

## Natick Main Street Corridor Improvement Study



June 3, 2025



Morgan Griffiths – Transportation & Economic Development Planner

William McDowell, PE – Town Engineer

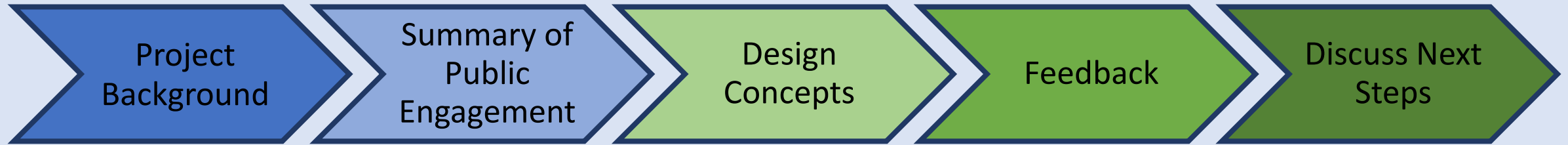
John Digiacomo, PE – Assistant Town Engineer



Wing Wong, PE, PTOE – McFarland Johnson, Inc.

Bo Conley – McFarland Johnson, Inc.

# Agenda and Purpose



**Goal of this Meeting:** Obtain direction from the Select Board on a preferred concept and support for a grant to fund the project's next phase.



We are here

## PHASE 1: PLANNING

- Assess existing conditions
- Conduct public outreach
- Establish design concept to take into Phase 2

Summer 2023 - Spring 2025

## PHASE 2: DESIGN

- Bring the preferred concept through the design process

~ Fall 2025 - Fall 2027\*

## PHASE 3: CONSTRUCTION

- Solicit bids for construction
- Construct full design

~ Late 2020s - Early 2030s\*

\*Time periods for Phases 2 & 3 are estimates and subject to change

# Project Background

1. Reconstruction of Route 27 from Cottage Street to the Sherborn Town Line

New sidewalks and 4' shoulders. Enhanced crosswalks and bike markings



3. Cochituate Rail Trail Construction

New bike path to downtown Natick

5. Bridge Replacement, N-03-020, Route 27 over Route 9 and Interchange Improvements

4. Reconstruction of Route 27 from North Avenue to the Wayland Town Line.

New sidewalks and bike lanes

2. Natick Center Station Accessibility Improvements

6. Downtown Main Street Improvements

# Segment Layout





“Improve safety in all travel modes through the implementation of a Complete Streets design approach, roadway and intersection improvements, and proven safety counter-measures.”



“Reduce traffic congestion and improve accessibility by improving multi-modal access, including vehicular access, public transit, walking, bicycling, and ride-sharing.”



“Support a safe and active street life in Natick Center by investing in sidewalks, crosswalks, bike facilities, signage improvements and promoting sidewalk cafes and outdoor spaces.”

# Key Project Goals



Improve safety for all road users



Improve/expand pedestrian spaces



Mitigate traffic congestion

Based on recent crash data....

Pedestrian crashes occur along the entire project.

There was one pedestrian fatality at Whalen Street.

The Downtown is in the top 5% for pedestrian crashes in the state.

Many rear-end crashes are noted to be due to pedestrians crossing unexpectedly.

# Importance of Multi-Modal Access

“In cities that are building protected bike lane networks, cycling is increasing, and the **risk of injury or death is decreasing**. Pairing appropriately-scaled bike share with protected bike lanes increases ridership and is **essential to equity and mobility efforts**.” – NACTO

Bicyclists riding in areas **without bike paths or lanes are nearly twice as likely to feel endangered** (mostly by motorists) as bicyclists with paths or lanes, and more than **four times as likely to be dissatisfied with how their community is designed** for making biking safe. - USDOT Bureau of Transportation Statistics

“Streets that accommodate all users — including cyclists, pedestrians, and transit riders — mean **less traffic congestion** and **better quality of life**. Not surprisingly, then, they are also linked to **higher commercial property values** and **lower vacancy rates**.” – Streetsblog



Walnut Street Newtonville

**Bicycle Lane Additions can reduce crashes up to:**

**49%**

for total crashes on urban 4-lane undivided collectors and local roads.<sup>7</sup>

**30%**

for total crashes on urban 2-lane undivided collectors and local roads.<sup>7</sup>

Source: <https://highways.dot.gov/safety/proven-safety-countermeasures>



**U.S. Department of Transportation  
Federal Highway Administration**

**OFFICE OF SAFETY  
Proven Safety Countermeasures**

**Bicycle Lanes**

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists<sup>1</sup> because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, state and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

**Safety Benefits:**  
Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

- 53%** for total bicycle/vehicle crashes.
- 49%** for total crashes on urban 4-lane undivided collectors and local roads.<sup>7</sup>
- 30%** for total crashes on urban 2-lane undivided collectors and local roads.<sup>7</sup>

**Applications**  
The FHWA's *Bikeway Selection Guide* and *Incorporating On-Road Bicycle Networks into Resurfacing Projects* assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through *Road Diets*. Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.<sup>2,4</sup> For a marked bike lane without vertical elements, a lateral offset with marked buffers can help to further separate bicyclists from vehicle traffic.

**Considerations**  
In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the cycling network), and land-use context (adjacent land uses, types and intensity of conflicting uses, demands from other users for outside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.

• City and state policies may require minimum bicycle lane widths, although desirable bicycle lane widths can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

- Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.<sup>4</sup>
- Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.
- In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.<sup>5</sup>
- Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.<sup>6</sup>

**For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwas18077.pdf>.**

FHWA-SA-21-051

1. Thomas et al. "Bicyclist Crash Types on National, State, and Local Levels: A New Look." Transportation Research Record 673(6), 664-676, (2019).  
2. Separated Bike Lane Training and Design Guide. FHWA-HEP-15-025, (2015).  
3. CDM ID: 11216) Developing Chills for Separated Bicycle Lanes. FHWA-HEP-09-026, (2009).  
4. Park, and Abshir-Any. Evaluation of safety effectiveness of multiple cross-sectional features on urban arterials. Accident Analysis and Prevention, Vol. 97, pp. 245-255, (2016).  
5. FHWA Tech Advisory (Shoulder and Edge Line Functionality). (2011).  
6. Spratt et al. "Ensuring Equity in Pedestrian and Bicycle Planning." FHWA, (2016).  
7. CMAP ID: 10726. (2012) Development of Core Modification Process for Bicycle Lane Analysis While Reducing Lane and Shoulder Widths. FHWA-MET-21-012, (2021).

**ZERO**  
A PART OF THE U.S. DEPARTMENT OF TRANSPORTATION

# Importance of Multi-Modal Access

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**Proven Safety Countermeasures**

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7. CMAP ID: 10726. (2022) Development of Core Mitigation Factors for Bicycle Lane Analysis While Reducing Lane and Shoulder Widths. FHWA-HSP-21-012, (2021).

FHWA-SA-21-051

**ZERO**  
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**2013**

## Summary

- Parking demand level varies by study
- Parking supply generally available outside of the Main Street corridor
- More wayfinding signs recommended



**2018**

NUMBER OF EMPTY SPACES 1-5PM	Street/Lot	Permit/Meter/Keek	WEEK 1				WEEK 2			
			T	W	Th	F	M	T	W	Th
			1071	111	112	112	116	117	118	119
	West Central St	Permit	23	24	23	24	25	25	25	24
	West Central St	Meter	4	5	6	6	4	5	5	6
	Pond St Lot	Permit	16	11	12	10	20	19	14	16
	Pond St Lot	Keek	31	28	31	26	37	24	26	30
	Summer St	Meter	11	9	11	4	9	12	12	8
	Summer St Lot	Keek	9	8	7	6	7	7	10	6
	Summer St Lot	Permit	34	26	42	35	29	22	24	54
	Middlesex Ave	Permit	2	3	4	6	4	3	5	5
	Middlesex Ave	Meter	10	9	12	12	11	12	12	12
	North Main St	Meter	1	2	2	2	2	2	2	2
	North Main St	Permit	1	1	2	2	2	2	2	2
	North Ave	Meter	2	1	3	1	2	1	2	2
	Main St	Meter	23	16	18	11	23	11	17	26
	Court St	Meter	6	5	7	6	7	7	6	7
	South Ave	Meter	3	4	3	7	7	4	6	11
	South Ave	Permit	16	16	13	16	16	16	16	17

**2023**

**(Empty spaces count by Natick PD)**

2023

- Met with the Town twice
- Held listening session with businesses

2024

- Met with property owners
- Online survey
- Developed Concepts
- Community Meeting

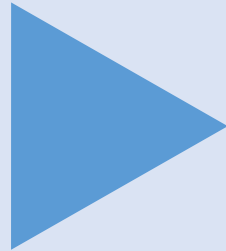
2025

- Met with TAC
- Met with Safety Committee
- Met with EDC
- Follow up meeting with Safety Committee
- Today's Meeting

# Community Survey Results

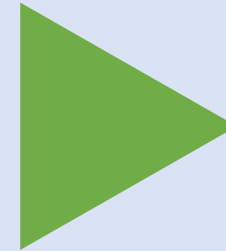
## Online Survey

- Conducted  
between May and  
June 2024



## Community Meeting

- Obtained feedback  
from meeting  
attendees



## Town Committees

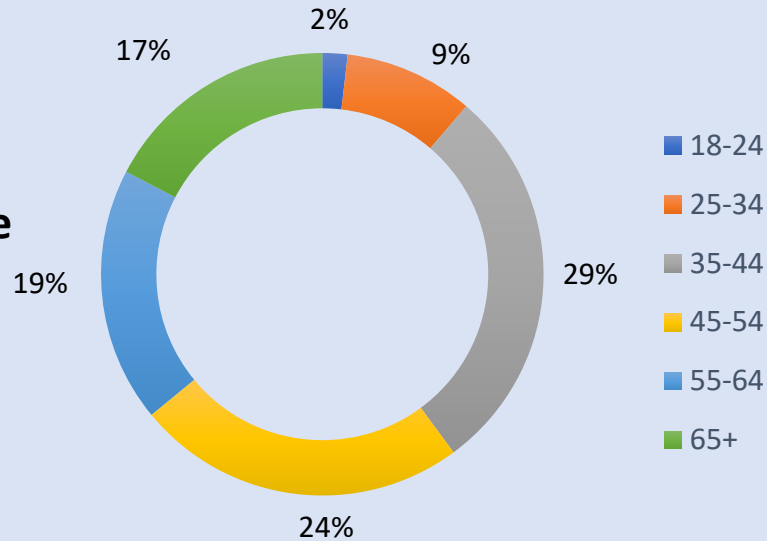
- Obtain feedback  
from committee  
members

# Summary of Survey Results

418 Responses



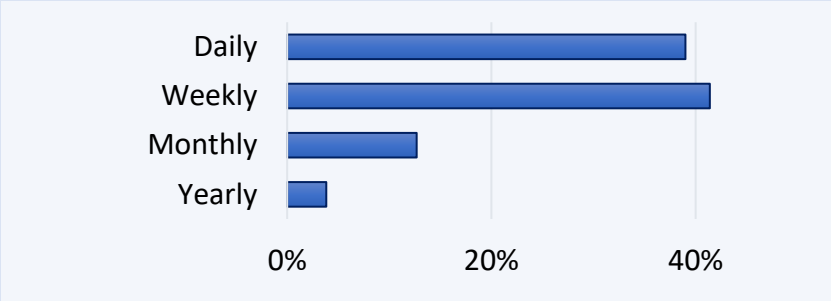
50% of participants are  
of 35-54 years








Of participants residing within ½ miles of  
Main Street, 87% own their residence.

# Summary of Survey Results

## How frequently do participants visit?







## For what reasons?

-  Shopping or Restaurants – 66%
-  Library – 63%
-  Commuting or **Other** – 40%
-  Doctor – 14%
-  School or Religious Services – 8%

**Other:** Recreation, leisure, bank, post office, town hall, residence, walking, social, farmers market, civic participation, gas, dry cleaning etc.

## How do they get there

-  90% - Drive alone
-  63% - Walk
-  19% - Carpool/Vanpool
-  19% - Bicycle/E-Scooter

# Comments Received from Community Survey and Feedback from Property Owners

Get rid of angled parking, it's hard to see pedestrians or bikes, too much traffic

More parking, better pedestrian accommodations and visibility

Improve visibility at mid-block crossings

More trees!

Mitigate gridlock from southbound cars turning left onto Common Street.

Improve ADA accessibility for pedestrians

Concerned for the safety of pedestrians and bicyclists and would like to see more accommodations made

Consider installing a crosswalk at South Main Street and Pond Street

Allow right turn on red!

