

Clarify Movement



Clarify Movement Recommendations

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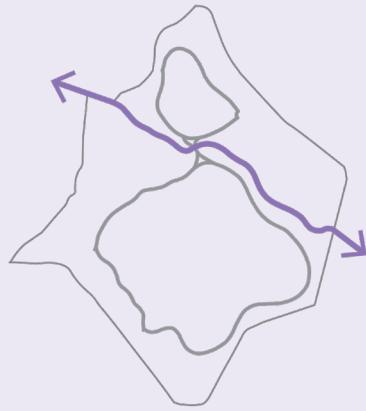
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A Short History of Circulation Change

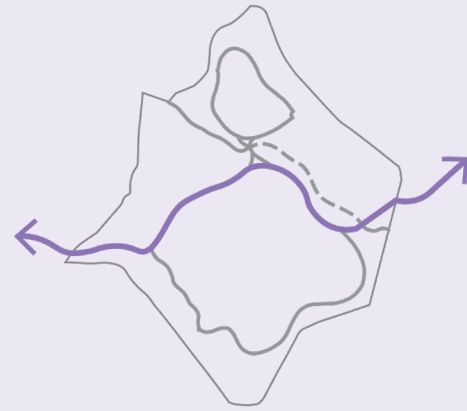
New Modes of Travel Create Divisions



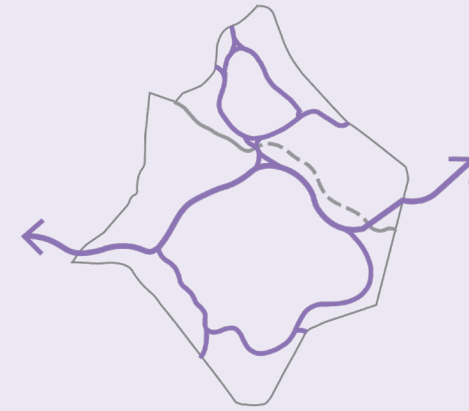
Farm Roads



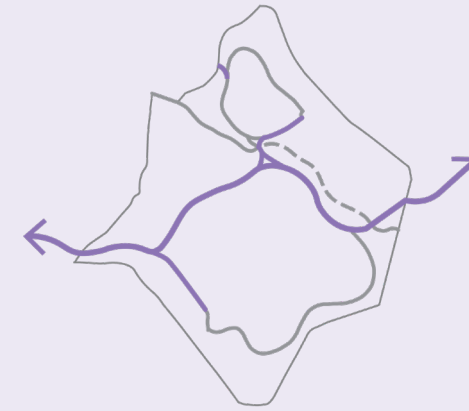
Carriage Through-Traffic on Glen Road



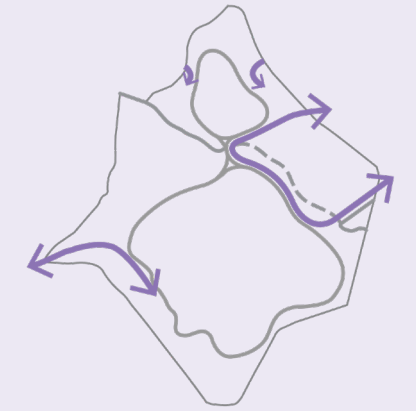
Circuit Drive Opened to Cars



Car Access Extends Further into the Park



Measures are Taken to Control Car Access



Vehicular Access Maintained & Multi Modal Loops Restored



AGRICULTURAL HOMESTEADS 1870s-1880s

Prior to the construction of Franklin Park, the land was comprised of a number of small farms connected by a network of minor roads. A path similar in alignment to Olmsted's Glen Road cut through the collection of properties.



SHOWCASING SENSE OF PLACE 1897-1902

The original Circuit Loop (as well as loops in the Playstead and Wilderness) was designed for moving around the park via horse and carriage, while Glen Road was intended for city through-traffic (which would also have been carriages at the time). The alignment of the path was responsive to site conditions, bending around existing puddingstone rock outcrops, and featured cinematic views of the park's landscape as it moved between woodlands and open meadow.



CIRCUIT DRIVE 1930s

As cars replaced travel by horse and carriage, Glen Road was replaced by a new through-road, known today as Circuit Drive. The eastern half of Glen Road was eventually lost to public access behind the zoo fence and the continuous carriage loop around "the Country Park" (today's golf course) was interrupted. Circuit Drive's alignment was widened and straightened to accommodate traveling at faster speeds, and as a result certain visual and spatial connections were lost.



