



# MetroWest Moves Communities

Winter 2015

In Spring 2014, MetroWest Moves and MAPC won a Community Innovation Challenge grant to enable Hudson, Framingham, and Marlborough to better facilitate the planning and implementation of Complete Streets procedures. The product of this CIC grant will create a ranking system that will enable the three communities to improve capital expenditure decision-making by prioritizing roads that have the maximum utility for bike and pedestrian access. By identifying a community's high-volume origin areas, destination points and traveling routes, we can better prioritize where these roadway improvements are needed. Framingham held its public Bike/Pedestrian Mobility Workshop in September 2014. Hudson held its public workshop in October 2014. Marlborough held its workshop in November 2014. Once we have input from the public forums, we can then properly develop the prioritization methodology for the Tool. The methodology will also use travel demand modeling software to estimate likely destinations for each block and will route trips on the existing street network to estimate those with the greatest utility for active transportation.

**The Town of Framingham adopted a Complete Streets Policy on January 6, 2015! Learn more about the Policy and Framingham's Complete Streets activities on Page 2.**

## Marlborough

The City of Marlborough continues its commitment to improving walkability and safety for all pedestrians and cyclists in the City. In addition to making repairs and improvements to pedestrian facilities on all road reconstruction projects, the City has undertaken a number of projects with significant bike and pedestrian components. The most significant is the Simarano Drive Roadway Improvement Project which was scheduled to break ground last fall and will include the installation of approximately one mile each of new sidewalks and bike lanes. In addition, the City completed the designation of the extension of the Assabet River Rail Trail (ARRT) into the downtown, directed the installation of pedestrian crossing signals at a critical ARRT intersection with Fitchburg Street and made improvements to the pedestrian facilities at the Middle School to highlight the transition between the driveway and the sidewalks.



**Pictured above (clockwise from top): Improvements to (1) Cashman Street and (2-3) the intersection of Fitchburg Street and Crowley Drive.**

# Hudson

In 2013, MAPC produced the Assabet River Rail Trail Communities Bicycle and Pedestrian Network Plan, encompassing the communities of Hudson, Marlborough, Maynard, and Stow. This plan identified two potential areas for bike lanes in Hudson, areas that had high mobility and adequate road width. As a result of this study, Hudson's first two bike lanes were installed along Manning Street, providing safe access to/from the new Quinn Middle School. There are also plans to incorporate two more bike lanes along Packard Street. These lanes will provide access to/from Farley Elementary School, the Hudson Police Station, Pickle's Pond, and the Danforth conservation area. Summer 2014 saw the completion of the \$11 million dollar Route 85/Washington Street road project. This project included the addition of 4 foot bike shoulders and 5.5 foot ADA compliant sidewalks throughout the 1.5 mile project. The project also included the addition of 3 traffic lights with signalized pedestrian crossings, pedestrian refuge areas in center islands, and safety upgrades to many other pedestrian crossing treatments. Hudson is also a recipient of a 2014 Livable Communities Workshop grant funded by the Boston Metropolitan Planning Organization. The purpose of the Livable Communities Workshop is to convene local stakeholders to learn best practices for transportation, land use, and economic development strategies to make a community an even better and more sustainable place to live. Hudson's upcoming workshop in early 2015 will focus on the Downtown area, including bicycle/pedestrian mobility throughout the area.



Pictured above: Newly installed bike lanes along Manning Street

## Northborough

Northborough continues to have a very active trails committee. In 2009, zoning changes were implemented in Northborough, requiring all future developments to have bike racks. Recently, Massachusetts finished a project which redid the traffic signals and added a bike lane in downtown Northborough. The state is also resurfacing Route 20 (from the Shrewsbury border to the Marlborough border) and Northborough has asked the state to look at where bike lanes can be added when they restripe the road.

## Framingham

On January 6, 2015, the Town of Framingham passed a Complete Streets Policy after a vote by the Board of Selectmen. Planning Board, Health Department, Community & Economic Development, and DPW Staff worked together to develop the Policy. With the adoption of this Policy, the Town will be eligible for additional state Complete Streets-related funding. To read the policy visit: <http://bit.ly/1BK0QnI>.

In Fall 2014, Framingham, in partnership with the Metropolitan Planning Organization, hosted a livable communities workshop with over 40 participants. Framingham gained valuable feedback on specific locations where bicycle and pedestrian infrastructure is needed. Town staff are also working on a town-wide Bicycle and Pedestrian Plan to help implement suggestions from the workshop.



Framingham ★ Hudson ★ Marlborough ★ Northborough

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