



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Stephanie Pollack, MassDOT Secretary and CEO and MPO Chair
Karl H. Quackenbush, Executive Director, MPO Staff

TECHNICAL MEMORANDUM

DATE: July 30, 2015
TO: Framingham Bicycle-Pedestrian Working Group
FROM: Bill Kuttner, Metropolitan Planning Organization Staff
RE: Framingham Livable Community Workshop

1 THE LIVABLE COMMUNITY WORKSHOP PROCESS

The Boston Region Metropolitan Planning Organization (MPO) conducts Livable Community Workshops (LCWs) to support the region's communities in transportation endeavors. These workshops are designed to provide communities with strategies for enhancing livability and to facilitate local discussions on topics such as walking, bicycling, transit, parking, land use, urban design, housing, public health, economic development, energy, and climate change. The specific role of the MPO in the Framingham LCW process was to facilitate the initial public meeting, document public input, and begin the process of developing a vision statement consistent with the commentary from the public and the town staff.

The Town of Framingham requested the assistance of the MPO to help kick off the town's bicycle and pedestrian planning efforts. Beth Isler, MPO Bicycle-Pedestrian Livability Manager, assisted the town in determining the appropriate approach for collecting information regarding bicycle and pedestrian usage within Framingham. A series of three preparatory planning meetings and a phone conference were convened prior to the LCW. During these meetings, Ms. Isler and town staff identified the objectives of the LCW, prepared visuals and maps, and planned the agenda for the September 4, 2014 LCW. Town staff involved in the LCW process included Eugene Kennedy, Erika O. Jerram, and Marianne Iarossi of the Community and Economic Development Department, and Alex Mello and Amanda Loomis of the Planning Board Office.

Community notices announcing the September LCW were provided in English, Portuguese, and Spanish (Attachment A: LCW Community Notice Signs). These notices were posted on the town's website and in local newspapers, posted within the Memorial Building, emailed to the Bicycle and Pedestrian Committee and other parties of interest, and posted in local bicycle shops and community buildings. For those unable to attend the LCW meeting, the Workshop was captured and broadcast on the local television network.

On September 4, 2014, at 6:30 PM, the Town of Framingham hosted the LCW. A total of 32 community members attended the LCW (Attachment B: LCW Sign-in Sheet). Prior to the start of the meeting, participants were encouraged to review the provided visuals and maps (Attachment C: LCW Visuals and Maps) that had been prepared specifically for the LCW.

At 7:05 PM, Ms. Jerram welcomed and thanked all community members for their attendance in this important endeavor. She introduced the town officials who were present. Furthermore, she provided attendees with an overview of the town's future bicycle and pedestrian plan. Next, she introduced Ms. Isler, who gave a PowerPoint presentation.

Ms. Isler's presentation provided the community with information about the Complete Streets design guidelines and planning endeavors that other communities have undertaken to make their communities bicycle and pedestrian friendly (Attachment D: Complete Streets PowerPoint Presentation). Ms. Isler then previewed the agenda for the LCW, describing how comments and discussion points would be collected to become the basis for developing a vision statement for Framingham's bicycle and pedestrian plan.

Ms. Isler presented nine maps (Attachment C), including five town-wide maps and four maps displaying quadrants of the town on a greater scale. The maps were instrumental for participant engagement and data collection for the bicycle and pedestrian plan. Each map contained a general topic about which the community could offer written comments either on Post-it Notes or directly on the maps themselves (Attachment E: LCW Public Comment).

During the LCW, staff facilitated discussions regarding issues surrounding a bicycle and pedestrian plan illustrated in the nine maps. Staff emphasized that the information provided during the LCW would provide details and insight to serve as the basis for the creation of a bicycle and pedestrian plan. Some of the comments received were clearly applicable to the Town of Framingham as a whole; these comments have been integrated into "Elements of a Bicycle-Pedestrian Vision for Framingham" (see below). All comments and information received during the LCW were reviewed to establish a work plan for the bicycle and pedestrian plan. Most of the comments about specific locations and issues were appropriate for future planning, design, and construction efforts. All of these comments are included in Attachment E.

2 ELEMENTS OF A BICYCLE-PEDESTRIAN VISION FOR FRAMINGHAM

Discussion throughout the LCW included participants' various comments, concerns, and suggestions related to the Town of Framingham's future of bicycling and walking. All of these comments assisted in forming a Bicycle-Pedestrian Vision for Framingham. Selected elements of this vision include:

The pedestrian and bicycle networks consist of all public roadways (except the Massachusetts Turnpike) and the public multiuse paths.

- Striping and other pavement markings are the primary method of allocating public network capacity between motorized and nonmotorized modes. The appropriateness for use of arterials by the nonmotorized modes should be explicit, regardless of the current condition of a particular roadway.
- Public investments in road reconstruction, improved roadway surfaces, and new or improved sidewalks should result in quality facilities for pedestrians, bicycles, private vehicles, and, as necessary, commercial trucks.
- Bicycle lanes on arterials and contraflow bicycle lanes¹ applied to one-way streets strongly complement the off-road path system. Pavement markings such as shared-use arrows and lane-edge stripes facilitating use of a well-maintained road edge are also important in ensuring that the entire road network is recognized as part of the bicycle network.

The usefulness of these systems depends on the completeness and connectivity of the system elements.

- On roadways where sidewalks are absent, pedestrians are forced to walk in the road. In a municipality like Framingham, forcing pedestrians to walk in the road presents a safety hazard in all but a few locations.
- Bicyclists assume that portions of their trips will require the use of nonstriped public roadways. However, opportunities to extend and connect the off-road multiuse path system should be sought and implemented where feasible. On-road and off-road connections to neighboring communities should be encouraged and developed.

Like all physical assets, bicycle and pedestrian facilities gradually deteriorate and require regular cleaning, maintenance, and periodic reconstruction.

- The Town of Framingham should consider implementing a system that allows for easy public reporting of maintenance issues.

¹ www.nacto.org defines contraflow lanes: bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic, converting a one-way traffic street into a two-way street (one direction for motor vehicles and bikes, and the other for bikes only).

- Broken glass on roadways and off-road paths is a major deterrent to both bicyclists and pedestrians. Road sweepers should be utilized on paved multiuse paths, public roadways, and shoulders of state-owned highways on a regularly scheduled basis. These efforts should complement ongoing municipal street cleaning.
- Snow removal should clear the entire length of sidewalks. The Town of Framingham should ensure that snow removed from roadways is not dumped onto the sidewalks.
- Trash cans and other street furniture on public sidewalks should be thoughtfully positioned and appropriately maintained.

Standards of safe design are well known and should be implemented uniformly across the two systems.

- A complete sidewalk system, preferably on both sides of the street where applicable, should be a long-range goal.
- Intersections should be well lit and compliant with the Americans with Disabilities Act (ADA). Concurrent crossing phases provide a high level of service for both vehicles and pedestrians, and should be considered when turning analysis determines safety for all users.
- On-road bicycle accommodations should be sufficiently attractive to ensure that bicyclists refrain from using adjacent sidewalks.
- “Bike-box” pavement markings improve turning safety for bicycles at signalized intersections and should be implemented where feasible and warranted.

Information is an important tool to improve efficiency and safety.

- Off-road paths should have a complete set of wayfinding signage on the paths and also for directing users to the paths. Maps highlighting the off-road facilities should be available online and via smartphone apps.
- Pedestrians, bicyclists, and drivers of private vehicles, commercial trucks, and buses must know, understand, and respect the rules of the road. Enforcement is an effective method of communicating the importance of these rules.
- Education about lawful and effective use of the bicycle, pedestrian, and vehicular networks should be part of school curricula. There is also a role for the Internet and other forms of social media as part of public outreach efforts.

Transit services and terminals are integral parts of the bicycle and pedestrian systems.

- The bus and rail transit services available in Framingham allow nonmotorized travelers to cover distances that normally require use of an automobile to a number of important destinations. Improvements in

frequency, hours of service, and route coverage should be part of a bicycle-pedestrian vision.

- Bike and pedestrian access to major regional and local transit terminals needs to be significantly improved. Envisioned improvements to bus circulation and park-and-ride access can serve as a catalyst for improving bike and pedestrian access.
- As transit service providers and nearby businesses improve terminal areas, these become logical locations for amenities such as bicycle racks, lockers, and rentals.

Land use and related planning efforts affect the attractiveness of the bicycle and pedestrian modes.

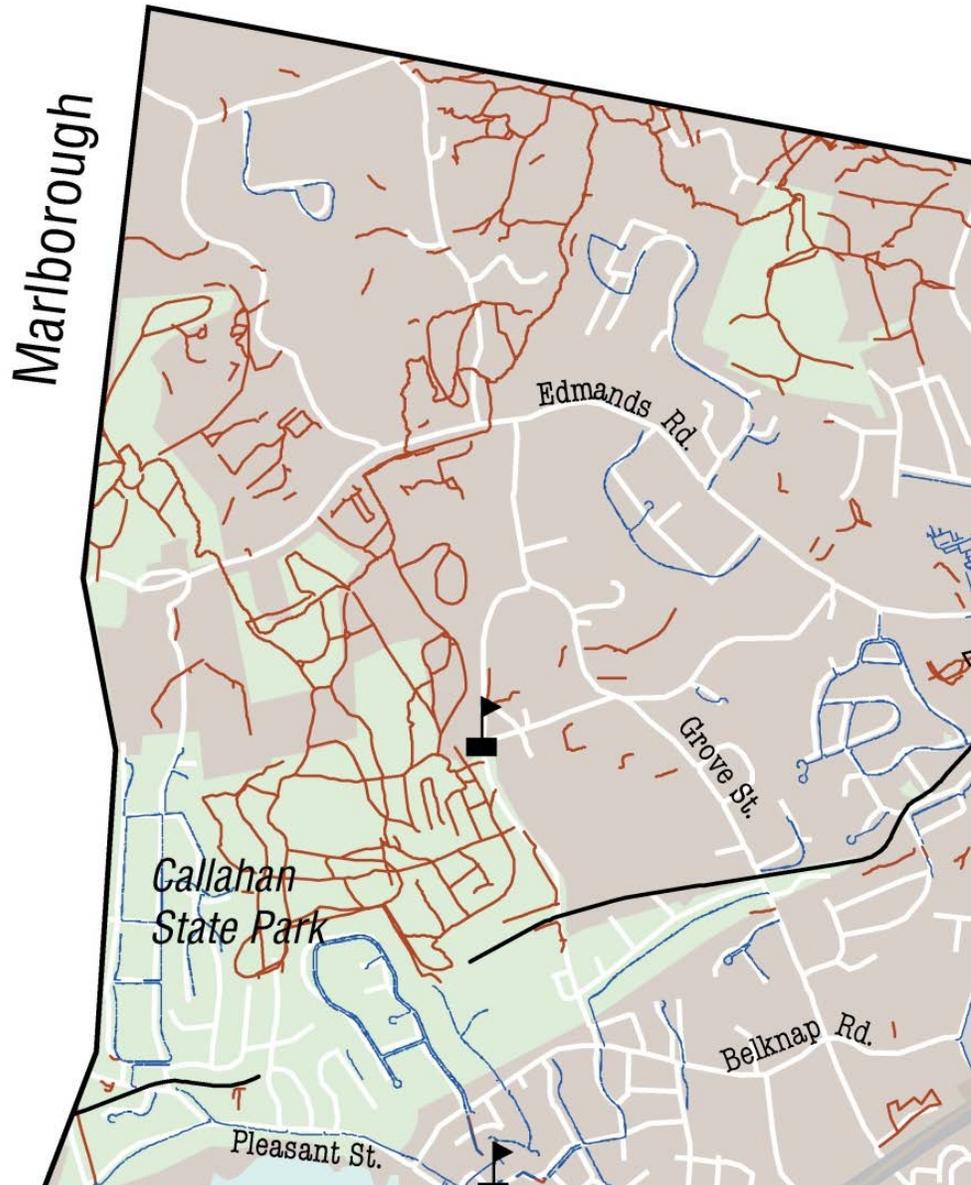
- The creation of major public park or recreation areas expands the off-road path system and creates attractive new destinations for pedestrians and bicyclists.
- Some commercial districts can be viable without total dependence on automobile access. In these instances, bicycle and pedestrian access can be critical to maintaining commercial viability. The attractiveness of these locations for visitors using nonmotorized modes can be increased by reducing on-street parking.

3 LOCATION-SPECIFIC NEEDS AND OPERATIONS

The LCW elicited numerous comments about specific bicycle and pedestrian locations in Framingham that were organized into four quadrants: northwest, northeast, southwest, and southeast. Each of the four quadrants is quite different in its environment and overall quality for bicycling and walking. Attendees of the LCW provided comments for each of the four quadrants; these comments allowed for closer analysis to help illustrate the implications and issues of concern in these areas.

One concern was common to all four quadrants: the need and desire for better bicycle and pedestrian connections to neighboring communities. This illustrates the importance of establishing a plan for improved and increased bicycle and pedestrian facilities throughout the Town of Framingham and across the region. While efforts are underway to develop the Framingham Bicycle and Pedestrian Plan, these are, in fact, regional modes and, in many instances, collaboration with neighboring municipalities to establish a bicycle and pedestrian network can occur.

Northwest Quadrant



LEGEND

-  Sidewalk
-  Trail
-  Aqueduct
-  Proposed Aqueduct Trail
-  School
-  Parkland

The Northwest Quadrant

The rural northwest quadrant is the least-developed area of Framingham; it borders Southborough and Marlborough to the west and Sudbury to the north. Housing is less dense than in other areas of Framingham. Callahan State Park is located within the northwest quadrant; it provides nonmotorized trails throughout the park. However, access to Callahan State Park by bicycle or walking is limited; improved access to Callahan State Park will be a key suggestion for the northwest quadrant.

A number of comments that arose during the LCW were related to the regional problem of bicycling or walking safely from Framingham to neighboring municipalities in this area. Some regional connectivity concerns included:

- The two north-south roads, Nixon Road and Wayside Inn Road, connect the two east-west routes, Edmands Road in Framingham and US 20 in Sudbury, and neither are in good condition or have the ability to accommodate sidewalks because of the historic nature of these roadways (narrow width and rural character/aesthetics).
- There are very few sidewalks in Southborough. Pleasant Street serves a residential area in Framingham, but it is narrow and in poor condition. It has a sidewalk on the north side that ends 1/10 of a mile before reaching Southborough. In Southborough, the name changes to Boston Road, and another quarter mile of on-street walking is required to reach New York Avenue, the entrance to a major employment center known as Technology Park.
- The Massachusetts Water Resources Authority (MWRA) owns the Sudbury Reservoir, which is actually located in Southborough just west of Framingham. The MWRA also owns and operates a system of underground aqueducts that bring water to and distribute it from the Sudbury Reservoir. Utilization of the MWRA rights-of-way as part of a public off-road trail network has been in process, with various sections of the aqueducts formally opened to the public. In the northwest quadrant specifically, the Weston Aqueduct contains publically opened sections with unopened gaps along the south side of Callahan State Park and off of Grove Street. Potential alternate routes with appropriate signage need to be considered.

The Northeast Quadrant

The northeast quadrant is a densely developed area of Framingham; the Massachusetts Turnpike and Interchange 13 are prominent physical features in this quadrant. Cochituate State Park and Lake Cochituate straddle the border with Wayland and Natick, and Sudbury borders the area to the north. Improved connections with Sudbury and Wayland were mentioned several times during the LCW.

Comments related to roads included:

- The major north-south arterial, Edgell Road, needs reconstruction with new bicycle lanes and improved sidewalks. The need for improvement extends into Sudbury where Edgell Road becomes Nobscot Road. Side streets meeting Edgell Road should be stop-sign controlled.
- Concord and Water Streets should have bicycle lanes. The Concord Street Bridge over the Sudbury River needs reconstruction.
- The one-way section of Danforth Street should be striped with a contraflow lane.
- At a minimum, stripes separating vehicle lanes from the shoulder should be painted on arterials and important bicycle routes. The vehicle lanes should be narrowed as appropriate, and the shoulders should be improved as resources allow. Northeast quadrant roadways meriting this treatment include School, Elm, Frost, Speen, Hamilton, Central, Summer, Beacon, and A Streets, Old Connecticut Path, and Potter Road.

