

Fitchburg: Intermodal Center Walk Audit - Memo Report

Background

The Fitchburg Intermodal Center Virtual Walk Audit is the second walk audit in a statewide project that examines the connections between social infrastructure, neighborhood walkability and transit access. Neighborhood data and resident perspectives will be captured in virtual conversations and self-led walk audits in a total of 5 Gateway Cities in Massachusetts. The two main goals of this project are to effect change at the local level to work towards safer, more enjoyable streets and to inform state policy and legislation to prioritize budgetary investment in Gateway Cities. This project is co-hosted by WalkBoston and MassINC, with support from the Solomon Foundation.

Process overview

For the virtual walk audit process, Fitchburg residents and other community members who work in Fitchburg were invited to join WalkBoston for 2 online conversations (via Zoom video conference) and to take a self-led walk in the Intermodal Center area. Prior to their walk audits, participants were led through a Ped101 workshop to learn more about the elements of walkability and to learn how to conduct a self-led walk audit. During their self-led walk audit, participants were asked to make written and photo/video observations to share back with the group. For recordings of this process and a presentation summarizing the residents' walk audit findings and improvement recommendations please visit the website that was created to organize the virtual walk audit process: <https://sites.google.com/walkboston.org/fitchburg/home>

Walk Audit Route

The walk audit route details and pedestrian crash data for the Intermodal Center area can be found at this link:

https://www.google.com/maps/d/u/1/edit?mid=1BGfGDVEq0rliwHBCXB6w_Q34ave2L86G&usp=sharing

Walk Audit Findings and Recommendations

A summary of the participants' walk audit findings and corresponding recommendations is provided in the tables below. For photos of the findings, please see the slides on the Homepage of the website linked above.

SECTION 1

Participants walked from the intersection of North Street and Pearl Street to Main Street, through Moran Square to Zapata Mexican Cocina on Lunenburg Street.

GENERAL

Features that support walking	
<ul style="list-style-type: none"> Well-lit at night. 	<ul style="list-style-type: none"> There have been recent improvements in the area (better signage and signaling, incoming businesses).
Opportunities for improving the walking environment	
Issue	Recommendation
Through this walk audit, Fitchburg community members have laid the foundation for necessary pedestrian advocacy and built environment improvements in the city. However, there is no established, dedicated group to continue what was started.	<u>Short-term</u> : Form a bike/ped committee for Fitchburg to keep advancing this important work. WalkBoston can provide guidance on how to create and set priorities for the group through the Mass in Motion technical assistance program, in partnership with Tricia Pistone.
No benches.	<u>Short-term</u> : Add benches along North St and Main St where space permits.
Very few trash receptacles.	<u>Short-term</u> : Add trash receptacles along North St, Main St and Lunenburg St and in the parks along these streets.
Need ladder crosswalks.	<u>Short-term</u> : Repaint crosswalks with ladder markings.
Poor safety for bicyclists.	<u>Long-term</u> : Install bike lanes, especially on North St and Main St, to increase safety for bicyclists and help calm traffic, benefitting all users of the street.
Drivers do not stop for pedestrians at marked crosswalks.	<u>Long-term</u> : Consider adding rectangular rapid flash beacons (RRFBs) at crosswalks, conforming to MUTCD guidelines.

