

Main Street Public Meeting 11/18/24 HYBRID at Morse Institute Library - In-Meeting Poll Questions and Resposes

How do you feel about Main Street?

How do you use Main Street?

For Segments 1, 2 & 3, what is your preferred option and why? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

For segments 1, 2 & 3, what is your concern with each option? (1: Reduced Bicycle Accomodation Layout AND/OR 2: Enhanced Multi-modal Accomodation)

For segments 1, 2 & 3, what enhancements can be made to your preferred alternative? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

****Polling Error - Responses to Questions in Red Above Not Recorded - see poll sent 11/22/24****

For segments 4 & 5, what is your preferred option and why? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

Angled parking

1; best parking option; most bang for least negative impact

Limited bike option.

Option 1 does not reduce parking , which is preferable to me

Either no Chang or limited option

2 for bike and scooter safety and better circulation and use of alternative transportation options

Sidewalk wide enough for activity

Very concerned for merchants while this and the 9/27 Greenways is erected

The option with enhanced bike lanes. We can replicate parking nearby and this will provide much safer conditions for everyone. Safety is the priority

Bike lane and parallel parking. Presumes commitment to parking capacity expanding around natick ctr and improved wayfinding

1 - more parking. Less construction

Enhanced bike lanes

Bicycle enhanced option as I could then stop driving a car for all my trips to Natick Center businesses and the library

Enhanced biking seems better as protected bike lanes are safer

enhanced bike access

Has to be Option 1 unless or until more parking can be provisioned

For segments 4 & 5 bike lanes are definitely needed. It is currently very scary to bike to the retail shops there and dedicated lanes would help increase business, and would decrease car traffic

If cyclists and pedestrians could feel safe navigating downtown by lane separation, other traffic calming measures, these would be used more to access do

For segments 4 & 5, what is your concern with each option? (1: Reduced Bicycle Accomodation Layout AND/OR 2: Enhanced Multi-modal Accomodation)

Put a parking lot on west main 3 story then you can do whatever you want

Practicality; most of traffic is THROUGH traffic, not nearby residents shopping downtown

Reverse angle parking will confuse a lot of people. I can imagine drivers making a wide turn to allow them to pull in facing forward

How to slow southbound traffic into downtown

Sharrows are dangerous

Both options eliminate parking in to e busiest areas of the downtown where the businesses are.

Option 1 is still dangerous for bikers, especially when it's dark outside

Crosswalks at main and central are too long

Need clear signage
Not enough roundabouts. We need to increase safety for left turns
No concerns. We need more space for pedestrians and cycling.
Parking management needs an upgrade
How will we slow traffic coming into downtown from north
Pedestrian safety and cyclist safety are top concerns along with not harming Natick businesses during construction or parking availability
Both:excessive concern for minor usage
Parking has to be the priority! Majority of people will still drive
Parking! Safety. Having the bike lanes outside of the parking seems dangerous
I don't like biking in mixed traffic where it's so busy.
Parking and vehicle safety
can't support enhanced bike access in absence of parking plan
I like the bump outs
Reverse angle parking will require lots of education
Option 2 - loss of parking
Not safe
I like the reverse parking
Not enough parking spaces
No concern with option 1
Very concerned for merchants while this and the 9/27 Greenways is erected
For segments 4 & 5, what enhancements can be made to your preferred alternative? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)
In winter time, what happens to the snow that is plowed?? Onto he bike lanes, onto sidewalks
This proposal is waaaay too premature to implement at this time. There are 4 new construction projects in process that will bring new residents and businesses and increased traffic to the downtown. It may be more prudent to wait until these projects are completed to then study the how the traffic impacts the downtown area.
Thank you for exploring making Summer Street, and potential Pond Street one way at certain places to decreases vehicular crashes, improve parking (if possible), and improve pedestrian safety and potentially bike safety also
Are raised crosswalks an option at a few laces?
Parklets for dining
Cars will ignore the no right on red sign as they already do at General Greene and Main. Thinking it will work at Main and 135 is unlikely. A right hand turn green arrow or flashing yellow may be a safer option if research agrees with my guess
Raised crosswalks or intersection tables at the entrances to downtown
Reflective posts on bike lane lines
Look at Boylston St issues that have arisen
And yes, right on red is unsafe for pedestrians
Bike and pedestrian delineation is feasible but needs separation
Please no right on red as it's not safe. People do it anyway when it's not allowed and pedestrians are crossing.
Some improvements could be done now like adjusting the light timing and the do not block.
Take into consideration additional businesses planned for the Main/Pond St. corner as well as additional traffic as a result of new housing being built downtown and and RT. 135
How do we better accommodate delivery services?
Some improvements (eg, Pond St Do Not Block) can be done immediately.
A parking garage would be ideal
Protect room for sidewalk dining, popup vendors, buskars
Main and south needs to be a circle.
And yes to making Pond street one way that someone else suggested! People don't always stop left turns even if signage says they can't and it is unsafe
Better signage for pedestrians

Building a multi-story car park!
Parking farage
Space for benches and art
Street furniture
Space for art, sculpture, gathering, seating
Consider how to mitigate heat islands
Make pond street one way
More parking

Main Street Public Meeting 11/18 Follow-Up Poll - Sent 11/22 (to collect responses not recorded during the meeting)

How do you feel about Main Street?

