



Concord Street (Route 126) Downtown Improvement Plan

March 16, 2010

Framingham, MA



Agenda

Introduction:

- Town Manager Julian Suso, Meeting Moderator

Presentation:

- Background: Peter Sellers, DPW Director
- Overview: Steve Cecil, Cecil Group
- Traffic: Ken Petraglia, BETA Group
- Urban Design: David O'Connor, Cecil Group

Next Steps: Bill Sedewitz, Chief Engineer

Questions and Comments: Julian Suso, Moderator

Concluding Remarks: Julian Suso, Town Manager

Background

- DRC Task Force 2005-2009 – BOS effort
- September 2009 – Board of Selectmen approves Downtown Future Plan
- February 2010 – Board of Selectmen approves Concord Street (Route 126) Downtown Improvement Plan

Downtown Planning Goals and Objectives

- **Transportation**

- Reduce Downtown Traffic Congestion
- Improve Pedestrian Safety - Crosswalks
- Provide More Orderly Movement of Vehicles and Pedestrians



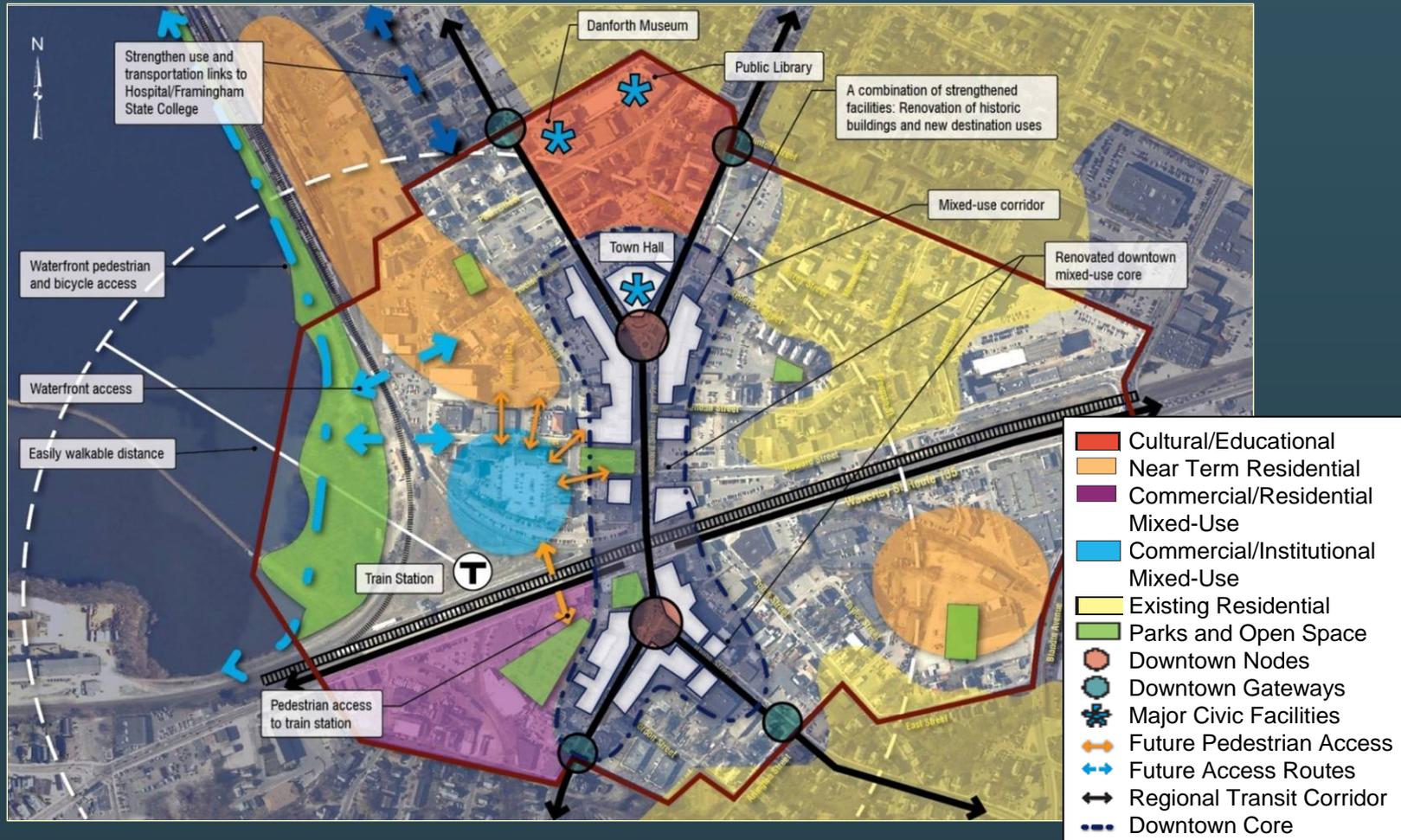
- **Urban Design and Development**

- Support Economic Development
- Support Mixed-Use Downtown (Live/Work)
- Enhance Visual Character and Public Spaces in the Downtown



Create a Unified Commercial District

Urban Design Concepts



Illustrative Plan

1. Downtown Core: preserve and renovate
2. Mixed-Use TOD: residential and commercial
3. New Mixed-Use: residential, commercial, cultural, educational
4. New Residential: mixed-income housing
5. Commercial TOD
6. New Residential
7. New Parks and Open Space
8. New Parking
9. Harmony Grove
10. Pedestrian Bridge