CAR INTRUSION 1960s-1970s

By the 1960s and 70s, the city's investment in the park had declined; cars encroached further into the park, with access extending around the Playstead and throughout the full Circuit Loop. A lack of barriers allowed cars to drive and park throughout the park, even on Schoolmaster Hill.



PROTECTING THE PARK 1980s-2018

In the early 1980s, a grassroots effort by the Franklin Park Coalition and other community advocates led to the installation of stone block barriers to keep cars out of the interior of the park and on the park roads. More recently the southern portion of the Circuit Loop was returned to pedestrian-only access.



PRIORITIZING PEOPLE Looking Forward

Cars are still an important part of how people get to the park today, but their access must be balanced with the safety of pedestrians and cyclists. Ensuring cars can reach primary destinations without allowing cut-through traffic by non-park goers can improve access and restore multiple safe circuits and the overall experience of Boston's largest park.

What We Heard

Restore & Reconnect

COMMUNITY NEEDS & WISHES



VALUES & GOALS

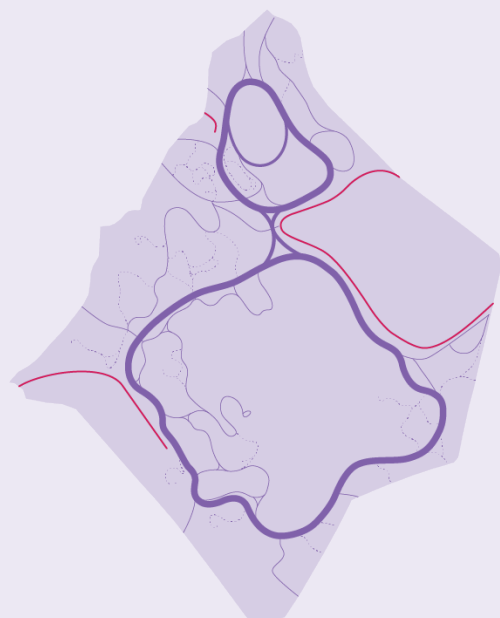


PRIORITIZE MULTI-MODAL MOVEMENT
CLARIFY PEDESTRIAN CIRCULATION
IMPROVE WAYFINDING, SIGNAGE, & LIGHTING

The Big Picture

Clarify Movement

Maintaining equitable access to and within the park is critical. By improving parking and vehicular circulation, elevating multi-modal routes, clearly connecting visitors to major park destinations and quiet moments alike, and addressing the safety challenges on Circuit Drive, broad mobility and access can be balanced with a commitment to the overall park experience to better welcome all.



Restoring the Loops

Olmsted's original circulation hierarchy was based on two primary loops that brought visitors throughout the park, separating modes of travel to prioritize safety and experience where needed, and sometimes allowing one path to run alongside the other. By restoring the park's two main circulation loops, safe 21st century multi-modal movement can be established, allowing users of all ages and abilities to navigate the park and its many destinations.

Slowing Things Down

Chief among the things the community love about the park is that it provides access to wildness, to the contemplative experience of nature right outside their doors. Smaller trails through the woodlands in particular will continue to provide that respite to visitors. Careful maintenance of these trails and education about how human use can negatively impact the park's natural resources are critical to advancing the stewardship of the park while still allowing neighbors to access its peace and quiet.



Getting People There

Paths and trails, and even parking lots, are essential to how people use the park today, facilitating exercise, connecting neighbors to nature, and serving as gathering spaces for friends to get together. In order to better accommodate these many uses, the system must be clarified — duplicate paths must be removed and paving repaired, hierarchy restored — and shade, signage and comfort must become an integral part of the system.



