



Hudson Bicycle and Pedestrian Committee Community Presentation



November 9, 2022

Agenda

- Overview of Community Survey Responses
- Initial Recommendations
- Q & A
- Final Report



Charter of Ad-hoc Bicycle and Pedestrian Committee

Create a Town-wide Bicycle and Pedestrian Master Plan which addresses both commuter and recreational walking and biking

Develop a short and long-term Bike & Walk Action Plan that prioritize policies, projects, and programs that can be implemented over the short term (1-5 years) and over the next decade.

File with the Select Board on or before January 24, 2023 a recommendation about how cycling and pedestrian issues should be addressed in the future.

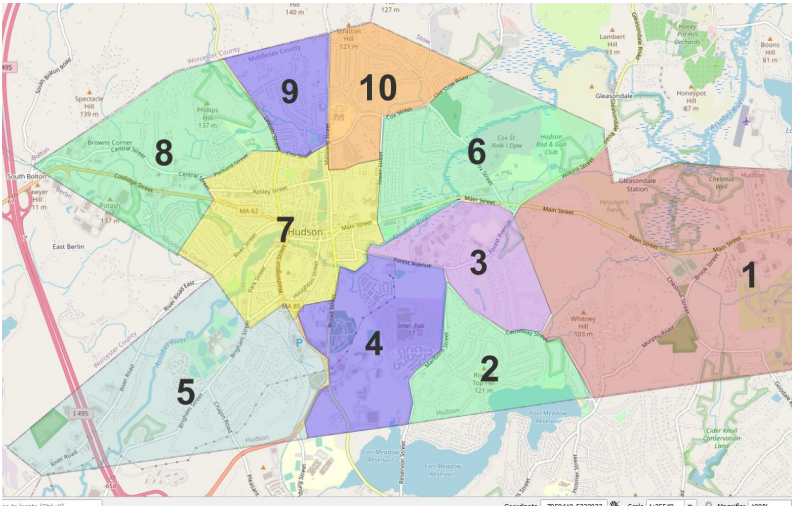


Survey Demographics

610 Responses

- more than 3% of all Town residents
- almost 5% of registered voters

Which area of Hudson do you live in?



Prefer not to share

1.7%

10 - Stratton Hill East

7.9%

9 - Stratton Hill West

1.8%

8 - West of Danforth

8.1%

7 - Downtown

19.2%

6 - Tower to Mulready

9.3%

1 - East

16.0%

2 - Lakeview

8.1%

3 - Near Forest Avenue

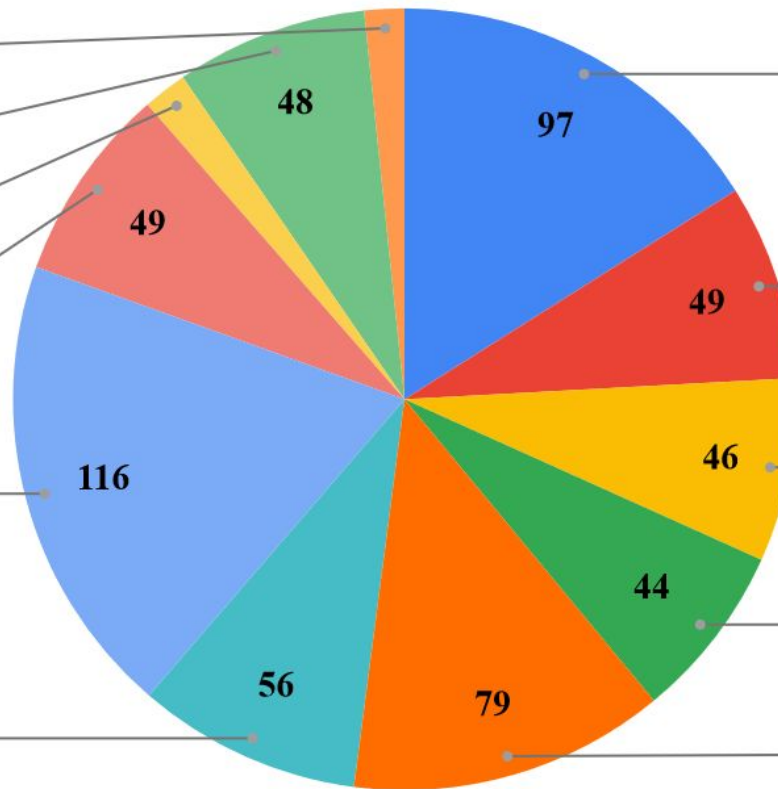
7.6%

4 - Upper Washington...