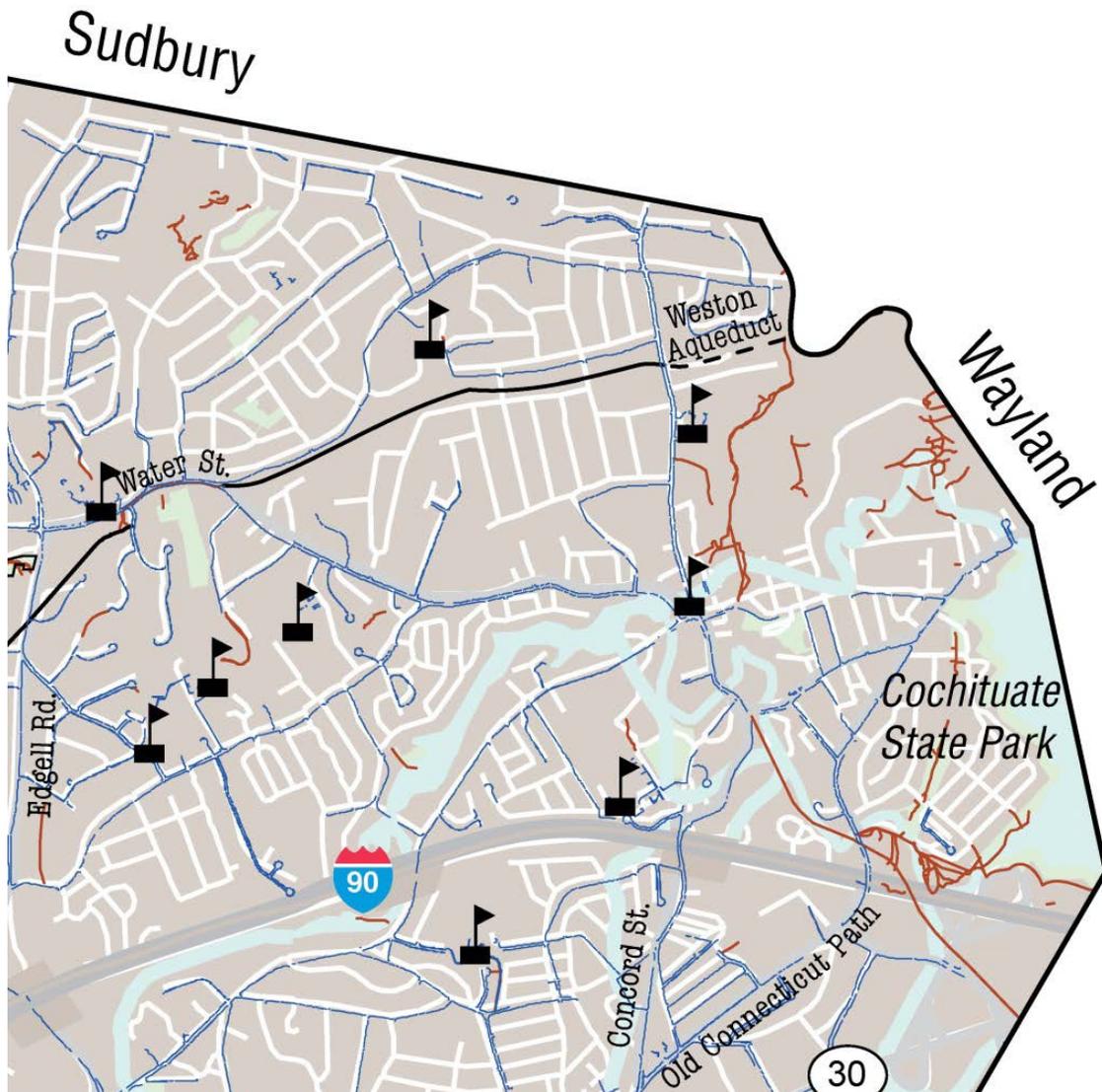
Comments related to off-road multiuse paths included:

- The Bruce Freeman Trail should be completed. The parts of the Bruce Freeman Trail that currently exist are not bicycle friendly.
- The addition of public multiuse paths on aqueduct rights-of-way should be implemented where possible. The segment of the Weston Aqueduct located in the northeast quadrant is open to the public; however, the Hultman Aqueduct should be further analyzed for potential use as a multiuse path.
- Connections should be developed between the Bruce Freeman, Cochituate, Carol Getchell, and potential public aqueduct trails.

Comments related primarily to pedestrian issues included:

- Sidewalks on main roadways in the Saxonville neighborhood need to be repaired and brought up-to-date with ADA standards.
- Side streets meeting Brook Street should be stop-sign controlled.
- Closed gates at Framingham High School impede both pedestrian and bicycle circulation.

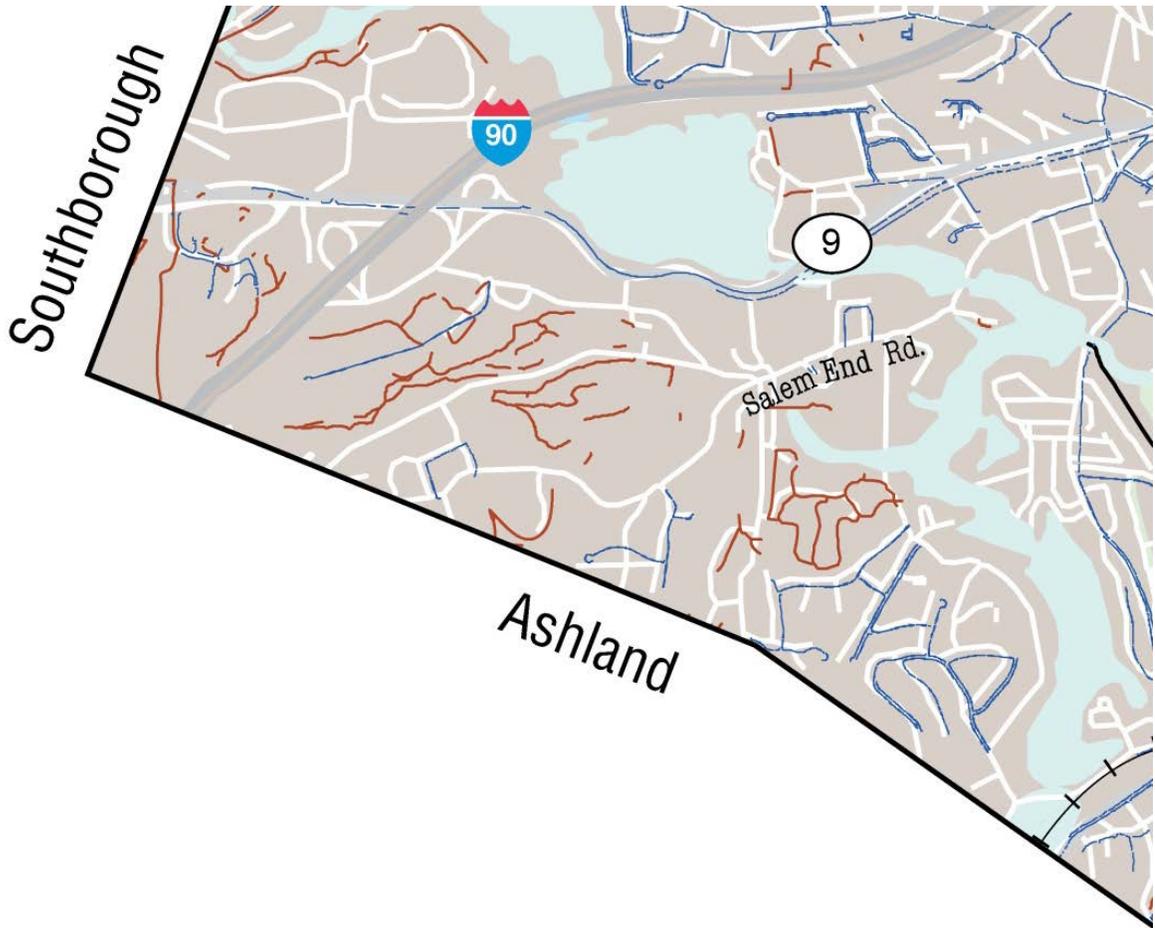
Northeast Quadrant



LEGEND

-  Sidewalk
-  Trail
-  Aqueduct
-  Proposed Aqueduct Trail
-  School
-  Parkland

Southwest Quadrant



LEGEND

-  Sidewalk
-  Trail
-  Aqueduct
-  Proposed Aqueduct Trail
-  School
-  Parkland

The Southwest Quadrant

The southwest quadrant has a mix of low-density residential areas as well as extensive commercial and industrial land uses. The Massachusetts Turnpike, Route 9 and its Interchange 12 with the Turnpike, and the Sudbury River and associated reservoirs are the most prominent physical features.

The biggest challenge in realizing a bicycle-pedestrian vision in this area is designing around Route 9. Bicycles are permitted to use Route 9 despite several freeway-style ramp connections that have been incorporated into this route between the Turnpike and Southborough. While this seems to defy logic, there is a significant amount of commercial frontage with curb cuts on this section of Route 9, and no alternative bike routes exist for a number of important desire lines.

This area has Framingham's largest concentration of nonretail employment, including the industrial area that is walking distance from the Pleasant Street neighborhood in the northwest quadrant (discussed above). Improving bicycle and pedestrian connectivity in this area will require the involvement of Southborough, but given the high level of employment in this area, both communities could realize substantial benefits.

Another town-line issue is Fountain Street as it approaches Ashland. The Framingham sidewalk ends at Pincushion Road, requiring bicycles and pedestrians to use a narrow roadway without a sidewalk while being hemmed in by guardrails until reaching Ashland one-third of a mile away. Fountain Street in Ashland does not have sidewalks, but pedestrians can walk on the lawns that abut the street.

Some possibilities of developing off-road paths were mentioned. The Sudbury River and associated reservoirs are part of the region's water supply. There is interest to learn what kind of trail system, if any, is permissible near this part of the regional water system. There was also mention of using the off-road right-of-way of the former Boston and Worcester Street Railway. Portions of this alignment exist, but they are located in Southborough and could be considered as part of a regional planning effort.

The Southeast Quadrant

The southeast quadrant is the oldest and densest part of Framingham; its historic street plan emanates from railroad lines that were laid out in the 19th century. Route 9 and the shopping areas extend across the northern fringe of this quadrant, with Framingham State University and the original town center located at the quadrant's northwest corner.

Comments related to the roads included:

- Bicycle lanes were recommended for Union Avenue and Concord, Irving, and Hollis Streets.
- An east-west bicycle lane or, alternatively, an off-road path adjacent to the nearby railroad line was suggested for Waverly Street (Route 135).
- Adding stripes to establish a shoulder was recommended for Franklin and Irving Streets and Cochituate Road (Route 30). The presence of "suicide grates" on Cochituate Road is unacceptable.
- Crossing Route 9 is difficult for both pedestrians and bicycles. "Walk-signal" phases create traffic queues on Route 9.

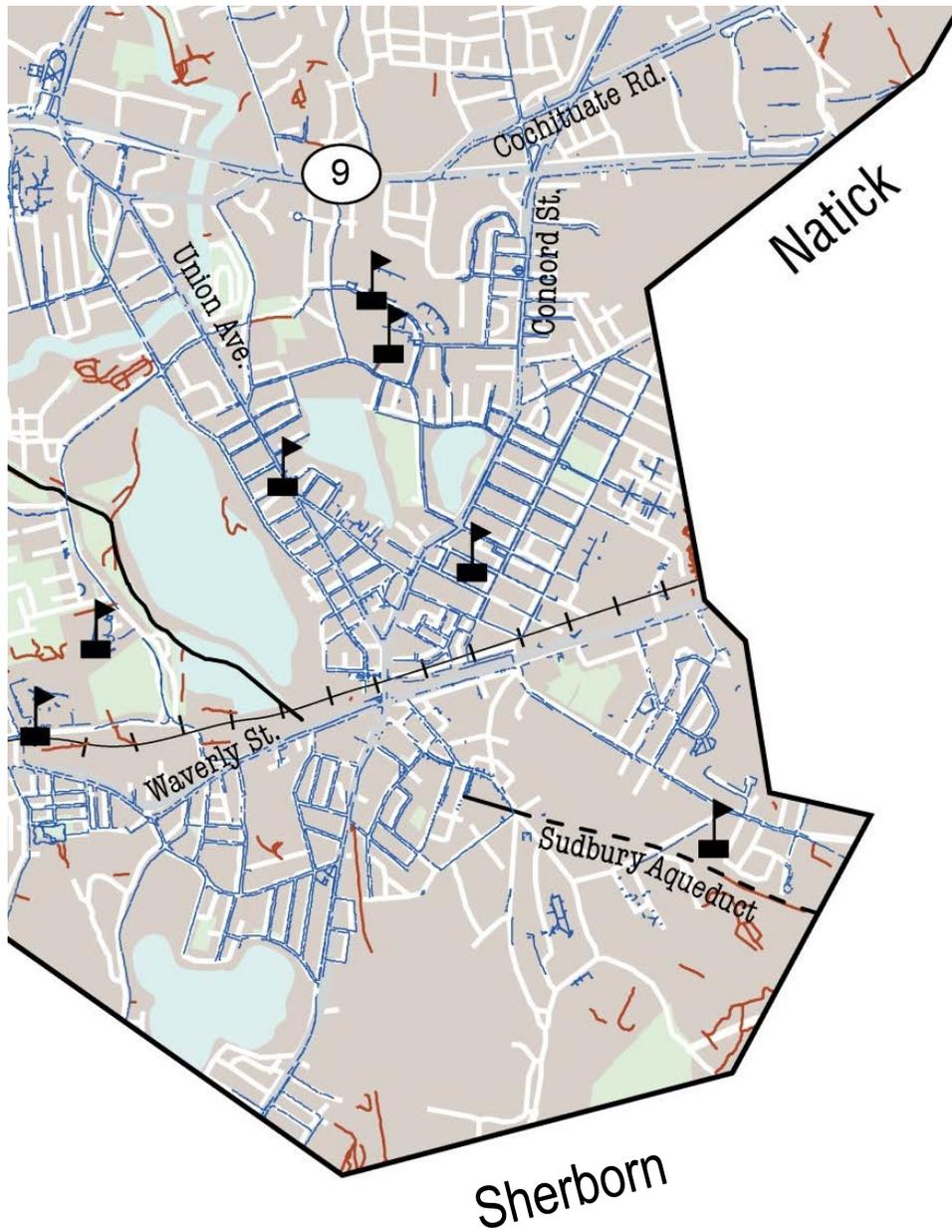
Comments on connectivity included:

- The off-road trail system should be extended to Sherborn and Natick, utilizing either the aqueduct or rail rights-of-way.
- North-south connections across the railroad tracks in the downtown area should be improved, perhaps in connection with a planned new local bus hub.
- Framingham State University and the historic town centre should be better connected with the downtown and rail station area.

Comments relating nonmotorized modes with urban development included:

- Repurposing the Farm Pond shoreline would be a powerful catalyst for a new wave of downtown development with less dependency on auto access.
- Multiuse paths circling Farm Pond would serve both as important regional connecting links and promenades through an emerging historic district.
- Farm Pond activation concepts suggested include a boat launch and rentals, and perhaps a dance hall celebrating the historic "Harmony Grove."
- Rail and bus improvements now being implemented, and reuse of the historic train station designed by H.H. Richardson could reinforce the historic district and provide nonmotorized access.
- The appropriateness of on-street parking in this area should be re-evaluated.

Southeast Quadrant



LEGEND

-  Sidewalk
-  Trail
-  Aqueduct
-  Proposed Aqueduct Trail
-  School
-  Parkland

Attachments:

- (A) LCW Community Notice Signs
- (B) LCW Sign-in Sheets
- (C) LCW Visuals and Maps
- (D) Complete Streets PowerPoint Presentation
- (E) LCW Public Comment

**Attachment A:
LCW Community Notice Signs**

**ATTENTION FRAMINGHAM BICYCLISTS AND
PEDESTRIANS!**

SAVE THE DATE!

