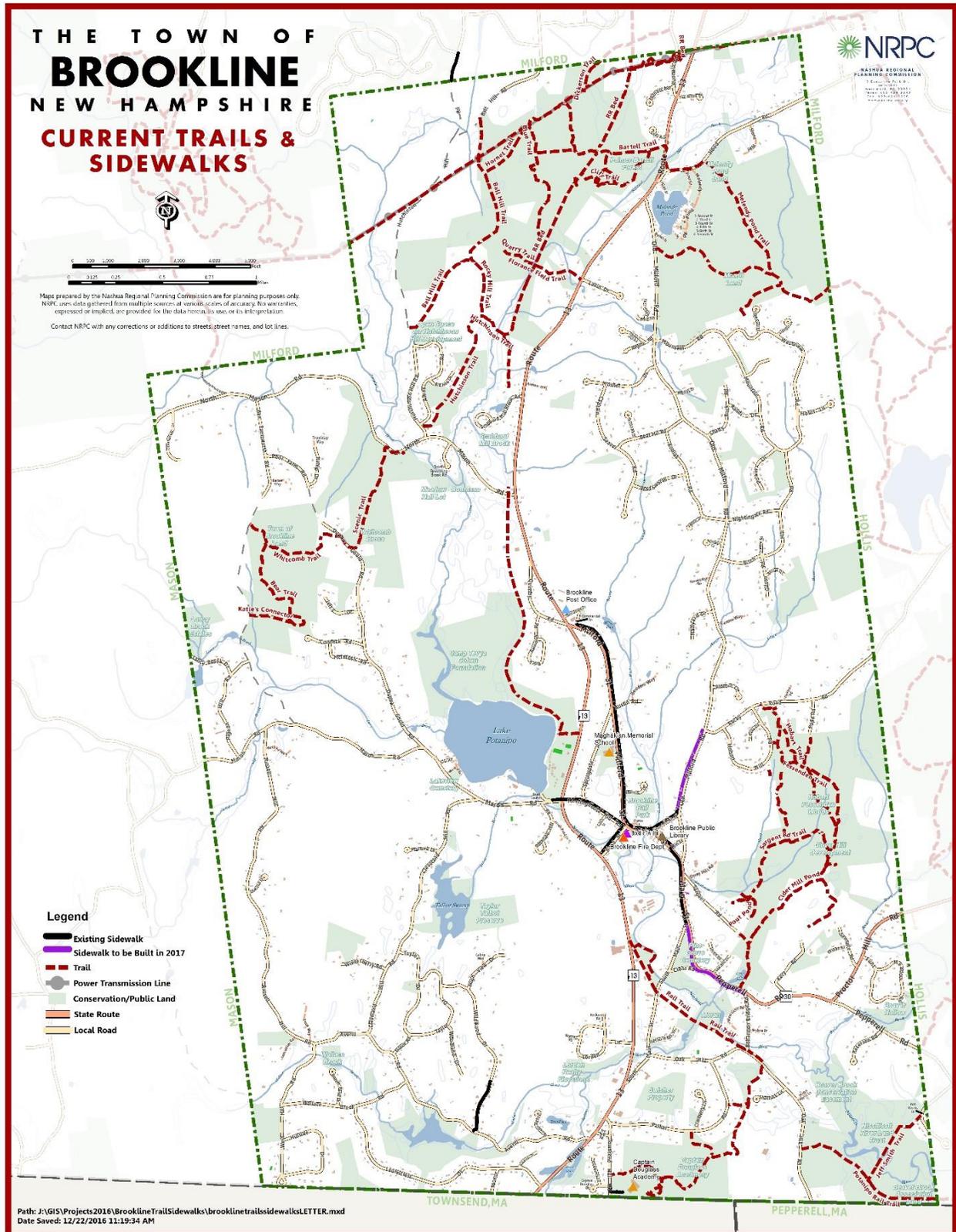
The cost of resurfacing is approximately \$6,500 for every 1,000 feet of sidewalk in 2016 dollars. This is based on an assumed (2016) cost of \$15 per square yard for asphalt; about 425 square yards is needed for a 1 ½ inch thickness over 1,000 feet. For asphalt sidewalks the estimated resurfacing interval is approximately 20 years.

The addition and maintenance of *trails* is primarily a volunteer effort. Some 100% grant-funded programs are available and have been used in the past for significant trail rehabilitation projects. Trail maintenance and any new trails are overseen by the Conservation Commission.

Sidewalk and Trail Network Development

Current map

The current network of sidewalks and trails, as of the publication of this report, is shown below:



Future Projects

The project options below were developed from an initial assessment of opportunities followed by public input obtained through an online survey (that included some hand-delivered responses) and a public input session. The eleven projects outlined here are described by project scope, approximate length, estimated cost, and the rationale that the Group applied to justify each project.

1. Pedestrian Bridge on Mason Rd over Nissitissit River (near town beach/Lake Potanipo)

Description: This project would site a pedestrian bridge, likely on the south (downstream side), along Mason Road over the Nissitissit River. The bridge would include concrete bridge abutments located on either end of the bridge. A short walkway would lead to the bridge from the fire access area on the west side and from the parking area on the east side.

Length: approximately 70 feet

Estimated cost (in 2017 \$): \$325,000 (Town portion: \$65,000 with an 80/20 grant)

Rationale: In the 2009 plan, a proposed pedestrian walkway from Cleveland Hill Road to the town beach received relatively high marks. Currently, the existing bridge over the Nissitissit River is narrow, barely accepting two cars, and pedestrian travel over this bridge is significant and considered dangerous. The Group considered adding a pedestrian walkway to the existing bridge by fastening it to the side. However, the existing bridge was built by the state in the 1930s with an anticipated life of 50 years. It is forecast that the proposed pedestrian bridge will outlive the current bridge by many years. Building a separate pedestrian bridge has the dual advantage of being built independent of state requirements and would not need to be replaced when the road bridge is replaced. This project has been viewed as the highest safety priority of all the projects.

2. Sidewalk on South Main Street from Route 130 to New Rail Trail

Description: The current sidewalk ends at the intersection of Main Street and South Main Street at the north end of Pine Grove Cemetery. The Potanipo Rail Trail extends across South Main Street, south of the Nissitissit River, adjacent to the property at 20 South Main Street. The proposed sidewalk would link these two sections with a sidewalk along South Main Street. A pedestrian bridge would be added over the Nissitissit River as part of the project.

Length: 2,180 feet, including bridge span

Estimated cost (in 2017 \$): \$400,000 (Town portion: \$80,000 with an 80/20 grant)

Rationale: In the 2009 plan, a proposed sidewalk along South Main Street received relatively high marks. In the overall plan, safety and connectivity are the driving criteria for proposed projects. The existing sidewalk on Main Street and the 2017 sidewalk on Pepperell Road to the Cider Mill Pond trailhead will connect to trails in the Hobart-Fessenden Woods. This proposed walkway would connect those sidewalks and trails to the Potanipo Rail Trail, allowing people to safely walk from the town center to an extensive network of trails to the south.

3. Sidewalk on Mason Road from Bridge (near Lake Potanipo) to Cleveland Hill Road

Description: The proposed bridge over the Nissitissit River at Mason Road (project #1 above) would address the safety of pedestrians who currently use the existing road bridge. This sidewalk would extend the pedestrian way along Mason Road to the west to Cleveland Hill Road. At the time this project is proposed/planned, the destination of the sidewalk can be re-evaluated. This Group determined Cleveland Hill Road would be appropriate, although evaluating a sidewalk extending to Dupaw Gould Road may be worthwhile.

Length: 1,860 feet (to Cleveland Hill Road)

Estimated cost (in 2017 \$): \$350,000 (Town portion: \$70,000 with an 80/20 grant)

Rationale: This was included in the 2009 plan recommendations after receiving high priority marks at that time. It continues to be viewed as a high priority and would be the only project from the 2009 plan that has not been completed (upon the completion of projects #1 and #2 above). Traffic on Mason Road includes cars, heavy trucks, and RV's, which puts pedestrians at risk. Daily traffic has increased 38% over the past 20 years. Pedestrians, including large numbers of children and families, use Mason Road to access the town beach, camp, town center, and trail systems. The Group originally included this project in the 2016 TAP grant proposal with the Mason Road pedestrian bridge, but because the estimated cost of the bridge exceeded expectations, the sidewalk was removed with the understanding it could be completed in the future.