Reduce traffic near Pond Street and Route 135 intersections

Better and more sidewalks with flashing crosswalk lights

Outdoor seating, more benches and planters

Would prefer sidewalk widths to not be reduced

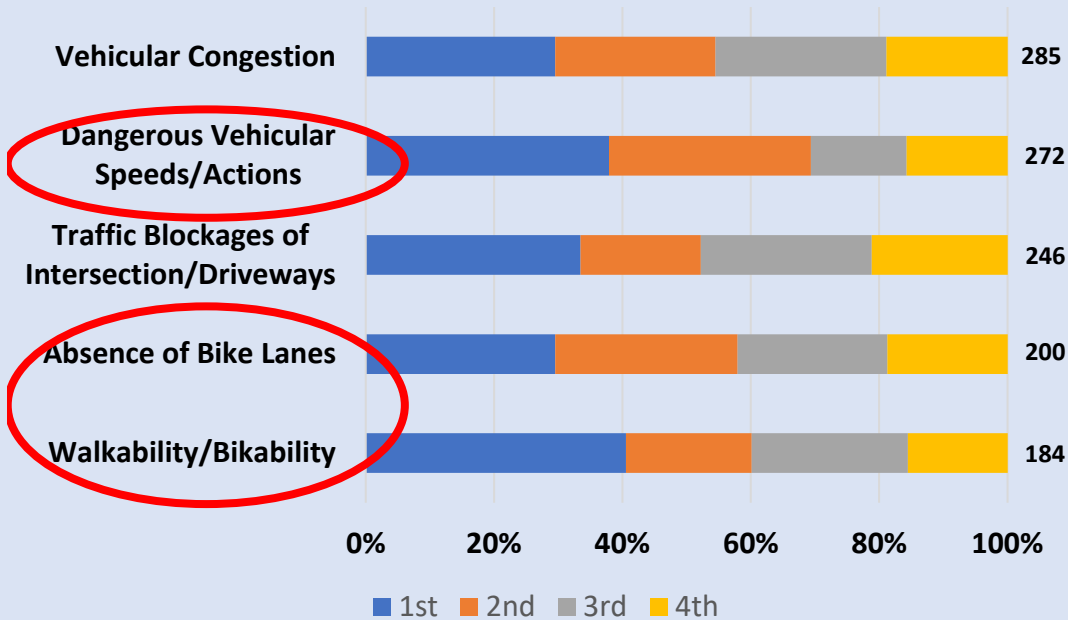
Need more public, accessible parking

Improve visibility at Cottage Street and Pond Street

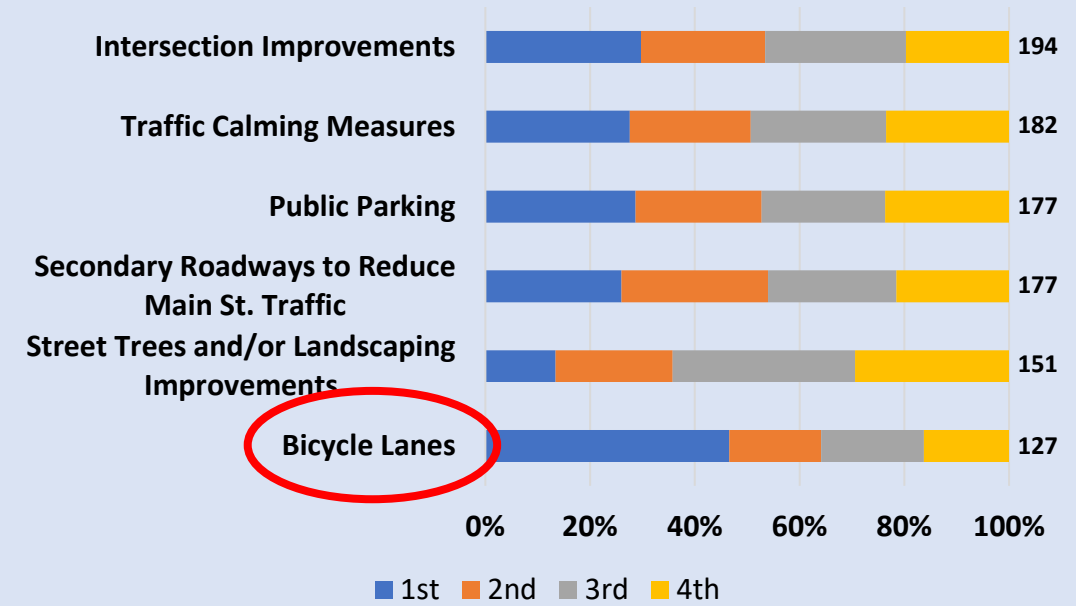
Remove parking by Pond Street, it's too narrow

# Summary of Survey Results

## Critical Issues

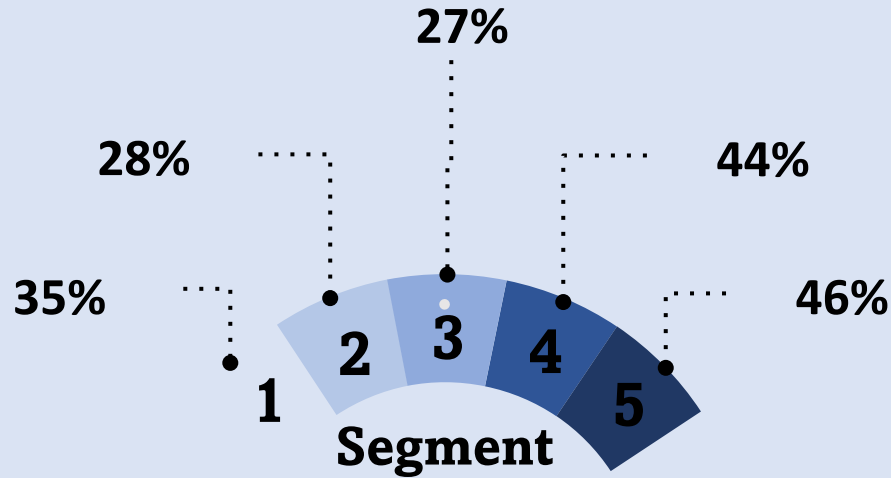


## Project Type Ranked by Importance



Participants believe that by prioritizing these project types the major critical issues will be mitigated allowing Main Street Corridor to achieve its greatest potential while encouraging a greater sense of community and vibrancy within the town of Natick.

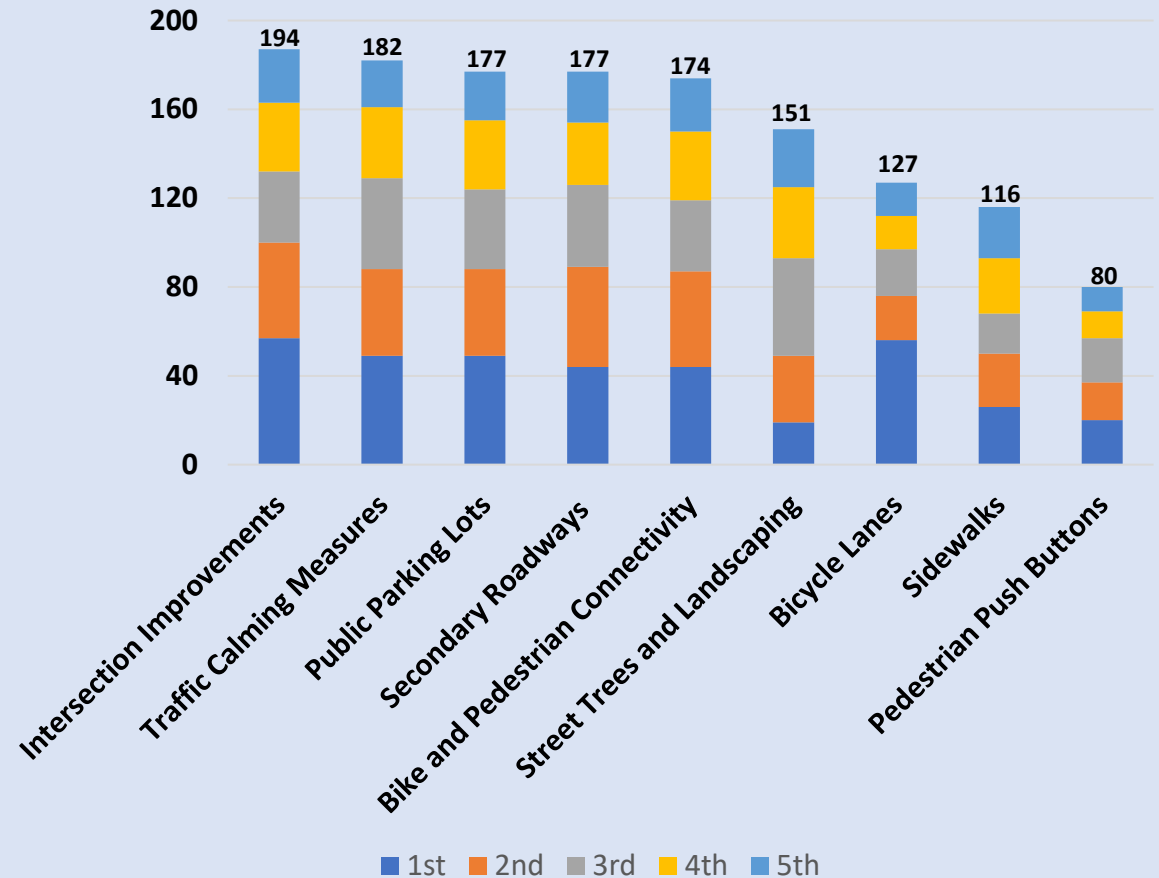
# Summary of Survey Results



- Segment 1 [Cottage Street to Family Farms Convenience Store]
- Segment 2 [Family Farms Convenience Store to Common Street]
- Segment 3 [Common Street to Pond Street]
- Segment 4 [Pond Street to East Central Street]
- Segment 5 [East Central Street to South Avenue]

### What Segment(s) Need Most Attention

What type of projects should the Town invest in to improve the Main Street Corridor?  
Select your top 5 issues, 1 being the most important & 5 being the least important.



## What future opportunities do you see along the Main Street Corridor?



**Green Space**  
Trees  
Park Benches



**Restaurants**  
Cafes  
Fine Dining



**Luxury Shopping**  
Small Businesses



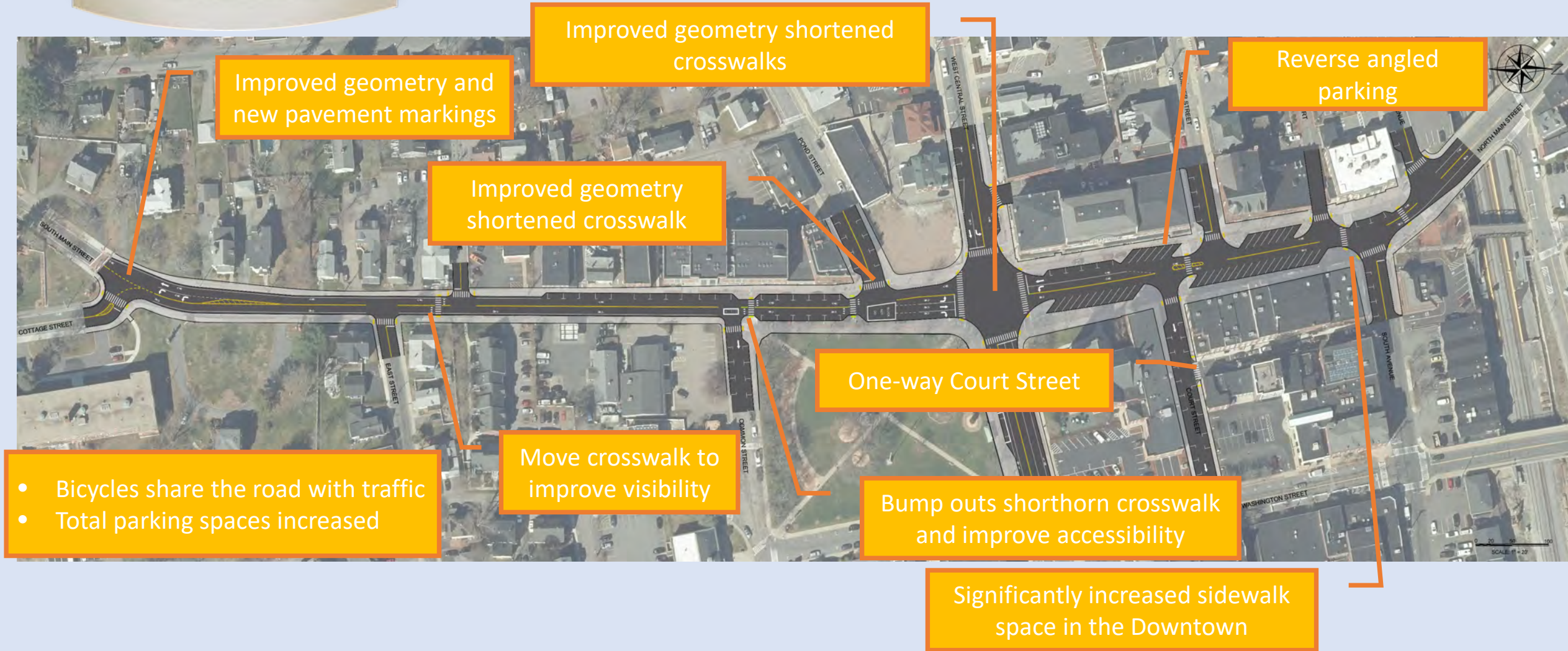
**Grocery Stores**  
Hardware Stores

Participants believe that Main Street Corridor can restore its vibrance and community-oriented atmosphere by prioritizing safety measures for roadway users and by investing in the quality of downtown destinations.