**LIVABLE COMMUNITY WORKSHOP
KICK-OFF MEETING FOR FRAMINGHAM'S BIKE AND
PEDESTRIAN PLAN**

September 4, 2014 at 6:30-9:00 PM

Blumer Community Room, Memorial Building Lower Level

Everyone is welcome!

Light refreshments served

RSVP to Marianne at mei@framinghamma.gov

508-532-5455

Come and help us decide:

Where improvements are needed for existing facilities

What new bike and ped trails are needed and where

Where the Town's trails, paths, and bike racks are located now

How we can advance Framingham as a bike and pedestrian community

Choose
FRAMINGHAM



Atenção ciclistas e pedestres de Framingham!

SALVE A DATA!

Livable Community Workshop

Reunião inicial para discutir os planos de Framingham para bicicletas e pedestres

4 de Setembro de 2014 às 18:30-21:00 horas

Salão da comunidade "Blumer", edifício Memorial no nível inferior

Todos serão bem-vindos!

Refrescos serão servidos

Confirme sua presença com Raphaela rsmp@framinghamma.gov

Ou para mais informações, ligue: 508-532-5455

Atención Los Ciclistas Y Peatones de Framingham!

Guarden la Fecha!

Habitable Taller Comunitario

Reunión de arranque para las bicicletas de Framingham y el plan de peatones

04 de septiembre 2014 a las 6:30-9:00 pm

Blúmer Salón Comunitario, El Edificio de Monumento Nivel Inferior

Todos son bienvenidos!

Refrescos servidos

Reserven Su Puesto con Raphaela rsmp@framinghamma.gov

508-532-5455

Choose
FRAMINGHAM



**Attachment B:
LCW Sign-in Sheets**



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
 Karl H. Quackenbush, Executive Director, MPO Staff

Livable Community Workshop
 Framingham, MA
 September 4, 2014

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BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
 Karl H. Quackenbush, Executive Director, MPO Staff

Livable Community Workshop
 Framingham, MA
 September 4, 2014

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BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Livable Community Workshop
 Framingham, MA
 September 4, 2014

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BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Livable Community Workshop
 Framingham, MA
 September 4, 2014

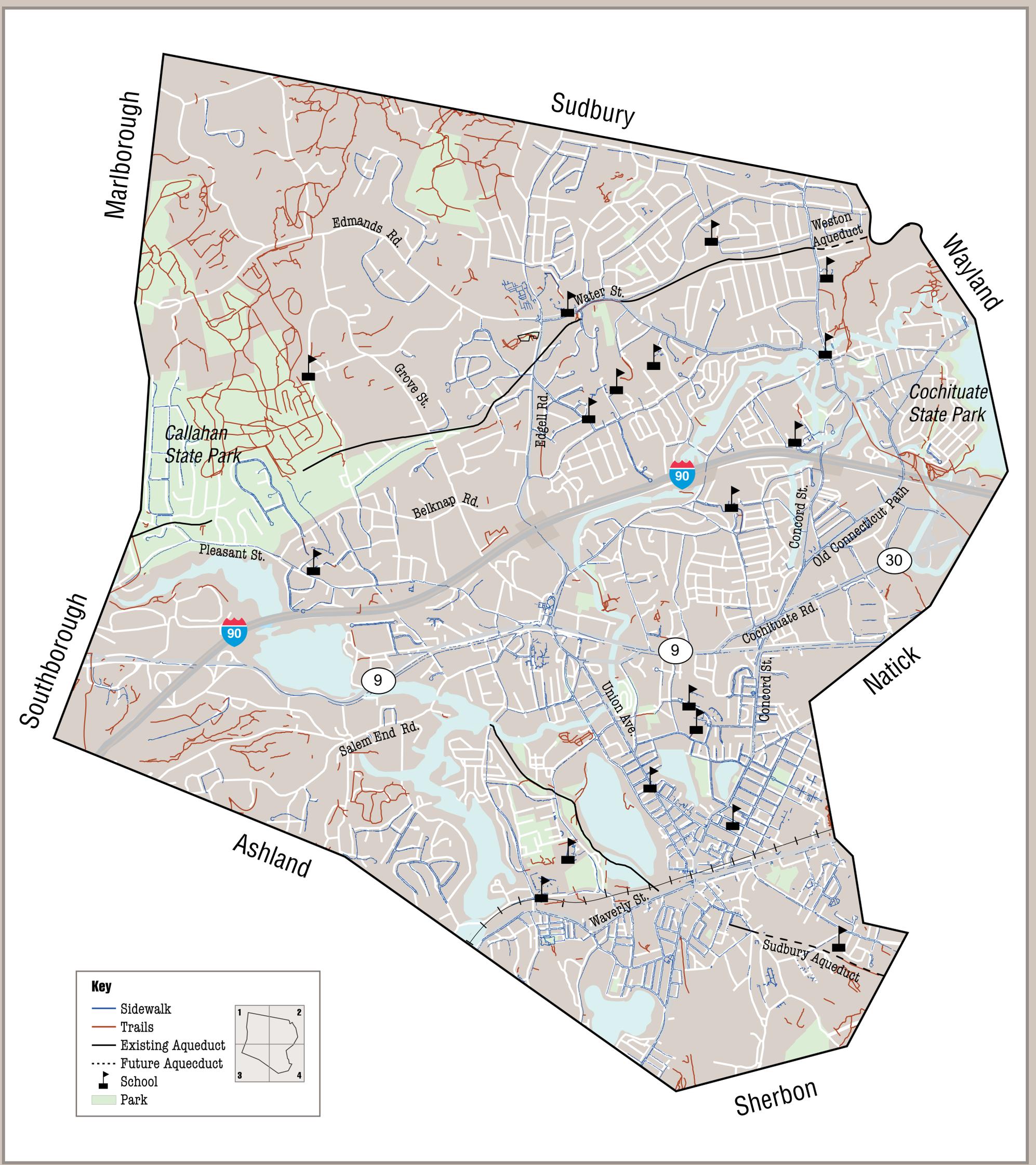
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Thomas Grove	TMM PCT 15	"
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Alex Volfson	Transition Framingham	Alex.OOFOYOU@gmail.com

**Attachment C:
LCW Visuals and Maps**

Public Workshop Comment Materials
September 4, 2014

Graphic Description		Suggested Topics
Board 1	Entire town	General comments
Board 2	Entire town	Mark bicycle work trips in red and recreational trips in blue
Board 3	Entire town	Desired connections
Board 4	Entire town	A future vision for walking
Board 5	Entire town	A future vision for bicycling
Section 1	Northwest area	
Section 2	Northeast area	
Section 3	Southwest area	
Section 4	Southeast area	

Town of Framingham

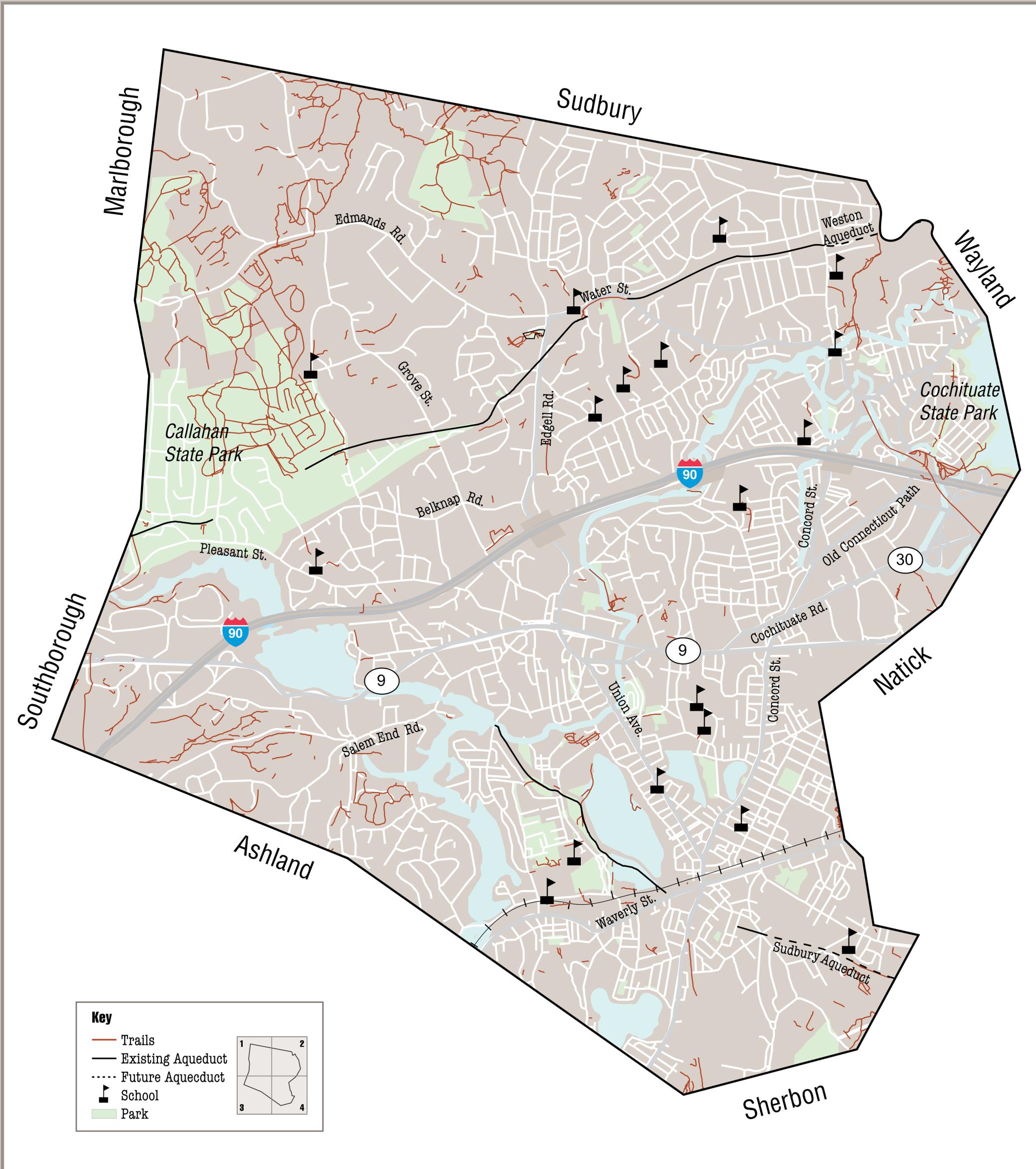


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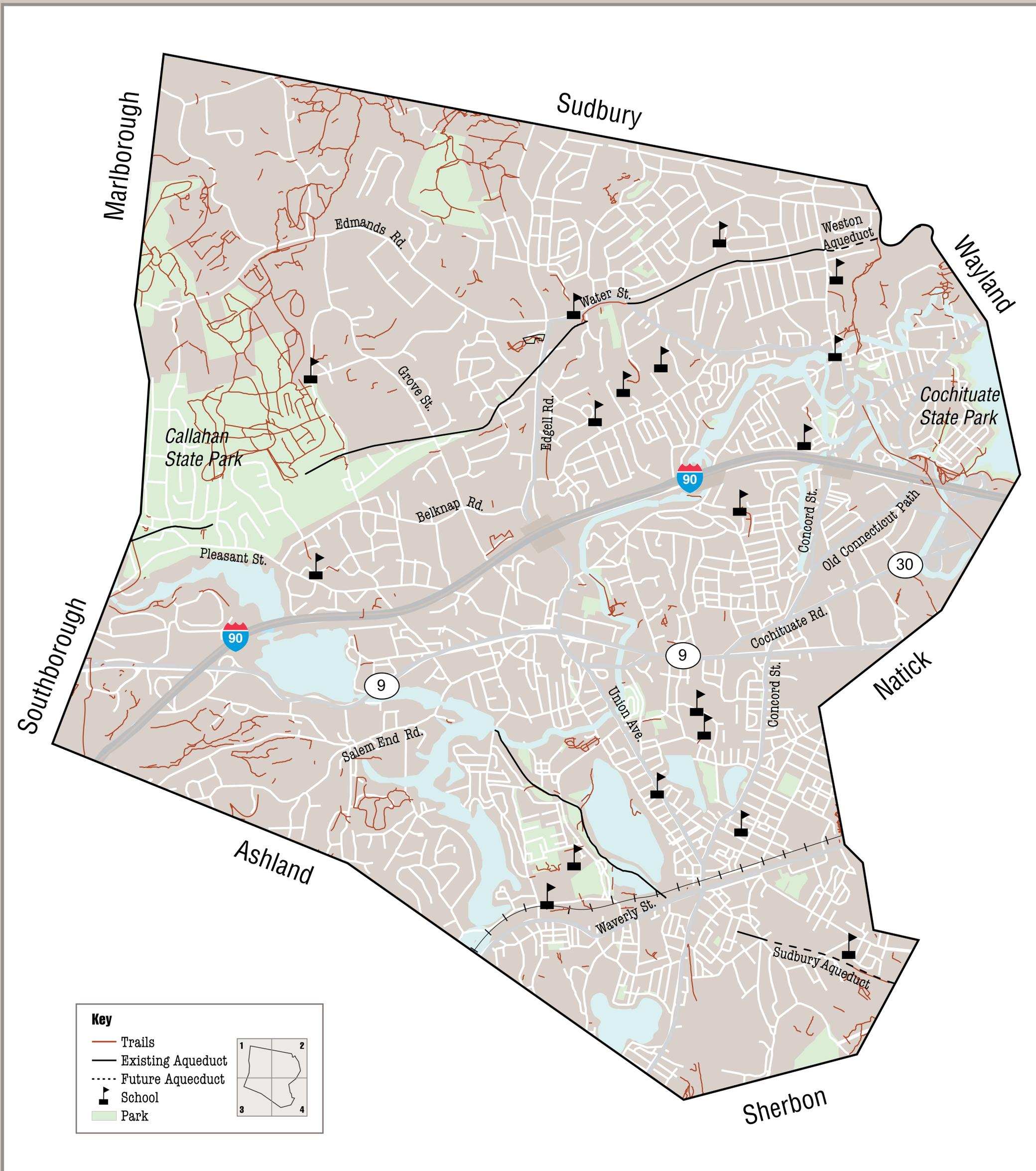
- Sidewalk
- Trails
- Existing Aqueduct
- Future Aqueduct
- School
- Park

Using the **RED** markers, show what route you take to **WORK**.