4. Sidewalk on Quimby Road from Route 13 to Connect Rail Trail North of Camp Tevya Gate

Description: The current sidewalk from the town center ends at the Safety Complex at the intersection of Route 13 and Route 130. The rail trail extends south from North Mason Road to the gate at Camp Tevya; during the summer season this gate is closed and blocks access on the rail trail extending toward Mason Road at the town beach; the gate is open when Camp Tevya is not in session. The proposed sidewalk would provide for safer walking along Quimby Road to a point where a short trail would connect the sidewalk to the rail trail. An easement would be required for this short trail and therefore require the consent of one or more private landowners.

Length: 1,230 feet

Estimated cost (in 2017 \$): \$225,000 (Town portion: \$45,000 with an 80/20 grant)

Rationale: This proposed project would connect the sidewalk network to the rail trail north of Camp Tevya and to the rail trail in both directions year-round. For the summer season, this walkway would allow pedestrians and bicyclists (using Quimby Road and Milford Street) to travel from the rail trail to the town center and beyond.

5. Connect Trail between Route 13 Sunoco Station and Lake Potanipo (covered bridge)

Description: From the southeast, the current rail trail ends at the Sunoco station on Route 13 where parking and trail access are available. From the north, the trail extends from the town beach, over the covered bridge, and terminates at Route 13. The proposed trail would connect these two segments. This section comprises approximately $\frac{3}{4}$ of a mile and could be a combination of sidewalk along Route 13 and trails in adjacent off-road areas. With easements, there is also a possibility to connect to trails in Andres Institute of Art.

Length: 4,100 feet

Estimated cost (in 2017 \$): Estimated at \$300,000 to \$500,000 (depending on mix of sidewalks and trails)

Rationale: This section of trail would connect the existing rail trail that extends north across the covered bridge and, except in summer, through Camp Tevya toward the northern part of Brookline with the existing rail trail at the Sunoco station. Given the heavy traffic at high speeds along Route 13, this trail would provide safe passage for both walkers and bikers.

6. Connect Current Rail Trail at Bohanon Bridge Road and Potanipo Rail Trail (off Oak Hill Road)

Description: This section would provide a trail/sidewalk combination along Oak Hill Road from the intersection with Bohanon Bridge Road to the access trail that connects with the Potanipo Rail Trail. With housing development along Oak Hill Road, the former rail bed cannot be fully used for this connection. A mix of trails (with landowner easements) and a sidewalk along Oak Hill Road would be used to connect with the access trail at the southern end of Oak Hill Road.

Length: 3,200 feet

Estimated cost (in 2017 \$): Estimated at \$250,000 to \$400,000 (depending on mix of sidewalk and trail)

Rationale: An extensive trail network exists in Pepperell, Hollis, and the southeastern corner of Brookline. This project would connect the recently rehabilitated Potanipo Rail Trail between South Main Street and Bohanon Bridge Road with the network of trails to the south, via ownership and easements managed by Beaver Brook Association and Nissitissit River Land Trust. There are existing bridges along this rail trail over Gulf Brook, and other trails that allow travel into the Bemis Road Conservation Area in Pepperell. At a future date, the trails could be connected to additional land managed by the Nissitissit River Land Trust and the Beaver Brook Association with construction of a bridge over the Nissitissit River in Hollis. Additionally, a land acquisition effort announced in December 2016 by the Conservation Commission, in conjunction with Nissitissit River Land Trust and Piscataquog Land Conservancy, could lead to acquisition of parcel K-33, along with K-34, totalling about 80 acres which would further enhance this project. The K-33 parcel located at the corner of Bohanon Bridge Road and Oak Hill Road is approximately 30 acres and contains approximately a ½ mile of Nissitissit River frontage, and also contains an un-rehabilitated section of the Potanipo Rail Trail that is currently managed by a Beaver Brook Association easement.

7. Sidewalk on Route 130 from Bohanon Bridge Road to Keczy Road

Description: This sidewalk would connect the sidewalk scheduled for 2017 that terminates at Bohanon Bridge Road along Pepperell Road (Route 130) to Keczy Road. Engineering assessment would determine on which side of the road the sidewalk would be placed.

Length: 1,180 feet

Estimated cost (in 2017 \$): \$200,000 (Town portion: \$40,000 with an 80/20 grant)

Rationale: With the new sidewalk to be built on Route 130 scheduled to end at Bohanon Bridge Road, there is no pedestrian access along Pepperell Road to Keczy Road which now has Conservation Commission land at its northern end. A section of sidewalk between Bohanon Bridge Road and Keczy Road would connect the Hobart-Fessenden Woods trailhead at Cider Mill Pond with Keczy Road and the Conservation Commission land at its end. Furthermore, this sidewalk would provide significantly enhanced safety for pedestrians along this busy and curvy section of Route 130. Additionally, a land acquisition effort announced in December 2016 by the Conservation Commission, in conjunction with Nissitissit River Land Trust and Piscataquog Land Conservancy, could lead to acquisition of parcel K-34, along with K-33, totaling about 80 acres which would further enhance this project. The K-34 parcel has an access point from Bohanon Bridge Road and two access points from Route 130, one of which is at Keczy Road. K-34 is approximately 50 acres and contains approximately a ½ mile of Nissitissit River frontage, therefore acquisition of this property would greatly enhance this sidewalk extension option.

8. Sidewalk Extension along Old Milford Road (from Rocky Pond Road Northward)

Description: The Old Milford Road sidewalk extension scheduled for 2017 will terminate at Rocky Pond Road. This sidewalk would extend that section north along Old Milford Road. An engineering assessment would determine on which side of Old Milford Road it would be placed. Determination from the Selectboard, public input, and availability of funds would determine how far the sidewalk would extend.

Length: 3,450 feet to Birch Hill Road; 8,270 feet to Mountain Road

Estimated cost (in 2017 \$): \$500,000 to Birch Hill Road; \$1.1 million to Mountain Road

Rationale: There is no safe pedestrian access from new developments off Old Milford Road into the town center. The two options outlined here would extend the soon-to-be-built sidewalk to allow access to additional residences. This sidewalk extension would provide safe foot and bike travel along Old Milford Road and access to the network of sidewalks and trails throughout town.

9. Bohanon Bridge Road Sidewalk

Description: This sidewalk would connect the sidewalk on Route 130 planned for completion in 2017 along the length Bohanon Bridge Road to the rail trail at Oak Hill Road.

Length: 1,200 feet

Estimated cost (in 2017 \$): \$200,000 (Town portion: \$40,000 with an 80/20 grant)

Rationale: The north end of this sidewalk would connect at the sidewalk leading to the town center and the trails leading to the Hobart-Fessenden Woods. The south end of this sidewalk would connect to the existing Potanipo Rail Trail and Oak Hill Road. A sidewalk currently exists on the (narrow) bridge over the Nissitissit River so no additional pedestrian bridge would be needed. Additionally, a land acquisition effort announced in December 2016 by the Conservation Commission, in conjunction with Nissitissit River Land Trust and Piscataquog Land Conservancy, could lead to acquisition of parcels K-33 and K-34, both of which border Bohanon Bridge Road and total about 80 acres which would further enhance this project. If acquired, both of these parcels would increase use of this sidewalk extension option since they each contain approximately a ½ mile of Nissitissit River frontage that would be accessible via this sidewalk.

10. Trail from Rail Trail to Oak Hill Road (near Stickney Brook)

Description: This trail would be a walkway from the existing Potanipo Rail Trail (section between Bohanon Bridge Road and South Main Street) to Oak Hill Road.

Length: 1,450 feet

Estimated cost (in 2017 \$): Largely constructed by volunteers and off-site improvement funds.