Proposed Park Circulation

- Two-Way Park Vehicular Circulation
- - - Possible One-Way Vehicular Exit to be Studied at Seaver Street
- Parking Lots
- Park Pedestrian Circulation
*See pg. 244 for multi-modal park paths and connections to bike lanes on surrounding streets
- 🚌 Existing In-Park Bus Stop

HIKING & WALKING TRAILS



PLAYING & LEARNING



PARKING & SOCIALIZING



Olmsted's Toolkit

Responsive Circulation

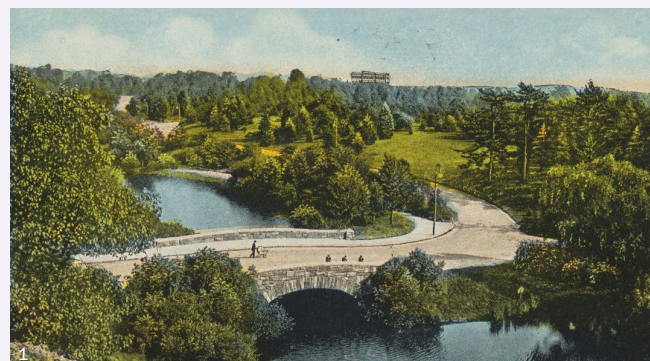
Olmsted's design for Franklin Park was founded on the specific conditions of the site, most notably its powerful topography of drumlin hills. Built without significant alteration to the land, his circulation system was designed to reveal and intensify these conditions, highlighting the contrast between masses of second growth woods punctuated by rocky ledges and large boulders and rolling lowland pastures. As he described it, 'every turn was suggested by natural circumstances'. Primary loops fit closely to topography, carefully tracing paths where the foot of hills and the upper edge of valleys met. Secondary spurs cut across grade along gentle slopes. Also of note was his intentional separation of various modes of travel – carriage, horseback, and foot – for which he scaled the width of the paths accordingly, resulting in places where several paths ran side by side. Today this creates moments of confusion in wayfinding especially in The Playstead and The Wilderness.

CONSTRUCTED PASSAGES

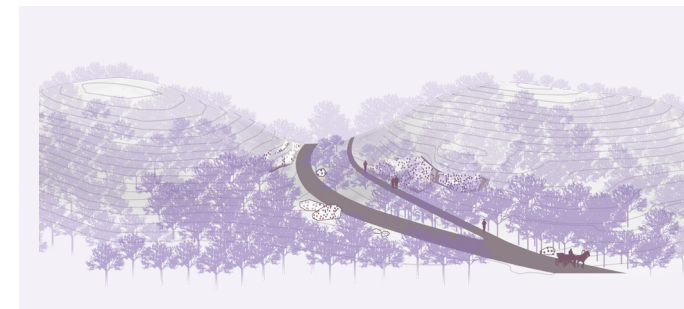


Masonry Structures

The park's walls, bridges, and steps facilitate movement up steep slopes, over water bodies, and through tunnels. Primarily constructed of puddingstone sourced on the site, this pairing of stone and circulation deepens the connection between park and the land it sits on and delivers a powerful sense of place to the visitor.



NAVIGATING TOPOGRAPHY



Moving Through Geologic 'Cuts'

Paths that move through deeper woodland valleys and low points between drumlin hills provide an immersive experience, highlighting steep hillsides with rocky outcrops and large glacial erratics (individual boulders). These intense experiences are contrasted as paths emerge into the park's open areas of subtler topography.

