

Saxonville Intersection Improvements Project

35% Design Community Meeting

November 12, 2020

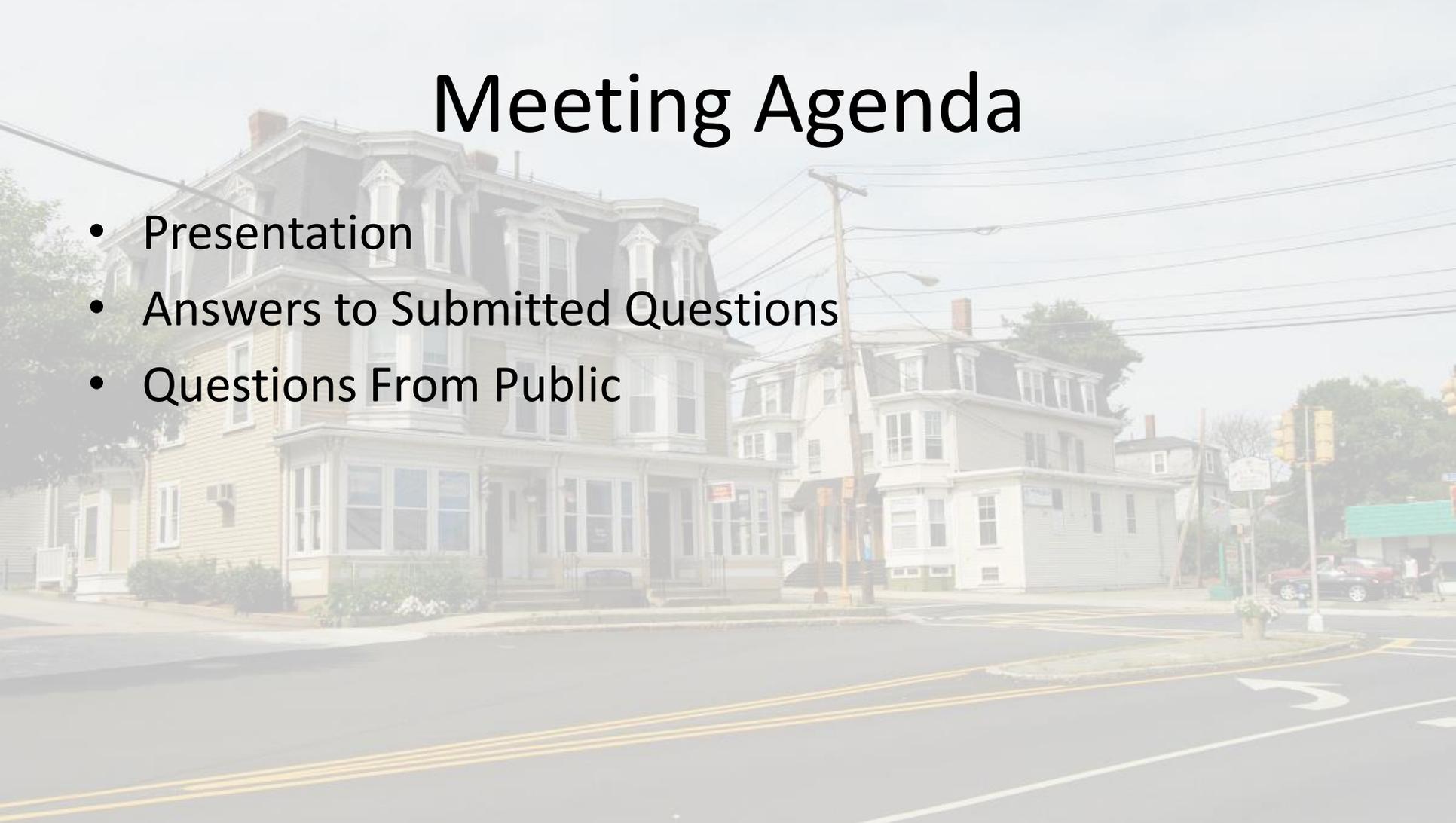


GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers

Introductions

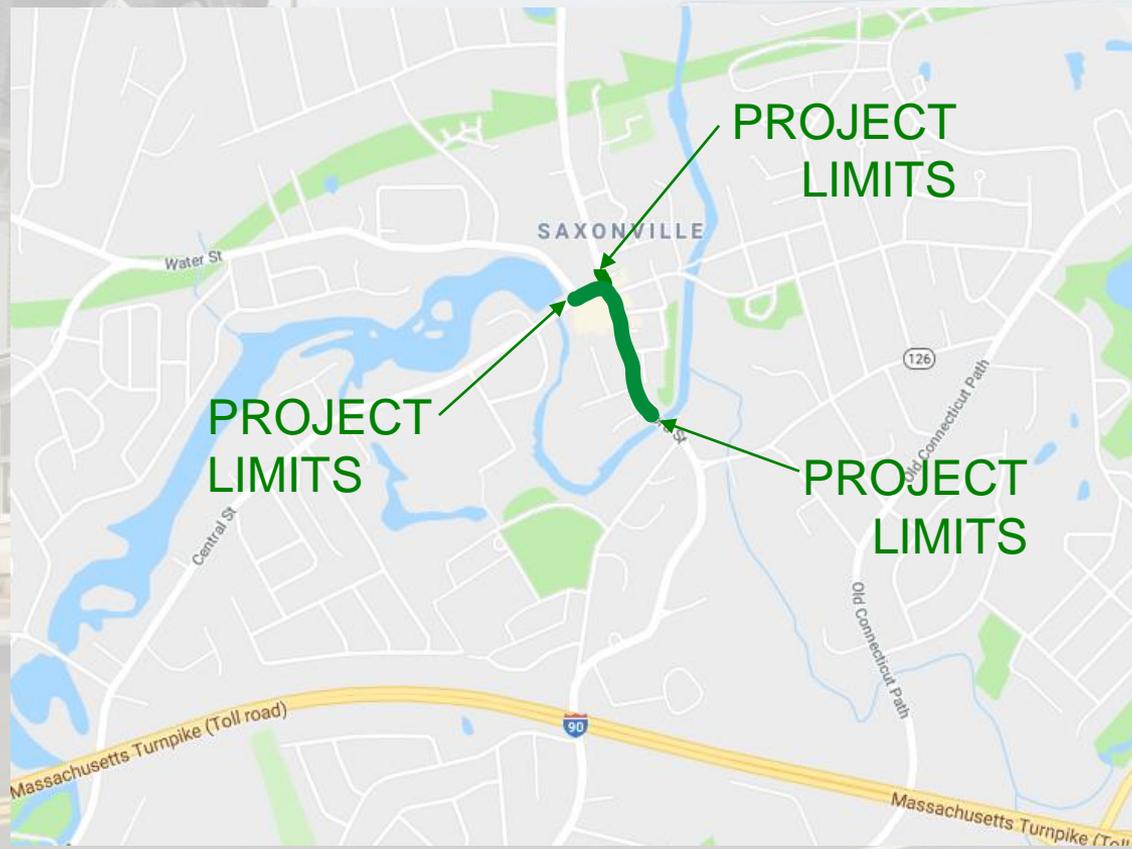
- City of Framingham Department of Public Works
 - William Sedewitz, PE, Chief Engineer
 - Vonnie Reis, PE, Director of Capital Projects
 - Matthew Hayes, PE, Senior Project Manager
 - Allyssa Jewell, Senior Communications Project Manager
- Green International Affiliates
 - Tom Bigelow, PE, Project Manager
 - John Maidrand, Project Engineer

Meeting Agenda

The background image shows a street scene with several multi-story houses. The houses have various architectural features like bay windows and dormers. There are utility poles with power lines overhead. In the foreground, there's a road with yellow double lines and a white arrow pointing right. A traffic light is visible on the right side of the street.

