



# Town of Littleton Bicycle and Pedestrian Master Plan August 2023



# Table of Contents

Acknowledgements

Table of Contents

## Chapter 1:

Introduction

    Overview of Related Planning Efforts  
    MAPC's MetroCommon 2050

## Chapter 2:

Walking and Cycling in Littleton Today

    Community Character  
    Committees  
    Walking Infrastructure  
    Bicycle Infrastructure  
    Complete Streets Policy  
    Safe Routes to School  
    Americans With Disabilities (ADA) Infrastructure  
    Vehicle Crashes  
    Bicycle and Pedestrian Crashes  
    Connections to Transit  
    E-bikes and other micromobility  
    Community Engagement

## Chapter 3:

Pedestrian and Bicycle Facility Design Discussion

    Bicycle Facilities  
    Regional Greenway Corridors  
    Bicycle Parking

## Chapter 4:

Key Components and Recommendations  
    Proposed Projects  
    Regional Greenway Corridors  
    Goals of the NRG coalition  
    State Number Roadways  
    Pedestrian Network  
    Shared Streets  
    Littleton Common  
    Funding Resources and Opportunities

## Appendix 1:

Pedestrian and Bicycle Facility Design  
Guidelines and References

## Appendix 2:

Complete Streets Policy

## Appendix 3:

Center Line Removal Resources

## Appendix 4:

Community Survey Results

# Acknowledgements

We would like to thank The Town of Littleton staff, elected officials, and volunteers who provided input on this project: including Maren Toohill, Town Planner, members of the Bicycle and Pedestrian Advisory Committee, Transportation Advisory Council, Planning Board, Select Board, and Littleton residents. Professional technical assistance was provided by the Metropolitan Area Planning Council: Marah Holland, Senior Transportation Planner and David Loutzenheiser, Senior Transportation Planner.

This project was undertaken with funding provided by MAPC and the Town of Littleton.



# Chapter 1

# Introduction

The Metropolitan Area Planning Council (MAPC), in partnership with the Town of Littleton, developed this Bicycle and Pedestrian Master Plan to advance safe, convenient, and enjoyable biking, walking, and rolling in Littleton. The plan focuses on short-term and low-cost strategies to improve conditions for active transportation in Littleton, as well as connections to neighboring communities and rail trails.

The purpose of this plan is to develop solutions that can be implemented in the near term with available state and local funding. The primary goals of this effort are to:

1. Develop safer ways for residents and visitors to get around Littleton, as well as connect to neighboring towns for transportation or recreation
2. Create accessible routes to allow more people to walk, bike or roll, including people of all ages and abilities
3. Develop a bicycle and pedestrian network plan connecting key destinations and surrounding communities
4. Create a culture of walking, biking, and rolling by developing more opportunities that are safe, convenient, and enjoyable

This planning effort evaluated existing conditions, survey results, input from two public forums, as well as interviews with Town staff and committee members. This planning effort also identified potential opportunities to improve walking and biking conditions for major roads and off-street routes within Littleton. It recommends a network of on- and off-road connections and routes, including proposed bicycle and pedestrian accommodations, and how those accommodations may fit within the existing roadway width.

This report is organized into several sections. First, it provides an overview of Littleton's status today. Second, it discusses possible pedestrian and bicycle facility designs on key routes within Littleton. Third, it presents key components and recommendations to improve walking, biking, and rolling in Littleton.

# Overview of Related Planning Efforts

Many previous, current, and future planning efforts affect biking, walking, and rolling in the Town of Littleton. This plan builds upon those efforts to enhance existing projects and work in parallel with in-progress planning efforts.

Littleton's **Master Plan**, developed in 2017, highlights numerous ways the town can and should consider improvements for people walking, biking, and rolling. The key recommendations from the plan include expanding the sidewalk network and crosswalks, increasing on- and off-street bicycle accommodations, monitoring and addressing street safety challenges, and creating connections to key destinations in town.

Littleton's **Complete Streets** policy received national recognition in 2013 from [Smart Growth America](#). The Complete Streets Prioritization Plan is currently being updated and is expected to be completed in the summer of 2023.

The **Local Rapid Recovery Plan (LLRP)**, completed in 2021, was developed as part of a state initiative established to help communities stabilize and grow the Massachusetts economy as a result of the economic impacts caused by the COVID-19 pandemic. The LLRP included a few high priority recommendations related to the bike and pedestrian plan, including implementing a wayfinding signage program around Littleton Town Common and the Great Road commercial and retail areas, multiple streetscape improvements, complete construction of the Couper-Wellington Trail, and redesign of the intersection of Goldsmith Street and Stevens Street.

Multiple other planning efforts influenced this plan, including new development plans around Littleton Common, the MBTA Communities legislation and planning work, and new zoning adopted in Littleton Common. These collective planning efforts highlight diverse opportunities to improve walking, biking, and rolling infrastructure in Littleton.

# MAPC's MetroCommon 2050

MetroCommon 2050 is Greater Boston's regional land use and policy plan. It's about ways the Boston region can become more equitable, more prosperous, and more sustainable. MetroCommon is built on goals – that is, what people have told us they want. It defines action areas that give today's issues context, and that reveal systems that require intervention. It goes deeply into key topics, finding insight in the trends, patterns, and idiosyncrasies of the region: research. And it makes specific recommendations for policy changes that can get us to our goals.

The Metrocommon 2030 principals which guide this plan are:

- Create a culture where residents and visitors choose to walk, bike, and roll to schools, retail, places of employment, and other points of interest.
- Establish a bicycle and pedestrian network plan connecting local destinations and surrounding communities through safe, comfortable, and convenient routes.
- Reinforce the value of walking and bicycling with initiatives and the installation of supportive infrastructure.
- Institutionalizing bike and pedestrian improvements in all roadway and related projects throughout the town
- Confront and prioritize improvements in areas where people of color, low-income individuals, households with no vehicle, seniors, children, and other disproportionately affected groups have felt the burden of an obstructive or lacking bike and pedestrian infrastructure.



## Chapter 2

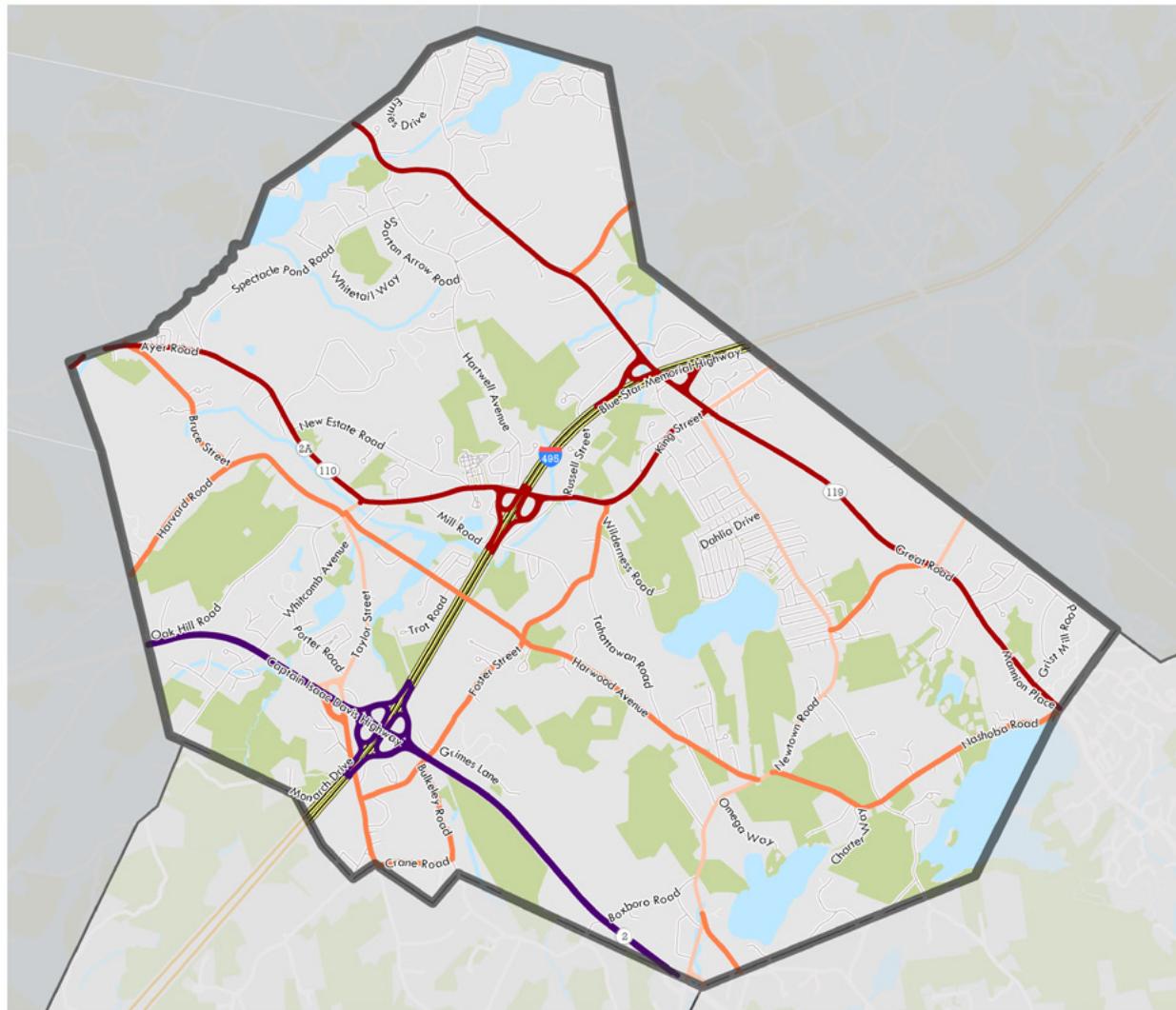
# Walking and Cycling in Littleton Today

# Community Character

The Town of Littleton is situated in Middlesex County, approximately 30 miles northwest of Boston. Littleton is a rural community in the northwest region of MAPC's Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion encompassing about 17 square miles. The Town has approximately 10,000 residents and over 2,000 acres of conservation land for active and passive recreation. The median household income in Littleton is just over \$140k.

Littleton's land use is a mix of residential, commercial, and industrial areas, with an emphasis on preserving open space and natural landscapes. The town values its extensive network of parks, conservations areas, and recreation facilities. Notable points of interest include Long Lake, the historic Littleton Common, and the town center that includes a variety of local shops and restaurants.

Most residents in Littleton commute to work by car. The town has a high rate of car ownership, with a significant portion of households owning multiple vehicles. However, many Littleton residents also utilize the town's MBTA commuter rail stop located in the southern portion of the town. The commuter rail has parking for vehicles and bikes, however there is no safe biking infrastructure to get to and from the station, limiting how many people may take advantage of the available bike parking.



## Littleton Bike and Pedestrian Plan

### Road Classification

Roadway Functional Classification	MAPC Boundary
Interstate	Rivers and Streams
Principal Arterial	Water
Urban principal arterial	Open Space
Urban collector	MA Town
Urban minor arterial	Outside MAPC
Local	

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:  
Metropolitan Area Planning Council  
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

November 2022



Figure 1: Littleton Road Classification

# Committees

There are multiple committees in Littleton that contribute to programs, policies, and projects that advance the Town's values. Representatives from both the Bicycle and Pedestrian Advisory Committee and the Transportation Advisory Council played active roles in developing this plan and contributing to its recommendations. Littleton's Planning Board also contributed to the plan and will be instrumental in its implementation. Other committees will play a supporting role in implementing the plan recommendations, including committees focused on open space and recreation, housing, land use, and more.

## Walking Infrastructure

The walking infrastructure in Littleton spans considerable reach in the town, but isn't always connected, accessible, and safe for residents. Sidewalks line a few of the major connector roads in town, including King Street, Goldsmith Street, and a portion of Great Road and Taylor Street.

Figure 2 shows the existing sidewalk network in Littleton. The sidewalk network connects key destinations, such as the schools, Town Common, library, and some recreation facilities. Many of the existing sidewalks only line one side of the street, and at times aren't wide enough for the way people want and need to use them. The top request of residents in both the public survey (discussed later in this plan) and the public meetings, was the expansion of the town's sidewalk network.

In addition to existing sidewalks, there is a network of off-street trails that connect to recreation areas and open spaces throughout town. These trails are highly used by residents for various activities such as walking, running, biking, and walking dogs. However, many of these trails are disconnected from each other and are difficult to access by a mode other than driving. Additional connections between existing trails could greatly expand the ability of residents to walk to key places of interest.

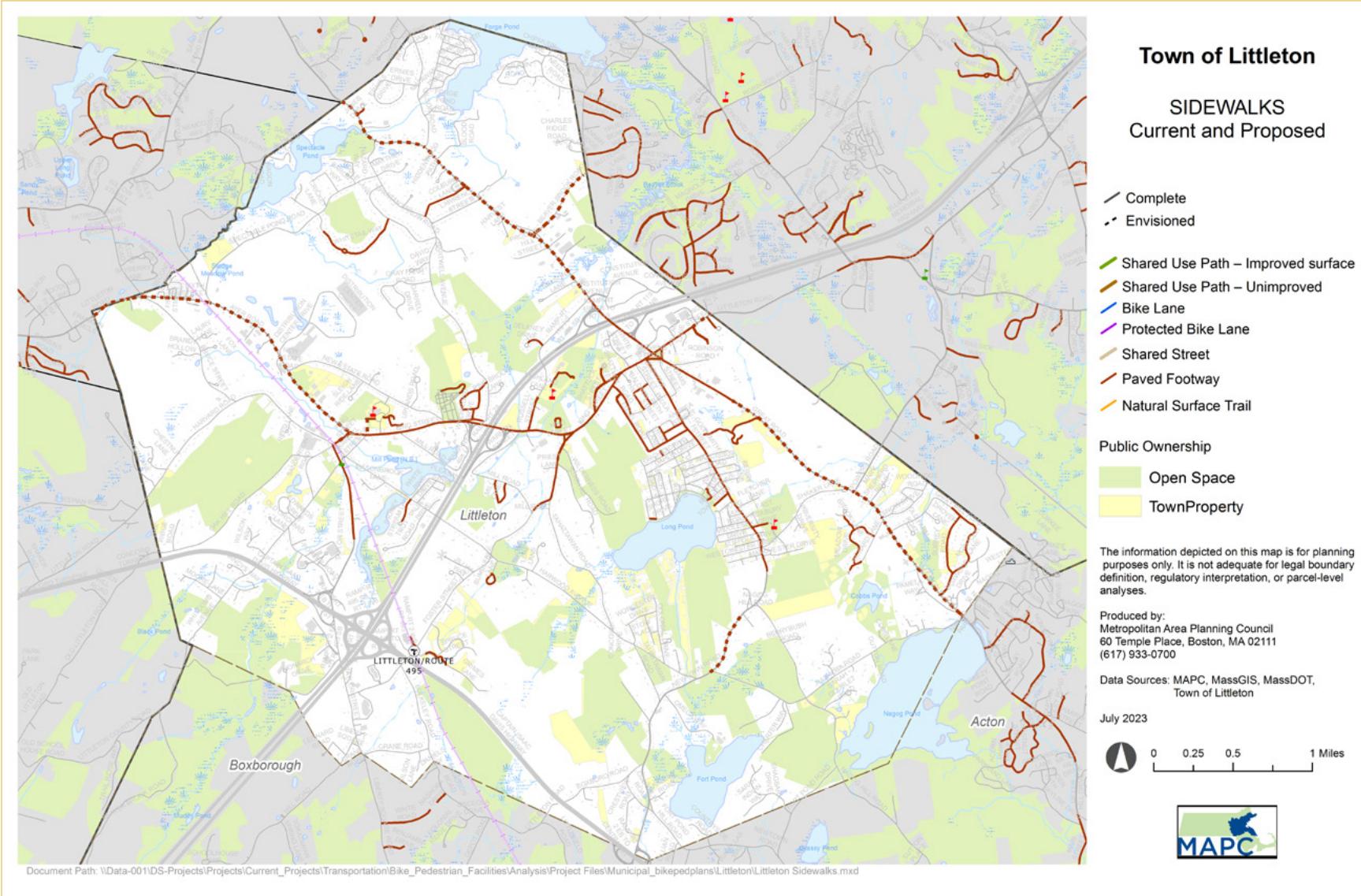


Figure 2: Littleton trail and sidewalk network

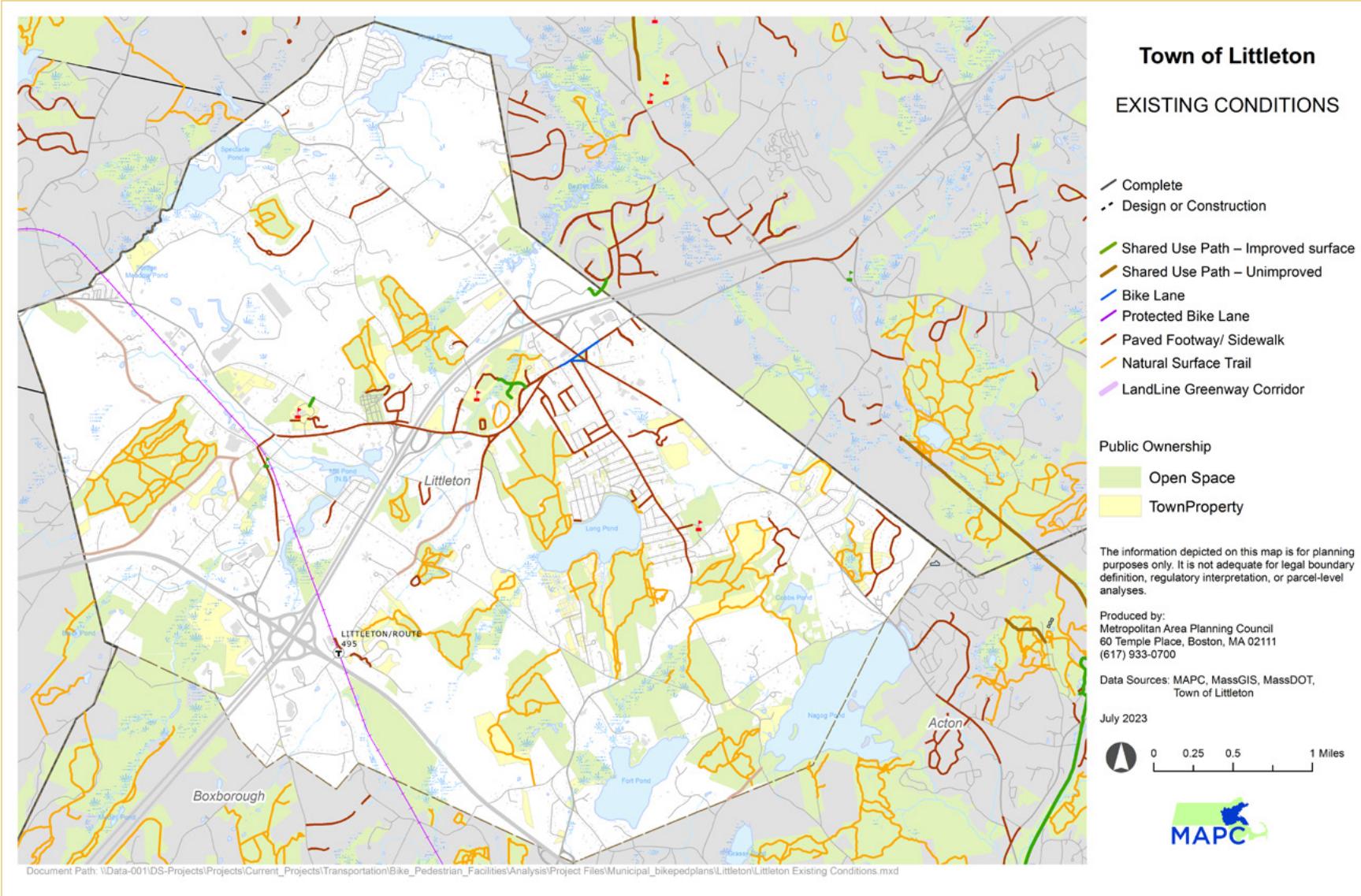


Figure 3: Current trail and sidewalk network

# Bicycle Infrastructure

Littleton currently has limited bike infrastructure, but efforts are underway to expand and improve it. The existing infrastructure consists of a painted bike lane around Littleton Common, a few shared roads with no designated bike lanes or paths, and a few off-street routes. This lack of dedicated cycling infrastructure creates challenges for cyclists, especially when it comes to safety and connectivity. However, there are promising plans in place to address these gaps and enhance the bike network within the town.

One of the key areas of focus for improving bike infrastructure in Littleton is connecting important destinations. The commuter rail station is a vital transportation hub, and efforts are being made to create safe and convenient routes for cyclists to access it. Additionally, connecting the high school, town center, commuter rail station, and recreation areas is a priority. These areas attract a significant number of residents and visitors, and providing better cycling options would not only promote active transportation but also reduce traffic congestion and improve overall livability.

