Section 8

Transportation/Circulation

Goal: To foster a transportation system that is safe, convenient, accessible, economical and consistent with Hanover's historic, scenic and natural resources, for present and future needs.

INTRODUCTION

The circulation/transportation section provides an overview of the existing transportation conditions, including the general conditions and availability of major roadways; public transportation; bicycle and pedestrian ways and parking; and to produce recommendations for improvements of the present systems. Information has been gathered from through the public participation process of the master plan as well as from local and state agencies, and local newspapers.

The Master Plan Survey results indicated that traffic is one of the top three serious issues facing Hanover. Traffic concerns ranged from traffic volumes along Routes 53 and 139 to speeding and poor road conditions. Respondents were so concerned about traffic along Route 53 that they indicated that they would like additional business development (primarily "big" business) to be discouraged.

Another transportation-related issue raised through the Survey was the need for sidewalks in Town. Seventy percent of the respondents indicated that sidewalks are needed in Hanover; 40% indicated that Main Street is in need of sidewalks.

ROADWAYS

According to the Hanover Department of Public Works (DPW) there are approximately 85 miles of roadway in the Town. Of these roads, approximately 6.14 miles are State roads, 76.85 miles are accepted local roads and 2-3 miles are private roads. All local roads have two lanes with speed limits varying from 25 to 45 miles per hour. The State roads which traverse Hanover are Route 139 which runs east/west across southern Hanover, Route 53 which runs north/south along the eastern edge of the Town, Route 123 which runs east/west across northern Hanover, and Route 3 (the Southeast Expressway) which cuts across the northeastern corner of Hanover and intersects Route 53. These roads connect the Town with the rest of the southeast region, Boston, and the Metro area.

Route 3, the major thoroughfare to Boston from the South Shore, experiences significant congestion and traffic delays during peak commuting hours. "Due to high commuter volume and traffic congestion, the Federal Highway Administration has allowed the breakdown lane along Route 3 to be used as a travel lane during rush hour. Despite the use of the breakdown lane during commuting hours, Route 3 narrows from three travel lanes to two at the Hingham/Weymouth line, causing a dangerous traffic bottleneck and often bringing bumper to bumper traffic to a halt. Included in the state's $3.1 billion Transportation Bond Bill is a proposal to add one travel lane on both the northbound and southbound sides of the highway along the 11.7 mile stretch from Weymouth (Exit 16) to Duxbury (Exit 11)."[1] It is unlikely, however, that the proposed improvements will be completed until at least the year 2001.

General Roadway Conditions

The structural condition of local roadways is important in efficiently moving traffic along without contributing to congestion by slowing vehicles trying to avoid rough pavement and potholes. A General Roadway Conditions Listing of local roads and/or sections of roads in Hanover was prepared as part of The Town's Roadway Management System. This list rates the pavement condition, ride comfort, drainage, utilities, sidewalks, safety, traffic circulation, and road maintenance on a scale of 0 (worst condition) to 100 (best condition).

According to the DPW Roadway Conditions Listing, 22% of all roadways and sections of roadways in Hanover were considered poor (rating < 70), 26% were found to be fair (70-79), 13% were judged as good (80-89), and 39% were thought to be excellent (90-100). These ratings included a rating for several criteria including safety, sidewalks, and general road conditions as well as pavement condition. The DPW considered pavement condition to be such a significant problem that the pavement condition index (PCI) was the only factor in determining the overall roadway conditions index (RCI).

In general, results show that nearly one-half of Hanover's road inventory is in need of some form of increased maintenance. By the same token, nearly one-third of the Town's road inventory could use some significant pavement repair work.

Table 8-1: Hanover Roadways with Poor Pavement Conditions

Roadway	*PCI*	*Roadway*	*PCI*
Old Farm Road *(improvements underway)*	44	Karen Road	52
Tucker Road	46	Old Town Way	52
Spruce Circle	47	Samoset Drive	52
Candlewood Lane #2	48	Myrtle Street	53
Linwood Terrace	48	Circuit Street *(has since been improved)*	54
Summer Street	48	Curtis Road	54

[1] Hanover Mariner. July 31, 1996.

