



# Town of Milton SIDEWALK AUDIT '25

2025 **AARP** Community Challenge

## **Acknowledgements**

This report was created by the Strafford Regional Planning Commission (SRPC) in close coordination with the Town of Milton and the Strafford County Public Health Network (SCPHN). The main funding source for the project comes from AARP's Community Challenge Grant program, which supported the coordination of data collection for this project. Data analysis and report writing was completed with additional funding from grant(s) from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agencies expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation. The SRPC extends its sincere appreciation and thanks to the local volunteers who generously shared their time to help collect data for this report.

Special thanks to AARP's Community Challenge for funding this work; to the Strafford County Public Health Network for their time, input, and safety vests; to the Community Church of Milton for the use of their parking lot and meeting space; our wonderful volunteers who collected data on a cool dreary day; and to the Town of Milton.

## **About This Report**

The original scope for this project would have us end here with this report. However, since applying for funding through the AARP Community Grant, the project has grown to include a more detailed analysis of the sidewalks in the Town of Milton. The SRPC will continue to work on this more detailed analysis including projecting recommended improvements and costs to make such improvements in the coming months.

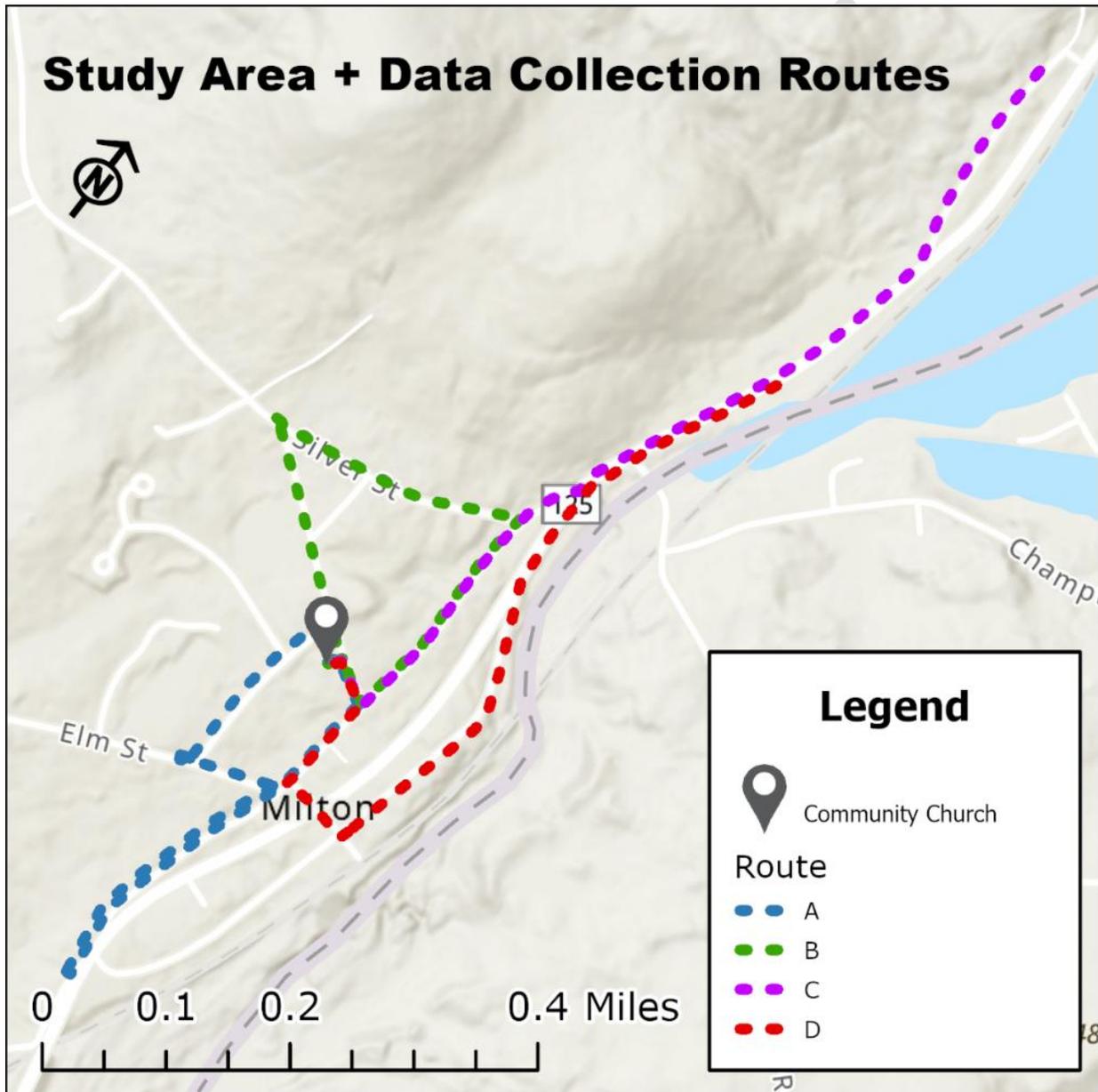
As a result, this report focuses on the AARP-funded portion of this project, which was used to collect the vital data that will be used in the coming analysis. Thank you to AARP for making this project possible!

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## Introduction

A walk audit is defined by AARP as “an activity in which participants observe and evaluate the walkability of a location to identify and document if and how pedestrians can safely travel along a street, navigate an intersection and get from Point A to B”<sup>1</sup> Walk Audits can be used to inform decision makers about the specific issues present with infrastructure that makes it difficult to walk.



The Milton Sidewalk Audit was conducted in the Milton Village, the portion of town near the schools and restaurants along NH125. The goal of this audit is to improve walkability in the Milton Village for all residents, especially people age 50 and older.

<sup>1</sup> AARP Walk Audit Toolkit

The median age of the Town of Milton is 45.7 years old and approximately 41.9% of the town's population is over the age of 50.

Data were collected by volunteers and submitted through an online survey that was completed on smart phones during the audit. During the walk audit, volunteers identified 206 issues in the study area. These issues were analyzed and compiled in the Data Findings section of this report. Recommendations are outlined in the Recommended Repairs section and are high-level recommendations that are not tied to specific material costs or engineering designs.

## **Project Partners**

Strafford Regional Planning Commission (SRPC) contracted with the Town of Milton to coordinate the walk audit. SRPC partnered with the Strafford County Public Health Network (SCPHN) to design the audit and solicit volunteers. SRPC and SCPHN had previously partnered on a similar Accessibility Audit for the City of Rochester in 2023. The Milton Walk Audit was adapted from that previous audit.

## **How the Audit was Structured**

Typical walk audits ask participants to score long stretches of sidewalks, but this method does not allow for targeted, location specific repair recommendations. Therefore, this audit asked participants to provide details about specific issues. As a result, the data that was collected can be categorized and mapped by the severity, type, and cost to repair for each issue identified. This will allow the town to develop targeted repair strategies.

The audit was held on September 24, 2025, from 3PM to 6PM. There were two data collection sessions, one from 3PM to 5PM, and the second from 4PM to 6PM. Three of the four data collection routes were collected in the 3PM session, and the fourth was collected in the 4PM session. Volunteers met SRPC and Town staff at the Community Church of Milton on Steeple St for a brief training and route assignments.

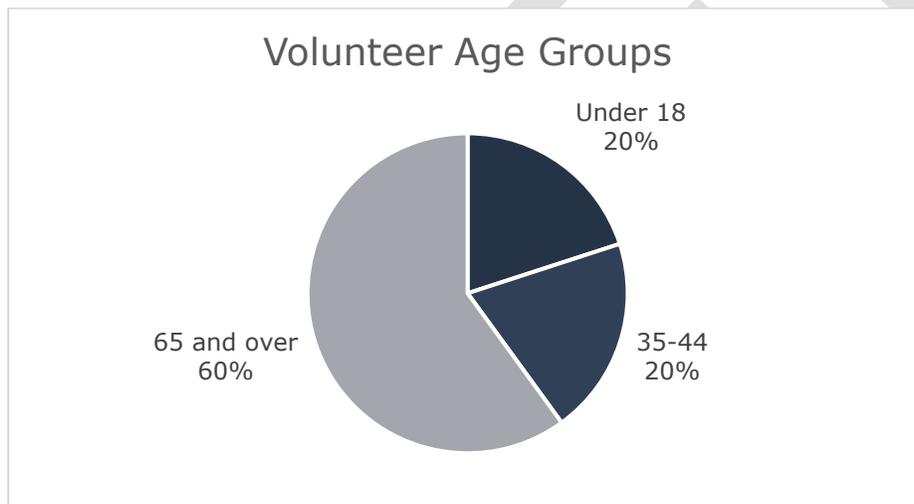
The data collection routes were designed to be less than a mile long to allow ample time for volunteers to walk the entire route and collect data. Routes were labeled A-D. Walking directions and maps of each are in Appendix C. Volunteers on routes C and D were offered rides to the far ends of their routes as those two routes could not be made as loops and remain less than one mile long. Additionally, there were two locations along Route D which required volunteers to walk along or cross the heavily trafficked and high speed NH125. SRPC staff met volunteers at these locations to provide additional visibility and safety.

## AARP Community Challenge

This project was made possible by the generous support of the AARP Community Challenge Grant program, an annual competitive grant program focused on meeting the needs of adults age 50 or older. The 2025 AARP Community Challenge is supporting 383 projects, including six in New Hampshire. The Town of Milton’s grant was used to coordinate the walk audit that collected challenges and obstacles on 2.75 miles of sidewalks in the Milton Village area.

As part of the Community Challenge grant, the data collected for this audit was collected entirely by volunteers during the 3-hour walk audit on September 24, 2025. Materials used to solicit volunteers can be found in Appendix E.

A total of 10 volunteers participated in the walk audit. Volunteers included two young children who walked with their parents during the audit. The chart below shows the age breakdown of volunteers.



Volunteers were asked to walk one of the four routes around the Milton Village area and to log any issues with the sidewalks in an electronic survey that tracked locations. Volunteers met with SRPC and Town staff in the community room of a church near the center of the study area. SRPC staff provided a brief training and helped volunteers set up and test the survey. Volunteers split into groups and began their routes.



Grants to make communities livable for people of all ages  
[aarp.org/CommunityChallenge](https://aarp.org/CommunityChallenge)

## Data Collection Methodology

The data collected in this audit were collected on smart phones using ESRI's Survey123. This platform allowed volunteers to include the location of the issue, a picture, and additional information via a short survey for each location. The "Sidewalks, Streets and Crossings Walking Audit" worksheet was used to design the survey.

SRPC maintains an inventory of where sidewalks exist, so the specific data collection need was for the issues that make the sidewalk difficult to use. Volunteers were asked to log each defect within the assigned route, including infrastructure damage and obstruction, and any locations that feel unsafe. For each point, the survey asked the volunteer to identify the specific issues present at each location. The screenshots below show the questions asked about defects in the survey<sup>2</sup>.

Each issue logged was categorized as a sidewalk defect, a street crossing defect, or a place where something is missing.

**▼ Sidewalk Defects**

Select all issues present with the condition of this sidewalk

- Sidewalk is uneven
- Sidewalk has large or deep cracks
- Sidewalk has raised or sunken sections
- Sidewalk is missing material
- Sidewalk is sloped too steeply
- Sidewalk is blocked by something
- Other (Please explain in notes)

Select any obstacles that are blocking this sidewalk

- Fire Hydrants
- Overgrown vegetation
- Fixed signs (Stop sign, Speed Limit, Etc.)
- Light post
- Utility pole
- Mailbox
- Drain
- Water
- Moveable Objects (Signs, chairs, tables, trash bins, etc.)

**▼ Street Crossing Defects**

Which street is being crossed?

Is there a crosswalk present?

Yes

No

Are any of the following missing on this corner?

- Visible Crosswalk markings
- Traffic Light or Stop Sign
- Sound-Operated Cross Signals
- Pedestrian Crossing Signs
- Accessible Push-To-Walk buttons
- Ramp from sidewalk to street level
- Ground Surface Indicators
- Other

**▼ Something is Missing**

What is missing here?

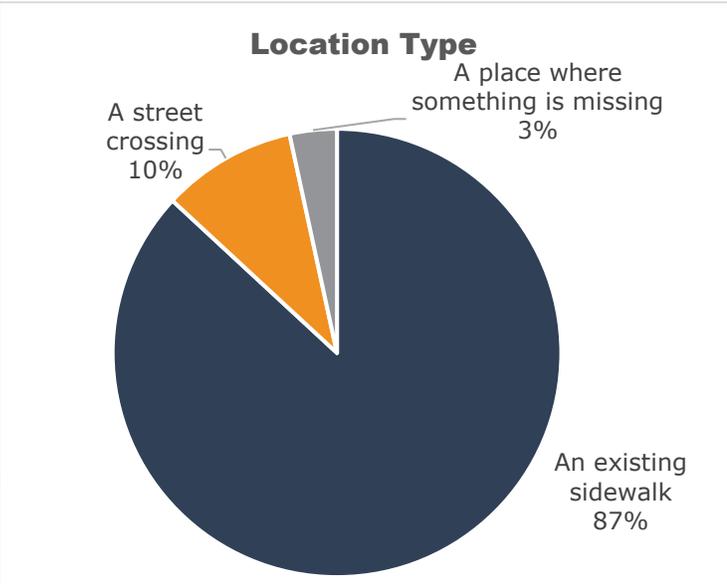
- Sidewalk
- Crosswalk
- Curb ramp
- Seating
- Pedestrian crossing signs or lights
- Shade
- Bike Racks
- Other

<sup>2</sup> All survey questions are listed in detail in Appendix C

# Data Findings

**Want to follow along? Dig into the data as you read using our interactive data Dashboard for this project! Check it out at <https://arcg.is/1z01Oy2>**

A total of 206 locations with issues were identified in the walk audit. The majority (179) were sidewalk issues, with some additional (20) street crossing issues. Seven of the reported locations were places where something could be added to improve walkability.