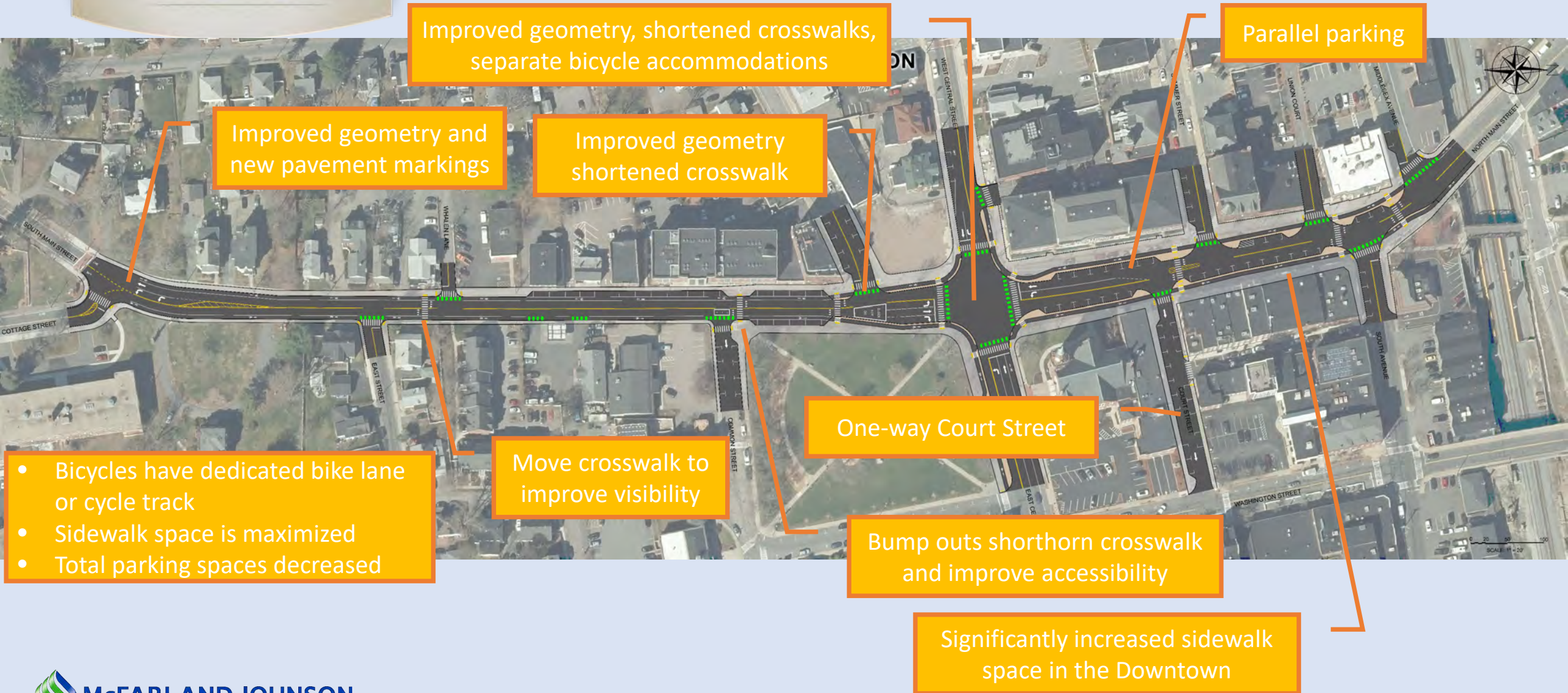


- Main Street has a “Medium Potential for Everyday Biking” according to MassDOT 2022 data
- Anticipated to increase to “High Potential for Everyday Biking” when Rail Trail is complete and North Main Street added

# Concept 1 Limited Bicycle Accommodation

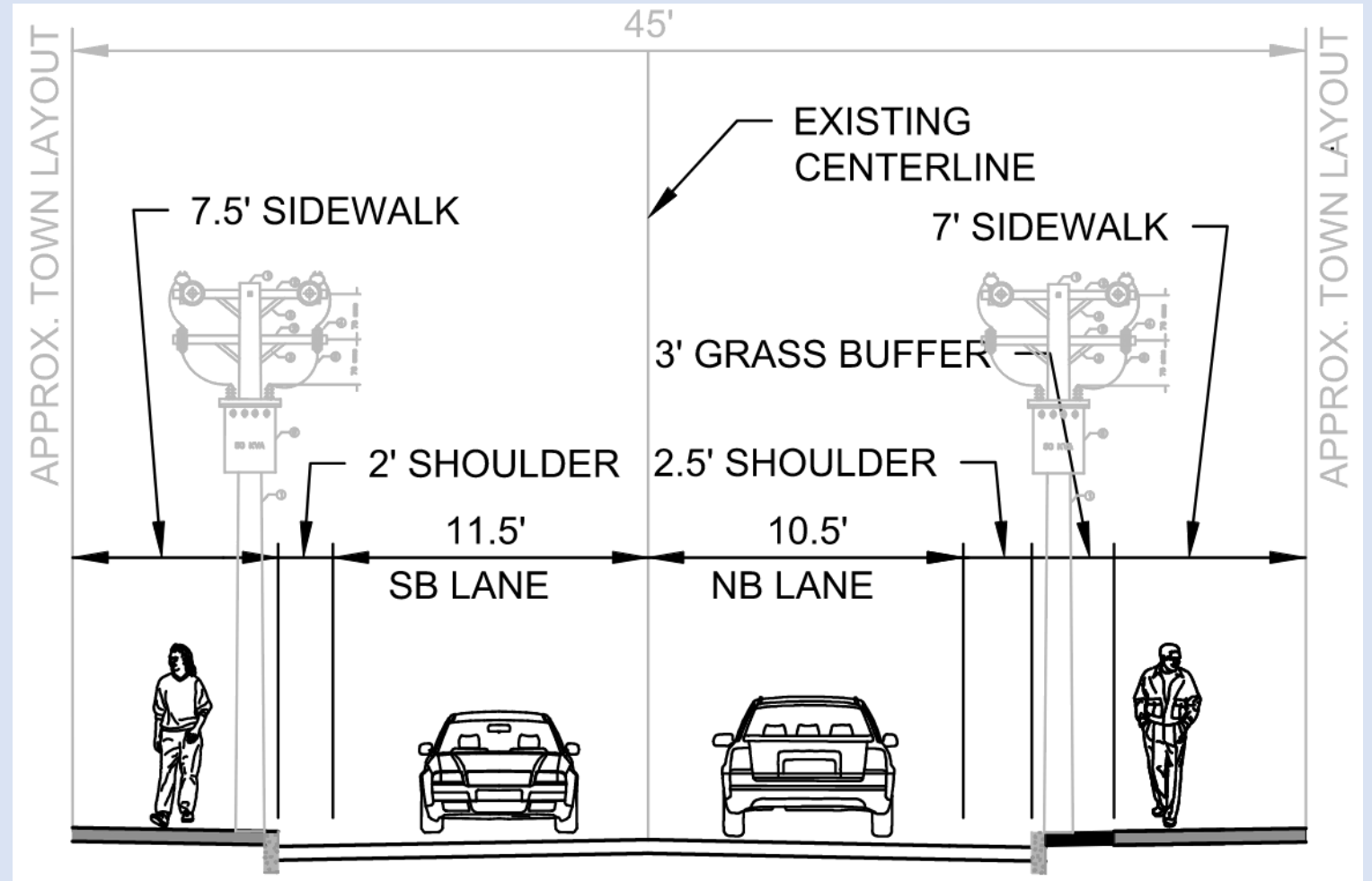


# Concept 2 Enhanced Bicycle Accommodation



# Segment 1 – Cottage Street to Gas Station Existing Condition

- Overhead utilities
- Sidewalks on each side
- No on-street parking
- No dedicated bicycle accommodations
- Unsignalized crosswalks



# Segment 1 – Cottage Street to Gas Station Limited Bicycle Accommodation

**NOTES:**

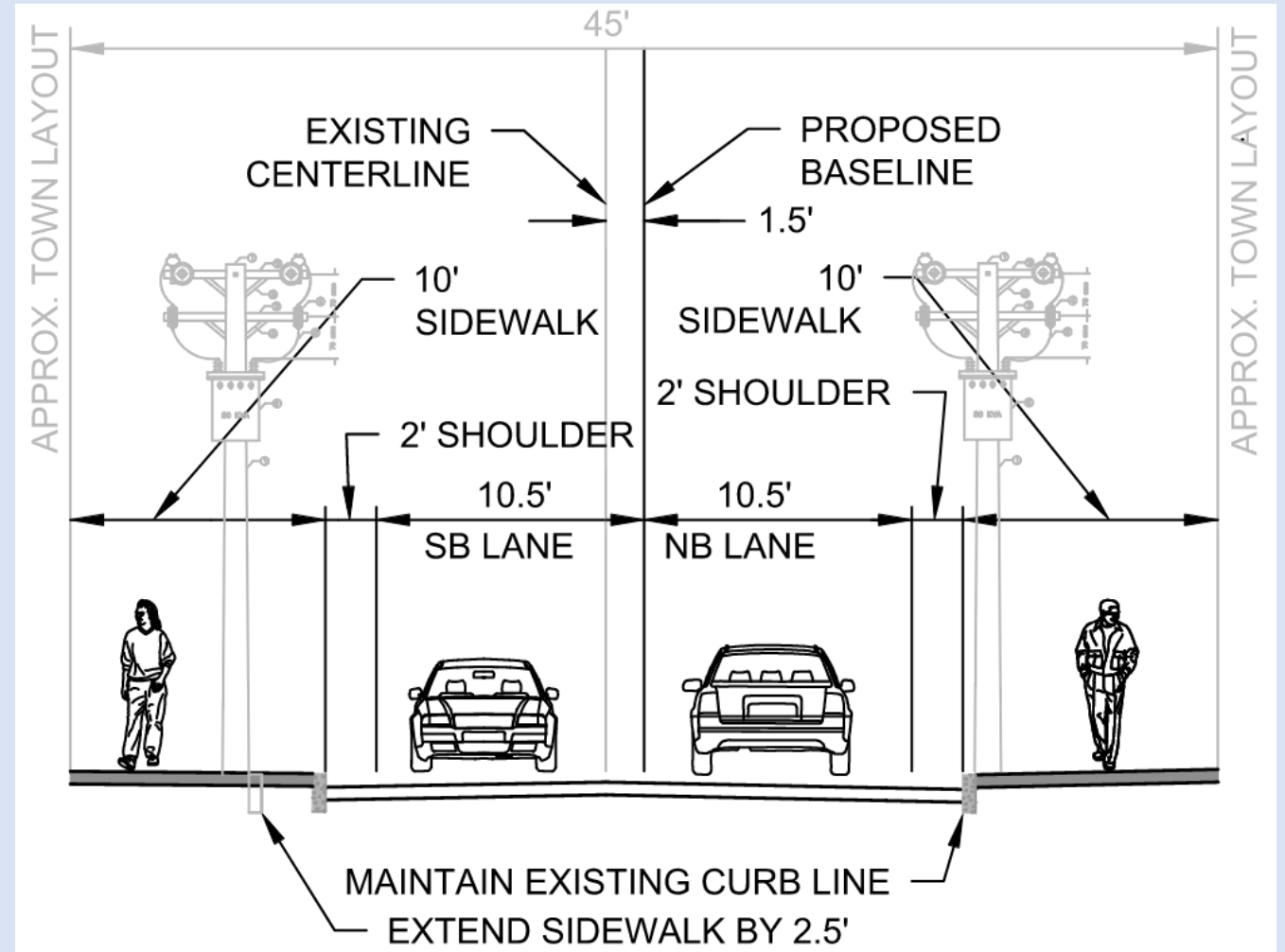
- Bikes and cars share the road
- Reduce travel lanes
- Maintain 2' shoulders
- Remove grass strip

**PROS:**

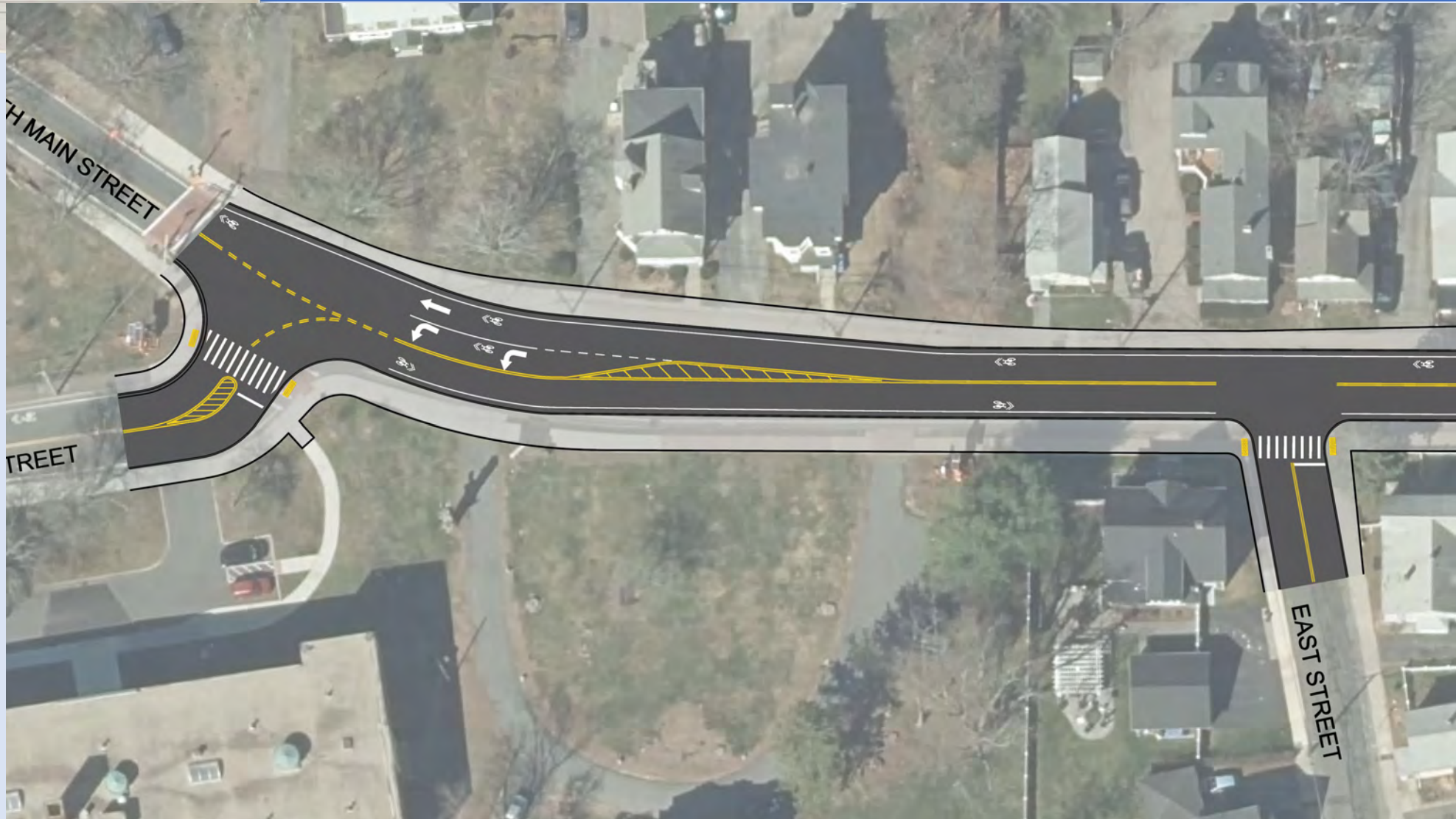
- 👍 New ADA-compliant sidewalks
- 👍 Sidewalk widths increased on the west side
- 👍 Maintains existing curb line on the east side
- 👍 Improved crosswalks