The COVID-19 pandemic highlighted the importance of walking and biking as viable modes of transportation and recreation. Many people turned to these activities during the pandemic as a means to stay active and maintain social distancing. Littleton has continued to see an increase in the number of people walking and biking, emphasizing the need for improved infrastructure to accommodate this growing demand. This increase in active transportation presents an opportunity for the town to prioritize the development of safe, accessible, and connected bike paths and lanes, fostering a more sustainable and healthy community for all residents.

# Complete Streets Policy

Complete streets are an approach to transportation planning that aims to create roadways that are safe, accessible, and convenient for all users, including pedestrians, cyclists, motorists, public transit users, children, seniors, people with disabilities, and more. The concept recognizes that streets are not just meant for vehicles but should also prioritize the needs of other modes of transportation. Complete streets can include features such as sidewalks, bike lanes, crosswalks, accessible public transportation stops, and traffic calming measures. Deciding what elements of complete streets to include in a project is context-specific and will be determined project-by-project. By implementing complete streets, communities strive to improve safety, promote active transportation, enhance mobility, and create more vibrant and livable spaces for residents and visitors.

The Massachusetts Department of Transportation (MassDOT) has developed a comprehensive Complete Streets Program to encourage municipalities throughout the state to adopt and implement complete streets policies. The program's primary goal is to ensure that all future transportation projects, including road construction and maintenance, consider the needs of all users. MassDOT provides technical assistance, grants, and training to assist municipalities in developing and adopting complete streets policies. The program aims to improve safety and accessibility for pedestrians and cyclists, increase public transportation usage, promote healthy and active lifestyles, reduce traffic congestion, and enhance the overall quality of transportation infrastructure in Massachusetts communities.

Littleton approved their Complete Streets Policy in early 2016 and completed their prioritization plan later that same year. In November 2016, Littleton was awarded a \$394,970 grant from MassDOT to implement Complete Streets improvements on Russell Street and Shattuck Street, bicycle storage across town, and flashing school zone signs along Shaker Lane. Currently, Littleton's Department of Public Works (DPW) is working to update their Complete Streets Prioritization Plan.

# Safe Routes to School

The Safe Routes to School (SRTS) initiative is a nationwide effort aimed at creating safer and more accessible routes for students to walk, bike, or roll to school. The program promotes active transportation, improves safety, and encourages healthy habits among children and adolescents. SRTS initiatives typically involve a combination of infrastructure improvements, educational programs, and community engagement to address barriers to active transportation and create a safer environment for students to commute to school.

The Massachusetts Department of Transportation (MassDOT) implements the Safe Routes to School Program, which aims to support local communities in enhancing the safety and accessibility of routes to schools across the state. The program's primary goals include reducing traffic congestion and improving air quality around schools, promoting physical activity and healthier lifestyles among students, and increasing safety for pedestrians and cyclists. MassDOT provides technical assistance, grants, and resources to help schools and communities develop and implement comprehensive SRTS plans. By encouraging active transportation, educating students on pedestrian and cycling safety, and implementing infrastructure improvements such as crosswalks, sidewalks, and bike lanes, the program strives to create safer and more sustainable routes to school in Massachusetts.

Littleton has two schools listed as partners with the SRTS program, including Shaker Lane Elementary School and Littleton Middle School. Although these schools are listed as partners, there haven't been active programs or partnerships with the SRTS program recently. This is an opportunity for the town to improve active transportation modes around schools, as well as work with students on roadway safety.

# Americans With Disabilities (ADA) Infrastructure

Americans with Disabilities Act (ADA) requirements and guidelines provide a framework for enhancing accessibility for people with disabilities on public streets, sidewalks, and off-street paths. ADA-compliant infrastructure includes features such as curb ramps, accessible pedestrian signals, wide sidewalks for wheelchairs and other assistance devices, crosswalks with detectable warnings, and properly designed and maintained sidewalks. These provisions ensure that individuals with disabilities can navigate streets safely and independently, promoting equal access to active transportation and recreation infrastructure.

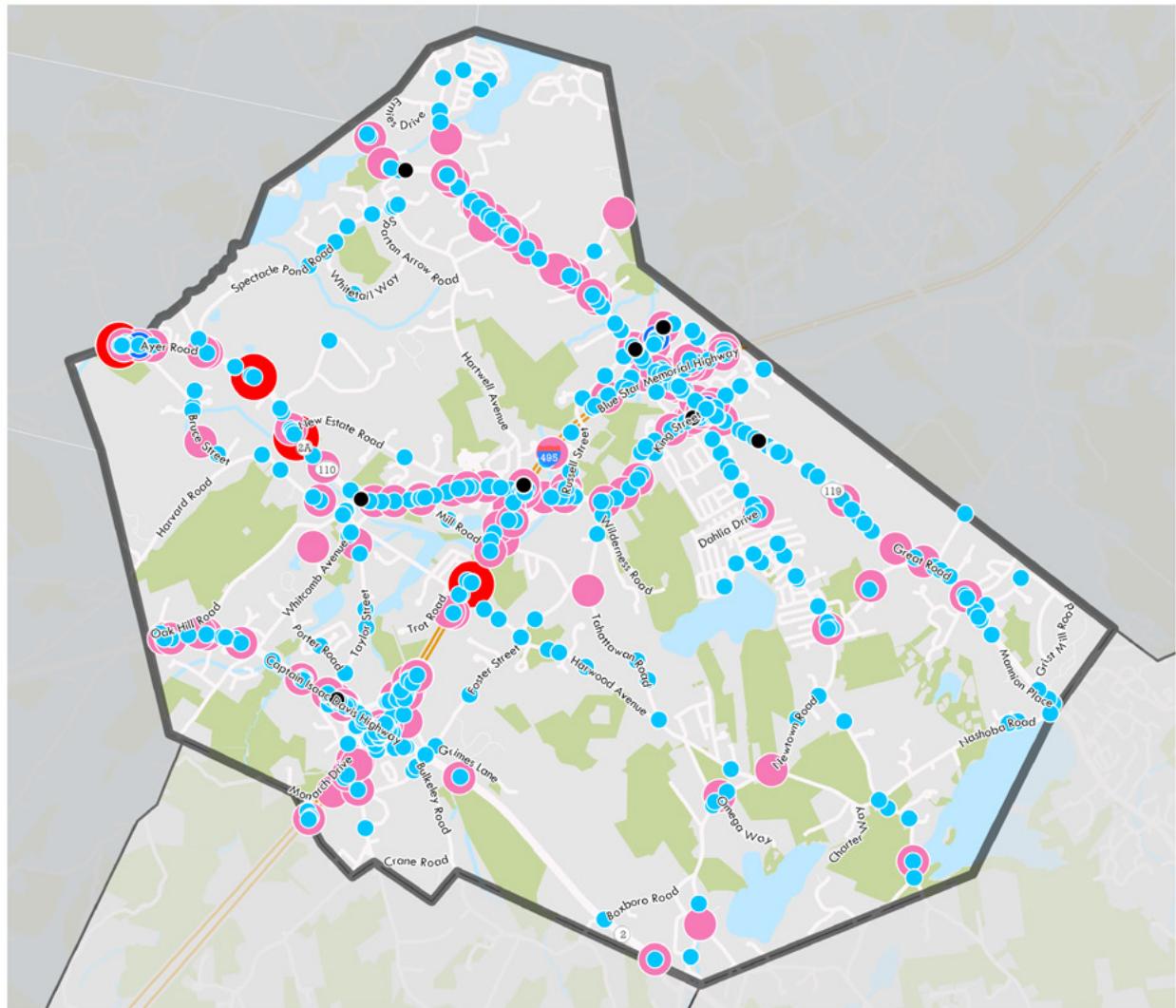
Littleton has limited ADA infrastructure currently, but efforts are underway to enhance the accessibility of the town's streets and paths. The Conservation Commission was recently awarded a grant to provide an ADA-accessible path from the parking lot at Cloverdale Conservation Land to the extensive boardwalk. In addition, one of the recommendations of this plan includes a paved off-street path that would connect the MBTA Commuter Rail stop to the High School and other to Littleton Common, greatly increasing accessible infrastructure in town.

# Vehicle Crashes

Over the last three years, vehicle crashes throughout Massachusetts have continued to rise. According to [MassDOT's Crash Data Portal](#), there were just over 100,000 total crashes statewide in 2020. Total crashes rose to nearly 125,000 in 2021 and 133,000 in 2022. As of June 2023, total crashes exceeded 50,000 statewide. The severity of vehicle crashes has also increased dramatically. From 2020 to 2022, fatal crashes increased by 30% and serious injuries increased by 25%.

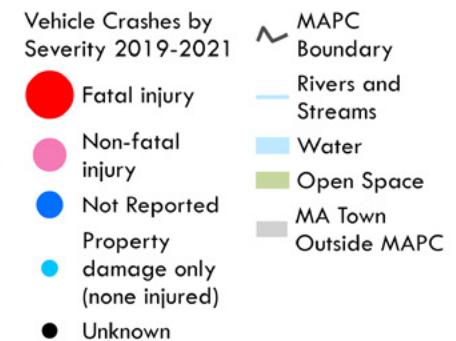
These statewide trends are similar, yet less extreme in Littleton. Vehicle crashes rose from 313 in 2020 to 350 in 2022 but the severity of crashes remained similar year over year.

Figure 4 shows crashes by severity in Littleton from 2019-2021. As can be seen on the map, many of these crashes are happening on state-owned roadways including Interstate 495, 2A, Route 2, and 119. These roads serve as major connector roads both within Littleton and outside of the town to neighboring communities. Street safety on these roads for all users should be considered for future plans in partnership with MassDOT.



## Littleton Bike and Pedestrian Plan

### Vehicle Crashes



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:  
Metropolitan Area Planning Council  
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

November 2022

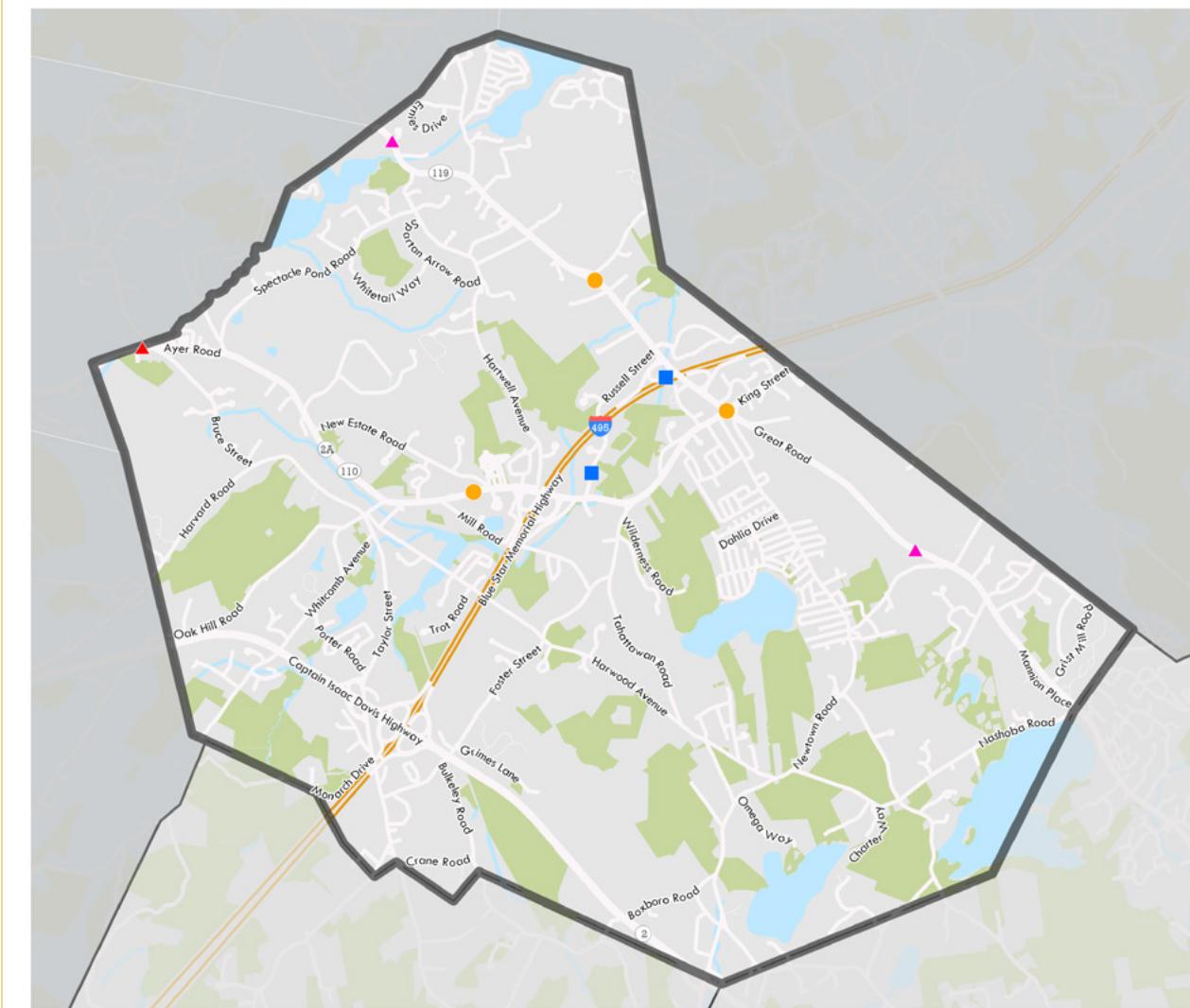


Figure 4: Littleton Vehicle Crashes

## Bicycle and Pedestrian Crashes

Statewide, crashes involving pedestrians and bicyclists have risen dramatically over the last few years. In 2020, pedestrian and bicyclist-related crashes totaled 2.8 thousand in Massachusetts. Two years later, this number rose to 3.7 thousand crashes, a more than 30% increase.

In contrast, crashes involving bicyclists and pedestrians have been relatively low in Littleton over the last few years. However, this could be due in part to the lack of safe streets and infrastructure causing less people to use these modes in the town. The crashes that have occurred have been on state-owned roadways, including 119 and 2A. One crash occurred on a town-controlled road, Russell Street, that leads to Littleton Middle School as well as a few recreation areas.



## Littleton Bike and Pedestrian Plan

### Crashes by Severity and Non-Motorist Type

Crashes by Severity and Non-motorist Type (2019-2022)