- Presentation
- Answers to Submitted Questions
- Questions From Public

Project Overview – Project Limits



Project Status

- Community Meeting - May 2018
- Local Business Owner Meeting - February 2019
- 35% Design Plans Submitted To City - September 2020
- 35% Design Plans Reviewed By City - October 2020
- Conduct 35% Design Virtual Public Meeting - Tonight

Existing Conditions

- Existing Conditions Overview
 - Abutted By Commercial and Residential Properties
 - 25-30 mph Posted Speed Limit
 - Non-ADA Compliant Sidewalks
 - Outdated Signal Equipment
 - No On-Street Parking
 - No Bicycle Accommodations
 - Interim Improvements Implemented



Interim Improvements

- Reduced Speed Limit*
- Reduced Travel Lane Widths on Concord Street*
- Speed Feedback Signs (to be installed this Fall)*



*Denotes FOS recommendation/request

Interim Improvements



Proposed Project Features

- 11' Travel Lanes*
- Concord Street: 2' Shoulder NB side, 8' On-Street Parking SB Side
- New Cement Concrete Sidewalks With Brick Border
- New Wheelchair Ramps Conforming To ADA/MAAB Standards
- New ADA Compliant Pedestrian Signals at Intersections
- Exclusive Pedestrian Phasing*
- Ornamental Style Traffic Signals And Street Lighting

*Denotes FOS recommendation/request



Example of Traffic Signal Equipment

Proposed Project Features

- Installing Rectangular Rapid Flashing Beacons*
 - Watson Place
 - Fuller Street
- New Pedestrian Crossings*
 - Fuller Street
 - Danforth Street
 - Central Street at Water Street
- Relocating Stop Bar on Concord Street South of Danforth Street*



*Denotes FOS recommendation/request

Proposed Project Features

- Coordinated Signal timing At Central/Concord/Elm Streets
- Revised intersection geometry
- Providing Additional On-Street Parking On Concord Street
- Accommodating Cyclists With “Sharrows”
- Repaving And Restriping City Parking Lot On Danforth Street
- Danforth Street Will Return to One Way From Concord Street
- Mill driveway near café will be signalized
- Maintaining access to businesses while addressing pedestrian safety
- 35% Cost Estimate - \$4.2 Million



Examples of Aesthetic Features



Side Street Crosswalk



Imprinted Crosswalk



**Ornamental
Lighting**

Central Street and Concord Street Improvements Community Meeting Nov 12, 2020





VICTORIA GARDEN

WATSON PLACE

PROP. RRFB

CONCORD STREET

SAXONVILLE VILLAGE

SUDBURY RIVER

EXISTING LAYOUT LINE (TYP.)