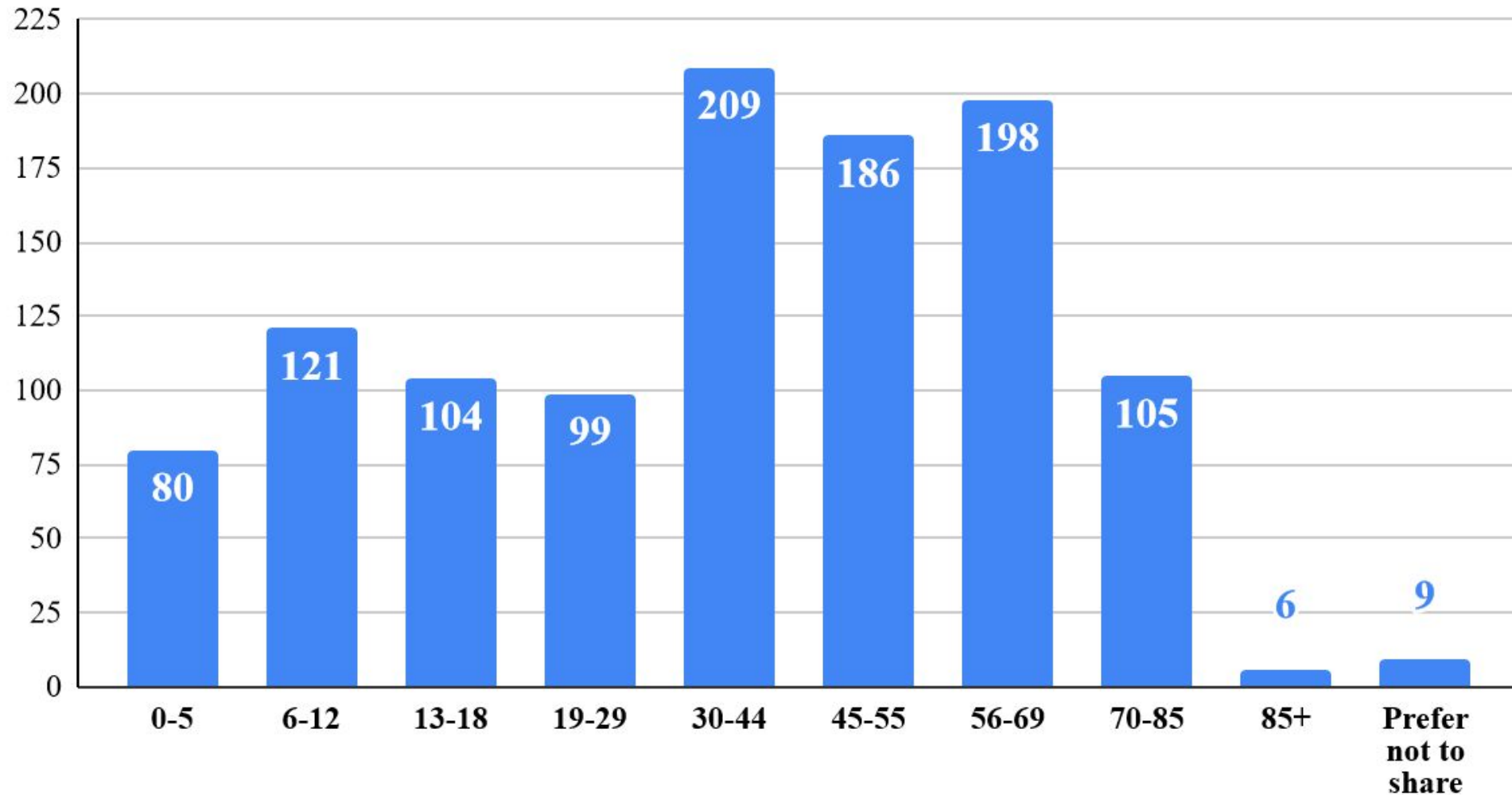
7.3%

5 - Near Hudson High

13.1%



The ages of people in our household are:



Current Pedestrian and Cycling Activity



How often do you walk in Hudson?