TEST
I like that Natick has an active downtown along its main streets. I am concerned with the level of traffic that passes through and the rate of speed through the Rt. 135 to North Main Street bridge. I also have concerns that people not using the crosswalks presents real danger and an pedestrian accident waiting to happen.
Concern over congestion and accessibility
I think it's very dangerous for driving, parking, and biking
I love Main Street with its historic buildings and the lack of chain stores. We enjoy a hometown feel because our businesses are owned by individuals.

How do you use Main Street?

TEST
I use Rt. 27 and Rt. 135 to access downtown banks, stores and restaurants. i also use it access points north such as Rt. 9, the Rail Trail, other destinations. I have my alternate routes that avoid Natick center depending on the time of day.
I work at 20 Main and do most of my shopping on main
I mostly drive through it and walk to businesses. I live fairly close and often walk there with my kids. I drive through it 2x a day.
I am on Main Street 5 days a week at the minimum. I bank and own a business on Main Street as well as doing much of my shopping here. In the past I have been in an art studio on Main Street so I have held a business on or just off Main Street for 25 years.

For Segments 1, 2 & 3, what is your preferred option and why? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

TEST
multi-modal. the road is wider here and an it appears it can accommodate bikes in the road. 3
Definitely enhanced multi-modal. I live off of East St. and would LOVE a bike lane to the center of town. If I felt comfortable biking through main street I would go more often and it would reduce my trips using my car and therefore reduce traffic. The dangers of biking through main street reduce my ability to bike to the bike trail, the surrounding playgrounds and businesses.
I prefer the Enhanced Multi-Modal Accommodation because I see walking and biking as the future of transportation in Natick Center. I do think it is critical that whatever is decided for the final design that it is consistent. I think, for safety, the order of lanes should be Sidewalk - Bike Lane - Parking - Travel. Having a bike lane in-between travel and parking is extremely dangerous. In these sections I understand that the bikes are at road level.

For segments 1, 2 & 3, what is your concern with each option? (1: Reduced Bicycle Accomodation Layout AND/OR 2: Enhanced Multi-modal Accomodation)

TEST
I don't think bikes at the same level as pedestrians walking on the sidewalk is safe or a good idea. Bike lanes next to parallel parked cards is a safety concern.
Bottom line, move bike lanes out of downtown. 1. Safety issue to bikers with people not seeing them when pulling in/out of the spaces and to avoid ongoing congestion. Bikers find rules do not apply to them and parking people are consistently irritated with the bikers. It's not a happy time and there is no amount of education that will fix it. 2. Do not remove trees. Reduce congestion by having sign for right turn only at pond and 27 is an easy fix.
The enhanced multi-model could consider reflective posts on the margins of the bike lanes. The reduced bike layout shouldn't even be considered. Every new street project should accommodate bikes.
Again, with final design there will need to be a great deal of driver education. Also, through the area of this entire project cars currently travel too fast. I think that by prioritizing bikes and pedestrians cars may be forced to slow down.

For segments 1, 2 & 3, what enhancements can be made to your preferred alternative? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

TEST
Reduce sidewalk width to accommodate a street level bike lane.
Same as above, please try and actively explore the rerouting of bike traffic out of downtown and some investigation to a parking building on west central. I think with those in place anything after that will be an easy approval.
See previous response: The enhanced multi-model should have bike lines through the intersections and maybe even dedicated bike lights.
As I mentioned above changing the order of the lanes will make it safer for bikers.

For segments 4 & 5, what is your preferred option and why? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

TEST
I like the buffered bike lanes.
4- same reason as above
Enhanced multi-model because every new street project should have bike lanes. The new street work north of these segments has bike lanes now (even though they are super narrow and still quite dangerous) and we can't just cut the bike access off right before the town center where all the stores are.
To keep consistency I prefer the Enhanced Accommodation. If I could fulfill my dream for these sections I would eliminate parking. I realize this is not possible so this is a good alternative. I am still not convinced by the reverse parking but with education it may be a good idea. As I mentioned before traffic will have to be slowed.

For segments 4 & 5, what is your concern with each option? (1: Reduced Bicycle Accomodation Layout AND/OR 2: Enhanced Multi-modal Accomodation)

TEST
I want to keep bikes and walkers well separated.
As as before
The intersection with 135 needs bike guide-lanes. The option without bike lanes should not be considered. I would be very upset if my tax money went to a project that doesn't have bike lanes and therefore promotes more car use. Cars are dangerous and cause pollution.
My biggest concern is having bikes and pedestrians at the same level with no barrier. Watching the happenings on Main Street as I do daily there will be issues with walkers paying no attention to bikers and vice versa. I think that having consistent access to bike lanes is very important. Stopping and starting them would be very dangerous.

For segments 4 & 5, what enhancements can be made to your preferred alternative? (1: Reduced Bicycle Accomodation Layout OR 2: Enhanced Multi-modal Accomodation)

TEST
Not sure.
There is a concern that rt135 is also unwelcoming for bikers and it would be very helpful to at least have bike lanes on the parts of 135 near main street to increase bike traffic. Then have more bike signs and guides in the 135/27 intersection.
At this time Natick Center can not afford to lose parking spaces with parallel parking. Is there room to have perpendicular parking, drive or back in and a bike lane without losing the current sidewalk width? If the bike lane is at sidewalk height can there be a divider, a low narrow, trough-like strip where flowers or low shrubs could be planted? There could be cut throughs for pedestrians to get to their cars but a low physical barrier may discourage jay-walkers especially those with strollers! I would like to have the opportunity to discuss the current crosswalks and how they will change with the final design.