Illustrative Plan



Illustrative Plan

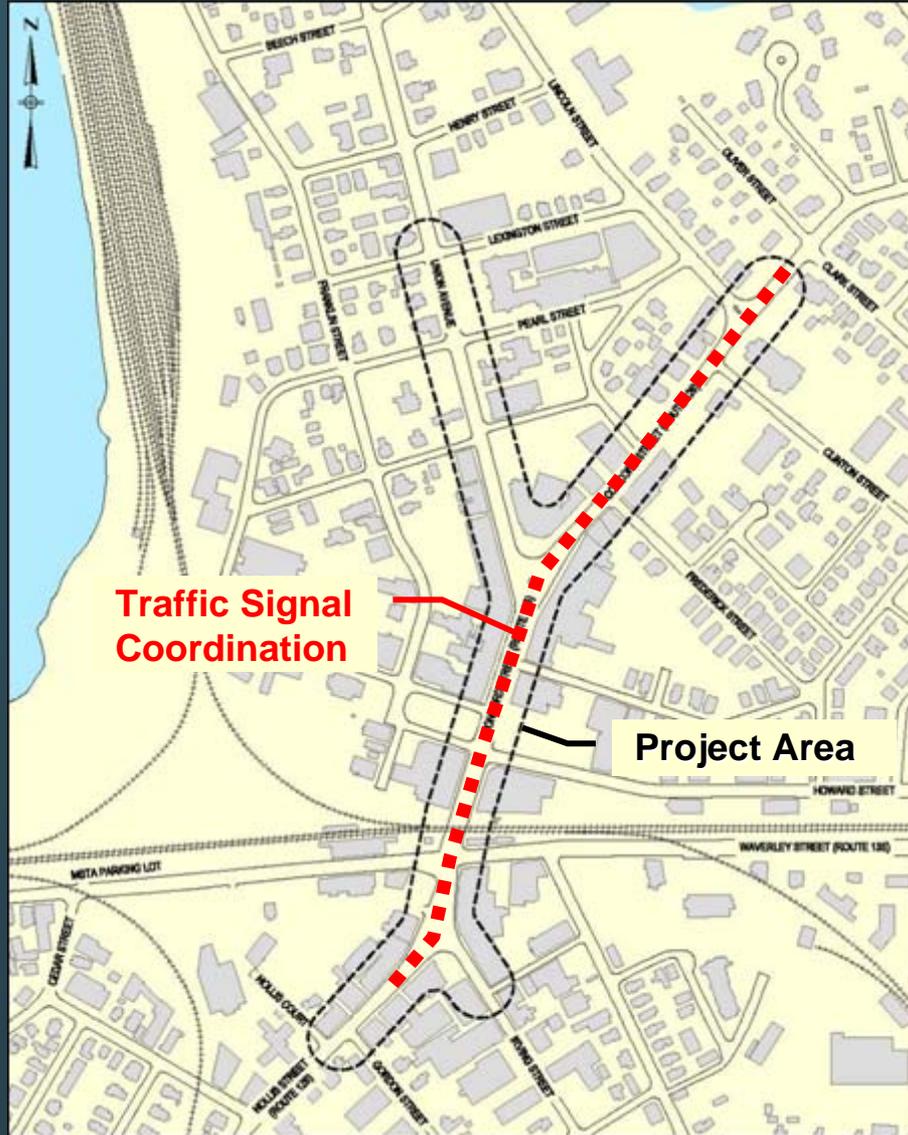




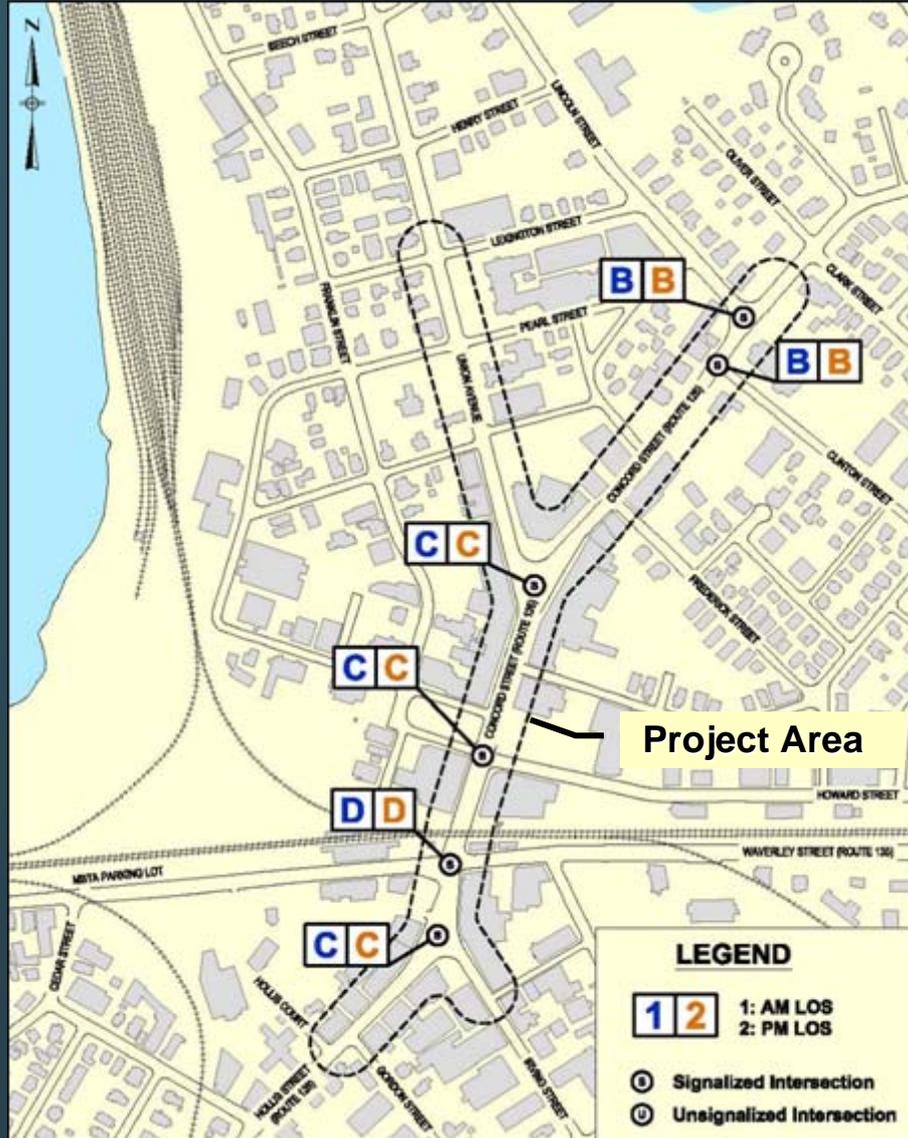
Traffic Improvements



Route 126 Improvement Area

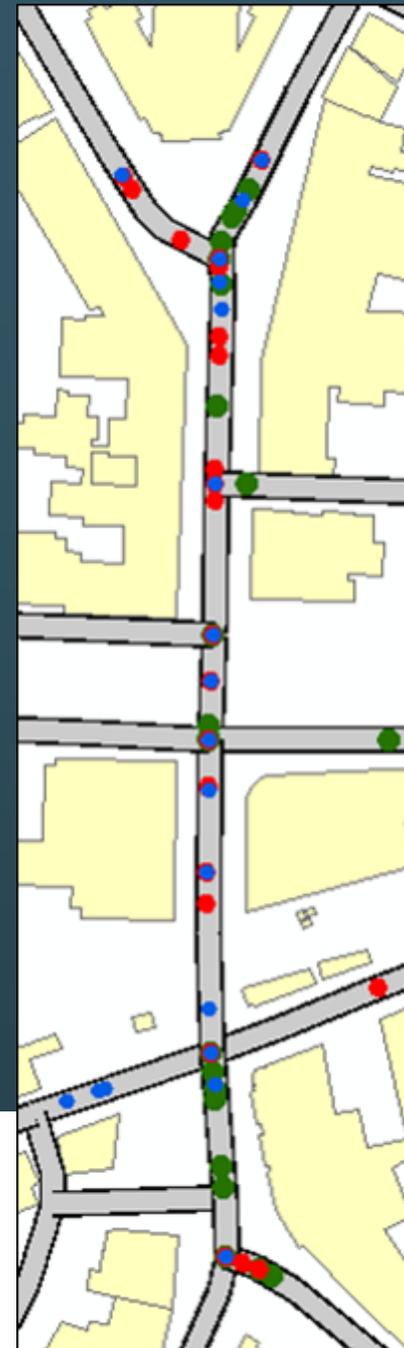


Future Build Conditions



Crash History

- Number of Crashes = **335**
(Irving Street to Lincoln Street,
3 years: Jan-2005 to Dec-2007)
- Corridor Crash Rate =
22.76 Crashes per Million Vehicle
Miles Traveled (CMVMT)
- Statewide Average
(Urban Area) = **2.77** CMVMT
- Fatalities = **0**



KEY
Crash Year:
● 2005
● 2006
● 2007

Crash History

Intersections:

Crashes Per Million Vehicles Entering

Hollis Street at Irving Street	1.45 (Unsignalized)
Concord Street at Waverly Street	2.42 (Signalized)
Concord Street at Howard Street	1.48 (Signalized)
Concord Street at Union Avenue	1.77 (Roundabout)
Concord Street at Lincoln Street	1.89 (Signalized)

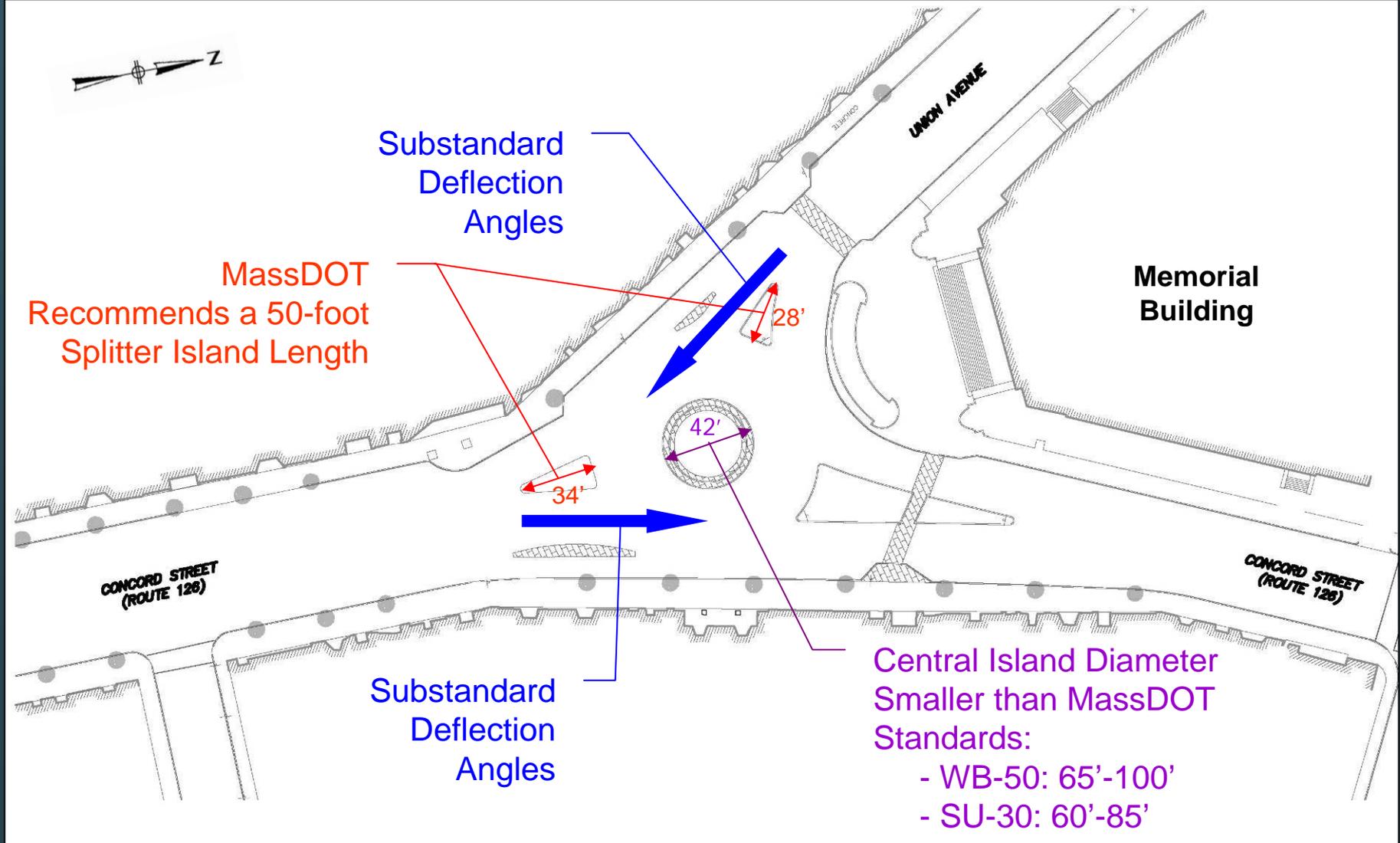
Statewide Average = **0.60** (Unsignalized)
0.80 (Signalized)

MassDOT District 3 Average = **0.69** (Unsignalized)
0.87 (Signalized)

Roundabouts

- Roundabout capacity is based on the number of entering, exiting, and circulating lanes.
- Maximum Daily Service Volumes:
 - Urban Single-Lane = 16,000 vpd
- Existing Service Volume = 27,000 vpd
- Future Service Volume = 33,000 vpd
- Compare to Traffic Signal Controlled Intersection