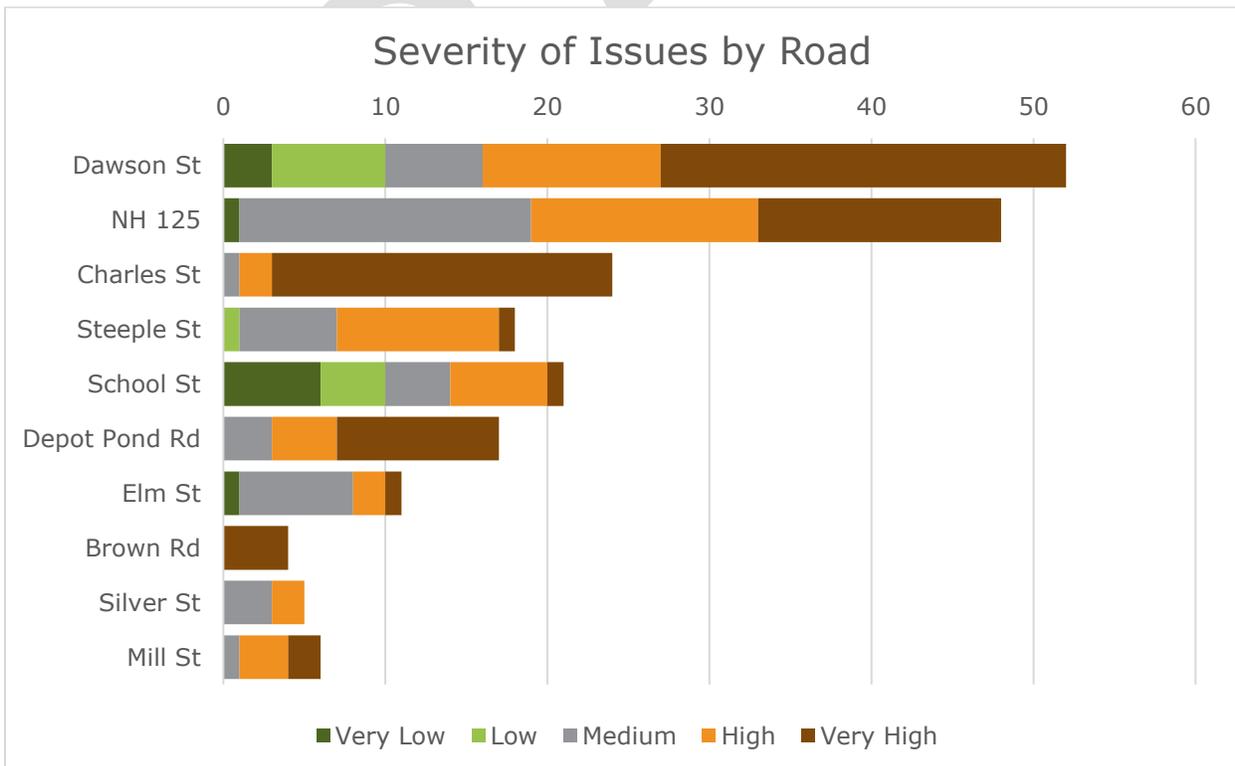


The streets with the most sidewalk issues reported were Dawson St, NH125, and Charles St. Unfortunately, those three streets also require the most expensive repairs, from full sidewalk reconstruction to relocating utility poles or signs. Silver Street’s brand-new sidewalks remain beautiful, and all five issues reported on the street are either branches that obstruct the sidewalk or crosswalks that need to be painted.

Street Name	Sidewalk Issues	Crossing Issues	Missing Something
Dawson St	48	3	1
NH 125	44	4	0
Charles St	22	0	2
Steeple St	16	2	0
School St	16	5	0
Depot Pond Rd	16	0	1
Elm St	10	1	0
Brown Rd	3	1	0
Silver St	2	3	0
Mill St	2	1	3
<b>Total</b>	<b>179</b>	<b>20</b>	<b>7</b>

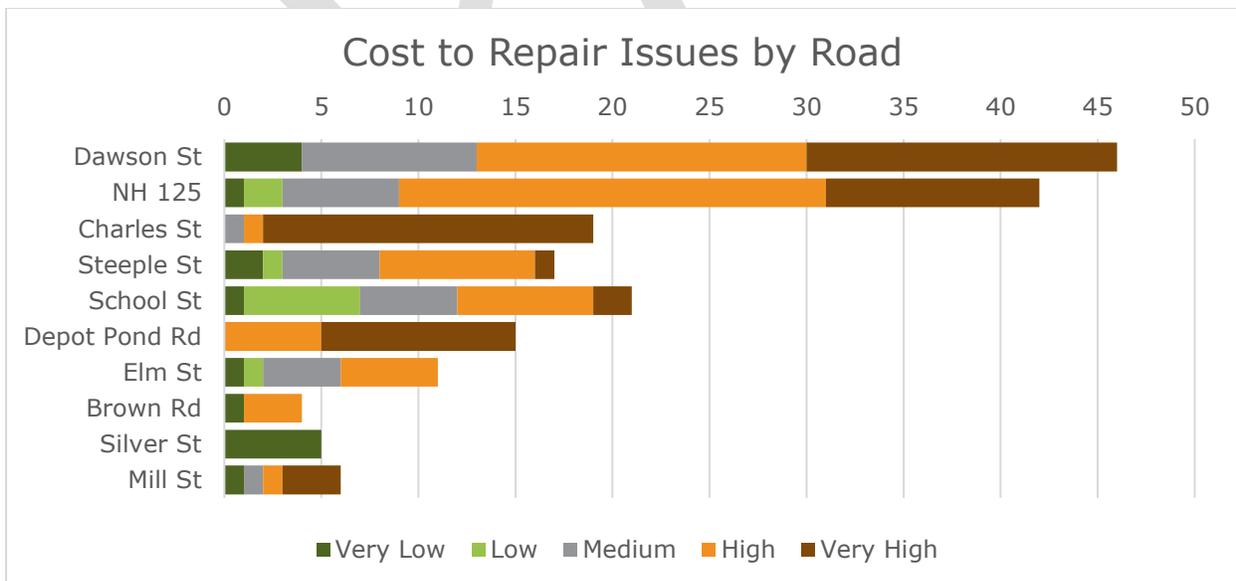
The severity of an issue refers to the degree to which it impacts someone’s ability to use the sidewalk. A small obstruction of long grass or just a few cracks are less severe than areas where the sidewalk is nearly unidentifiable as a sidewalk or with large tripping hazards or obstructions. The table below shows examples of severity of sidewalk issues, and the chart shows the severity of issues found on each road.

<b>Very Low Severity</b> Minor signs of deterioration	<b>Medium Severity</b> Significant cracks	<b>Very High Severity</b> Little of the sidewalk remains
		



The cost to repair an issue is estimated based on the severity of the issue and what type of repair is needed. The table below lists the types of repairs that are included in each cost to repair range, and the chart shows the cost to repair the issues found on each road. Costs vary annually, so this report does not include exact dollar amounts<sup>3</sup>, but rather a “Very Low” to “Very High” scale.

Cost to Repair	Repair Types
<b>Very Low</b>	Restripe crosswalk, Cut back overgrown vegetation, Minor patching or crack sealing
<b>Low</b>	Patching or crack sealing, Restriping larger crosswalk
<b>Medium</b>	Moving signs that are town or state owned, More extensive patching or crack sealing, Repaving small segments
<b>High</b>	Repaving larger segments, Installing improved crossing signs, Replacing curb ramp, Fix sidewalk slope
<b>Very High</b>	Fully reconstruct sidewalk, Move Utility pole or re-route sidewalk around it, Construct new sidewalk where none exists, Extensive repaving or patching, Street paving and restriping crosswalk



<sup>3</sup> The State of Vermont has two studies regarding sidewalk construction costs from 2013 and 2020 that can be used as reference for potential dollar amounts. These can be found at <https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/UNCReportOnCosts.pdf> and [https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/VTrans%20Path%20and%20Sidewalk%20Cost\\_Report\\_2020.pdf](https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/VTrans%20Path%20and%20Sidewalk%20Cost_Report_2020.pdf)

## Issues by Type

The following analysis shows the issues identified in Milton by type (Sidewalk, Street crossing, or Missing Infrastructure) and discusses the types of repairs that could be employed for each. Most research into sidewalk maintenance and repair costs are focused on concrete sidewalks. As the majority of Milton's sidewalks are asphalt, repair terminology that is frequently used in road surface pavement management are used in the recommendations and refer to smaller scale, but similar repairs.

## Sidewalk Concerns

Across the study area, the biggest concerns with sidewalks were large or deep cracks, uneven surfaces, and raised or sunken areas. Some areas were missing parts of the sidewalk, and some spots were obstructed. The recommended repairs for each depend on the severity and extent of the issue.

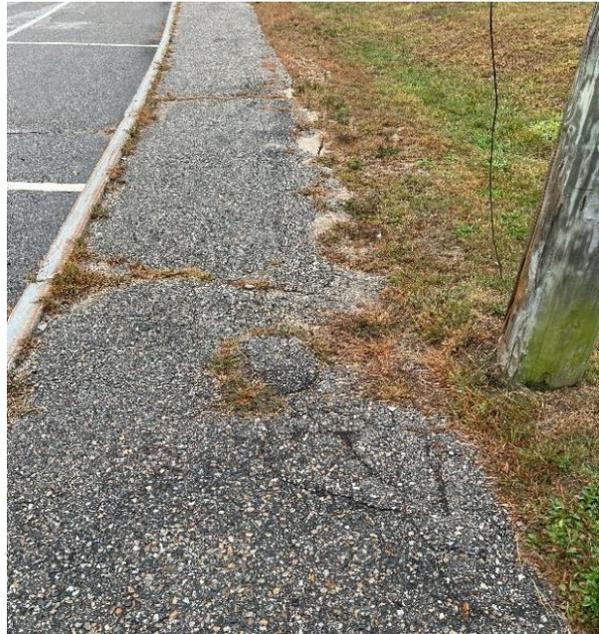


A single type of issue could range from very low to very high severity depending on the extent of the issue. For example, one very large crack that follows the edge of a sidewalk may be a low severity crack because it does not make the whole width of the sidewalk less safe. Meanwhile, a section of sidewalk with multiple large cracks across the width of the sidewalk would be a higher severity issue. Lower severity cracking might be repaired by sealing the cracks, while higher severity cracking might require repaving.

## **Large or Deep Cracks**

Large or deep cracks can be a tripping hazard and can be especially difficult for people using mobility devices such as wheelchairs or walkers. Cracks can also have grass grow out of them and allow water infiltration and increase the rate of deterioration.

Cracks that are spread out but not particularly deep or long could be crack sealed, similar to a road paving treatment for minor and spread out cracking. The rest of the sidewalk's life can be extended by sealing these cracks and preventing them from getting worse. However, if the severity remains high for multiple segments of sidewalk, a repave may be a better option aesthetically and financially over time.



## **Uneven Surface**

A generally uneven sidewalk can be a tripping hazard and make the sidewalk more difficult to travel in a wheelchair or with a stroller. The causes of uneven sidewalks can vary and are generally more expensive to resolve. An uneven sidewalk could be collapsing due to issues in the ground below the pavement or bulging due to a tree root or drainage pipe. Regardless of the causes, an uneven sidewalk may require removing the existing sidewalk to resolve the underlying issue.



### **Raised or Sunken Sections**

Raised or sunken sections of sidewalk are often tripping hazards, and sunken sections can allow pooling water which can increase deterioration. Raised sections are typically due to tree roots pushing the sidewalk up from underneath. Either will be an issue that will only exacerbate over time, especially in a town with as much water as Milton.



### **Missing Material**

Sections with missing material (asphalt) are a tripping hazard and the sidewalk is at risk of being lost entirely. This is indicative of an area that has received a "washout" from a rain runoff or the sidewalk has cracked so frequently that pieces are starting to come out of the alligator cracks.



### **Too Steep**

A steep sidewalk is an inconvenience to most pedestrians, but can be hazardous or difficult to traverse in a wheelchair or with a walker or stroller. The ADA defines a slope greater than 5% as too steep. While often there is little to be done about this, particularly on streets with steep hills, it is still worthwhile to be aware of these areas and consider wider sidewalks or increased signs to increase driver awareness of sidewalk users who may be struggling.

that is pushing the sidewalk up. The latter two causes can be fixed.

Sidewalks that are too steep may be steep due to topographic issues such as a hill, as a result of designs that make them too steep, or as a result of a root



## Obstructions

There are two major types of obstacles a person can encounter, temporary and permanent. Temporary obstacles include such as overgrown vegetation, trash cans, or parked cars. While more permanent obstacles include a telephone pole in the middle of the sidewalk, mailboxes, hydrants, and drains. Each have their own unique respective solutions to each obstruction.

The obstructions in Milton range from overgrown plants to utility poles and the sign at Brian's Flooring.



## Street Crossing Concerns

Street crossing concerns were primarily related to striping or signage for the street that is being crossed. The severity of these concerns is based on what street is being crossed.

The minimum severity for a crosswalk that needs to be painted is "Medium" as clear crosswalk markings are needed to indicate to drivers to yield for pedestrians. All crossing issues that are related to attempting to cross NH 125 are automatically "Very High" severity due to the traffic volume and speed on NH 125. An ideal improvement to these crossings would be reflective paint and button activated flashing beacon lights.

All re-striping for crosswalks are relatively inexpensive and can be worked into annual paving programs.



Other common street crossing issues were curb ramps that have been damaged over time. A few curb ramps were identified that were in need of repairs.



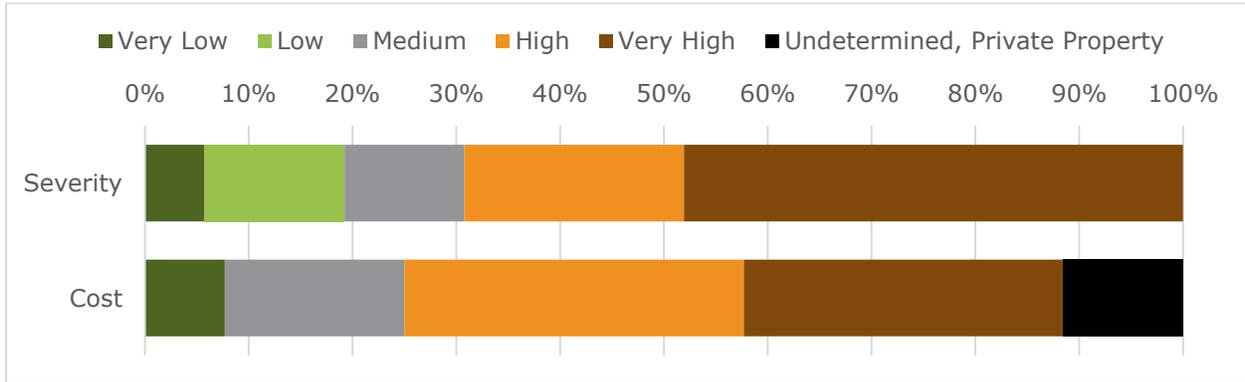
The final concern that was flagged for street crossings in Milton were the overall safety of the NH125 crossings. NH125 is a state route with an average daily traffic volume of 5,700 cars per day. The high volume and speed of traffic make crossing NH125 particularly challenging. Better signage or pedestrian beacons could improve this.



## Issues by Street

This section will summarize the types of issues, severity, and suggested repairs identified on each street. The streets are organized in descending order by number of issues reported by the volunteers.