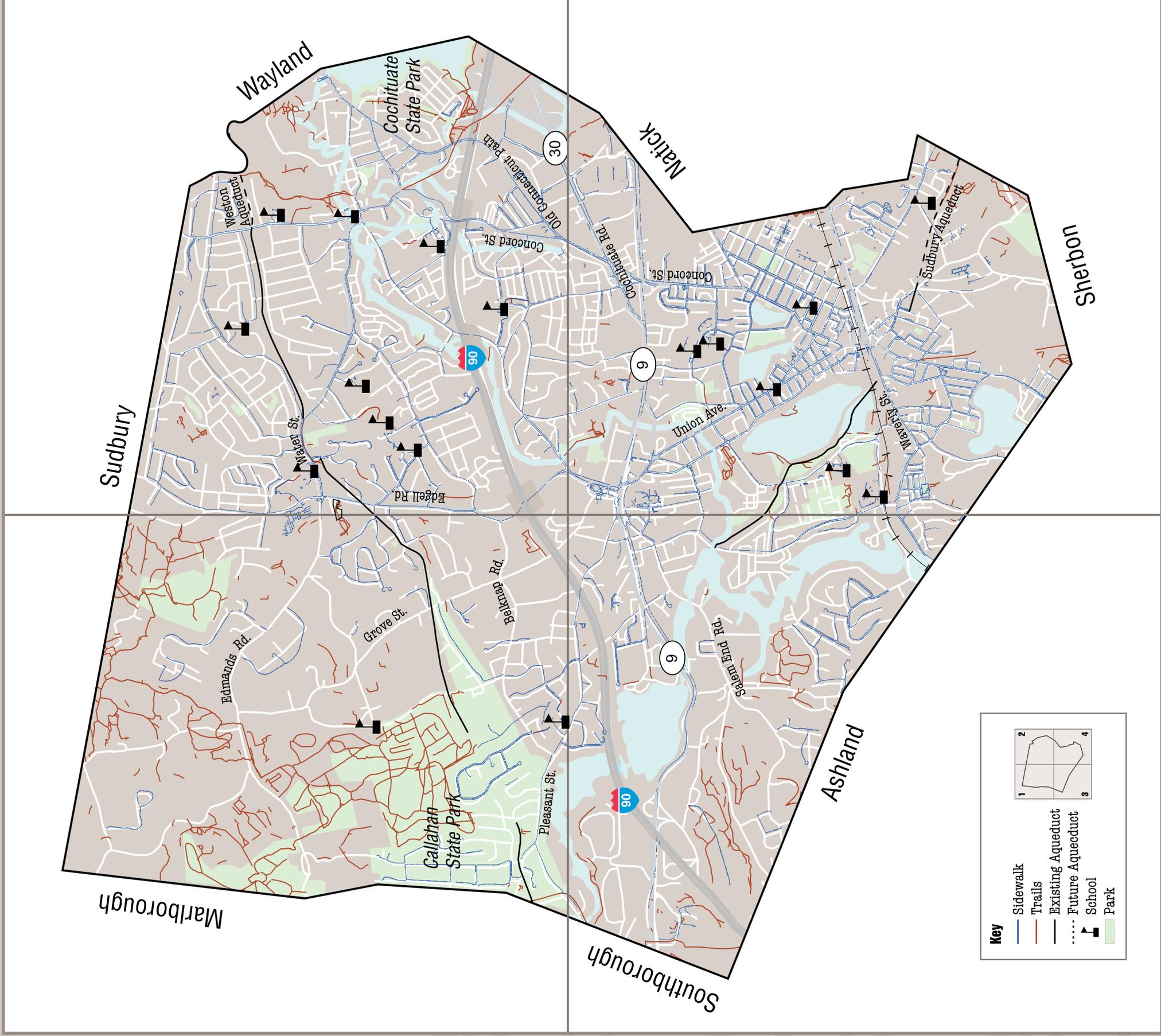
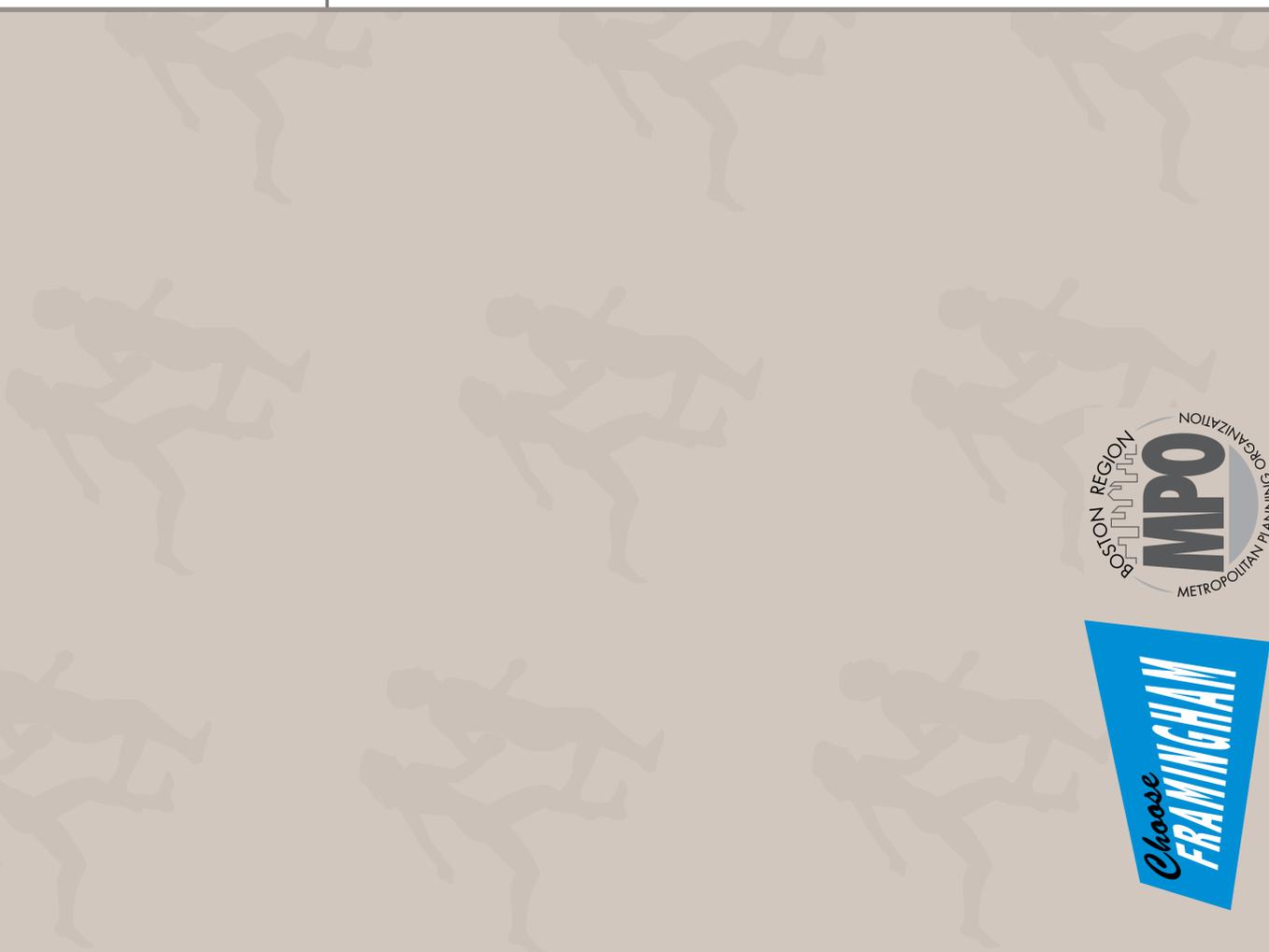
Using the **BLUE** markers, show where you ride for **FUN**.



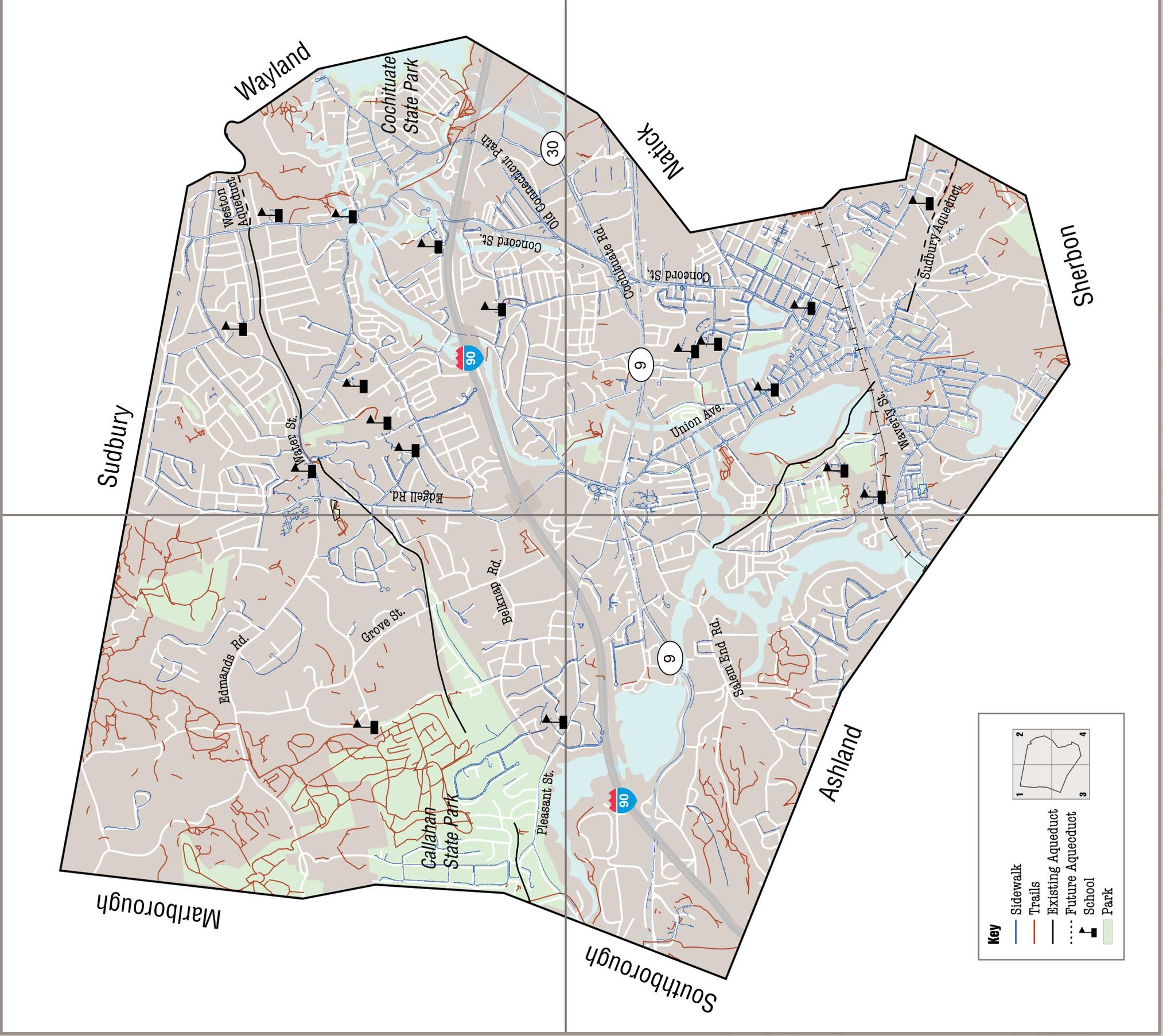
Where do you want to see CONNECTIONS?



In the future...
 what will it be like to
Walk
 in Framingham?



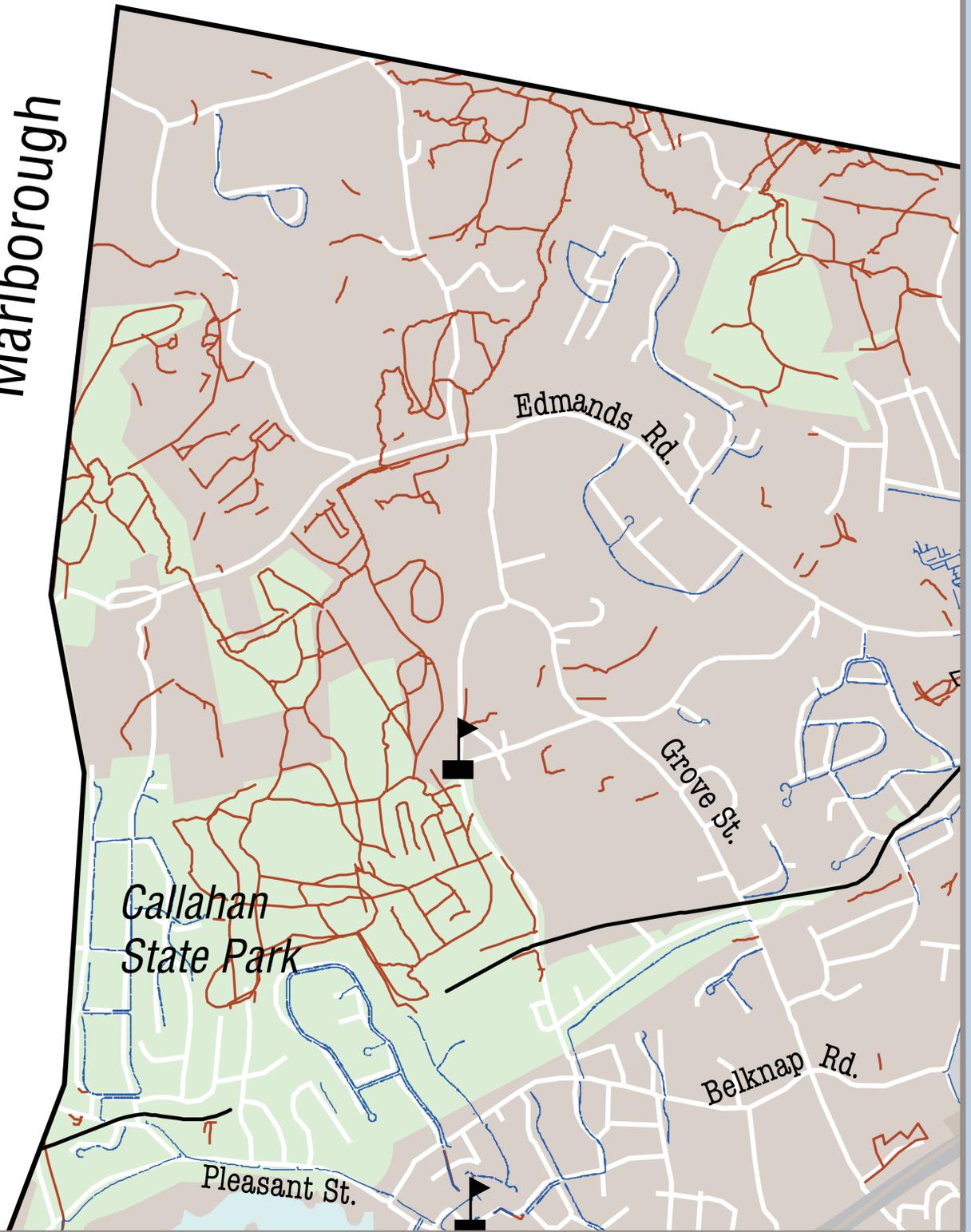
In the future... what will it be like to BICYCLE in Framingham?



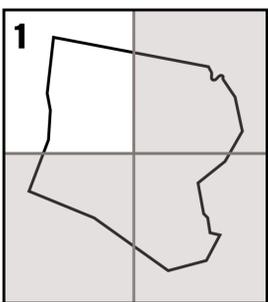
Section 1



Marlborough

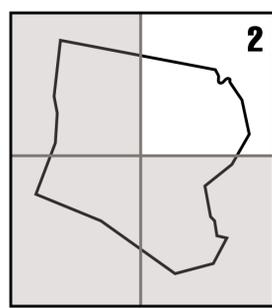
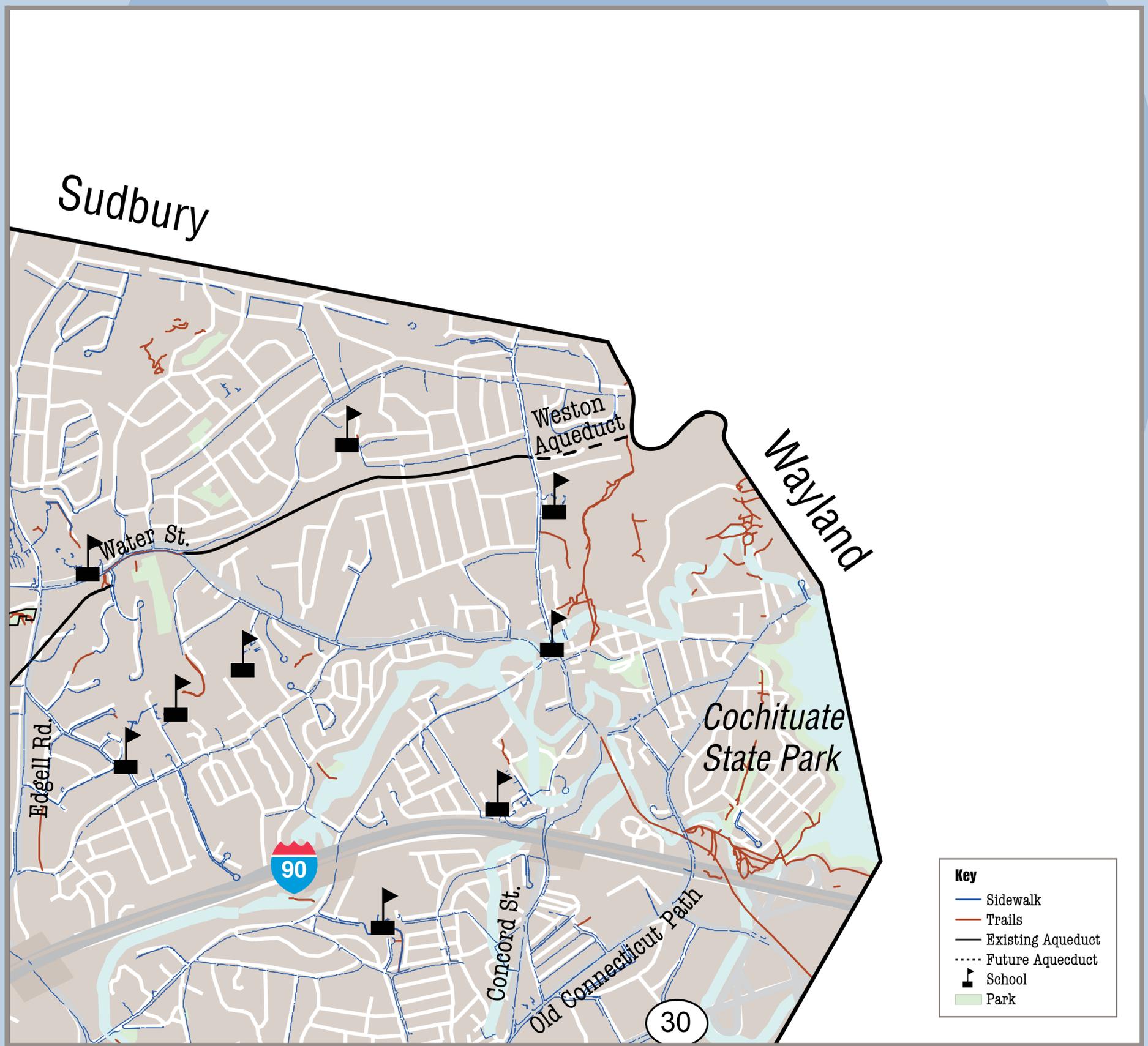