- Cyclist Non-fatal
- ▲ Pedestrian Non-fatal
- ▲ Pedestrian Fatal
- Other Non-fatal
- ~~~~ MAPC Boundary

Rivers and Streams  
Water  
Open Space  
MA Town  
Outside MAPC

All Roads  
Interstate  
U.S. Highway  
State Route  
Non-numbered route

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:  
Metropolitan Area Planning Council  
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

November 2022



Figure 5: Littleton Crashes by Severity and Non-Motorist Type

# Connections to Transit

Bicycle and pedestrian connections to transit play an important role in expanding transportation options for suburban and rural communities. These connections serve as critical links for residents who do not drive or don't own a personal vehicle. They're also crucial for those who choose to live a car-free or car-light lifestyle. Combining active transportation infrastructure with transit not only reduces reliance on private vehicles but also promotes physical activity, reduces congestion, lowers carbon emissions, and improves overall community health and well-being.

## Commuter Rail

Littleton is located at the intersection of I-495 and Rt 2. This provides those living and working in Littleton access to Wachusett, Boston, and the greater Boston region. In 2021 the Littleton MBTA commuter rail station, a part of the Fitchburg Line, which operates from Fitchburg to Porter Square in Cambridge and North Station in Boston, was expanded. This expansion created better connections for the town allowing for greater access to the Boston area. The Commuter Rail station has a bike rack for bike parking, but no bike infrastructure connecting the station to the Town center or residential areas.

## Bus Service

In conjunction with the Montachusett Regional Transit Authority, the Town is considering plans to re-instate a fixed-route shuttle to serve the Littleton MBTA commuter rail station on a pilot basis as proposed by the Crosstown Connect Transportation Management Association. The Lowell Regional Transit Authority Bus Route 15 services the town of Littleton.

# E-bikes and other micromobility

E-bikes have seen a surge in popularity over the past few years, both nationally and within Massachusetts. This trend reflects a growing interest in alternative modes of transportation that are efficient, environmentally friendly, and provide an accessible option for a diverse range of individuals.

Massachusetts has also experienced a surge in e-bike usage, mirroring the national trend. In response to this increasing demand, Massachusetts updated its laws and regulations pertaining to e-bikes to allow regulation at the local level. The recent change in the law defined class 1 and 2 e-bikes (but failed to define class 3 e-bikes), aligning Massachusetts with federal standards, which define e-bikes into three classes based on speed and motor assistance levels. These revisions allow municipalities to promote and regulate e-bikes.

There are numerous opportunities to support and promote e-bike usage in Littleton through a combination of policies, programs, and infrastructure enhancements. Littleton can collaborate with local businesses to encourage e-bike commuting and provide incentives, such as preferred parking or discounts, to e-bike riders. Public awareness campaigns and educational programs can also play a crucial role in promoting e-bike safety, etiquette, and the benefits of e-bike usage.

To continue to see greater adoption of e-bikes, Littleton should implement a policy allowing people to ride e-bikes everywhere that pedal bikes are permitted. This policy is in line with national standards and ensures that anyone riding an e-bike due to a disability or other physical challenge can have equal access to recreation and transportation areas. If necessary, the town can incorporate signage about speed restrictions in certain areas, as well as restrictions during certain times or when trail conditions don't support safe riding.

# Community Engagement

Developing an impactful bike and pedestrian plan requires an effective community engagement strategy to ensure that the plan reflects the needs and wants of residents. This plan included various community engagement methods, including site visits, public meetings, and a public survey.

Town staff and committee members joined MAPC for a site visit in August 2022 to visit different areas within the town and observe existing bike and pedestrian infrastructure. The group engaged with residents, local businesses, and community organizations during the visit to gain firsthand insights into the challenges and opportunities for improvement.

Two public meetings were organized to gather input and feedback from community members. These meetings provided opportunities for residents to share their concerns, propose suggestions, and contribute to the decision-making process. MAPC staff and town officials presented the proposed bike and pedestrian plan during these meetings and heard helpful feedback from town residents and staff about updates and changes that would be useful.

A public survey was launched on November 3, 2022 as an online form through the platform Qualtrics. It was live for five weeks, closing on December 12, 2022. The survey asked residents and visitors to provide input on existing bike and pedestrian infrastructure, desired improvements, and their overall vision for the town's active transportation network. The Town of Littleton conducted all outreach for the survey including posting the link with information on their website, social media, direct email, and newsletters. The survey received over 700 responses, of which 97% were from Littleton residents.

The top concern heard from residents was the lack of sidewalk coverage throughout town. Residents expressed strong support for more access to sidewalks, especially ones that fill gaps,

connect to key destinations, and increase safer ways to get to schools. Many residents identified specific streets or intersections they want to see improvements on, including state numbered roadways and key connector streets. Other priorities identified through the community engagement process included connections to neighboring communities (especially rail trails), filling gaps in the network of trails, improving ADA accessibility and safety for more vulnerable residents such as children, seniors and people with disabilities, as well as improving safety at intersections and adding amenities such as signage, lighting, and flashing beacons at crosswalks.

The feedback received through site visits, public meetings, and the public survey played a critical role in shaping this bike and pedestrian plan. Feedback was incorporated into the plan, influencing decisions regarding infrastructure enhancements, safety measures, connectivity, and design elements to ensure the plan aligned with the community's desires to create a bike and pedestrian network that is safe, accessible, and meets the needs of all residents, encouraging active transportation and fostering a healthy and vibrant community.



Chapter 3:

# Pedestrian and Bicycle Facility Design Discussion

This section of the Bicycle and Pedestrian Plan focuses on the design aspects of pedestrian and bicycle facilities. As more and more people begin using active transportation modes, the effective design and development of pedestrian and bicycle infrastructure are crucial to ensuring safe, accessible, and enjoyable environments for individuals who walk, bike, and roll. This section aims to explore the key principles, design considerations, and innovative strategies that guide the creation of functional, attractive, and inclusive facilities, promoting sustainable mobility options and enhancing the overall quality of life in our communities. This section provides context for the recommendations listed in the following chapter.

## Pedestrian Facilities

Pedestrian facilities play a crucial role in creating safe and accessible environments for people walking and rolling, and contribute to local economic, social, and public health goals. Several types of pedestrian facilities are commonly found in urban and suburban areas, including sidewalks, crosswalks, and shared-use paths. Each of these facilities has distinct design aspects and considerations, with a focus on promoting pedestrian safety and ensuring compliance with Americans with Disabilities Act (ADA) accessibility and Architectural Access Board (AAB) guidelines.

Sidewalks are built along roads and streets when width allows, providing a designated space for people to walk and roll safely separated from vehicular traffic. Sidewalk design considerations include width, surface materials, and maintenance. A sufficiently wide sidewalk allows for comfortable passage, accommodating individuals walking alone or in groups, as well as wheelchair users, strollers, and other mobility devices. To ensure ADA accessibility, sidewalks must adhere to guidelines that include proper slope gradients, detectable warnings at curb ramps, and adequate clearances for people with disabilities.

Crosswalks facilitate safe crossings at intersections and mid-block locations. They are typically marked with parallel painted lines and can have additional safety features such as signals, lighting, or center refuge islands. The design of crosswalks should prioritize visibility, with clear sightlines for both pedestrians and motorists. Creative, artistic, and high-visibility markings, such as zebra stripes or ladder crosswalks, can help to slow drivers and therefore enhance safety for people crossing. ADA compliance for crosswalks involves ensuring appropriate curb cuts and detectable warnings, as well as accessible pedestrian signals for individuals with visual impairments.

Shared-use paths are multi-purpose facilities that can be used by people walking, biking, and rolling. These paths are often separate from roadways, providing a dedicated space for non-motorized transportation. Shared-use path design involves considerations such as width, surface materials, signage, and wayfinding. The path width should be at least eight feet to allow for comfortable passage for pedestrians and cyclists, with sufficient room for passing. The path surface should be smooth and suitable for various users, including wheelchair users and those with mobility aids. Signage and wayfinding elements are essential for communicating how to use the path and where to go. ADA accessibility is crucial for shared-use paths, and compliance involves meeting guidelines for slope gradients, curb cuts, and detectable warnings.

Combining these infrastructure pieces to create a comprehensive, safe network that allows people to travel to their desired destinations is essential to ensure a more walkable community. Key destinations to connect to can include transit stops, town centers, schools, recreation spaces, and regional path networks. Enhancing safe, enjoyable, and accessible infrastructure that takes people where they want to go will produce economic, social, and public health benefits for the community.

# Bicycle Facilities

Bicycle facilities play a crucial role in building a comprehensive transportation network. Different types of bike facilities can be implemented to create safer bicycle connections in urban, suburban, and rural areas. Key examples include on-street bike lanes, shared streets, and off-street shared-use paths. Including supportive features such as bike parking and bike repair stations also further encourage bicycle recreation and transportation. [The NACTO Urban Bikeway Design Guide](#) provides best practices for design guidelines.

Bicycle lanes are dedicated spaces along roadways that provide designated travel lanes for cyclists. They can be marked with a white painted line, delineated with a barrier such as flex posts, or parking-protected, which are typically built in economic centers. Bicycle lane design focuses on factors such as width, visibility, and connectivity. A sufficiently wide bike lane (at least 6 feet) allows for passing and can accommodate cyclists of various skills and abilities. Enhancements like buffer zones or physical barriers between the bike lane and vehicle traffic can create a greater level of comfort and therefore encourage a wider range of people to travel by bicycle. Adequate visibility through signage, pavement markings, and lighting create a safer and more enjoyable space to ride. ADA accessibility in bicycle lanes involves ensuring smooth surfaces, proper curb cuts, and detectable warnings at intersections.

## Key attributes of bike lanes:

- Conventional bike lanes are separated from traffic by a stripe, and may be adjacent to a curb or parking
  - Width is typically 5 feet wide. However, 4 feet wide may be accommodated next to a curb.
- Protected bicycle lanes have physical separation from motor vehicle traffic. The separation may be via a curb (preferred), flex posts, concrete barriers or parked vehicles. Protected bicycle lanes are preferred over conventional where space allows.
  - Preferred width is 6-7 feet wide to allow for cyclists to pass each other and allow for plowing or sweeping by some types of such vehicles.

Shared streets, also known as neighborhood greenways, prioritize the needs of cyclists while allowing shared access with motor vehicles. Shared streets feature traffic calming measures, reduced speed limits, and enhanced signage to create a safer environment for all users. This type of facility can be useful with the right roadway characteristics and volumes, focusing bike lane and sidewalk improvements on arterial streets. Design aspects of shared streets include traffic calming features such as speed humps, raised crosswalks, and roundabouts that promote slower vehicle speeds and prioritize bicycle and pedestrian safety. Signage and wayfinding elements are important for indicating the presence of shared streets and guiding both motorists and cyclists. ADA accessibility considerations involve ensuring accessible curb ramps, accessible surface types, and detectable warnings at intersections along shared streets. The [NACTO Urban Street Design Guide](#) provides good examples of treatments for a variety of street contexts including commercial and residential shared streets.

**Some key attributes of potential shared streets in Littleton:**

- Most suitable on local residential streets
- Generally, less than ~5000 vehicles per day
- No center line, and preferably a dashed shoulder (also known as an advisory bike lane)
- Traffic calming elements are welcome particularly on through streets that receive excess cut through traffic.

Shared-use paths, as described in the previous Pedestrian Facilities section, are multi-purpose facilities that can be used by people walking, biking, and rolling. These paths are typically shared with people walking dogs, pushing strollers, parents with children, and people using mobility assistance devices, such as wheelchairs. These separated facilities are typically built through natural areas in suburban communities and are used for both recreation and transportation. These paths typically have a minimum width of eight feet where there is limited space. However, a wider path, ideally 10–12 feet, allows users (especially cyclists) to pass comfortably. The path surface should be accessible, either hard packed or smooth and can be asphalt, concrete, stone dust, or stabilized soil. ADA accessibility in shared-use paths involves meeting guidelines for slope gradients, curb cuts, and detectable warnings at intersections.

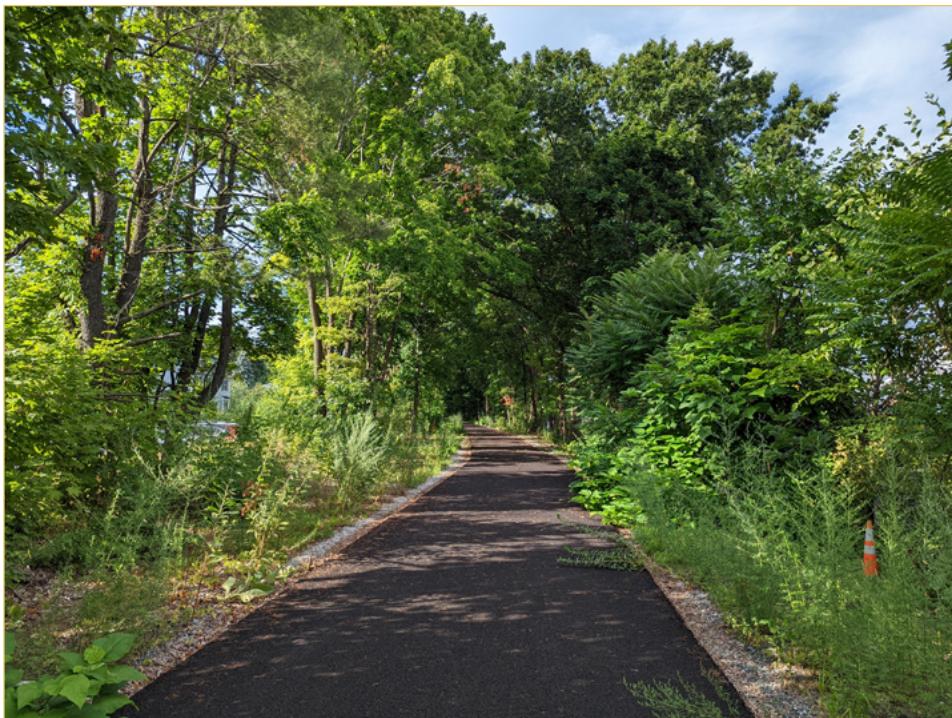


Figure 6: Shared use path example in Wakefield, Massachusetts. *Photo credit: MAPC*



Figure 7: Example of protected bike lanes (left) and striped lanes (right). *Photo credit: MAPC*



Figure 8: Dashed shoulder shared street in Lincoln, MA. *Photo credit: MAPC*

# Regional Greenway Corridors

Greenway corridors are continuous, high quality, safe corridors for walking, biking, and rolling that traverse a town or region. The greenways are planned with the potential to buildout facilities that meet some basic criteria.

- Pedestrians and bicycles are separated from motor vehicles via shared use paths or sidewalks and protected bike lanes.
- Sharing space with motor vehicles is accepted where speeds are low (approximately 30 miles per hours or less) and traffic volumes less than 4000 vehicles per day. In these circumstances, traffic calming elements and priority treatments for pedestrians and cyclists are encouraged.
- When largely complete, the greenway route includes signage with wayfinding and other delineations to allow users to easily find and follow the route.

In 2022, MassDOT released their Bike [Wayfinding Design Guide](#), produced for the [MassTrails Initiative](#). The Guide provides prescriptive signage standards for marking and wayfinding Greenways. Building on this Guide, MAPC has a goal to add signage to the entire LandLine Network, which parallels our complete state highway signage. The installation of signage to direct users is important for encouraging the use of amenities and discovery through walking, cycling, and rolling. Accurate and visible wayfinding can also be used to avoid multi-modal conflict points by clearly communicating the use of a space and dedicating space for specific modes.

# Bicycle Parking

Bicycle parking is a critical element to accommodating and encouraging cycling as transportation and a viable way to replace driving trips. Bicycle parking should be secure, and in convenient locations where people will park their bikes.

All bicycle parking installed should meet general standards for bicycle parking design. The APBP Essentials of Bicycle Parking is recommended for use in selecting racks, general design guidance, and placement. In general, racks should be designed to support a bicycle at two points of contact, allow for a variety of bicycle sizes, and able to use a strong U-Lock to attach to the rack. Figure 9 demonstrates good bicycle parking including adequately spaced racks and a shelter.

Inverted U or Post and Ring design bike parking can be installed along streets, parallel sidewalks, or in a row parallel to each other (spaced as noted on p. 12 of APBP's Essentials for Bicycle Parking). Preferably in-ground mounted bicycle racks should be utilized over surface mounted racks for enhanced security and tamper resistant qualities. All short-term bicycle parking should include one of the variations shown in Figure 9. Locations such as in business districts, libraries, Town hall, and other civic buildings are great places to consider installing suitable bicycle parking.

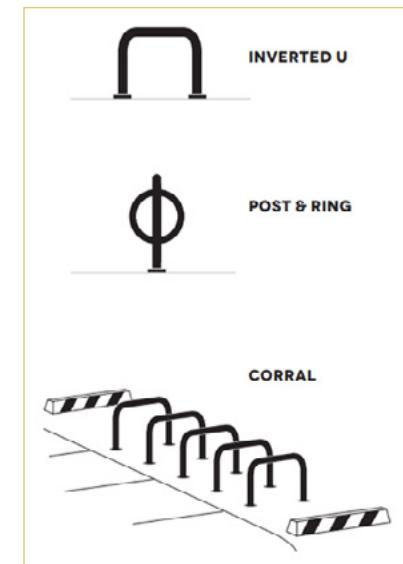


Figure 9: Most popular bike parking designs. Source: APBP

Bicycle parking is generally categorized by short and long-term parking. Short-term parking is for short trips such as to patronize businesses or parks. Long term parking is categorized by trips to work, transit facilities, or parking at residential buildings. Short-term parking is easily visible and accessible. Long-term parking should be sheltered from the elements and in a secure area such as a locked room or a card-accessed facility.

The following are best practices for bicycle parking facilities. Note that each inverted U rack holds 2 bicycles if installed correctly. If racks are consistently close to full, then plan on increasing parking to meet demand.

The City of Cambridge has a robust bicycle parking ordinance that is good to model from and can provide details on specifications.



Figure 10: Bicycle parking example in Cambridge MA



**Chapter 4:**

# **Key Components and Recommendations**

The following recommendations were developed through analysis of existing conditions research, findings from the public survey, resident feedback from the first public meeting, and consultation with Town staff and committees. These recommendations were guided by public comments, ideas, and concerns about mobility in Littleton and connections to nearby communities. The prioritization of projects mirrors Littleton's 2017 Master Plan.

There are three types of recommendations in this plan: programmatic, policy, and infrastructure. Programmatic recommendations focus on ways to improve safety for children walking to and from school. Policy recommendations focus on short and long-term ways Littleton can support biking, walking and rolling in the town, especially as new development and new trails are created. Infrastructure recommendations include both on-street and off-street changes to create safe, accessible, and enjoyable routes for more people to walk, bike, and roll within and around Littleton.