NORTH STREET

Features that support walking	
<ul style="list-style-type: none"> • Signals: flashing stop signs along North St and the 4-way stop at the Pearl St intersection. • Lots of crosswalks. • The Green St Park. 	<ul style="list-style-type: none"> • Trees and light posts create a barrier between walkers and vehicle traffic. • Well-maintained walking area: good lighting and landscaping, clear of litter.
Opportunities for improving the walking environment	
Issue	Recommendation
Snow: snowbanks, unshoveled sidewalks and crosswalks.	<u>Short-term</u> : Work with businesses, FSU and other property owners to clear sidewalks and crosswalks of snow and ice within 24 hours of snowfall.
Some missing trees.	<u>Short-term</u> : Conduct a tree inventory and plant trees where they are missing.
No bike lane.	<u>Long-term</u> : Add bike lanes in both directions along North St.
Flower planters cut into available sidewalk space.	<u>Short-term</u> : Only allow planters in places where 5 ft of sidewalk width can be maintained to ensure full accessibility.
Need better lighting by Green Street Park.	<u>Long-term</u> : Improve lighting along the pathway to Green St park, including at the crosswalk between North St and Green St.
Pearl St intersection is very wide, making it difficult to cross in time.	<u>Short-term</u> : Consider extending the curbs at the Pearl St intersection to slow speeds and reduce crossing times.
Vacant lot at Cherry Street has overgrowth that takes up sidewalk space, and tree roots cause uneven sidewalks.	<u>Short-term</u> : Trees should be routinely trimmed to maintain visibility and passability. <u>Long-term</u> : Replace cracked and uneven sidewalks around tree roots.
CVS and Dunkin' Donuts exits cause confusion for walkers and drivers.	<u>Long-term</u> : Consider adding stop signs at the exits of stores at the intersection of North St and Main St (namely Dunkin Donuts and CVS) to increase safety and comfort for pedestrians walking by these driveways.
Main St Intersection: <ul style="list-style-type: none"> • Not enough crossing time and drivers 	<u>Short-term</u> : Increase pedestrian crossing time to provide enough time for people to cross

<p>do not recognize pedestrians' right of way.</p> <ul style="list-style-type: none"> • Uneven curb and curb ramp. • Lack tactile warning panels at curb ramps. • Crosswalk needs repainting and to be updated to continental stripe pattern. 	<p>two legs of the intersection.</p> <p><u>Short-term</u>: Repaint crosswalks with continental stripe pattern.</p> <p><u>Long-term</u>: Repave the northern side of the intersection to ensure that it is smooth, even, and accessible. Add tactile warning panels at curb ramps.</p>
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INTERMODAL CENTER

Opportunities for improving the walking environment	
Issue	Recommendation
No obvious pedestrian entrance.	<u>Short-term</u> : Add wayfinding signage towards the station, making clear how to access the pedestrian entrance.
Information about train and bus schedules is not easily visible and accessible at the station.	<u>Short-term</u> : At the station, ensure that bus and train schedules and information are easy to locate and read.
The exit from the train station lacks wayfinding to help people locate Main St businesses, parks and other attractions.	<u>Short-term</u> : Add wayfinding signage at and outside the station to orient people to nearby points of interest as they arrive in Fitchburg, such as Riverfront Park and the 9/11 Memorial.

MAIN STREET

Features that support walking	
<ul style="list-style-type: none"> • Exclusive phase signal at the intersection with North St. 	<ul style="list-style-type: none"> • Incoming shops on the corner of Willow St.
Opportunities for improving the walking environment	
Issue	Recommendation
<p>Crosswalks:</p> <ul style="list-style-type: none"> • Misplaced crosswalk: The crosswalk by the Intermodal Center dips in towards the station though that isn't where people cross. • Some side roads are missing crosswalks. 	<p><u>Short-term</u>: Conduct a crosswalk inventory to assess where crosswalks need to be moved or painted, and where additional pedestrian crossing signage needs to be added.</p> <p><u>Long-term</u>: Add rectangular rapid flash beacons (RRFBs) to the Willow St</p>