Less than Monthly

3.2%

Monthly

2.6%

Twice a month

2.7%

Weekly

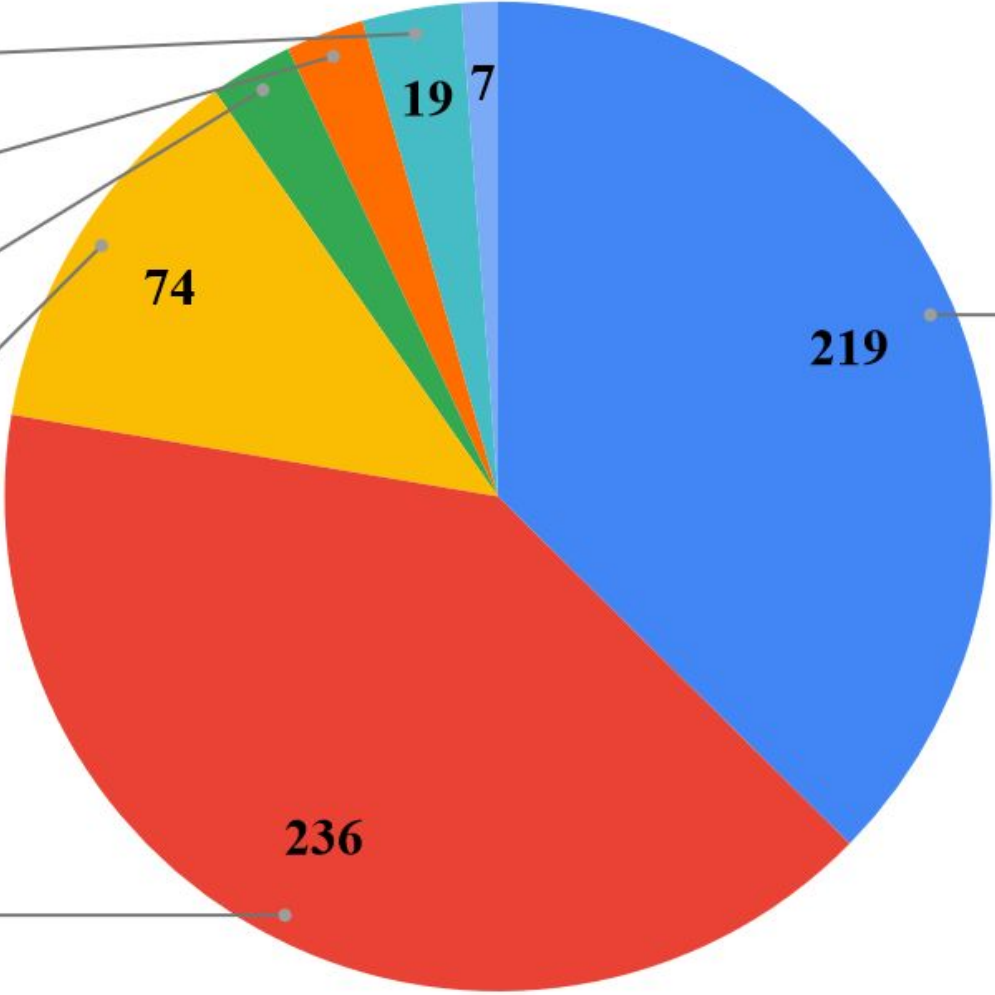
12.6%

3-4 times a week

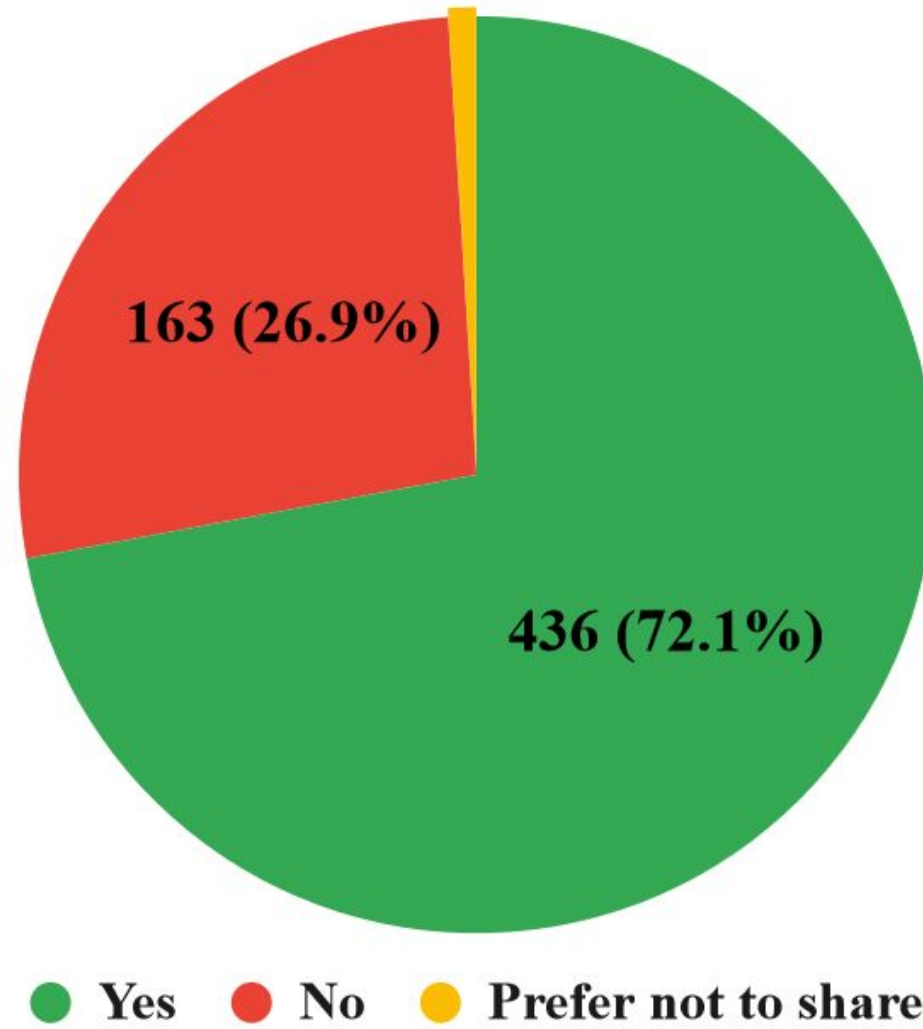