Rationale: This trail would connect the existing Potanipo Rail Trail to Oak Hill Road and, by way of Parker Road, to the trails leading to Captain Samuel Douglass Academy. This trail would improve connectivity and allow pedestrians to avoid walking along sections of Oak Hill Road. The Brookline Conservation Commission is planning to construct this trail. Additionally, a land acquisition effort announced in December 2016 by the Conservation Commission, in conjunction with Nissitissit River Land Trust and Piscataquog Land Conservancy, could lead to acquisition of parcel K-33, along with K-34, totaling about 80 acres which would further enhance this project. The K-33 parcel contains an adjacent section of the Potanipo Rail Trail, accessed by crossing Bohanon Bridge Road, and this parcel's acquisition could potentially enhance this trail creation option.

11. Sidewalk on Route 130 from Existing Sidewalk (Bohanon Bridge/Kecy Rd) to Hollis Border

Description: This sidewalk would extend the sidewalk along Route 130 to the Hollis town line.

Length: 3,270 feet from Kecy Road (see project #7)

Estimated cost (in 2017 \$): \$525,000 (Town portion: \$105,000 with an 80/20 grant)

Rationale: Access to trails on Beaver Brook Association land is limited to the Jeff Smith Trail on Pepperell Road at the Hollis town line and the Holbrook Trail (established in 2016) that connects Hollis and Brookline within the Hobart-Fessenden Woods. Extending a sidewalk to the Hollis town line would provide easier access to the Jeff Smith Trail on Route 130 in Hollis. This sidewalk would also connect the Brookline Event Center and neighborhoods on Sawtelle Road and Flint Meadow Drive to the town center, access to conservation land at the end of Kecy Road, and to the trailhead at Cider Mill Pond. Additionally, a land acquisition effort announced in December 2016 by the Conservation Commission, in conjunction with Nissitissit River Land Trust and Piscataquog Land Conservancy, could lead to acquisition of parcel K-34, along with K-33, totaling about 80 acres which would further enhance this project. The K-34 parcel has two access points from Route 130, one at Kecy Road and another near Pepperell Road. K-34 is approximately 50 acres and contains approximately a ½ mile of Nissitissit River frontage; therefore acquisition of this property would greatly enhance this sidewalk extension option.

Input Collection

Public Forum

On September 20, 2016, the Group hosted a public forum. The forum was advertised on social media, the town website, emails, and via the town's Economic Development Newsletter. The forum was attended by 14 residents in addition to Group members. As part of the forum, the Group summarized the history of Brookline's trails and sidewalks, the past projects completed, and the currently-planned and already-funded projects. Additionally, the forum included an opportunity for those in attendance to voice their opinions and questions regarding the Group's work, the potential projects, and their general feedback.

Attendees were allowed three votes worth 3, 2, and 1 points each to identify the projects they most desired. The potential projects received the following points (the numbers preceding the project titles refer to the project reference number only and are not associated with any rankings).

- #1. Pedestrian bridge at Mason Road bridge over the Nissitissit (near town beach) (20 points)
- #7. Sidewalk on Route 130 from Bohanon Bridge Road to Kegy Road (20 points)
- #6. Connect current rail trail at Bohanon Bridge Road and Potanipo Rail Trail (19 points)
- #2. Sidewalk on South Main Street from Route 130 to new rail trail (15 points)
- #5. Connect trail between Route 13 Sunoco station and Lake Potanipo (12 points)
- #3. Sidewalk on Mason Road from bridge (near town beach) to Cleveland Hill Road (11 points)
- #8. Sidewalk extension along Old Milford Road (from Rocky Pond Road Northward) (0 points)
- #4. Sidewalk on Quimby Road from Route 13 to connect rail trail north of Camp Tevya gate (0 points)
- Other Projects:
 - #9. Sidewalk at Bohanon Bridge Road to Oak Hill (this option was popular by discussion)
 - #10. Potanipo Rail Trail to Oak Hill (discussion was that this trail section needs rebuilding)
 - #11. Sidewalk at Route 130 from Bohanon Bridge Road to Hollis town line near Beaver Brook Association

Online Survey

In addition to the public forum, the Group utilized an anonymous online survey forum to collect input from residents. The survey was comprised of seven questions outlined below and was open for several weeks. The survey was advertised on social media, the town website, through emails, and via the town's Economic Development Newsletter. The survey was set up to only allow one entry per computer. Additionally, residents with homes abutting the next proposed projects were provided with a paper copy of the survey, giving them the option of delivering that copy to the town hall or utilizing the online method. The hard copies handed in were manually input into the online system.

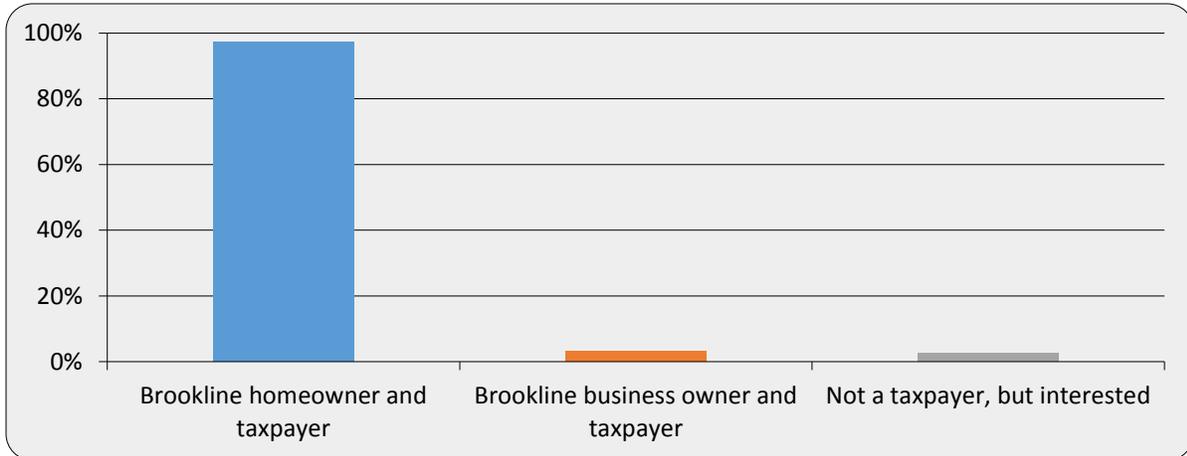
The results below detail all the data collected online. All comments received are included in the Appendix at the end of this report. The only alterations to the data eliminated non-intelligible responses and basic formatting.

In total, **293 responses were received.**

Question 1: I am a (choose all that apply):

Total responses: 293

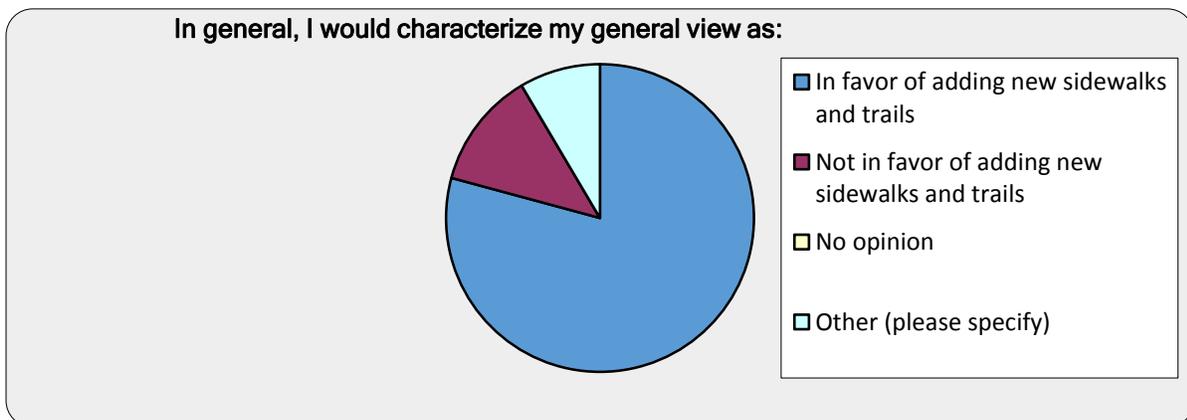
- Brookline homeowner & taxpayer (97.3%)
- Brookline business owner & taxpayer (3.1%)
- Not a taxpayer, but interested (2.7%)
- Other (specify in comments) (8.5%)