**CONS:**

- 👎 Does not include a dedicated bike lane
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking
- 👎 Utility relocation likely required



# Segment 1 – Cottage Street to Gas Station Limited Bicycle Accommodation



# Segment 1 – Cottage Street to Gas Station Enhanced Bicycle Accommodation

**NOTES:**

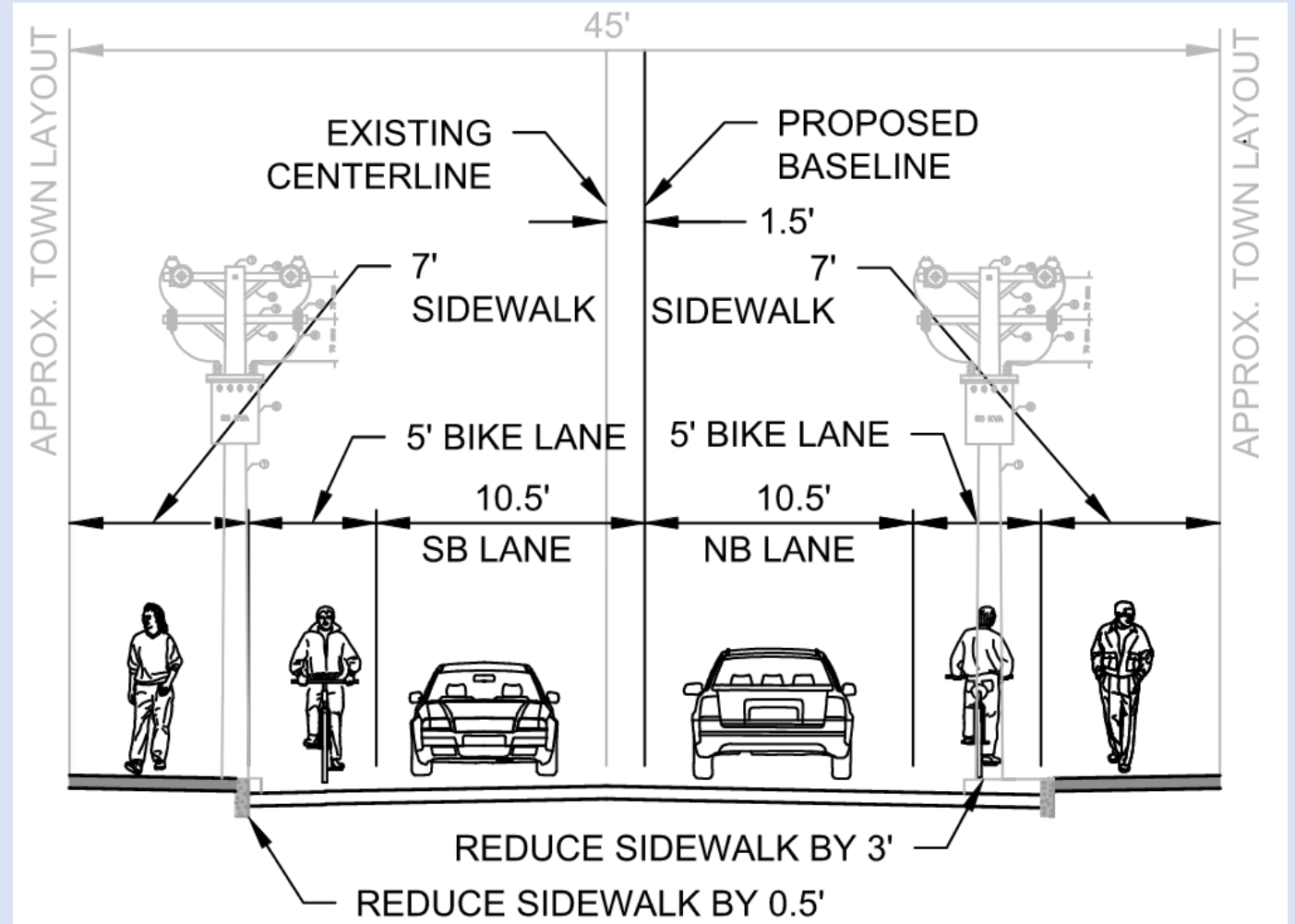
- Bikes are separated from cars
- Reduce travel lanes
- Remove grass strip
- Utilities need to be relocated

**PROS:**

- 👍 New ADA-compliant sidewalks
- 👍 Provides full 5' bike lane (unbuffered)
- 👍 Improved crosswalks

**CONS:**

- 👎 Reduces sidewalk width on both sides
- 👎 Utility pole relocation required for both sides
- 👎 Does not meet Massachusetts guidance for streets with a High Potential for Everyday Biking

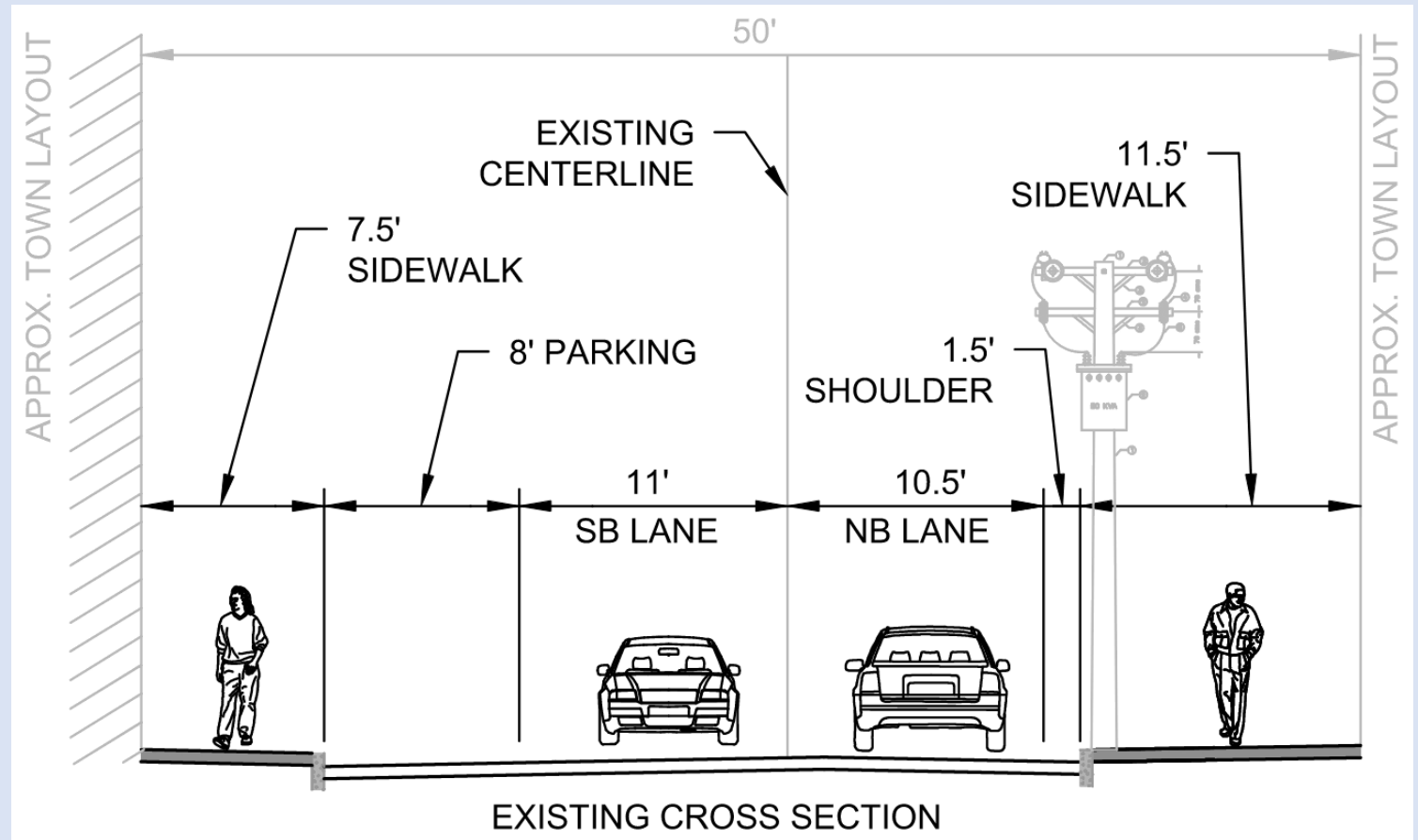


# Segment 1 – Cottage Street to Gas Station Enhanced Bicycle Accommodation



# Segment 2 – Gas Station to Common Street Existing Condition

- Overhead utilities
- Sidewalks on each side
- On-street parallel parking on the west
- No dedicated bicycle accommodations
- Gas station pumps are close to road



# Segment 2 – Gas Station to Common Street Limited Bicycle Accommodation

## NOTES:

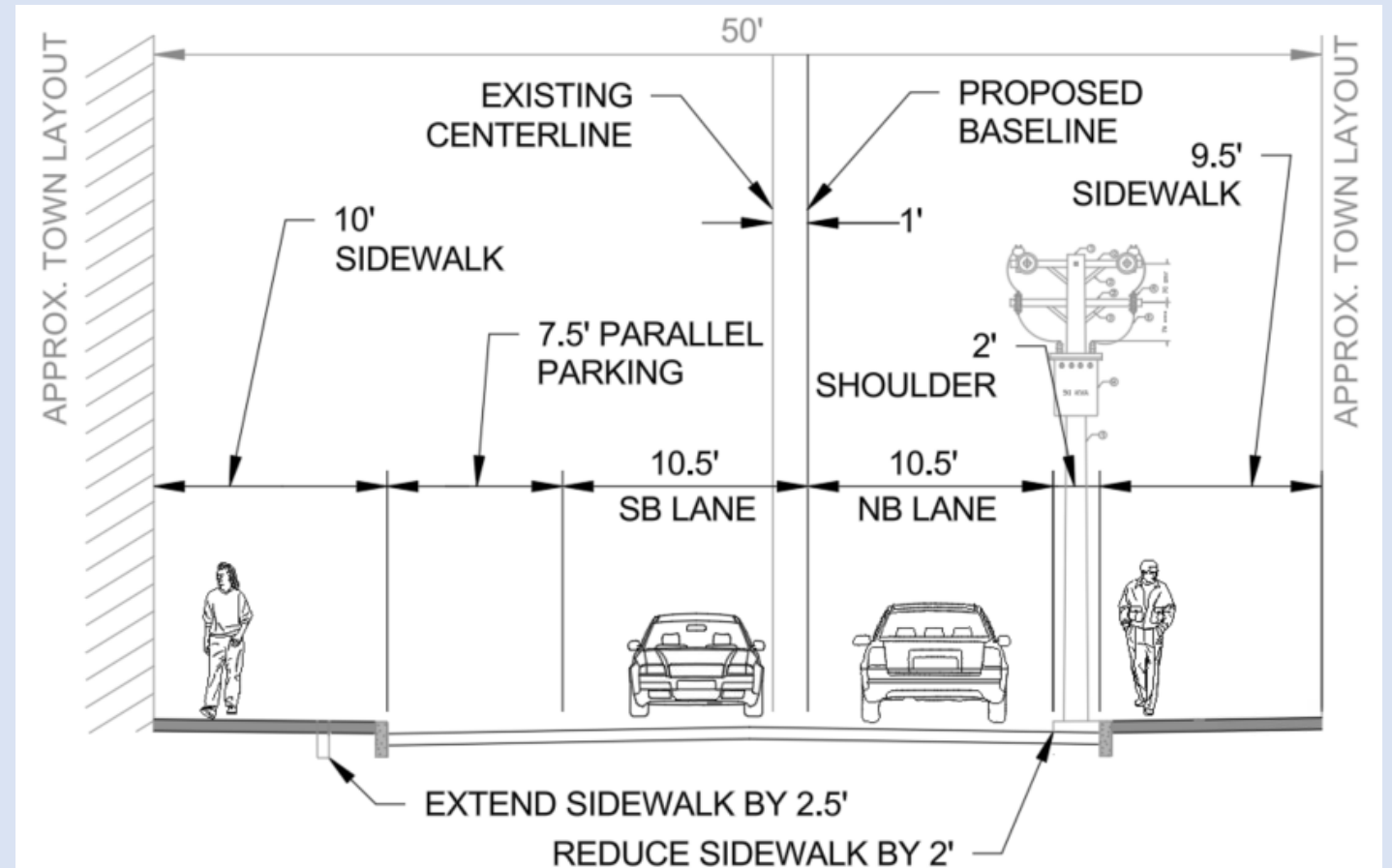
Bikes and cars share the road  
Reduce travel lanes  
Maintain 2' shoulders

## PROS:

- 👍 New ADA-compliant sidewalks
- 👍 Sidewalk widths increased on the west side
- 👍 Improved crosswalks with bump-outs
- 👍 Maintains parallel parking

## CONS:

- 👎 Does not include a dedicated bike lane
- 👎 Sidewalk width decreased on the east side
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking
- 👎 Utility relocation required