Type of Recommendation	Recommendation	Local Government Leadership*	Local and Government Partners	Timeframe	Level of Effort	Estimated Cost	Priority
Policy	Develop an internal process where BPAC and TAC review repaving plans in advance of implementation to provide comments on walking and biking infrastructure improvements	DPW, Planning	BPAC, TAC	Prior to all paving contracts	Low	Low	High
Policy	Ensure all new development includes onsite implementation of Plan recommendations, and possible off site mitigation.	Planning	Planning Board, Select Board, Town Meeting		Medium	Low	High
Policy	Require all multi-family development and commercial development to include secure bike parking, as well as e-bike charging readiness in both indoor and outdoor bike parking areas	Planning	Planning Board, Select Board, Town Meeting		Low	Low	High-Medium
Policy	Develop a Town-wide policy that states e-bikes are allowed on all routes (on-street and off-street) where pedal bikes are allowed. Speed limits can be added to areas, especially off-street paths, where high speeds would be dangerous or destructive to the natural environment.	Select Board, Planning	DPW, Committees	Fall 2023	Low	Low	High
Policy	Increase secure bike parking at key destinations including Littleton Common, schools, parks, and the MBTA commuter rail.	Select Board, Schools	business partners		Low	Medium	High-Medium
Program	Work with MassDOT Safe Routes to School Program to conduct a walking/biking audit of Town schools, develop arrival/dismissal plans, and facilitate annual bike rodeos for students	DPW, Schools	SRTS, BPAC, TAC	Fall 2023	Low	Low	High
Program	Work with school staff and PTOs to develop and pilot walking/biking school buses for groups of students	Schools	BPAC, PTOs, SRTS	Fall 2023	Medium	Low	Medium
Infrastructure	Develop an off-street trail network connecting the MBTA commuter rail, Littleton High School, and Littleton Common that is ADA accessible	DPW, Conservation, Park & Rec., Planning	Land owners, utility companies	3-5 years	High	High	Medium
Infrastructure	Institute traffic calming measures at key locations in Littleton, especially near schools and shared streets	DPW, Schools		0-2 years	Low	Medium	High

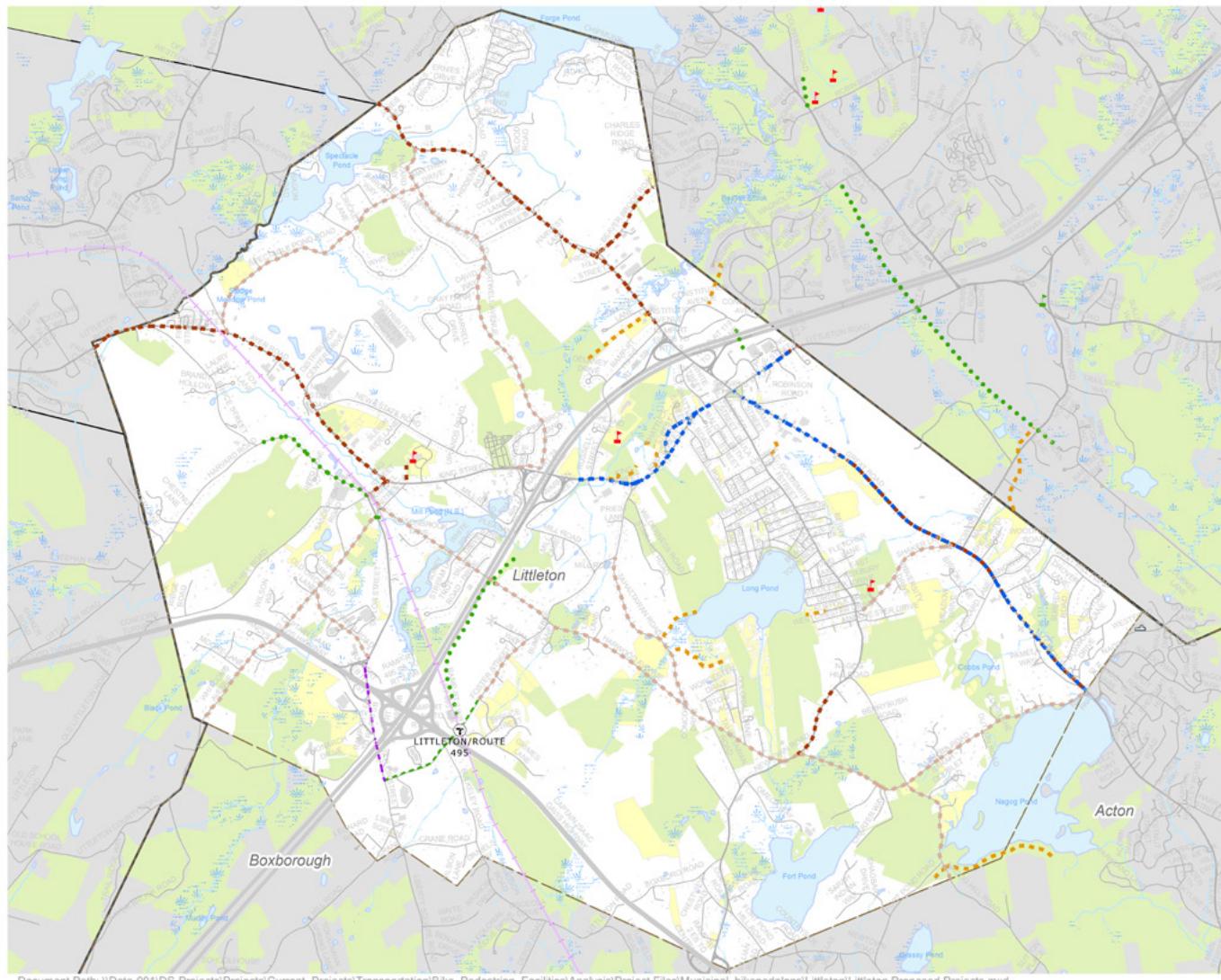
Type of Recommendation	Recommendation	Local Government Leadership*	Local and Government Partners	Timeframe	Level of Effort	Estimated Cost	Priority
Infrastructure	Install new crosswalks, rectangular rapid flash beacons, and signals (where appropriate) at high foot traffic locations	DPW	MassDOT	0-2 years	Medium	Low	Medium
Infrastructure	On new and existing trails, increase trash cans, benches, signage, bike repair stations, dog poop bags, landscaping and other amenities to improve the experience for users	Conservation, Parks and Recreation	DPW	0-2 years	High	High	Medium
Infrastructure	Implement an advisory (dashed) bike lane pilot on a roadway in the Town	DPW		0-2 years	Low	Medium	High
Infrastructure	Apply for funding to incrementally connect existing trails in Littleton to eventually develop a fully connected trail network	Conservation, Planning, Parks and Recreation		Annually	Medium	Medium	High-Medium
Infrastructure	Work with neighboring communities to build connections to regional paths including the Bruce Freeman Rail Trail and the Nashoba River Rail Trail	Select Board		2-4 years	High	High	High-Medium
Infrastructure	Expand the current sidewalk network incrementally around Town, especially on highly desired routes leading to schools and other key destinations	Select Board, DPW	BPAC, TAC	Annually	Medium	Medium	High
Infrastructure	Stripe bike lanes on all arterial streets where space allows. Consider travel lane width reductions to accommodate this goal	DPW		3-5 years	Medium	Medium	High
Infrastructure	Remove center and fog lines on many arterial roads, especially those on NRG network	DPW	BPAC, TAC, NRG	3-5 years	Medium	Medium	Medium
Infrastructure	Improve connections from Common to Library/Fay Park/Castle in Trees by re-striping King Street from Foster St to Jennifer St. to add a bike lane on east bound lane (south side), and lanes along Shattuck St for west bound	Select Board, DPW, Planning		3-5 years	High	Medium	Medium

\*Local Government Leadership begins with policy direction from Select Board

# Proposed Projects

The infrastructure project recommendations are summarized in a spreadsheet titled Littleton Proposed Projects, found below. This is a list of most of the significant streets and other potential projects in the Town that are identified with specific improvements to benefit pedestrian and bicycling safety. The projects are listed by street segment with relative priorities assigned.

Regardless of listed priorities, any active roadway projects should incorporate these recommendations to the best extent possible. Repaving plans and utility projects should be reviewed to consider incorporating these recommendations during construction. Many of the projects are a part of the local and regional greenway corridors as defined below.



## Town of Littleton

### PROPOSED PROJECTS

- ✓ Complete
- ✗ Envisioned
- ✓ Shared Use Path – Improved surface
- ✓ Shared Use Path – Unimproved
- ✓ Bike Lane
- ✓ Protected Bike Lane
- ✓ Shared Street
- ✓ Paved Footway
- ✓ Natural Surface Trail

#### Public Ownership

- ✓ Open Space
- ✓ TownProperty

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:  
Metropolitan Area Planning Council  
60 Temple Place, Boston, MA 02111  
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT,  
Town of Littleton

July 2023



Figure 11: Map of proposed projects

Road Segment	From/To	Project Description	Jurisdiction	Greenway Corridor	Priority	Status or Comments
Ayer Rd, RT 110	King St to Ayer town line	sidewalks	MassDOT		Moderate	
Beaver Brook Rd	Great Rd to Westford town line	sidewalks	Town		Moderate	
Bruce Street	Harvard Rd to Ayer Rd	dashed shoulder or no markings	Town	Landline/NRG	NA	
Fort Pond Rd	Nagog Hill Rd to Acton line	shared street, no change	Town	Landline/NRG	NA	
Foster St	MBTA station to Harwood Ave	remove center line	Town	Landline/NRG	High	Poor pavement condition
Foster St	Harwood Ave to Tahattawan	remove center line where present	Town	Landline/NRG	Low	sidewalk just added on one side
Foster St	Tahattawan St to King St	remove center line	Town	Landline/NRG	Moderate	
Great Rd RT 119	Constitution Ave to Groton Line	sidewalks	MassDOT		High	
Great Rd RT 119	King St to Acton Line	bike lane and sidewalks where missing	MassDOT		High	
Hartwell Ave	Ayer Rd to King St	remove center line, dashed/advisory shoulder	Town	Loop (part)	Low	
Harvard Rd	Harvard line to Bruce St	No change, limited options	Town	NRG	NA	
Harvard Rd	Bruce St to King St	shared use path one side	Town	Landline/NRG	Moderate	
Harwood Ave	King St to Mill Pond	remove center lines, add sidewalk	Town	Landline/NRG	High	design for sidewalk completed 2023 and shovel-ready

Road Segment	From/To	Project Description	Jurisdiction	Greenway Corridor	Priority	Status or Comments
Harwood Ave	Mill Pond to Foster St	remove center lines, add sidewalk	Town	Landline/NRG	High	design for sidewalk completed 2023 and shovel-ready
Harwood Ave	Foster St to Tahattawan	remove center line, dashed/ advisory shoulder	Town	Landline/NRG	High	Scheduled for paving Summer 2023. Lines to be removed.
Harwood Ave	Tahattawan to Newtown	remove center line, dashed/ advisory shoulder	Town	Landline/NRG	Moderate	
I495 Bridge	550 King St to The Point shopping area	construct a ped/bike bridge over I495	MassDOT/ private	Loop	High	
King St	Foster St to Goldsmith St	bike lane	MassDOT	Landline/NRG, Loop	High	
King St	Farmstead Way to Westford Line	bike lane and sidewalk	MassDOT	Landline/NRG	Moderate	
King St	Harvard/Taylor to Ayer Rd	sidewalk	Town		high	
Littleton Common	All roadways surrounding the common	new sidewalks, bike lanes, remove excess pavement	Town/ MassDOT	Landline/NRG	High	
Nagog Hill Rd	Nashoba Rd to Fort Pond Rd	remove center line	Town	Landline/NRG	Low	paved recently
Nashoba Rd	Nagog Hill Rd to Great Rd	remove center line	Town	Landline/NRG	Moderate	
Nashoba Rd	Newtown Rd to Nagog Hill Rd	remove center line	Town	Landline/NRG	Low	paved in 2022
Newtown Rd	Tahattawan to Newtown	no change	Town	Landline/NRG	Low	small stretch of road

Road Segment	From/To	Project Description	Jurisdiction	Greenway Corridor	Priority	Status or Comments
Newtown Rd	Nashoba Rd to Long Lake	sidewalks repair and add	Town		Low	
Porter Rd	Taylor St to Whitcomb Ave	remove center line?	Town	Loop		
Powers Rd	Great Rd to Westford Town Line	sidewalks repair and add	MassDOT		Moderate	
Russell St	King St to 495 bridge	sidewalk repair and restripe	Town		High	due for repaving
Shaker Lane	Goldsmith Rd to Great Rd	remove center line, dashed/ advisory shoulder	Town		Low	
Shattuck St	King St to King St	bike lane westbound	Town	Landline/NRG	High	poor pavement condition
Spectacle Pond Rd	Ayer Rd to Hartwell Ave	remove center line, shared street	Town		Low	paved in 2022
Station Connector Path	MBTA station to Mill Hill Conservation	new shared use path	Town/ MassDOT	Loop	High	land easement or acquisition required
Tahattawan	Harwood Ave to Foster St	remove center line	Town		High	2023 paving will remove lines
Taylor St	Foster St to Porter Rd	On the east shoulder, create a two way protected shared path	Town/ MassDOT	Loop	High	
Whitcomb Ave	Sanderson Rd to Harvard Line	remove lines, dashed shoulder	Town	Landline /Loop (part)	Moderate	

## Regional Greenway Corridors

Four Greenway corridors are being recommended for implementation as part of this plan and are shown on the Townwide Trails and Greenways Map as shown below in figure 11. The LandLine Network and Nashoba Regional Greenways are regional efforts that include Littleton. The Littleton Loop and Pond to Pond Trail are corridors connecting key locations within Littleton. These corridors do overlap at some locations.

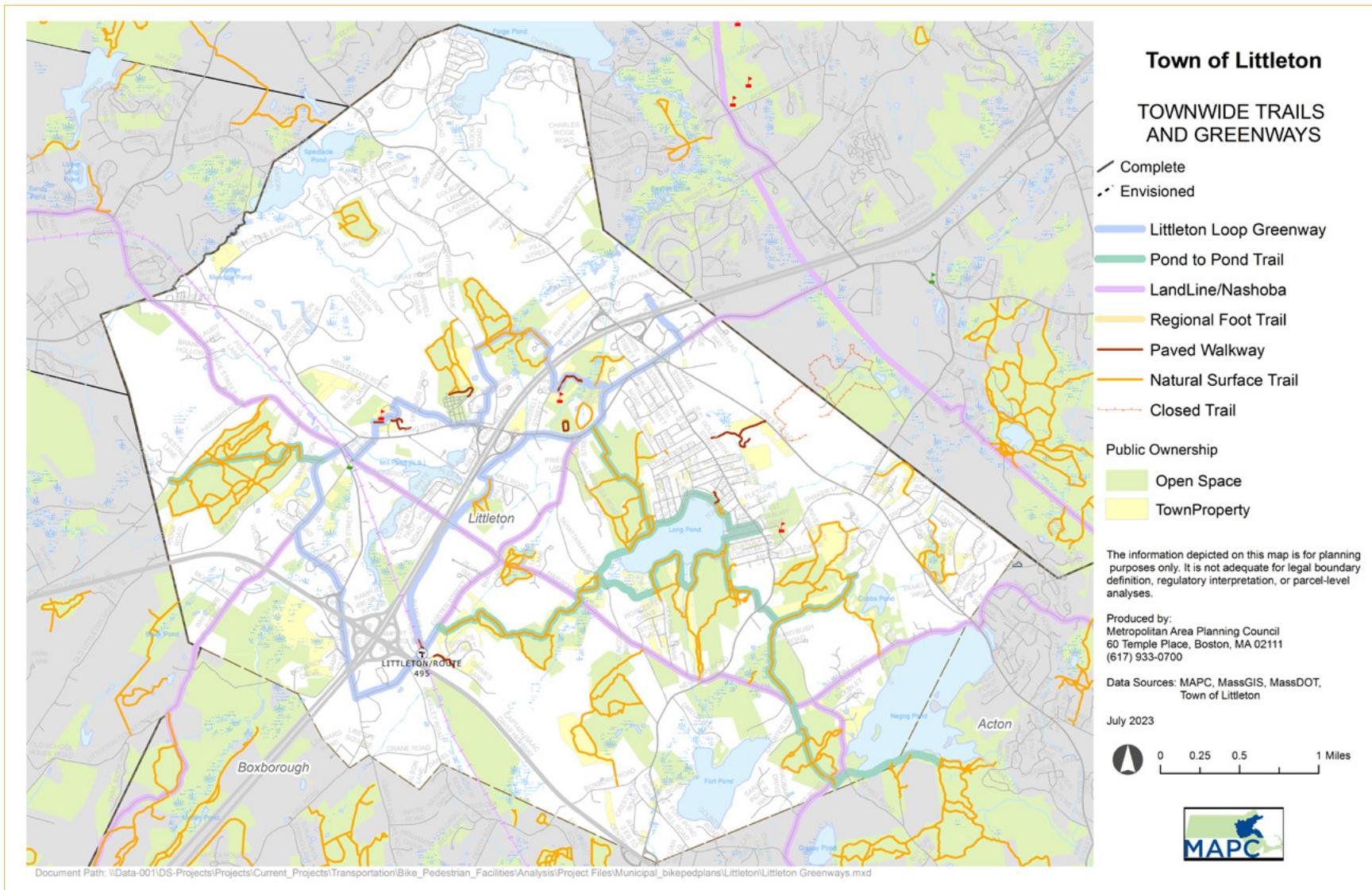


Figure 12: Proposed Townwide Greenways

# LandLine Greenway Network

[LandLine](#) is MAPC's vision to connect the region's greenways and trails into a seamless network. The plan has been developed in coordination with the Landline Coalition, a group of transportation planners, engineers, municipal officials, as well as local trail and greenway advocates.

In May 2018, MAPC unveiled the Landline Trail and Greenway Plan connecting 1,400 miles of trails and greenways throughout the Boston Region. In 2021, MAPC released the first Trail and Greenways Rankings report. These rankings compared Metro Boston municipalities based on their trail, bicycle way, and greenway inventories.

## Nashoba Greenways

The [Nashoba Regional Greenways](#) (NRG) coalition is a group of town officials and volunteers who are working together to safely connect the existing road and trail network for cyclists and pedestrians in a roughly fifteen town region between Ayer and Weston and including Littleton.

The group envisions a network of quiet and safe routes, designated by signage, suitable for bicycles, pedestrians, strollers alike and is focused on implementing the MAPC LandLine Network.

### Goals of the NRG coalition

- Improving multi-modal network connectivity within the Nashoba Region.
- Advocating for a safe, practical, convenient alternative transportation network.
- Promoting connections to places where people live, work, and play to enhance quality of life, health, and well-being within the Nashoba region.

- Encouraging increased access to local agriculture, waterbodies, parks, playgrounds, and conservation and recreation open spaces.
- Providing public education and outreach to increase knowledge and awareness of alternate modes of transportation and promote bicycle and pedestrian safety and equity.
- Work with local Town Officials and Departments, MassDOT, and Mass DCR to implement bike and pedestrian improvements and connections.

## **Littleton Loop**

The goal of the Littleton Loop is to connect the key destinations in the town with a connected trail network. The specific destinations are Littleton Common, MBTA Commuter Rail, Town Hall and the library, high school, and middle school complex. There is also a goal to connect the 550 King St development and The Point shopping center.

Specific recommendations of the Littleton Loop are as follows, in a north to south and clockwise direction.

- Pedestrian bridge over I-495 between the 550 King St development and The Point shopping center. The Great Road crossing of I-495 is not particularly safe for bicycle or pedestrian travel due to on/off ramps of the highway, narrow sidewalks and lack of bicycle accommodation. The bridge width limits additional accommodations for people walking or biking.
- Littleton Common upgrade (description further below)
- Bike lanes on King St southwesterly to Warren St
- Shared street on Warren St

- New shared use path between Warren St and the MBTA station. There are a couple of challenges with this option, namely private property challenges and topography around/below Harwood St. An easement would need to be obtained from the Lifecare Center, and inclusion of the path through a potential new development adjacent to the station.
- Shared use path along Foster St. This is already programmed for construction in 2024.
- Taylor St side path. There is ample space along Taylor St where it travels over I-495 and Route 2 to provide a 2-way side path. This could be demarcated in the shoulder area on the east side of the roadway. Roadway control in this section is split between MassDOT and the Town.
- Porter, Whitcomb, and Sanderson Road shared streets. It is recommended to remove the center line on these roadways and stripe a dashed shoulder for people biking and walking. Traffic volumes and general operating characteristics should be obtained to help assist in a specific design.
- High School — the Loop travels along the access road through the High School to the back entrance at New Estate Rd.
- Hartwell Ave — recommendation to remove the center line and stripe dashed shoulders.
- Hartwell Preserve — The route passes through this conservation land, on existing trails. The trails are generally wide but don't have a smooth surface. Opportunities for an improved trail surface should be considered.

- Middle School Complex — the route enters the school complex and passes through to the Town Hall and library. Improved channelization with wider paths through the school complex should be considered.

## Pond to Pond Trail

The Pond to Pond Trail is a network of hiking trails through conservation lands that connects several ponds and enables traveling through a good portion of the town mostly on trails. However there are several gaps in the proposed network, particularly on the west end of Long Pond, due to both private property and wetland challenges. It is recommended that the Town work through these issues to try to obtain a trail or conservation easement in this location.

## State Number Roadways

Routes 2A and 119 are the state numbered routes through Littleton that have potential for bicycle and pedestrian travel. Sidewalk coverage is limited or non-existent on these roads, and there are no bicycle facilities.

West of I-495, 2A in particular, is a heavy truck route, so on-street bicycle lanes are not recommended. Bike routes are generally diverted from these roads where possible. However, sidewalks are recommended for the full length of the state routes. Where possible, a shared-use side path should be considered to also accommodate bicycles.

Highest priority sections to implement are along King St between Littleton Common and Warren St. Specifically striping bike lanes in both directions on this entire section. Narrow travel lanes as appropriate. Striping a bike lane on Shattuck St is also recommended.

Reconstruction of Great Rd between the Acton line and Littleton Common is also high priority, with the goal to provide bike lanes and sidewalks throughout where missing.

## Pedestrian Network

The focus on pedestrian facility recommendations will be on constructing sidewalks or side paths (shared use paths wider than 8 feet) along identified roadways where space allows. Highest priority roads are state numbered roads as well as access to schools.

In particular, crossing both Great Road and King Street is especially challenging for pedestrians. Both of these state numbered roadways have significant traffic, a high number of crashes, and limited pedestrian facilities. It is recommended to add crosswalks, flashing beacons, and other traffic calming measures along these two roadways to increase safety and access for those traveling on these routes.

In addition to providing appropriate enhancements, the following recommendations should be considered:

- An assessment of key destinations with high pedestrian and rolling traffic should be considered when evaluating accommodations
- A review of signal timings and pedestrian intervals
- Install proper walk signage including accurate walk signal timings
- Maintain regular maintenance to crosswalks and other pedestrian striping to improve pavement marking visibility

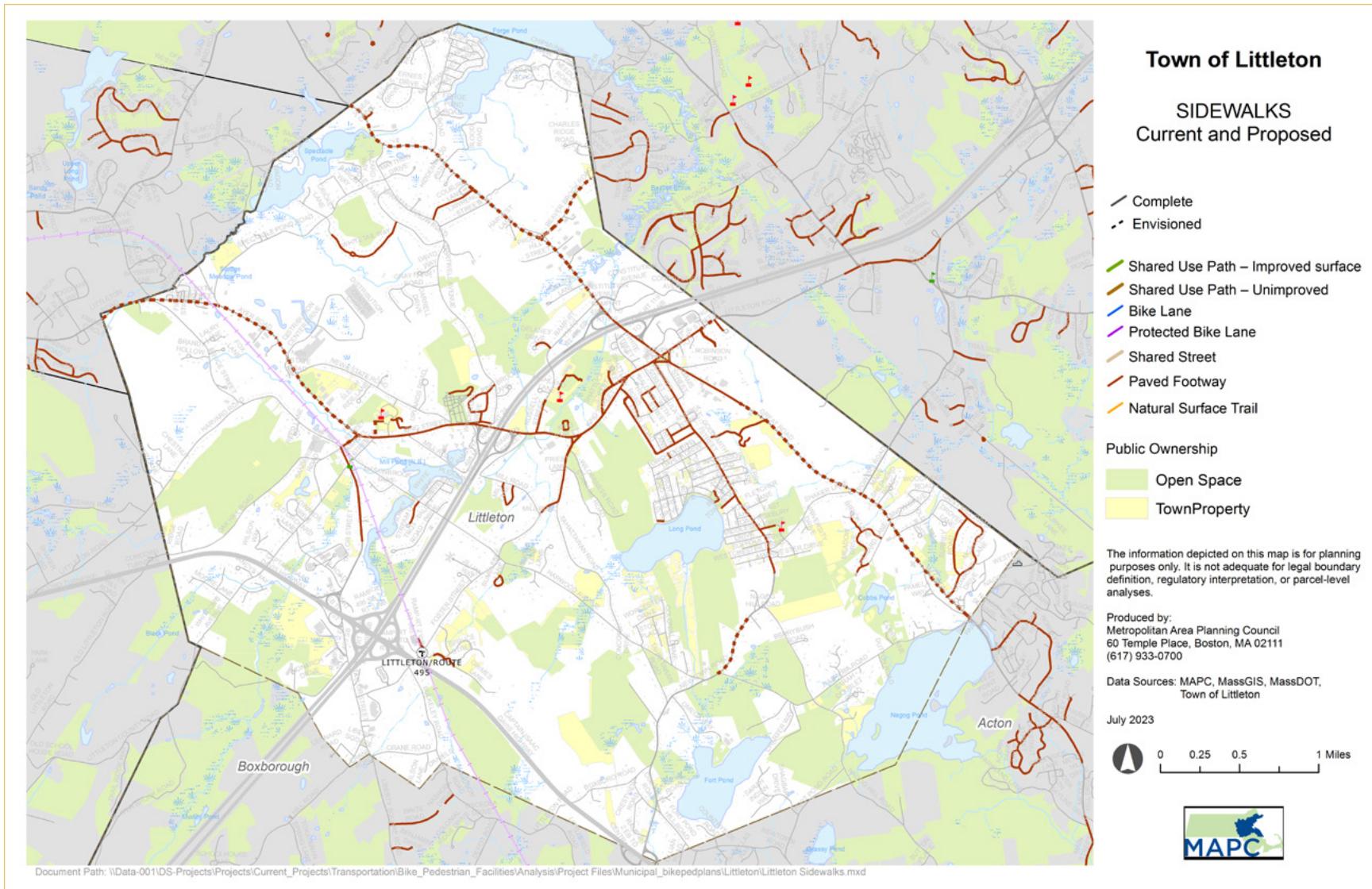


Figure 13: Current and proposed sidewalks

- Consider rapid flashing beacons at midblock crosswalks
- Reduce crossing distances by installing curb extensions where parallel and angled parking exists.

## Shared Streets

Shared streets are roadways that generally have low traffic, and bicycles and pedestrians share the roadway with motor vehicles. Though this planning process, a number of shared streets have been identified as noted on the Proposed Projects map.

The proposed shared streets are recommended to have the following characteristics after conversion.

- Narrow street less than 25 feet wide
- Traffic volumes below ~4000 vehicles per day
- No center line (center line would be removed on some streets, except perhaps at sharp curves)
- Dashed shoulder or advisory lane on streets that follow the LandLine and NRG corridors.  
First priority on Harwood Ave or a street set for repaving in the next year
- Speed humps at strategic locations where cut through traffic or speed is prevalent

Shared streets should be implemented during the next paving cycle for the identified streets.

## Littleton Common

The center of Town is located at Littleton Common. This park is bisected by Route 2A, and surrounded by several other busy roadways. Sidewalk coverage is inconsistent with missing gaps in key locations. A modification of the roadways around the Common is recommended.

- Roadways are narrowed to minimum lane widths, 11 feet or less
- Curb radii are reduced to minimums to allow for safer and shorter pedestrian crossings particularly at Goldsmith/2A and Stevens/2A
- Curb extensions are provided at all crosswalks where there is parallel parking
- Driveway widths and openings are reduced to minimums
- Protected bike lanes on 2A, King St and Great Rd within the Common area
- Reconstructed sidewalks throughout and new sidewalks on 2A in front of the pizza shop and book store

## Policy and Program Recommendations

Policy and program recommendations play a crucial role in supporting walking, biking, and rolling in a community. These recommendations provide a framework for decision-making and guide the town's efforts to enhance and prioritize biking, walking, and rolling for both transportation and recreation. Policies can address issues such as safe routes, traffic calming measures, and parking regulations, while programs can focus on promoting active transportation, education, awareness campaigns and community engagement initiatives. By integrating policy and program recommendations alongside infrastructure changes, the town can foster a more sustainable, healthy, and inclusive transportation system that encourages active modes of travel and improves quality of life for residents and visitors.

Along with the above-described infrastructure recommendations, the policy and program recommendations were developed through the robust community engagement process during the writing of this plan. Residents, town staff, advocates, and consultants for the town contributed their ideas, thoughts, and suggestions.

This plan recommends five policies that would support and enhance walking, biking, and rolling