<ul style="list-style-type: none"> • Drivers don't stop for pedestrians at the Willow St intersection despite the crosswalk. • There is no crosswalk closer to Hayden Pswy when exiting the Intermodal Center. 	<p>intersection, and - based on the crosswalk inventory - add RRFBs to any other intersections where they are needed, conforming to MUTCD guidelines.</p>
<p>The many intersections and driveways cause confusion, and lead to additional challenges for people with disabilities.</p>	<p><u>Long-term</u>: Consider adding stop signs at the exits of stores along Main St to reinforce pedestrians' right of way, and to increase safety and comfort.</p>
<p>Uncomfortable sidewalks: Fast and loud traffic is close to the sidewalk without any buffer; the sidewalk becomes very narrow at times.</p>	<p><u>Long-term</u>: Extend the sidewalk where possible and add streetscape elements that create a barrier between walkers and moving traffic, such as trees or planters. Consider verge strategies that repurpose travel lane width rather than further narrowing the sidewalk width.</p>
<p>The park by Hayden Pswy needs benches, trash receptacles and a water fountain.</p>	<p><u>Long-term</u>: Add benches, trash receptacles, a water fountain, and other inviting elements to the park.</p>
<p>Need better lighting outside Fitchburg Plumbing Supply Co. office.</p>	<p><u>Short-term</u>: Add lampposts between Hayden and Sawyer Pswys.</p>

MORAN SQUARE + LUNENBURG STREET

Features that support walking	
<ul style="list-style-type: none"> • Attractive features: sculpture, new moral, historic diner, attractive buildings, and flower boxes. 	<ul style="list-style-type: none"> • Crossing signal at Summer St and Lunenburg St works well and is accessible.
Opportunities for improving the walking environment	
Issue	Recommendation
<p>Long crosswalks with inadequate crossing time.</p>	<p><u>Short-term</u>: Recalculate crossing time at this intersection so that walkers have ample time to make it through before the light changes.</p>
<p>Crosswalks remain unshoveled.</p>	<p><u>Short-term</u>: Work with business owners to ensure that sidewalks are shoveled with 24 hours of snowfall.</p>
<p>Lack of large trees as there were in the past.</p>	<p><u>Short-term</u>: Plant trees in Moran Square to provide comfort and shade for walkers.</p>

No crosswalk from Highland Ave across Lunenburg St towards the restaurants.	<u>Short-term</u> : Add a crosswalk across Lunenburg St at the intersection of Highland Ave to increase safety for pedestrians coming to the restaurants on Lunenburg St from the parking lot across the street and from Highland Ave.
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SECTION 2

Participants were asked to walk from the Intermodal Center on Main Street to Oliver Street and down Mill Street to Riverfront Park.

MAIN STREET

Features that support walking	
<ul style="list-style-type: none"> • Sidewalks: quality, width, unobstructed, and separation from street. • Destinations: Restaurants, some businesses. • Land use: Residential land use mixed-in. 2 large apartment buildings, one on Pritchard and one on Oliver St. Apartment buildings need placemaking and greening. • Trees: presence of some street trees. • Historical building facades (art deco Fitchburg Jade front). • Street art: colorful mural, historical window photos. Opportunities for more (Old Rogers building). 	<ul style="list-style-type: none"> • Lighting: Main Street between North Street and Day Street is well-lit. Lights present along full Main St. corridor. • Restaurants: El Salvador market. New Jamaican restaurant coming to Main Street. Exciting to see a new businesses filling a vacancy. • Historical Rollstone Church • Attractive building elements: Police substation, attractive pavillion. Prichard Plaza awning covers. Clear building signage (New Vue). • Greenspaces: Heritage Park and Police Park, which are both well-lit at night; open space at the corner of Main St. and Putnam St. well-used as an informal dog park, potential for green space formalization. Could connect Heritage and Police Parks with pedestrian access or add more active play features and plantings.
Opportunities for improving the walking environment	
Issue	Recommendation
<p>Tripping hazards where sidewalk is heaved, cracked in places; poorly maintained mixed materials create accessibility barriers; tree roots, tree pits, grates cause tripping hazards. Sidewalk accessibility of intersecting streets needs evaluation (Day St.)</p>	<p><u>Short-term</u>: Inventory sidewalk and remove non-permanent tripping hazards (tree grates, loose pavers).</p> <p><u>Long-term</u>: Repair and replace portions of sidewalk that are badly heaved and cracked.</p>