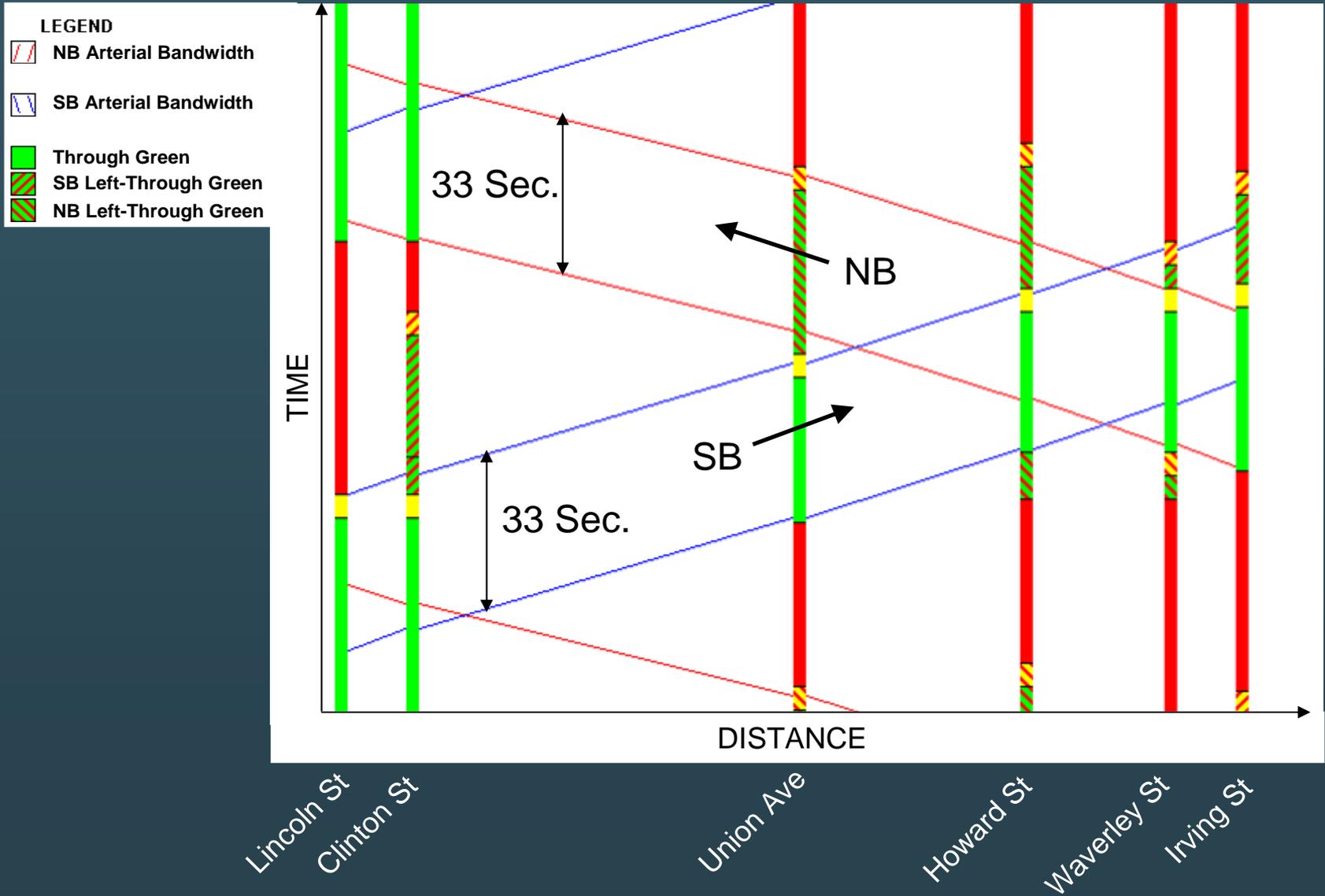
Existing Roundabout Deficiencies



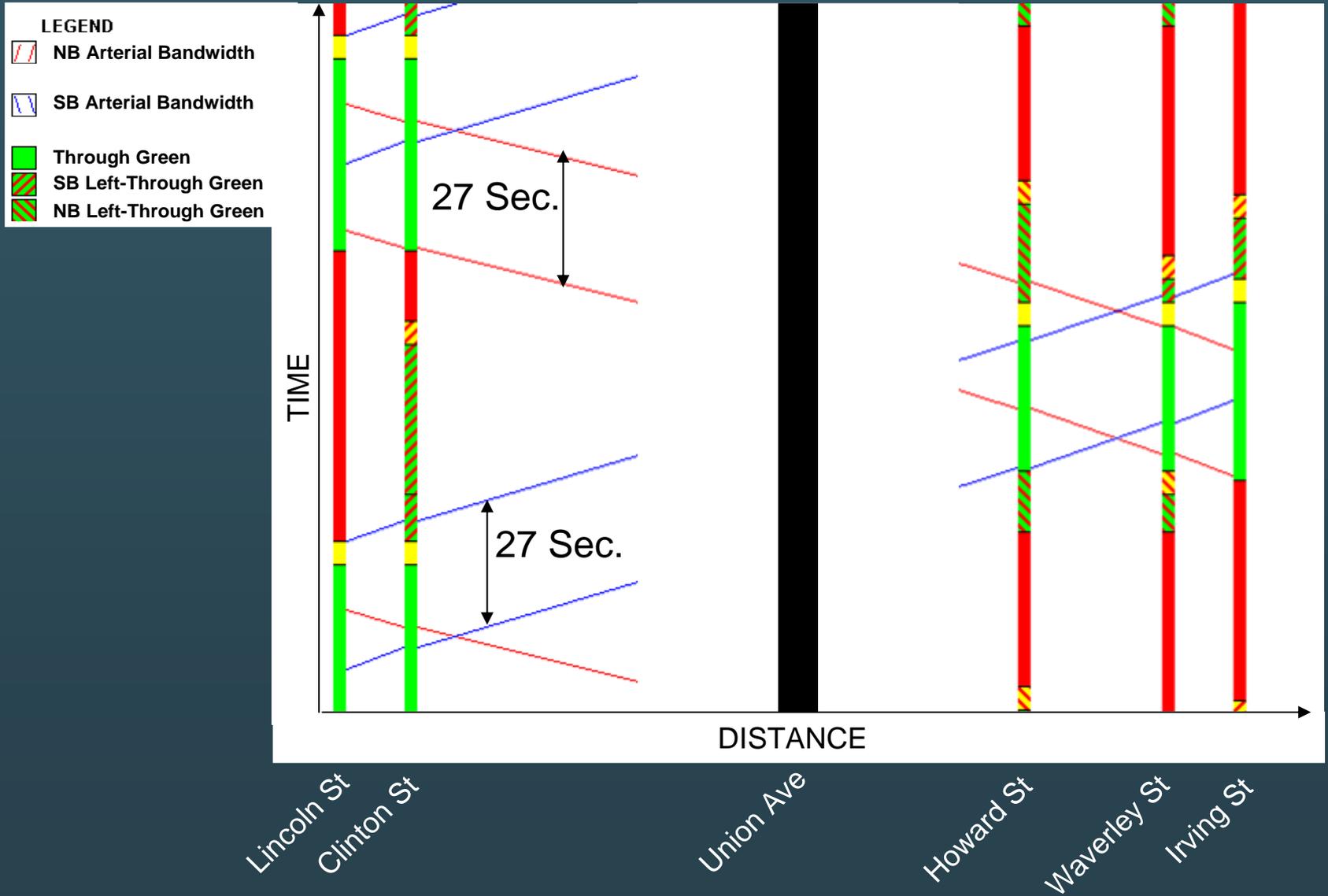
Roundabouts

- Significant issues related to roundabouts:
 - Interference from adjacent intersections
 - Emergency vehicle pre-emption
 - Traffic Signal Coordination
 - Unprotected Pedestrian Crossings

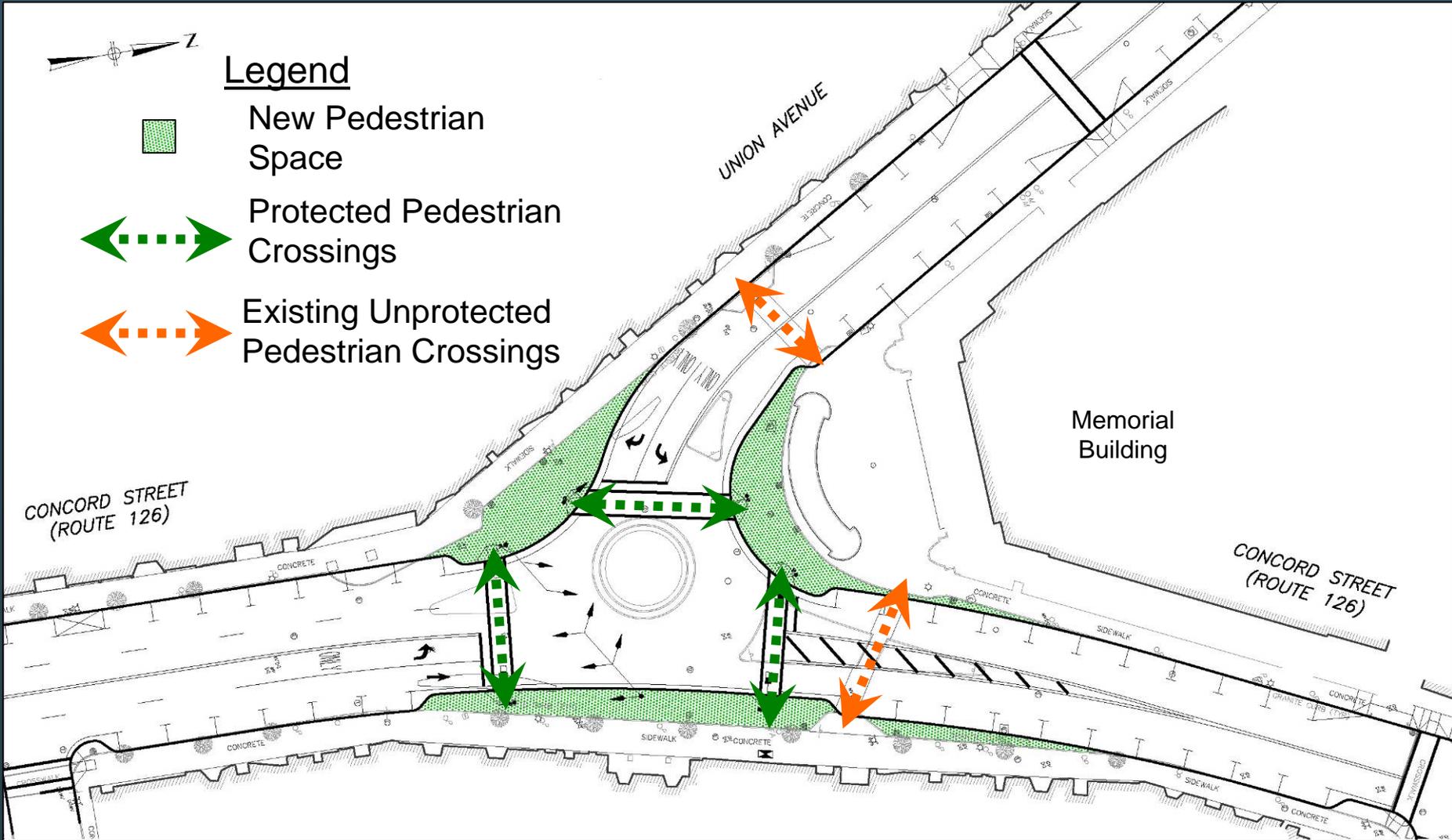
Time Space Diagram – Morning Peak Hour (with Traffic Signal Coordination)