### Dawson St

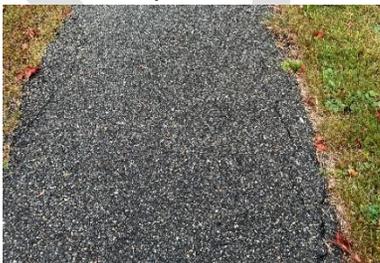


Dawson St had 51 issues logged (48 sidewalk, 3 street crossing). These issues were higher severity, and higher cost issues. There are sections of Dawson St that are in need of repaving. Dawson St has a little bit of everything on it, including

- minor and easily remedied obstructions,



- early and minor edge cracking that should be monitored but is not in urgent need of repair



- Crosswalks that need a fresh coat of paint



- Slightly more prominent cracking that could be resolved with some crack sealing



- Increasingly severe cracks that will need to be repaved in the near future



- Edge cracking that is starting to erode one side of the sidewalk



- Culverts and pipes that are breaking through the surface



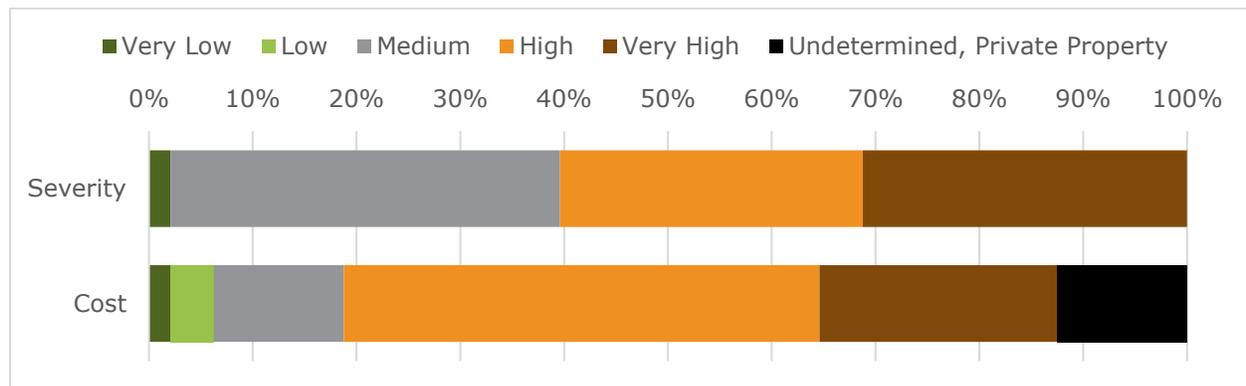
- And alligator cracking that will need to be completely repaved



## Recommendations

1. Vegetation obstructions should be cut back. This can be repeated annually.
2. The sections of Dawson St from Steeple St to NH125 should be prioritized for paving.
3. The sections from Brown Ave to Steeple may be candidates for crack sealing and patching in the short term and considered for paving in 10 years.

## NH125



NH125 had 48 issues logged (44 sidewalk, 4 street crossing). The recommended repairs on NH125 are more expensive than some of the local roads. The sidewalks are deteriorating and obstructed by signs and benches on the northbound side of the road. On the southbound side of the road, the sidewalks near the Cumberland Farms and Dunkin' are deteriorating, while the sidewalks near the Pizza Nook could be patched and last another 10 years.

The street crossings face higher traffic volumes and speeds, making the recommended improvements more costly than simply painting crosswalks.

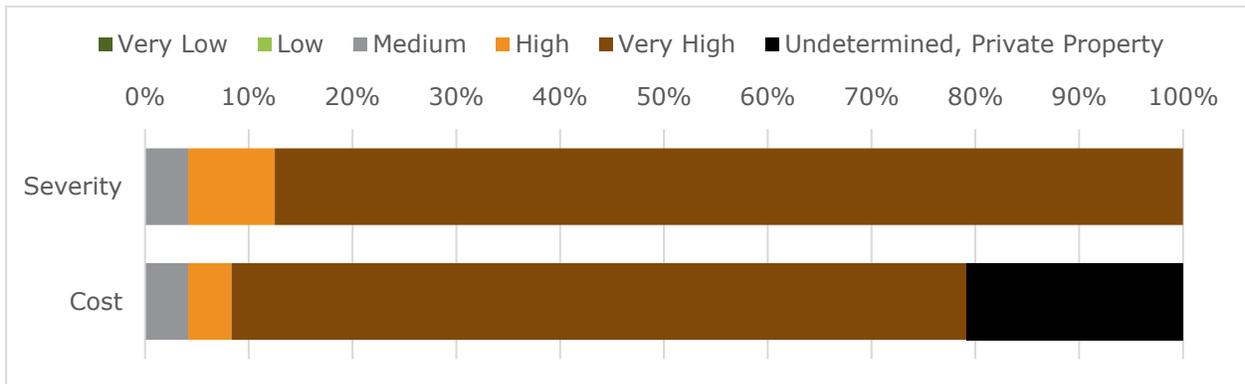
There were a few issues reported that were caused by private driveways that resulted in uneven surfaces for pedestrians, but these are not up to the town to repair.



### Recommendations

1. Install button activated flashing beacons at Mill St and Garage Way crossings.
2. Repave northbound sidewalks in short term (1-5 years).
3. Repave southbound sidewalks in mid-term (3-8 years).
4. Request that NHDOT reduce the speed limit to 25 mph from Dawson St to Depot Pond Rd.

## Charles St



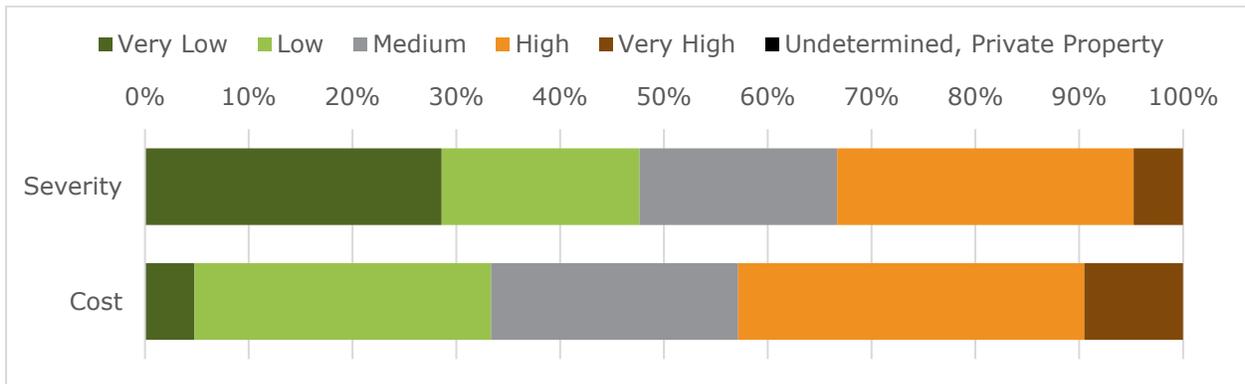
Charles St had 22 issues logged (all sidewalk). Charles St's sidewalks are in a state of disrepair and in some locations are barely identifiable as sidewalks. Additionally, the sidewalks are often used as on-street parking, with at least three cars parked on the sidewalk during the audit. Charles St's sidewalks should be repaved entirely and more clearly separated from the street.



### Recommendations

1. Charles St should be prioritized for sidewalk reconstruction.
2. Consider connecting to sidewalks along NH125 through a multi-use path in the park rather than extending sidewalks along NH125.

## School St



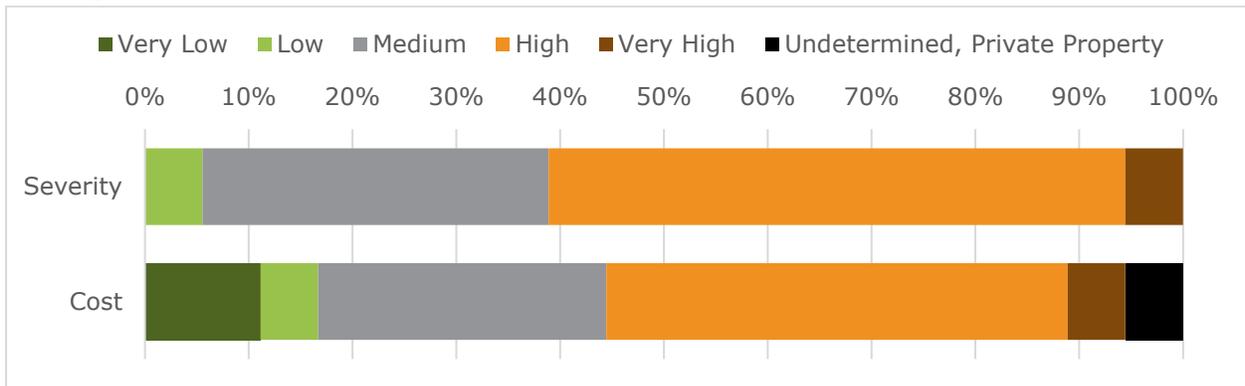
School St had 21 issues (16 sidewalk, 5 street crossing). School St is generally in good shape. Most of the reported issues are early signs of cracking that could be crack sealed now and prolong the life of the sidewalk for 10-15 years. There are a couple of spots with some alligator cracking that should be considered for a small patch. The final concern on School St was that the crosswalks are fading and should be restriped within the next few years.



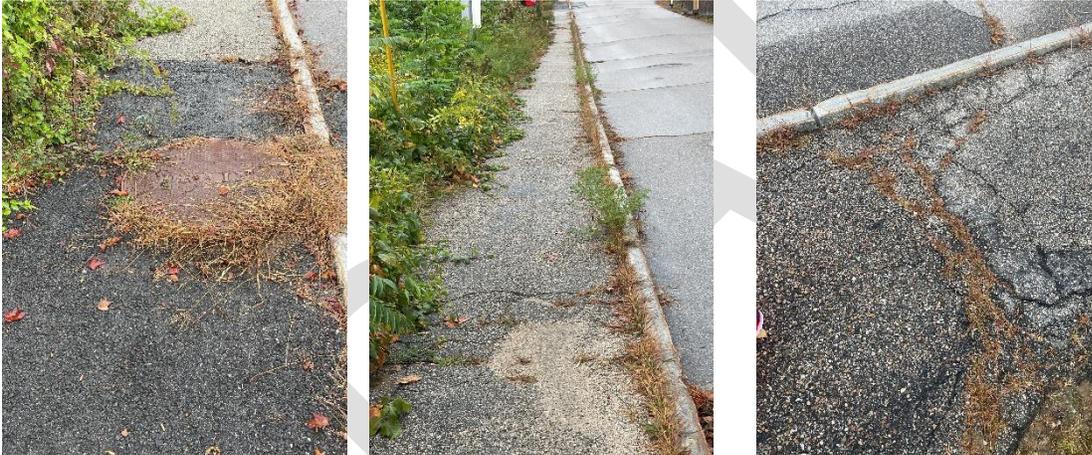
### Recommendations

1. Restripe crosswalks within 1-5 years.
2. Crack seal or patch some of the more severe cracks (1-5 years).
3. Repave next time the road is paved.

## Steeple St



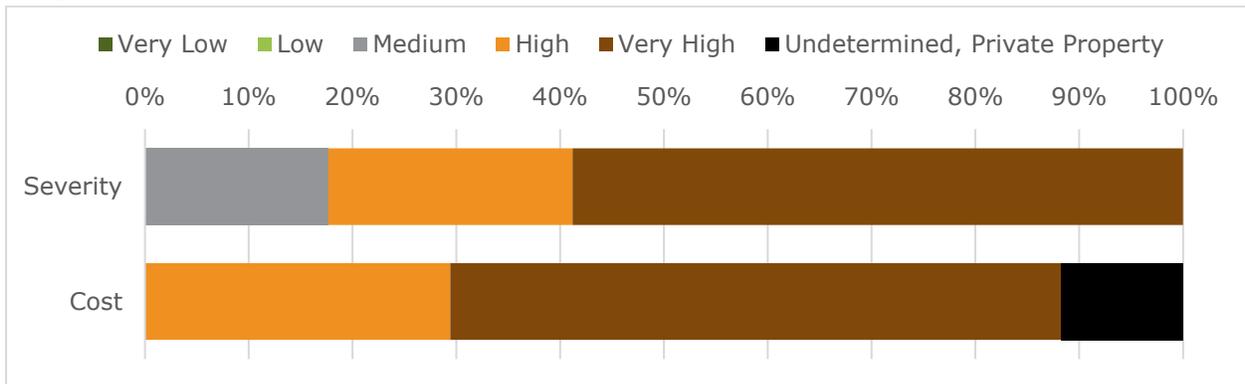
Steeple St had 18 issues (16 sidewalk, 2 street crossing). The section from Dawson to School St has more prominent cracking, and the section from School St to Silver St features more obstructions including a manhole cover that is raised above the surface of the sidewalk.



### Recommendations

1. Cut back vegetation.
2. Adjust manhole cover to cause less of a tripping hazard.
3. Repave in 8-10 years.

## Depot Pond Rd



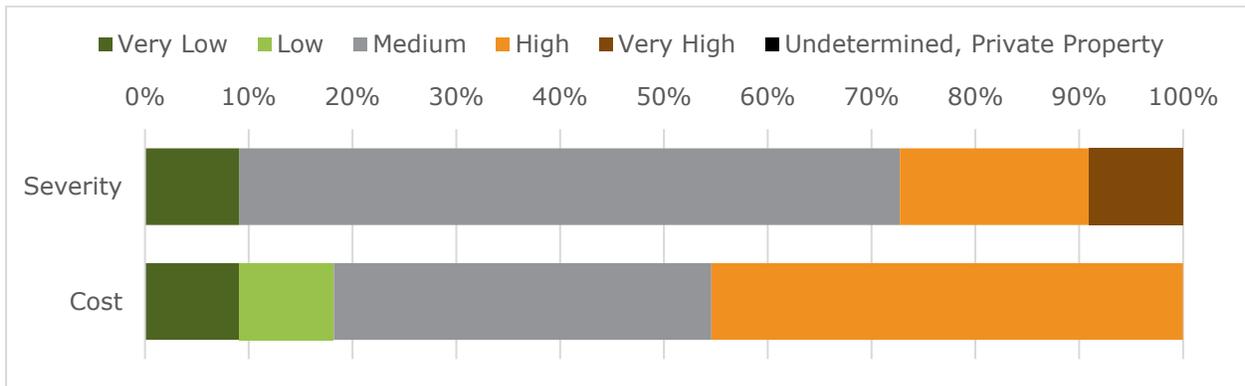
Depot Pond Rd had 16 issues logged (all sidewalk). These issues are more severe degradation to the sidewalks and replacement is the most feasible option. The sidewalk also ends before the end of the street.



### Recommendations

1. Cut back overgrown vegetation.
2. Reconstruct sidewalk in 1-5 years.

## Elm St



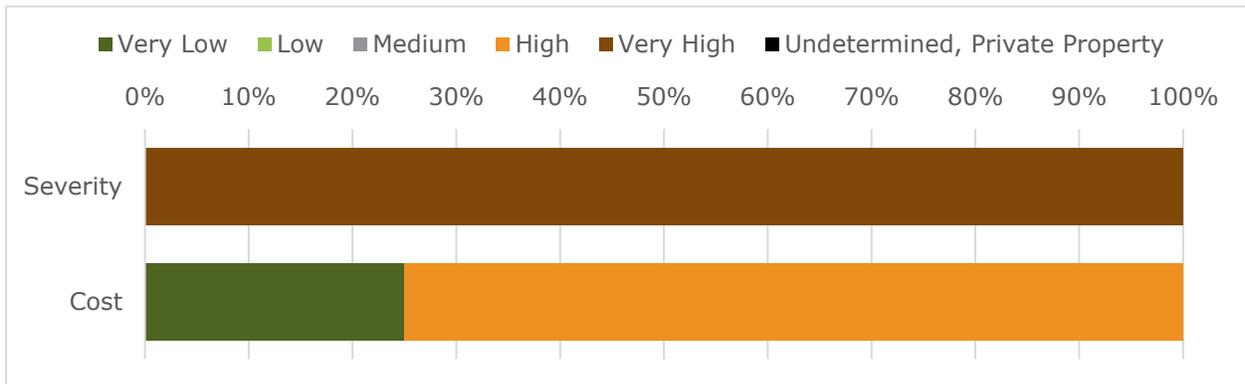
Elm St had 11 issues (10 sidewalk, 1 street crossing). Elm St's issues were more extensive. Individual issues could be fixed with patches, but they are extensive enough that it may be more cost effective to pave in 6-10 years.