40.3%

Daily

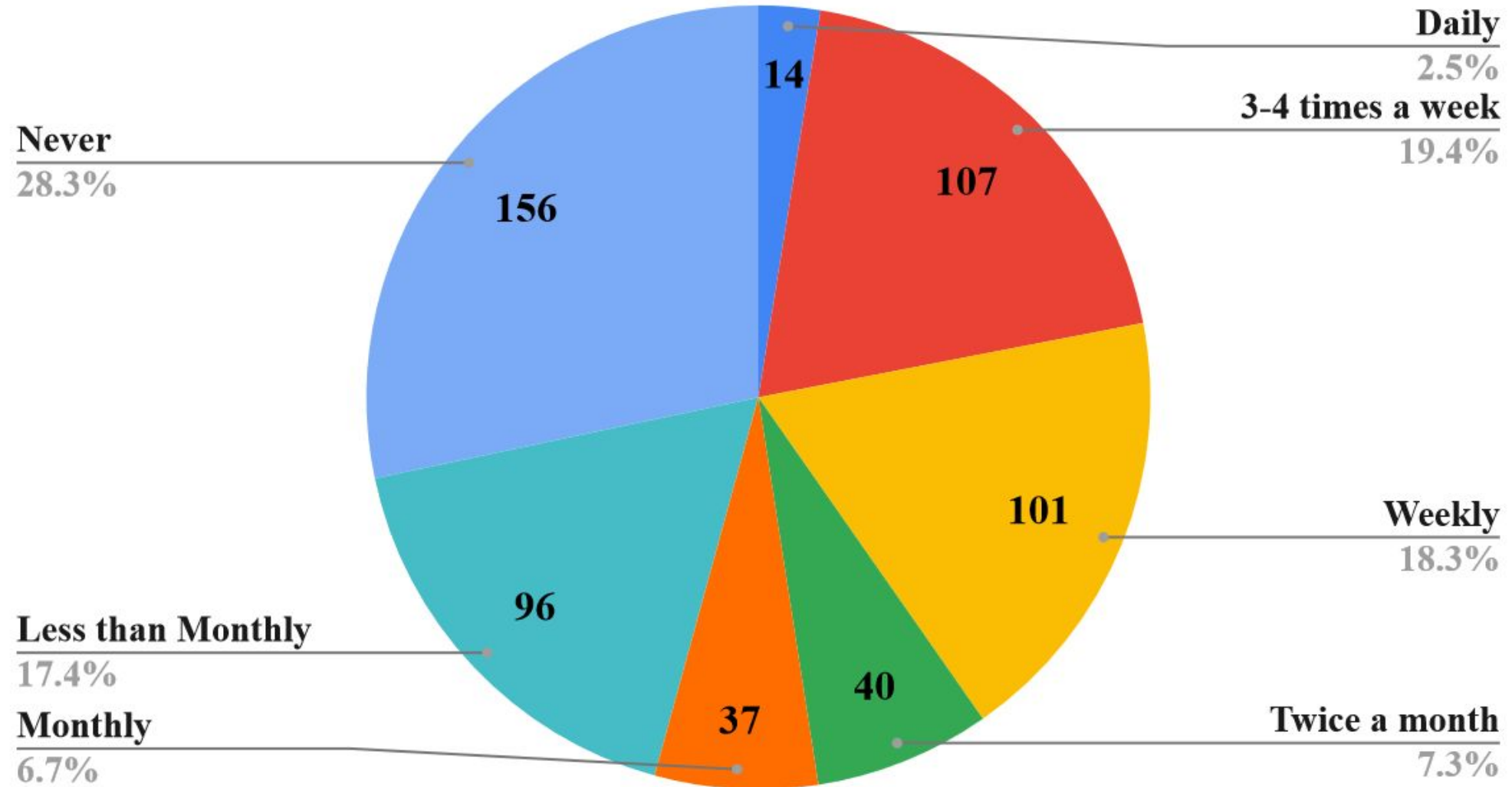
37.4%



Do you own a bike?



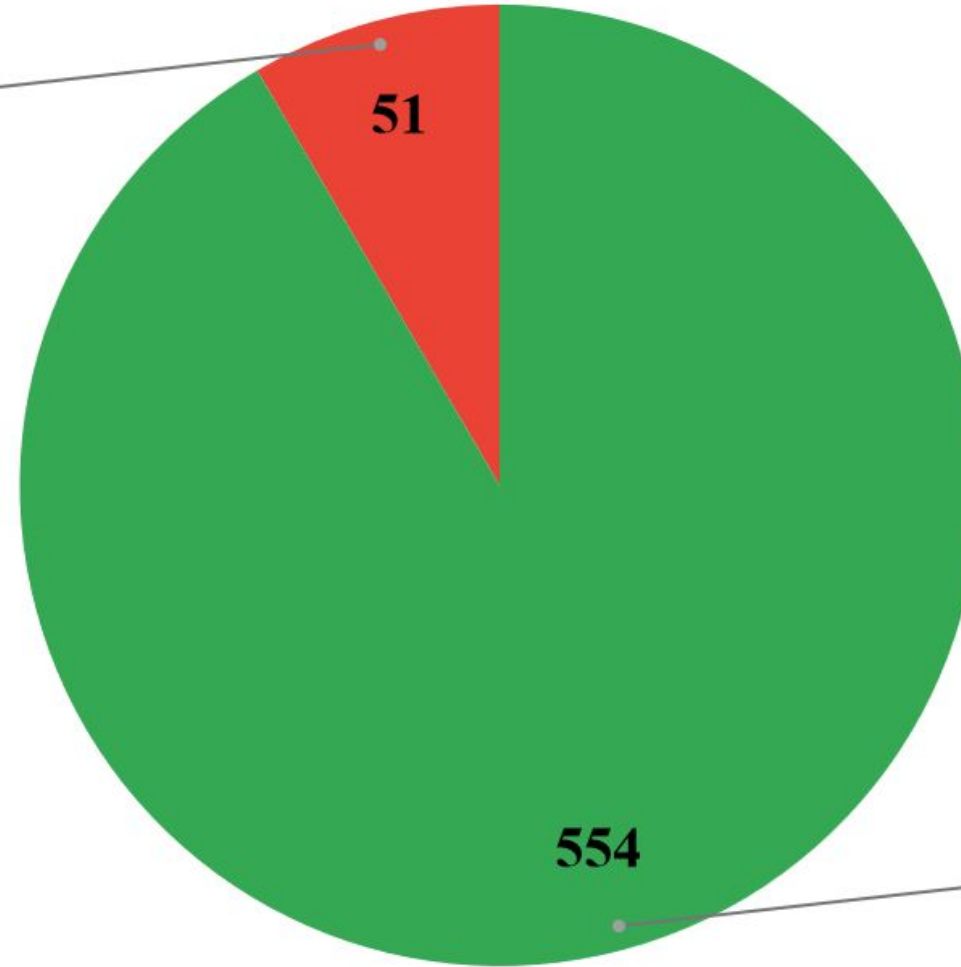
How often do you bike in Hudson?