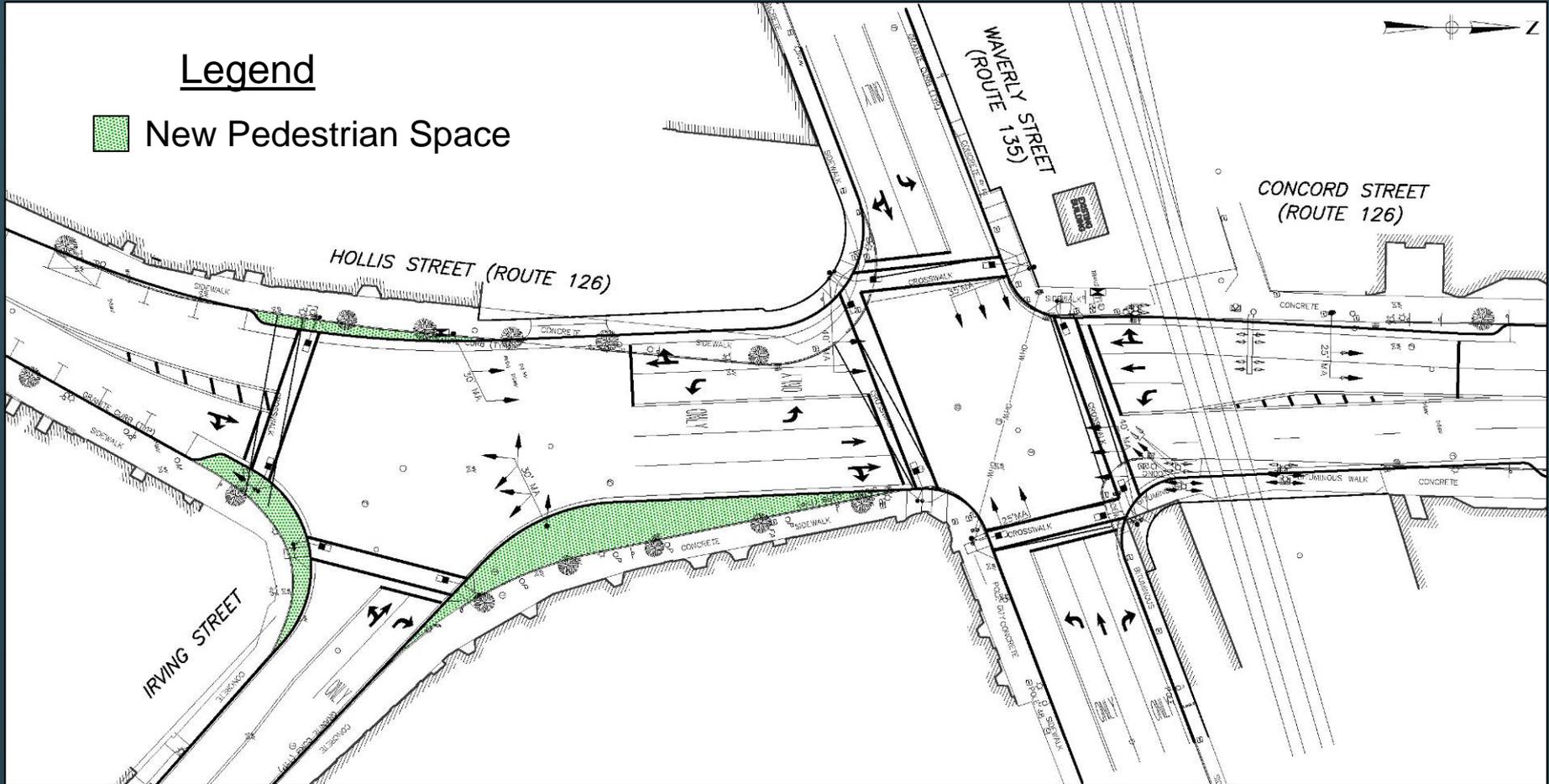
Time Space Diagram – Afternoon Peak Hour (with Traffic Signal Coordination)



Concord/Union Intersection Improvements



Hollis/Irving Intersection Improvements



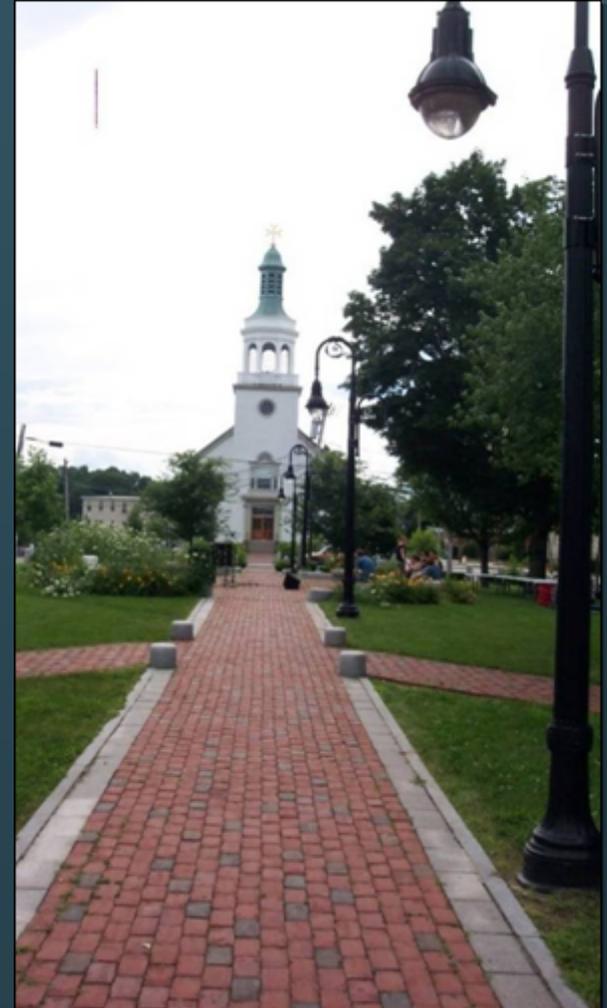


Streetscape Improvements



Streetscape Opportunities Presented by Traffic Improvements

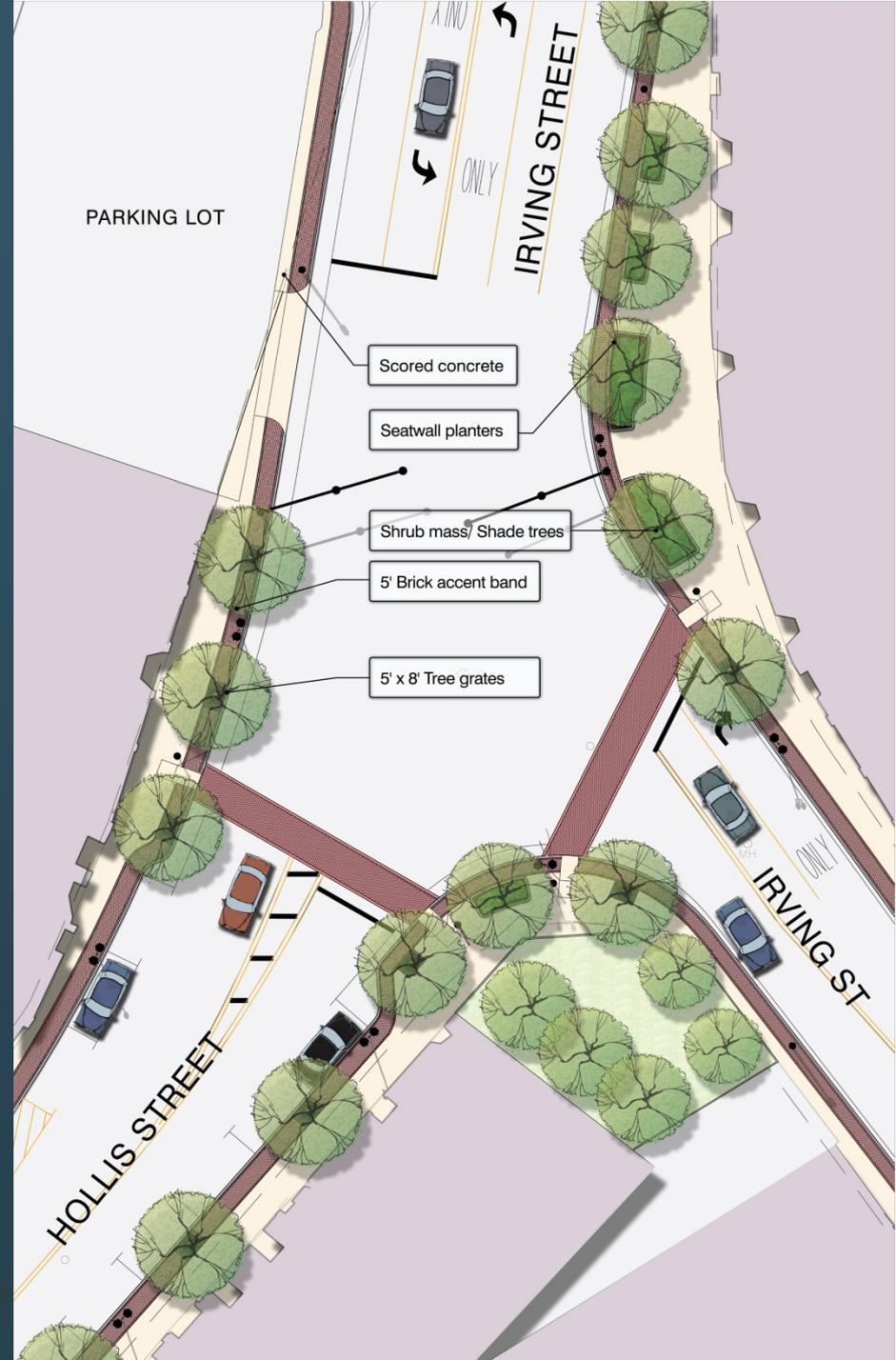
- Increase Useable Pedestrian Space
- Create Comprehensive Palette of Streetscape Improvements
- Provide Sense of Arrival in Downtown Area
- Create Visually Cohesive Streets
- Enhance Attractiveness of Central Business District