Question 2: In general, I would characterize my view as (choose one):

Total responses: 293

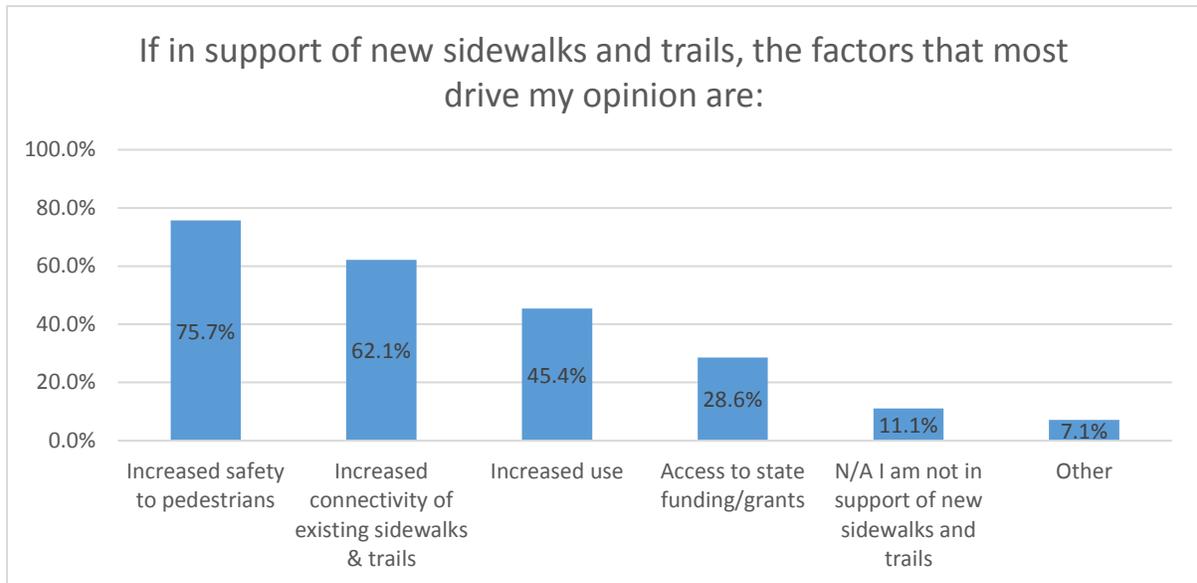
- In favor of adding new sidewalks and trails (79.2%)
- Not in favor of adding new sidewalks and trails (12.3%)
- Other (specify in comments) (8.5%)
- No opinion (0%)



Question 3: *If in support of new sidewalks and trails, the factors that most drive my opinion are (choose all that apply):*

Total responses: 280

- Increased safety to pedestrians (75.7%)
- Increased connectivity of existing sidewalks and trails (62.1%)
- Increased use (45.4%)
- Access to state funding/grants (28.6%)
- N/A - I am not in support of new sidewalks and trails (11.1%)
- Other (please specify) (7.1%)



Question 4: *If not in support of additional sidewalks and trails, the factors that most drive my opinion are (choose all that apply):*

Total responses: 204

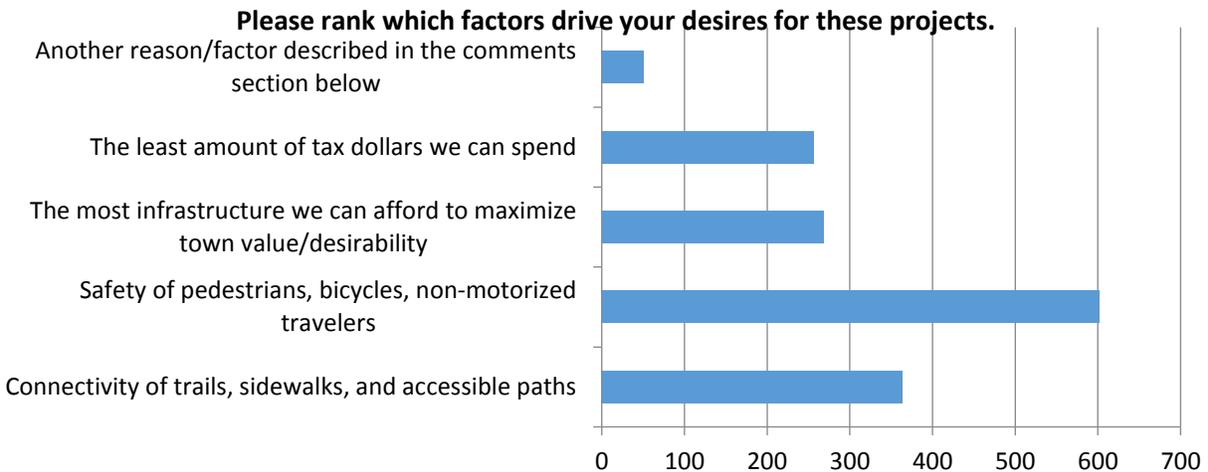
- N/A - I am in support of new sidewalks and trails (73.0%)
- I am not in favor of adding additional cost to maintain (21.6%)
- I am not in favor of adding additional cost to build (21.1%)
- We already have sufficient sidewalks and trails (8.8%)
- I am concerned about sidewalks/trails abutting my property (4.4%)
- Other (please specify) (7.4%)

Question 5: The Group has focused on balancing the wants and needs of the town with responsible spending. Please rate which factors drive your desires for these projects.

The responses to this question were rated by looking at each respondent’s top 3 choices and assigning 3 point to each #1 choice, 2 points to each #2 choice, and 1 point to each #3 choice (#4 and #5 choices, therefore, received 0 points. The results were as follows:

Total responses: 281

- Safety of pedestrians, bicycles, non-motorized travelers (602 points)
- Connectivity of trails, sidewalks, accessible paths (364 points)
- The most infrastructure we can afford to maximize the town value/desirability (268 points)
- The least amount of tax dollars we can spend (256 points)
- Another reason/factor described in the comments section below (51 points)

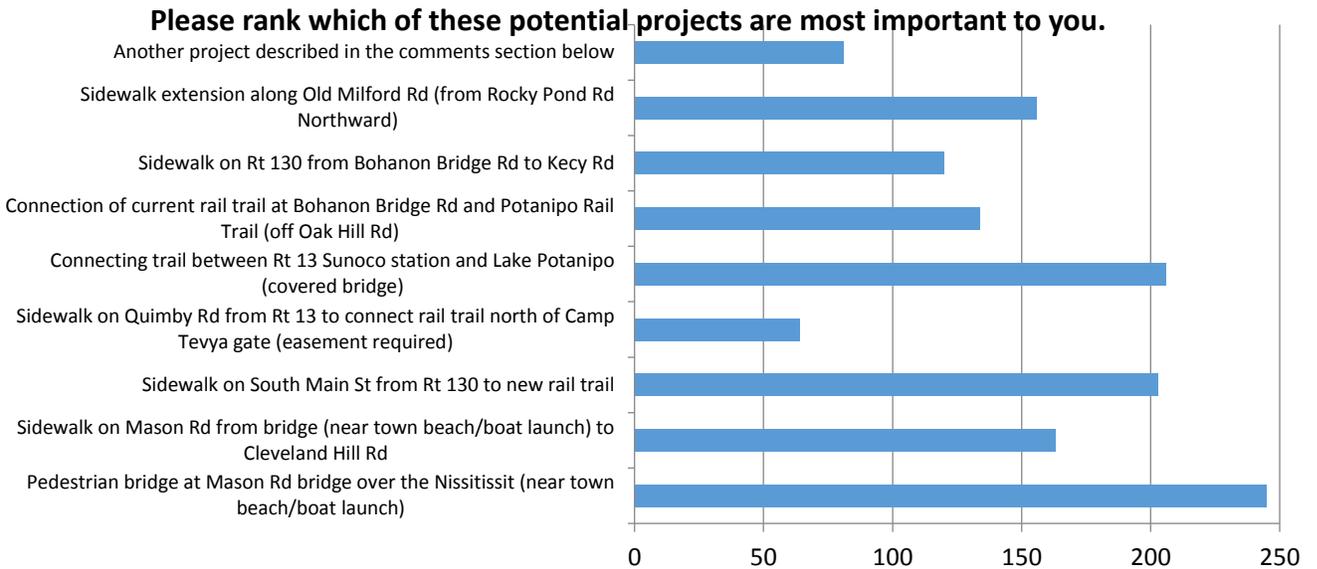


Question 6: The following future sidewalks/trails have been identified. Please rank which of these are most important to you:

The responses to this question were rated by looking at each respondent’s top 3 choices and assigning 3 points to each #1 choice, 2 points to each #2 choice, and 1 point to each #3 choice (#4 and #5 choices, therefore, received 0 points. The results were as follows:

Total responses: 253

- #1. Pedestrian bridge at Mason Rd bridge over the Nissitissit (near town beach) (245 points)
- #5. Connect trail between Rt. 13 Sunoco station and Lake Potanipo (covered bridge) (206 points)
- #2. Sidewalk on South Main St from Rt. 130 to new rail trail (203 points)
- #3. Sidewalk on Mason Rd from bridge (near Lake Potanipo) to Cleveland Hill Rd (163 points)
- #8. Sidewalk extension along Old Milford Rd (from Rocky Pond Rd Northward) (156 points)
- #6. Connect current rail trail at Bohanon Bridge Rd and Potanipo Rail Trail (off Oak Hill Rd) (134 points)
- #7. Sidewalk on Rt. 130 from Bohanon Bridge Rd to Kegy Rd (120 points)
- Another project described in the comments section below (81 points)
- #4. Sidewalk on Quimby Rd from Rt. 13 to connect rail trail north of Camp Tevya gate (easement required) (64 points)



Question 7: Please list any additional comments for the Group.

Total responses: 98

The responses to this question are listed in the Appendix of the report.

Emergency Departments

The group sought input from the town’s three emergency departments (Police, Fire, & Ambulance) with regard to their concerns and recommendations. The proposed projects presented to the department heads were the same projects noted above. The concerns of all three departments were focused on the safety aspects of the projects. Their recommendations are outlined as follows:

Brookline Police Department

The Brookline Police Department’s recommendation was to focus on the addition of sidewalks. Their opinion was that the addition of any sidewalks will increase/improve pedestrian and vehicular safety and is therefore of interest.

Brookline Fire Department

The Brookline Fire Department ranked four of the projects at the top of their priority list as well as three additional projects. They did not rank the trails/connectivity projects, as they would not impact safety as much as the other sidewalk/pedestrian projects. The Fire Department rankings are as follows:

1. Sidewalk on Route 130 from Bohanon Bridge Road to Kecy Road
1. Pedestrian bridge at Mason Road bridge over the Nissitissit (near town beach)
1. Sidewalk on Mason Road from bridge (near town beach) to Cleveland Hill Road
1. Route 130 from Bohanon Bridge Road to Hollis town line near Beaver Brook
5. Sidewalk on South Main Street from Route 130 to new rail trail
6. Sidewalk extension along Old Milford Road (from Rocky Pond Road Northward)
7. Sidewalk on Bohanon Bridge Road from Route 130 to Bridge

Brookline Ambulance Service

The Brookline Ambulance Service, similar to the other town departments, ranked the following projects in order of their safety impact for the townspeople. The potential projects focused on trails and connectivity were not included as they were not found to significantly impact safety as much as the following sidewalk projects:

1. Pedestrian bridge at Mason Road bridge over the Nissitissit (near town beach)
2. Sidewalk on Mason Road from bridge (near town beach) to Cleveland Hill Road
3. Route 130 from Bohanon Bridge Road to Hollis town line near Beaver Brook
4. Sidewalk extension along Old Milford Road (from Rocky Pond Road Northward)
5. Sidewalk on South Main Street from Route 130 to new rail trail
6. Sidewalk on Route 130 from Bohanon Bridge Road to Keczy Road

Ratings of Future Projects

While reviewing the results from the survey and public forum, the Group recognized that the two aspects of trails and sidewalks most discussed were *connectivity* and *safety*: *connectivity* of existing trails and sidewalks to expand the walkable/bikeable connections within Brookline – and, in some cases, to adjoining towns - and *safety* to remove pedestrians and bicyclists from roads with high vehicular traffic volumes and/or speeds.

Projects were rated by the Group solely on their merits of connectivity and safety with a “1” denoting the project ranked the highest. Implementation issues such as construction and maintenance costs, land purchases, and access easements were not considered. The number column to the left of the project title is a project reference number and is unrelated to the ratings.

RATINGS

#	Description	Public		Group	
		Survey	Forum	Connectivity	Safety
1	Pedestrian bridge on Mason Rd over the Nissitissit River (near town beach)	1	1	9	1
2	Sidewalk on South Main St from Rt 130 to new rail trail	3	4	3	2
3	Sidewalk on Mason Rd from bridge (near Lake Potanipo) to Cleveland Hill Rd	4	5	10	4
4	Sidewalk on Quimby Rd from Rt 13 to connect rail trail north of Camp Tevya gate	8	0	4	10
5	Connect trail between Rt 13 Sunoco station and Lake Potanipo (covered bridge)	2	6	2	5
6	Connect current rail trail at Bohanon Bridge Rd and Potanipo Rail Trail (off Oak Hill Rd)	6	3	1	9
7	Sidewalk on Rt 130 from Bohanon Bridge Rd to Kecy Rd	7	1	5	3
8	Sidewalk extension along Old Milford Rd (from Rocky Pond Rd Northward)	5	0	11	7
9	Bohanon Bridge Rd Sidewalk	Not included	Not included	7	8
10	Trail from rail trail to Oak Hill Rd (near Stickney Brook)	Not included	Not included	6	11
11	Sidewalk on Rt 130 from existing sidewalk (Bohanon Bridge/Kecy Rd) to Hollis-Brookline border	Not included	Not included	8	6

Recommendations

Summary of Long-Term Recommendations

The Group has evaluated the potential projects outlined in this report based on factors including: current usage, safety of pedestrians and motorists, connectivity to various resources, foot and vehicle traffic, and the interests of the town and its citizens. The recommendations are based on the current conditions as of 2016. As the town population, resources, funds, and desires change, the recommendations outlined in this report should be re-addressed. Specifically, the impact of traffic patterns on Bohanon Bridge Road, Oak Hill Road, Cross Road, and Mason Road should be evaluated before additional projects are prioritized in the future. Additionally, the frequency of use of past and current projects, such as the Old Milford Road sidewalk, various trail networking improvements, and the Mason Road pedestrian bridge should be evaluated to determine if the priorities outlined below are still applicable at the time additional projects are considered. It should also be noted that the following categorized priorities intentionally do not consider cost and/or feasibility (access, easements, engineering, etc.); those should be assessed prior to moving forward on any of these projects.

As of the writing of this report, the Group has prioritized the projects according to 3 categories (“Near-term,” “Mid-term,” and “Long-term”). The projects are not ranked within each category. The numbers associated with each project are the project reference numbers listed throughout this report.

Near-term:

1. Pedestrian bridge on Mason Road over the Nissitissit River (near town beach)
2. Sidewalk on South Main Street from Route 130 to the new rail trail
1. Connecting trail between Route 13 Sunoco station and Lake Potanipo (covered bridge)
7. Sidewalk on Route 130 from Bohanon Bridge Road to Kecy Road

Mid-term:

3. Sidewalk on Mason Road from the bridge (near Lake Potanipo town beach) to Cleveland Hill Road
5. Connect current rail trail at Bohanon Bridge Road to Potanipo Rail Trail (off Oak Hill Road)
8. Sidewalk extension along Old Milford Road (from Rocky Pond Road Northward)
9. Sidewalk on Bohanon Bridge Road

Longer-term:

4. Sidewalk along Quimby Road from Route 13 to connect rail trail north of Camp Tevya
10. Trail from Oak Hill Road to Potanipo Rail Trail (near Stickney Brook)
11. Sidewalk extension on Route 130 from existing sidewalk (Bohanon Bridge/Kecy Rd) to Hollis-Brookline border

While this report captures the larger overall goals of safety and connectivity of the sidewalk and trail system, there is also a long-term goal of maximizing the use of the current network and expanding it in the future. Recommendations are suggested here to drive forward the overall use and management of the town's sidewalk and trail system.