Do you use the Rail Trail?

No

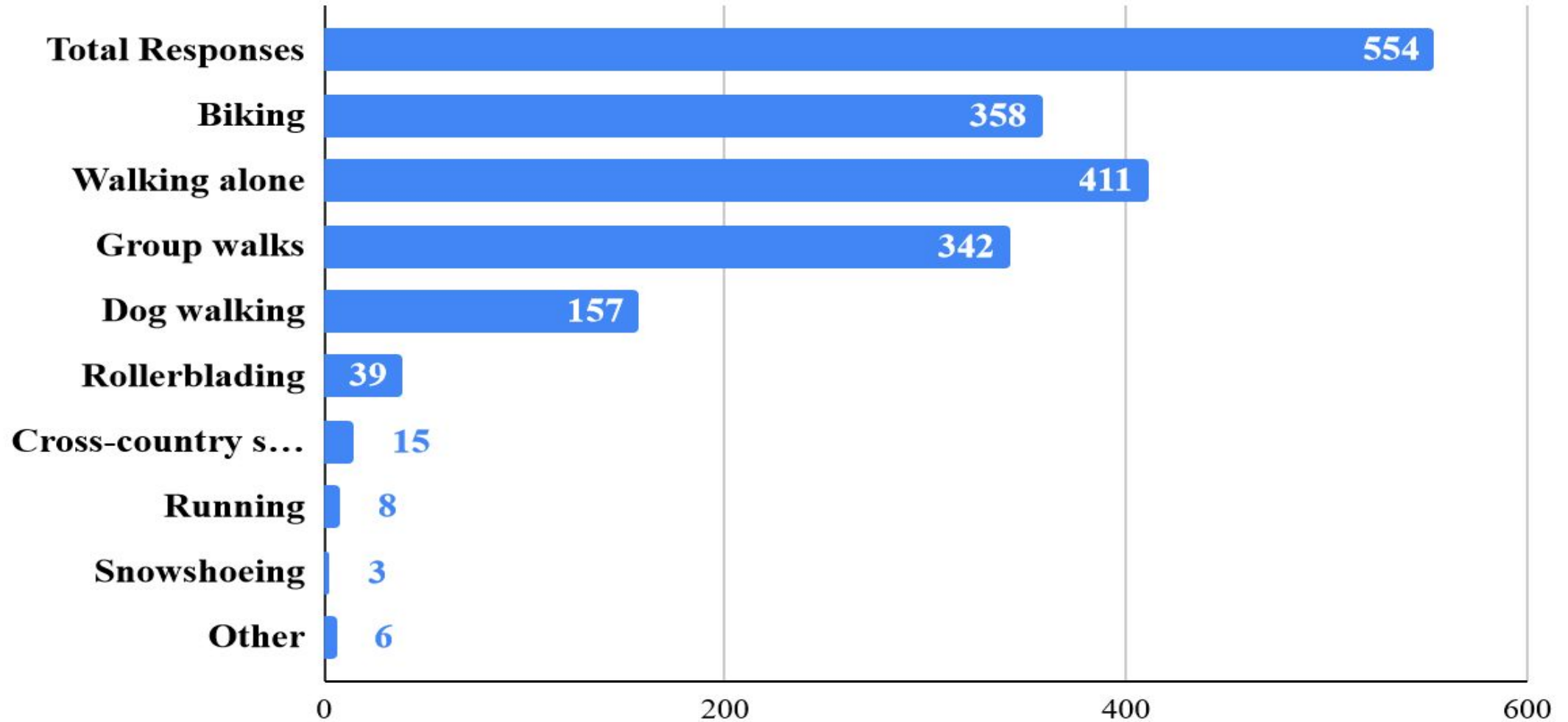
8.4%



Yes

91.6%

What activities do you pursue on the rail trail?



Common Responses





Connections

Residents in all areas of Town are looking to create and improve connections

- To the rail trail
- To downtown and shopping
- To schools, parks, and recreation areas

Rail Trail and Sidewalks

- Rail Trail and all sidewalks should be plowed
- Sidewalks
 - Desired in areas with no sidewalks
 - Condition issues reported in many areas
 - Gaps reported along several streets
 - Blocking issues - trash cans