Roadway	*PCI*	*Roadway*	*PCI*
Massasoit Lane	50	Old Washington Street	54
Water Street *(has since been improved)*	50	Oldfield Drive	54
Circuit Street #2	51	Pantooset Road	55
Main Street	51	Pocahontas Lane	55

Source: Hanover Department of Public Works; Roadway Conditions Listing 12/19/95

The DPW provided a list of the five worst roads in Hanover and the reasons for their classification. The roads listed include Union Street, Pleasant Street and Circuit Street due to poor pavement and drainage; Water Street due to poor pavement; and Old Farm Way due to poor pavement and sub-base. Each of these streets was inspected by Beals and Thomas, Inc., and recommendations have been made to improve them.

Union Street. Pavement is in poor condition with variable cross slopes and a limited number of drainage structures. It should be noted that Union Street is slated for reconstruction in the near future. Reconstruction should include: crowning the road to ensure adequate cross slope drainage and off-grading of the shoulder to ensure positive flow away from the roadway. A closed drainage system should be provided where off-grading does not allow for positive drainage away from the roadway. In locations where a closed drainage system currently exists, positive slope towards the structures should be provided.

Pleasant Street. Generally in poor condition with broken and uneven pavement. Currently, a closed drainage system is being installed. Further reconstruction should include crowning the road to ensure positive cross slope drainage. In addition, the roadway should be sloped to ensure positive drainage to new drainage structures.

Circuit Street. Recently resurfaced from Hanover Street to Winter Street, and in good condition with a fairly consistent cross slope and closed drainage system throughout. Further improvements do not appear necessary. The Circuit Street spur (off Pleasant Street), located in a residential area, has not recently been resurfaced and is in fair condition. It does not appear to have any major drainage problems and is not recommended for further improvement.

Water Street. Recently resurfaced along its entire length from Broadway to Elm Street. No further improvements are recommended.

Old Farm Way. Currently under construction - the roadway was reclaimed and is being regraded. No further improvements are recommended.

There are other roadway resurfacing projects recently completed or planned for the future in Hanover that should alleviate poor pavement conditions, in addition to other problems: Work on Route 123 (entire length), Elm Street, Grove Street, Riverside Drive, and Old Washington Street (including new drainage installation).

Intersections

Poorly designed and busy intersections on major roadways can result in delays and accidents, adding to the congestion of local traffic. A Department of Public Works survey yielded a number of problematic intersections along Routes 53 and 139, in addition to one (King Street and Circuit Street) in the industrial area of West Hanover (see Table 6-1). The increased safety risk of these intersections is a combination of their high volume of traffic, poor engineering design, and inadequate sight distance.

In particular, the intersection at Hanover, Center and Main Streets has been the center of some dispute. It was listed as one of the five worst intersections in Hanover by the DPW due to poor design. The Town looked at alternatives for this intersection in 1994; however, the redesign of this intersection has been set aside due to general sentiment against the proposal. There was local support for a proposal to block the section of Main Street which runs behind the Congregational Church at a January 1995 special hearing. This alternative has yet to be implemented, as Selectmen wanted the input of the Police safety officer before consulting with the Massachusetts Highway Department - a necessary step in making any changes to a state roadway.

The following intersections were determined to be the worst in the Town by the DPW and by Comprehensive Plan survey respondents.

Table 8-2: Problem Intersections in Hanover

Intersection	Reason	Source
King Street and Circuit Street	Poor Design	DPW
Main Street and Hanover Street (Rte. 139)	Poor Design	DPW and Survey
Cedar Street and Main Street	Sight Distance Inadequate	DPW
Grove Street and Hanover Street (Rte 139)	Sight Distance Inadequate	DPW
Plain Street and Hanover Street (Rte 139)	Sight Distance Inadequate	DPW
Route 139 and Pleasant/Circuit	N/A	Survey
Route 53 (Somerville Lumber)	N/A	Survey
Routes 53 and 139	N/A	Survey
Route 53 and Old Washington	N/A	Survey
Route 53 and Broadway	N/A	Survey
Routes 53 and 123	N/A	Survey

Source: Hanover Department of Public Works; 1996 Comprehensive Plan Survey

According to responses to the Comprehensive Plan survey, Routes 53 and 139 are considered areas of major traffic problems. The biggest traffic concerns include speeding and road conditions, which contribute to safety risks, especially along Route 53 intersections. Improvements are being proposed for Route 53 intersections, in addition to continued resurfacing work. Repair of the North River Bridge on Route 53 is scheduled to be completed in the next year. The possibility of installing traffic lights is being investigated at the intersection of Route 139 and Plain Street.