PC+19.48

PT+09.28

PC+30.10

PT+37.10

201

100

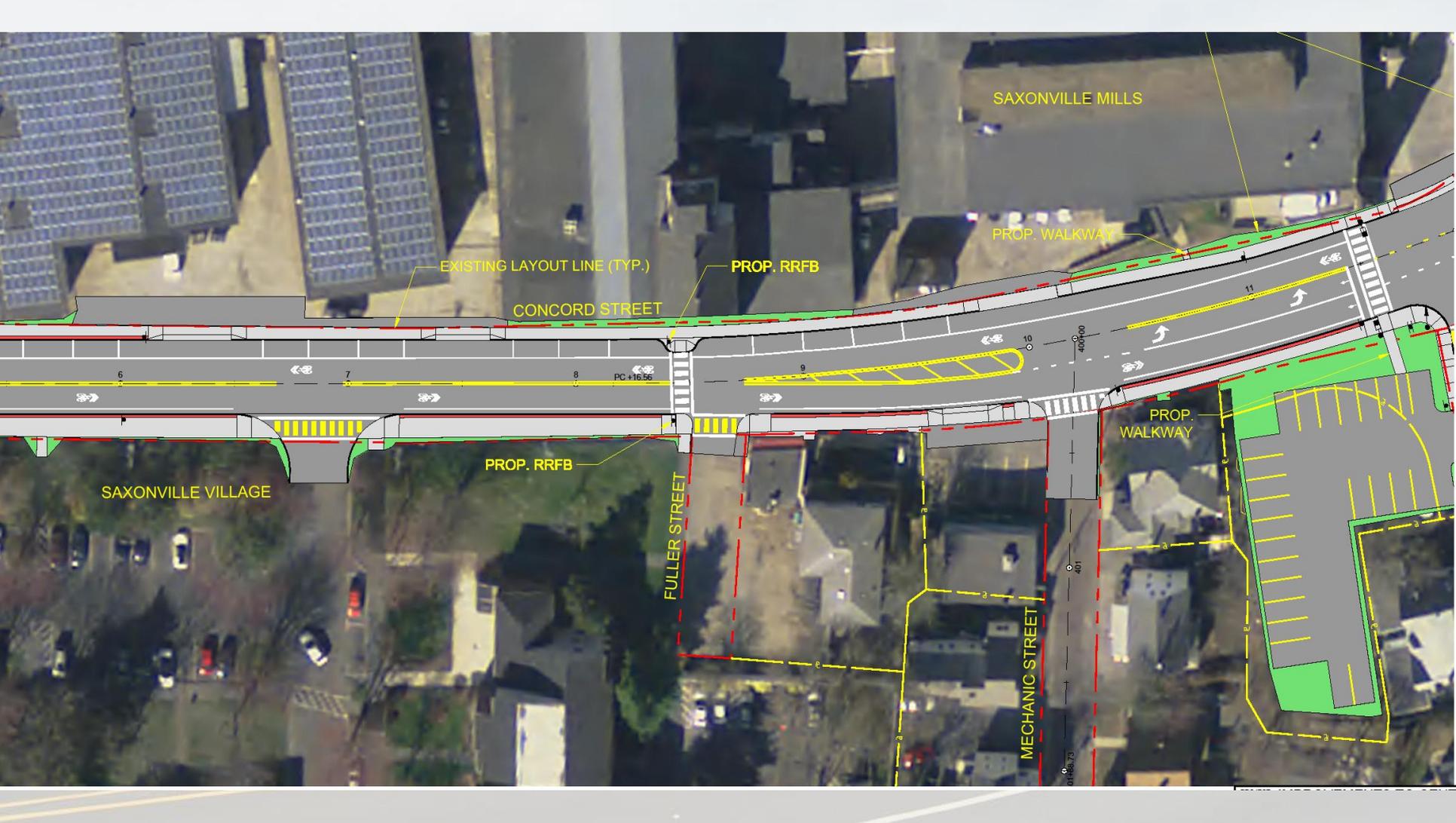
3

4

5

6

200



SAXONVILLE MILLS

PROP. WALKWAY

EXISTING LAYOUT LINE (TYP.)