The plan proposed should be a guideline for forward progress and may need to be altered due to social and economic changes within Brookline upon this edition's completion. Some changes to the Plan may be advisable in the event of:

- Conservation Commission land acquisition and/or additional trail creation;
- Future developments that change the population density layout in town;
- Additions or changes to business or recreational area locations;
- Tax rate changes that may make additional sidewalk creation more (or less) appealing to taxpayers;
- Budgetary changes that may make the funding of sidewalk creation and maintenance more (or less) appealing;
- Grant opportunities may enhance or hinder the town's ability to partially fund these projects.

A multitude of factors can and will change the town's priorities for sidewalk and trail safety and connectivity over time and the projects listed within this report should be re-evaluated as necessary. A regular, periodic update of this Plan is suggested to capture the changes to the town's wants and needs for sidewalk and trail use.

Potential Future Projects Not Addressed in this Plan

Potential projects further out in time, not addressed in this Plan, could include (in no particular order):

- Sidewalk along Rocky Pond Road (from Old Milford Rd. to Pope Road or to the Livingston bench trail connection) to facilitate a connection between the trail and sidewalk networks
- Sidewalk along Mason Road from Cleveland Hill Road to Dupaw-Gould Road
- Pedestrian crossing of Route 13 connecting Meetinghouse Hill Road and Mason Road
- Sidewalk along South Main Street from the rail trail to Route 13
- Pursue easements where needed for the rail trail and other trail connectivity segments
- Continue to improve map accuracy in collaboration with the Nashua Regional Planning Commission
- Increase trail signage
- Pursue connection from Laurel Crest Dive to Townsend State Forest

Future Study, Evaluation, Updated Report

It is recommended that a re-evaluation of this Plan occur in 7 to 10 years, as seen necessary by the Selectboard. The re-evaluation may include simple review as recommended above, surveys of residents, informational meetings, and/or other means available to gauge changing needs and wants in the community. This periodic review may result in an updated Plan being recommended to the Selectboard for planning purposes.

Formation of Brookline Trails Group

It is recommended that the Town create a Brookline Trails Group to assist the Brookline Conservation Commission with the management of the town's trail system. This new Group would ideally have representation from all groups utilizing trails in town including walkers/runners/hikers, mountain bikers, equestrians, and snowmobilers. Having a multi-use, dedicated group working in conjunction with the Conservation Commission would enhance the ability to effectively manage the trails. The Trails Group could assist with the creation of new trails, maintenance of existing trails, improved maps, and signage/kiosk updates to increase awareness and use of all trails within our community.

Investigate Non-Asphalt Sidewalk Material Alternatives

It is recommended that the Town investigate substances other than asphalt for the top coating on new sections of sidewalk. Sidewalks with a stone dust, bark mulch, or alternative surface have been used recently in some areas in New England. Part of the investigation should include contacting other municipalities that have already used these materials for their feedback. They may reduce construction costs, make for softer surfaces, and also be more rustic in appearance. A pilot study could be used to test such alternative materials.

Appendix

Public Survey Comments

The following are comments received from the public on the online survey. The responses listed here are in a *raw/unedited* form, as they were written in the responses.

Question 1: I am a (choose all that apply):

No comments received.

Question 2: In general, I would characterize my view as (choose one):

- No trails, current ones not being maintained
- not sure there is enough pedestrian traffic to warrant more sidewalks and there costs but trails I'm in favor of.
- I would be in favor of a long term plan to upgrade sidewalks... Raise funds, complete project, raise funds, complete project... We don't have to do all projects at once.
- In favor of adding trails, but less in favor of adding sidewalks.
- Adding more Hike/bike trails, sidewalks are of limited use in our small town
- Trails (as part. scenic byways) are always acceptable
- in favor of sidewalks along main street (130) and expanding trail network
- Connect a way safe to cross over route 13
- Prior to spending town money on sidewalks and trails the town should pave the dirt. roads.
- In favor if they benefit the majority of the residents, not a select few such as extending to Rocky pond for Hobart. Hills access.
- Generally in favor, but not at adding to the tax burden (I rarely see anyone on the existing sidewalks)
- Open to some sidewalks but not sidewalks for the sake of sidewalks
- We should focus on making bicycle riding safer.
- I would like to see measurements made to determine the sidewalk usage, and trail usage, at this time, and after new sidewalks are installed
- How about some trails for Wheeled OHRV's? The snowmobilers(sic) are accommodated, why not us too? I'm a taxpayer, as are all of my adult riding friends.
- Would rather money was spent on improving roads, bridges, and increased traffic control due to excessive speeds, passing in no-passing zones, increased accidents & fatalities.
- In favor of adding new trails, but not sidewalks
- Trails with parking
- In favor if our taxes are not impacted or impacted very little
- Adding new trails that are open to motorized vehicles
- Adding sidewalks, yes, trails, no. Few trail heads have signs, discouraging public use.
- Not in favor of sidewalks, but in favor of trails
- Safety first

Question 3: If in support. of new sidewalks and trails, the factors that most drive my opinion are (choose all that apply):

- Not trails, yes sidewalks
- Favor trails
- It's a waste of money. Not many people walk on the roads anyway where your planning to put them.
- Safety and Multi-use trails
- Selections above applicable to Trails only
- Maybe horse riders can connect to system too
- Increase property value and encourage businesses to locate here
- low tax impact
- Greater sense of community with walking & biking
- Pedestrian access leading to greater sense of community. People walking & biking makes a town.

- I haven't seen many people walking on the existing sidewalks, but lots of bicycle riders.
- See comment above
- Trails...not sidewalks
- How many people outside of the center of town actually use sidewalks. I'd rather have a bicycle lane
- Open up specific trails for ATV's
- We should be facilitating and encouraging (safe) use of our roads and lands, and if the State will help, so much the better.
- Don't like conservation commissions trail use policy. some illegal snowmobile access, some dead-end to private land w/no trespassing signs?? expansive trails, not so much as a boulder to rest on. what is their goal here, beyond land acquisition?
- In support. of trails through conservation areas, not sidewalks
- Increased use and variety of options

Question 4: If not in support. of additional sidewalks and trails, the factors that most drive my opinion are (choose all that apply):

No comments received.

Question 5: The Group has focused on balancing the wants and needs of the town with responsible spending. Please rate which factors drive your desires for these projects.

No comments received.

Question 6: The following future sidewalks/trails have been identified. Please rank which of these are most important to you:

No comments received.

Question 7: Please list any additional comments for the Group.

- No more cost drivers to my taxes. Period. We do not need an increase in walkers, leaf peepers, etc.
- Don't favor more sidewalks
- There are other priorities for the town that should take precedence. Additionally, the use restrictions applied to trails and the related conflicts result in failure to serve the needs of some segments of the community.
- I think we have sufficient sidewalks
- Sidewalk installation costs should be added
- Taxes are too high, evaluate budget. Consider expanding the lake facilities, add canoe/kayak rental, concession stand, more playground.
- Concerned about cost of maintaining when it is hard to make them walkable in winter. There are more that would be good to have but not in favor of paving the entire town.
- No sidewalks...TRAILS ONLY
- We have many more pressing needs in town
- Open up specific trails for ATV's
- I see many people walking on the road alongside expensive sidewalks.
- Sidewalks, yes, trails, not until what is there is more hospitable to public use.
- Sidewalks such as along OMR are not necessary and will make the road more narrow
- I feel the addition of any more sidewalks is a waste of taxpayers money. Very few people actually use the existing sidewalks and I feel it to be a waste of time and money. I am not in favor of additional sidewalks.
- Why not chance upper schools from Hollis to another community, save money and lower taxes. I don't see many people walking on the roads now. Why increase taxes where they are very high already. This is an unnecessary addition to taxes. There are very few persons walking on the roads.
- Pave roads in cemetery. All 2 of them.
- No more spending or seeking strings attached state funding. Concentrate on maintaining what we have and keeping property taxes low. This is a rural town with limited resources and no

revenue perks like other communities like 101A. Some of us work for a living. No trust fund, etc.