Key	
	Sidewalk
	Trails
	Existing Aqueduct
	Future Aqueduct
	School
	Park



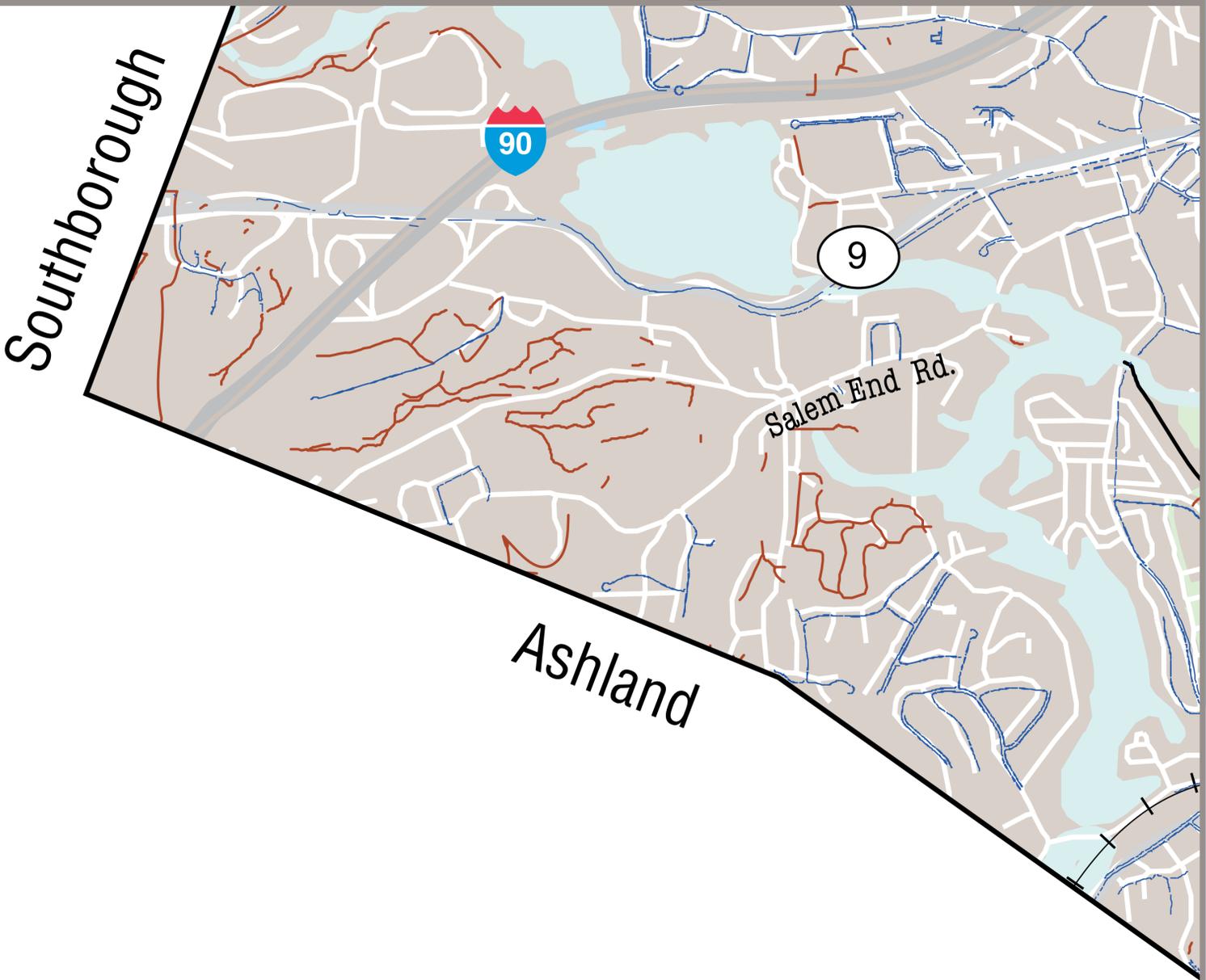
What do you want to see in this area?

Section 2



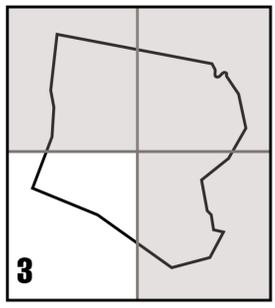
What do you want to see in this area?

Section 3



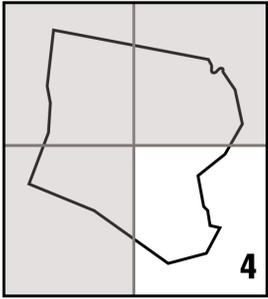
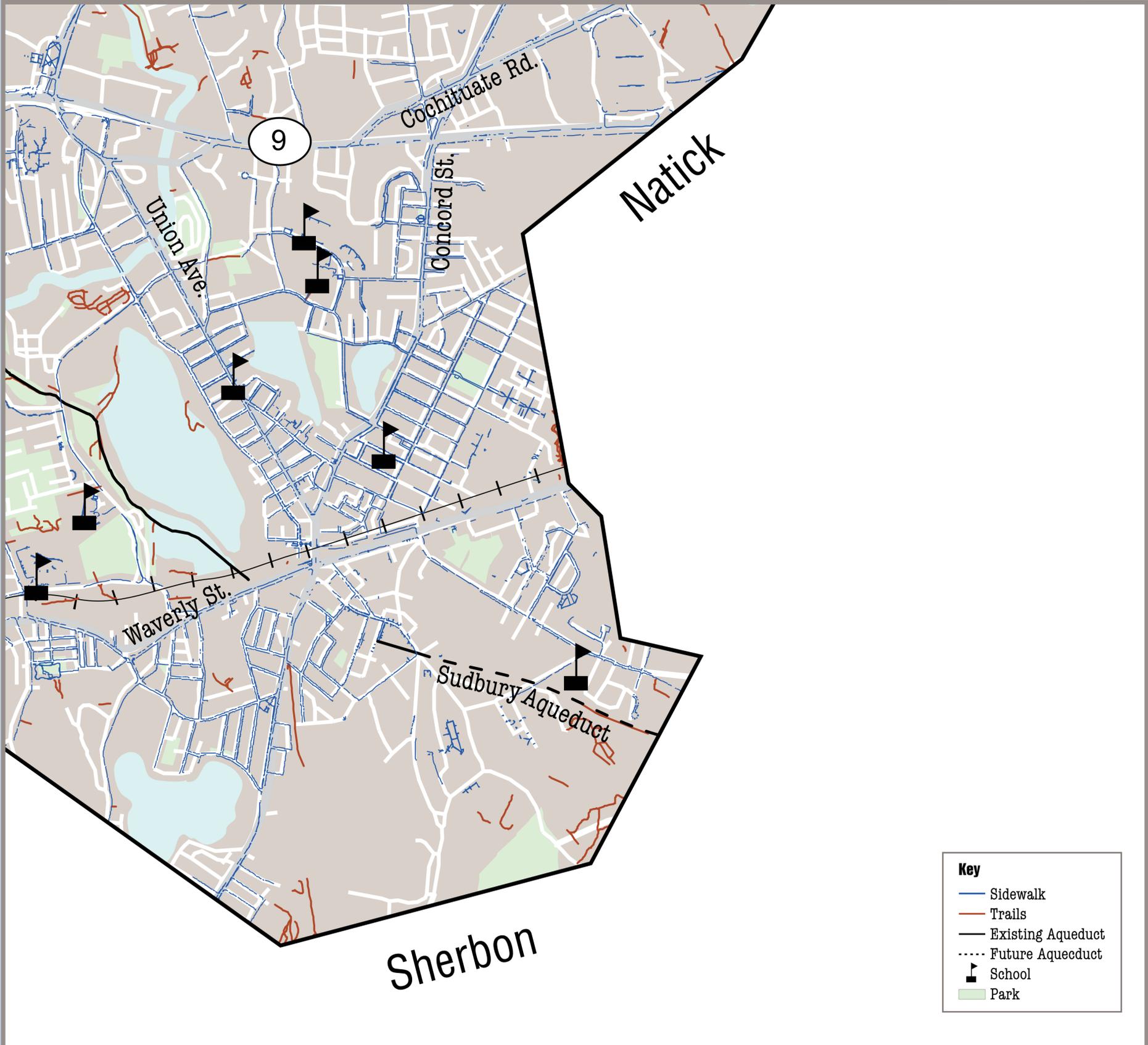
Key

- Sidewalk
- Trails
- Existing Aqueduct
- Future Aqueduct
- School
- Park



What do you want to see in this area?

Section 4



What do you want to see in this area?

**Attachment D:
Complete Streets PowerPoint
Presentation**



Framingham Livable Community Workshop

September 4, 2014

Beth Isler, Bicycle/Pedestrian/Livability Manager

Boston Region Metropolitan Planning Organization

Workshop overview

- Brief presentation on livability
- Break into smaller groups for discussion
- Reconvene and report back
- Next steps and wrap-up

What is livability?

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park all without having to get in your car.”

Ray LaHood
Former US Secretary of Transportation



Livability principles

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

What does livability look like?



Developing a vision

- Discuss existing conditions:
 - Do any corrections need to be made to the maps?
- Discuss future conditions:
 - What should the bicycling environment look like?
 - Generally
 - At specific locations
 - What should the walking environment look like?
 - Generally
 - At specific locations

Report back

What were the main themes of your discussion?

Next steps

- Summarize tonight's meeting
- Create a vision statement from the themes of tonight's discussions
- Begin to identify ways to achieve the visions