	Replace mixed materials with smooth, level concrete.
Vacant storefronts with unwelcoming facades.	<u>Short-term:</u> Use placemaking strategies to enhance vacant storefronts. Install window art installations, historical Fitchburg photography, lighting, etc. to make the facades seem more welcoming to people walking.
Desire for inviting decorative lighting, window art installations.	
Vehicle volume, speed, noise.	<u>Long-term:</u> Evaluate the feasibility of road diet strategies to reduce driving speeds. Strategies that have shown to reduce traffic speeds and contribute to more enjoyable, safer Main Streets include: adding a separated bike lane, converting from one-way to two-way roadways, narrowing lane widths, or repurposing a travel lane for other mode uses, such as a dedicated bus lane.
Accessibility of existing curb ramps needs to be evaluated. Some curb ramps are missing and others in need of repair and replacement.	<u>Short-term:</u> Evaluate the ADA compliance of existing curb ramps and make needed repairs.
Faded crosswalks with only 2 parallel lines.	<u>Short-term:</u> Repaint all crosswalks with continental stripe pattern.
Excess and unused parking: excessive pavement and car-centric land usage.	<u>Long-term:</u> Act on the findings of the city's recent parking study and make plans for conversion of underutilized parking infrastructure into land uses that are conducive to a more walkable downtown Fitchburg.
Lack of benches: would like seating at regularly set intervals along Main Street. Would like benches in Policeman Park and Heritage Park. People using granite blocks and planters for seating. Would also like benches returned to Monument Park and added to the Upper Common near to the band stand.	<u>Short-term:</u> Add benches at regularly set intervals along Main Street and in Policeman Park, Heritage Park, Monument Park, and the Upper Common.
Facade improvements: clearer signage needed at some buildings - Muslim Center. Facade and doors of apartments facing Mill St.	<u>Short-term:</u> Add clearer signage at the Muslim Center. Encourage facade and doors enhancements of apartments facing Mill St. with a placemaking challenge to extend the local art experience to these buildings that about the new Mill Street art walk.
Need signage to the bowling alley: oldest	<u>Short-term:</u> Consider a wayfinding signage

<p>bowling alley in America!</p>	<p>project for the full downtown Fitchburg corridor. Add the bowling alley location to the signs.</p>
<p>Need more trees: along Main Street (empty pits 430-444 Main St) and in Policeman Park.</p>	<p><u>Short-term</u>: Add street trees along Main Street (start with empty pits at 430-444 Main St) and in Policeman Park.</p>
<p>Lack of trash receptacles: lack of trash receptacles leads to discard of litter and cigarette butts on sidewalks and in planters.</p>	<p><u>Short-term</u>: Add trash receptacles to discourage littering.</p>
<p>Lack of playground: interest in play equipment in the green space behind Putnam Street parking garage.</p>	<p><u>Long-term</u>: Consider adding play equipment in the green space behind Putnam Street parking garage or in another location in downtown Fitchburg.</p>
<p>Individuals who are unhoused: ask for money (Cushing and Prichard/Mill Streets); no place to gather so congregate along granite blocks.</p>	<p><u>Short-term</u>: Provide adequate seating/rest spaces and gathering places.</p>
<p>Snow maintenance: unshoveled curb cuts in places along Main St (from snow 5 days prior to participant's walk): Depot Ct., Myrtle St.</p>	<p><u>Short-term</u>: Work with property owners to ensure adequate sidewalk and curb ramp clearance. Ensure that the city dedicates adequate resources and time to conducting sidewalk and curb maintenance and enforcing it, with priority to the Main Street district and areas that serve vulnerable users, (near senior housing).</p>
<p>Midblock crossing visibility and safety: need improved visibility and safety elements like approach signage and flashing signage at crosswalk. Feels dangerous to cross more than one travel lane, if one car stops have to peer around the stopped car to see if the driver in the next lane will stop.</p>	<p><u>Short-term</u>: Enhance the safety and visibility of Main Street's midblock crosswalks with RRFBs, in-street signage, or both.</p>
<p>Delivery vehicles block travel lanes and obstruct visibility for people crossing. Occasionally vehicles park on the sidewalk for loading/unloading.</p>	<p><u>Short-term</u>: Consider adding and enforcing dedicated loading zones on Main Street. Ensure that loading zones are not near midblock crosswalks.</p>
<p>Lack of wayfinding: need wayfinding signage to encourage walking between downtown destinations. Currently destinations feel disconnected; would be hard for visitors to know the best way to see all of the great places of Fitchburg.</p>	<p><u>Short-term</u>: Add a wayfinding signage program to encourage walking and biking between downtown destinations. Ensure that walking and biking distances are listed in travel times, not just mileage.</p>