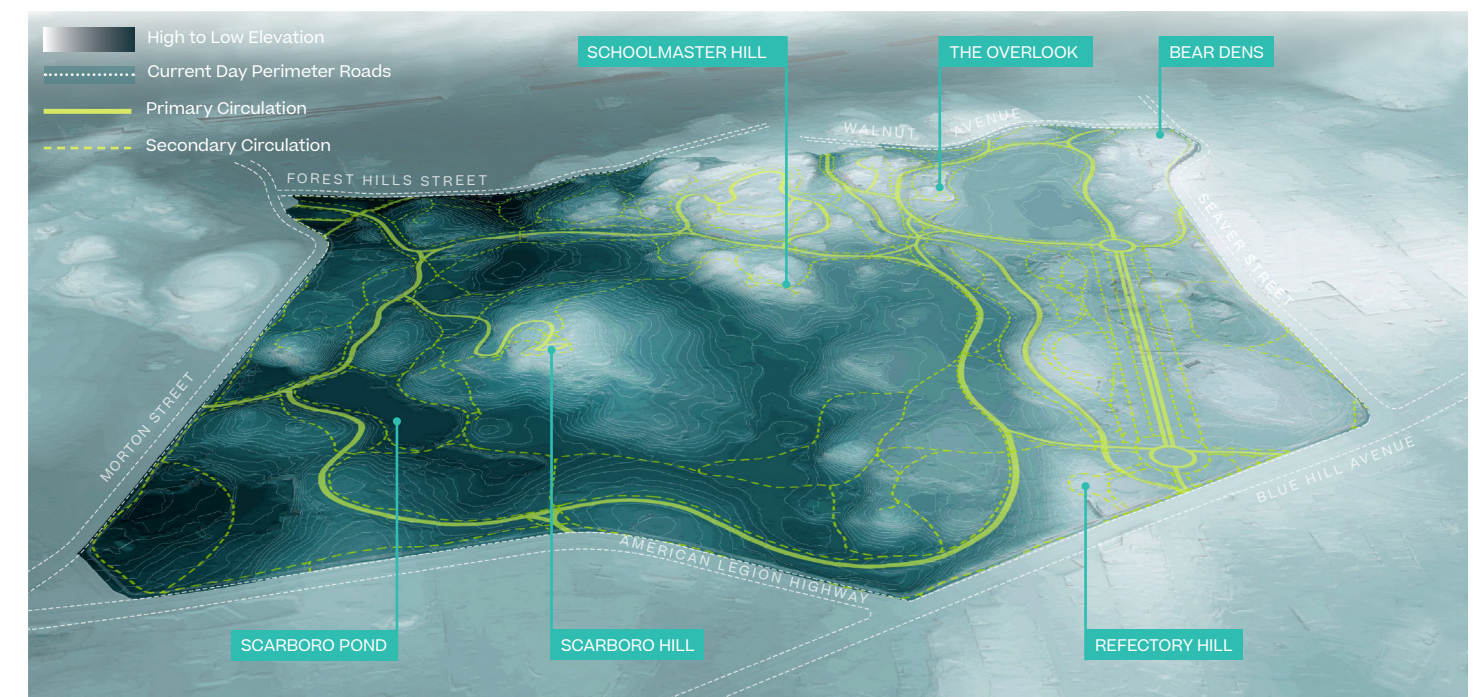


Moving Up & Down Topography

Navigating from low points to high points and lookouts was typical of the park's secondary circulation via smaller paths that were seemingly draped onto hillsides, carefully cutting across topography.



HISTORIC CIRCULATION



The circulation system from Olmsted's General Plan of Franklin Park is closely fitted to the topography of the site, facilitating the enjoyment of the park's scenery, which was intended to be enjoyed through continuous, easy movement.

Prioritize the Park

Promote Multi-Modal Movement

Today Circuit Drive divides the park in two, creating noisy, high-speed traffic that leaves pedestrians and bikes with little to no space along its edge, disrupting a safe, immersive park experience. The drive also restricts cross-park movement and use, encouraging users to 'stick to their edge'. By re-imagining vehicular access and arrival, safety and experience can be improved for all.

KEY CHALLENGES

- **Fast & Noisy Traffic**
- **Unsafe Crossings**
- **Dispersed & Inefficient Parking**
- **Interrupted Park Experience**



Cars parked throughout the Valley Gates during an event.

CIRCULATION RECOMMENDATIONS

- **Re-Imagine Circuit Drive**
- **Create a Parkway**
- **Improve Access to Encourage Biking**
- **Improve Parking to Get People to Magnet Destinations**
- **Focus on Shade & Stormwater to Make Parking Do More**



Biking along the Circuit Loop.



Informal use of space near parking.

Proposed Vehicular Circulation

- Two-Way Park Vehicular Circulation
- - - Possible One-Way Vehicular Exit to be Studied at Seaver Street
- Parking Lots
- Park Pedestrian Circulation
*See pg. 244 for multi-modal park paths and connections to bike lanes on surrounding streets
- 🚌 Existing In-Park Bus Stop



Transit Lines

- MBTA Red Line
- MBTA Orange Line
- MBTA Commuter Rail
- Bus Routes
- Key Bus Routes
- ~20-minute walkshed



Cars & Parking: How can vehicular access be balanced with an immersive park experience?

- 1 Separate Modes of Travel**
Clearly define lanes for cars and bikes on the park's roads, provide a generous buffer between roads and park paths, and mark designated crossings to ensure safety for all.
- 2 Extend the Character of the Park**
Embed parking in planting - both at its edges and within the lots - to mitigate the urban heat island effect, make comfortable places to gather, and extend the landscape fabric of the park.