The Central Transportation Planning Staff (CTPS), which programs road and bridge improvement projects on state roads in the Greater Boston area, including Hanover, lists no scheduled work to be done in Town in its 1997-2001 Transportation Improvement Program (TIP). It should be noted that this listing can change, as projects are added and deleted with shifting priorities. The Town continues locally funded projects such as the continuing improvements to Route 53. Additionally, there is an Environmental Impact Report (EIR) currently under way for improvements (Phase IB) to Route 53 that will widen it from Mill Street to Pond Street and double its present capacity.

The five intersections identified by the DPW as the worst in Hanover were inspected by Beals and Thomas, Inc., and are discussed below.

King Street and Circuit Street. Consists of a "Y" design with a majority of traffic traveling through on Circuit Street. King Street traffic northbound stops at this intersection prior to proceeding left or right on Circuit Street. The openness of the "Y" intersection makes it confusing for traffic traveling southbound on Circuit Street as to whether the main roadway proceeds left on Circuit Street or right on King Street. To alleviate this problem, it is suggested that the end of King Street be shifted slightly to the east and a "T" alignment of the intersection established. This would close off the wide open "Y" intersection and help to better channel traffic along the main roadway. A residential structure located on the north side of Circuit Street, immediately opposite King Street, makes it impractical to realign Circuit Street - therefore, the sharp turn in Circuit Street will most likely need to be maintained. Advanced warning signs should be placed on Circuit Street to warn traffic of the sharp left/right bend in the road ahead.

Main Street and Hanover Street. Located in the Town Center with three side streets intersecting the main throughway, Hanover Street. Most turning traffic from Hanover Street appears to flow onto Main Street, which is divided from Hanover Street by an island containing a church. Traffic onto Main Street and Silver Street on the north side of Hanover Street can turn on either side of the island and proceed behind the church on a secondary roadway. Only limited traffic was observed turning onto Silver Street. The intersection should be realigned to make a four-way intersection with Hanover Street at the north and Center Street at the south, and a separate three-way intersection located to the east with Silver Street intersecting Hanover Street. The through roadway running behind the church connecting Silver and Main Streets should be abandoned in order to better direct traffic flow, with Silver Street than intersecting Hanover Street at its current location. The realignment of Main Street would be shifted to the west, moving the existing ballfield, so that it would intersect across from Center Street. Traffic on these roadways may warrant a signal at the newly created 4-way intersection. In order to determine the need for a signal, a detailed traffic study and warrant analysis will need to be performed.

Cedar Street and Main Street. Consists of a "T" intersection with Cedar Street entering Main Street from the west. The intersection appears to be in relatively good condition, except that

sight distance to the north for traffic exiting Cedar Street could be improved slightly with the removal of several large trees located northwest of the intersection on Main Street. It should be noted that a school is located one mile west of the intersection on Cedar Street. Although this intersection was not observed during the beginning or end or school hours, it is anticipated that significant bus traffic may use this intersection. During morning and afternoon hours of school, significant traffic backup may occur on Cedar Street due to buses. This may warrant a traffic signal at this intersection in order to allow the buses to smoothly enter and exit Cedar Street. A detailed traffic study and warrant analysis will need to be performed to determine if a signalized intersection in this area in necessary. During non-school hours the signal could be switched to flashing red and yellow to provide for non-peak hour traffic.

Grove Street and Hanover Street. Consists of a four-way intersection with flashing red and yellow lights on the secondary and primary road, respectively. Sight distance for both northbound and southbound vehicles on Grove Street is limited to Hanover Street at the west. For northbound traffic on Grove Street, a recently installed stockade fence partially blocks visibility, as do overhanging trees. Assuming the fence is on private property, it may not be feasible to have it removed, though some of the overhanging tree branches could be trimmed. For southbound traffic on Grove Street, a stone wall and shrub overgrowth shield views of the intersecting roadway. Removal of the wall may not be desirable or feasible, if it is on private property, although the shrubs could be trimmed back.

Plain Street and Hanover Street. Consists of a four-way intersection with stop signs on Plain Street. Clusters of signs are also located on Hanover Street at the northwest and southeast sides of the intersection. These signs should be relocated to improve sight distance.