# Segment 2 – Gas Station to Common Street Limited Bicycle Accommodation



# Segment 2 – Gas Station to Common Street Enhanced Bicycle Accommodation

## NOTES:

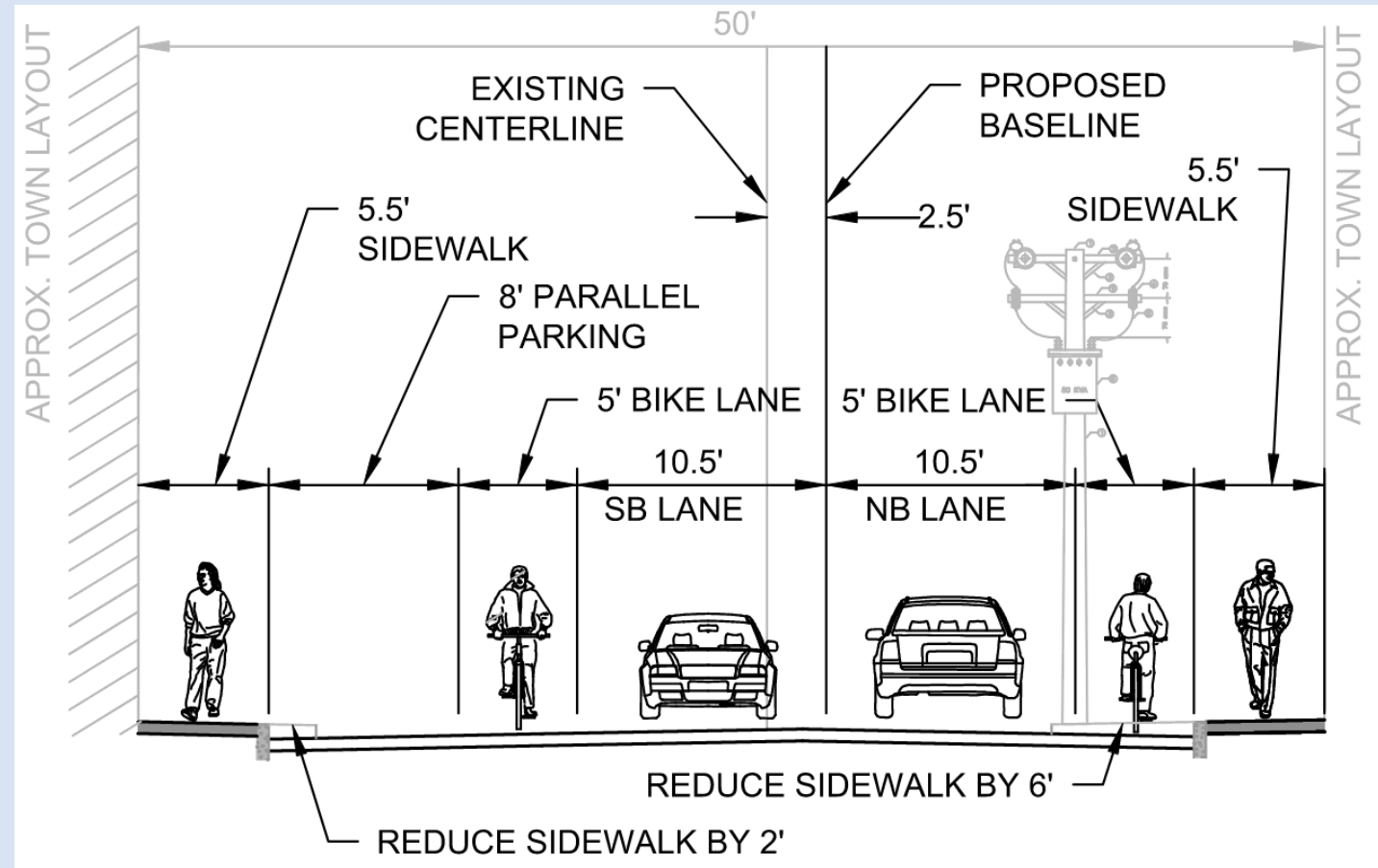
Bikes are separated from cars  
Reduce travel lanes  
Utilities need to be relocated

## PROS:

- 👍 New ADA-compliant sidewalks
- 👍 Provides full 5' bike lane (unbuffered)
- 👍 Improved crosswalks with bump-outs
- 👍 Portions of sidewalk widened on west
- 👍 Maintains parallel parking

## CONS:

- 👎 Reduces sidewalk on both sides
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking
- 👎 Utility relocation required

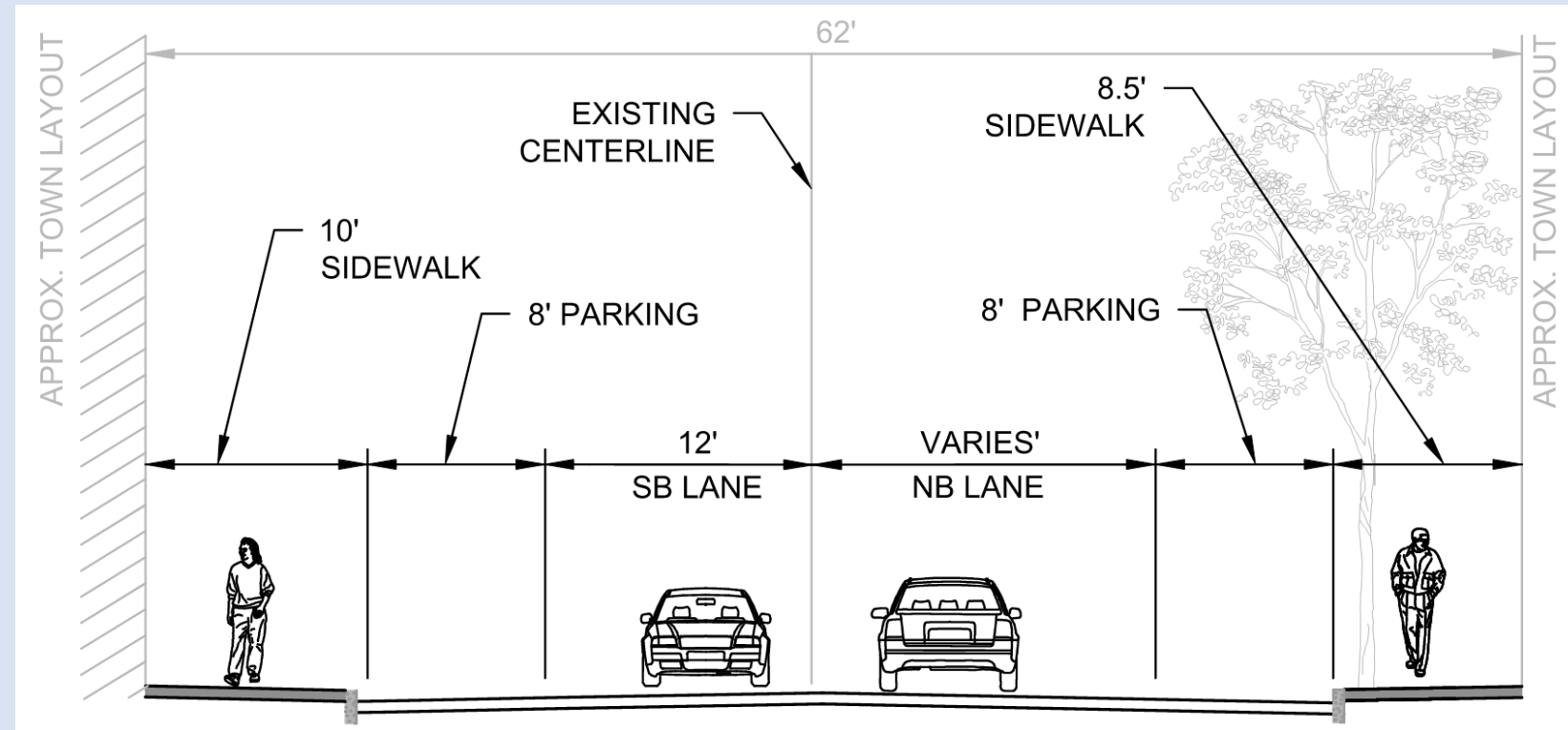


# Segment 2 – Gas Station to Common Street Enhanced Bicycle Accommodation



# Segment 3 – Common Street to Pond Street Existing Condition

- Street trees both sides
- Sidewalks on each side
- Wide travel lanes
- Parallel parking on each side
- No dedicated bicycle accommodations
- Long, unsignalized crosswalks



# Segment 3 – Common Street to Pond Street Limited Bicycle Accommodation

## NOTES:

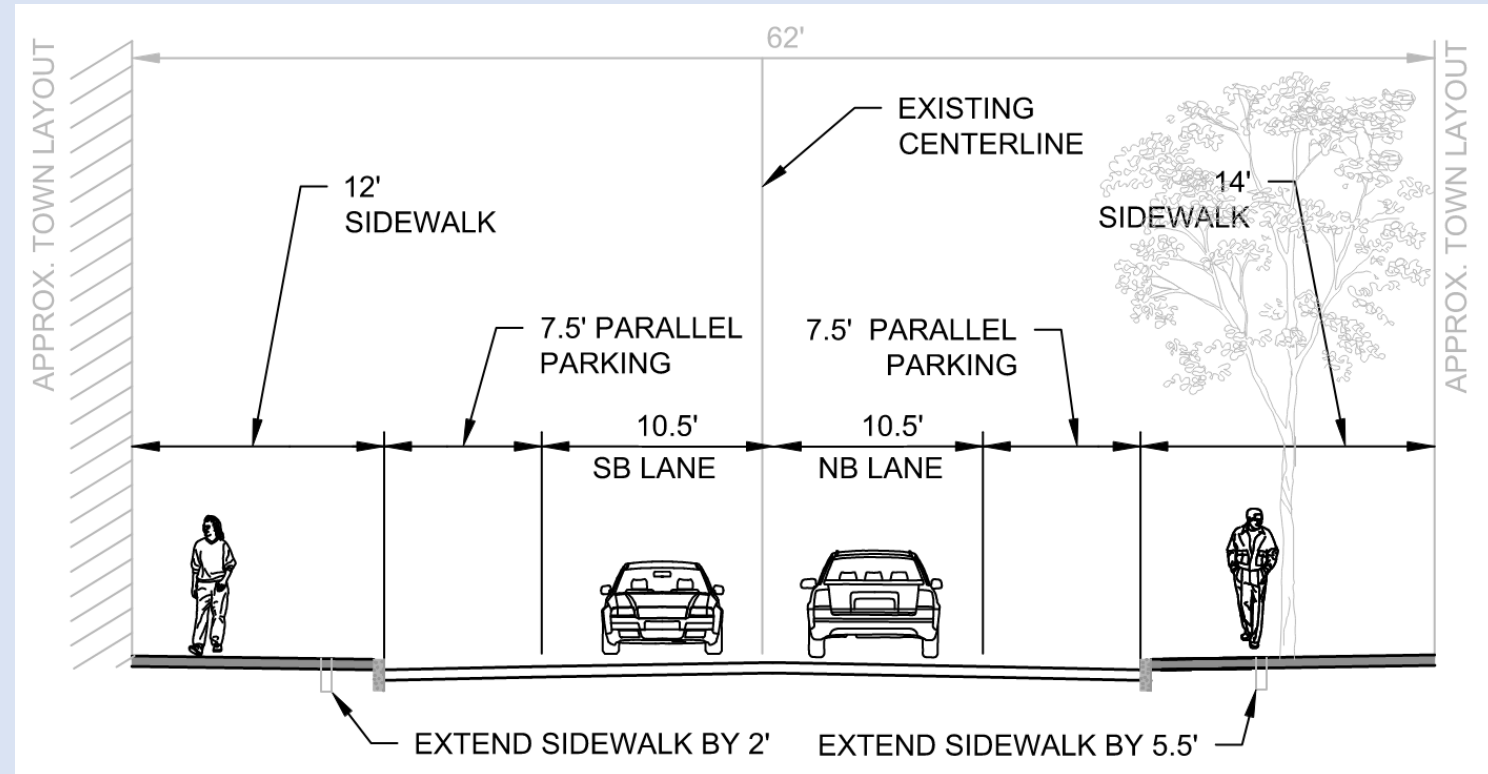
Bikes and cars share the road  
Reduce travel lanes

## PROS:

- 👍 New ADA-compliant sidewalks
- 👍 Sidewalk widths increased on both sides.
- 👍 Improved crosswalks with bump-outs
- 👍 No tree removal anticipated
- 👍 Maintains parallel parking

## CONS:

- 👎 Does not include a dedicated bike lane
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking



# Segment 3 – Common Street to Pond Street Limited Bicycle Accommodation



# Segment 3 – Common Street to Pond Street Enhanced Bicycle Accommodation

## NOTES:

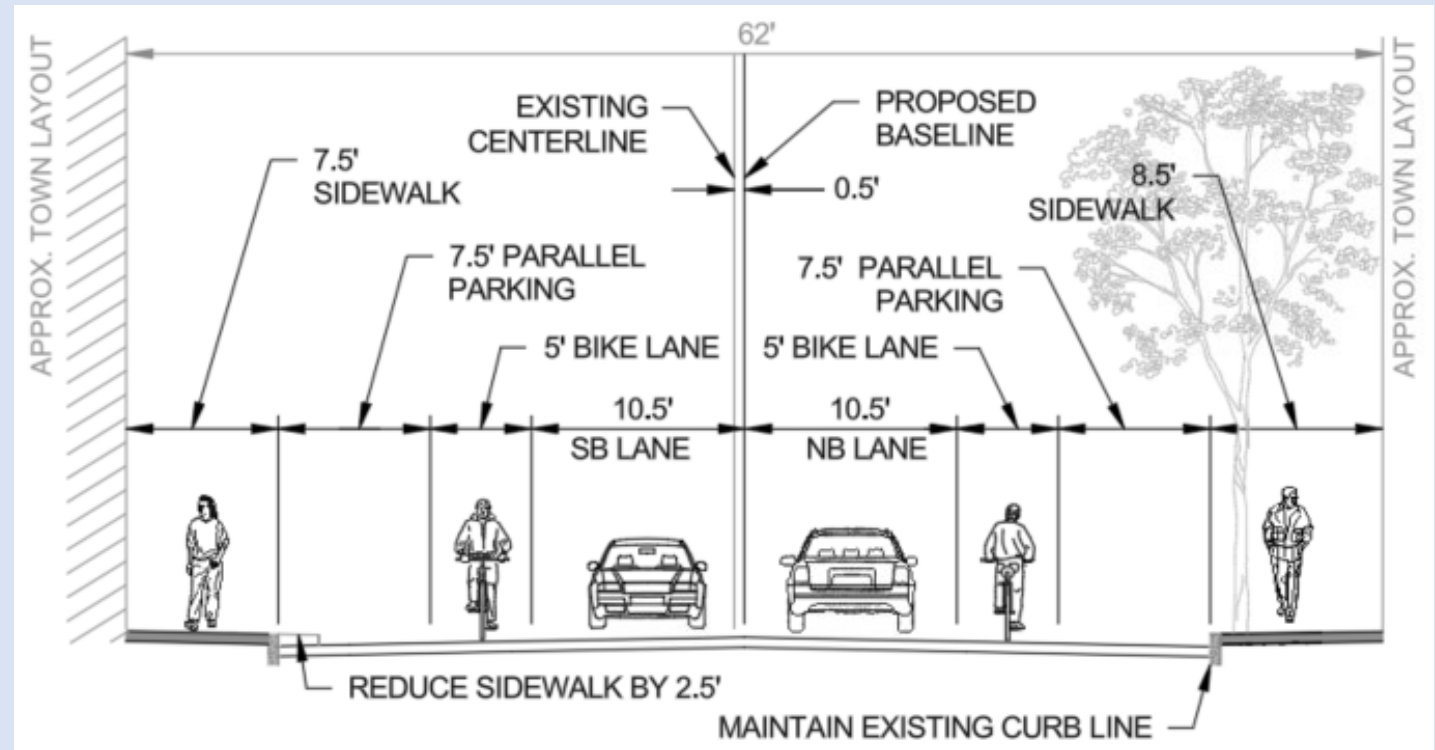
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Utilities need to be relocated