in Littleton. The first policy focuses on internal processes for repaving projects to be reviewed for bike and pedestrian improvements. When streets are going to be repaved, it's an effective time to consider a change in striping or road space distribution to support safer walking, biking, and rolling conditions. The second and third policy relate to future development in Littleton. Similar to the repaving plan, new development is an opportunity to improve conditions immediately surrounding the area, as well as plan for adequate and secure on-site bike parking, a crucial element to promoting biking in a community. The fourth policy defines where e-bikes are allowed to go and is aligned with national best practices for supporting e-bike ridership on a variety of areas and terrains. Lastly, the final recommended policy relates to increasing bike parking in town, especially at key locations. This is an important supporting policy that builds on infrastructure changes, allowing people who bike to have a secure and designated location to leave their bike while they go to work, school, run errands, or attend events.

The two programmatic recommendations included in this plan center around safe ways for students to get to elementary, middle and high schools within Littleton. MassDOT's Safe Routes to Schools (SRTS) program is a free service for Massachusetts schools and provides valuable resources for school staff, parents, and students to safely get to and from school via walking, biking, and rolling. Littleton schools can work with the area coordinator to determine which resources and programs would best suit the schools, and how to engage the school community. In addition, the SRTS staff can help plan walking/biking/rolling school buses for students to get from their neighborhoods to schools safely.

The policy and program recommendations included in this plan are important compliments to the infrastructure recommendations listed earlier in this chapter. All of these recommendations should be considered pieces of the puzzle that will work together to create a robust walking, biking, and rolling culture in Littleton.

# Appendix 1: Pedestrian and Bicycle Facility Design Guidelines and References

- [MA Municipal Resource Guide for Walkability](#)
- [MA Municipal Resource Guide for Bikeability](#)
- [MassDOT Bicycle and Pedestrian Update 2021](#)
- [MassDOT Capital Investment Plan](#)
- [NACTO Designing Streets for Kids](#)
- [NACTO Designing for All Ages & Abilities](#)

# Appendix 2: Complete Streets Policy

- Town of Littleton [Complete Streets policy/prioritization plan](#)
- [More information about the MassDOT Complete Streets Status and Program](#)

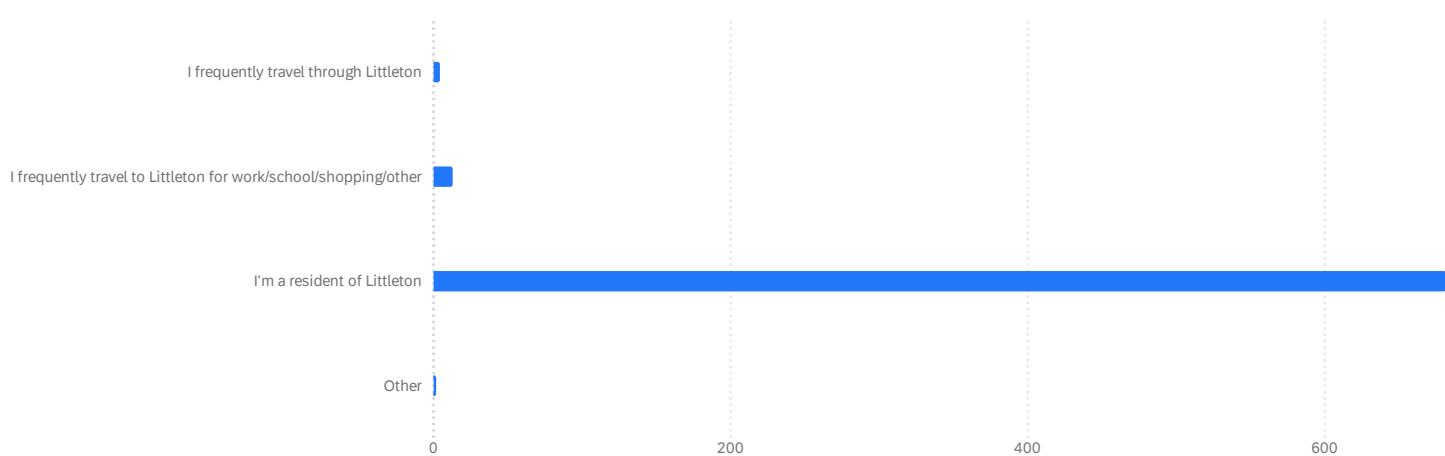
# Appendix 3: Center Line Removal Resources

- [Urban, Rural, and Suburban Complete Streets Design Manual \(Northampton\)](#)
- [NACTO – Cambridge Shared Streets Case Study](#)
- [Advisory Bike Lanes and Shoulders: Current Status and Future Possibilities](#)
- [For a Walkable City, Remove Centerlines on Local Streets](#)

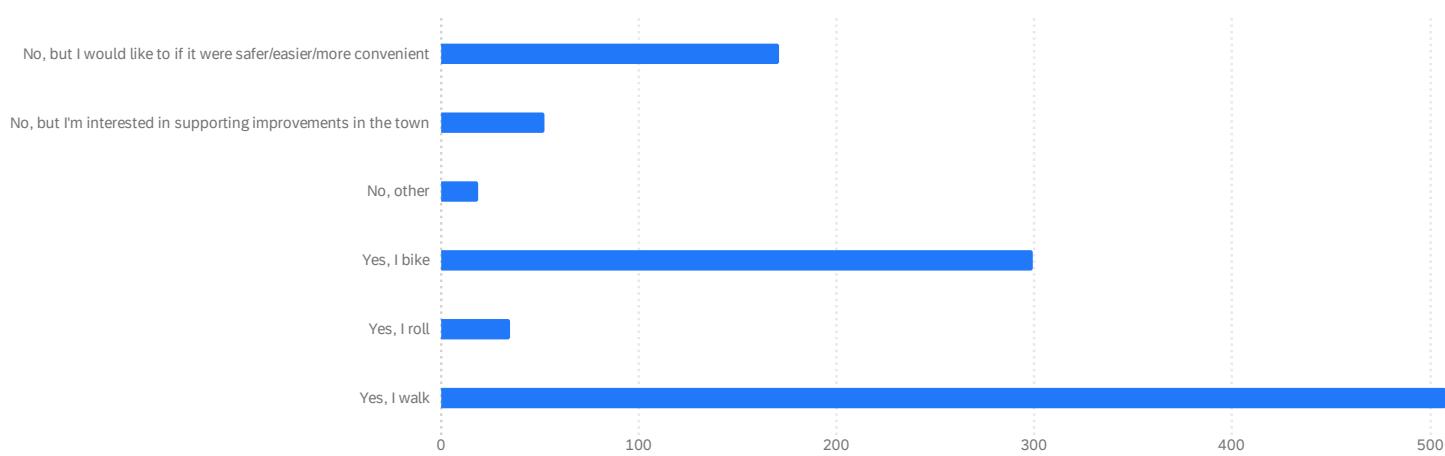
# Appendix 4: Community Survey Results

Below are survey results for the Littleton Bike and Pedestrian Survey, as described in the report.

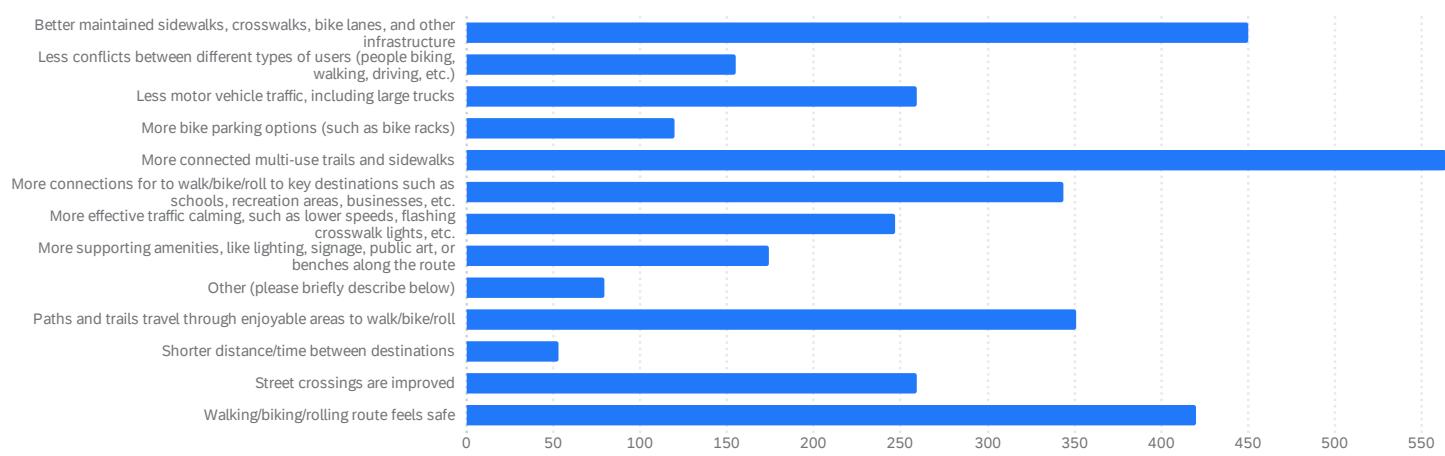
## What best describes you? 700 ⓘ



## Do you walk, bike, or roll in Littleton now? 696 ⓘ



## Which of these would encourage you to walk, bike, or roll more in Littleton? (Check all that apply) 693 ⓘ



Which of these would encourage you to walk, bike, or roll more in Littleton? (Check all that apply): Other (please briefly describe below) ⓘ

more sidewalks that actually go all the way on a street not just randomly stop

more sidewalks, or at least wider shoulders, on main road which do not have them currently

Better paved streets. Streets are in poor condition. Too many issues/potholes.

Less urbanists ruining Littleton

Sidewalks, sidewalks, sidewalks, sidewalks, sidewalks...

fix the roads we have first

I'm actually afraid to walk or bike on Goldsmith Street currently; the speed of traffic is much higher than the posted limit, and there are minimal crosswalks, and drivers often do not stop at them. Traffic calming measures would be extremely welcome, before there is a disaster.

Smoothen roads especially near the edges

None

more preserved open space less YIMBYs making Littleton into a city

It is important to include dogs in the conversation, as so many pedestrians and conservation land/trail users are dog owners. It's essential to incorporate welcoming, dog safe areas in the plan to improve walkability and recreational land use. As of this moment, there is not one area in Littleton where dog owners can bring their dogs to enjoy off-leash time without pissing off the vocal anti-dog contingent that does not welcome dogs on public land. Unleashed dogs can be unsafe or a nuisance, however, dogs in our town NEED space to be unleashed and to socialize in order to be good dog citizens.

bike/walking paths to Littleton/495 Commuter Rail station

Especially as a parent, I really, really care about safety at crosswalks. The one at Baldwin Hill terrifies me and it's the only reason why I don't yet my 13-year-old ride to school.

Enforcement of traffic laws

Safety, routes are lined off or away from traffic areas

Re-inforcing speed and space limits for cyclists

Rail trail type area; Safe access across and along 119

greater awareness of bicyclists and pedestrians by motorists

Great Road and other major straight line thoroughfares need sidewalks. From the Acton line to the common should be safe to get to "downtown" point. additionally the light at shaker lane is impossible to safely cross for teens bikes/foot

Push-button Pedestrian/Bicyclist crossings with Flashing Lights at cross walks around Littleton Common, at The Point's entrance, and at the Historical Society. Bike lanes from the Common to Donelan's Supermarket.

Bike lanes

---

More roads with shoulders

---

Sidewalk all the way up 110, to Chip Shots

---

Better maintained roads. The potholes on Tahattawan and Foster are horrible requiring this seasoned bike rider to go near or cross the center lane!

---

Actually creating more sidewalks

---

More sidewalks available on main streets like Foster or widening and paving/maintenance of streets that need it like Foster

---

Sidewalks on streets with heavy vehicles traffic and blind turns

---

more sidewalks on busy roads

---

More sidewalks and bike lanes in residential areas and neighborhoods.

---

Crosswalks are not clearly marked, monitored or respected. Drivers literally ignore pedestrian traffic, especially in dangerous areas such as by the playground on King street. And there is no crosswalk in front of the Middle School or town offices/library area. We need many more crosswalks.

---

at a minimum shoulders on roads. Roads are too narrow and dont have needed visibility.

---

more sidewalks

---

I only ride on Rail Trails. Littleton does not have any

---

Better maintained secondary roads

---

Public dirt jumps

---

Public Dirt Jumps

---

Flashing lights at cross walks almost have been hit crossing 2A in crosswalk

---

sidewalks on one side of street

---

Resident

---

Dogs NOT allowed, enforced!

---

More sidewalks

---

Better paved roads without big potholes and patches

People obeying the leash law

---

More destinations I'd want to walk to (shops, restaurants, etc)

---

Less congestion

---

sidewalk on the Great Road

---

More sidewalks generally

---

Better quality road paving

---

side walk on great road from the acton line all the way to town common

---

We need crossing guards For the students leaving LMS to the point on hald days. Please!!!!

---

town needs a few FLAT even areas people who can't do hills

---

connect to rail trails

---

Sidewalk on my street - Newtown Rd

---

Lighting along sidewalks and easier crossing over main roads for children

---

Police distracted driving (like cell phone use)

---

Sidewalks please!

---

Widen roads like 119 so that it's safer for cyclists, and work with Groton to do the same. Potholes & badly patched roads are a killer on the spinal cord on road tires at 100 psi. Major issue, keep the roads smoothly paved, so we cyclists don't have to weave to avoid forementioned issues.

---

Sidewalks!

---

Areas for the handicapped

---

A sidewalk on my street!

---

SIDEWALKS!!!!!! Especially on high traffic streets.

---

Reiterating the need for connected sidewalks around town

---

Nothing, plenty of space as is.

---

There are no sidewalks outside of main areas on busy streets. For my kids to meet friends they ride on newtown rd and it's dangerous

A sidewalk on my street

Fewer bikes crowding roads like Harwood ave

To add sidewalks all the way down 119 to groton

More signage clearly indicating Bike Routes, share the road signs, triangle or post sons (similar to pedestrian crossings but for/with bikes)

Good luck with walking and biking in the common with 780 new apartments and thousands of more cars!!!

Sidewalks on Newtown Road

Sidewalks on all of the raods

THE TOWN NEEDS SIDEWALKS WHY ARE THERE NO SIDEWALKS IN LIKE 80% OF THIS TOWN

Better maintained (paved) roads

More connecting routes from dense, established neighborhoods (such as Snow Village/Apple d'Or, Matawanakee, etc) to key destinations, such as the Common.

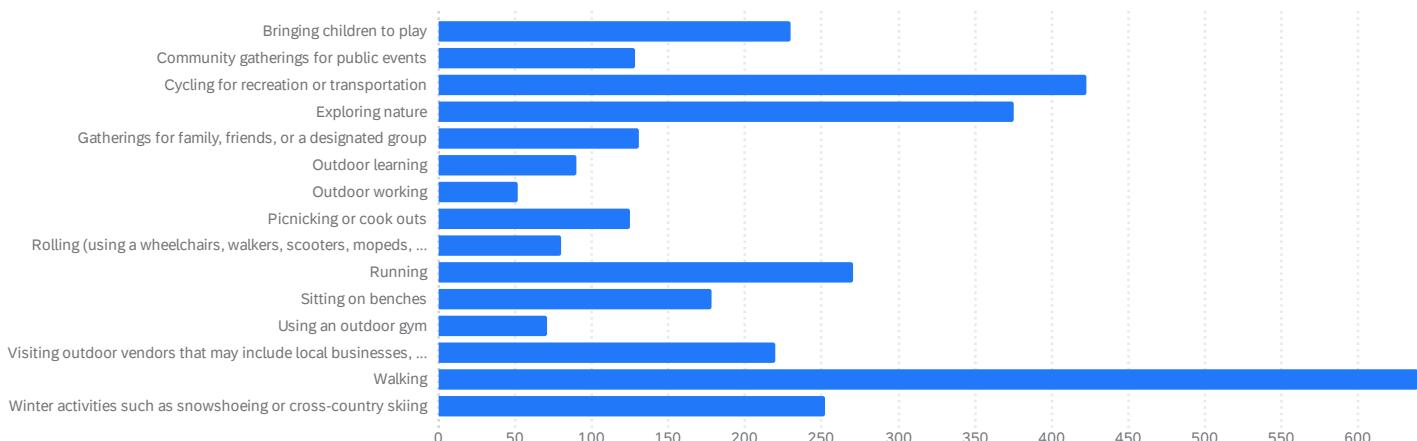
Smarter people

Availability of rail trail type paths

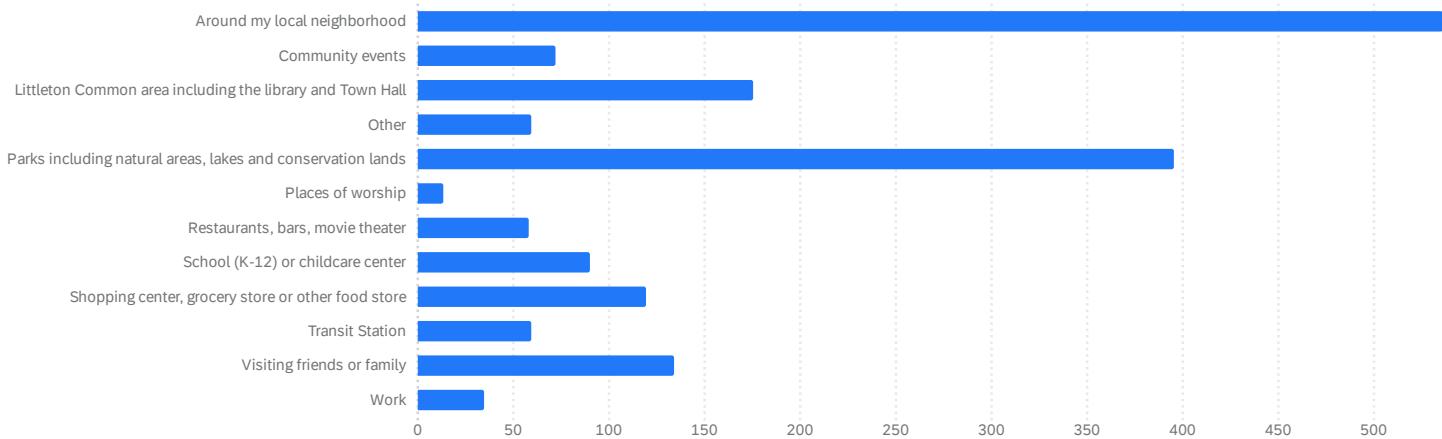
Better maintained roads where there are no sidewalks

A bike rack at Shaker Lane

How would you like to use Littleton's current and future trails? (Select all that apply) 691 ⓘ



What places do you currently walk, bike, or roll to? 658 ⓘ



What places do you currently walk, bike, or roll to?: Other ⓘ

none

would walk/bike more for errands if safer

I don't, not convenient

Recreation/exercise

I love being able to walk to the grocery store and run errands without driving, but it is so dangerous in spots that I often just drive.

Long Lake

On Rail trails

disabled

Cycling for exercise

We are hemmed in on the developments on the Acton line from grist Mill to apartments.

In adjacent towns with safer rail trails and walking paths

None because I don't feel safe

I bike all over Littleton and surrounding towns as a sport, not necessarily as transit from one point to another. I currently walk and run to Prouty Woods, Long Lake Park, and the new trails in Durkee Farm.

To other town rail trails

Through town to reach bike trails in Acton, Ayer, and Maynard

running

---

Walk on track

---

There are no sidewalks on my street, so this is not possible.

---

Exercise

---

None. Nothing is accessible to me

---

Trails

---

Exercise Biking

---

I don't feel safe walking outside my private community as there are no sidewalks

---

to safe, smooth pavement roads

---

Vehicle repair

---

Rail Trails

---

I walk/run on the school track in towns where dogs are NOT allowed. I don't know where to walk/run in Littleton where there are no dogs allowed and where it is enforced.

---

Running

---

You can't bike or walk anywhere safely from spectacle pond area

---

Bike trails

---

bike trails in Ayer & Acton

---

Fitness loop

---

Nara Park, Acton,

---

to the car repair store and back

---

None

---

I try to walk but very hard

---

Auto Service Businesses

---

I walk at trails I drive to

---

Multi-town cycling: Ashby, Ayer, Bedford, Bolton, Carlisle, Harvard, Lunenburg, Shirley, Townsend. Provided underpasses to help cyclists avoid major arterial road like 110.

---

n/a

---

Nowhere, my busy street (Powers Road) is very dangerous without sidewalks. It is impossible to walk safely.

---

Bruce freeman

---

Parks in Acton like Nara Park

---

None because there is no sidewalk on my strip if 2A!

---

recreationally w/friends

---

Library and Castle but it's so dangerous from our area

---

Other towns that have better walking paths at parks or have rail trails

---

Town streets doing loops from 2 to 6 miles

---

Rail trails

---

I drive

---

Nothing is walkable where I live

---

Walking trails

---

I CAN'T WALK ANYWHERE BECAUSE TRAFFIC ON MY STREET GOES 40MPH AND THERE ARE NO SIDEWALKS. Would have been nice to be able to walk my kid to Shaker Lane School from my house a quarter mile away on Powers Road without putting our lives in danger

---

Kimball's, the bike shop by the old train depot

---

None

---

Auto shop

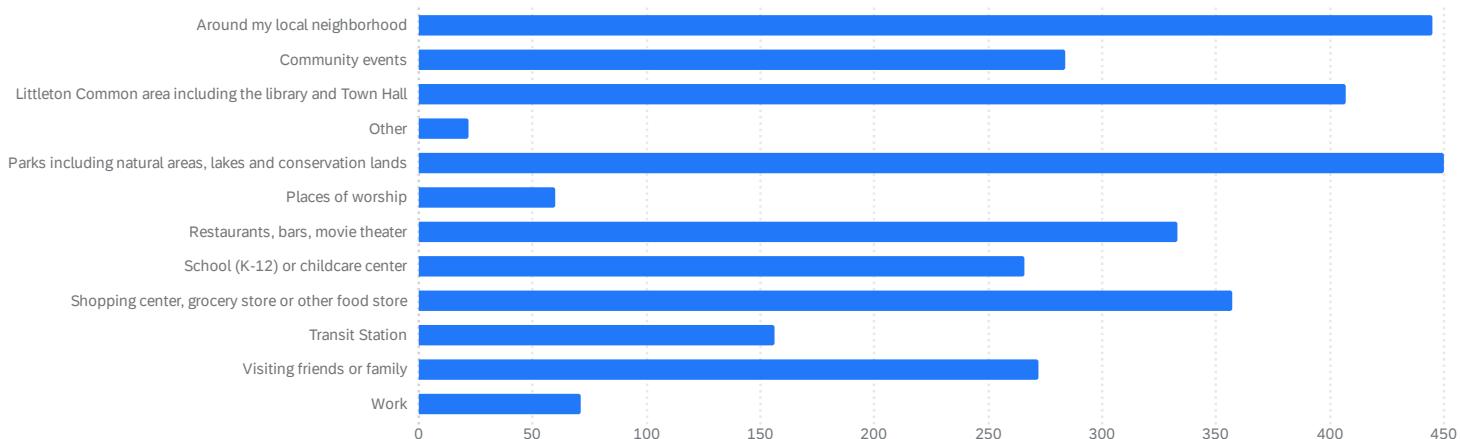
---

Nara Park

---

Exercise

To what places would you and your family walk, bike, or roll if you felt safe doing so? 657 ⓘ



To what places would you and your family walk, bike, or roll if you felt safe doing so?: Other ⓘ

A safe way to get to the MBTA station would be incredible!

Bike path in Acton (if there was some type of connected trail)

neighboring towns and rail trails

bike path around Long Lake, connections to nearby rail trails

Trails

On Foster Street around the train station

I'm confused by this question and the previous one. It says "walk to". I love walking around places, but I don't live where I would walk to places. I would walk around my neighborhood if people did not let their dogs loose. Since many dogs are loose in yards, I don't walk the neighborhood.

None

I would encourage my children to use more of the parks, and take their bikes out to ride to friends houses but right now it was WAY TOO unsafe.

I wish to see the rail trail in Littleton to be connected to the one in Ayer and Acton

I don't feel changes should be made

Taking longer walk not only around my neighborhood

Nearby trails

We walk almost daily for exercise/health. Don't have to be going somewhere. Retired folks just want to be outside and relax for a little walk

We would definitely walk more often if it felt safer, especially on Great Road. It would be nice to have a larger buffer between the sidewalk and travel lane.

Rail trails

---

Local farmstands

---

To friends' houses that currently require riding on too-busy/dangerous road.

---

None

---

Soccer fields

---

Please share any additional thoughts, comments, or suggestions for improving Bike and Pedestrian amenities in Littleton. When responding to this question we ask that you consider what infrastructure, policies, or interventions would encourage you to walk, bike, or roll in Littleton (examples: sidewalks, barriers, pavement markings, lighting, etc.). If you are referencing a specific location or intersection please include the cross streets and landmarks when possible. ⓘ

side walk on 119 from acton line all the way to common foster street and mill rd ... shouldnt that extend all the way to harwood or better yet all the way to train station

---

The lack of sidewalks and breakdown lanes makes biking or walking treacherous. Harwood, for example, is just dangerous.

---

Before we add trails etc, we should fix our roads. Somehow surrounding towns manage to have much nicer roadways than we do—that's why we go there to bike.

---

The town needs more sidewalks in general but specifically on some of these streets that are too busy and narrow, foster st. Sidewalks that connect with the train station and the center of town would help lower the traffic on top of being useful for the walkers

---

Urbanists are ruining Littleton

---

I love to walk and bike, but avoid main roads due to traffic and feeling unsafe. This causes me to not ride to places I might consider, in town, if there were proper bike lanes/breakdown lanes AND drivers we more aware and tolerant of bicycle traffic.

---

1. A four-way stop sign at the intersection of Harwood and Foster Street. It's baffling why there isn't one already, given the speeds drivers use on Foster, the hill and the curves. There are also very few lights, making it a dangerous way to walk to the train station. 2. Sidewalks along Harwood, Tahattawan, Foster and other roads where cars drive too fast, there are hills and curves and walking is a risk.

---

Harwood Ave has no sidewalks for walkers so it can be very dangerous as cars fly down from the area of Tahattawan. Also, Foster St. btwn Tahattawan and Train Station is difficult to walk.

---

Goldsmith Street (where I live) is getting worse by the day. There are no crosswalks from the far side of the street to anywhere near the beach, and no cross walks in the near area. People on the other side of the sidewalk have to cross traffic to get to the sidewalk, and with small children, this is incredibly unsafe. The existing crosswalk, blocks away, is poorly indicated and almost no-one stops at it. We need crosswalks, speed bumps, raised intersections (I suggest Goldsmith and Oak), to slow traffic before there is an incident. I see cars and huge trucks speeding along Goldsmith every day. It would also be better if trucks over a certain size were barred from Goldsmith -- route 119 is much better suited for larger vehicles and increased traffic, versus a quiet, pedestrian-friendly, residential area. Please help! and thanks!

---

This is such a great idea, thank you for working to put this plan together. NotJustBikes on YouTube has inspired me that if we do put enough effort into this, we could start to make cars more optional for folks and build a safer, greener, less F-150-infested, future!

---

My husband and I walk an hour every day for exercise. We primarily use the Long Lake area for the hill and the quiet roads but also enjoy walking in conservation areas. We drive from our house on Shaker Lane and park by the lake. Shaker Lane is not safe for walking because it is a shortcut for large trucks. The lane's residents campaigned unsuccessfully for a truck exclusion this year. In the absence of an exclusion the town should commit to putting in a sidewalk and lowering the speed. It is a busy secondary road with a school. It is popular with cyclists and a few runners but would be used more if it was safer. Adding a sidewalk would also help link the area to downtown. I would also like to see a bike connection to either the Acton or Ayer trails for people who bike recreationally but don't use roads. This would be appealing to families.

I live off of 119 and Gilson Rd. To get to the Point or common you must bike on 119. A protected bike path would help make this connection more desirable. Also, this path could be used in winter to xc ski/snowshoe.

---

I only bike in the summer and early in the morning as traffic on 119 is too high otherwise. I would love to see more sidewalks and more bike lanes.

---

The Town needs to give attention to all whole Town. If a plan is worked on, please do something on the Acton line, connecting neighborhoods for biking, running and hiking.

---

I'd love for tweens and teens to be safer getting to the point and crossing over and around King Street.

---

I would appreciate a cross walk on king st and shattuck. When bicycling with my 10 year old we often have to wait a long time for someone to stop so we can cross king st to go to the library. I would love for my son to ride his bike to school, but I'm also concerned about the intersection of tahattawan and foster. We have been cut off by cars turning left onto tahattawan from foster.

---

Nagog Hill Road. Some drive too fast to feel safe walking - maybe the boards that post your speed?? More signage on speed limit

---

A lot of areas/neighborhoods are isolated without sidewalk connections and/or safe crossing zones.

---

Littleton does not need bullies on town boards or cmtes. I'm concerned a spouse of a Transportation cmte sent profanity laced messages & a agist slur and access to this survey was restricted. Hate has no home here. Check your discriminatory biases. I should share with MAPC leadership. At least it will help prevent that person from ever advancing in town govt.

---

This survey is very slanted and misleading. A small vocal group of YIMBYs are trying to turn Littleton into a city & get very fragile when one expresses any view that they disagree with. The transportation group is not taken seriously. The town should improve existing sidewalks, place some new limited strategic ones and double down on open space preservation. It's not one or the other, cluster mess high density or they'll build over our farms. Look to towns like Groton, Harvard for guidance. I'm happy to help with that.

---

The bridge over 495 to the point is terrible as are the sidewalks along the Mill Buildings. I would love to walk from the "town center" to the Point but it is noisy, bumpy, and sometimes downright scary!