Streetscape Project Area

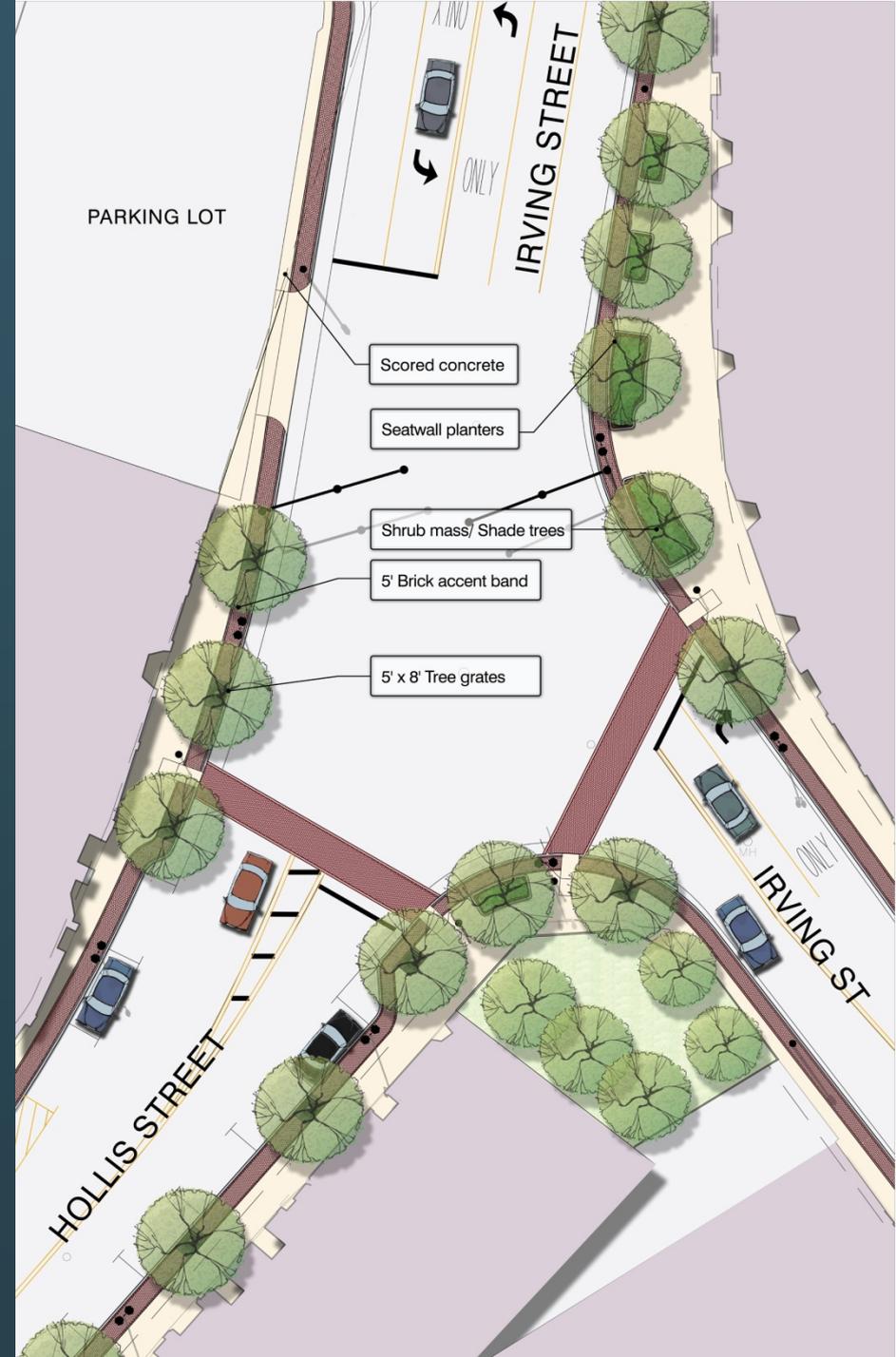
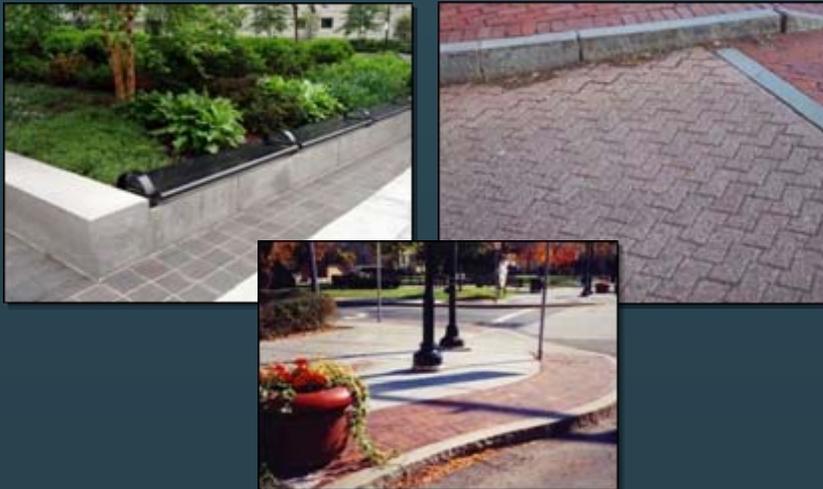


Intersection at Irving Street and Hollis Street



Intersection at Irving Street and Hollis Street

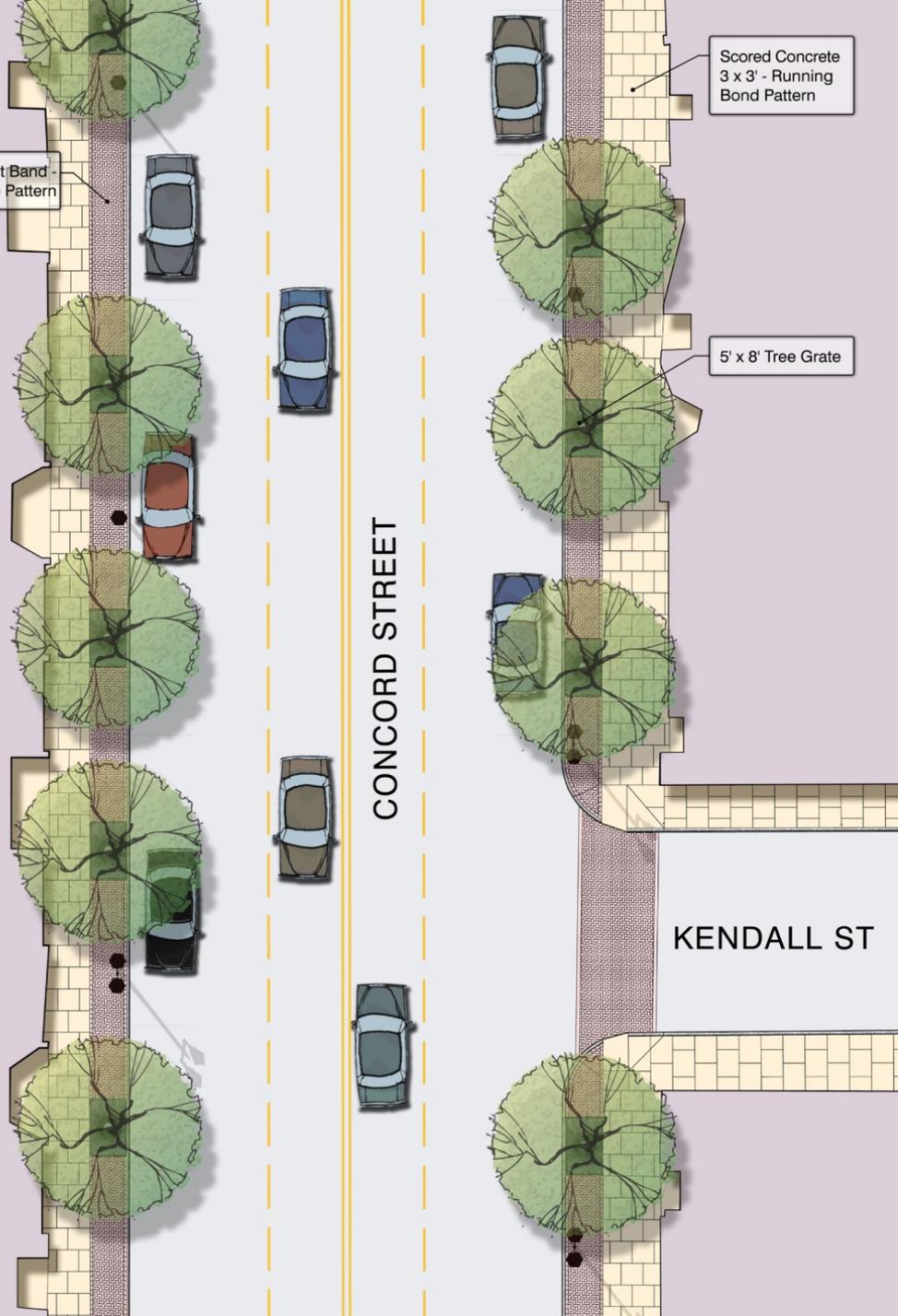
- Unit Paver Crosswalks
- Accent Band at Curb Line
- Tree Planters with Seat Walls
- Ornamental Lights