## PROS:

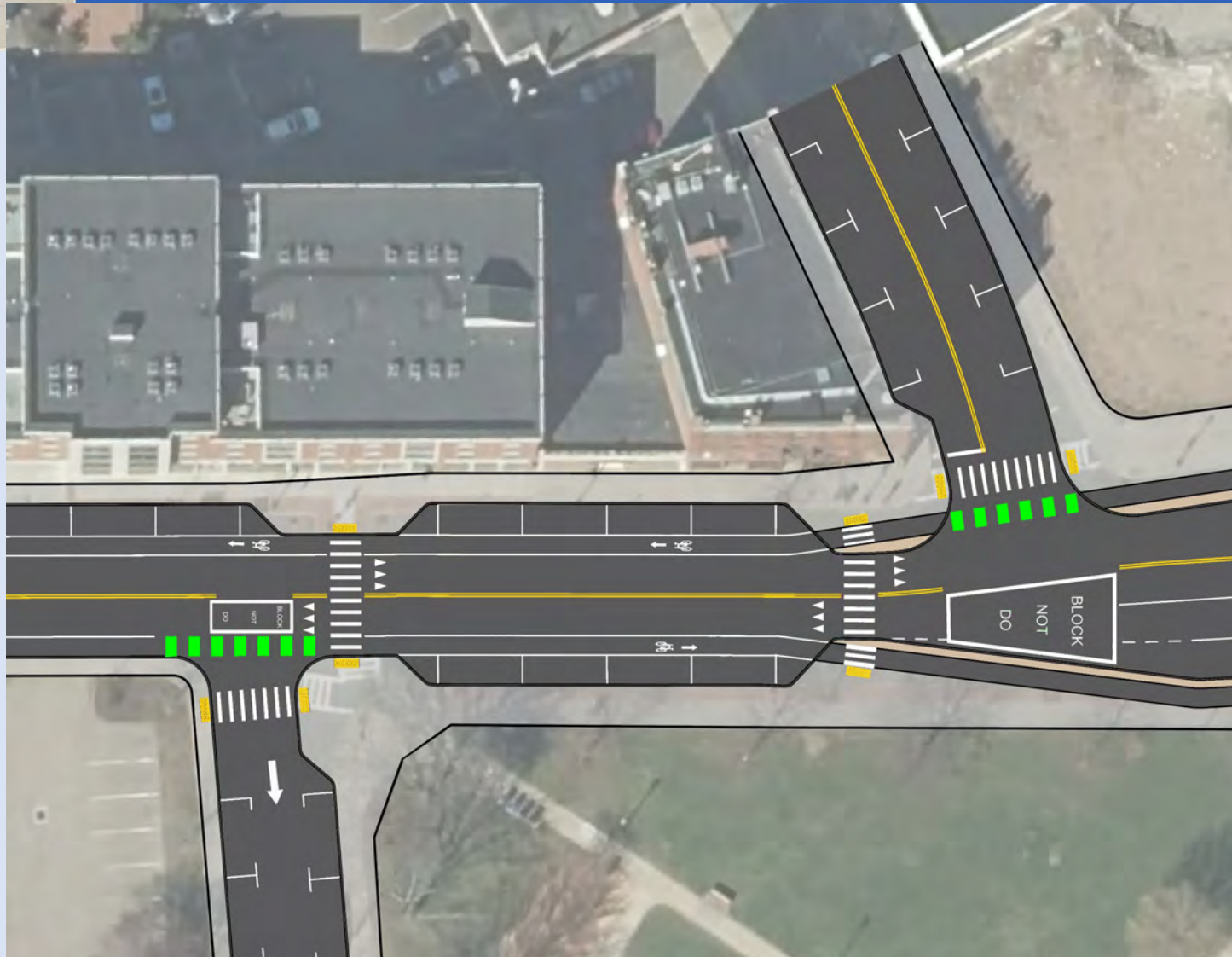
- 👍 New ADA-compliant sidewalks
- 👍 Provides full 5' bike lane (unbuffered)
- 👍 Trees on east are not impacted
- 👍 Improved crosswalks with bump-outs
- 👍 Maintains parallel parking

## CONS:

- 👎 Reduces sidewalk on west side.
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking

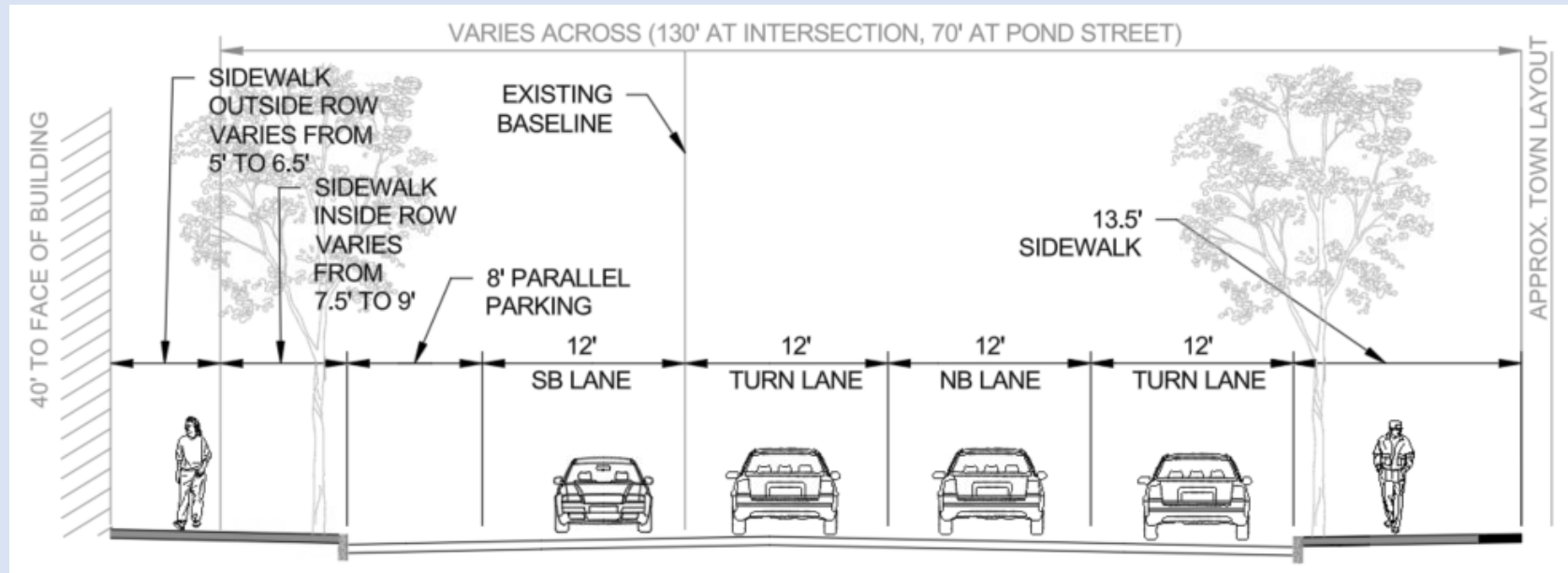


# Segment 3 – Common Street to Pond Street Enhanced Bicycle Accommodation



# Segment 4 – Pond Street to Route 135 Existing Condition

- Congestion at Pond Street
- High crash rate
- Sidewalks on each side
- Wide travel lanes
- 2 parallel spaces on west
- No dedicated bicycle accommodations
- Long crosswalks



# Segment 4 – Pond Street to Route 135 Limited Bicycle Accommodation

## NOTES:

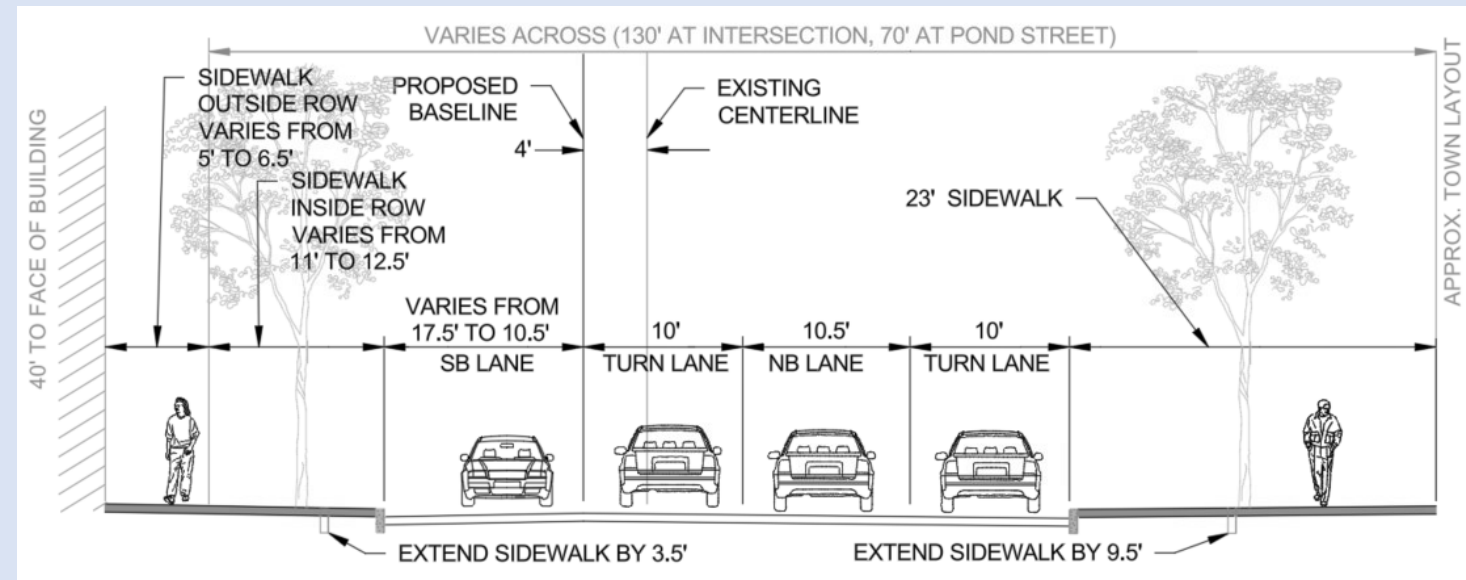
Bikes and cars share the road  
Reduce travel lane widths

## PROS:

- 👍 New ADA-compliant sidewalks
- 👍 Sidewalk widths increased on both sides. Provides opportunities for placemaking and streetscapes.
- 👍 Curb bump-outs at Pond and West Central improve pedestrian crossings
- 👍 Do Not Block Markings reduce gridlock at Pond
- 👍 Improved crosswalks

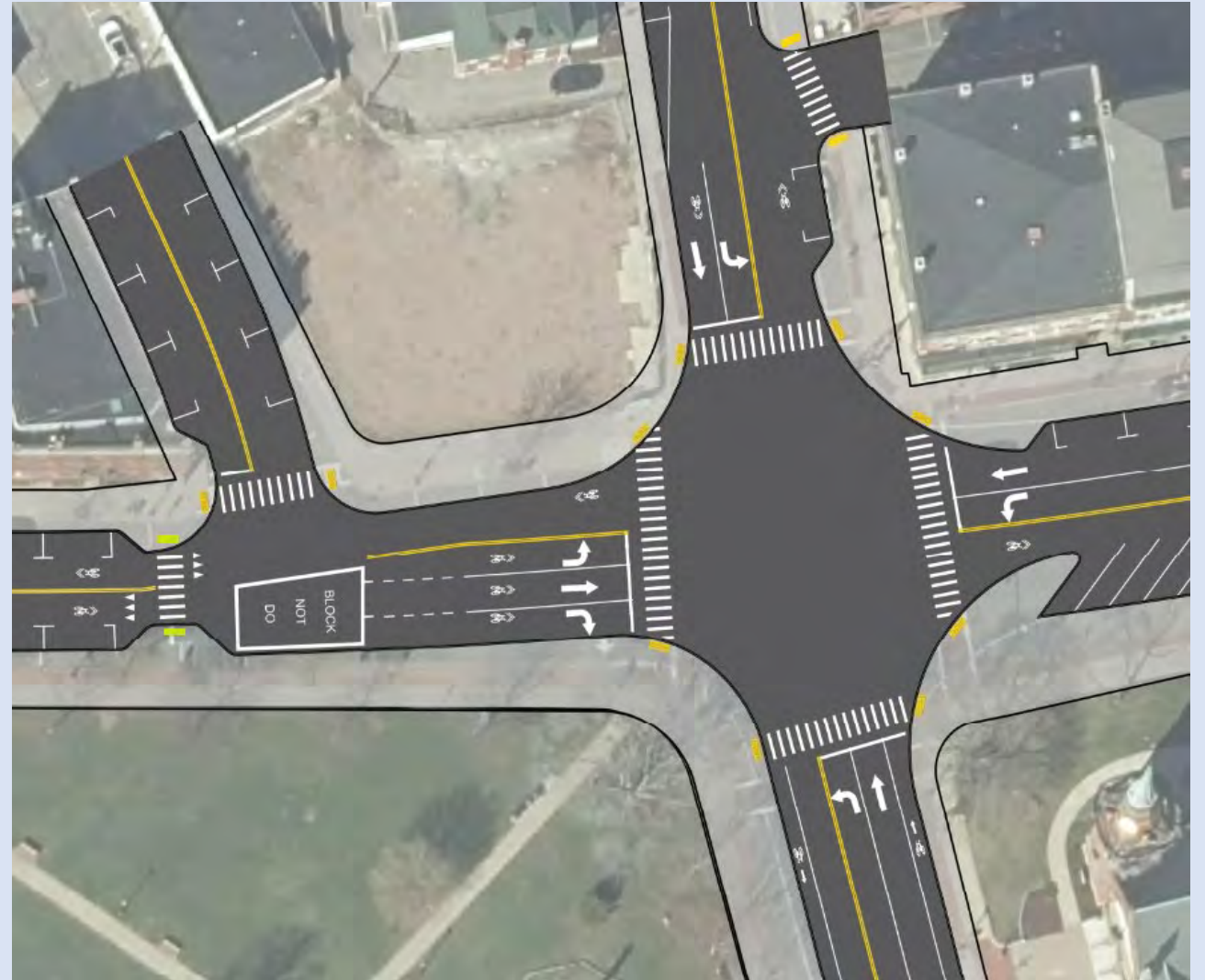
## CONS:

- 👎 Does not include a dedicated bike lane
- 👎 Eliminates 2 parallel spaces
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking



# Segment 4 – Pond Street to Route 135 Limited Bicycle Accommodation

- Reduce crosswalk lengths (improved safety and operations)
- Do Not Block
- Improved sight lines at Pond Street with parking changes
- NTOR Blank out signs
- Signal timing optimization
- Operations in 10 years are the same as they are today



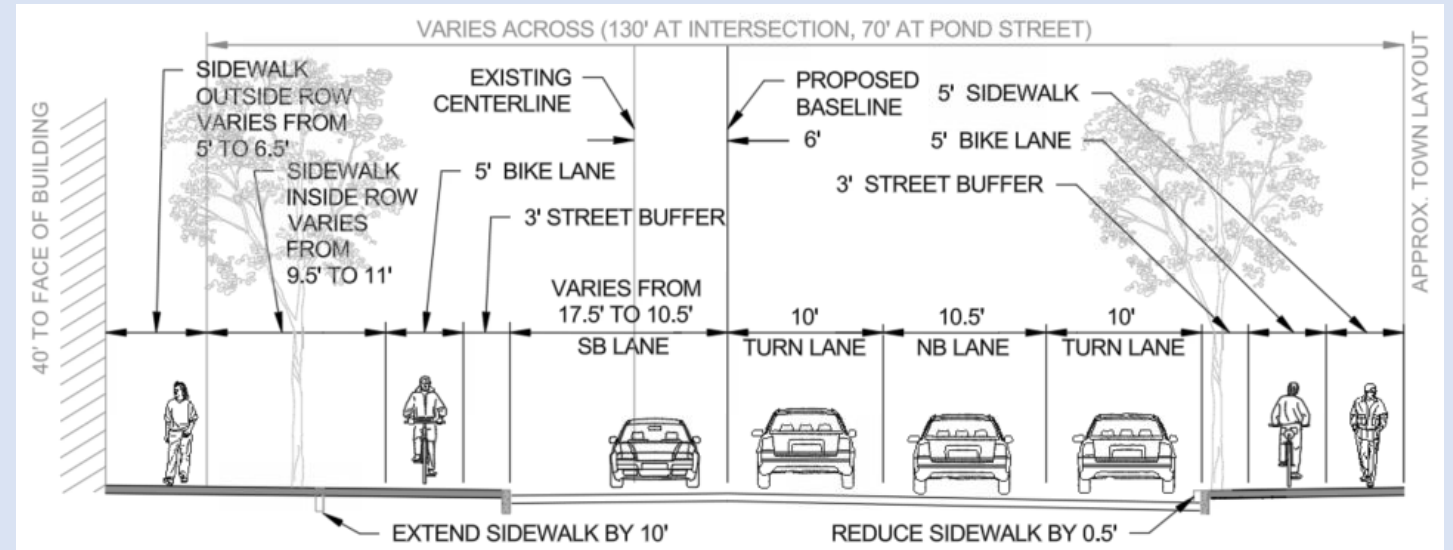
# Segment 4 – Pond Street to Route 135 Enhanced Bicycle Accommodation

## NOTES:

Bikes and cars are separated  
Reduce travel lane widths

## PROS:

- 👍 New ADA-compliant sidewalks
- 👍 Separated cycle track at sidewalk grades provide significant safety improvements.
- 👍 Follows Massachusetts guidance for streets with a high potential for everyday biking
- 👍 Provides opportunities for placemaking and streetscapes.
- 👍 Curb bump-outs at Pond and West Central improve pedestrian crossings
- 👍 Do Not Block Markings reduce gridlock at Pond

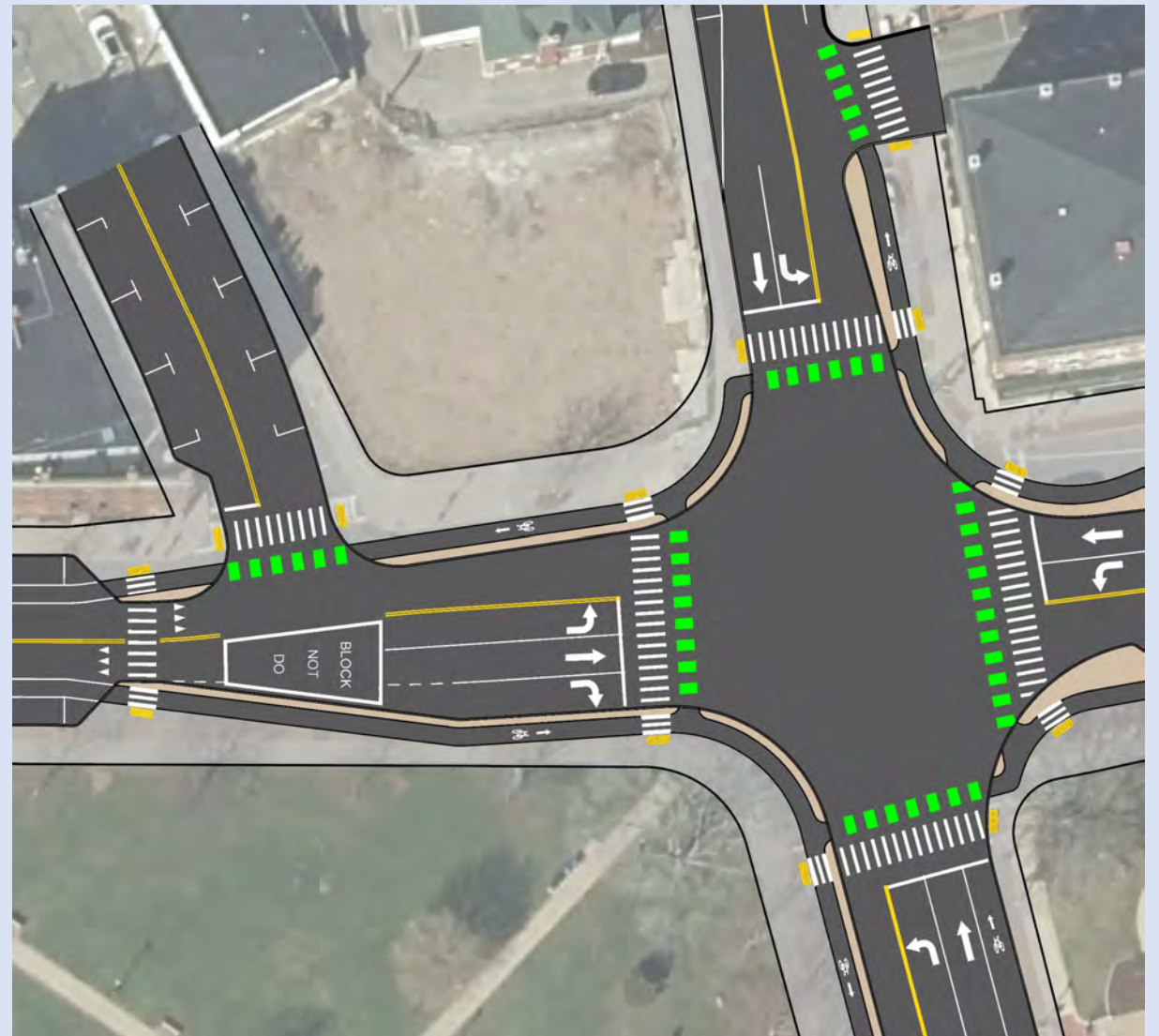


## CONS:

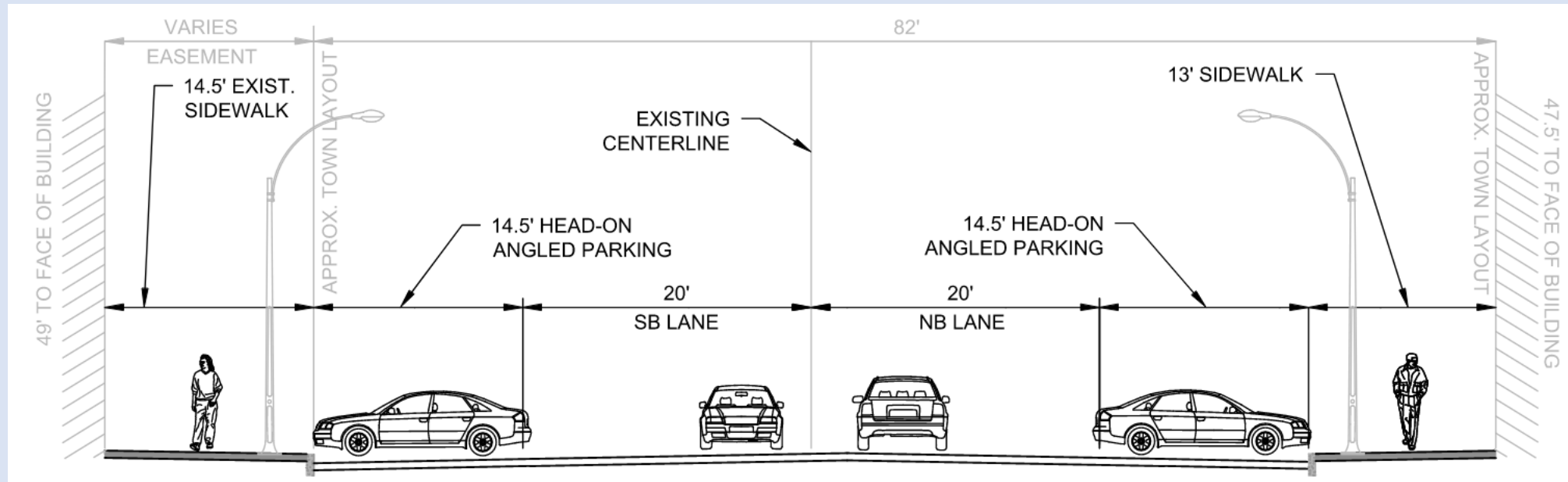
- 👎 Eliminates 2 parallel spaces.
- 👎 May impact trees on east. Further study is needed.

# Segment 4 – Pond Street to Route 135 Enhanced Bicycle Accommodation

- Reduce crosswalk lengths (improved safety and operations)
- Do Not Block
- Improved sight lines at Pond Street with parking changes
- NTOR Blank out signs
- Signal timing optimization
- Operations in 10 years are the same as they are today



# Segment 5 – Route 135 to South Avenue Existing Condition

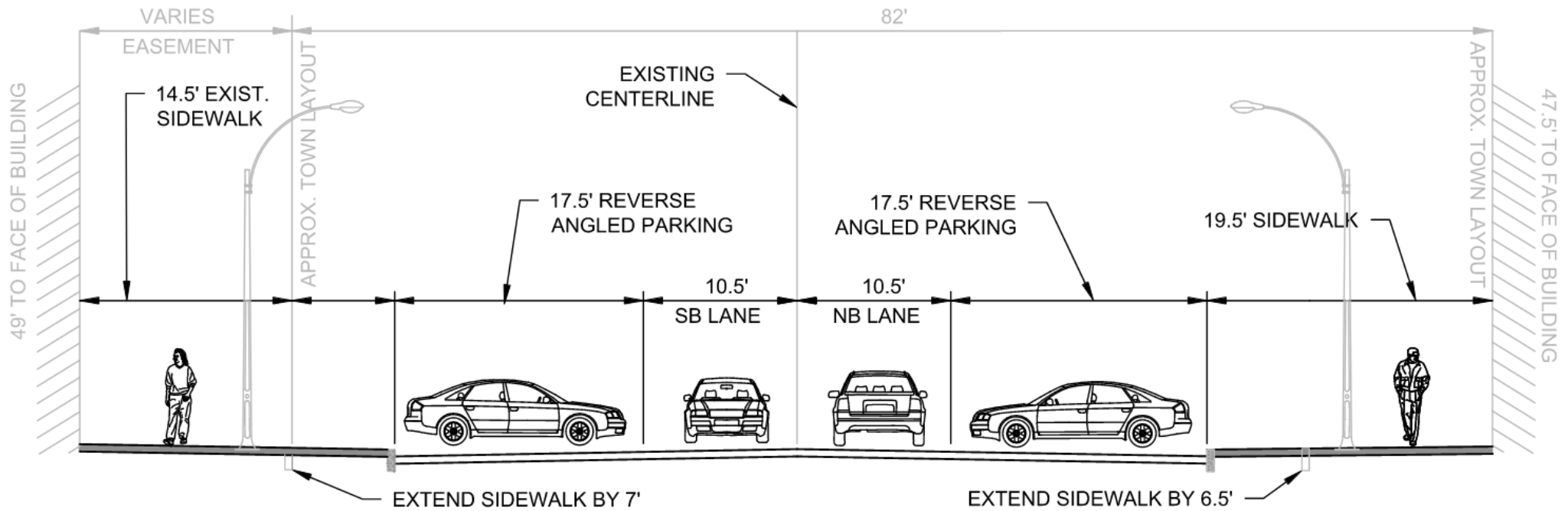


- Commercial/retail
- Brick border with street trees
- Very long crosswalks at intersection
- High crash rate