---

I live across the street from Spring Dell Farm and that area of 119 is not only incredibly dangerous for motorists (accidents are frequent at the intersection of Beaver Brook Road and Great Road), but I feel like I am putting my life on the line if I were to walk on that road. I have 3 farms within walking distance, and the point is less than a mile away, but do not feel safe walking on or across Great Road. Also, I see people walking from the Point down towards the farms EVERYDAY and I always worry that they are going to get hit by a car. I would love that area of town to be more walkable.

---

I really would like to see flashing lights in advance of the crosswalk at the end of Baldwin Hill. Cars rarely stop there.

---

It should be safe while walking, running and biking. The Speed of the vehicles should be less for safety.

---

bike path on foster road

---

More sidewalks on busier roads would be great as walking on those can be dangerous with more traffic moving faster.

---

Sidewalks particularly on streets where traffic is heavy and that serve commuters more heavily (more likely to be rushing and not as careful). Bike lanes would be amazing. Crosswalks at all intersections. This infrastructure would also allow parents to let their children freely explore their neighborhoods and the town - we live in a safe place and there is no other reason that this shouldn't be possible.

---

Add sidewalks! Add sidewalks! Add sidewalks! Add them everywhere! Why doesn't Great Road have sidewalks?

We have 2 children ..one at the middle and one soon at RS. We live on mill lane. The walk for them should be safe and easy but the 495 off ramp at Warren and King is far too dangerous for them. Improvement there is critical and only a stop light we believe would work.

---

Most of my input has already been reported via the BPAC input report, but a couple other items: 1. Protected bike lanes! Based on studies, sharrows have a negative impact to safety, and painted bike lanes are nice but we should really aim for better, IMO. 2. The Common - the intersection of Great Road and King Street is probably the busiest intersection outside of freeway interchanges, and needs serious improvement for bikes. Additionally, some thought should be given to restricting vehicle traffic on Stevens Street and Meetinghouse Road - they act as big slip roads, engulfing the open space of the common. Stevens Street also causes a nasty intersection with Goldsmith and King Street. In my opinion both roads should just be ped/bikes only, but converting to a parking lot would probably be alright.

---

I prefer not to see natural areas paved, and prefer not to encounter bikes on hiking trails. I also do not like the stroboscopic flashing lights...they detract from the rural beauty. They also annoy those who live nearby.

---

I see a lot of walkers/runners/bikers/rollers on 119 who can't feel safe. If main roads like 119 and 110 had adequate sidewalks, we would be able to connect much of the town with each other safely

---

Would love sidewalks and streetlights in the spectacle pond neighborhood- there are lots of young kids on the surrounding streets and walking with a stroller feels very unsafe so you end up having to drive to take a walk. Thanks for addressing this!

---

I know it is unlikely, but I would love to see sidewalks made possible along or in parallel to 119 so that people in the western neighborhoods could get to town more easily by foot or bike. I have walked the 119 route and in general there is enough space to walk EXCEPT at the bridge. If nothing else, a walk/bikeway on the side of the bridge would make a big difference in safety as people get beyond the Point. Alternately, making the pathway through the Hartwell Conservation area more bike friendly so that people could go from Hartwell to Russell Street on bikes would be great. Keeping the sidewalk along 110 from 495 to town clear of brush and weeds and poison ivy would be helpful. I do know that the town goes through and takes care of this periodically, but it seems to grow back easily, probably because herbicides can't be used because of the streams.

---

it would be nice to connect Littleton to the Ayer Rail Trail or the one at Nara Park.

---

Connections from Nagog Pond to the center of town are difficult to find.

---

Littleton needs more sidewalks. Whitcomb Ave has many, many walkers and there are no sidewalks there or on many side streets.

---

I fully support this project. It'll be a wonderful legacy for our community!

---

I stopped cycling in town several years ago after several close calls with cars cutting me off - running stop signs, turning directly in front of me, etc. I don't walk as much in town as I used to because of traffic. Pedestrian accidents are on the rise in MA. With the increased development here traffic issues are going to get worse. Let's be proactive before there's a fatality. Think about what has happened on Great Road in Acton.

---

I would love a convenient connection to a bike path (such as the one in Acton) so I didn't feel the need to drive there and could just bike there from home.

---

There should be bike paths from the train station to places like Newtown Road and Russell Street, preferably without going on the roads at all. Several roads in town are almost unbikable because of the condition of the roads.

---

Traffic lights need to detect bikes, particularly the light at The Point. The narrow bridge on 119 just west of The Point can be scary on a bike in traffic. In general many roads have very little shoulder. Route 2A/110 has more trucks from 495 heading west to Ayer and Devens. I believe all Devens trucks should use Route 2 and a height restriction placed at the entrance to Devens from the Ayer rotary might solve that problem.

---

A major impediment to walking is that the town is divided by very busy state roads, most of which have no sidewalk or sidewalk on only one side, and traffic does NOT stop for pedestrians in crossings.

---

Side walk is necessary. But please don't damage the animas habitat. Live space for the forest

We need a sidewalk the full distance of 119. This would make the most sense to connect the town !!

---

With the new 25 mile throughout the town I feel Littleton is fine. Shaker lane could benefit from sidewalk. Would be very nice to have a sidewalk from Acton/Littleton line to Littleton Common, but that is a State Rd. (Maybe Littleton could ask State).

---

Live on Groton side of Littleton, no safe biking or walking access across or down 119. If that's not possible, wherever trails go in, need parking. Currently walk/bike neighborhoods & Groton or Acton rail trails. Love to cross-country ski & snowshoe too.

---

I would really like it if there were more flashing street signs for pedestrians, as my family and I walk a lot and it's often dangerous.

---

Fully implement the proposed route advocated by Nashoba Regional Greenways and in so doing provide bike lanes or wide shoulders wherever possible and where not remove the double yellow center line and promote share the road mentality.

---

Riding to work would be feasible but I would need to cross 119 somewhere between the Groton line and the Common, and I don't feel safe riding along that corridor, much less crossing over - even at the light.

---

The lack of sidewalks in the majority of Littleton has long been an issue for me and I'm glad to see this survey. After buying my house off of Rt 119 (Whispering Pine Dr), I never realized how much I would regret buying a house that did not have sidewalks for such a busy road. I like to walk by dogs and go for jogs. I'm often counting my blessings every time I make it safely to quieter neighborhood like Manawantakee or Spartan Arrow. Rt 119 is too busy to not have sidewalks. We wish we could walk to the farms, let our daughter walk to her friend's house off of Colburn or even ride our bikes to the Point but it is just too dangerous. Why can't we have sidewalks like other towns (Carlisle, Concord, etc) where there are paved sidewalks through the woods. This seems achievable and wouldn't require an entire widening of the road, etc. I worry for every other person and the daily walkers I see out on 119. It's about time something is done about this.

---

Sidewalks and bike lanes on 119. Bike lanes on 110. Bike lanes on Tahattawan and Goldsmith, Hartwell. Some roads are in such bad condition, covered in pot holes and even though the traffic is low enough to feel safe biking, it is dangerous for cycling for fear of hitting pot holes and wiping out.

---

Please consider adding a flashing light to slow cars and traffic at the shaker lane entrances. Both entrances need one but specifically the goldsmith/Roxbury drive entrance where the crossing guard risks their life to get kids crossed safely.

---

I would love to see Littleton do what Acton has done (over the last several years) putting sidewalks on almost 100% of Rt 2A that is in in their town. This goes for other main roads in town, such as Newtown Rd, etc. I had heard they were unable to fit sidewalks in when they recent redid Nashoba Rd - that is unfortunate.

---

Foster street needs to be made wider, paved, and sidewalks added. The road condition is dangerous to bikers and runners.

---

It would be great to have sidewalks along Shaker Lane and all along Great Rd.

---

Sidewalks on Shaker Lane. Better crossing signals. We bike, walk/run, and the kids use scooters, but it's not very conducive to going very far. We'd love a bike path in town. We would love to see any and all improvements! Thanks for taking a look into this!

---

Our family lives on Baron Way off of Spectacle Pond Road, within walking/biking distance of Spring Brook and Springdell Farms, but I do not feel safe crossing Route 119 at Lawrence Street or walking/biking along 119. Having safe pedestrian/bicycle/rolling access to those farms would allow me to shop there much more often than I do now. Also, adding a shoulder to Spectacle Pond Road between Baron Way and Whitetail Woods would make it much safer for pedestrians to access those trails. There are curves in the road there that make it very hard for pedestrians and oncoming cars to see each other, or for cars to safely move over to make room for pedestrians. Thank you!

---

Bike lanes. Sidewalks on more streets. Dedicated multi use paths would be great.

---

There is \*a lot\* of pedestrians on Gilson Rd (many walk down to Matawanakee or Ernies Dr). Gilson Rd needs better pedestrian or biking options for the safety of everyone (kids, adults, drivers). It's a narrow road with a railroad crossing and this deserves attention to make the community more vibrant and safer. Sidewalks would be ideal, but anything is better than what exists today.

Littleton\_needs\_to\_invest\_in\_sidewalks\_beyond\_the\_main\_road\_Sidewalks\_in\_my\_area\_are\_overgrown/covered\_with\_grass\_and\_not\_maintained.  
Some\_curb\_is\_crumbling\_and\_road\_paving\_has\_happened\_that\_has\_left\_gaps\_between\_driveways\_and\_streets.

---

Sidewalks are needed on Great Road (2A) between Shaker Lane and Boxwood Dr (or better, Nashoba Rd). Also, sidewalks along Nashoba Road and along Shaker Lane. And a crosswalk somewhere to cross 2A between Boxwood Dr and Manion Pl.

---

I'd like there to be a safer route from Littleton Common area to Littleton High School and to the Middle School. Right now, I'd never let my kids walk or bike to the high school in particular given all the trucks and somewhat narrow road.

---

My girls want to bike to school, and it is actually not that far, but 110 is just too dangerous. If the sidewalks continued further down 110 I would consider it. But right now, cars go too fast and too many people are on their phones while driving to even consider it without a sidewalk.

---

More sidewalks

---

The sidewalk at the intersection of Tahattawan and Foster ends just as you turn to continue on Foster. Then you cross to the left side and I am not sure one is visible for traffic coming around that corner.

---

I live off Great Rd in Apple d'Or and speed limit is too high on 119. The road can't accommodate all the traffic including trucks. It's very dangerous and I don't let my teens bike around town because they have to exit on 119.

---

It would be nice if there was safe way to walk (sidewalk) all the way from common to town to acton town line and shops at Nagog. Many people walk down shoulders with traffic moving 50 mph

---

Littleton has grown, and surround towns (Groton specifically and other towns to NH) have avoided direct connection to the highway therefore they pass thru Littleton some aggressively. As a town we've done a poor job in allowing us to grow safely like adding sidewalks and trails like other towns have (Groton, Acton, Lexington) these towns are considered higher end due to some of these add'l amenities. We should have sidewalks on 119 so farms and the Pointe can be accessed thru biking, rolling or walking

---

We have small children who are learning to bike ride, so we are becoming increasingly aware of how unsafe this is with the inadequate trails and sidewalks we currently have.

---

Biking to the T station does not feel overly safe. Other towns like Groton and Acton have great bike paths, Littleton could use something similar.

---

It would be so wonderful to have sidewalks in all the neighborhoods with good lighting. Also- on Goldsmith it would be fantastic to have sidewalks on both sides and larger sidewalks. On Stevens street, cars don't often stop for pedestrians so better signage or flashing lights for the crosswalk perhaps could help.

---

Extend the bike path from Acton/Concord or Ayer/Groton. Or have our own bike path.

---

I wish I was more willing to walk/bike to places, but based on where I live, the options are limited. The main streets I would use are Hartwell Ave, but people drive too fast and I feel unsafe in parts. And there's too much traffic on Great Road to make it enjoyable.

---

I feel it is more important to work on improving the current condition of the towns roads before constructing specific bike lanes.

---

I would love to see a sidewalk on Hartwell so the various neighborhoods can be safely connected with each other. Currently walking on this street is very unsafe, between the amount and speed of vehicles and the fact that the cars do not always stay in their correct lanes due to the horrible road conditions. It is a major safety hazard.

---

Adding side walks to powers road, 119 and on shaker lane road

I live within 2 miles from my child's school, so I have to pay to have them ride the bus, which bothers me because I don't have a sidewalk on my street, or a crosswalk to get to what would be the closest sidewalk, to walk them to school. I would love to walk them to school if it felt like a safe option.

---

Sidewalk on shaker lane to make walking to school that way safer

---

The Long Lake neighborhood seems among the most crowded in the town. There are always people walking around but there are no sidewalks and the roads are narrow. This seems dangerous and like it could be improved with sidewalks and more signage.

---

Sidewalks or safe bike lanes would be amazing!

---

It would be highly beneficial to add sidewalks to Shaker Lane, considering there is a school on that street. Also adding cross-walks and signage to the intersection of Newtown Road and Shaker Lane.

---

A lot of middle schoolers walk to The Point, or downtown, after school or on half days. I feel it is important to have good crosswalks at these areas. I do not like to cross the street in front of the Littleton Sub Shop/ Valley Wilde books, because it feels too congested. My students walk to the library from the middle school some afternoons. I am very happy there is the path behind the library, so they do not have to be on the streets. I am unaware if there is good lighting there, and think it would be great to have some. Thank you!

---

The residents near Cloverdale would love for a safe way to walk/bike to Shaker Lane, Long Lake Beach and Littleton Commons. Right now we are cut off by 119. We'd also benefit from a better sidewalk network.

---

We need sidewalks. Our kids need to be able to get around safely on bikes, not just in the center.

---

Crosswalks along major roadways (i.e., King Street) need improvement. Traffic is not aware of pedestrians looking to cross the street. Lit crosswalks, or some other means need to be put in place to allow for safe pedestrian crossing.

---

There should be sidewalks leading to all schools, and to train station.

---

It would be great to have a cut through from Hartwell to Russell St.

---

My main route to get to most businesses and activities in Littleton would be Great Road west of 495. This is a very tough route to utilize for biking, as traffic moves quickly and there are no shoulders or sidewalks. If sidewalks or a bike lane were implemented, I'd be more likely to let my kids bike to school or to use a bike for errands myself. Additionally, the 495 crossing is inherently dangerous with all of the lights, on and off-ramp crossings, and traffic coming off the ramps near highway speeds.

---

The intersection of Foster St. and Harwood Ave is particularly dangerous. Cars fly down Foster and you can't see them from the Mill Pond side of Harwood until they are almost upon you. Maybe 4 way stop sign or put the stop signs on Foster? Harvard Rod is dangerous both for pedestrians and bicyclists. A side walk would help a lot.

---

I live off Foster. For a street that people frequently walk on to get to the train, it is extremely dangerous. Even driving at slower speeds, I've almost hit people at night. If we have a train station in our town it is our responsibility as a town to have proper sidewalks for pedestrians to get there safely. I would suggest this road being a starting point for safety in this town.

---

More sidewalks, bike lanes, and street lights both in residential neighborhoods and on higher traffic town roads. Traffic rules and signage that prioritize pedestrians and bikers would also be very desirable.

---

Running paths beside the road would be nice.

---

Cut a couple of trees on the bottle neck between Foster street and Liberty Sq to improve visibility. Sweep breakdown lane along Taylor street. Install Stop Signs on the Exits of the Commercial driveways on Taylor st. Actually require cars make a Full stop and look before they Exit into Taylor st. Not just look and roll or creep slowly. Cars drive over the speed limit on Taylor but danger is amplified because of poor visibility and the number of S curves between Foster and Liberty.

We need more crosswalks and clearly marked crosswalks.

---

Goldsmith is a nightmare. Surprised one of the kids that ride bikes hasn't been hit yet.

---

Sidewalks need to be greatly improved!

---

The intersection at Great Rd and the point (Russell St/Constitution Ave) would be improved by a diagonal crosswalk connecting the Russell St sidewalk and the Point sidewalk which is on the opposite corner.

---

Major improvement is needed to the infrastructure, ie sidewalks. Can "truck routes" be established to limit volume on main roadways, ie 110? Or is there a way to tax these heavy vehicles for using Littleton main roads? Perhaps revenue can be reinvested into this project!

---

I used to walk on Tahattawan and Newtown rd when I had my son in a stroller. Now that he walks too, I cannot bring him near the street as Tahattawan is 45 miles an hour with no sidewalks and little visibility. Newtown rd has no sidewalks and little visibility so safety is a concern. We end up driving to Newtown conservation and then walking from there.

---

We need sidewalks or as a minimum wider roads. As a pedestrian and as a vehicle operator, I find our roads unsafe to walk in particularly during summer when there is full coverage on trees and other vegetation.

---

What about access to sports and recreation fields? If my child has practice at Koerper fieldsthe can only get there by driving.

---

There really needs to be flashing lights on the crossing areas of goldsmith between the common and Shaker Lane school. People drive so fast down that street that I don't feel safe crossing the main road with my small children and just walk the Long Lake neighborhood. If there was better crossing areas I would go to the town common more often with my family.