Concord Street Typical Condition



5' wide Brick Accent Band -
Herringbone Pattern



Scored Concrete
3 x 3' - Running
Bond Pattern

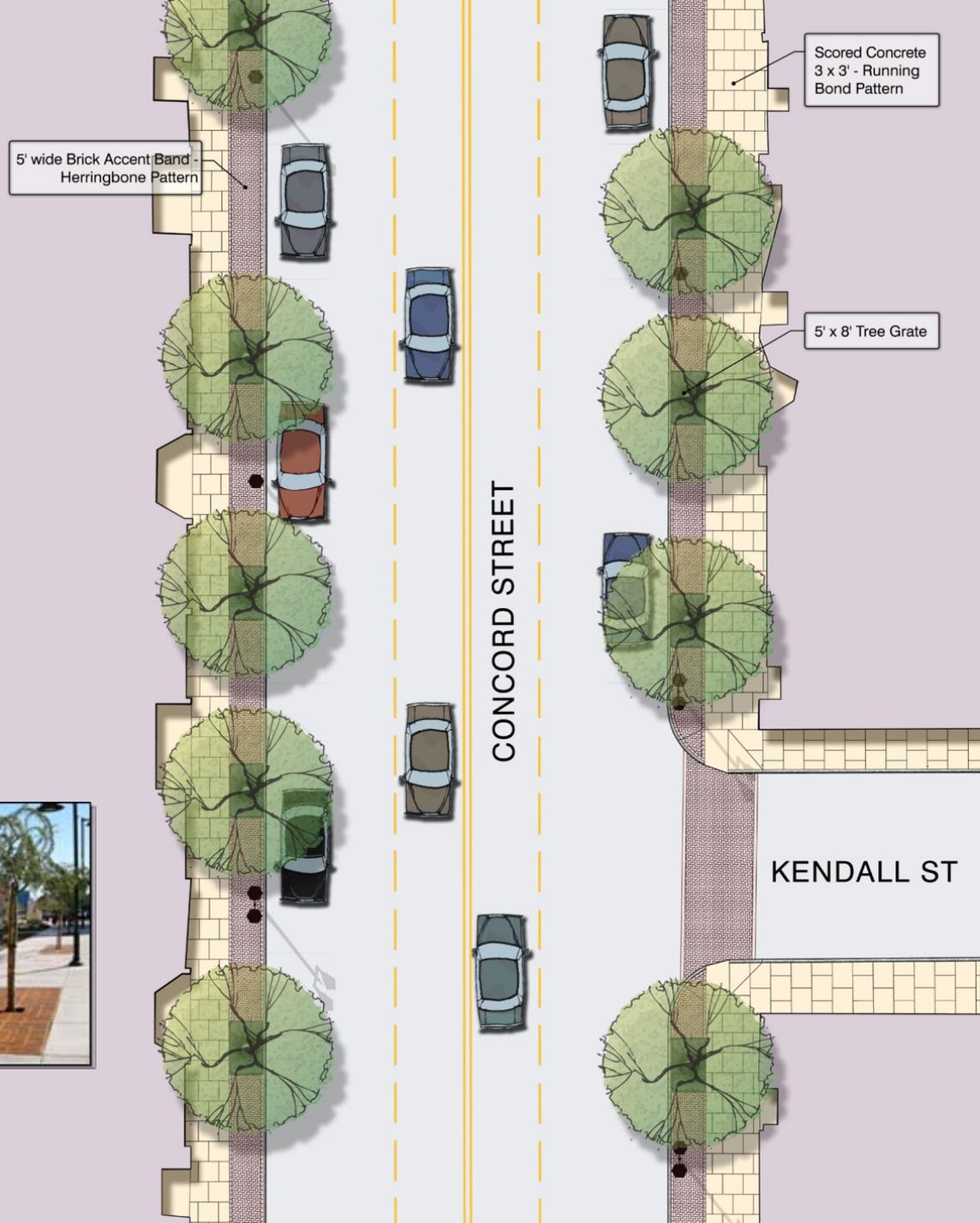
5' x 8' Tree Grate

CONCORD STREET

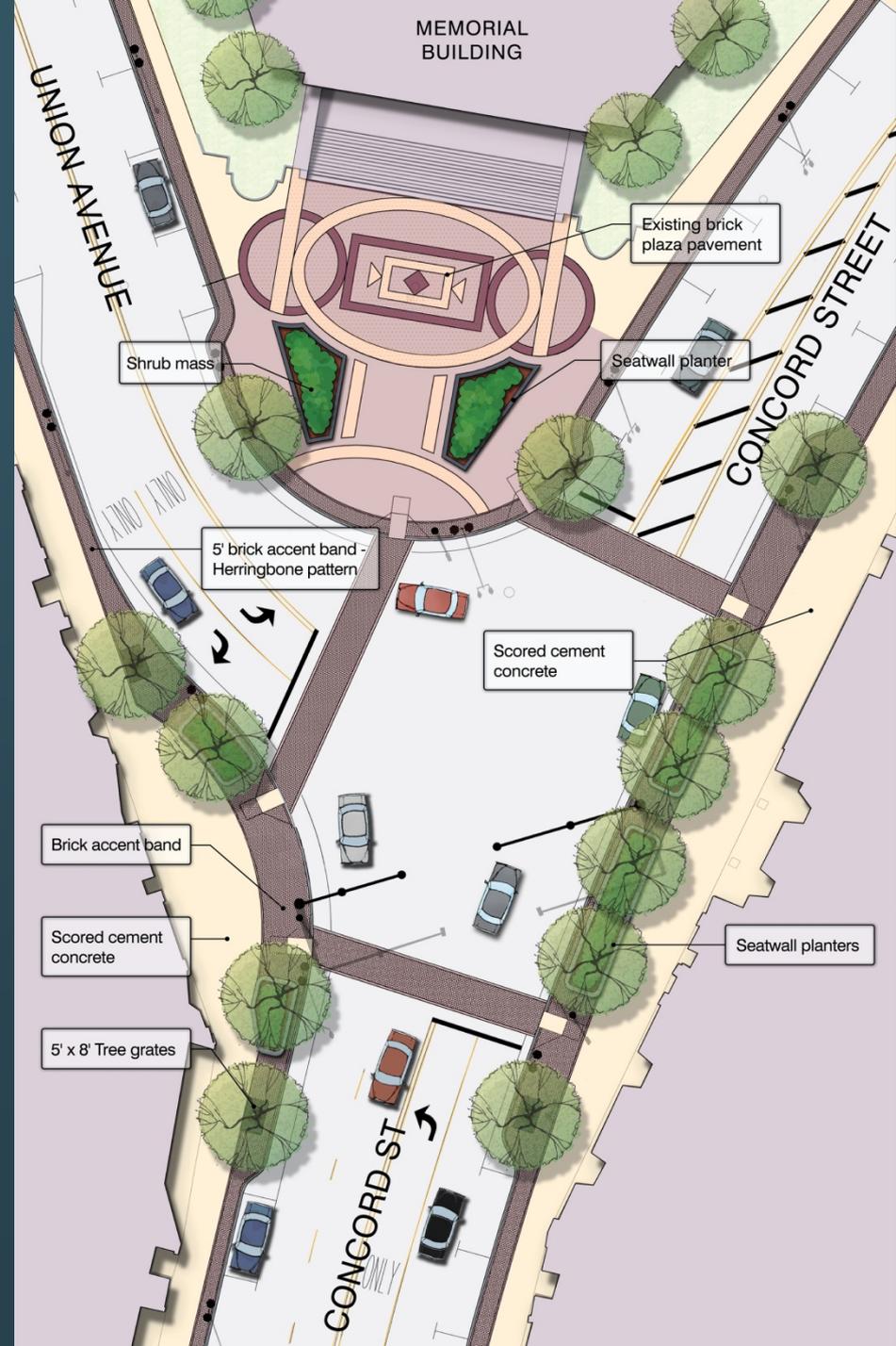
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Concord Street Typical Condition

- Cement Concrete Sidewalks with Ornamental Scoring Pattern
- Accent Band at Curb Line
- Cast Iron Tree Grates