### Recommendations

1. Repave in approximately 6 years.

## Brown Rd



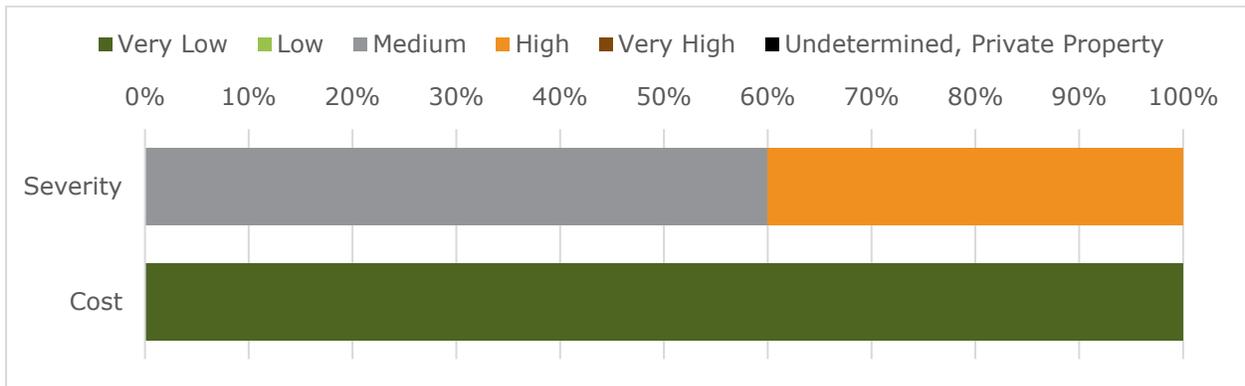
Brown Rd had 4 issues (3 sidewalk, 1 street crossing). These were higher severity issues that will likely require repaving sections of the sidewalks. One spot has the roots of a large tree that has been cut down under it, while two others have large 1" or wider cracks that have grass growing out of them. The street crossing issue is for the crossing of NH125 at the old town office. This intersection would benefit from a flashing beacon and crosswalk.



### Recommendations

1. Repave in 5-10 years
2. Install flashing beacon at NH125 intersection

## Silver St



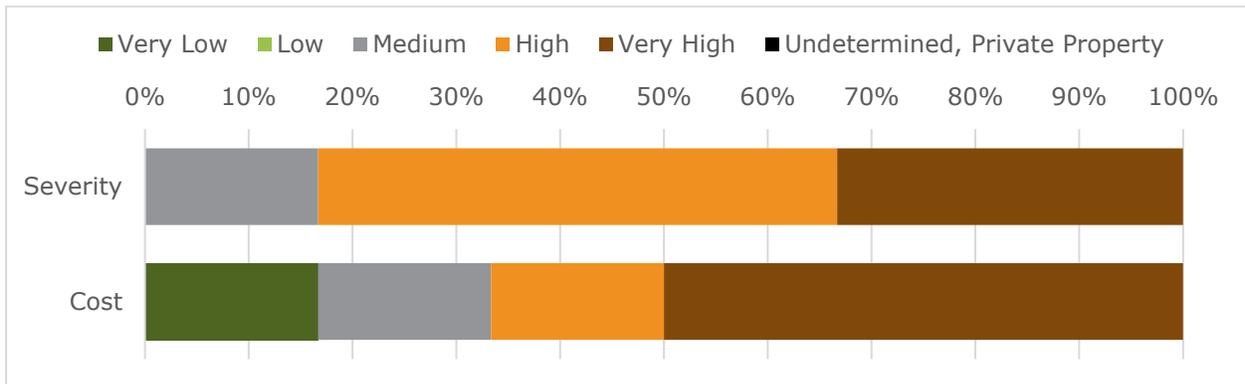
Silver St had 5 issues (2 sidewalk, 3 street crossing). Silver St's sidewalks were recently reconstructed, so all 5 issues are regular maintenance issues. The two sidewalk issues were branches that hang into the sidewalk and block it. The three street crossing issues are all crosswalks that need to be painted.



### Recommendations

1. Stripe the crosswalks.
2. Cut back overgrown vegetation annually.

## Mill St



Mill St had 3 issues (2 sidewalk, 1 street crossing). Mill St only has sidewalks on the Dawson St to NH125 section, and it is in need of repairs. An extension of sidewalks down to Charles St and a flashing beacon at the NH125 crossing would connect Charles St to the rest of the sidewalks in town.



### Recommendations

1. Reconstruct and add new sidewalks the full length of Mill St.
2. Install pedestrian beacon at intersection with NH125.

## **Recommendations**

This section is focused on documenting repairs and potential projects. The Town and SRPC will continue to work on a more specific schedule of repairs and cost estimates.

### **Road Surface Management System Connection**

SRPC conducted a pavement assessment for the Town of Milton in 2023 using the NH Statewide Asset Data Exchange System (SADES) Road Surface Management System (RSMS) program. This RSMS was used to schedule 10 years of pavement preservation across the town. This analysis used a detailed map by each ¼ mile the condition the roads were in 2022 as the base year for the paving schedule. SRPC worked closely with the DPW director to build the 10-year plan over a course of 4 meetings addressing challenges like washouts and other logistical challenges. This plan could be a great starting place to align previously planned road repairs with sidewalk repairs. The RSMS in 2023 was created to anticipate the budget of Milton's entire paving budget, so adjustments need to be made for the additional costs to sidewalks. SRPC recommends updating this paving schedule every 2-4 years to adjust the cost assumptions used in the budgeting.

Future rounds of RSMS forecasting in Milton could tie in sidewalk repairs to maximize the efficiency of construction efforts. Given that most of Milton's sidewalks are asphalt, the materials for repairing sidewalks are the same as the materials for road projects. Aligning the two repair schedules can optimize the towns budget.

Areas where we are unsure if the sidewalk exists anymore like on Charles Street or Depot Pond Road may be good candidate to clean up and either accept the loss during the next time the road is repaved or to assess local neighborhoods thoughts if they would use the sidewalk more if it stayed and was in better shape.

### **Coordination with NHDOT**

NHDOT districts maintain their annual paving schedules. Municipalities can request crosswalk striping on state roads that are being paved. Contact NHDOT District 6 manager for next year's striping or small-scale repairs on NH125 corridor.

### **Designating NH125 Corridor as Urban Compact**

SRPC can assist with investigating how to designate NH125 through downtown as an "urban compact" highway (class IV). This would allow the town to achieve more jurisdiction over downtown maintenance and infrastructure improvements. Milton is not on the list of pre-approved municipalities for urban compact designation (RSA 229:5, V). However, SRPC worked with Newmarket and NHDOT to get the town added to the list and designate sections of state highways as urban compact. This may also be a path to lowering the speed limit to 25 mph along the NH125 corridor.

### **Installation of RRFBs on NH125**

Rapid Flashing Beacons can improve safety along NH125 for pedestrians attempting to cross the street. SRPC can help with transportation grant applications and has an

on-call engineering consultant who can help to provide real cost estimates and get a project shovel ready. This project is likely eligible for most USDOT competitive funding rounds. The SRPC Transportation Planner can assist with finding the right funding source for this project.

### **Expanding Mill St sidewalk from Dawson St to Charles St**

The existing sidewalk on Mill St only extends from Dawson St to NH125. Repaving that segment and installing new sidewalks the rest of the length of Mill St, combined with an RRFB on NH125, would connect the neighborhood on Charles St with the sidewalks on Dawson St.

### **Annual Maintenance**

Annual trimming of overgrown vegetation would improve walkability and prolong the life of the sidewalk by keeping it free of overgrowth. Additionally, some ongoing budget to repaint crosswalks as they fade would improve safety for pedestrians as they cross streets.

### **Consider Demonstration Projects**

Consider testing out safety improvement infrastructure concepts with a "demonstration project". Test configurations with temporary materials (e.g. cones and delineators) prior to investment in permanent infrastructure. Ideal for pedestrian improvements and traffic calming. These demonstrations can test out bump outs near crosswalks and other changes and provide opportunities to get feedback from the public and road users prior to constructing a project.

### **Prepare Shovel Ready Projects**

Coordinate with SRPC to develop shovel ready projects and align them with funding rounds. Funding sources like Safe Streets and Roads for All (SS4A) and Better Utilizing Investments to Leverage Development (BUILD) program grants come up occasionally and can be leveraged by projects that have been previously scoped and not yet funded. Ongoing coordination with SRPC's Transportation Planner can help to identify other external funding sources.

### **Develop Sidewalk Project Schedule**

Continue to coordinate with SRPC to develop a sidewalk project schedule with scopes of work and cost estimates. Determine a reasonable budget for sidewalk projects in Milton.

## **Conclusion**

The sidewalks in Milton are due for repairs. By leveraging the data collected through this sidewalk audit, Milton can continue to make incremental improvements to their sidewalks.

Sidewalk projects are often eligible for numerous external funding opportunities, and the SRPC Transportation Planner can help the Town leverage these funding opportunities. Additionally, SRPC staff can continue to support the Town with asset management through assistance with forecasting future repairs and the impact they would have on walkability. The Town can continue to partner with SRPC to determine repair priorities, identify funding opportunities, and access on-call engineering support.

DRAFT

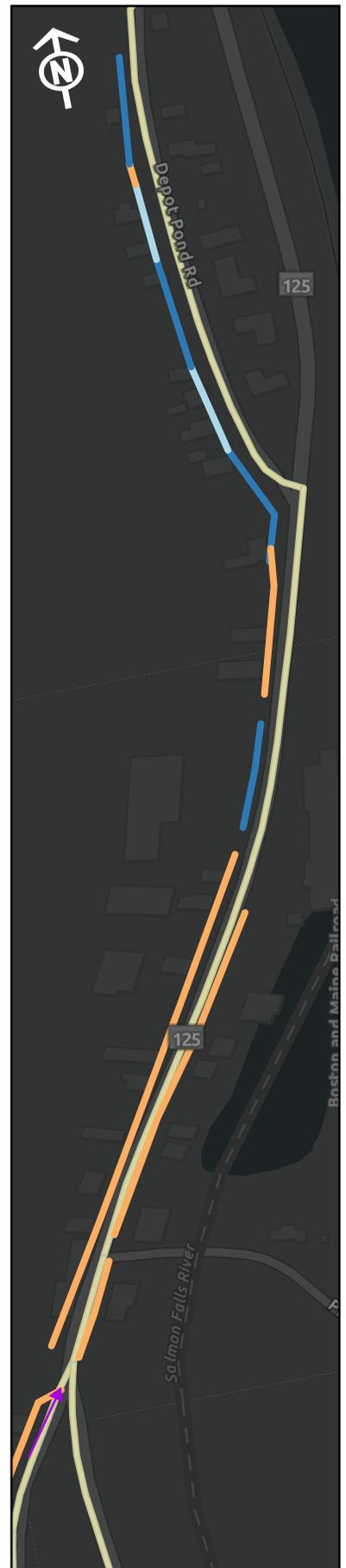
## Appendix A: Map Series

### List of maps

1. Sidewalk Condition
2. Issue Type
3. Issue Severity
4. Repair Cost
5. Repair Type
6. Low-Cost Repairs
7. Low-Cost Repairs by Type
8. Higher-Cost Repairs
9. Higher-Cost Repairs by Type
10. Very High-Cost Repairs
11. Very High-Cost Repairs by Type