Lighting: variability in quality of ped-scale street lighting - differently timed and emit variable amounts of light. Route between Moran Sq and the Intermodal Station needs increased lighting.	<u>Short-term</u> : Evaluate the lighting on Main Street. Assess the feasibility of updating all pedestrian-scale lights to the same type for a standardized aesthetic and quantity of light emission. Prioritize the lighting of crosswalks. Start with lighting enhancements to the route between Moran Sq and the Intermodal Station.
Place making opportunities: in front of surface lot (both in front of parking attendant shack) and the "circle" on the other side.	<u>Long-term</u> : Add murals, artwork, lighting, and landscaping to the full corridor.
Better connection of senior housing to Main Street and Boulder Drive.	<u>Long-term</u> : Improve the connection of nearby senior housing to Main Street and Boulder Drive by conducting a sidewalk and crosswalk inventory and making needed improvements and repairs. Ensure adequate lighting and add wayfinding signage.
Improved landscaping to add color and vibrancy to the corridor.	<u>Long-term</u> : Add landscaping elements with colorful plantings as part of the placemaking strategy for the full corridor.
Additional murals and storefront art.	<u>Long-term</u> : Add additional murals and storefront art as part of the placemaking strategy for the full corridor.
No bike facilities.	<u>Long-term</u> : Add bike facilities to Main Street and Boulder Drive to discourage biking on the sidewalks and to make on-street biking a safer transportation option.

MAIN STREET INTERSECTIONS

Opportunities for improving the walking environment	
<i>Intersection of Main Street and North Street</i>	
Issue	Recommendation
Curb ramps lack tactile warning panels.	<u>Short-term</u> : Add tactile warning panels.
Faded crosswalk with parallel line stripe pattern.	<u>Short-term</u> : Repaint crosswalk with continental stripe pattern.
Long WALK signal wait time.	<u>Short-term</u> : Evaluate WALK signal wait time. Consider automatic recall push button.
<i>Intersection of Main Street and Day Street</i>	

Issue	Recommendation
Exclusive phase signal: If you must cross Day St and then Main St, it may not be sufficient crossing time, especially with mobility devices.	<u>Short-term</u> : Evaluate signal timing to ensure adequate time to cross two legs of the intersection in one signal phase.
<i>Intersection of Main Street and Blossom Street</i>	
Issue	Recommendation
Unsafe: <ul style="list-style-type: none"> • Drivers travel at high speeds and disregard pedestrians. • Drivers do not stop for pedestrians. • Long crossing distance. 	<u>Short-term</u> : Add crosswalk signage. <u>Long-term</u> : Add bump-out to shorten crossing distance and make pedestrians more visible to drivers.
<i>Intersection of Main Street and Cushing Street</i>	
Crosswalk has poor visibility. Drivers do not yield.	<u>Short-term</u> : Improve safety of crosswalk: add pedestrian crossing signage. Partner with law enforcement to evaluate the need for increased enforcement of driver observance of STOP signs.
Drivers travel at high speeds. Closing of Cushing Street would improve safety.	<u>Short-term</u> : Consider closing Cushing Street to vehicle traffic to improve safety and create a more walkable Main Street district.
<i>Midblock crosswalk on Main near Blossom Street and Cushing Street</i>	
Daylighting present but not observed. Needs paint and permanent barriers to prohibit parking up to crosswalk.	<u>Short-term</u> : Enhance daylighting of the midblock crosswalk at Main Street & Cushing/Blossom: Re-paint and add permanent barriers to prohibit parking near the midblock crosswalk.
Poor visibility, drivers do not yield to pedestrians	<u>Short-term</u> : Enhance the visibility of the midblock crosswalk with signage. Consider an RRFB.
<i>Intersection of Main Street and Boulder Drive</i>	
Issue	Recommendation
Unsafe crossing. Drivers travel at high speeds. Must cross many lanes of traffic.	<u>Long-term</u> : Ensure that the Boulder Drive conversion project extends to the Main Street intersection and includes crossing improvements. Enhance visibility and safety of this intersection with advanced and