**Attachment E:
LCW Public Comment**

**Board 1 Written Comments:
General Comments**

Comments

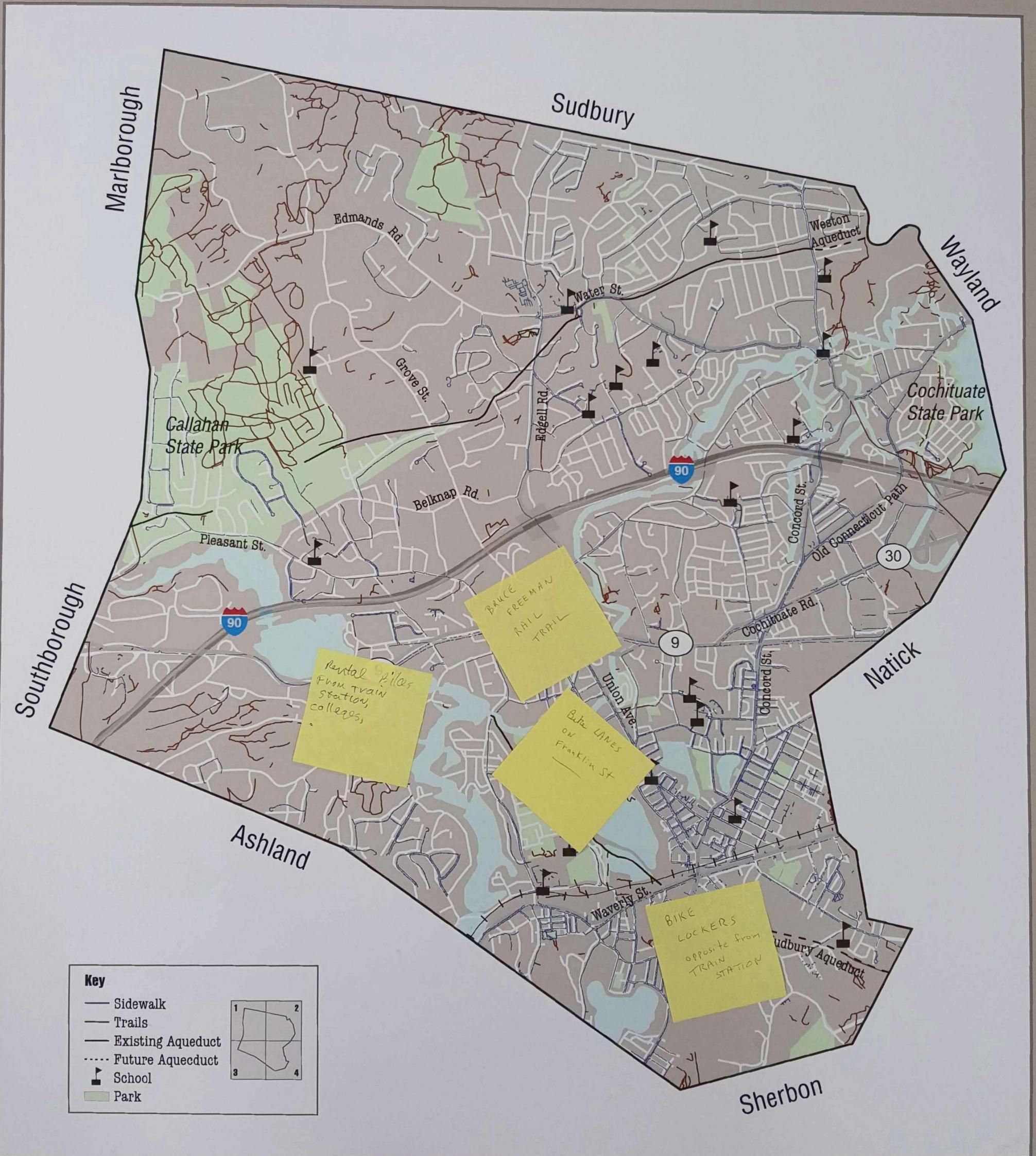
Complete the Bruce Freeman Rail Trail

Stripe bicycle lanes on Franklin Street

Rent bicycles at the train station and at local colleges

Install bicycle lockers near the train station

Town of Framingham



Key

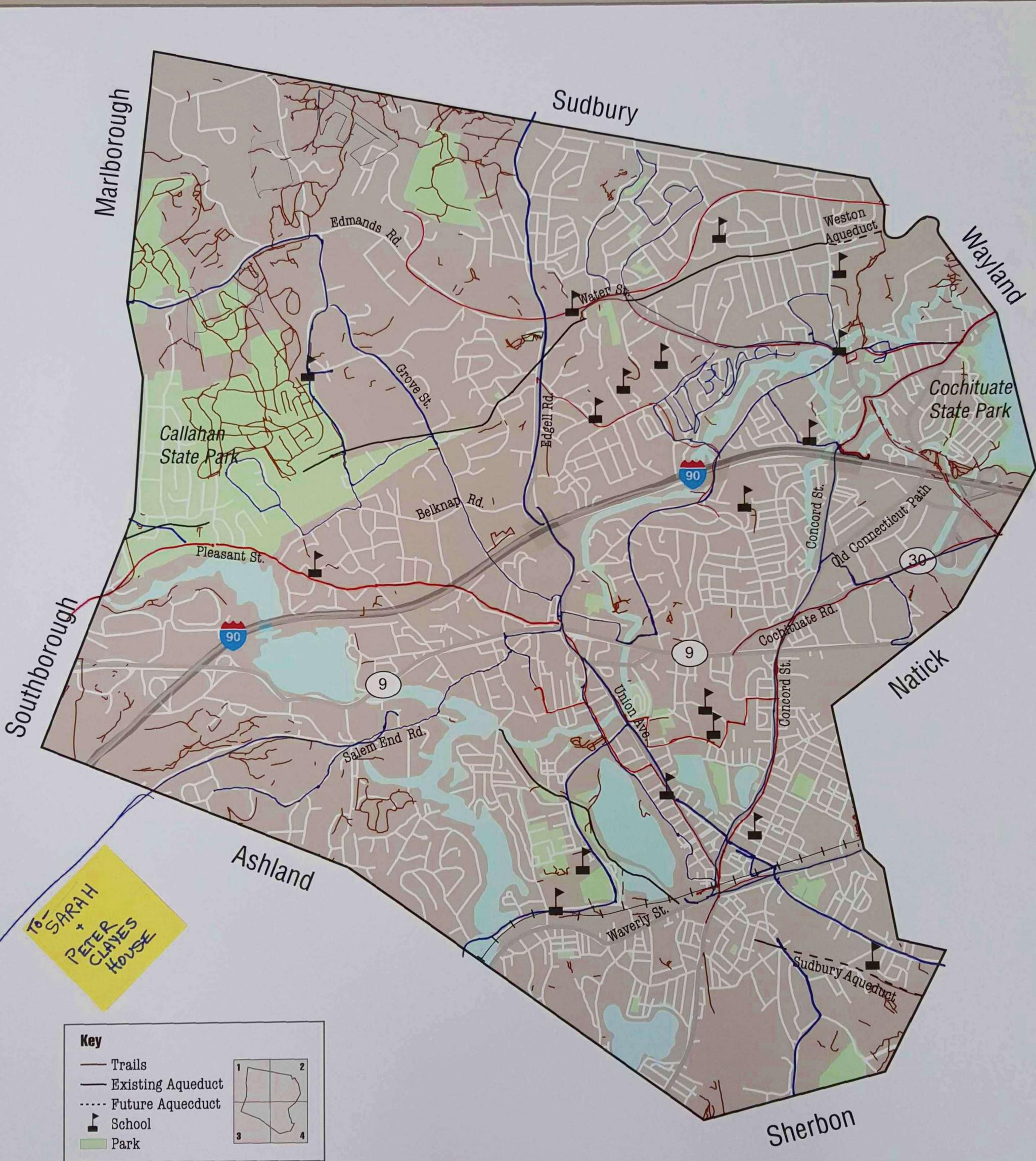
- Sidewalk
- Trails
- Existing Aqueduct
- Future Aqueduct
- 🏫 School
- 🌳 Park

Board 2

Board 2 only indicated travel paths and had no written comments.

Using the **RED** markers, show what route you take to **WORK**.

Using the **BLUE** markers, show where you ride for **FUN**.



**Board 3 Written Comments:
Desired Connections**

Comments

Pave over former train rails running on side of Hemenway Road

Utilize wide one-way streets to have bike lanes in both directions

Connect the aqueduct to the rail trail

Build a trail all the way around Farm Pond and connect it with downtown

Make Fountain Street pedestrian friendly between Framingham and Ashland

Improve signage for pedestrians and bicycle paths

Open aqueduct path south of Route 135 to Natick

Rent bicycles at historic H.H. Richardson train station

Improve north-south connections across train tracks in downtown area

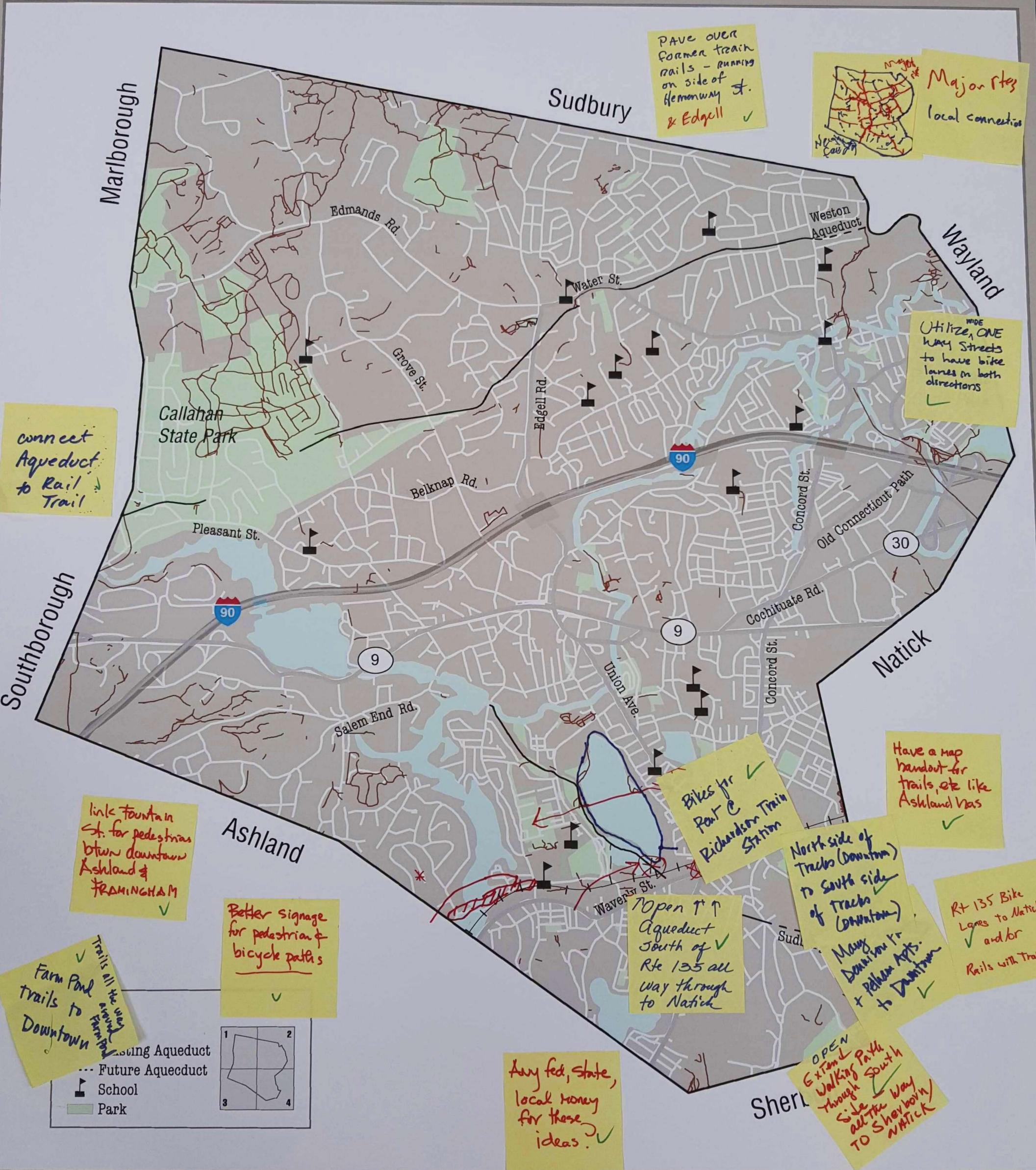
Connect Mary Dennison Park and Pelham apartments with downtown

Create east-west bike lanes on Route 135 or new path along rail line

Develop a bike/ped map similar to the one distributed by Ashland

Identify appropriate funding sources at all levels

Where do you want to see CONNECTIONS?



**Board 4 Written Comments:
A Future Vision for Walking**

Comments

It will continue to be dangerous to walk or jog in Framingham until the police enforce the traffic laws at intersections:

- No turn on red where posted
- Stop before turning where right-on-red is allowed
- Pedestrians have right of way in crosswalks

Sidewalks are needed more than pedestrian trails.

The walking trails avoid Farm Pond.

Former Cushing General Hospital site needs connection to proposed trails.

The trail system needs to be extended to Natick and Sherborn.

Trails need to be better marked.

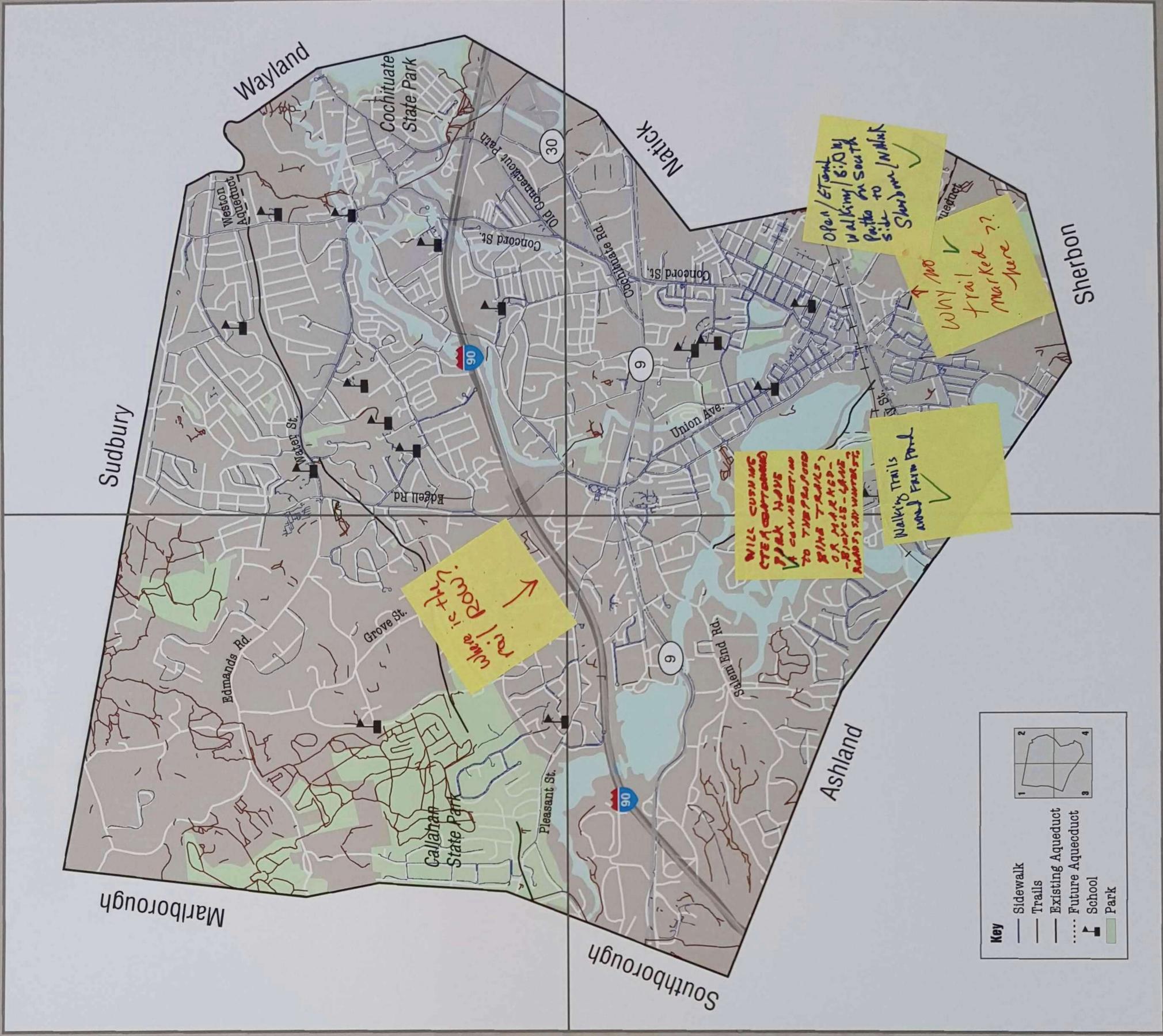
In the future...
 what will it be like to

Walk 

in Framingham?

It will continue to be dangerous to walk/jog in Framingham until the police enforce the traffic laws at intersections:
 - No turn on red when passed
 - Stop at intersections
 - Pedestrians have right of way in crosswalks ✓

We need Sidewalks more than "Pedestrian" Trails ✓



**Board 5 Written Comments:
A Future Vision for Bicycling**

Comments

The Bruce Freeman Trail is not bicycle-friendly.

Nobscot Road is not walkable and is bicycle-unfriendly.

The Cochituate Trail to Natick should be completed.

Put bike lanes on Concord and Water Streets, and Union Avenue.

Signalized intersections need bike boxes and detectors.

Bring Hubway to Framingham.

Educate bicyclists (can use web) on rules of road, interaction with other users, lights and helmets.

The bicycle network needs to be connected and safe.

Improve connectivity with Cochituate and Getchel trails.

Crossing Route 9 is difficult for both bicycles and pedestrians.

Pedestrian issues mentioned include:

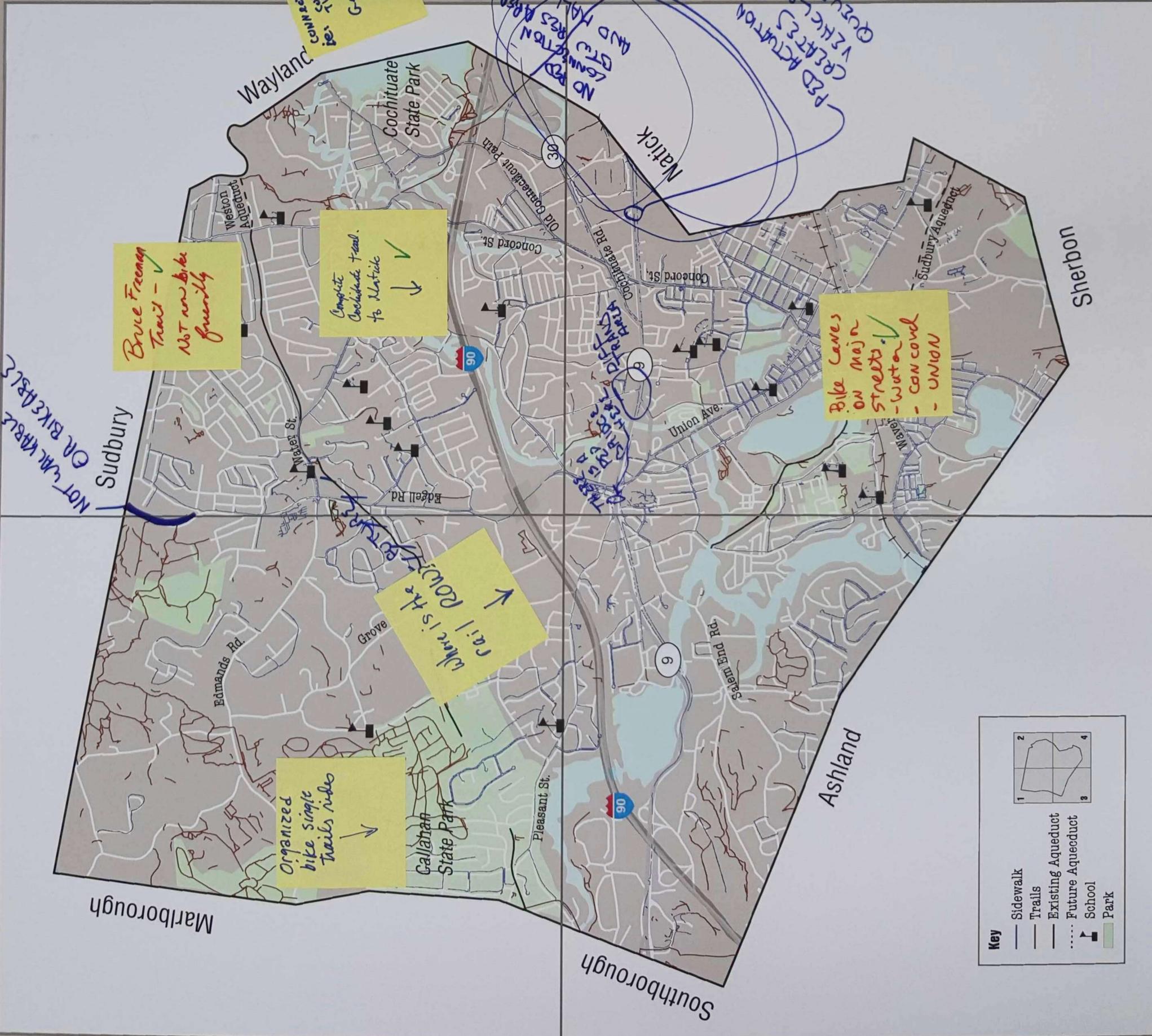
- Residential areas isolated from the malls
 - Walk phases at Route 9 signals create traffic queues.
 - Concurrent crossing phases should be considered
 - Need ADA-compliant intersections: audible messages and countdowns.
-

In the future...
 what will it be like to

Bicycle Framingham?