DRAFT

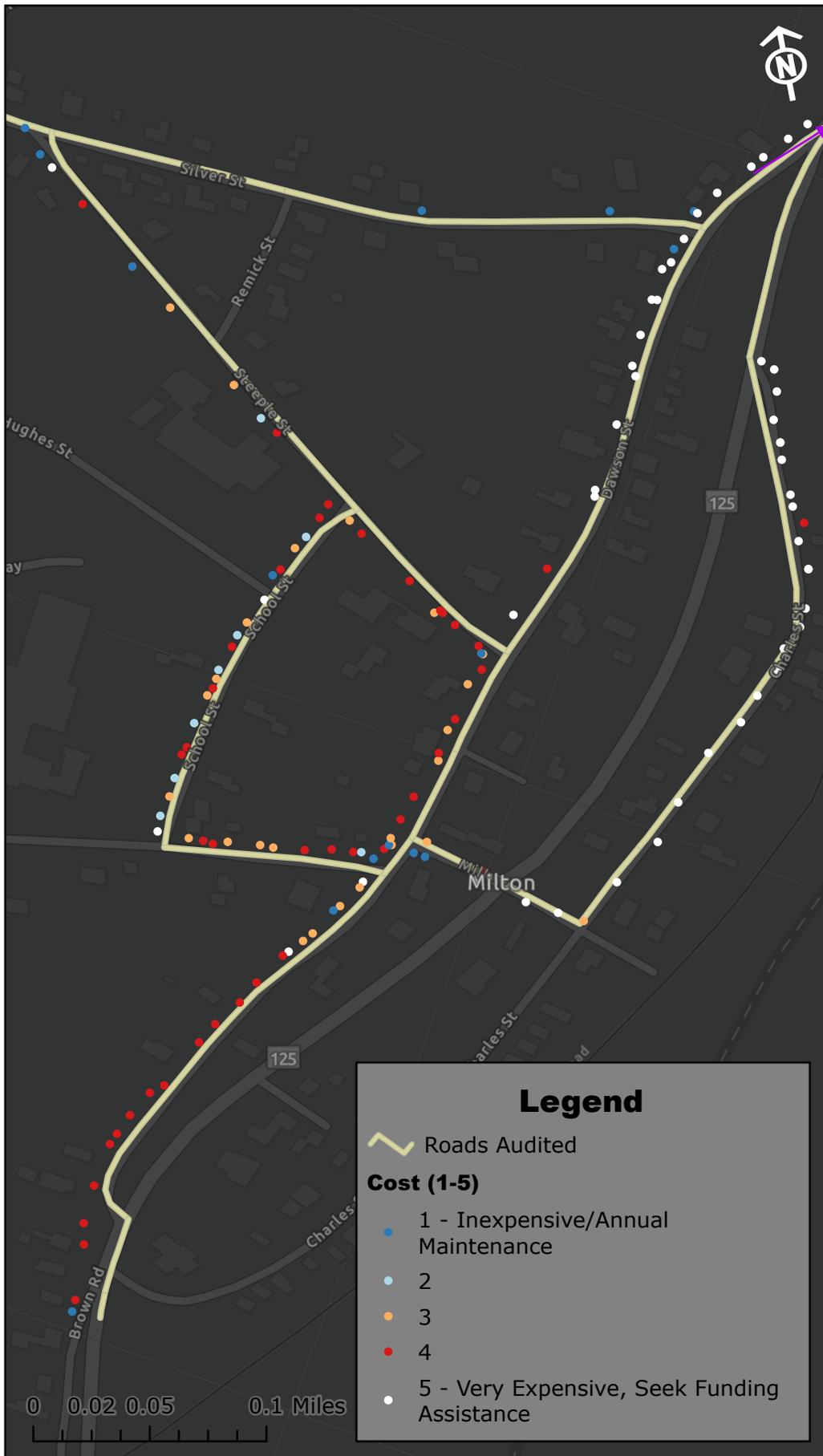
# Sidewalk Condition



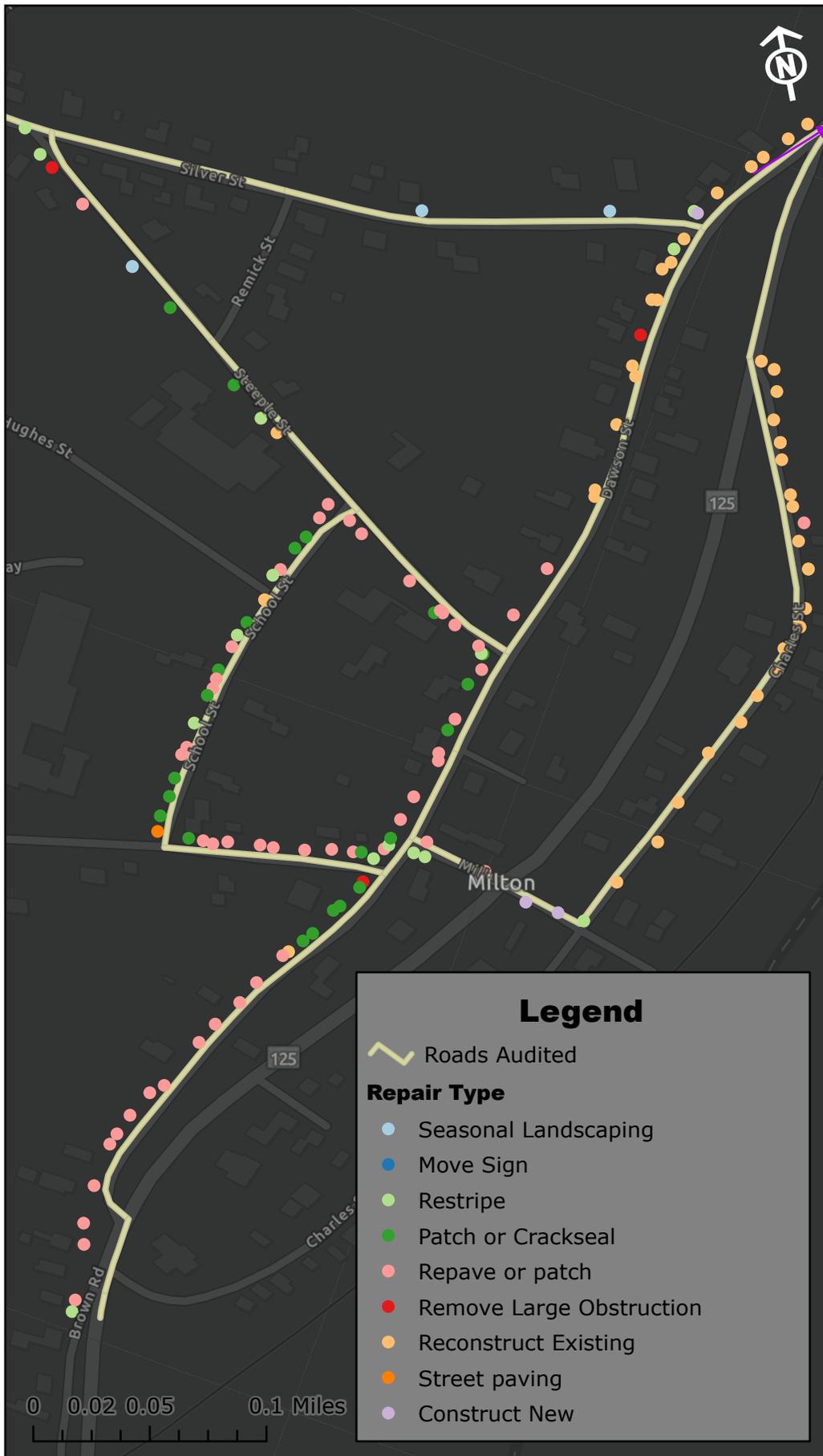




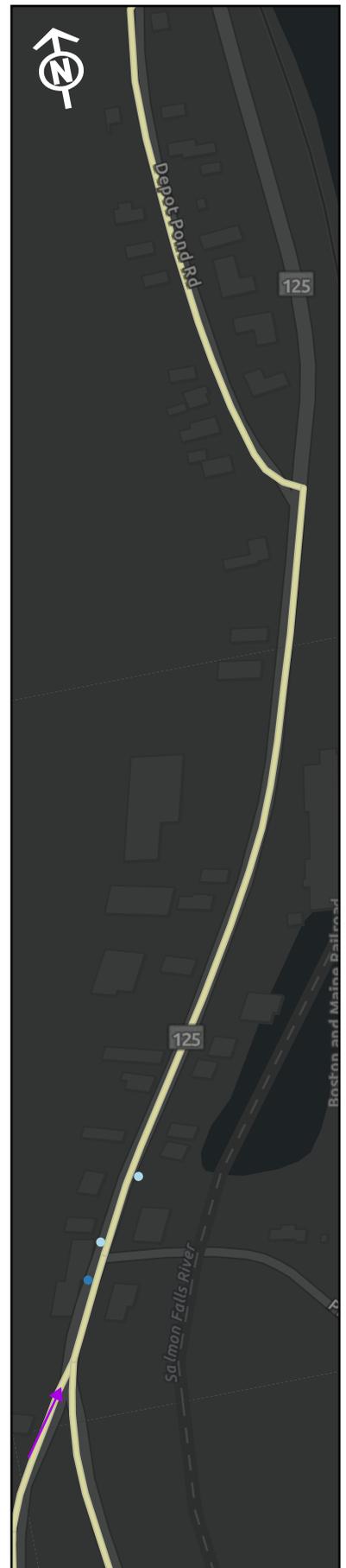
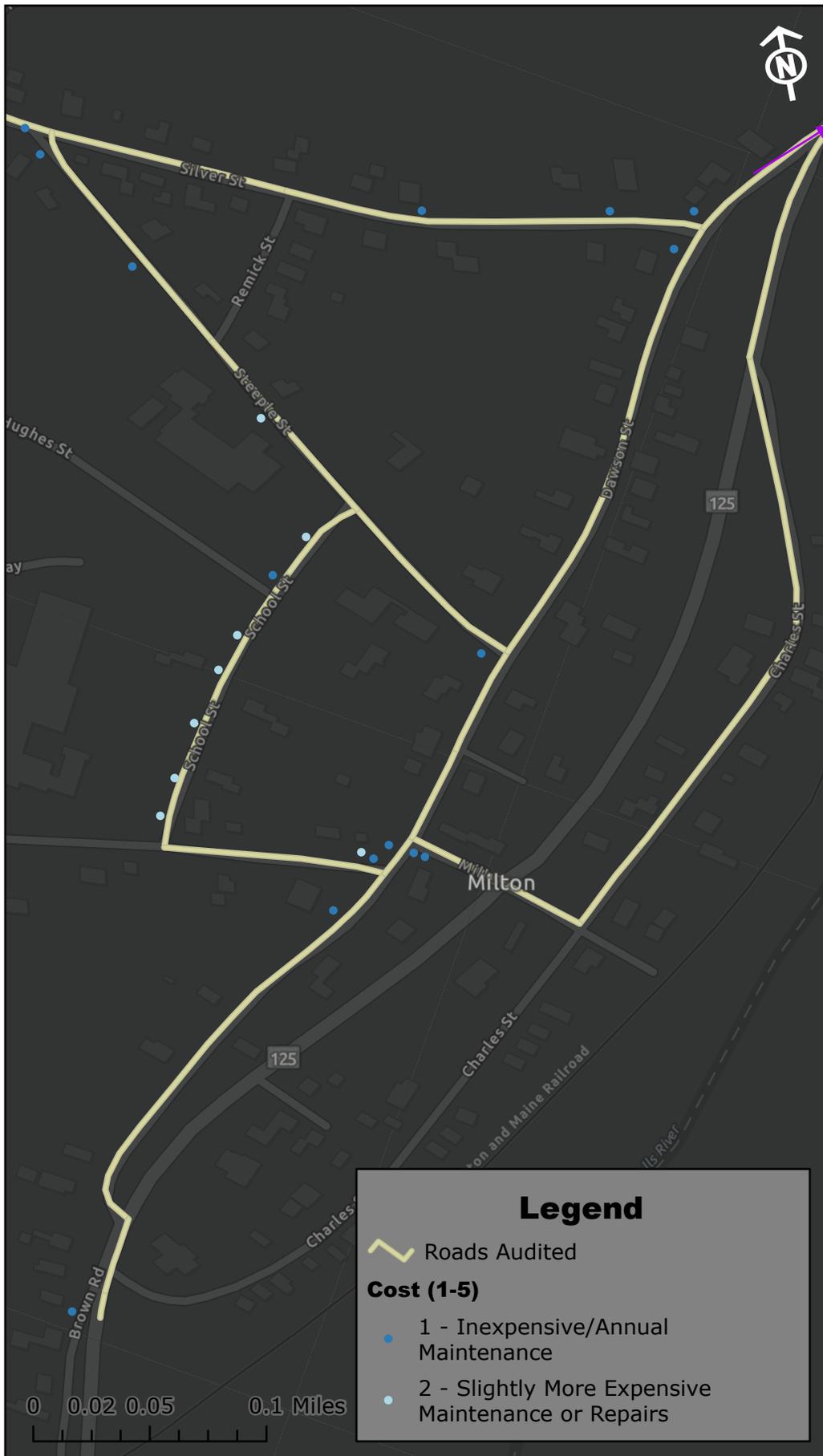
# Repair Cost



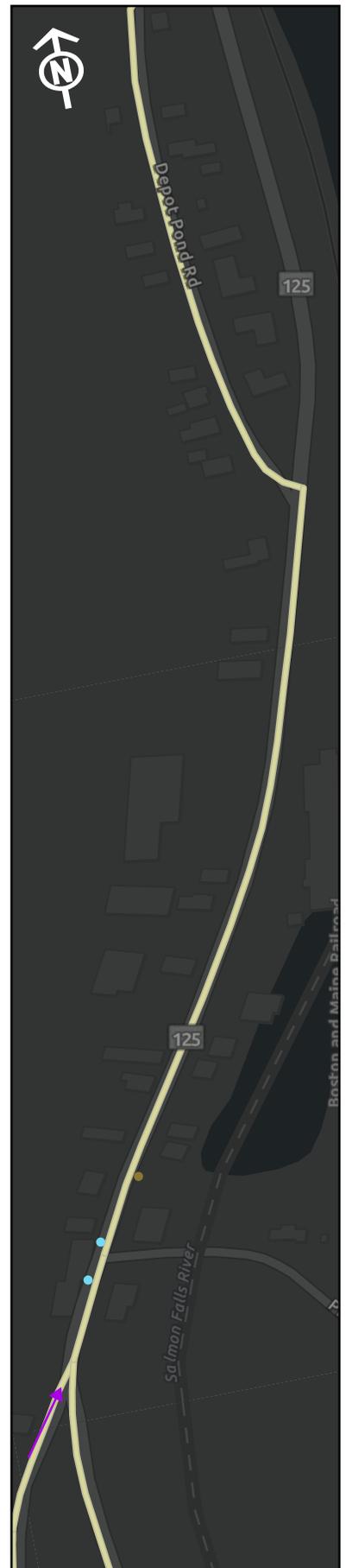
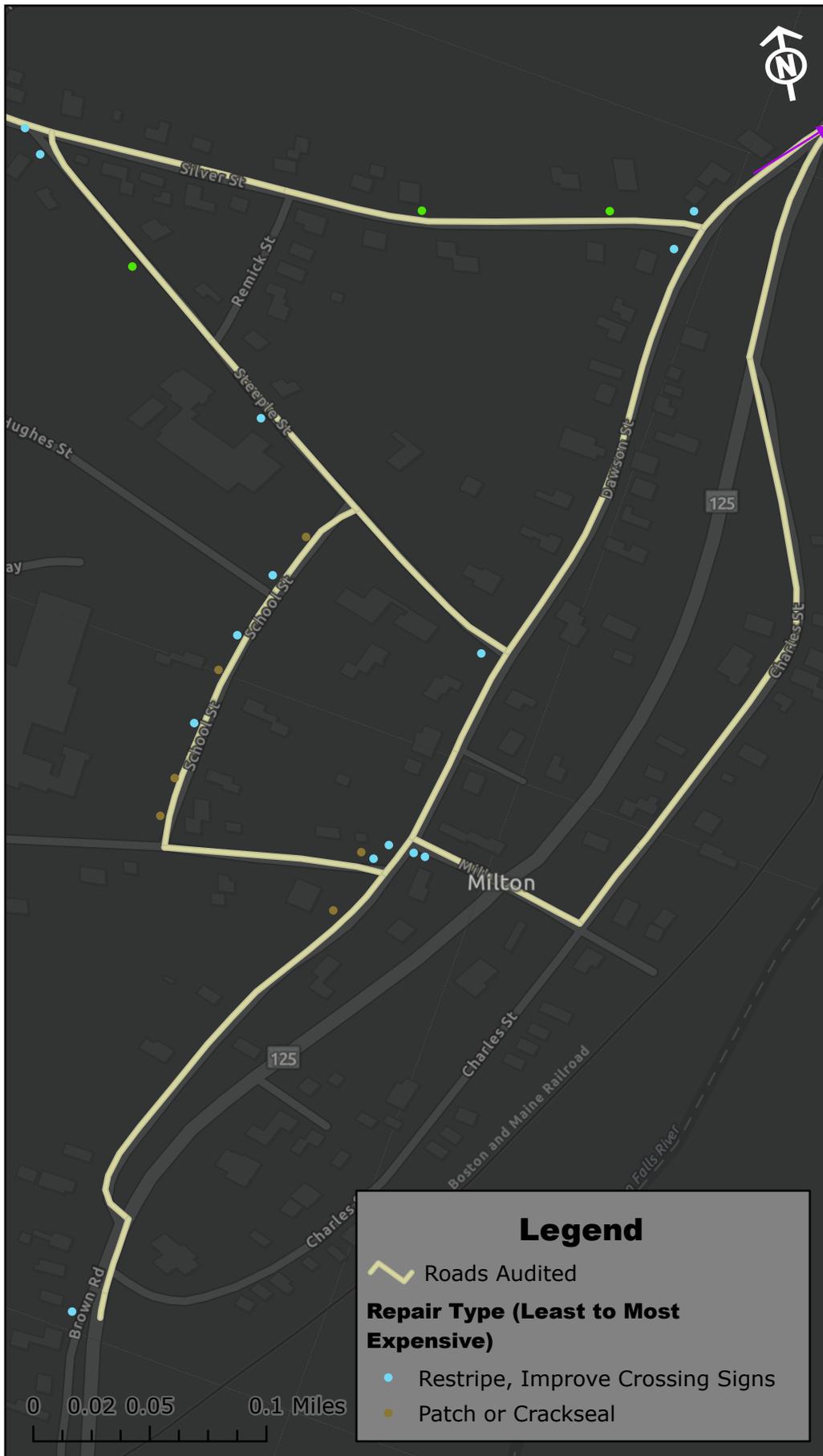
# Repair Type