Drainage Conditions

Areas of poor drainage are often subject to ponding of runoff which acts to slow traffic down due to puddling. This ponding also causes pavement to deteriorate. Hanover DPW identified the five worst drainage areas which were inspected by Beals and Thomas, Inc., and discussed below:

Table 8-3: Roadways with Poor Drainage Conditions

Area	Reason
Dillingham Way near Main Street	Inadequate drainage infrastructure
Old Town Way near Henderson Lane	Low lying area
Pleasant Street (southwest streets)	Flat, low area
Indian Head Development	Flat, low area
Dwelly Avenue and Ponderosa Drive	Flat, low area

Source: Hanover Department of Public Works

West end of Dillingham Way near Main Street. Dillingham Way pitches to the east with one set of drainage structures located at the corner of Dillingham Way and Main Street, and a second set of drainage structures located approximately 400 ft. to 500 ft. east of the intersection. Runoff

appears to pond on the off-grade shoulders. These shoulders should be regraded to channel flow along the gutter line to the catch basins. The amount of runoff entering the Dillingham Way catch basins from Main Street should be analyzed, and if it exceeds capacity, another set of drainage structures should be installed on Dillingham Way to intercept excess runoff.

South end of Old Town Way near Henderson Lane. This section of roadway is in poor condition with variable cross slopes and questionable positive flow to the existing drainage structures. It appears that the structures are not located at the lowest elevation on the roadway. A survey of the area should be conducted to locate low points on the roadway and new drainage structures should be constructed at these points. An alternative is to regrade the road to create low points at the existing catch basins. In addition, regrading of the shoulder should be completed to eliminate localized puddling.

Blocks of streets on southwest Pleasant Street (Brook Circle, Jackson Road & Jefferson Road. This area consists of roadways with variable cross-slopes and a limited number of drainage structures. Problems exist with puddling off the side of the road. A detailed survey of the area should be conducted to determine locations for improvements in the closed drainage system, in addition to the regrading and repaving of roads to correct the cross-slope and ensure positive pitch to the drainage structures.

Indian Head Development. This area consists of flat roadways with a limited number of drainage structures. Additional catch basins and culverts should be installed to intercept runoff at low flat areas, in addition to a performing a detailed drainage area analysis to identify the proper location of these drainage structures.

Northwest section of Town. Dwelley Avenue and Ponderosa Drive - This area contains roadways which are very gently sloping and have a limited or no crown in the roadway center. The number of drainage structures does not appear to be adequate to collect all runoff. A detailed drainage analysis should be performed on this area in order to determine the drainage flow paths and areas where additional drainage structures are necessary. In many areas, the roadway shoulder off-grading areas should be reshaped to provide for positive flow away from the pavement, across the shoulder.

Traffic Flow

Congestion is another factor that can slow down traffic on local and regional transportation corridors. It often is the symptom of other problems on roadways such as pavement, intersection, and drainage conditions, in addition to traffic volumes. The end results are always the same, with longer travel times on busy roadways and increased traffic volume on secondary roads in hopes to avoid congestion, creating serious quality of life issues for those that live in the neighborhood. Respondents to Hanover's Comprehensive Plan survey listed the five most inadequate roads in Town from a congestion perspective.

Table 8-4: Inadequate Roads

Route 53 (Washington Street)
Route 139 (Hanover & Rockland Streets)
Whiting Street
Main Street
Broadway

Source: Hanover Comprehensive Plan Survey

The two most inadequate roadways are the major north-south east-west thoroughfares in town - state highways, supporting most of the commercial and business uses in Hanover. The other inadequate roads each seem to be major access corridors into and out of Hanover from neighboring towns, with problems exacerbated by their primary use for access to Route 53 or Route 3.

CTPS collected data for their Congestion Management Systems (CMS) program in Hanover for Routes 3 and 53. During the evening rush hour, Route 3 had pockets of congestion southbound until the lane drop at the Weymouth-Hingham line, at which point traffic flowed freely and was not congested on the Hanover stretch of the highway. CTPS is in the process of analyzing the data on Route 53 in Town, but generally characterized the road as having "significant congestion".

BICYCLE AND PEDESTRIAN AMENITIES

Respondents to the 1995 Open Space Survey indicated that walking was the activity that they most enjoyed. Additionally, 78% of the respondents felt that Hanover needed more sidewalks in town to better participate in what has historically been this county's most popular recreational pastime. The Comprehensive Plan Survey also indicated that over 70% of the respondents believe there is a need for additional sidewalks. According to these respondents, Main Street is the roadway most in need of sidewalks.