PROP. RRFB

CONCORD STREET

6

7

8

PC+1656

9

40+00

41

0+88.73

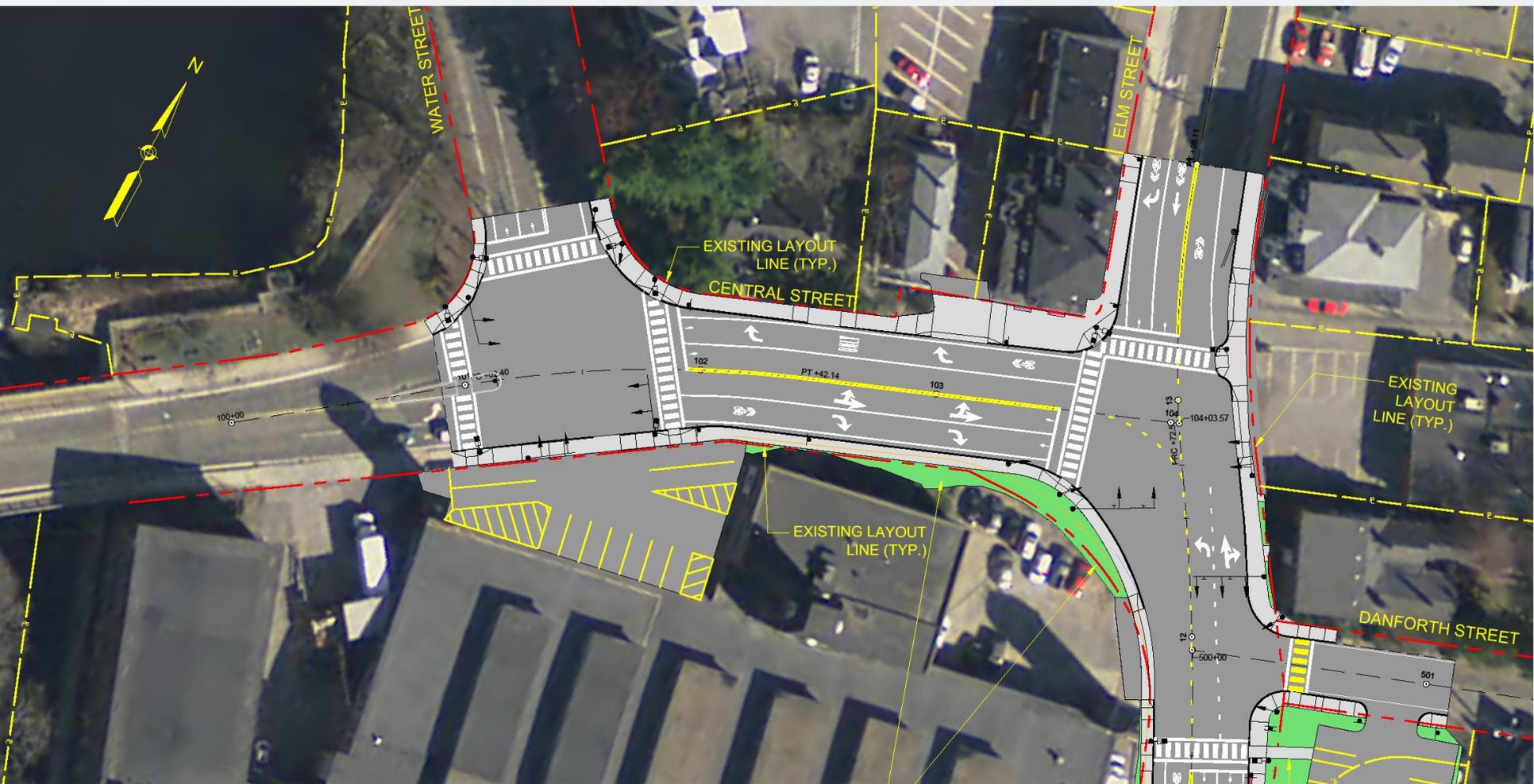
SAXONVILLE VILLAGE

PROP. RRFB

FULLER STREET

MECHANIC STREET

PROP. WALKWAY



WATER STREET

ELM STREET

EXISTING LAYOUT LINE (TYP.)
CENTRAL STREET

EXISTING LAYOUT LINE (TYP.)

EXISTING LAYOUT LINE (TYP.)

DANFORTH STREET

100+00

102

PT +42.14

103

104

104+03.57

12

500+00

501

Summary of What's Next

- Receive Comments From Meeting
- Review Comments With City
- Respond To Unanswered Questions Within 5 Business Days
- Incorporate Accepted Comments Into Design
- Prepare 85% Design Plans
- Anticipate Construction Summer 2022 (if funding allocated)

Questions

Q: Will the traffic lights on Central/Water be synchronized with the traffic light(s) on Central/Concord? I would like to hear how the city plans to address the safety issue of a repeatedly blocked intersection, if the lights cannot be synchronized.

A: The timing will be coordinated and synchronized between the two intersections which will reduce the frequency and duration of the blocked intersection. Additional green time will be provided to allow the Central Street right turn lane queues to clear while Water Street has a red light.

Q: Where will the McGrath memorial go when the Central St. island is eliminated?

A: A specific location has not been identified. We will coordinate the location with the Veterans Agent and show the location in the 85% Design Plans.