# Low Cost Repairs



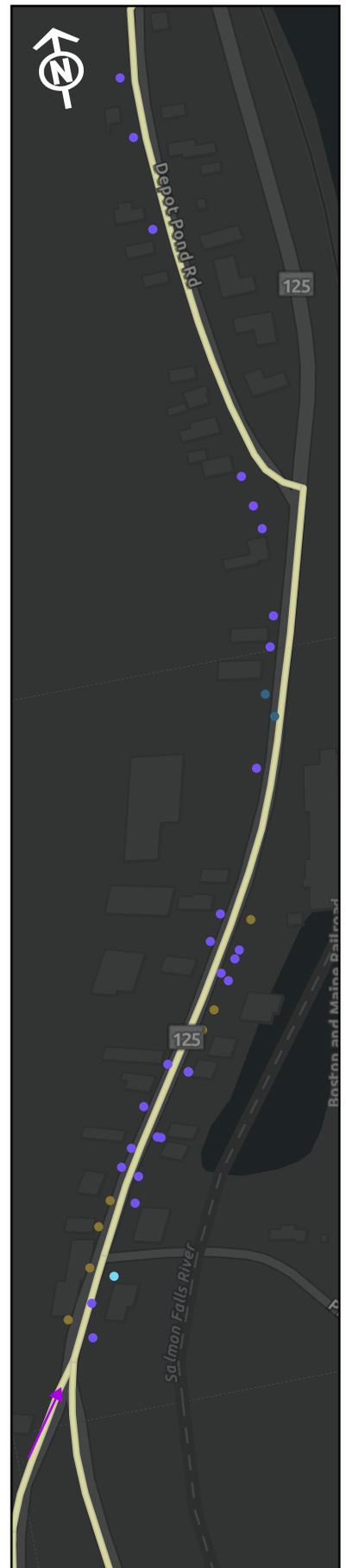
# Low Cost Repairs by Type



# Higher Cost Repairs



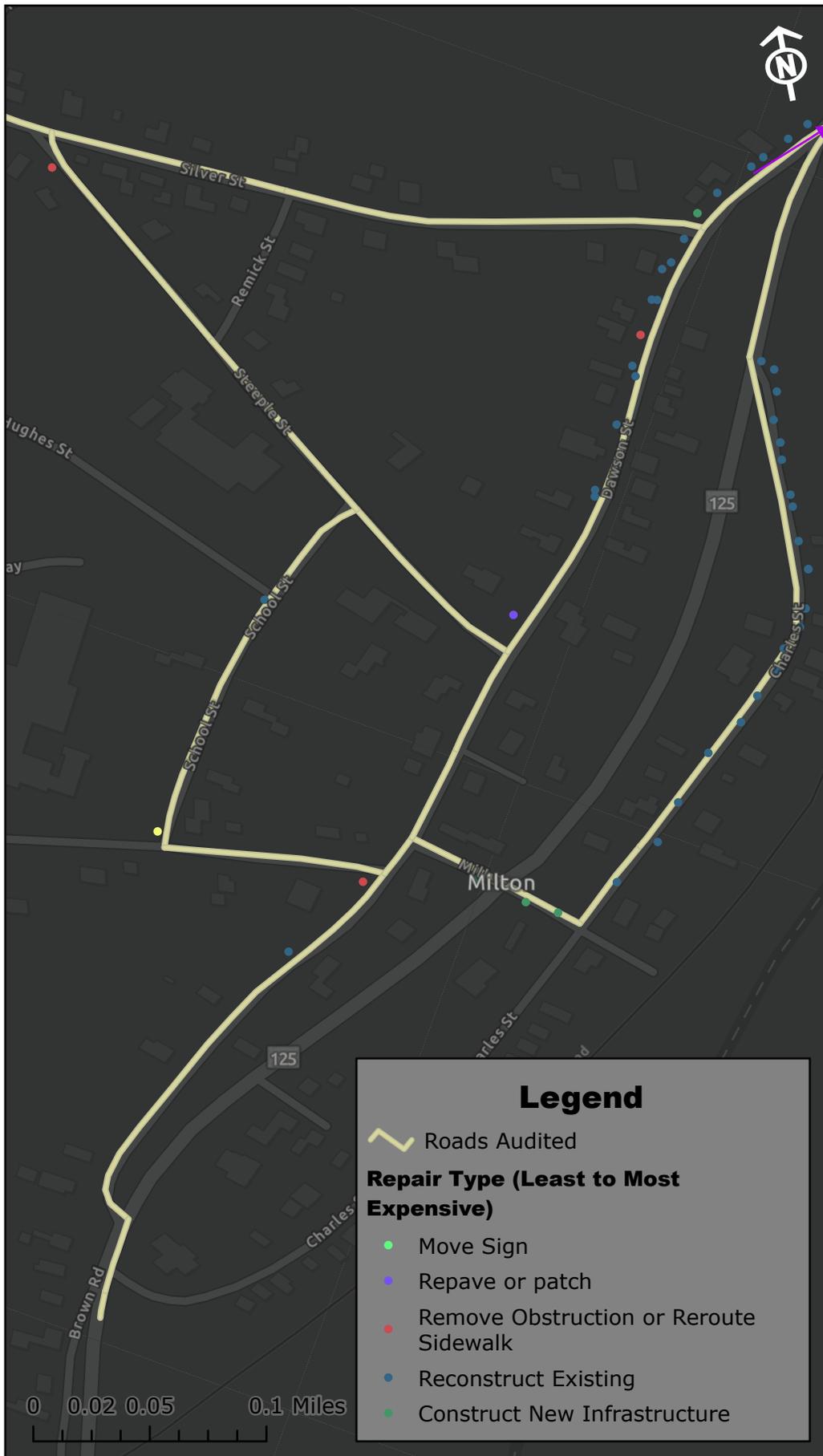
# Higher Cost Repairs by Type



# Very High Cost Repairs



# Very High Cost Repairs by Type



## **Appendix B: Issue Reports**

The following reports show all data provided for each issue reported by volunteers.

DRAFT

## Issues with Sidewalks

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...						Sidewalk Notes		
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole	Mailbox		Drain	
137	Brown Rd	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section of sidewalk goes over a very large tree, stump and roots which have raised the sidewalk. Very difficult to pass.
138	Brown Rd	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is a little narrow, maybe 3 feet wide
139	Brown Rd	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This is where the sidewalk ends on Dawson Street at the intersection of Brown Road near 125. There is no crosswalk going to Charles Street at this area. This is a 40 MPR road and no way for students to cross that are walking to and from the schools.
93	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Cars and fences block
8	Charles St	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
10	Charles St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
60	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk begins on Charles off white mtn hwy
62	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
63	Charles St	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
65	Charles St	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Debris and road washout by sidewalk
66	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Washed out walk
67	Charles St	FALSE	FALSE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Dangeeous hole
69	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Too narrow an wash out by basin
70	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
72	Charles St	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	No sidewalk here
73	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
74	Charles St	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
76	Charles St	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
77	Charles St	TRUE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
78	Charles St	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
80	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
83	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Car blocks
85	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	
87	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
89	Charles St	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
101	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Sign too low. Walk too narrow. On school route
102	Dawson St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Truck
104	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	On school route
105	Dawson St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Raised area
107	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Too narrow possible obstacle sign too low
108	Dawson St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
110	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section does not delineate from the road to the sidewalk in a clear manner. As shown in the photo people tend to park on the sidewalk.
112	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	Utility pole is set where potential installation of curbing would be.
114	Dawson St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk slopes down toward the street, Lodge, cracks, humps, and dips, no curbing

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...						Sidewalk Notes		
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole	Mailbox		Drain	
115	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	Drain cover can be navigated around fairly easily
116	Dawson St	TRUE	FALSE	FALSE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	Sidewalk slopes down toward the street none of the sidewalks on Dawson Street Are 4 feet wide. None have curbs. Utility poles set where curbing would be installed.
117	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
118	Dawson St	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	Large sections of asphalt breaking off toward the street. No curbing. Large dips and humps. Utility poles sat where curbing would be installed.
119	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
120	Dawson St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	Sidewalk is very narrow, no curbing, utility pole set where curbing would be.
121	Dawson St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Fairly good section of sidewalk, but does have a little bit of grass in cracks and some cracks on outer edge of pavement
122	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	Sidewalk is very narrow, no curbing, asphalt is all broken up, utility poles are set with curbing would be installed.
123	Dawson St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
124	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	The cracks in this section are mainly on the two outer edges of the pavement
125	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This is a rough section on Dawson Street. And the sidewalk has narrowed at this point.
126	Dawson St	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This is another rough section of sidewalk that is narrower and has lots of cracks with grass growing in the cracks. It also slopes to the left.
127	Dawson St	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is very narrow with lots of vegetation on each side of it.
128	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	The sidewalk widen a bit at this section, but it is still pretty rough
129	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Approaches a private driveway.
130	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
131	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
132	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This upcoming section of sidewalk after the private driveway, crossing is rough with cracks and lots of grass growing in the cracks.
133	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Continuation of same sidewalk problems with cracks, uneven this and vegetation in the cracks as we are getting closer to the intersection of 125
134	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	A culvert pipe crosses this sidewalk and is in poor condition.
135	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
136	Dawson St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
141	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section of sidewalk starts at the intersection of Dawson and Elm heading towards Steeple Street
143	Dawson St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	There is an uneven section where there's an old patch area in the middle of the sidewalk

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...						Sidewalk Notes	
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole	Mailbox		Drain
144	Dawson St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This section crosses the driveway and does need some attention to cracks and a low spot.
145	Dawson St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is a little harder to navigate. It has a fairly steep incline and couple large cracks.
146	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk condition improves in this area, Except for a lump in the private driveway
147	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Large crack and has a lower section as it crosses a private driveway
148	Dawson St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	The sidewalk is close to the elementary school on Dawson Street. it is an uphill incline all the way
149	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Very steep section of the sidewalk on Dawson Street as it approaches staple Street and has some cracks as it gets near the intersection
156	Dawson St	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
157	Dawson St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
158	Dawson St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
159	Dawson St	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
162	Dawson St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
163	Dawson St	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
164	Dawson St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
165	Dawson St	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
166	Dawson St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
189	Depot Pond Rd	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
190	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
191	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
192	Depot Pond Rd	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
193	Depot Pond Rd	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
194	Depot Pond Rd	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
195	Depot Pond Rd	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
196	Depot Pond Rd	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
197	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
198	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
199	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
200	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
201	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...					Sidewalk Notes		
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole		Mailbox	Drain
202	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
203	Depot Pond Rd	FALSE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
204	Depot Pond Rd	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
95	Elm St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is in fairly good condition. Only has the crack with vegetation where a private driveway ends.
97	Elm St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Additional section of sidewalk on Elm Street that slopes down the hill to and from high school. This section crosses what used to be a private driveway.
103	Elm St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is the roughest section on Elm Street going to and from high school it's sloping down the hill.
106	Elm St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This section is very patchy with some old repairs before it crosses a private driveway.
109	Elm St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	The section is on the corner of Dawson and Elm This is on the curb at the intersection of Dawson and L St. There is some cracking on the very edge of the sidewalk
111	Elm St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
81	Elm St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Busy sidewalk leading to and from the high school
84	Elm St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
88	Elm St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Continuation of busy sidewalk to and from high school on Elm Street. Does slow down the hill so could be slippery in the winter.
91	Elm St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Continuing section on Hill at Elm Street away to and from high school.
96	Mill St	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	School rout to crosswalk and is too narrow
98	Mill St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
167	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
169	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
170	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
171	NH 125	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
172	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
173	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
174	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
175	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
176	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
177	NH 125	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
178	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
179	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
180	NH 125	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
181	NH 125	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
182	NH 125	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
183	NH 125	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
184	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
185	NH 125	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
13	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...						Sidewalk Notes	
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole	Mailbox		Drain
186	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
187	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
188	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
15	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
19	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
21	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Nhdot granite bound
24	NH 125	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
25	NH 125	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
26	NH 125	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	
28	NH 125	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	
29	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
32	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	
33	NH 125	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	
35	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
36	NH 125	TRUE	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Blocked by steps only 30" wide
38	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
41	NH 125	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Steps and box in sidewalk
43	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
45	NH 125	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Driving over curb ruins sidewalk
47	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
50	NH 125	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
54	NH 125	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	
56	NH 125	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Nhdot granite bound
57	NH 125	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	No sidewalk ahead. Stops
59	NH 125	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	
12	School St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Might need a sign saying School Zone Slow
16	School St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Uneven concrete steps of sidewalk to school.
22	School St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
27	School St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Crosses school driveway
30	School St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
37	School St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	On a hill and would be slippery in the winter. Need some smoothing of pavement where sidewalk meets edge of road
39	School St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
42	School St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Could use some repairs, especially where it meets the entrance to the parking lot.
44	School St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
49	School St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
51	School St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Busy sidewalk near driveway to high school.
58	School St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Busy sidewalk in front of high school
61	School St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Busy section of sidewalk in front of high school.
64	School St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
68	School St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Section of sidewalk in front of high school.
71	School St	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Last section of sidewalk in front of high school approaching Elm Street

ID	Street	Sidewalk is Uneven	Sidewalk has large or deep cracks	Sidewalk has raised or sunken sections	Sidewalk is missing material	Sidewalk is sloped too steeply	Sidewalk is blocked by something	Sidewalk Obstructed by...						Sidewalk Notes	
								Fire Hydrants	Overgrown vegetation	Fixed sign (stop sign, speed limit, etc.)	Light Post	Utility pole	Mailbox		Drain
94	Silver St	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
90	Silver St	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
5	Steeple St	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	There is a slight crack at the beginning of the sidewalk section, but we are moving to the far end to show how the sidewalk dips down and then comes back up again at the end of this section.
7	Steeple St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk is uneven with dips and large cracks
9	Steeple St	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
150	Steeple St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This section of sidewalk has a steep incline as it goes from the corner of steeple and Dawson up to the elementary school. The last section of our sidewalk audit. This is where it crosses the driveway to the community church. Steep and in rough condition.
152	Steeple St	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
153	Steeple St	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
154	Steeple St	FALSE	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
155	Steeple St	FALSE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
17	Steeple St	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk is badly overgrown by vegetation, including poison ivy on the left side.
206	Steeple St	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk is badly overgrown by vegetation, including poison ivy on the left side.
1	Steeple St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
46	Steeple St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
2	Steeple St	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk meets the driveway into the church parking lot.
3	Steeple St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk is at the corner of Steeple Street and school Street. Facing toward the elementary school there are dips and there is a section of road/sidewalk that is missing just beyond the crosswalk.
79	Steeple St	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	There is a town drain cover in the middle of the sidewalk that creates a serious trip hazard.
4	Steeple St	TRUE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	Sidewalk has uneven material and at the far end there is a deep crack at the beginning of the crosswalk to the right of the sidewalk is a big hole in the dirt.