- 3 Make Parking High-Performing**
Integrate planted swales and below-grade infiltration to treat and manage the park's stormwater runoff, in particular in the Circuit Drive parking lot.
- 4 Create Connections**
Provide pedestrian paths adjacent to parking areas to connect visitors with nearby park destinations through safe and easy access, and provide bike parking for cyclists.

Make it Safe

Re-Imagine Circuit Drive

Where cars are and aren't allowed in the park has evolved in a piecemeal fashion over time. The resulting circulation is unclear and creates unsafe conflicts by disrupting the primary pedestrian and bike paths and limiting the ability for visitors to make a 'full loop' without encountering car traffic or parking lots. Maintaining access to the park's primary destinations via car and bus is important. Adjustments to vehicular circulation to re-establish safe multi-modal routes for visitors can be implemented incrementally, and should include testing and continued community input along the way.

CIRCUIT DRIVE RECOMMENDATIONS

Before You Build It

Reinstating a continuous Circuit Loop is one of the biggest changes the plan proposes and has garnered both support and concern through community engagement. Any changes to Circuit Drive will need additional study (additional feasibility and traffic study, and pilot closures) to further understand outcomes within the park and on surrounding streets. However, there are some smaller near-term adjustments that can be made to increase safety along Circuit Drive in the interim, including raised and/or signaled crosswalks.

Reinstate the Circuit Loop

- Re-establish a continuous Circuit Loop for bikes and pedestrians.
- Perform traffic feasibility studies and analysis to review the potential impacts of reducing or completely removing vehicular access between Shattuck Hospital and the Valley Gates, eliminating cut-through car traffic on Circuit Drive.
- Maintain vehicular entry and exit along Circuit Drive from the west to access the parking at Ellicottdale.

Clarify Vehicular Circulation

- Study the traffic flow at the park's main entry on Blue Hill Avenue to simplify entry and exit from Blue Hill Avenue by consolidating car traffic on Franklin Park Road; study the impacts of offering a one-way vehicular exit at Seaver Street in conjunction with eliminating cut-through car traffic on Circuit Drive.
- Provide a designated bike lane along Circuit Drive.
- Establish designated pedestrian crossings at key locations.

Make Safe Connections at The Valley Gates

- Use traffic calming measures and designated crossings at The Valley Gates to make safe

connections between the Circuit Loop, the Playstead, and the designated bike lane on Circuit Drive.