- Please do not add trails. Why? Just visit one off south main st. Is it's condition one to be proud of?
- A sidewalk the length of old Milford Rd is ridiculous. Can we please keep our small town just that.
- Rte 130 from S Main to RMMS are the only sections where sidewalks make sense. There is plenty of shoulder in other areas and rural environment should be maintained. It would be good to span CSDA land with path from CSDA to Parker Road giving people exposure to, and awareness of, the full campus. Trail construction should be multipurpose including consideration of OHRV use besides snowmobiles. Conscious development of mountain bike trails west of Rte 13 would allow generation of cottage industry on Rte 13 to support. Grant money and support. is available. OHRV trails would also provide a local revenue stream.
- Another project list: Bohanon Bridge Rd., S. Main St. from Nissitissit south to Rt. 13, Rocky Pond to trail bench or Pope Rd., Old Milford Rd to Melendy Pond, Cleveland Hill to Dupaw Gould, easements for rail trail use; Trail signage needs to increase to increase use, sidewalk mileage listed may increase use, road agent need to maintain Bohanon Bridge sidewalk in winter, increase signs at road crossings with no crosswalk or install crosswalks or solar user-activated crosswalk flashers
- Until measurements have been made to existing sidewalk usage, and measurements have been made concerning road usage by pedestrians, these "feel good" projects should be examined, in light of "activity" vs "accomplishment".
- I have a specific concern regarding blind spots as a safety issue on my road in particular....from sun glare in morning and evenings. I live on laurel crest drive.
- You do, of course, realize that grant money is still paid for by us, the taxpayers!
- As per a discussion that took place at the Fire House on Tuesday, September 21, I would like to reiterate that a side walk on Bohanon Bridge Rd., itself, would be very advantageous. Said side walk would, 1) act as an excellent connector from Rte. 130 to the New Rail Trail (which gets considerable foot/bike traffic) and, 2) allow a safer passage for Bohanon Bridge area parents to escort. their kids to the bus stop on Oak Hill Rd. Notably, the school bus cannot venture on to Bohanon Bridge itself due to (understandable) insurance reasons.
- Sidewalks are very important, not only for the safety of our pedestrians, but also to improve property values in the town. Being a walkable/joggable community is a huge benefit for all. I would also be in favor of sidewalks along at least one side of (1) Mason Road east of Cleveland Hill Road, and (2) Meeting Hill Rd between Rtes 13 and 130. Voting YES for all sidewalks!!!
- Some sections of Rt. 130 have a particularly dangerous combination of high traffic, poor visibility due to curves/hills, and no shoulder. The section between Bohanon Bridge Rd and Kecy Rd is among the worst of these.
- Keeping rural nature - with ability to move around town safely, even with increased traffic
- I do value the addition and maintenance of the existing sidewalks in the downtown area despite rarely seeing any walkers using them. I also do feel most strongly about our ranking within the top ten most expensive towns to live in within NH....people are leaving our town because they can't afford to stay furthering the burden on those trying to stay....let's focus on saving the matching funds required for the sidewalk grants and use it to lower the operating budget or attracting new businesses to use the new ERZ's....we have a good town to live in let's ensure we have good people that can stay here....please
- I live @ 45 Pepperell re and want the side walk to be accessible from my house as I am actively using trails and sidewalks with my young school aged girls and currently cannot walk from our home as there are no sidewalks and I am forced to drive in order to use sidewalks & trails....
- would love to see sidewalk extended all the way to the event center. Route 130 has a lot of traffic and it is very dangerous for walkers, runners and cyclists. I have had and seen several near misses one as recently as 3 days ago with a child.
- I'd like to underscore my support. for the proposed sidewalk extension on Rt. 130 between Bohanon Bridge Rd and Kecy Rd.
Once the current project (Segment "F") is complete, we'll have miles of sidewalk ending /just/before/ the most dangerous and un-avoidable (there's no alternate path to the Southeast part. of town) road in Brookline.
It's a truly treacherous spot, especially for non-motorized users on the north side of the road (Eastbound runners / Westbound cyclists).
I ask that members of the sidewalk and trail Group please actually walk each of the proposed

sections in both directions, day and night before making a decision.

Thank you!

- On Old Milford Road, please cut any trees within five feet from the edge of the finished pavement. This would improve visibility of the road for drivers and reduce the potential for fatalities in case of a car accident. Eliminating trees right next to the road will also absolve the Town of Brookline from negligence. North American Power may share some of the cost since they already maintain power lines in this area.
- I contacted my lawyer when the rail trail was connected to Bohanon Bridge. My lawyer informed me that there is no right-of-way or easement on the rail trail on my property. I 100% own the rail trail. If you cut down one tree on my property on Oak Hill Road, I will immediately sue the town.
- Need to connect the North mason rd area to the safety complex, so the kids/people have walking access to our town ball field, businesses, Dunkins etc....shouldn't be riding/walking on that busy 13 without a safety area in place for it.
- Further development of the Palmer Bartel area for hiking and biking.
- appreciate the work you are doing
- Question left blank is not due to lack of interest but rather lack of knowledge as to where exactly that is. We live on the Milford side of Brookline and do not use that area of town. However we do enjoy Lake Potanipo and I have noted that is a very busy area. It is need of a SAFE way for the many kids and teenagers I see riding bikes or walking in that area.
- side walk on Laurel Crest Drive, lots of kids, a child care and lots of bus stops . The cars drive very fast and don't always slow down even when they see the kids.
- Adding sidewalks along major thoroughfares may encourage many more pedestrians to utilize them and offer a greater possibility of accidents with traffic vehicles. Trails are a better choice for enjoyable walking.
- Stop light Rt. 13 and mason road!
- The proposed sidewalk between South Main and Bohanon Bridge cannot come fast enough. The curve at Cross Road is ridiculously dangerous. I hope that rails will be added between sidewalk and road to help protect pedestrians.
- Our taxes are high enough. If we can't cut down on other things, this should be tabled for another year.
- Safety to cross route 13
- Sidewalk from Flint Meadow Drive or Sawtelle to Main Street
- The amount of dust generated on our dirt. roads may not only be unhealthy but may be in violation of air quality emission standards. Sidewalks and trails are great but, only after addressing the problems with town roads.
- Sidewalk along Cleveland Hill Rd
- The recently installed sidewalks are not aesthetically pleasing, they are not level nor granite edged. If you are going to install sidewalks, improve the look of the town in the process. Don't cheap out. Old Milford is a dangerous road to walk, a walkway here would provide access to town businesses (library and village store) for many people.
- Crosswalk across Route 13 to connect Mason Rd to Meetinghouse Rd.
- Sidewalk on Rt. 13 from S. main to lake. Or a trail..
- sidewalk extending from the safety complex to north Mason.
- Would like to connect CSDA to town via safe paths on South Main St or Rt. 13
- The pedestrian bridge to connect the down ton with lake potanipo, trails is a SUPER idea . I also think a side walk from key rd to bohanan is very important. Both areas pose a high rish for bikes and pedestrians.
- This a nice little country town. Please stop trying to make it suburban. There are too many sidewalks and they cost too much to plow and maintain and they are not used enough to justify the expense. A place away from roads that children could rides bikes safely is a much better investment. I live in the center of town and I would never let my kids ride a bike even on the sidewalks because the traffic is too fast and too dangerous.
- We live on Sawtelle. We love being in a small town and want our children to be able to bike safely into the town and library. We would love to see sidewalks on 130 from Pepperell road down to the existing sidewalks.
- The ones I didn't mark in Item 6 I would rather not spend any money on.
- I feel that additional sidewalks is a waste of the taxpayers money and that the existing sidewalks are more than sufficient to get to the main points of town.