## Issues with Street Crossings

ID	Street	Which Street is being Crossed	Is there a visible sidewalk	Traffic lights and/or stop signs	Visible crosswalk markings	Sound-operated cross signals	Pedestrian crossing signage	Accessible push-to-walk buttons	Ramp from sidewalk to street level	Ground surface indicator	Crossing Notes
140	Brown Rd	Route 125 to Charles St	No	FALSE	TRUE	FALSE	TRUE	TRUE	FALSE	FALSE	This area is where Dawson Street ends on 125 in Charles Street begins at the old town hall. There was no Safeway for pedestrians to cross at this area.
100	Dawson St		Yes	TRUE	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE	No advance paint. On school route
142	Dawson St		Yes	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	This crosswalk crosses from the corner of Dawson, Elm and Mill Street. There are pedestrian crossing signs on either side but needs repainting.
160	Dawson St	Silver st and Dawson	No	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	
113	Elm St	Crossing the end of Elm Street where it meets Dawson Street	No	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	To cross at the sensor section to continue onto Dawson Street you need to cross very wide area of the end of Elm Street. This is a busy area near the high school and elementary school. There is no crosswalk or signs to go in this direction.
23	Mill St	NH125	Yes	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE	FALSE	Essential to town, light beacons here would be ideal. Traffic is fast and visibility is poor, a caution light would be helpful
168	NH 125	125 and Garage way	Yes	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	
31	NH 125	White Mountain Hwy	Yes	TRUE	TRUE	TRUE	FALSE	TRUE	FALSE		
52	NH 125	Garage Way	Yes	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE		Paint missing
53	NH 125		Yes	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE		
34	School St		Yes	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE		Crosswalk needs to be repainted
40	School St	Parking lot entrance	No	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE		Busy parking lot entrance where school buses and cars from a parking lot enter and exit for high school.
48	School St	Driveway crossing Very wide driveway to the high school before the next section of sidewalk begins	No	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE		Rough edges on end and beginning of sidewalk sections at the driveway
55	School St		No	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE		Busy driveway to the high school It does have a picture sign showing pedestrians for the crossing. This intersection connects the sidewalk on School Street as well as the walkway up to the high school. It could use a little smoothing at the intersection.
75	School St	School St & Elm St Silver Street to the sidewalk on Dawson	Yes	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE		
99	Silver St	Street What	No	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE		
82	Silver St	Silver Street	No	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE		
86	Silver St	Silver St to Remmick St	No	FALSE	TRUE	FALSE	TRUE	FALSE	TRUE		
6	Steeple St	Crosswalk at the side entrance to the elementary school and the kindergarten Visible crosswalk or any of the following missing	Yes	FALSE	TRUE	FALSE	TRUE	FALSE	FALSE		The sidewalk crosses a driveway not a street. It is to the side of the elementary school and the kindergarten driveway entrances. Surface is all uneven, painting is badly worn, no crosswalk sign.
151	Steeple St		Yes	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE		This crosswalk needs to be repainted and would be dangerous for young children as cars go fairly fast.

**Places where Volunteers Identified a Need for Something New**

ID	Street	Missing Features	Missing Feature Notes
92	Charles St	Sidewalk, Curb ramp, Pedestrian signs or lights	Swale inly with cars parked
11	Charles St	Crosswalk, Sidewalk	
161	Dawson St	Sidewalk	
205	Depot Pond Rd	Sidewalk	
14	Mill St	Sidewalk, Crosswalk	This section is a part of a school route, needs sidewalk
18	Mill St	Sidewalk	Crosswalks drops in street
20	Mill St	Curb ramp	

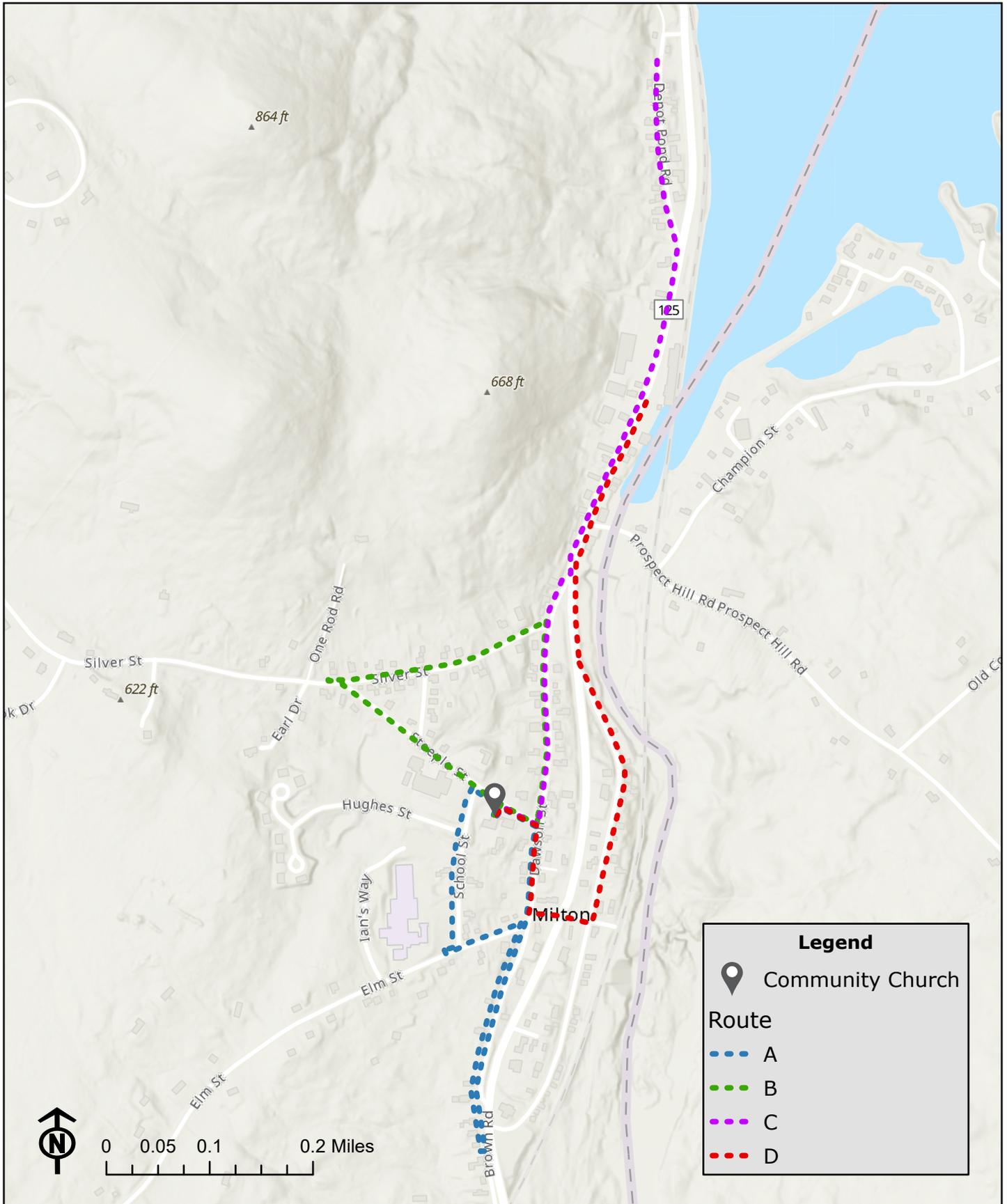
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**Appendix C: Data Collection Route Maps**

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# All Routes

## Milton Sidewalk Audit



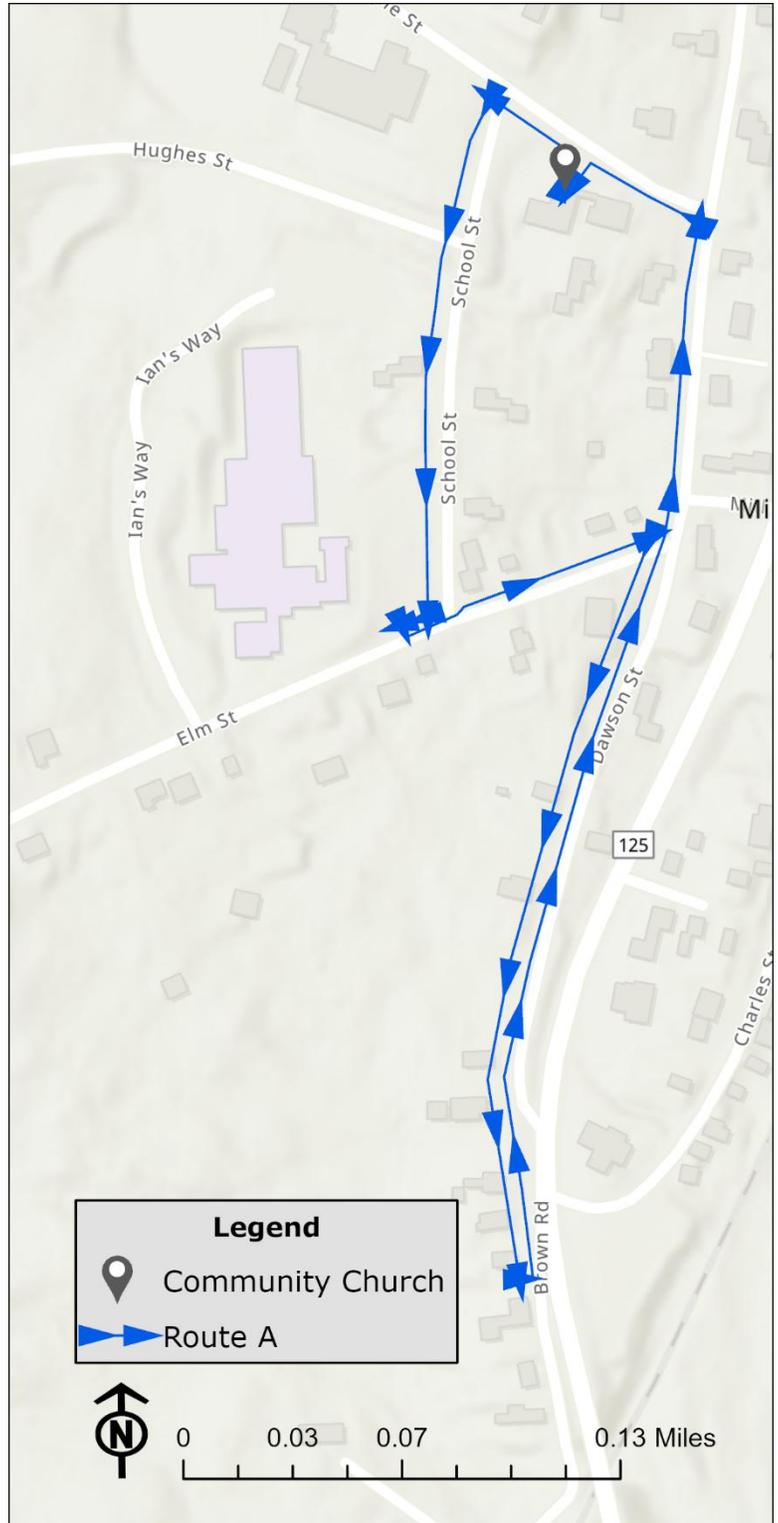
# Route A

## Milton Sidewalk Audit

Thank you for volunteering for the Milton Sidewalk Audit! You have been assigned to Route A. This route is just under a mile long and stays close to the schools.

### Directions

1. Exit the Church on Steeple St and turn left. Walk to the end of School St.
2. Turn left on to School St and collect to Elm St.
3. Collect the short section of sidewalk to your right before turning left and walking down the hill along Elm St to Dawson St.
4. At Dawson St, turn right and collect along the sidewalk.
5. At Brown St, turn right and continue collecting to the end of the sidewalk.
6. At the end of the sidewalk, turn around and return to the intersection of Elm St and Dawson St.
7. Resume collecting as you follow Dawson St back to Steeple St. Turn onto Steeple St and return to the church.



# Route B

## Milton Sidewalk Audit

Thank you for volunteering for the Milton Sidewalk Audit! You have been assigned to Route B. This route is just under  $\frac{3}{4}$  mile long and stays close to the schools.



### Directions

1. Exit the Church on Steeple St and turn left.
2. Collect along Steeple St.
3. At Silver St, cross to the sidewalk and collect down the hill toward Dawson St.
4. Turn right on Dawson St and collect toward Steeple St.
5. Turn right on Steeple St and collect back to the church.

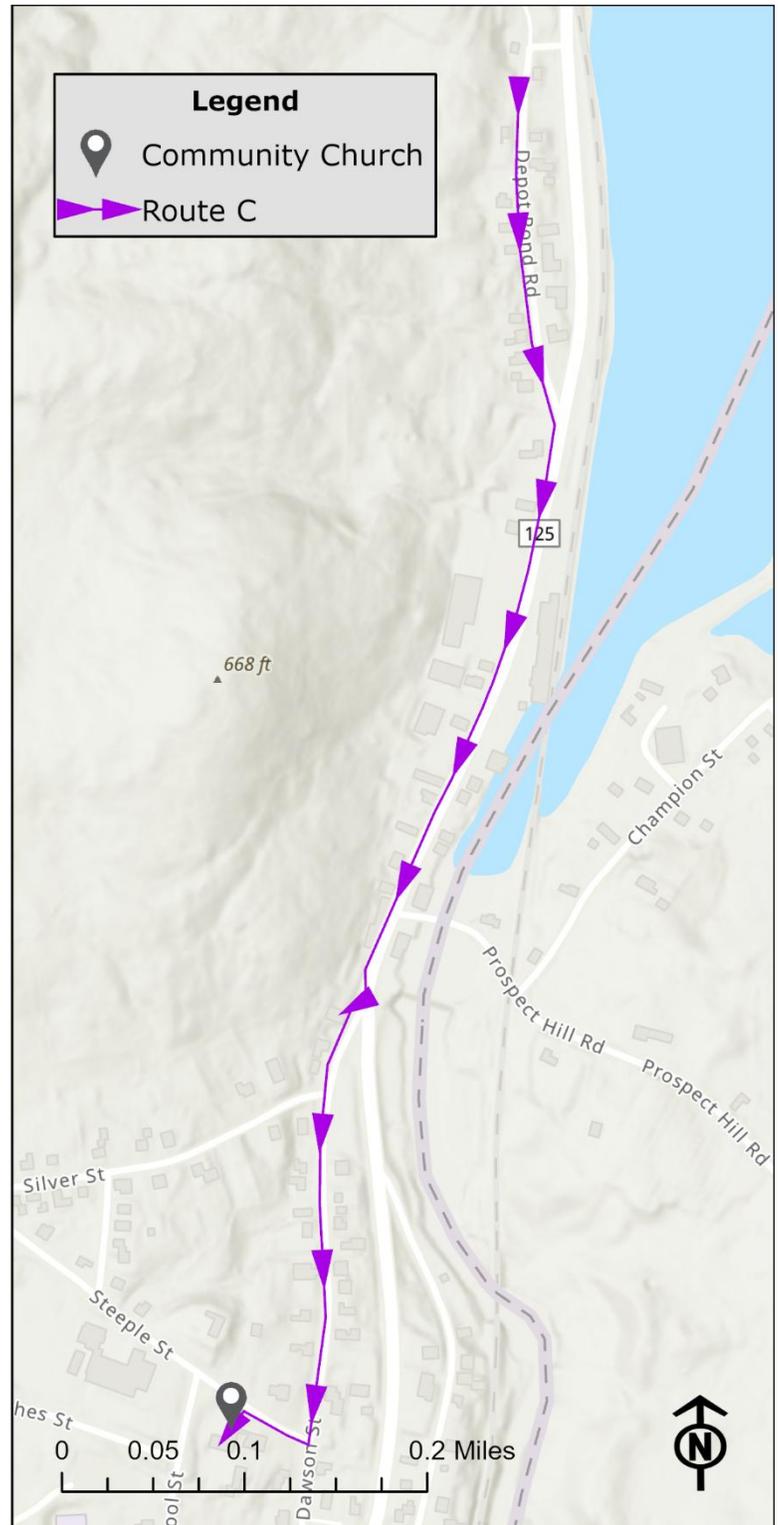
# Route C

## Milton Sidewalk Audit

Thank you for volunteering for the Milton Sidewalk Audit! You have been assigned to Route C. This route is just under a mile long. You will be driven to the far end of the route and dropped off, and then asked to work your way back to the church.