Maintain Bus Access

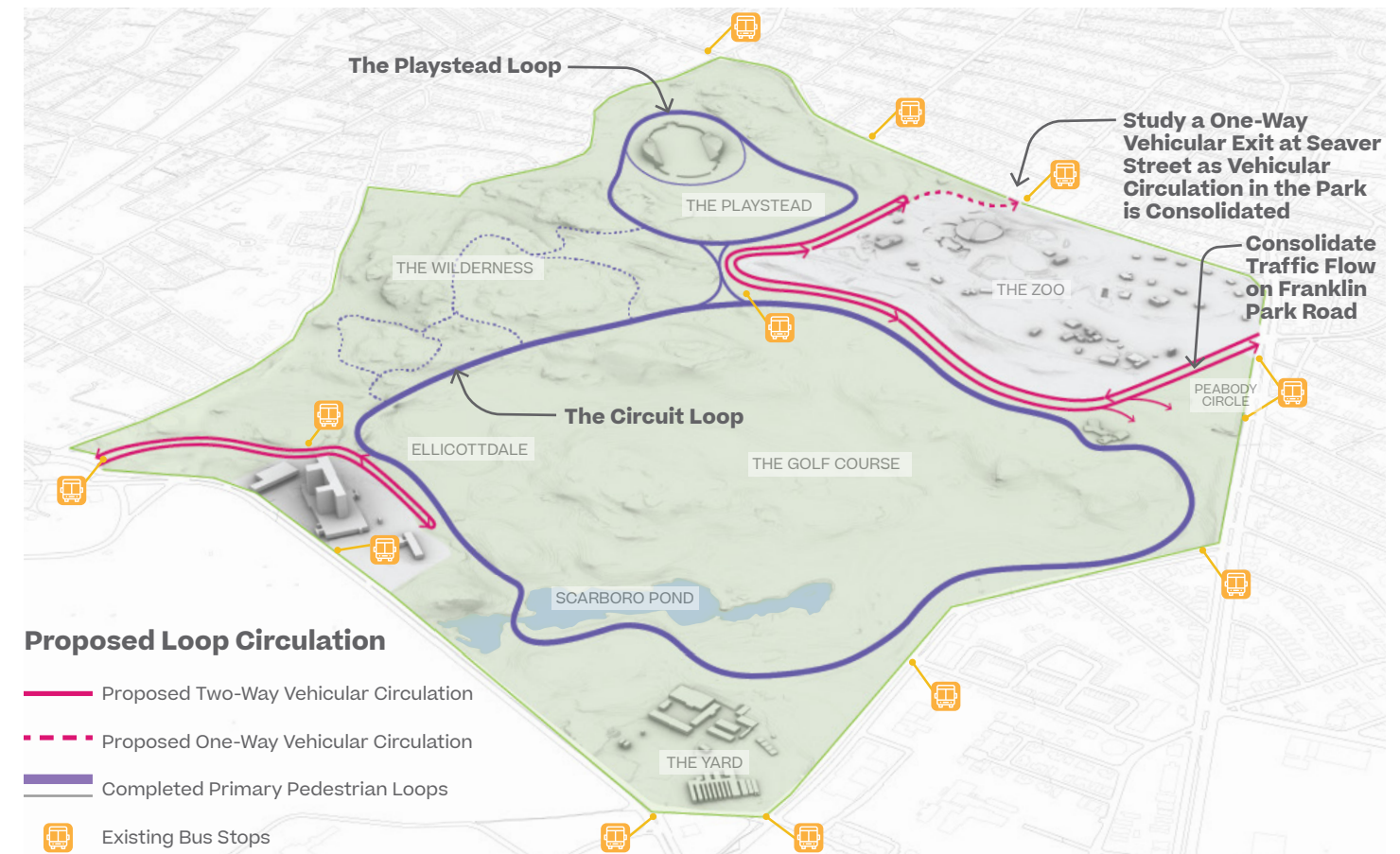
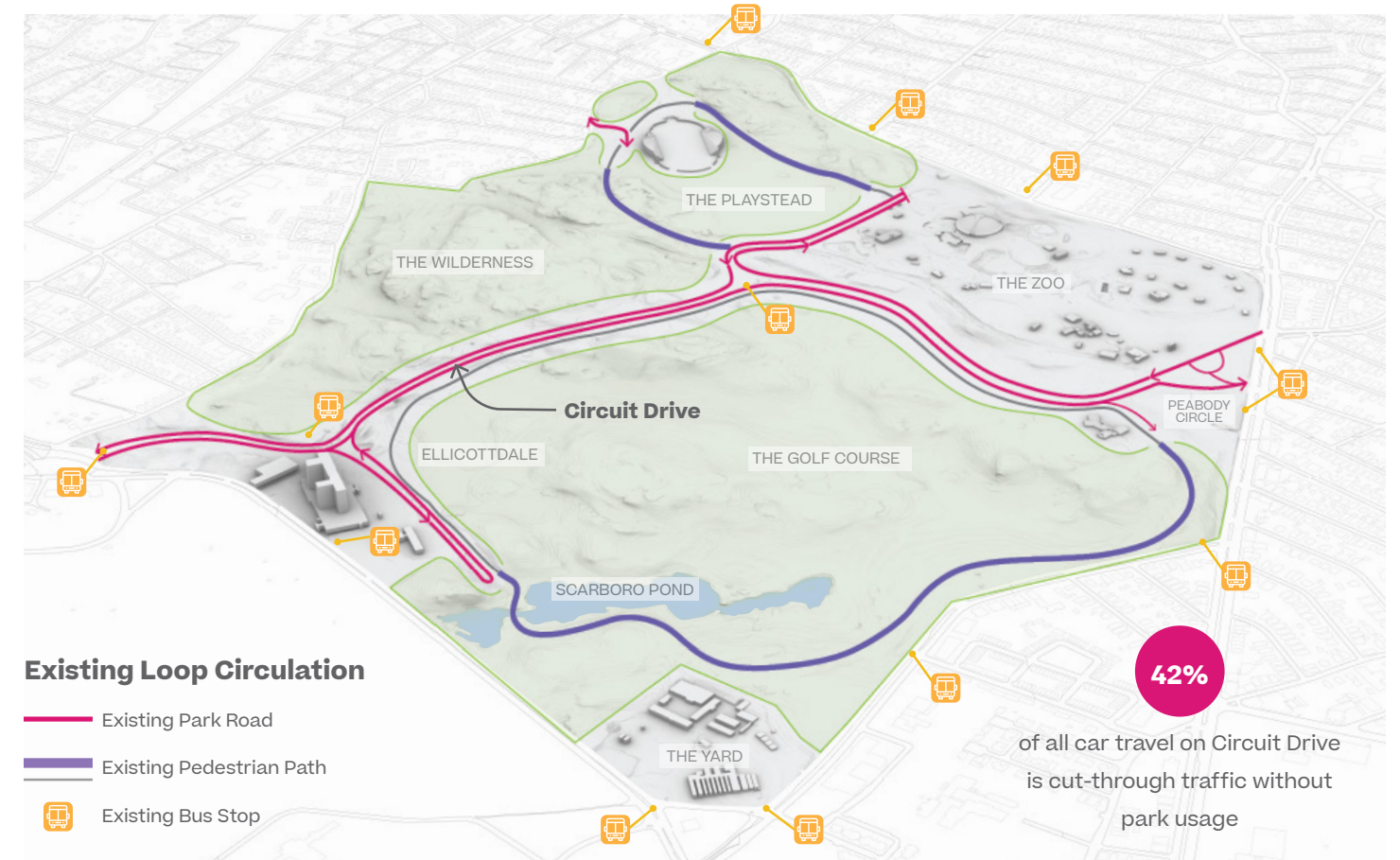
- Maintain critical bus stops at the edge and within the park to ensure access for all park users.
- Traffic feasibility study should include bus routes, stops, and schedules of corresponding bus lines to establish a system that best serves its users, as well as special event bus access and parking.