Traffic Issues

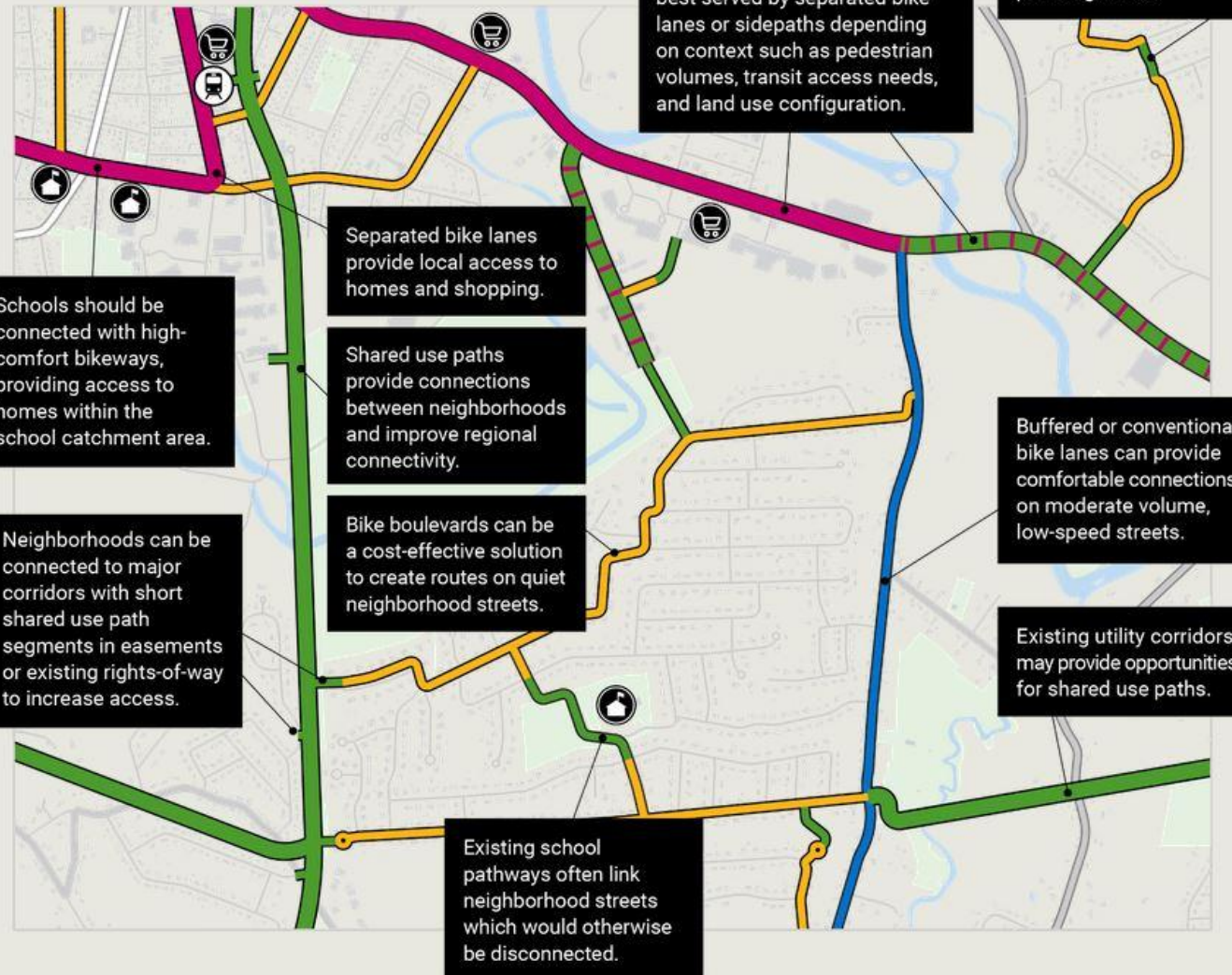
- Speeding mentioned in a number of areas in town
- Concerns raised with auto/bike interactions
- Concerns raised with bike and pedestrian interactions on the rail trail



Initial Recommendations - Connections

Connected Bike Networks in Suburban Areas

- Shared Use Path
- Shared Use Path Along Roadway (Sidepath)
- Separated Bike Lane
- Neighborhood Greenway
- Buffered or Conventional Bike Lane



Schools should be connected with high-comfort bikeways, providing access to homes within the school catchment area.

Separated bike lanes provide local access to homes and shopping.

Shared use paths provide connections between neighborhoods and improve regional connectivity.

Bike boulevards can be a cost-effective solution to create routes on quiet neighborhood streets.

Neighborhoods can be connected to major corridors with short shared use path segments in easements or existing rights-of-way to increase access.

Suburban shopping areas may be best served by separated bike lanes or sidepaths depending on context such as pedestrian volumes, transit access needs, and land use configuration.

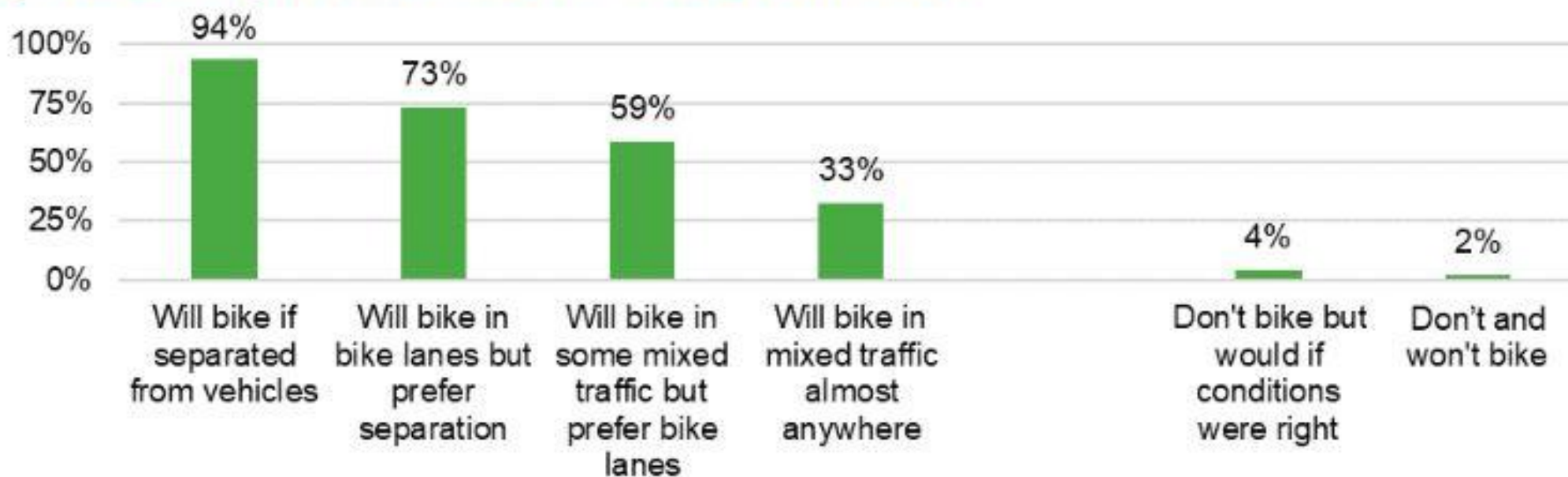
Continuous high-comfort routes can be created by linking otherwise disconnected neighborhood streets with short shared use path segments.