### Directions

1. A member of the project team will drive you to the far end of your route on Depot Pond Rd.
2. Collect along the sidewalk on Depot Pond Rd, NH 125, and Dawson St as you follow the sidewalk all the way back to Steeple St.
3. At Steeple St, turn right and return to the church.



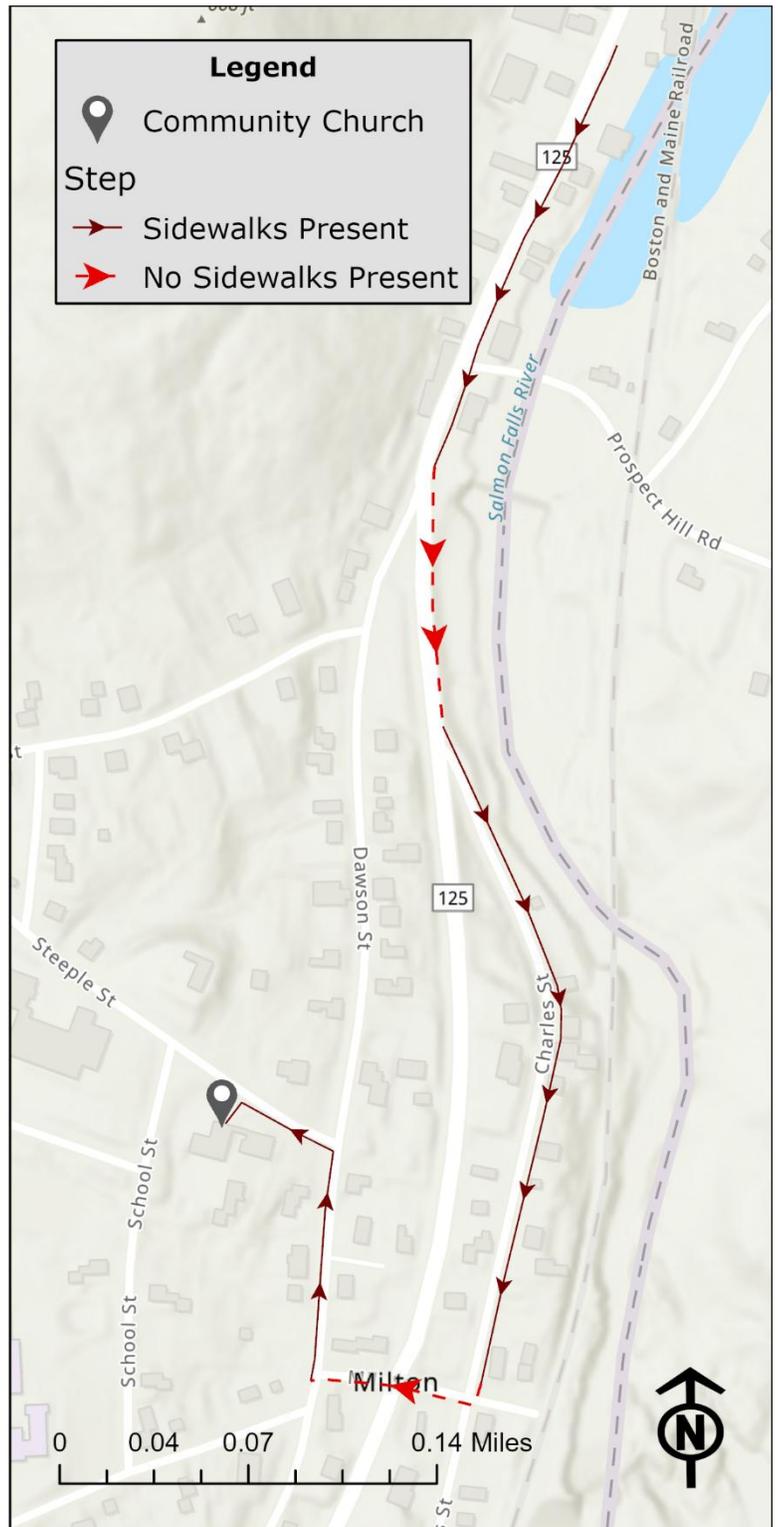
# Route D

## Milton Sidewalk Audit

Thank you for volunteering for the Milton Sidewalk Audit! You have been assigned to Route D. This route is just under  $\frac{3}{4}$  mile long. It follows NH125 and includes a section with no sidewalks on NH 125. You will see members of the project team in yellow safety vests along NH 125 when you are in the area with no sidewalks and the area where you need to cross NH 125.

### Directions

1. A member of the project team will drive you to the far end of your route on NH 125.
2. Collect along the sidewalk until it ends.
3. **Carefully walk along the shoulder of NH 125 until you reach Charles St. There is no sidewalk here. Please use caution and your best judgement in this area.**
4. Turn left onto Charles St and collect until you reach Mill St.
5. Turn right on Mill St and proceed up the hill. **Carefully cross NH 125. Please use caution and your best judgement in this area.** And continue until you reach the sidewalk on Dawson St.
6. Turn right on Dawson St toward Steeple St, then turn left on Steeple St and return to the church.



**Appendix D: Data Collection Instructions**

DRAFT

# Milton Accessibility Audit

	<p><b>&lt;-Inventory</b></p>
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## Survey123 Instructions

We will be collecting data using the app Survey123 by Esri. This app is available for Apple and Android.

You will need to allow the following permissions

- Access to your Location
- Access to photos, media, and files on your device



*Survey123 App Icon*

### Download the app

Simply scan the QR code(s) on the first page of this packet using your camera app on your smart phone. A popup should appear to open the link in your browser.

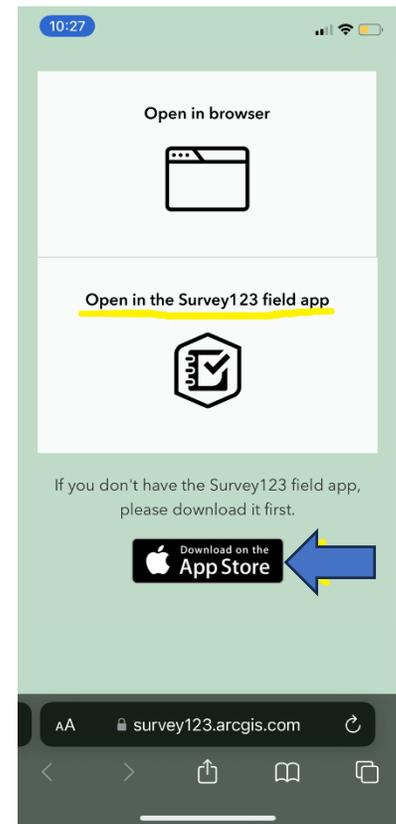
Click on that popup and at the bottom of the opened webpage it should say "If you don't have the Survey123 field app, please download it first." There will be a link to the apple or google store right there.

The name of the app is "Survey123 for ArcGIS" on Apple or "ArcGIS Survey123" on the Google Play Store.

When prompted, allow the following permissions

- Access to your Location
- Access to photos, media, and files on your device

You do not need an account, and you do not need to sign into the app to access this survey.



### Download the survey

Once the Survey123 app is installed, once again open your camera on your smartphone and scan the QR code. Click "Open in Survey123 field app" again, and this time the app will open with the survey.

## Using the Inventory Survey in app

Each time you identify an issue with the sidewalks or crosswalks that you would like to report, you will need to fill out the survey.

To start reporting an observation, click the Collect button.

Once you have recorded your observation, taken a photo and identified your location, you can press the check mark on the bottom right of the survey.

Your initials should copy over each time that you submit the survey, so you should only need to enter them once. Additionally, the date/time and location will auto-populate.

## Submission of Survey

It is **highly recommended** that you "Save in Outbox" rather than "Send now" while you are collecting data. This will ensure that all of your responses are saved, even if your cell phone signal is not strong enough. It will also reduce your data usage.

After you save to the outbox, the survey will bring you back to the homepage giving you options of "collect" or "outbox". Select "collect" to load a blank new survey and select "outbox" if you want to make any edits to your previous survey or submit all at the end of the session.

Remember below with each observation recorded!



When you return to the meeting space, you can join the Wi-Fi and upload the data all at once. **At the end of the audit, you can connect to the Wi-Fi at the church for upload. Please do not forget!**

## Data Collection Tips

1. If there is a section of sidewalk with several cracks, you can take up to 3 photos of all the cracks and submit one observation. Feel free to take a photo of the whole area or multiple photos and move on if it is all the same problem.



2. Keep your distance from the crosswalk if you do not plan to cross to avoid driver confusion and reduce risk.
3. Only survey the segments assigned on your map.
4. Do not cross the street unless you are getting to another segment/continuing a segment.
5. Be sure to think of safety, appeal, improvements and accessibility throughout your observation.

## All Observations

Initials
Example: JS

Date and time
Example 9/25/2023 3:00PM

\*This will auto-populate each time you start the survey. No need to fill in.

Place a Point on your defect's location
Click the Crosshair in the top left of the map.

What defect are you observing?
An existing sidewalk
A street crossing
A place where something is missing

**\*Skip to the section below that applies to the observation type that you selected in this question.**

**This question will appear at the very bottom of the survey.**

Please take a picture of the issue
Take up to 3 pictures of the issue you are reporting

**Sidewalk Defect**

Select all issues present with the condition of the sidewalk
Sidewalk is uneven
Sidewalk has large or deep cracks
Sidewalk has raised or sunken sections
Sidewalk is missing material
Sidewalk is sloped too steeply
Sidewalk is blocked by something
Other (please explain in notes)

**\*See table below for examples**

Surface defects	Description	Example (photo)
Large cracks	Cracks over one inch wide	
Raised/sunken sections	Sections of sidewalk dip and raise inaccessibly	
Missing material	Over one inch wide of material missing from sidewalk	
Uneven sidewalk/Sloped too steeply	Slope or condition is dangerous between driveways or paths	
Other (open response)		

Are there any obstacles blocking the sidewalk?
Fire Hydrants
Overgrown vegetation
Fixed sign (stop sign, speed limit, etc.)
Light Post
Utility pole
Mailbox
Drain
Water
Moveable Objects
Other (open response)

\*Include items that partially block or completely block a sidewalk

Remember below with each observation recorded!



**Photos**



**Locate**



**Confirm**



**Save**



**Collect**

### Street Crossing Defect

Which street is being crossed?
Example: North Main Street

\*If you do not know which street is being crossed, please include a photo for reference.

Is there a crosswalk present?
Yes
No

Are any of the following missing on this corner?
Traffic lights and/or stop signs
Visible crosswalk markings
Sound-operated cross signals
Pedestrian crossing signage
Accessible push-to-walk buttons
Ramp from sidewalk to street level
Ground surface indicator
Other (open response)

Missing at street crossing	Description	Example (photo)
Traffic lights and/or stop signs	Traffic light/sign needed to stop traffic to allow pedestrians across in highly traffic area.	
Visible crosswalk markings	Crosswalk markings are faded or difficult to see for a pedestrian or car.	
Sound-operated cross signals	Audio-assisted warning sound to cross the road at crossings with traffic lights	

<p>Pedestrian crossing signage</p>	<p>Signage on either way of traffic pointing to crossing ahead as warning to cars.</p>	
<p>Accessible push-to-walk buttons</p>	<p>Button available to stop traffic for pedestrians to cross in timely manner</p>	
<p>Ramp from sidewalk to street level</p>	<p>There is a ramp that allows access to the crossing from the curb</p>	
<p>Ground surface indicator</p>	<p>This is the bumpy surface on the ramp. It must be on the ramp next to a crossing.</p>	
<p>Other (open response)</p>		

Remember below with each observation recorded!



Photos



Locate



Confirm



Save



Collect

## Something is Missing

What is missing here?
Sidewalk
Crosswalk
Curb ramp
Seating
Pedestrian Crossing signs or lights
Shade
Bike Racks
Other (open response)

Remember below with each observation recorded!



**Photos**



**Locate**



**Confirm**



**Save**

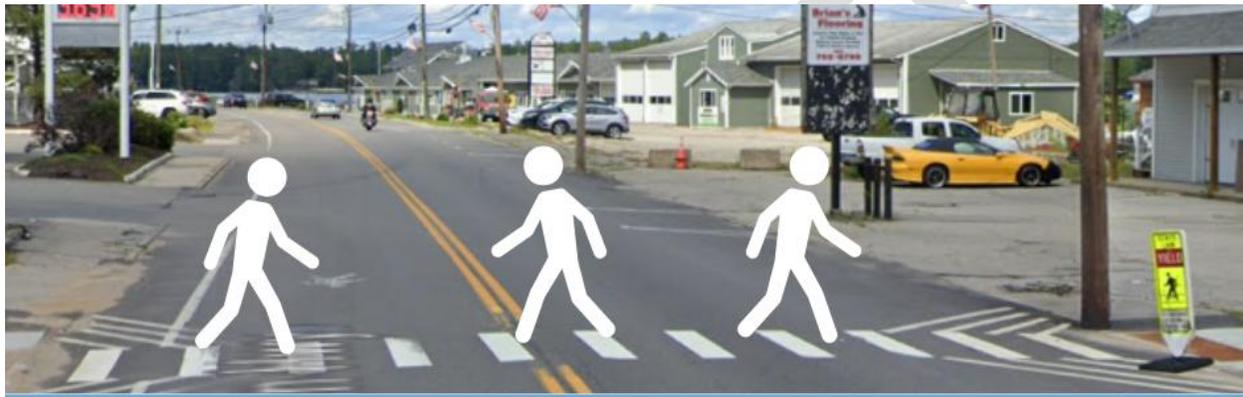


**Collect**

## Appendix E: Volunteer Solicitation

Volunteer solicitation took place from early August to mid-September. The flyer on the next page was posted in town hall. Information was posted on the Town website and SRPC's website. The post below was posted on SRPC, Town of Milton, and Strafford County Public Health Network's social media accounts. Additionally, SRPC shared the post in the commission's weekly email newsletter.

Social media post:



**VOLUNTEERS NEEDED**  
The Town of Milton is conducting a sidewalk audit on  
**September 24<sup>th</sup>**  
with a Rain Date on the 25<sup>th</sup>  
**All are welcome to volunteer!**

This project is made possible through the Community Challenge grant  
from AARP.