- Mix of parallel and angled head on parking
- Wide travel lanes
- No dedicated bicycle accommodations

- Unsignalized long mid-block crosswalks
- 93 parking spaces (few accessible spaces)
- Court Street is 2-way

# Segment 5 – Route 135 to South Avenue Limited Bicycle Accommodation



**NOTES:**

- ❖ Bikes and cars share the road
- ❖ Reduce travel lane widths
- ❖ Increases available sidewalk space
- ❖ Back in angled parking
- ❖ Makes Court Street one-way

**PROS:**

- 👍 New ADA-compliant sidewalks
- 👍 Sidewalk widths increased on both sides.
- 👍 Curb bump-outs at each intersection calm traffic and improve pedestrian crossings
- 👍 The number of parking spots has increased from 93 to 101

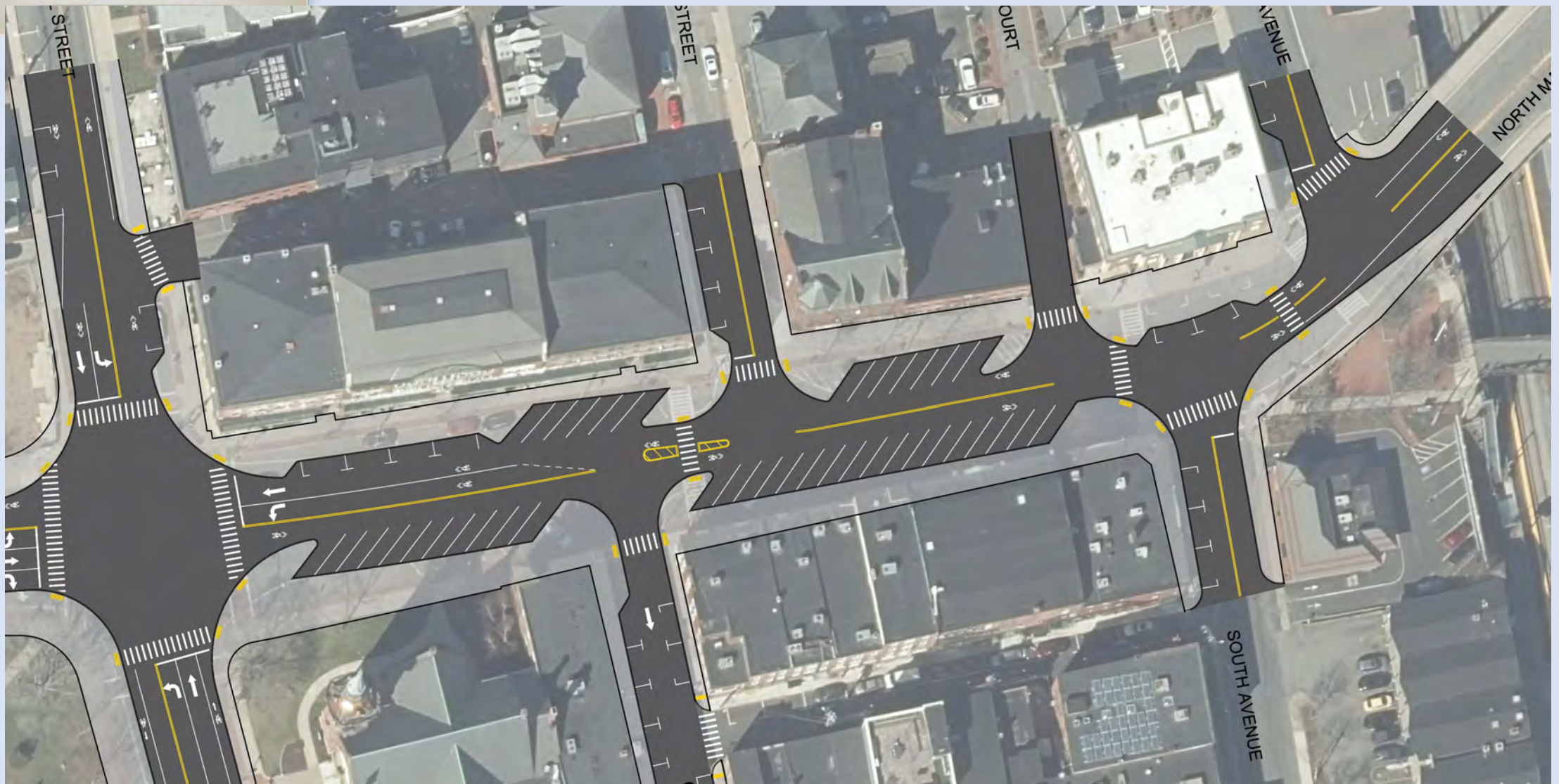
**PROS:**

- 👍 Back in angled parking reduces crashes with other vehicles and bicycles

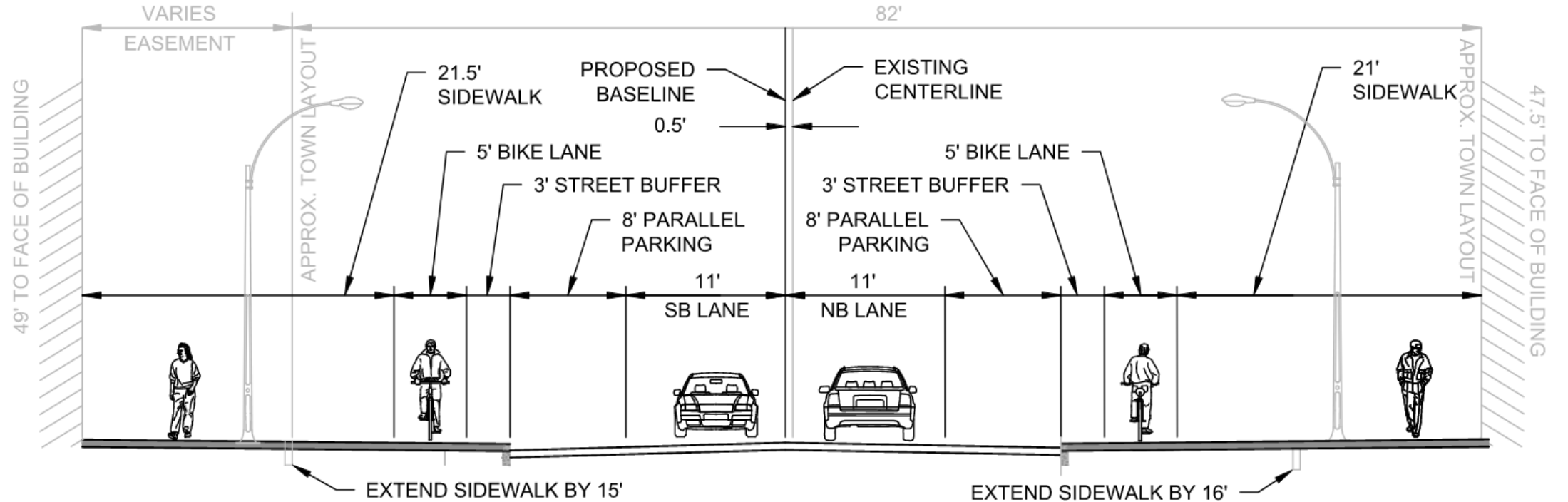
**CONS:**

- 👎 Does not include a dedicated bike lane
- 👎 Does not follow Massachusetts guidance for streets with a High Potential for Everyday Biking

# Segment 5 – Route 135 to South Avenue Limited Bicycle Accommodation



# Segment 5 – Route 135 to South Avenue Enhanced Bicycle Accommodation



**NOTES:**

- ❖ Cycle track for bicycles
- ❖ Reduce travel lane widths
- ❖ Maximizes available sidewalk space
- ❖ Makes Court Street one-way

**PROS**

- 👍 Provides full 5' cycle track, maximizes safety
- 👍 Sidewalk widths are maximized for placemaking, outdoor dining, etc.
- 👍 Meets Massachusetts guidance for streets with a high potential for everyday biking
- 👍 Parallel parking is easy to use and reduces crash potential

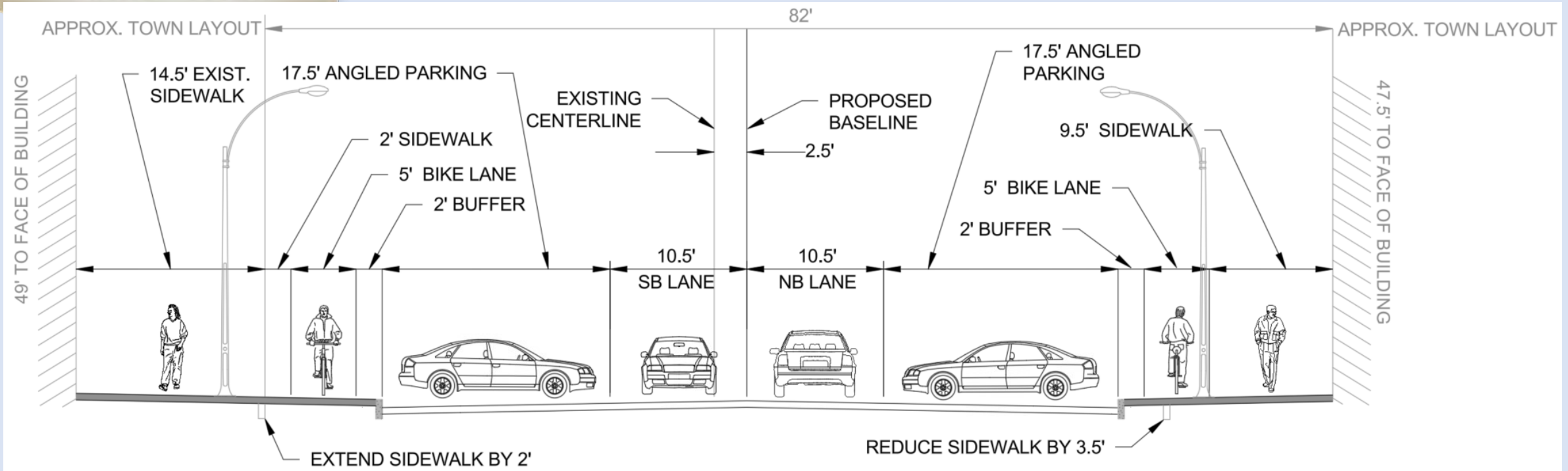
**CONS**

- 👎 Number of parking spaces is reduced from 93 to 77

# Segment 5 – Route 135 to South Avenue Enhanced Bicycle Accommodation



# Segment 5 – Route 135 to South Avenue Enhanced Bicycle and Parking Accommodation



**NOTES:**

- ❖ Cycle track for bicycles
- ❖ Reduce travel lane widths
- ❖ Reduces sidewalk width
- ❖ Back in angled parking
- ❖ Makes Court Street one-way

**PROS**

- 👍 Provides full 5' cycle track, maximizes safety
- 👍 Meets Massachusetts guidance for streets with a high potential for everyday biking
- 👍 Back in angled parking reduces crashes with other vehicles and bicycles
- 👍 Number of parking spaces is increased from 93 to 95

**CONS**

- 👎 Sidewalk width is reduced slightly in certain areas

# Segment 5 – Route 135 to South Avenue Enhanced Bicycle and Parking Accommodation



# Committee Meeting Results

Committee	Preferred Concept
Transportation Advisory Committee	<b>Enhanced Bicycle Alternative</b>
Safety Committee	<b>Mixed Opinions</b>
Economic Development Committee	<b>Mixed Opinions</b>

- ❖ Preliminary design for this project will cost around \$500,000
- ❖ To help cover this cost, the town will be applying for a MassWorks Pre-Construction Grant
- ❖ Grant application is due 6/4/25

We seek support from the Board on this application and will ensure that it is consistent with the feedback and guidance we receive from Board members this evening.



# Open Discussion and Q&A



The screenshot shows the Natick website interface. At the top, there is an emergency alert banner for an outdoor fire ban. Below this is a navigation bar with the town logo and menu items: Government, Departments, Community, and I Want To... A search bar is also present. The main content area features a sidebar with icons for Alerts, Permits & Licenses, Natick Public Schools, and Contact Us. The central article is titled 'PROJECT: Main Street Improvements in Natick Center' and includes a 'Project Description' section.

**EMERGENCY ALERT:** Outdoor Fire Ban In Effect (Extended Through 11/22/24)  
[Read a memo...](#)

Create a Website Account - Manage notification subscriptions, save form progress and more. Website Sign In

TOWN OF NATICK Government Departments Community I Want To... Search...

Alerts  
Permits & Licenses  
Natick Public Schools  
Contact Us

Property Owner Meeting Information

Home » Departments » Community & Economic Development » PROJECT: Main Street Improvements in Natick Center

## PROJECT: Main Street Improvements in Natick Center

### Project Description

The Town of Natick is working with engineering firm McFarland Johnson to study possible improvements for pedestrian and bicycle safety and mobility, as well as general wayfinding, lighting, and streetscape design along Main Street (Route 27) in Natick Center from Cottage Street to South Avenue (see map of study area below). This study aims to close the gap between Natick's [South Main Street Reconstruction Project](#) from the Sherborn town line to Cottage Street and MassDOT's ongoing reconstruction of North Main Street from North Avenue to the Wayland town line.

- Get project updates
- Sign up for email alerts
- Learn more about the project
- Other useful information

[www.natickma.gov/main-st-study](http://www.natickma.gov/main-st-study)

**To submit a question, comment, or concern use the contact information below:**

**Morgan Griffiths**

Transportation & Economic Development Planner

Natick Community and Economic Development

[mainststudy@natickma.org](mailto:mainststudy@natickma.org)

(508) 647-6400 ext. 6413

[www.natickma.gov/main-st-study](http://www.natickma.gov/main-st-study)

# Thank you!