Buffered or conventional bike lanes can provide comfortable connections on moderate volume, low-speed streets.

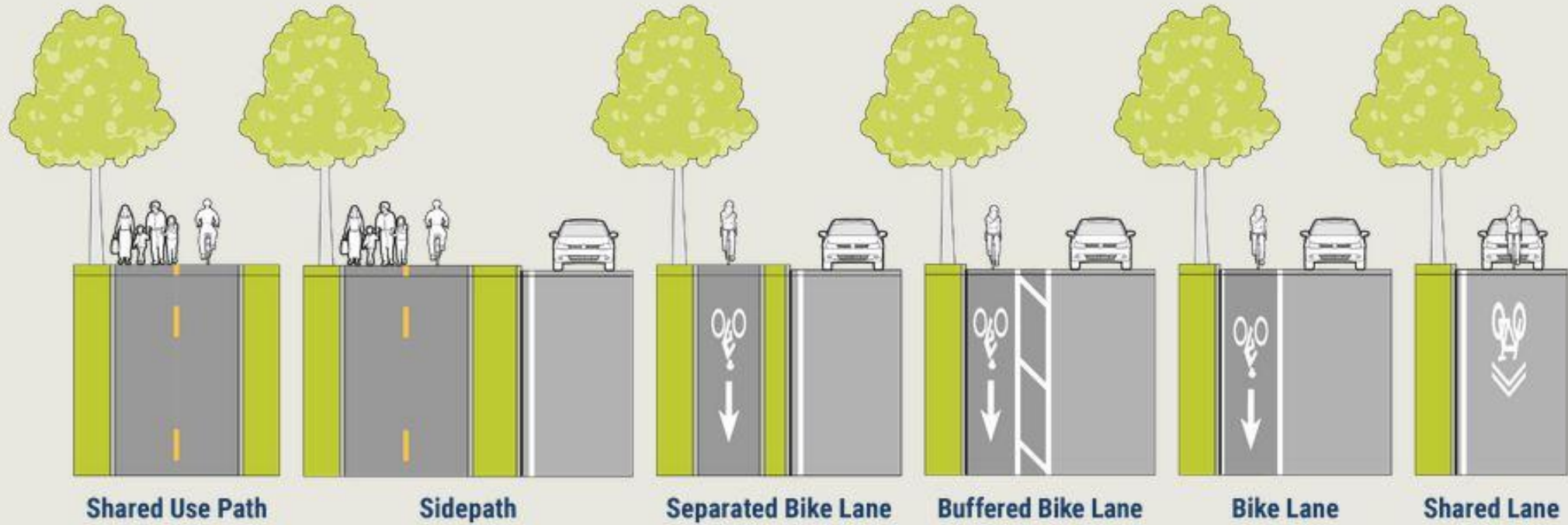
Existing utility corridors may provide opportunities for shared use paths.

Existing school pathways often link neighborhood streets which would otherwise be disconnected.

Figure 2: Listening Session Attendees' Traffic Stress Tolerance



Bikeway Types



Bike Lane - Manning Street



Shared-use Path (Main St. Bridge)



Initial Recommendations - Sidewalks

- Plow the Rail Trail after Snowstorms
- Expand sidewalk plowing or consider shovelling requirement and establishing a “Good Samaritan” network
- Conduct study of all sidewalks as was done for all Town streets.
 - Evaluate ADA compliance
 - Prioritize completing streets with gaps in existing sidewalks
 - Prioritize sidewalks in school zones
- Ensure that there are sidewalks on both sides of the street on major streets and highly-used connector streets



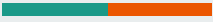
Initial Recommendations - Biking

- Prioritize the development of the MCRT through downtown and out to Berlin town line
- Optimize Neighborhood Connections to Rail Trails and connector streets when streets are being repaved
 - Follow MAPC recommendations when repaving/restriping
 - Incorporate recommendations from MassDOT bike plan, working with specific neighborhood input

Safety and Courtesy

- Expand the Safe Routes to School program and other safety and courtesy training