---

I've never seen a bike rider using the bike lane at the common. It's as useless as this survey.

---

Would really like to see a bike path allowing me to safely get to the transit station (a path off of Foster street would be ideal). I live on Foster and would really like easy access to the town center, especially considering the future plans. Can we connect Castle in the Woods to the trails behind the Middle School/Library? A paved option with wooden bridges across wetlands would be excellent for bikes.

---

I'd bike to the transit station if there were enclosed bike lockers where I could safely park my very expensive e-bike while I commuted to Boston. Bike lanes on King St/Rt 110 would improve access to the Common. Secondary roads are very useful for safe biking, but some roads are in such bad condition I hesitate to ride them. For example, Nashoba Rd between Newtown and Nagog Hill Rds. Smoother paving on secondary roads would both make them safer (no swerving to the left to avoid potholes) and more enjoyable for biking

---

Marketing. Is the path that connects Great Rd. To Goldsmith St. open yet?

---

Dirt jumps

---

Need flashing lights like at Kimballs. Better law enforcement for cars not stopping

---

I am a 65-year-old resident on Edsel Rd and routinely take early morning walks through downtown. I also routinely walk through conservation land and believe I've been on every trail through every inch of it. It's marvelous and a treasure. In the Rt 110 area west of downtown near the high school I would like to see clearly lit crosswalks that make it impossible for drivers to not know one is there. In our many and beautiful conservation lands it would be nice to have an occasional bench near especially scenic spots like Fort Rock in the Yapp land; the ridge along the Ed Bell route in Sarah Doublet; the trails abutting Long Lake off Colonial Drive and the Long Lake Park; the meadow summit of Long Lake Park and the top of the meadow at Newtown Hill looking down on Fort Pond; the rocky overview toward Boston in Oak Hill. But I do not think it is worth spending much \$\$ for somehow improving walk/bike/roll access to The Point, for example, because I simply do not believe people would use it. Nor to Kimballs's, nor to the potential conversion of the IBM building to a multi-tenant retail commercial space. Too much of our town's population is outside walk/bike/roll access to commercial areas and we cannot undo Rt 495, Rt 119 or Rt 110.

---

Foster Street connects to so many trails. Sidewalks throughout and a serious observation of speed limit on this street would be great. People drive so fast down this road.

Please put sidewalks on Foster Street around the Littleton train station

---

Cycling in some parts is hazardous because the side of the roads are in very poor repair. Also cycling in the Point is challenging because it's not clear that motorists need to watch out for cyclists.

---

Would be great if there was some infrastructure [e.g. bike lane on a busy roads or separate bike trail or route] that connects outer parts of Littleton [e.g. outside 495 along routes 119/2A near groton/ayer lines] to the Common more safely. One particular pressure point is the left turn from New Estate Road or Murray Park Rd onto King Street going into the common. It's not only a dicey left by car, even more so with the highway on/off ramp for a bike.

---

Shattuck street . Fast cars entering to town offices and library. Its a one way street and even when getting on the street on a bike it can be nerve wrecking.

---

I bike the area town bike trails, Groton, Chelmsford. I don't like biking on roads.

---

119 from Gilson road to the Point needs sidewalks and or bike lanes

---

I am a runner and would really like there to be better side walks and places to run. Right now there are a lot of scary places that I have to run by because littleton has like no side walks and a very poor infrastructure for running.

---

There is no safe way to get from the spectacle pond side of town to main destinations in town. 2A and 119 are too fast and busy- even with a sidewalk it still may not be a safe walk. A safe sidewalk within the neighborhoods of spec pond and hartwell would at least allow us to use neighborhood walking space. Thanks for you work on this!

---

I'm sure this has come up before, but if there was an easier / more pleasant way to access The Point from the Common area, that would be terrific.

---

A rail trail or paved bike path through the Littleton town forest from long lake to the mbta commuter rail.

---

Side walks and lights will really help making the community more connected and safer

---

I live in the orchard area. We see conflict between walkers, runners, cyclists and traffic all the time. Traffic calming and sidewalks could save lives over here...and what a beautiful area to open up for more people to safely enjoy!

---

Foster street surface upgrade that is smoother for road bike tires

---

Oak Hill Road is dangerous. I have no issue with pedestrians, but cyclists ride three and four abreast, taking up both lanes. The toad is holly and coming to the top of a rise it is impossible to see the bikes below until it is almost too late. At the stop sign at Sanderson Road they never stop, just rise right through. More than once I have started ahead to turn right and nearly hit a cyclist who had passed me on the right and not stopped. The road needs to be patrolled and weekends and ensure that everyone, cyclists included, obeys the laws.

---

I'd like to see safer crossing and protection across the two major roads in town ( Great Road and King Street). Narrow areas such as the bridge across Beaver Brook on Great Road are incredibly dangerous for pedestrians.

---

Causing pile-ups of traffic does nothing to improve the feeling of safety on the road. Solutions should reduce congestion and improve safe flow. Not grind flow to a halt.

---

Putting in extra bike lanes on streets are often excessive and I don't think they always help a situation, but rather limit the people in cars on the roads. Just don't make it like Cambridge where there is no longer enough space on the main roads for cars, because of bikes and bus lanes. I LOVE The conservation areas very close to our neighborhood and we have easy access into the area to use the paths through the woods around the lake and two brothers trail.

---

Even widening the roads to support a lane would help improve running/walking/biking safety

Sidewalks down the Great Road from Grist Mill Road to Donelans at least

---

We NEED an overhead crossing from Russel Street to The Point. During the school year every other Wednesday is a half day and there is a flood of Middle School Students who walk down Russel St in order to head to The Point. Having an overhead crosswalk would make this far far SAFER for the Middle School kids and would not impede the flow of traffic on Great Road by the point (which is also a highway access point!).

---

Sidewalks on 119 heading from Groton to the shopping plaza at the point would be nice.

---

We need to improve crossings and sidewalks, especially crossing Great Rd, King St, Ayer Rd, and Westford Rd. Motorized bikes, mopeds, etc should not be allowed on sidewalks (it does happen!). Cyclist, especially teens, need to be educated about yielding to pedestrians on sidewalks. I have had bikes nearly hit me from behind on sidewalks in town.

---

Sidewalk on Russell Street starting at King street is really narrow and in rough shape. For a school street its really shocking that we can't walk/ride safely. Also need a crosswalk (painted and signs) from Delaney Dr. sidewalk across Russell St. to the Russell Street sidewalk. Cars come flying around the corner of the 495 overpass making it hard for people the cross over.

---

Top priorities: A sidewalk on Shaker lane would be excellent, this has been wanted for years. A path cutting through the forest behind the Shaker lane school to the path going from Goldsmith to Great Rd, as well as a bike rack somewhere near the Donelan's would make it very convenient for residents in the nearby area to walk or bike to that shopping area (and to the Common area generally), while being in nature most of the way there. Walking down Great Rd feels a bit scary being next to all that fast traffic, and on hot or busy days, the air feels thick and polluted, it makes my lungs feel funny. It'd be a lot nicer to be able to walk through the woods to get there instead. The path that goes between Goldsmith and Great Rd already makes the walk much nicer for residents living nearby. I'd love to see more trails like that which go from residential areas to commercial areas or other residential areas. I've also noticed that a path going from Shaker Lane would make it almost connected to the Yapp Conservation Land trails, so houses nearby those trails could also use it. I would love to be able to safely bike to the Point, and to friends' houses on streets branching off Great Rd. Sidewalks going and/or a protected bike lane down Great Rd (as much of Great Rd as is possible) and some crossings would make that possible, it really felt too unsafe being next to all that traffic, and an unprotected bike lane would not have felt much safer. Either bollards (not plastic bollards, they don't stop cars) or concrete barriers or raised to be level with the sidewalk works, anything that physically stops cars from getting in the bike lane is best for safety and for increasing bike-friendliness. Combined, these would make it far more possible for many households to walk or bike or roll to and from the Common area, the Point, other houses, and walk or bike their kids to school. Additional things that would be nice: Protected bike lanes on the other major busy streets would be nice, although perhaps widening the sidewalks a bit may be good enough, it is sometimes a bit narrow and passing pedestrians can be clumsy. If there was support for it I'd love to be able to bike to the train station without being in traffic with cars. Right now that requires sharing the road with cars on some streets where cars regularly go above the speed limit, at the very least, a sidewalk down Foster street would make that easier to do. Alternatively, bike parking near the Littleton-Westford Commuter Rail Shuttle stops would also be nice. I haven't tried biking or walking much in the winter, but good snow plowing of sidewalks or potential bike paths would be very beneficial if possible. Allowing for some mixed use and multi-family zoning in the Common area or near the train station would be wonderful, if possible, it would make for convenient short walking, biking, or rolling trips to points of interest (as well as providing affordable housing)

---

Where I live it is very walkable for exercise. The Spartan Arrow/Hartwell/spec pond loop area is great. I'm not a huge fan of the blind bend on hartwell near Lawrence, but I also haven't been hit in 22 years of daily walking there.

---

We desperately need sidewalks especially near Shaker Lane school so little children can be dropped off and picked up safely.

---

Foster street is in dire condition and is particularly dangerous with cut through and rail station traffic. The sidewalks near Russell Street School are in poor condition. Crossing at the major intersection at the town center feels dangerous

---

The large trucks, increased traffic and speed of vehicles is a huge deterrent to walking or "rolling" in this town. Example: Part of Newtown Road is 35 mph, which is a very high speed when you are trying to cross the street or walk down a sidewalk with young children. Particularly if you are trying to get to the Yapp conservation land. Thanks!

---

Traffic should be slowed on Newtown Road at intersection with Shaker Ln

---

The intersection of Baldwin Hill Road and King Street must have a flashing crosswalk sign. Much pedestrian traffic and inattentive drivers=recipe for disaster. Also, lots more benches for senior walkers

---

The single biggest detractor for cycling in Littleton is the road conditions. I need a hybrid bike with front shocks to navigate hartwell, foster and various other roads in town.

---

The improvement of sidewalks and crosswalks at and surrounding all schools is crucial to the safety of our children and other community members. King St is particularly important - including a traffic light at the intersection of King St and Murray Park. Additional safety measures should be put in place at LMS and RSS on half days, as many students leave the schools by walking or rolling those days.

Town of Littleton should build a few open air pavilions that could be used for group gatherings, with nearby parking, walking trails, natural beauty, gardens. The conservation area on Great Road with the pollinator friendly garden seems like it could accommodate such a pavilion and parking in a beautiful outdoor setting.

---

More sidewalks. Very difficult to go out for a walk when there are so few sidewalks to safely walk.

---

Many heavily trafficked roads already have sidewalks (ex. 2A or Goldsmith). I wouldn't necessarily recommend putting sidewalks on wider roads that are not as heavily trafficked (ex. Harwood or Tahattawan), but would focus on curvier, poorly paved roads (ex. Foster)

---

I used to walk and bike in all my previous towns. I love Littleton as a new home owner but walking feels risky! I walked from lake matawanakee to the common and it was really tricky. I often had to step into mud and sides of homes to not get into traffic.

---

I think most impact we can have if we have safe biking trail between 1. Littleton common and Bruce Freeman trail in Acton 2. Littleton common and transit station. Lot of people cannot take train to Boston because of parking problem at station (Currently it is not a problem since fewer people are traveling because of the pandemic. But once life goes back to pre-pandemic situation, it will be a problem again). If more people can bike and park bicycle at the station, it will reduce traffic in all roads in and around Littleton and will increase quality of life for many. Bruce Freeman is a beautiful long trail very close to Littleton but accessible from any place of Littleton by walk or sidewalk. Will it not be nice if it is easily accessible from our town?

---

For multi-use roads e.g. bike/car/walking roads need to be maintained. Some roads, e.g. Foster street are unsafe for biking due to lack of repair. There should be general laws/by-laws that require sidewalks within 1 mile of transit and 1 mile for schools.

---

I have many concerns about the Common, particularly what it will be like after the Lupoli development(s) are completed. The area where Goldsmith and King St/Stevens St intersect is a horror show, particularly if making a left turn onto King from Goldsmith. The church parking lot often has cars or snow piles that obstruct the view. People run across willy-nilly from the parking spaces along the green space to the restaurants. The whole area needs big help, particularly if there are going to be another 1000 residences, shops and office space there.

---

During events in and around Fay Park, cars often park partly on the sidewalk, making it almost impossible for anyone in a wheelchair to get by. I would like better enforcement/ticketing of sidewalk parking violations.

---

streets and sidewalks are in poor condition. too many trucks.

---

I would like to be able to walk with my son to Long Lake and Shaker Lane from my house on Newtown Rd - but without a sidewalk it doesn't feel safe.

---

Please do not create any more "bike lanes", and removing many is even better, that impinge upon motor vehicle spaces & lanes. Littleton is already overrun with bicycle riders, most of whom do not obey the public roads rules & laws and put motor vehicle drivers in great peril. I urge the town to requiring the use of little rear view mirrors attached to bike rider helmets or handle bars. As presently happens, having no idea if bike riders (often riding 2 abreast) are aware of my car coming up behind them and a quick toot to let them know I'm there is met with derision, middle fingers, and sometimes intentionally taking up more road space than needed as retribution for my toot.

---

Crossing 110 from Goldsmith, Jennifer, or Baldwin Hill is very intimidating especially for children. Walking/biking from those neighborhoods to RSS or LMS should be very easy, but sending kids that age across the busy street (sometimes while it's still dark in the morning) prevents kids from walking/biking to school.

---

I wish we had more side walks, and better lighting in town. Also, the roads are very bumpy.

---

Foster street should be better paved, have a sidewalk and proper lighting... it's a really busy street, with the city's commuter rail, and should definitely be safer and better to walk/bike.

---

This seems like a one sided survey. There are only options for supporting expansion of trails with no understanding of why people might not want to or how they use trails/where they walk now

---

Keeping paved roads in better shape, with marked bike lanes on ALL roads

---

Sidewalks along Hartwell Avenue.

A light is needed at the end of goldsmith street by the church. I go and park at Nara park to access the bike trails, that can take me into west concord for shopping/lunch.

---

To have a sidewalk along Great Road from the Acton area would be utilized. Also, to maintain the current sidewalk located from the newer development to the shopping plaza would help cyclers and pedestrians.

---

I live close to the shopping area on Great Road where Donelan's is located, but Great Road is too busy to safely bike there. I would consider biking instead of driving when I go shopping, if there was a SAFE, well marked bike lane and a crossing from the right side to Donelan's side.

---

We walk our dog, used to walk in cemetery. No longer allowed, no cars and no poison ivy. Very disappointed they took that away. Did not cause a problem and had hills when the weather was good, trees when it was hot, etc. now we walk at the schools. Little shade, often very busy, little shade, crowded, some poison ivy, etc. not many sidewalks over most of town and very little treatment for poison ivy or ticks so tough to walk most places.

---

Need sidewalks

---

I would prioritize a sidewalk from the train station to town center on Foster St.

---

The cross walk at Meeting House Rd and Great Rd directly across from Rods Golf is a death trap! The paint is poorly marked. The cross walk is near where it turns to 2 lanes. Over the years walking solo or with kids walking bikes there have been very close calls. The cars in the right lane stop to let you go and the cars behind them can't see the pedestrian or bike, they get annoyed and start going into and start making that second lane prematurely. Myself and my kids have had several close calls at that cross walk where that second vehicle almost hit us! I think that cross walk needs to be more east closer to Robinson rd where it's clearly still 2 lanes of traffic. Crossing lights too! My take on this is that at its current location, cars are so focused on making the green light that they are not even paying attention to the pedestrians/ bike in the crosswalk. Blinking lights at crosswalks near the common and more visible paint, like blue or yellow.

---

First, there are no sidewalks in the town. Very limited at least close to where I live (near Foster street). Second, there are no bike trails at all. And third, there is no lighting/illumination at dark. The town is completely dark in general, becoming not safe to exercise in the evening.

---

Traffic lights need to better detect bikes and allow them to go green. Better signage and allowance of cyclists to use the entire lane to avoid potholes and gutter debris.

---

We need sidewalks for walking around this town. Major roads like Foster street are dangerous for walking to and from train station. No sidewalks, poor lighting, no crosswalks etc and lots of trucks and fast moving vehicles all day along the road it seems now....

---

I wish to see the rail trail in Littleton to be connected to the one in Ayer and Acton

---

I live off Mannion place and like to walk to Cloverdale and the Nagog Mall, both of which require crossing 2A. The speed limit is 50 at Cloverdale and the sight lines are terrible near Nagog/Nashoba Road. Would like a side walk from Acton line to Littleton Common and would feel safe enough to walk to town center.