Questions

Q: What changes are being proposed to existing curb cuts: Mills, former Subway, other? Will entrance and exit points for the Mill parking along Concord Street be limited to formal curb cuts or will vehicles continue to be allowed to drive over the curb?

A: Formal curb cuts are proposed for all driveways within the project limits. The size of curb cuts are based MassDOT design standards based on the property's use.

Q: How will the Mill's loading docks be affected? Currently at Concord and Central, large trucks backing into loading dock sometimes block the Square intersection; likewise, trucks backing into the dock at the Central St. Bridge sometimes block Central Street.

A: Alternatives were reviewed to minimize these situations; however, these conditions cannot be eliminated due to existing site constraints.

Questions

**Q: How many parking spaces are being added as the result of the proposed changes?
Is there the potential for adding more?**

A: We are adding 15 on-street parking spaces. The number of parking spaces in the City owned lot will remain the same as today (25 spaces) for a total of 40 public parking spaces. The number of proposed spaces is limited by site constraints.

Q: Will the on-street parking on one side of Danforth Street be preserved?

A: The City does not intend to remove existing on-street parking.

Questions

Q: Right turns on red from Central Street have always caused a safety hazard for pedestrians and other vehicles. Will these right turns on red be prohibited?

A: Eliminating right turns on red would have a significant impact on traffic operations; therefore, the right turn on red will not be eliminated. However, a “No Turn on Red” LED sign is proposed to activate when the pedestrian phase is active.



Q: Will there be bicycle racks at the Danforth St. parking lot?

A: None are proposed at this time.

Q: Will there be an accommodation for a bus stop kiosk at the Mill?

A: There are no known plans for a bus stop in this area, but we will coordinate with MWRTA and to discuss the potential for a future stop.

Questions

Q: What other pedestrian amenities (e.g. benches and kiosks) are contemplated, and what space has been reserved for them?

A: None are proposed at this time.

Q: Where will street trees be placed to add shade, color, and texture? Will there be planters or planting spaces?

A: Street trees and plantings will be included at the Danforth lot, the southwest intersection quadrant and along Concord Street if possible, based on conflicts with utilities.

Q: How will left turns onto Mechanic Street be managed? With only one lane south and one lane north on Concord, vehicles waiting to turn left back up southbound traffic.

A: Left turns onto Mechanic Street will be prohibited during peak hours. A wider shoulder will also provide room for a vehicle to overtake a turning vehicle.

Questions

Q: The combination left turn/thru directional arrow on Central Street at Concord Street is confusing since the thru lane leads to a business parking lot. Suggest eliminating the thru arrow.

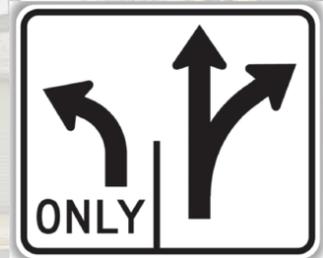
A: The business driveway is part of the signalized intersection and is therefore considered an intersection approach. The directional arrow shown is based on MUTCD requirements.

Q: Suggest adding thru/right turn combination directional arrows/signs on Concord Street at Danforth Street for NB traffic.

A: The suggested arrow can be added to the project.

Q: Consider symbolic lane assignment signs vs signs with all words.

A: Both signs meet MUTCD requirements. We will review the proposed signs with the City and propose signs consistent with the City's standards.



FOR FUTURE PROJECT UPDATES AND TO STAY CONNECTED WITH FRAMINGHAM PUBLIC WORKS, PLEASE VISIT:



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www.BuildingFramingham.com



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Webinar ID# 836 8367 3409

Press *9 to speak



PUBLIC PARTICIPATION GROUND RULES

- Questions submitted prior to the meeting will be discussed first
- You will have 3 minutes to speak
- Participants will not be able to speak more than once until everyone has had an opportunity for their voice to be heard
- Inappropriate language and/or offensive comments will NOT be tolerated
- For follow-up questions that cannot be answered tonight, we will post a Q&A sheet on the City website 5 business days after the meeting
- Hard stop at 8 p.m.