	at-crosswalk signage upgrades and continental paint stripe pattern for crosswalks. Evaluate feasibility of bringing this intersection closer to a perpendicular angle to encourage drivers to come to a full stop before traveling east on Main Street.
<i>Intersection of Main Street and Water Street</i>	
Issue	Recommendation
Complicated Intersection Configuration: requires multiple crossings. <ul style="list-style-type: none"> Access to the pedestrian push button requires a crossing to access the button if on the southside sidewalk of the intersection. 	<u>Short-term</u> : Ensure full accessibility by evaluating the placement of push buttons to ensure MUTCD compliance. <u>Short-term</u> : Enhance the visibility of the slip lane crosswalks at this intersection by using RRFBs at these crossings.
<i>Intersection of Main Street and Oliver Street</i>	
Issue	Recommendation
Out of date and unworking pedestrian signals.	<u>Long-term</u> : Update pedestrian signals with fully accessible features and a countdown WALK signal.

MILL STREET

Features that support walking	
<ul style="list-style-type: none"> Street art: immersive local art experience. Vibrant sidewalk color. Performance/gathering space: inviting seating area with performance capacity. Provides unity between Main Street and Boulder Drive to Riverfront Park. Inviting storefront of Eddy's Music Co: cheerful lighting. 	
Opportunities for improving the walking environment	
Issue	Recommendation
Lighting improvements needed: this alleyway is dark at night and only 5 of the art boxes are illuminated. Lights in the adjacent parking garage stairwell need replacement.	<u>Short-term</u> : Improve lighting of the alleyway by adding bistro-style string lighting over the alleyway, add lighting to all of the art installations, and replace parking garage lights that are broken.
Programming: looking forward to programming of this space after COVID. Interest in using the space for storytelling performances.	<u>Long-term</u> : Plan for programming: Residents are looking forward to active programming for this space after COVID. Interest in using the space for storytelling performances.

COMMERCIAL STREET

Features that support walking	
<ul style="list-style-type: none"> Local business and park access: access to Strong Style Coffee and Eddy's Music Co. 	
Opportunities for improving the walking environment	
Issue	Recommendation
Need safe, well-marked access to Riverfront Park via Commercial.	<u>Long-term</u> : Provide a safe, well-marked access point to Riverfront Park at Commercial. Add lighting, signage, and landscaping to the park entrance.
Incomplete sidewalk network to access the park: one-sided sidewalk.	<u>Long-term</u> : Inventory the sidewalk network near the park to ensure full accessibility to the park. There should be a sidewalk on both sides of the park entranceway to limit the number of times people have to cross for access.
Lighting: need brighter lighting.	<u>Long-term</u> : Improve lighting on Commercial and Boulder near the park, prioritizing crosswalk visibility.