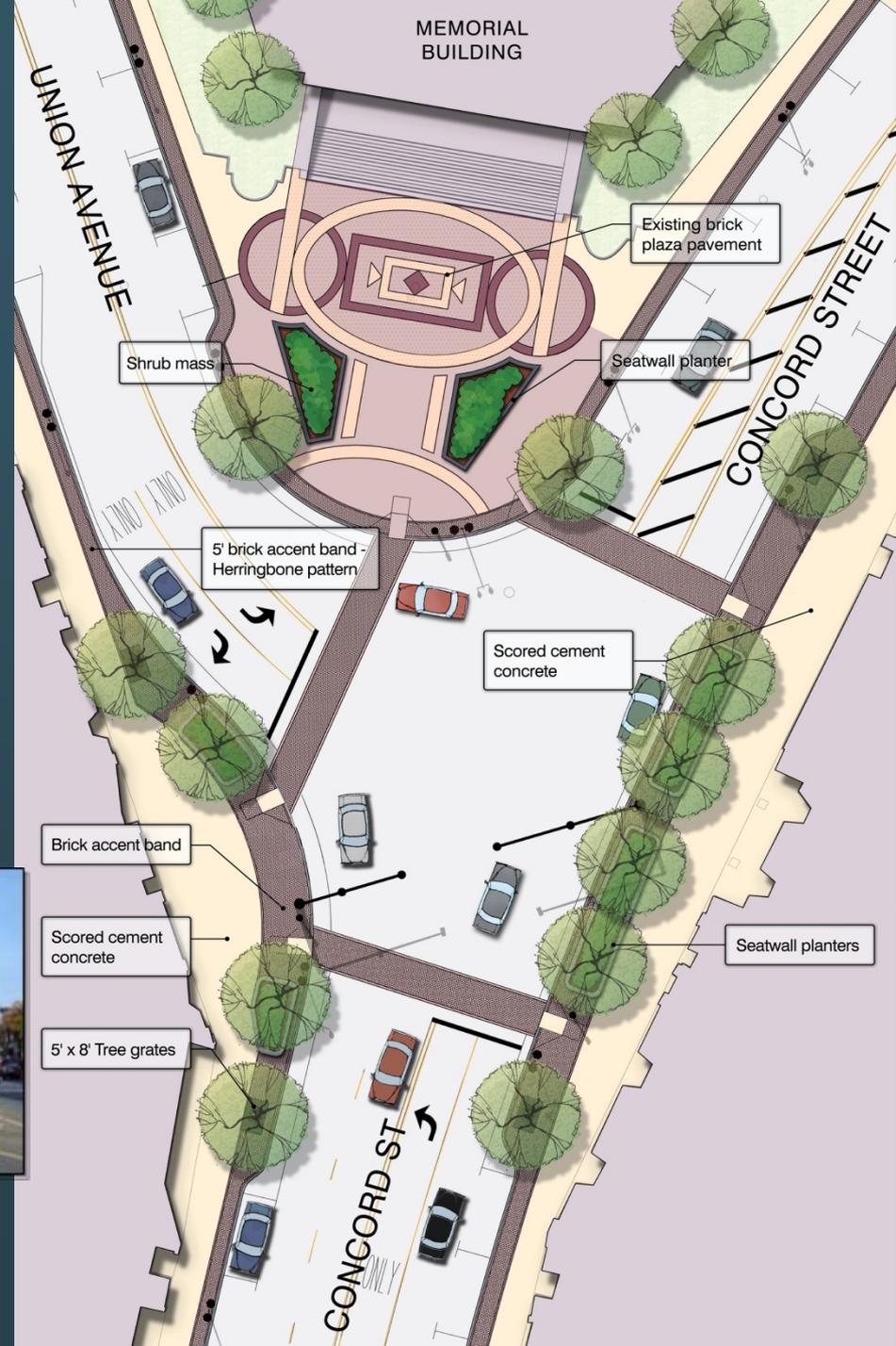


Intersection at Concord Street and Union Avenue



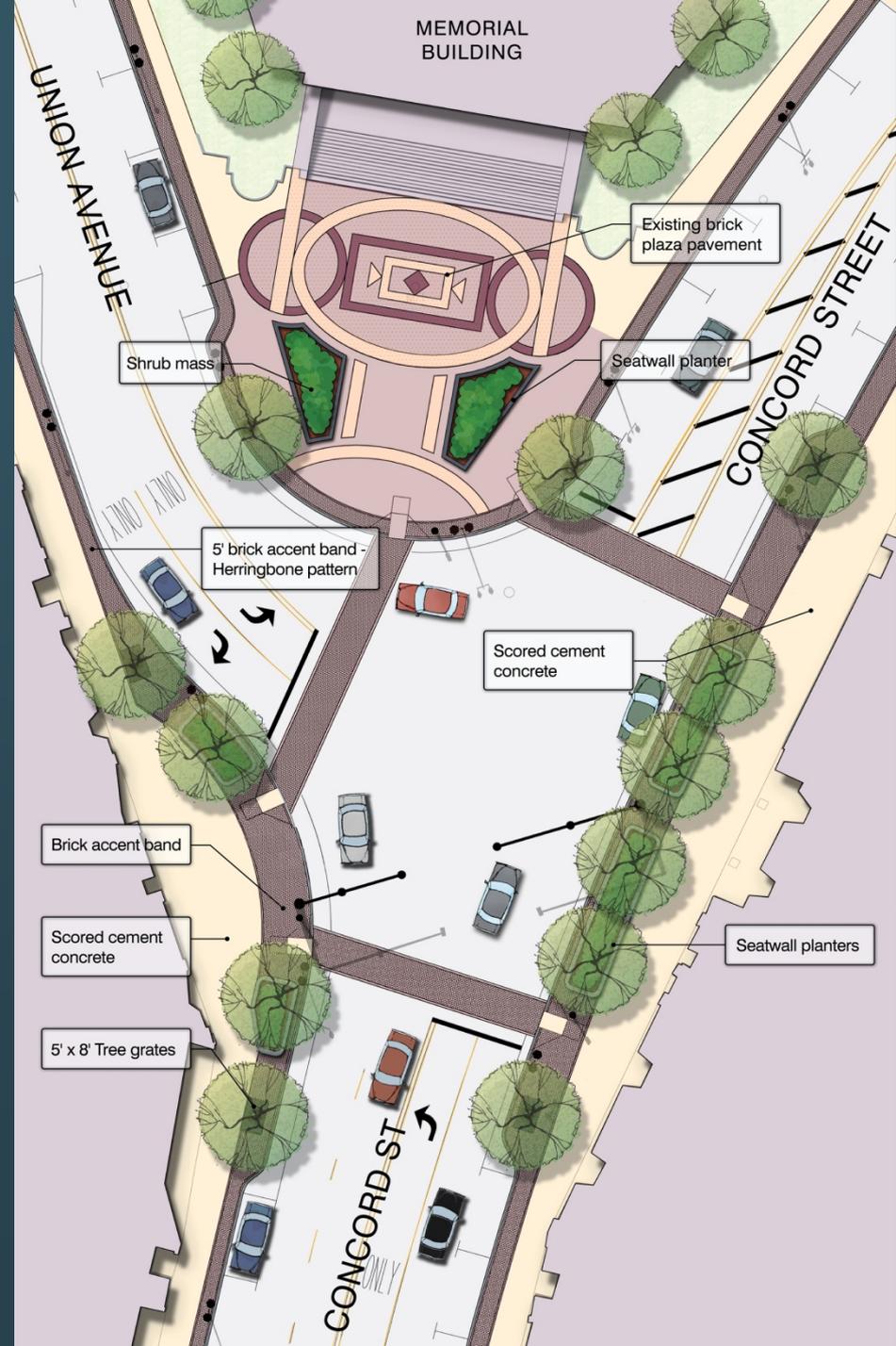
Intersection at Concord Street and Union Avenue

- Brick pattern at Memorial Building is preserved
- Curb realignment creates traffic buffer
- Street trees frame views of Memorial Building



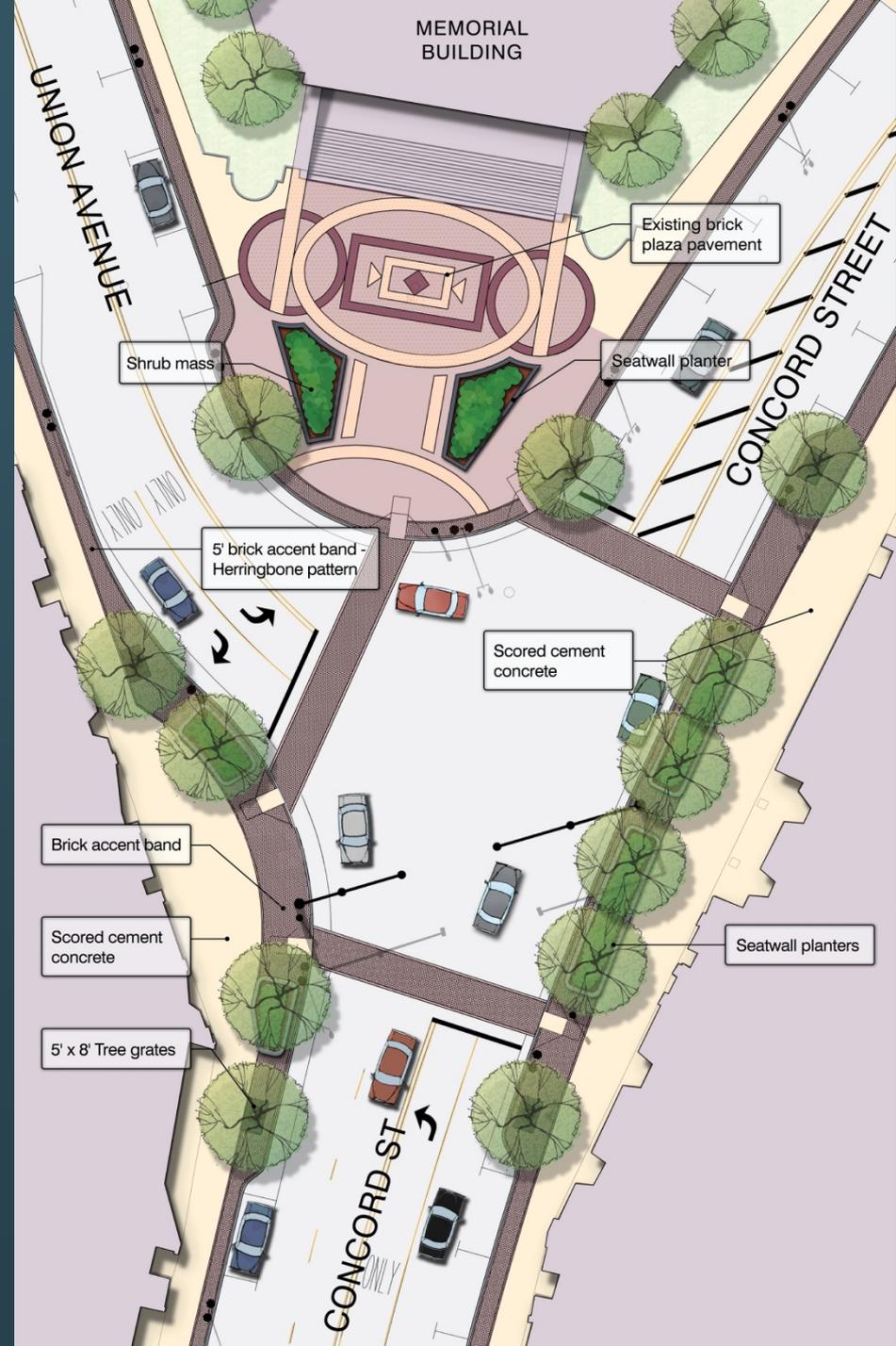
Intersection at Concord Street and Union Avenue

- Traffic calming provided by curb extensions
- Additional crosswalk improves pedestrian safety



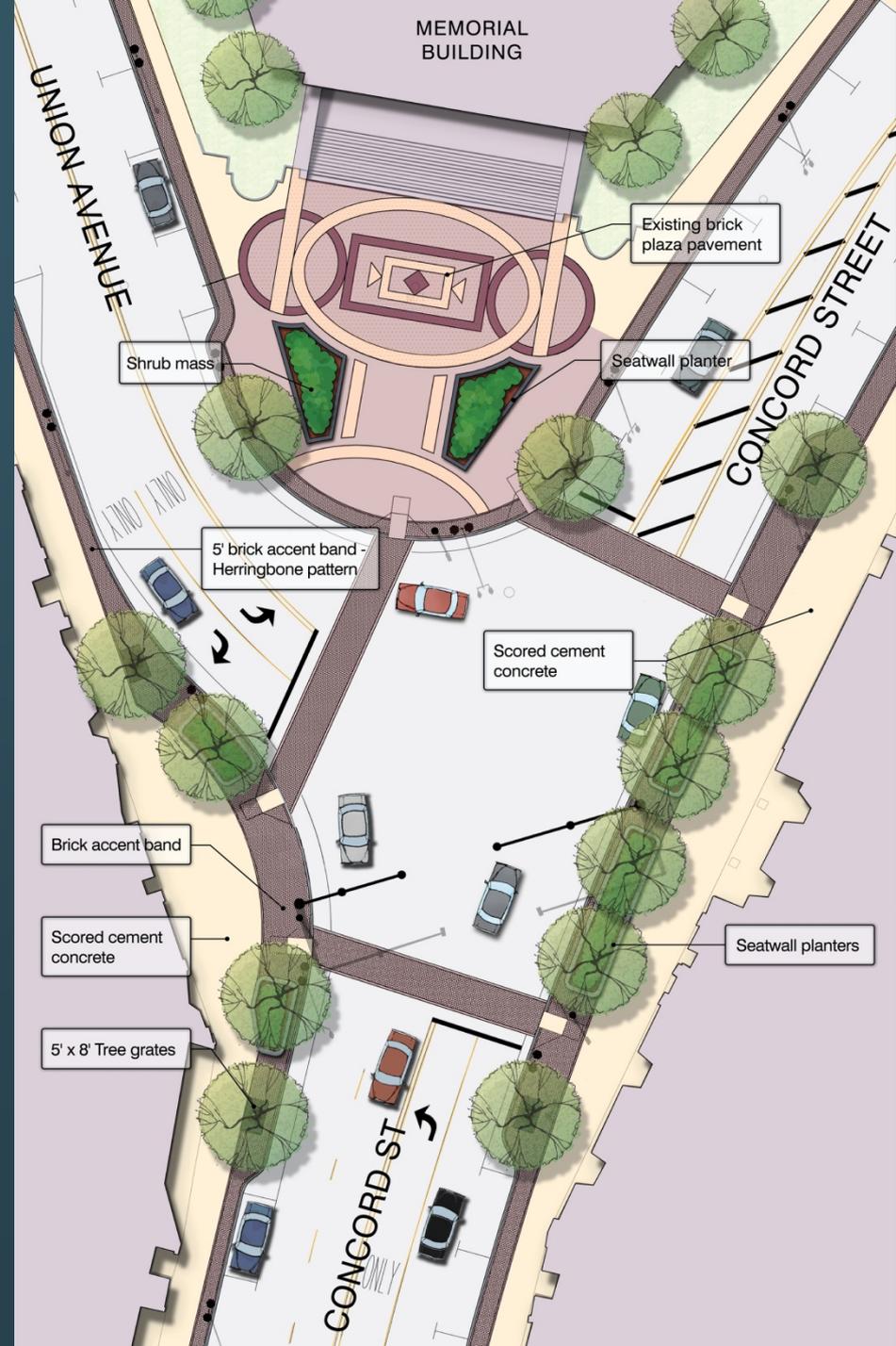
Intersection at Concord Street and Union Avenue