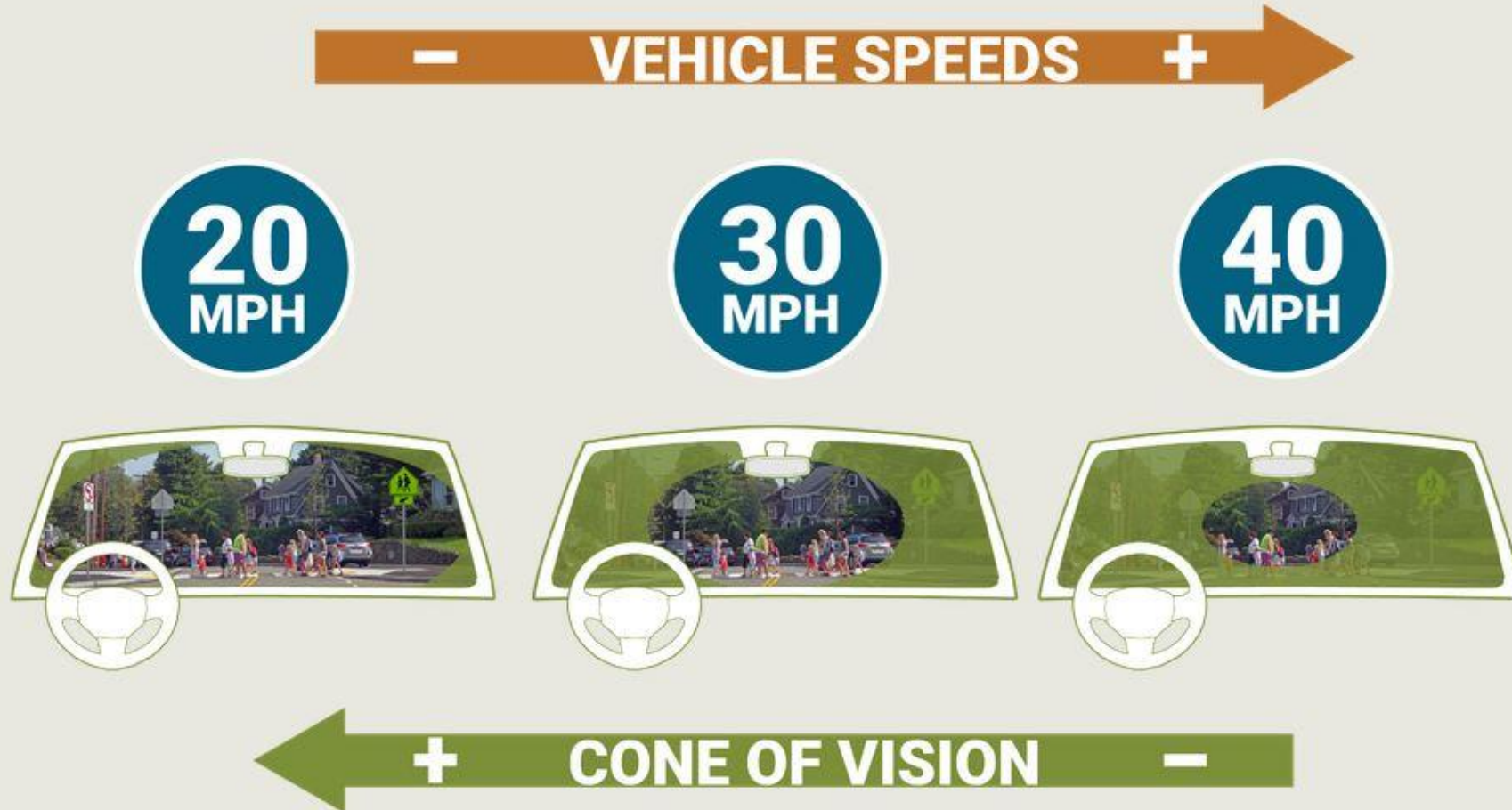




Initial Recommendations - Traffic concerns

- Changing speed limits is difficult, and most people will drive at the speed that they feel comfortable.
- Only effective way to reduce speed is traffic calming

As vehicle speed increases, drivers can see less of the road environment around them, putting vulnerable road users like bicyclists and pedestrians at greater risk



Speed Tables



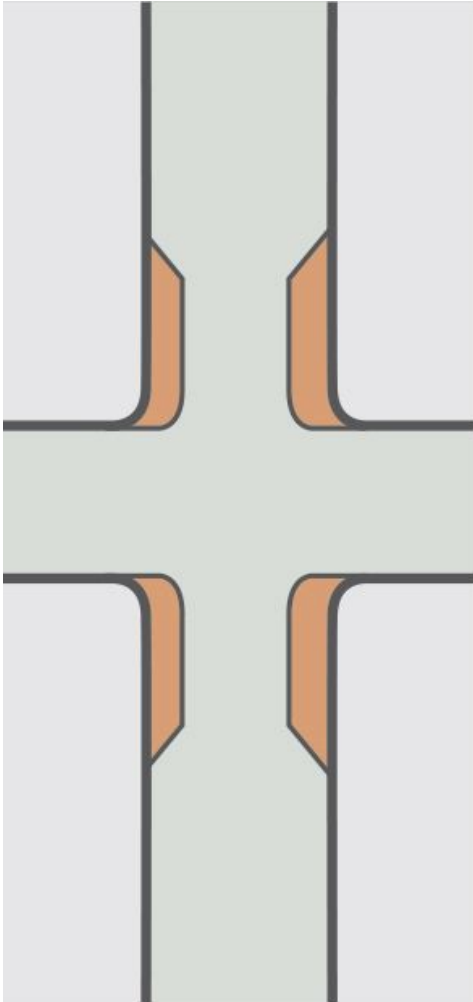
Raised Crossings



Lane Narrowing



GATEWAY TREATMENTS





Survey Details

TownOfHudson.org

Boards & Committees

Ad-hoc Bicycle and Pedestrian
Committee

Background and Supporting
Documents

Surveys / Public Forums /



Q & A



Final Report

Presentation to Select Board - early 2023

References



[Mass DOT Bicycle Transportation Plan](#)



[Mass DOT Pedestrian Transportation Plan](#)