---

As far as rolling, I would oppose using skateboards and electric scooters and such on sidewalks or roadways. They can too easily get out of control.

---

Sidewalks near 2A/Bruce St/Chipshots and in front of Mobile Home park to access over the bridge and to the park/ballfield next to Middlesex Corp

---

I use a walker. I have to drive everywhere. That is not usually a problem. Many sidewalks have issues. Getting into Fay Park is just about impossible.

---

1) Additional Sidewalks in neighborhoods 2) Better traffic control and lighting at King and Baldwin Hill Road crossing (about 1/2 of drivers are not stopping for pedestrians). 3) Better sidewalks and crossings on Great road commercial section. 4) Education to inform people that parking on sidewalks which abut the road is not permitted - example: Edsel Street.

---

I think that Littleton would immensely benefit from a bike path similar to Bruce Freeman trail in Acton or Minuteman bike path in Lexington. It would be great if we could start planning for a bike path that would connect that connects all the schools in Littleton and other major points of interest.

Live on the west side of town and the amount/consistency and speed of traffic traveling down 119 and Hartwell Ave is not safe to bike to school, to the Point, or to the center of town. This end of town is isolated from non-car transportation options to the center of town. In addition, the traffic turning on and off of Beaver Brook Road is hard for cars to navigate safely, let alone bikes and pedestrians, plus 119 is too narrow at the bridge over Beaver Brook (very difficult for pedestrians and bikes to navigate that bridge safely given the speed and frequency of traffic). A sidewalk from Colburn Ave (Gary's/Spring Brook Farm) to the Point would be an excellent way to safely connect this end of town with the shopping areas / RSS and LMS schools and would make biking/walking to the Point an option for the neighborhoods off Beaver Brook and Hartwell.

---

All of Hartwell Ave.

---

Would like a trail for ATV's. Littleton is fine for walking and biking. Most bicycle riders don't follow the rules of the road anyways. Sit at the apple orchard intersection on a Saturday.

---

We need sidewalks, especially on foster st with the train station. Connect those to the center of town and other businesses and parks

---

There is no sidewalk on Newtown Road, a busy road with a high speed limit and blind curves. We live less than 1 mile from Shaker Lane School and multiple well-maintained trails but walking on Newtown Road is quite difficult.

---

A sidewalk/bike lane all the way up Harwood Ave would be fantastic.

---

The town should focus on improving pedestrian accessibility on the busiest and most dangerous areas first. It is unbelievable to me (as a transplant who moved to Littleton in 2018) how few safe, accessible streets there are in this town. I would love to be able to step out of my house on Powers Road and take a walk through the neighborhood, but with 18-wheeler trucks flying at 40+ mph down my street of residence, it is completely unsafe for my family including children and dogs. This town has no sense of community because we are so fragmented. This negatively impacts ALL OF US and needs to be addressed ASAP.

---

Extend a safe sidewalk to 239 Ayer Rd. Senior community cut off from walking and transportation, public, to Littleton malls grocery store, movie, restaurants.

---

I would love more access to safe places to ride my bike but think continuing to add sidewalks around town is most essential.

---

Would love sidewalks on Harwood Ave. it is so popular for walking but cars go really fast it is unsettling - I will not walk on it personally but see a lot of people who do.

---

From Nagog park to littleton common or thru constitution avenue along great Rd would be amazing.

---

It would be great to have walking areas to be dog friendly too!

---

I am a blind resident, so pedestrian access is critical. I'm also on Littleton's Disability Commission, which is a segment of our town population who really should be included in these considerations and have an opportunity to weigh in, but our committee is only now in the process of setting up an effective outreach channel(s) to communicate broadly with constituents.

---

Would love to see a better common area with a good amount of parking and infrastructure that supports safe walking and wheeling. Our current common isn't a great gathering space. Fay park has limited parking.

---

We need more sidewalks and it's very concerning how most drivers do not obey the crosswalk areas. I can sit there waiting to cross with my dog while multiple cars pass in both directions.

---

I do walk and I don't feel changes are needed. I do not wish to "share the road" with cyclists because they don't "share". Cars always have to go around them. Making bike lanes makes it more confusing driving and makes driving lanes more narrow.

---

It would be nice to have connected sidewalks or a path from Taylor Street to the Point and to the Common area.

There are still streets in this town that need sidewalks. Are we putting in bike infrastructure before sidewalks??

---

The most important factor for me is safety. I would bike and walk a lot more in Littleton if there were more sidewalks and designated bike lanes. I really appreciate the low speed limits in town and I expect this makes it a lot safer for walkers and bikers. Having lived, walked and biked in DC for many years, I found the barriers near intersections to be extremely effective. As a driver, I noticed them more (versus the painted lines) and as a cyclist it made me feel safer with a physical barrier at intersections. I still \*always\* look over my right shoulder before turning right, having shared the city streets with bikers for so long. I may take some time to create a harmonious balance in Littleton between drivers and bikers/walkers but it's SO worth it!!! I live off Nashoba Road near Nagog Pond (section between the Nagog Orchard and Great Road). I see a lot of people biking and walking down this beautiful road but there is no sidewalk/trail or bike lane. I would regularly walk along Nashoba road if it was safe to do so - it's the main road to access Cobb Woods, Sarah Doublet, Littleton Town Forest trails, Nagog Orchard etc. In places where there is already a sidewalk it makes ALL the difference! I have regular appointments at Dean's Family Chiropractor and the fact that there is a safe sidewalk connecting that business to the Donelan's area means that I walk over to get groceries or go to the hardware store (promoting local shopping!) versus having to get back in my car. Having a well-maintained bike lane leading to the Littleton train station would also be great!

---

The biggest concern I'd have about a bike path is where it crosses a street. I can tell you from experience that you can stand at the road's edge in a crosswalk and wait for minutes while dozens of cars fly past. These areas include Goldsmith Dr and King St. I feel that pushing enforcement onto LPD will yield negligent results because there are so many people who drive through Littleton but don't necessarily live here. Also, I feel mopeds should be further defined in your statements. Are you referring to electrified bicycles in particular? Because so much of the uninformed public (myself included) refer to motor scooters as mopeds as well. And even mopeds can be unlocked to travel upwards of 45 mph, so will there be a speed limit or at least make the path wide enough to be safe?

---

Please add crosswalk or sidewalk at Webber village

---

Great road and beaver Brook road junction is the toughest intersection. There is no bike/walk paved trail in Littleton like the Ayer or Groton one.

---

Some roads could be better paved, such as Bulkeley road from Foster st to the Boxborough border, though that is just one example. Having a well paved road makes a huge difference for rolling - especially activities like inline skating and rollerskiing because they have smaller wheels and can't run smoothly on rough roads.

---

I appreciate the snow removal during the winter for the sidewalks. It's done quickly and done well. However the sidewalks get very icy afterwards making them inaccessible for portions of time. Bikes travel on the sidewalks - are they supposed to? They don't have bells or horns to warn of passing and can creep up on someone unawares startling them or their dog. The crosswalk on King street near the highway (to Warren street) does not have a good stop rate for cars stopping for pedestrians especially those coming off the highway. I'm not sure if it visibility there?

---

It would be wonderful to have Littleton somehow be the connection route from the Bruce Freeman Trail in Acton and the Nashoba River/Ayer Rail trail in Ayer.

---

Putting a rotary at the intersection of Beaver Brook and 119 will make pedestrian and bicycle commuting via 119 even more dangerous

---

I want the town to balance the space needed for bicycles while not 1. Taking more land to do it and 2. Not designing the roads like Boston or Cambridge (I work in downtown Boston, drive through Cambridge daily to get to work) and the cities redesign, I believe, are terrible for drivers. I believe that drivers needs must be balanced with the roads for bikes, especially in the suburbs. I recognize my ask is a tall order as someone who drives and bikes locally with my children.

---

Sidewalks especially in higher traffic areas and leading to places people want to go like shopping, restaurants etc. More signage around curves notifying drivers that there could be pedestrians or bikers in the road.

---

It would be so nice to have a pedestrian push button for the crosswalk on Great Road (to meeting house Road from Stevens and Adams streets; and crossing at King Street and Jennifer St); better buffers between sidewalk and travel lanes in the downtown area and street trees as well as bike lanes on great road. Thank you!!

---

Sidewalks

---

Please keep large groups of bikes off of Harwood. Provide signage directing bikers to Bruce Freeman rail trail or Nashua river rail trail.

---

The crosswalks near Russell street are dangerous with morning traffic and on half days near the point. Crossing guards and or flashing lights for pedestrians on crosswalk needed. Middle school kids walk to the point on half days and that road is very busy for there to be no crossing guard. Bikers to LMS in morning worry me without side walk on Hartwell Ave and crossing the pedestrian crossing across Russell street.

I think expanding a sidewalk down 119 towards Groton would be very beneficial for residents. Neighborhoods like mine are unable to safely walk to the center, point etc and a designated sidewalk would be great!

---

It should be law that riders must have front/ rear high visibility blinking lights. Also should be law that all ages bike riders must wear safety yellow reflective safety vest (in other regions this has proven to save lives and increase visibility to drivers).

---

I am a biker. Imo The first problem that Littleton has is the condition of the roads. (Harvard Road, hardwood, Oakhill, Taylor, Newtown, Foster....) You go over the line to Harvard, Ayer, or Acton - huge difference. I am surprised there is not more bike accidents. The second issue is truck traffic on major roads. It is nearly impossible to get from one end of town to another without crossing 119, 2A or 110. The amount of truck traffic is horrible for driving never mind riding a bike. The trucks drive fast and cut people off. Happy to see you are looking into this. The amount of taxes we pay should go towards road improvements.

---

A dedicated mixed use trail connecting Littleton to nearby towns is desperately needed and/or something near the train could help alleviate the parking issues there. Town wide the sidewalks are in desperate need of work or don't exist, particularly along King Street and Great Road which many people run or bike on now, dangerously.

---

Foster Street is in horrible condition. This needs to be fixed Asap! So many potholes makes it difficult to drive and walk on.

---

With no sidewalks on 119 from The Point towards Groton make walking impossible from any location West of The Point. 119 has lots of large Trucks bringing goods to Groton as well as a higher speed limit than all other roads in town. This precludes anyone on this side of town to walk to the Common, The Point and other gathering locations. We would definitely walk more places if 119 had sidewalks.

---

Well cared for sidewalks and bike paths for running, biking, walking on secondary roads like Foster St, Harwood Ave etc. to provide safe access to town center, train station and schools.

---

I would really like to see sidewalks on Newtown Road in Littleton and Acton, including the connecting street (Fort Pond Hill Road)

---

Having more sidewalks would make the town so much safer. Hardwood Ave, both sides of King St, Foster St, Tahattawan

---

Whitcomb Ave frequently has walkers and bikers but the road is too narrow with too many blind turns for me to feel comfortable using that route

---

Harvard road is fairly busy and fast I would love to run/walk on it more and Bruce street but there really needs to be a side walk. I would also like a sidewalk to be able to walk with my kids on our road.

---

Side walks and bike lanes on 119

---

Sidewalk on Great Rd and lower speeds

---

We live in Groton side of town and would love a safe way to walk to the farms, the Point, the Common and schools!

---

Shaker Lane is a particularly dangerous street as it is narrow, curvy, lacks sidewalks, and everybody speeds! Other cutthroughs are also dangerous and should be more closely monitored.

---

Given the serious accidents on Great Rd in both Littleton and Acton, I would feel better with sidewalks, along this route as well as slower speeds

---

A sidewalk that connects downtown Littleton to Nashova Valley's Tiki Bar would be great in the summertime, not just for walking the dogs and getting exercise, but also to reduce vehicle traffic and lessen the number of impaired drivers on the road late at night.

---

I have lived in Littleton for five years and it is extremely disappointing that Foster Street has not been repaved during the time that I've lived here. It is very destructive to our vehicles and the road is so narrow and not well lit that it is very dangerous for people that walk home after using the commuter train.

I REALLY want to see push-button flashing crosswalks at: -King and Baldwin Hill -King and Rogers (this is a deadly sun-glare crossing) -King @Pondside I watch dozens of cars ignore waiting crossers at these intersections. The crosswalks are not respected. The speed limit is not followed anyway. People are getting hit by drivers in Acton. I don't want one of our kids to be next. It's a scary and worrisome situation.

---

This survey seems pretty biased where it is assumed that all residents are in support of this.

---

Would love better sidewalks and crossings through town to the point.

---

I think that many of the cross streets in the Long Lake area could use stop signs (the intersections of Birch with Dahlia, Orchid, Washington, etc is a hot spot for speeding delivery trucks, as well as, personal use vehicles with little regard to traffic coming the other way).

---

A sidewalk on Harwood Ave and/or Foster St. These are heavily trafficked with cars but also with bikers, walkers, and dog walkers like myself. I would feel safer with a sidewalk to walk on.

---

We need a shopping/dining area that's actually nice to walk around and safe, such as Hudson or Concord.

---

I love in wildflower meadow near the acton border. I often bike directly into acton, but have not found a way I feel safe biking into littleton, particularly the area of great road from acton leading to littleton center

---

We need more sidewalks

---

Foster street (where residences are located) and connecting streets need sidewalks.

---

I frequently walk in the area of Tahattawan Road/Foster Street/Harwood Ave/Mill Road. Many sections of the these roads are narrow, with sharp turns, no sidewalk, and pavement that is filled with potholes (especially in the "pedestrian" lane). On top of this, most drivers are driving way too fast. Unless I get lucky or time my walk just right, walking around my neighborhood is stressful and can feel very dangerous. Consistent speed limit signs, maintain roadways so the pedestrian lane is not a constant trip/ankle rolling hazard, adding the white line to identify the pedestrian lane, speed limit monitors, and even a police officer checking speeds would all be beneficial and make walking the neighborhood safer. Many cars do not slow down or give any space when passing - drivers constantly speeding is really the biggest danger.

---

I live on Taylor Street, there is one Resident that parks his car across the sidewalk, which I am sure is actually illegal? It makes it impossible to walk or bike my special needs child in that direction, so we are limited as it is even more.

---

There is way too much traffic at Littleton Common lights putting in a new housing development is a terrible idea and is going to make this totally pointless

---

I would like a sidewalk down the length of Heartwell ave. And a sidewalk down 119 connecting the shopping center with the rest of the businesses/farms on 119.

---

A dedicated bike trail would be ideal. I want to spend as little time as possible sharing the road with cars and trucks.

---

The crosswalk on Kind St near Castle in the Trees is terrifying. I'd also like a path from Castle to RSS/LMS

---

Sidewalks on Bruce Street, all of King Street, and Harwood, please. I would also love to see a better barrier for pedestrians and bikers on the 495 overpass.

---

Flashing lights at pedestrian crosswalks to be activated by walkers when crossing across from Castle In the Trees/Historical Society/Masons Lodge, and also across from the fire station. An additional crosswalk in the center of Faye Park across Foster, also with pedestrian-activated flashing lights. Sidewalks down Foster to connect all the way to the rail station are critical. I drive frequently down Foster, and when the lighting is poor it is very difficult to see pedestrians and bike riders on the road.

---

The walk over 495 on King st is of particular concern to my family since we'd like our kids to walk or bike to school. Seems a bit dangerous.

We would love sidewalks on Hartwell Ave!

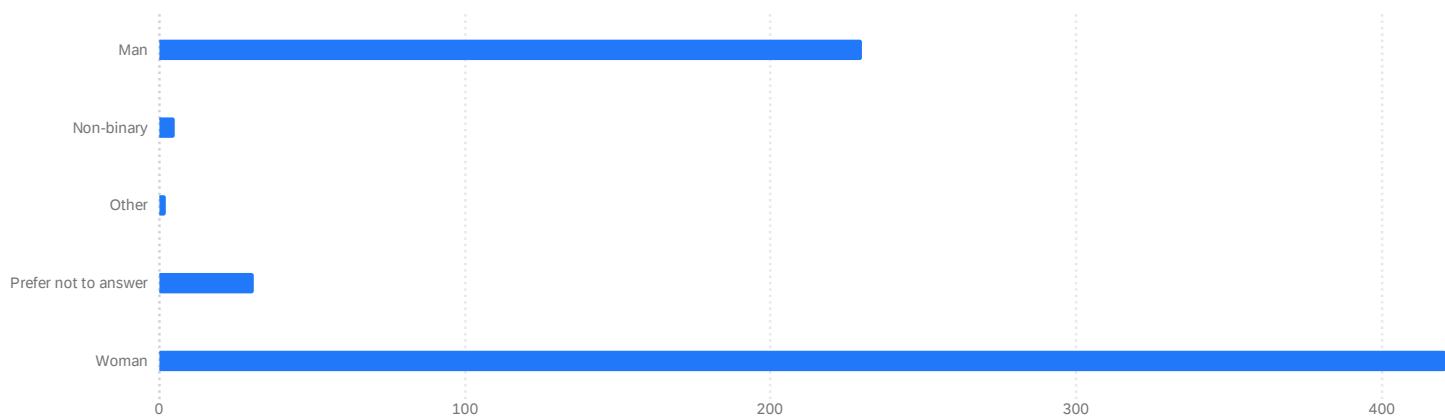
I would love to increase safe bike/pedestrian lanes or sidewalks on great road from the farms to Donalans and 110 from Westford to the library

We need a sidewalk on Lawrence st. It is too dangerous for kids to bike or walk. We also need a sidewalk to connect to the point down 119

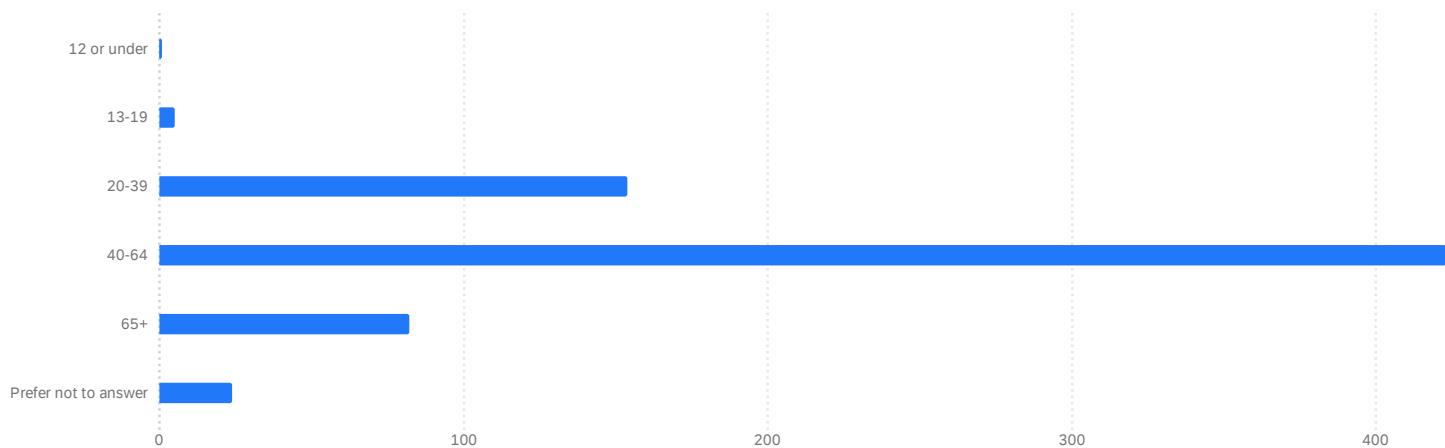
I live at 2 Foster St, Littleton MA 01460. I have two kids that attend RSS. I'd love it if I felt that they could safely walk to school. They have to cross three streets to get to school. The most concerning crosswalk is the one by the castle in the trees. We frequent the playground and we walk there all the time. Typically we have to wait for 3-4 cars to pass before one notices that we're standing there waiting to cross. Maybe a blinking crosswalk light like the ones they have at Kimballs wouldn't be a bad idea.

Complete Side walk on great road from common to Acton line. Also a crosswalk / light function for powers and great road.

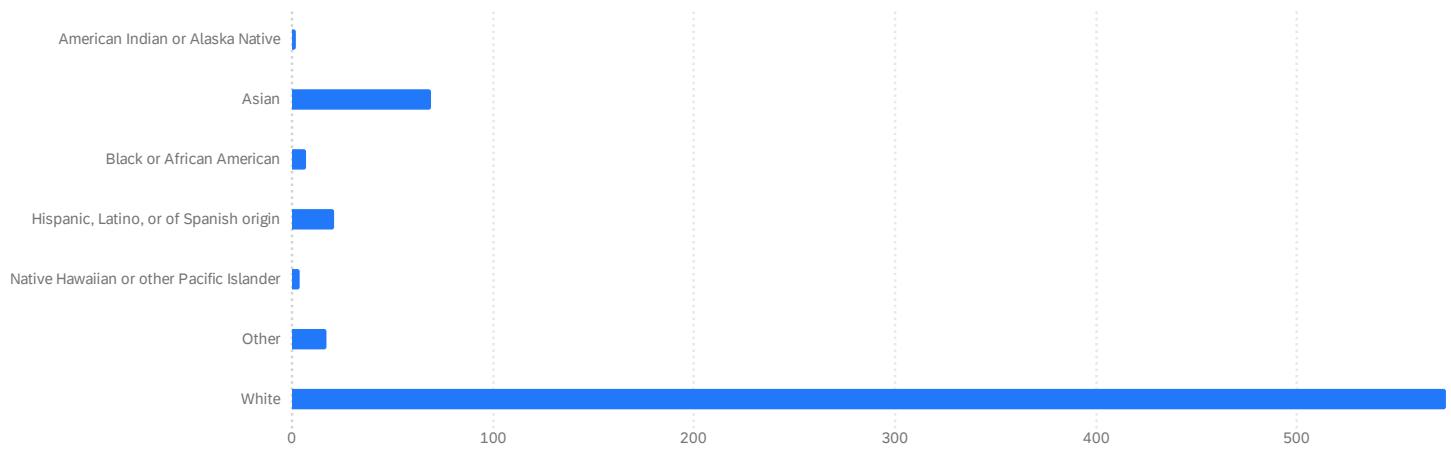
To ensure that we are receiving responses that reflect a cross section of Littleton, we encourage you to fill out the following demographic information as you find comfortable. How do you identify your gender? 689  ⓘ



Select your age range from the options below. 689  ⓘ



How do you identify your race or ethnicity? (Select all that apply) 664 ⓘ



How do you identify your race or ethnicity? (Select all that apply): Other ⓘ

white/brazilian

Not relevant

Scottish Sicilian

Human

indian

Does it matter?

No comment

Who cares? Prefer not to answer!

European

American

Austroitalogaelic

Do you or any members of your household match any of the following descriptions? (Select all that apply) 571 ⓘ