This lack of walkways is evident in Hanover, as there are only 9± miles of them located along a portion of Cedar Street adjacent to the High School, and none along major streets. However, the Town is working on improving the situation. The Massachusetts Highway Department has agreed to place sidewalks on both sides of a section of Route 139, from Route 53 to the Rockland border, as part of a resurfacing project.[2] Another step towards increasing the number of sidewalks has been taken by the Planning Board, which now requires that all new subdivisions have at least one sidewalk along new roads.

Another Town effort to deal with the lack of sidewalks has been the reinstatement of The Sidewalk Study Commission, which had been inactive for a while. The Commission served Hanover in the 1960's when the lack of sidewalks was first brought up, and completed a study to

[2] Hanover Mariner. January 17, 1996.

address the issue. Now the Commission has been resurrected in order to address the present necessity for sidewalks, and may also include the need for other bicycle and pedestrian amenities as the scope broadens.

Open Space Survey respondents indicated that bike paths, in addition to sidewalks, are the two recreational amenities most needed in Town. Seventy-nine percent of the respondents to the Open Space Survey listed biking as the activity they most enjoy, yet there are no bike paths in the Town nor do any local roads accommodate bike lanes. Although not intended for bicycle riding, a nature trail was created in 1989-1990 that connects the Center and Sylvester Elementary Schools, providing access to scenic conservation land, including a vernal pool.

PUBLIC TRANSPORTATION

Although Hanover is in the Massachusetts Bay Transportation Authority's (MBTA) service area, the Authority does not provide direct service to Hanover. The MBTA has hired a private bus contractor, the Plymouth and Brockton Street Railway Company, to provide commuter bus service from the Town to the Braintree Station on the Red Line, and to Boston. The Authority's new Plymouth Commuter Rail Line, a spur of the new Old Colony Commuter Rail Line in southeastern Massachusetts, is scheduled to open in December, 1996, and will be the closest train service to Boston in Hanover. The MBTA also provides subway service on the Red Line from Braintree and Quincy to Boston, accessible to Hanover residents via the Authority's contracted bus provider.

Very few people from Hanover take advantage of public transportation, with only 4% taking this mode of transportation to work out of a total of 25% of residents that work in Boston, Braintree, and Quincy and could easily take public bus or train service. It has also been noted that very few of the commuters using the park and ride lot for bus service are residents of the Town[3]. There are no plans to expand bus service to Hanover as the service is not highly utilized by residents due to its inconvenience. Additionally, the closest stations of the new commuter rail line that will serve the area, in Abington and Whitman, are not located close enough to Hanover to generate sufficient demand for increased service.

Other modes of transportation are available near Hanover that would primarily assist commuters that worked in Boston: the Marshfield Airport provides general aviation services capable of handling corporate aircraft, and the Boston Harbor Commuter Services and Mass Bay Lines offer commuter boat service from Hingham to Boston. These services receive little use from Hanover residents, as less than 1% of commuters take "other means" or modes of transportation to work.

The automobile far outpaces public transportation and other means in Hanover as the preferred mode to transportation to work by a ratio of 22:1 and will likely continue to do so until

[3] Phone conversation with Patrick Donovan Town Planner, May 1, 1996.

commuting times dramatically increase. According to the 1990 U.S. Census, the average commuting time to work for Hanover residents was 27.8 minutes. Following is a breakdown of the modes of transportation used for Hanover residents to travel to work:

Table 8-5: Modes of Transportation to Work

Mode	Percent
Automobile - drive alone	83.5
Carpools	9.4
Public Transportation	4.1
Walk or Work at Home	2.6
Other Means	0.4

Source: 1990 Census.

Contributing to the lack of use of public transportation in Hanover is the fact that 36% of residents work in Town or in a neighboring community, and can easily drive to their jobs. This could have positive implications for economic development in Hanover. Although Boston is the second most popular destination for Hanover residents going to work, only 15% make the commute into the City everyday, with fewer using public bus or train because of inconvenience. Following is a list of regional communities where Hanover residents go to work, with the rest of Massachusetts, Connecticut, New Hampshire, Rhode Island, and other destinations making up the difference.