BOULDER DRIVE

Opportunities for improving the walking environment	
Issue	Recommendation
Sidewalks in need of repair and replacement.	<u>Long-term</u> : Inventory, repair and replace sidewalks along the length of Boulder Drive.
High traffic speeds - cars do not stop at crosswalks.	<u>Long-term</u> : Ensure that two-way conversion narrows travel lanes to reduce driving speeds. Evaluate feasibility of 10 foot travel lanes. Consider repurposing excess pavement for bike lanes, painted shoulders or wider sidewalks.
Dangerous crossing at Strong Style Coffee.	<u>Long-term</u> : Improve the safety of the crosswalk of Boulder Drive and Cushing Street at Strong Style Coffee with signage and a continental crosswalk stripe pattern.
Unwelcoming building facades: graffiti; unkempt storefronts and parking garage make this a less enjoyable place to walk.	<u>Long-term</u> : Enhance the building facades along Boulder Drive. Remove graffiti and work with property owners on landscaping

	maintenance. Consider placemaking opportunities such as a mural or sculptural wall features for the parking garage.
Litter along sidewalks.	<u>Short-term</u> : Provide adequate trash receptacles on Boulder Drive to discourage littering along sidewalks.
Need brighter lighting.	<u>Long-term</u> : Improve pedestrian-scale lighting.
Boulder Drive near TD drive thru signage is for the "old" cross walk not the current one - safety concern.	<u>Short-term</u> : Conduct signage inventory on Boulder Drive.
Need a bike lane for connection to the Rail Trail.	<u>Long-term</u> : Add bike lane for connection to Rail Trail.
Need better connection to Main Street.	<u>Long-term</u> : Improve the connection to Main Street through the closure of Cushing and the addition of wayfinding.
Unsafe and unkempt underpass of Water Street Bridge: need better lighting and litter removal. Bridge itself could be brighter, cleaner, more welcoming.	<u>Long-term</u> : Enhance the Water Street Bridge underpass with lighting, litter removal, and art.

RIVERFRONT PARK

Features that support walking	
<ul style="list-style-type: none"> • Inviting green space with river access, well-kept landscaping, and space for sports and gathering. • Well-lit at night. • Historical iron bridge adds architectural interest. 	
Opportunities for improving the walking environment	
Issue	Recommendation
Crossing Boulder unsafe: cars traveling fast, ignore pedestrians.	<u>Long-term</u> : Improve the safety of Boulder crosswalk by ensuring that all crosswalks on Boulder Drive are enhanced by uniform visibility features including at-crosswalk signage and continental crosswalk paint patterns. Consider using an RRFB at the park entrance crosswalk, given the high crossing frequency at this location.
Lighting of Boulder/Commercial intersection needs to be improved.	<u>Long-term</u> : Improve the lighting of Boulder/Commercial intersection.

<p>Need brighter lighting at the park access point, especially at the rail crossing.</p>	<p><u>Long-term</u>: Improve lighting at park access point, especially at rail crossing.</p>
<p>Individuals who are unhoused police presence.</p>	<p><u>Short-term</u>: Work with local community-based organizations to serve individuals who are unhoused to ensure that the downtown corridor has adequate seating and gathering places, and that people have access to safe places to protect them from inclement weather.</p>
<p>Placemaking opportunities: End of Commercial Street is a blank canvas for placemaking - create something that feels more like a park entrance.</p>	<p><u>Long-term</u>: Add placemaking elements (lighting, art, and signage) to the end of Commercial Street to create something that feels more like a park entrance.</p>
<p>Need better connection to Nashua River.</p>	<p><u>Long-term</u>: Consider infrastructure and programmatic strategies that make a better connection between the park and the Nashua River.</p>
<p>Parking lots next to park: not often full; repurpose space or atleast open to public use.</p>	<p><u>Long-term</u>: Evaluate the ability to repurpose parking lots next to the park into uses that are more park-friendly. If these lots cannot be repurposed, they need to be made available to public parking for park-goers.</p>
<p>Uncomfortable walk from public parking down commercial to the park. Not mobility inclusive.</p>	<p><u>Long-term</u>: Ensure a fully accessible walking path from public parking lot, down commercial to the park.</p>