- Above you mention sidewalks benefiting the safety of bicyclists. They DO NOT belong on sidewalks.
- I do not want the town to spend ANY TAX dollars for sidewalks and trails
- I would love to see something along the Westside of 13 from the state line to bond and beyond.
- I think any new subdivisions should be required to have both underground power lines and sidewalk/bike path combinations.
- We're already drowning in taxes please don't add any additional costs until you get a handle on our tax rate. Also Brookline has such a low population density(a positive to me) I doubt the sidewalks will get much use anyway.
- Looking forward to more sidewalks!
- Crosswalk or bridge over RT13 to get to Lake Potanipo from Meeting House Hill Road.
- Mason Road is the third most traveling road in all of Brookline (if not second, behind Route 13). It also has many pedestrians (walking, biking, running) along the road, as well as the most pedestrian traffic right around the camp, beach/boat access road and bridge.
To compound the situation, the cars traveling on Mason Road continually exceed the speed limit - some at 40+mph (the police could have a field day) and the straight road near the bridge to Cleveland Hill becomes the takeoff and landing strip for vehicular traffic
In addition to the sidewalks and trails, there should be a crosswalk at Camp Tevya's road to the Eddy Whitcomb parking lot across the street
Many of would love to see more police presence
Mason Road is just waiting for an accident to happen
- Connection of atv and utv trails
- ATV and UTV 60" trail system created
- There is going to be a terrible accident on Mason Rd. Please focus on that.
- Rte 13 up Townsend Hill Road to CSDA
- Connectivity of trails is an important factor.
- You spent money to block a gas pipe line but have no problem taking peoples property to make Brookline look like Nashua !!!! move there and walk all day and night as you wish and stop taking peoples front yards for your self imput JERKS
- A side walk all along Old Milford Road. Thank you.
- I might be in favor of additional projects in number 6 if I had some data on projected usage
- Pedestrian bridge sounds great to avoid deadly section of Rte 13 and meeting house hill!
- Sidewalk extension down South Main, to include pedestrian bridge over Stickney Brook, from 130 to 13. Kids can bike to school at CSDA if there's a safe place to cross Stickney Brook -- existing bridge on South Main is just big enough for two trucks to pass each other, no space for the kids.
- The completion of sidewalk on S. Main St from 130 to the Rail Trail enables completion of sidewalk on S. Main St down to a covered bridge over Stickney Brook & sidewalk out to 13 at the State Line store, also on S. Main St. Thank you for your consideration.
- Thanks! I would love to see the sidewalk on Route 130 go from the cemetery (South Main Street) to the Hollis line :)
- Sidewalks for their own sake or for gaining access to grant money is a bad idea. Connecting existing trails and making walking in and around town center through easements and some sort. of walkway (though not necessarily a concrete sidewalk) is a good use of time and funds. Brookline has a rural character and sidewalks do not enhance that should be discouraged. I moved OUT of suburbia and urban location on purpose!
- I like the idea of connecting existing trails but only if those existing trails are used regularly now. I do not like sidewalks that serve residential areas unless they are near the schools, route 13, or the center of town.
- Bike trail along all of route 13 from MA border to Milford, also connecting you to many of Brookline great trails. Route 13 is extremely dangerous road with the high speed, people coming in and out of businesses and tractor trailers. Yet joggers and bikers take to that road in order to get to some great trails and areas in Brookline.
- Safety has no cost too high. :)
- Pedestrian activated lights and crosswalk at the intersection of route 13 and Mason Road.
- Roads are narrow already, no need for additional sidewalks. Bikes aren't allowed on sidewalks so no value there. Has the money to maintain the sidewalks been factored into future budgets.
- I am unfamiliar with the areas above as we are new to Brookline. However, I think the addition of more sidewalks along route 130 would be easier access for residents to walk to the center of

town. Our family would love to do more walking in the neighborhood and around town (Cider Mill area) but it is too dangerous without a sidewalk.

- Thank you for all your hard work in improving our town's accessibility.
- Taxes, taxes, taxes It has to stop somewhere sometime.
- please make sure you are using tax payer dollars wisely!
- Sidewalk from Pepperell road turn off to existing sidewalk - so if one is already scheduled to be brought to Bohanan bridge on 130 then connecting it there. We have many kids and neighborhoods on this side of Brookline. 130 along here is fast and dangerous but we would love for our kids to be able to safely travel to town for the library, store and lake.
- More rail trails off north mason road.
- access of the rail trail from n.mason rd to scabbard mill rd CRITICAL ! closed section forces users out onto Rt. 13 sharing the hwy with over 7 thousand cars and trucks a day !
- Nobody is going to get injured or killed if we don't have more trails connecting to each other. Some of our streets are death traps for pedestrians. Mason Rd and Old Milford Rd are horrible. Mason Rd is the worst because of all of the kids that are on it (and should be able to be on it safely)
- The existing trails in town conservation areas should be more clearly marked and parking lots should be graded more often.
- Stop with the sidewalks...more trails!!
- Bike lanes are very important unless you're going to allow bikes to be ridden on sidewalks. My daughter rides her bike sometimes and the road from 130 to the library is not safe unless she rides on the sidewalk which she won't do because it's not legal to do so.
- I would like to see the sidewalk extended up Old Milford Road past Rocky Pond. Old Milford Road is narrow & winding and pedestrian / bicycle traffic has increased tremendously. It is HUGELY unsafe and should be a top priority before someone is hurt. or worse.
- Milford just improved the Granite Rail Trail where it abuts to Brookline and its a major improvement for bike riding. Improvements to the Brookline side would be very nice too. The roots and old railroad ties make for an extremely bumpy bike ride and further down the mulch/wood chip make for a very tough bike ride. Old Milford Road is about as dangerous as it gets for pedestrians and bike riders. Realize that it would be a major undertaking but a bike/pedestrian train would be a big deal!
- Please keep adding to the conservation trails in the woods! Those are great and are used all four seasons!
- I would like there to not be a Group. In other towns the trail Groups have resulted in additional regulations being imposed upon the use of trails and other public spaces that property owners pay for either directly or by omission (untaxed land).
- Rail trail from Bohanon Bridge down through Pepperell line.
- The amount of runners on Old Milford as well as those who walk I feel a sidewalk could really benefit. It's scary for them and for drivers even doing 30 coming around a corner to a person walking their dog and another car coming is frightening.
- Instead of wasting \$\$ on trails and sidewalks that few people use, use that \$\$ to pave the unpaved streets
- Open up specific trails for ATV's
- Please provide funding for maintenance and clearing of existing sidewalks. Overhanging trees and lack of clearing in winter (ice patches) make them less likely to be used.
- I fully support. continued expansion of the sidewalks and trails.
In answer to question number five above, I believe creating more access to town land is a higher priority than spending as little as possible.
I would also like to see the idea of making the trail behind the Sunoco Station handicapped accessible/ADA compliant. It would be a great resource for differently abled residents, and set an example for local businesses and nearby towns.
- The refinished rail trail at Bohanon Bridge should be opened up to include snowmobile traffic in the winter at the very least.
Snowmobiling is a very big part of Brookline. Past and future trail projects should not be restricting this activity.
- 1) Safe walk to/from destination driven
 - schools, via sidewalks/trails is most desirable
 - majority use (not a town asset if it serves a tiny fraction)
- 2) no bikes on trails makes them unusable for alternate to car/road transportation
- 3) 35mph (signage) on a trail, are they nuts? Roadway speeds on a "trail"?

4) Brookline appears to have no transport. connectivity goals/plans, for walk/bike/road, and so we end up with leftover piecemeal backfill trying to patch together whatever developers have left from deadend roadway cul de sacs. Does not make sense.

- I don't want more sidewalks but most especially not on OMR northward from Rocky Pond Rd. OMR is too narrow already.
- The maps and walking guide parts of the town web site are out of date. Thanks for the work for making Brookline more walker friendly.
- We have plenty of trails - they don't all need to connect. We need to keep people safe. The area of the beach/boat launch/covered bridges is horrible and needs to be addressed ASAP!