Choose FRAMINGHAM



Bruce Freeman Trail - ✓
 Not an bike friendly

Complete Cochituate trail to Natick ✓

where is the rail ROW?
 ←

Organized bike single trails rides

Bike lanes on major streets ✓
 - water
 - can cond
 - UNION

Upgrade traffic signals - ADA
 - Audio
 - Countdown Display
 - Concave
 - Phase

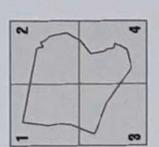
connected

SAFE

RAISE AWARENESS OF WEB
 EDUCATION ON HOW TO INTERACT w/ OTHER USERS OF THE ROAD!
 RULES OF THE ROAD!
 WEAR LIGHTS, HELMETS, ETC.
 LOOK INTO BRINGING BICYCLEWAY TO FRAMINGHAM
 SHOW OTHER TOWNS - DON'T WANT 2 OUT
 CROSSING RT 9 IS HARDER THAN X-ING PKTS

BIKE AND BICYCLE DETECTOR AT SIGNALS

Key	Symbol
Sidewalk	—
Trails	—
Existing Aqueeduct	—
Future Aqueeduct	---
School	⌓
Park	■



**Section 1 Written Comments:
Northwest Area**

Comments

There are two substandard roads between Edmonds Road and US 20 in Sudbury, the Boston Post Road: Nixon Road and Wayside Inn Road. One of these should be improved.

Edgell Road (Nobscot in Sudbury) needs bike lanes and repaired road edges.

Regular street cleaning is needed to remove debris from major roads.

Pleasant Street (Route 30) is fast, narrow, and bumpy.

Bose and Genzyme are not safe to ride to.

Few sidewalks near Southborough (section map annotated).

No sidewalks in Southborough.

No bus service.

Several education issues:

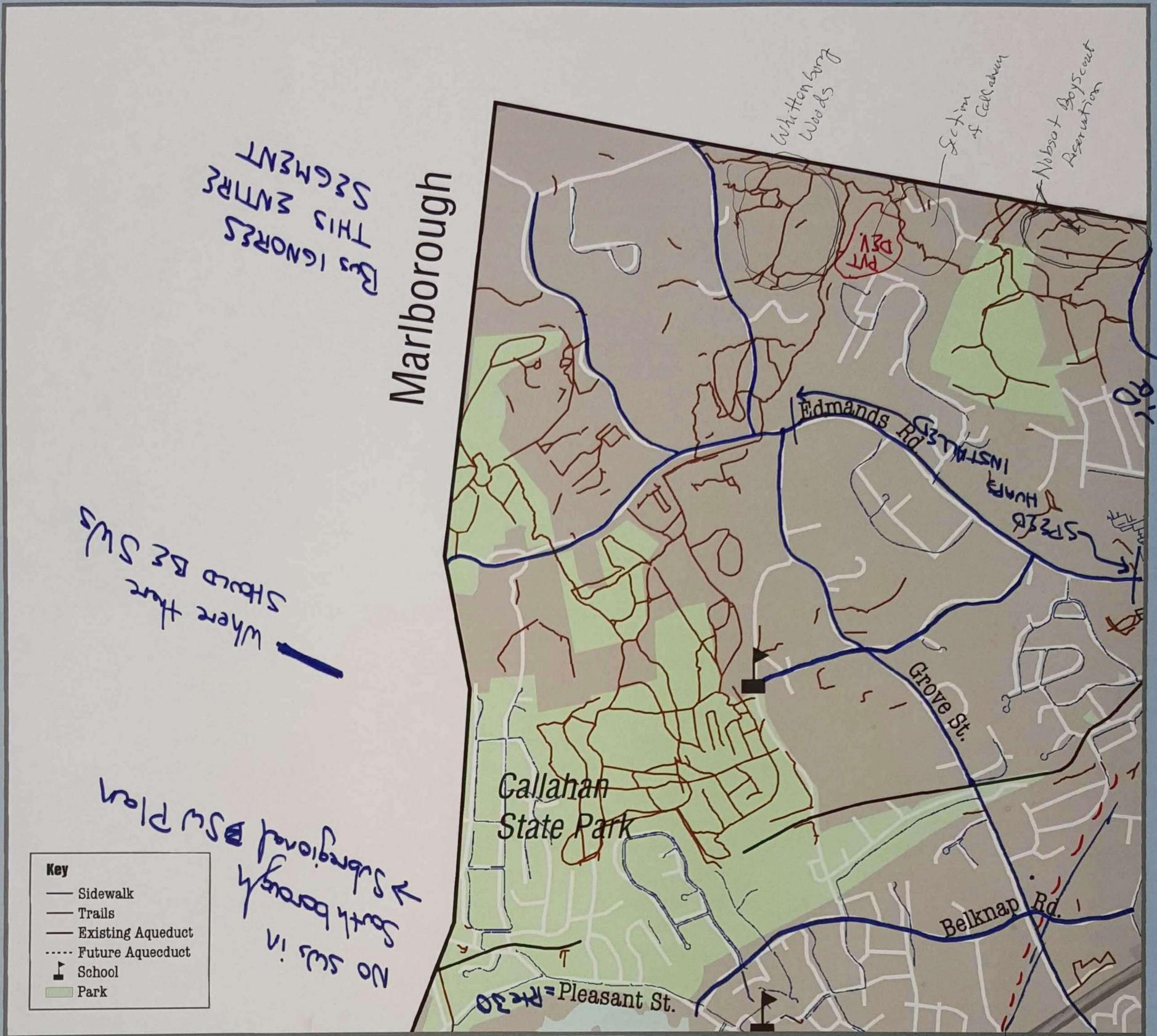
- Schools should teach bike/ped rules of the road
- Often safe routes to school don't exist (sidewalks, etc.)
- Early school start and late sunrise exacerbate non-auto school access.

Install bicycle racks at library, town hall, parks , Center Common

Connect aqueduct trail to Callahan State Park , neighborhoods along Belknap Road, and the Bruce Freeman and Cochituate Rail Trails.

Develop a plan to connect to Marlborough.

Section 1



What do you want to see in this area?

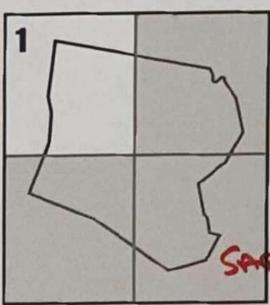
Libe Bruce Freeman

BIKE RACKS AT LIBRARY, TOWN HALL, PARKS, CENTER COMMON

Make Agd. trail connection to Callahan and neighborhoods along Belknap. Extend east to Bruce Freeman and CRT.

develop connection plan for Marlborough

Section 1



What do you want to see in this area?

EDUCATION IN THE SCHOOLS SO KIDS LEARN THE ROLES OF THE ROAD
 Edgell Rd/Nobscoot Rd (Sunday) needs bike lanes and repaired Rd. edges.
 More regular street cleaning to remove debris for bicycling on main Rds.
 SAFE ROUTES TO WALK/BIKE TO SCHOOL WHERE THERE ARE PRESENTLY NO
 SIDEWALKS OR TRAILS.
 Pleasant Street! Bumpy streets, narrow, fast traffic (50 in 35mph zone)
 No bus option for this area.
 Sidewalks in Framingham and Southborough line - Genzyme/Base not safe
 to ride to.
 Bike Rail Trail to open - when?

If the high school had a later start time (es 8:30) more students might take the bus. At present, the school bus comes at 6:30 am - dark in the wintertime and unsafe when NW Framingham streets have no shoulder and no sidewalks. Kids have to walk in the middle of the road!
 Stop Development of Ford's Hill Estates (between Nixon Rd and Wayside Inn Rd) These Roads can't handle the increase in car traffic

Section 2 Written Comments: Northeast Area

Comments

Repair sidewalks on main roadways in Saxonville. Bring to ADA standards.

Open Weston Aqueduct between Elm Street and bridge over Sudbury River.

Build trail connecting aqueduct with Potter Road Elementary School.

Connect Saxonville trails: Cochituate and Getchel trails, and Weston Aqueduct.

Coordinate with Wayland to create a continuous trail.

Brook Street needs stop signs at side streets.

Edgell Road needs reconstruction. Improved Water Street a good model.

Edgell Road needs stop signs at side streets and a signal at Brook Street.

Edgell has single-side sidewalks with a dangerous crossover point.

Newly constructed sidewalks should be continuous.

All quadrant arterials need new striping (section map anotated).

Lanes should be narrowed to reduce vehicle speed.

Add bicycle lanes, shared-use lane markings, and "share the road" signs.

Snowplow should not leave snow piles at intersections blocking crosswalks.

Sidewalks should be plowed their entire length.

Police should ticket motorists for intersection violations.

Schools should teach rules of the road.

Develop a series of water trails near Sudbury River. Also encourage boating.

Stripe travel lanes as narrow as possible for motor vehicle traffic giving more room to bicycles. Streets meriting this treatment include: Water Street, Old Connecticut Path, School Street, Elm Street, Frost Street, Speen Street, Cochituate Road, Concord Street, A Street, Hamilton Street, Danforth Street, Central Street, Edgell Road, Summer Street, Beacon Street and Potter Road.

Route 30 has suicide grates and no shoulders.

New library needs good bicycle access.

Closed gates at High School impedes blocks bike/ped travel.

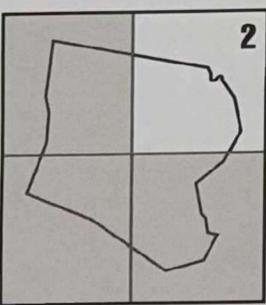
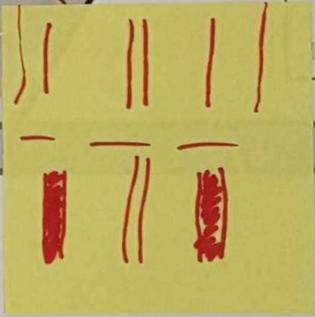
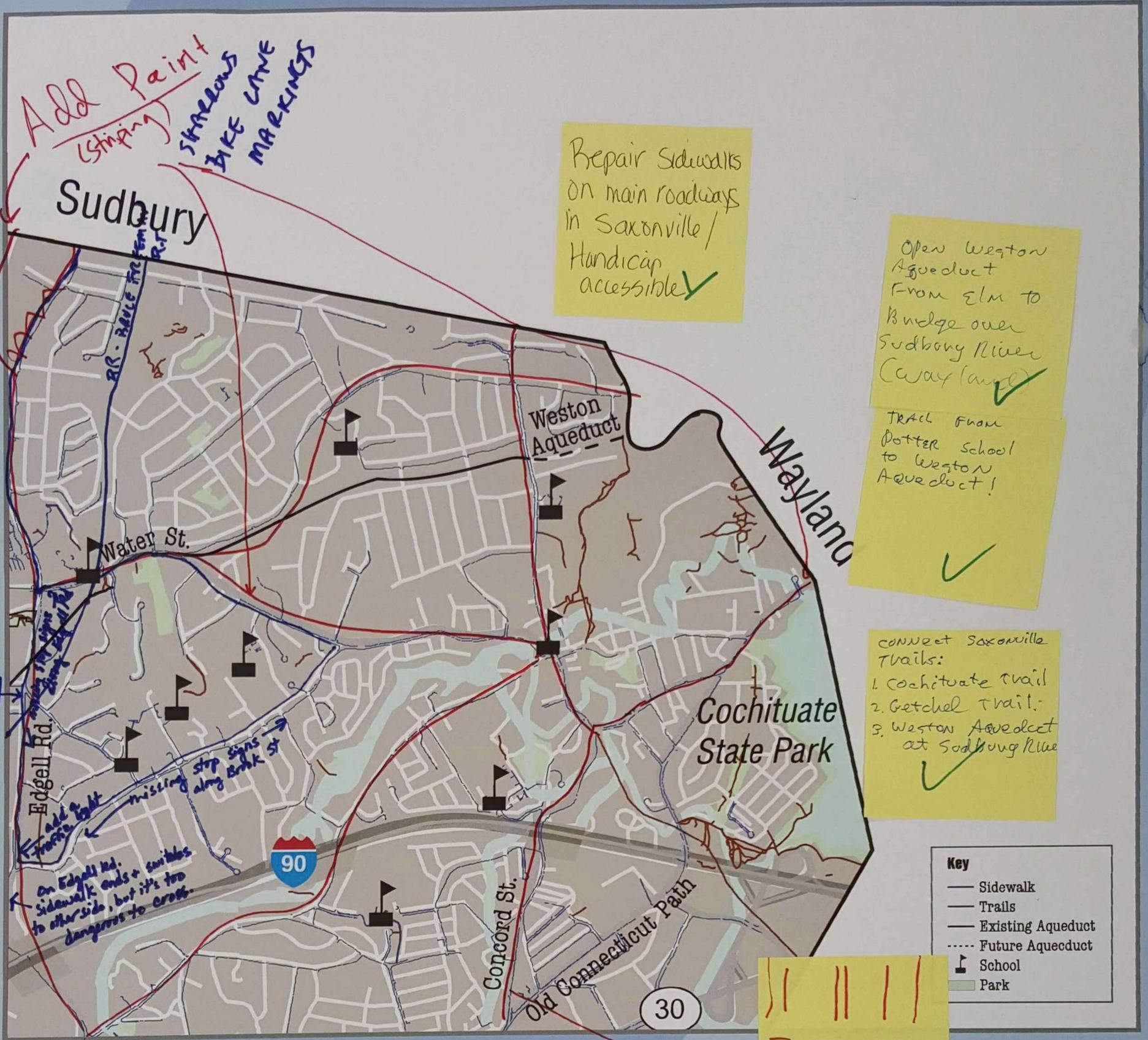
Concord Street bridge over Sudbury River should be rebuilt.

Pedestrian button at Concord and Elm Streets is hard to reach.

One-way Danforth Street needs a contraflow lane.

Careless placement of trash cans impedes walking.

Section 2



What do you want to see in this area?

SHARE THE ROAD SIGNS
 NARROWER ROADS TO REDUCE SPEEDS
 EDUCATION IN THE SCHOOLS SO KIDS LEARN THE RULES OF THE ROAD

- Add stop signs at the ends of all side streets that join Brook St. and Edgell Rd. Currently many drivers zoom through the intersections without stopping. I've nearly been hit many times while walking/jogging.
- When the town makes new sidewalks, it should make them continuous down one side of the street. Now there are many places where they end abruptly and begin again on the other side of the street, which may be dangerous to cross e.g. Brook + Edgell intersection.
- Snow plowing - Please ask the plow drivers not to leave huge piles of snow in intersections blocking the sidewalks. Also, please plow the whole length of sidewalk on the south side of Water St - there's a new segment of sidewalk that was unplowed last year.
- Police need to ticket drivers who don't observe laws involving intersections + crosswalks.
- Please consider adding a traffic signal + ped. crosswalk at the intersection of Brook St. + Edgell Rd.
- connect Cochituate Rail Trail to Carol Getchell by top of levee.

C.W.

Section 3 Written Comments: Southwest Area

Comments

Extend sidewalk on Fountain Street west from Pincushion Road into Ashland.

Add elevated walkways across bodies of water such as Farm and Learned Ponds.

Educate motorists about sharing facilities with bikes and pedestrians.