Table 8-6: Where Resident Go To Work

Place	Percent
Hanover, MA	22.8
Boston, MA	14.8
Norwell, MA	5.6
Quincy, MA	5.4
Braintree, MA	5.1
Rockland, MA	4.9
Weymouth, MA	4.0
Pembroke, MA	2.9
Brockton, MA	2.9
Hingham, MA	2.8

Source: 1990 U.S. Census

PARKING

Parking in general does not seem to be much of a problem in Hanover. Most commercial areas, including the main business corridor of Route 53, are not that densely developed and are able to provide adequate on-site parking for patrons. As a matter of fact, there is no on-street parking in

any commercial or business areas in Town, nor does there seem to be a need for it as respondents of the Comprehensive Plan survey did not indicate parking was a serious issue.

Public parking lots, created usually to serve densely developed downtown and commercial areas of older towns and cities are not really needed due to the development pattern in Hanover. The Town maintains one public parking area on Hanover Street (Route 139), adjacent to the Town Hall primarily for Town Hall use and overflow recreational parking (Briggs Field). Eaton's parking lot could be considered quasi-public as it is also used as an informal park and ride lot for the Plymouth and Brockton Street Railway Company public bus service to the Braintree and Quincy MBTA subway stations.

The only logical parking facility that could be used in Hanover would be a park and ride lot located in the vicinity of the Route 3 and Route 53 interchange. This convenient location would allow easy access from the highway from points south and possibly encourage more use of public transportation and carpooling into Boston or points north.

RAIL

There is a Bay-Colony rail spur which runs from Rockland across Route 139 and into the Mayflower Drive Industrial area just south of Route 139. This rail line is currently inactive and the right-of-way controlled by the State. Lack of demand for freight service ceased service along this line some years ago. Re-activation of the line would serve the industrial area, however, major upgrades to the tracks and at-grade crossing would be required.

RECOMMENDED ACTIONS

The following recommended actions have been formulated with the Town's goals for transportation and circulation.

1. Plan for local roadway improvements and upgrades.
   - Schedule road work and funding through a Capital Improvement Program (CIP). Continue to maintain an updated CIP.
   - Seek out and apply for State and Federal aid to make roadway improvements.
   - Make the improvement of problem intersections on Route 53 part of the State's scope of work in future construction.
   - Move forward with a public-supported alternative to alleviate problems at the Town Center intersection.

2. Continue to work with Massachusetts Highway Department to ensure sidewalk construction during highway upgrades/maintenance .
   - Ensure supporting documentation and public participation to include sidewalks in roadway redesign.
   - Include the construction of sidewalks as a priority in encouraging alternative and intermodal transportation.

3. Consider demand for Park n Ride at Route 3/53 interchange
   - Conduct a usership and townwide commuter survey.
   - Investigate vacant or other parcels of land for sale or lease near the Route 3/53 interchange.
   - Review studies conducted by other communities and MBTA in consideration of usership rates before and after lot construction.
   - Conduct public relations efforts to encourage the use of more public transportation and car pooling alternatives.

4. Improve traffic conditions on Route 53 and Route 139
   - Prepare a corridor study for both Route 53 and Route 139 (in the vicinity of the Route 53 intersection) which, at a minimum, offers recommendations on appropriate design standards and locations and numbers of curb cuts.
   - Implement design standards that will deter "strip mall" development along Route 139 so as to avoid this roadway becoming another Route 53.

5. Prepare a Town-wide pedestrian and bikeway plan:
   - Inventory existing opportunity areas and linkages. Identify common destinations within (and outside) the community.
   - Explore options for providing additional linkages between open space areas and common destinations through pedestrian and bike paths.

- Adopt Open Space Development by-law which allows developers the opportunity to set aside open space. Encourage use of this by-law, especially in areas with high linkage potential or open space value.
- Seek out and apply for State and Federal aid (transportation enhancement funds) to finance bikeways.
- During the development review process, seek to have developers provide easements and/or trail opportunities to connect nearby neighborhoods, commercial areas, open spaces and roads.

6. Continue to require the construction of at least one sidewalk for new subdivisions.
   - Do not grant waivers on sidewalk requirements.
   - During discussions with developers, promote sidewalks as a recreational amenity that facilitates the most popular physical activity - walking.
   - Work with developers to have sidewalks constructed along existing public roads in order to create a linked system of sidewalks throughout the Town.