- Unit Paver Crosswalks
- Seat-wall Planters

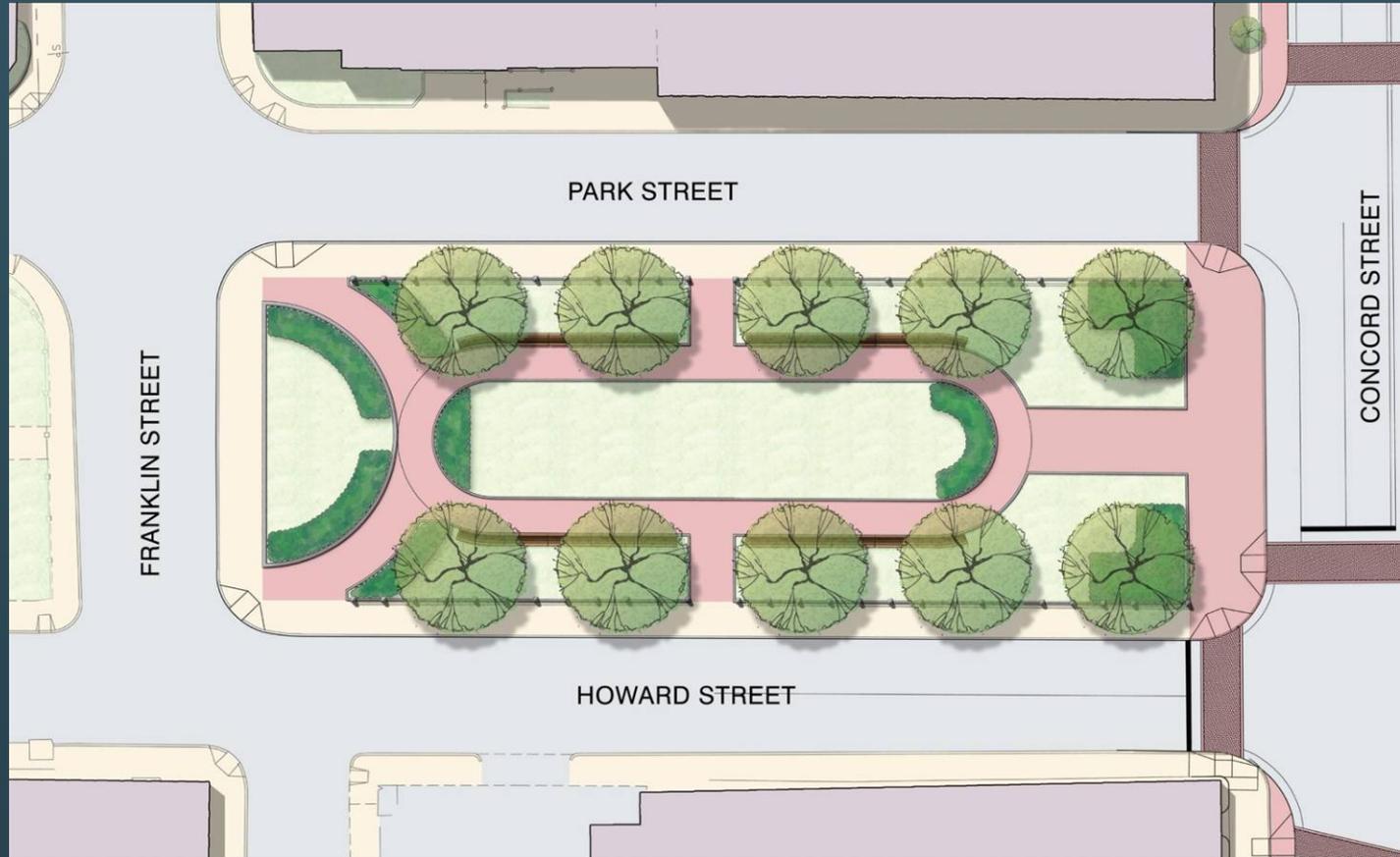


Intersection at Concord Street and Union Avenue

- Perspective Views

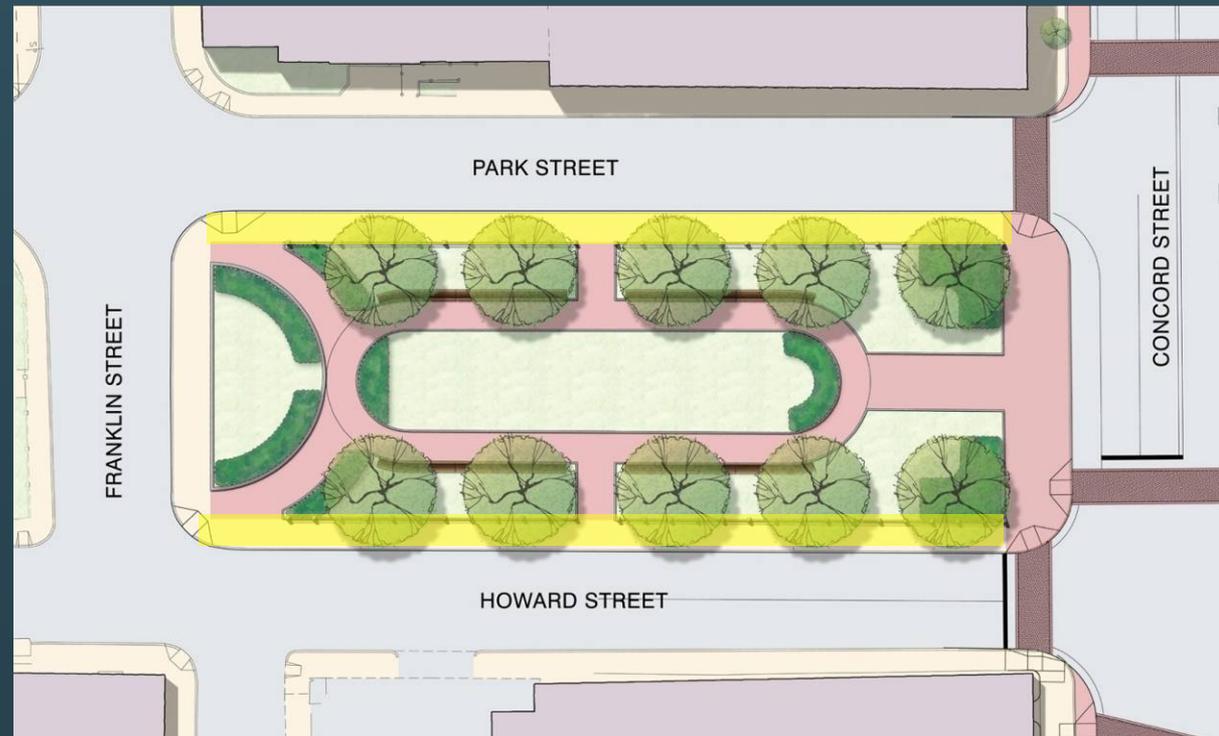


Park Street Common



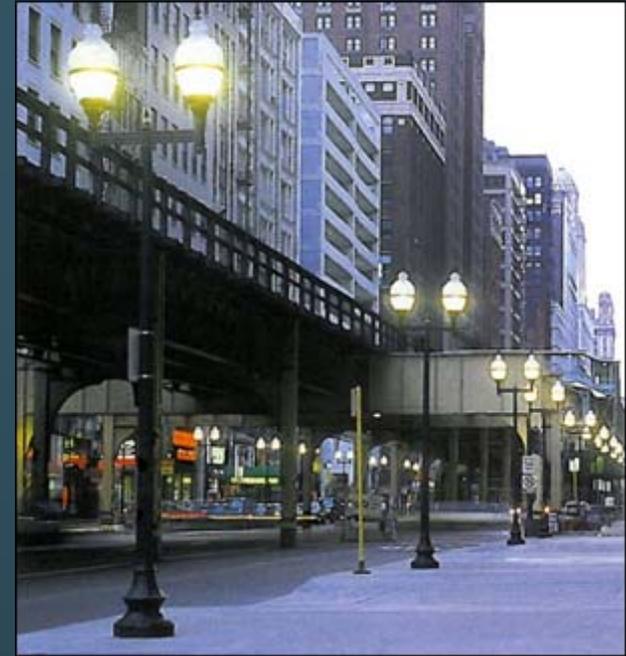
Park Street Common

- Sidewalks added along Park and Howard Streets
- Granite posts and fence rails relocated to back of sidewalks
- Park interior improvements in future phase
- Park axis aligned with church steeple
- Simple, formal layout with lawn and low shrubs

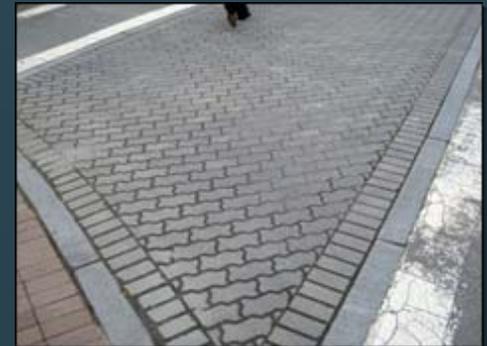


Street Lights

- Increase Light Levels in Downtown
- Improve Pedestrian Safety
- Extend Shopping Day
- Single Lamps at Street
- Double Lamps at Intersections



Sidewalk Accent Bands/Crosswalks



Tree Planters/Grates

- Planters create seating/social opportunities
- Separate pedestrians from traffic
- Improve tree health
- Tree grates create maximum walking space at narrower sidewalks



Street Furniture



Next Steps

- 25% Design complete by June/July 2010
- 75% Design complete by late November 2010
- 100% Design complete by January 2011
- Public presentations of each Design phase
- Construction to begin Spring/Summer 2011

Questions?

- The meeting moderator will recognize audience members who choose to comment.
- Please state your name and affiliation or precinct.
- Comments and questions will be limited to 3 minutes/person.
- Written submissions are welcome
- Additional written comments can be sent via email to **planning.department@framinghamma.gov** or in hard copy to:

Downtown Improvement Plan
Community & Economic Development
150 Concord Street, Room B2
Framingham, MA 01702

Thank you !

More Information

- For more information, please visit our website:

<http://www.framinghamma.gov/index.aspx?NID=1275>

- Or contact:

Community & Economic Development

(508) 532-5455

Planning.department@framinghamma.gov