Educate students about shared roadway use, cooperation and observing rules.

Have school classes on bicycling.

Make signs more obvious. Better lighting at crosswalks. ADA standards.

Add bike lanes in congested areas and sidewalks throughout.

Need connections to Ashland and Southborough.

Need a regional effort around I-90/Route 9 and Tech Park area.

Framingham State students need better access to Route 9 and downtown.

Eliminate odd/even parking and use the extra 12' lane to make 2 bike lanes.

Only allow parking in back of buildings.

DPW should walk and bike the roads of Framingham every year.

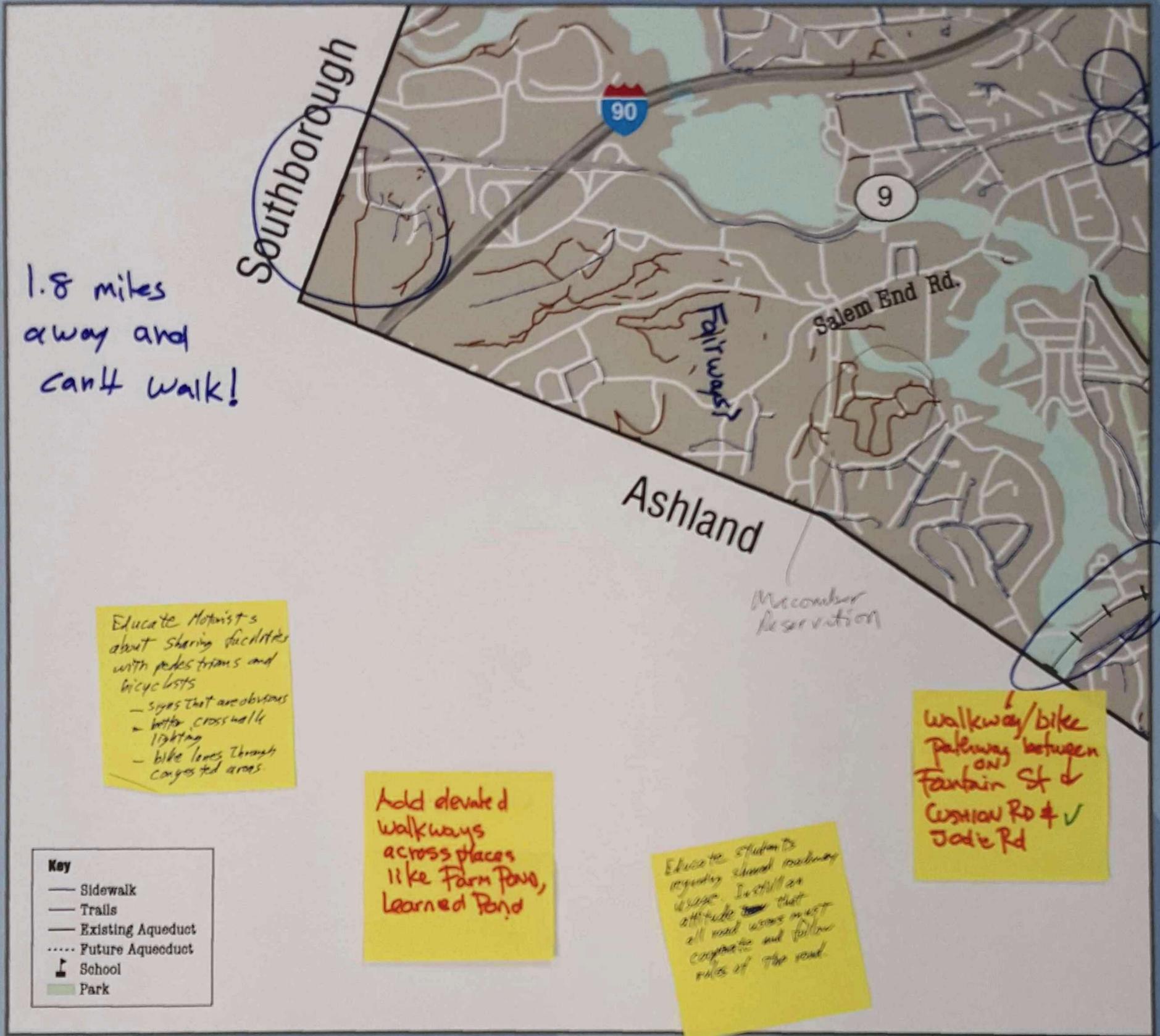
Complete Bruce Freeman Trail.

Are bike/ped paths allowed adjacent reservoirs?

Bike trail might be built on old trolley right-of-way.

Put bike lanes on larger roadways first to make strong visual impact.

Section 3



What do you want to see in this area?

3

Connection into Ashland, + Southb. Edgall Rd. Bridge

SIDEWALKS!

FSU Student access to Rt. 9 + downtown

regional effort around 9/20 + TechPark Ashland + Southborough

* eliminate Odd Even Parking and use the extra lane (12') to make two bike lanes.

DPW SHOULD WALK AND BIKE THE ROADS OF FRAMINGHAM EVERY SUMMER.

Section 3



Get the Bruce Framingham Rail Trail developer!

Rail with Trail!

Southborough

Ashland

Trrolley Line

Salem End Rd.

90

9

Start w/ larger traveled roadways for greater visual (for implementing bike lanes)

What about walk/bike along reservoirs

No way for people to walk

Key

- Sidewalk
- Trails
- Existing Aqueduct
- Future Aqueduct
- 🏫 School
- Park

What do you want to see in this area?

3

ONLY parking BEhind Building

HAVE School Classes on Biking

ADA accessibility of traffic signalization

Section 4 Written Comments: Southeast Area

Comments

Build paths that go around Farm Pond. Add a boat launch.

Eliminate parallel parking. Place parking behind buildings.

Bicycle riding on sidewalks is unsafe for pedestrians.

Safe bike lanes make pedestrians safer and bicycles more visible.

Police should enforce bans on sidewalk-riding and riding against traffic on streets.

Commuter rail station exposed to elements.

New England Bicycle Museum looking for space.

Connect the Bancroft Building/Fountain Street Studies walk/bike

Need bike support infrastructure: racks and "bubblers."

Racks especially needed downtown and at train station.

Stripe roads for narrowest travel lane allowable. Slows traffic and helps bikes.

Overhead lighting of crosswalks and sidewalks needed. ADA standards.

Add bike lanes to Waverly, Concord, Irving and Hollis Streets, and Union Avenue.

Clean roads. Broken glass is major obstacle to increased bicycling.

Install on-demand pedestrian signal at Union and Buckminster Streets

Open Sudbury Aqueduct path all the way to Sherborn.

Redevelop Farm Pond from rail yard to waterfront shop, dining and studios.

Open abandoned pumphouse along pipeline and Farm Pond.

Revitalize Harmony Grove.

Is a bicycle connection with Boston possible? Perhaps along Route 9?

Connect with train station and natural resources.

Connect with Natick and Sherburn.

Complete Bruce Freeman Trail and extend south to Holliston.

Even/odd parking hurts downtown.

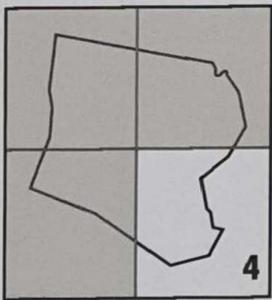
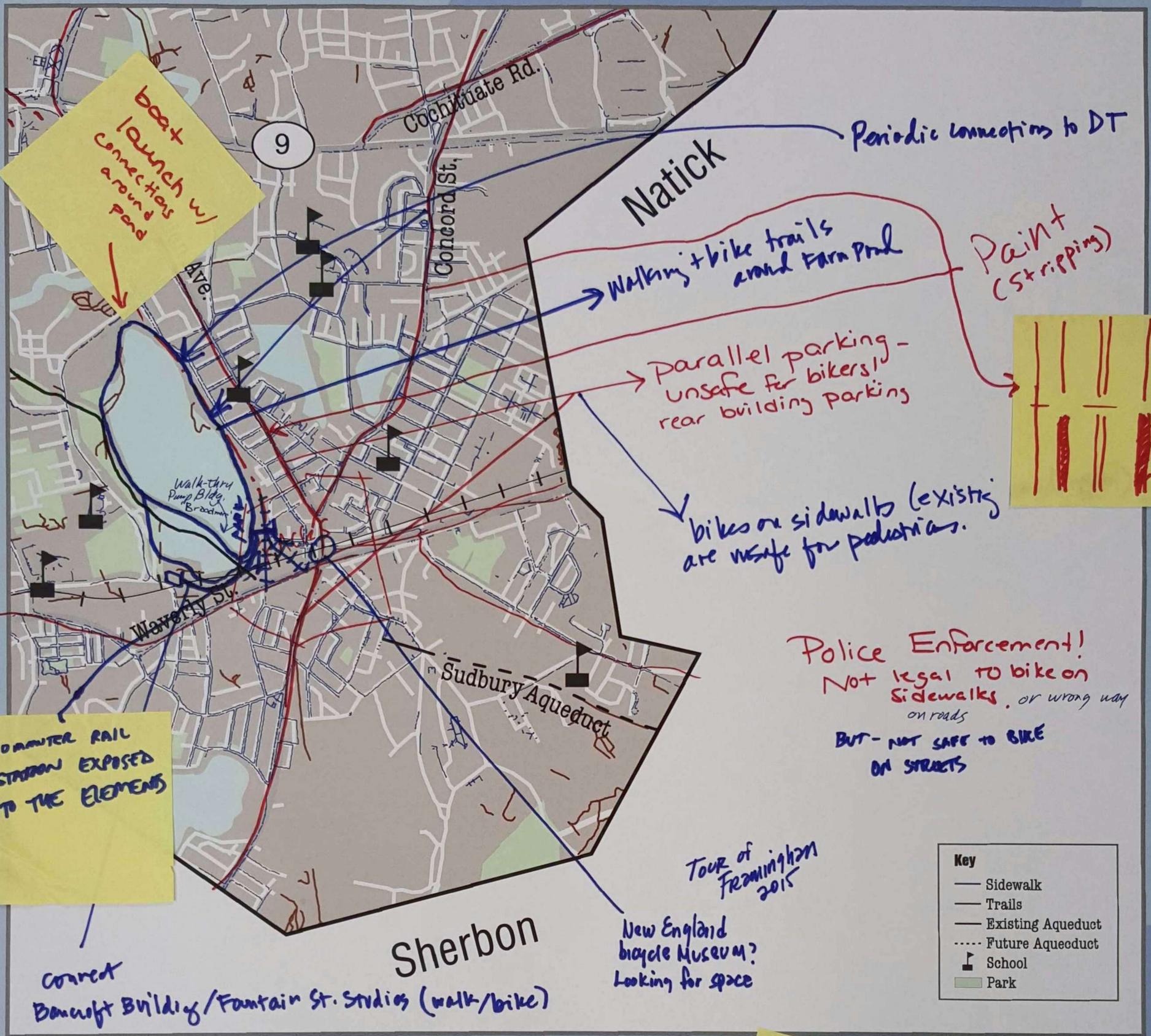
Put roads on "diets."

Create pocket parks with playgrounds, adult exercise stations, and nice rest areas.

Park developments for South Side, possibly resident gardens.

Bicycle parking at Memorial Building.

Section 4



What do you want to see in this area?

Overhead lighting of crosswalks, including on each sidewalk

Stripe roads for narrowest travel lanes possible, which slows motor vehicle traffic, and gives more room for a bicycle area.

Bike Infrastructure

- racks
- H2O fountains "babblers"

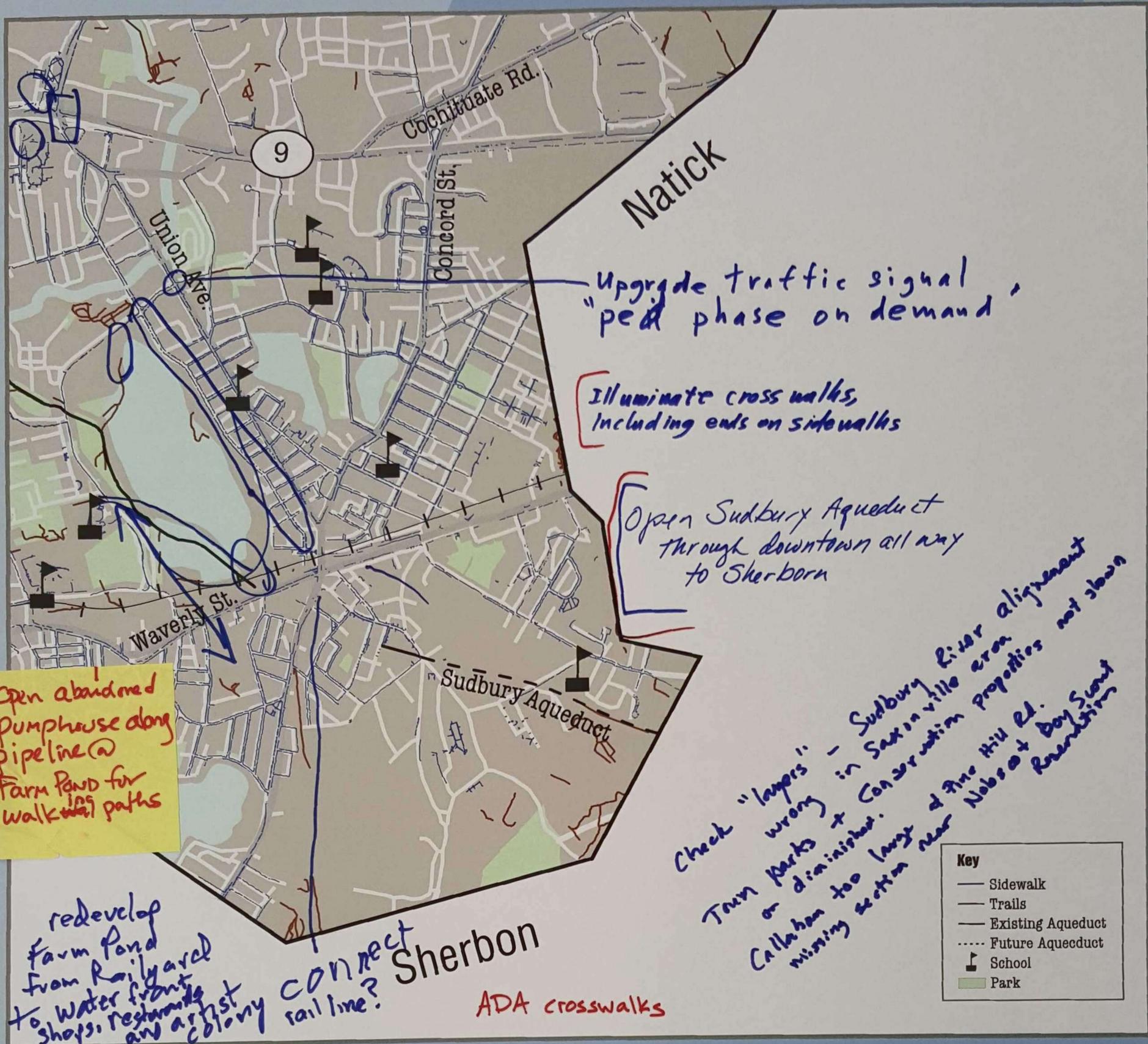
Bike lanes on Waverly St, Concord St, Irving, Hollis and Union Ave.

RACKS!
ESPECIALLY DOWNTOWN AND AREA AT TRAIN STATION.

CLEAN ROADS: BROKEN GLASS CAUSES PUNCTURED TIRES.

Safe bike lanes so that pedestrians are safe on sidewalks, and bikes are more visible

Section 4



What do you want to see in this area?

Revitalize Harming Grove ← I second that

Bike to Boston could it be possible? Rt 9?

Connection w/ natural resources ← Hear hear

Even odd parking hurts downtown biz → train station

Extend Bruce Freeman Trail beyond Rt 9 south to Hillston →

WE NEED ROAD DIETS.

Packet Parks w/ playgrounds, adult exercise stations and pleasant rest areas

Park developments for South side, possibly resident garden areas, veg + fruit

Bicycle racks at Memorial Building,

Connect to Sherborn + Natick rails with trails