Existing western stretch of Circuit Drive traveling along The Wilderness.



The existing southern portion of the Circuit Loop.



Make it Part of the Park

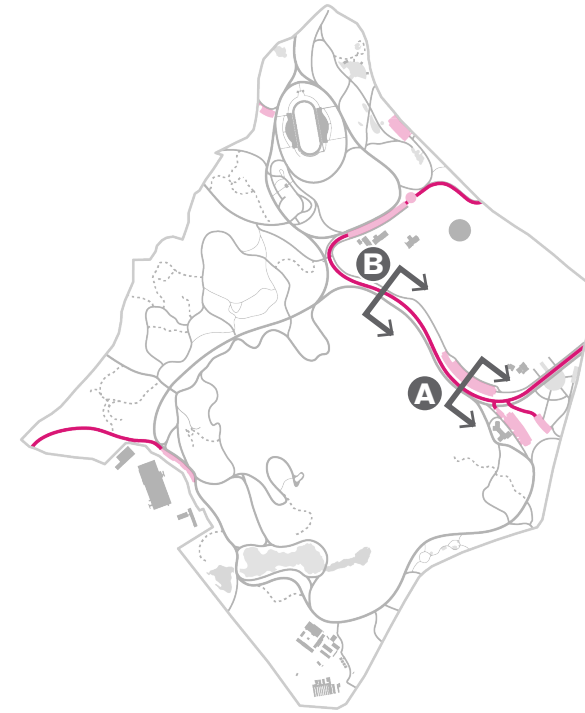
Create a Parkway

Circuit Drive serves as the primary vehicular access into the park, with entrances at Peabody Circle and off the Arborway. Today the drive is extremely wide, it is lined with parking along its length, which is often in conflict with bike lanes, and is devoid of canopy trees in many places. Its composition, character, and function should be transformed to support this important arrival procession and embed it into the character of Boston's largest park.

CIRCUIT DRIVE RECOMMENDATIONS

Separate Modes of Travel

- Provide a designated bike lane on Circuit Drive for inbound bikers.
- Prioritize a generous multi-modal Circuit Loop path by increasing its width to accommodate bikes and pedestrians, and establishing more separation from Circuit Drive for the safety and improved mobility for all park users.
- Create separation between Circuit Drive and the Circuit Loop for the safety of park users.
- Maintain parallel parking where the revised road width allows.
- Provide designated crossings at key locations, including at the Circuit Drive parking lot and the Zoo's main entrance.



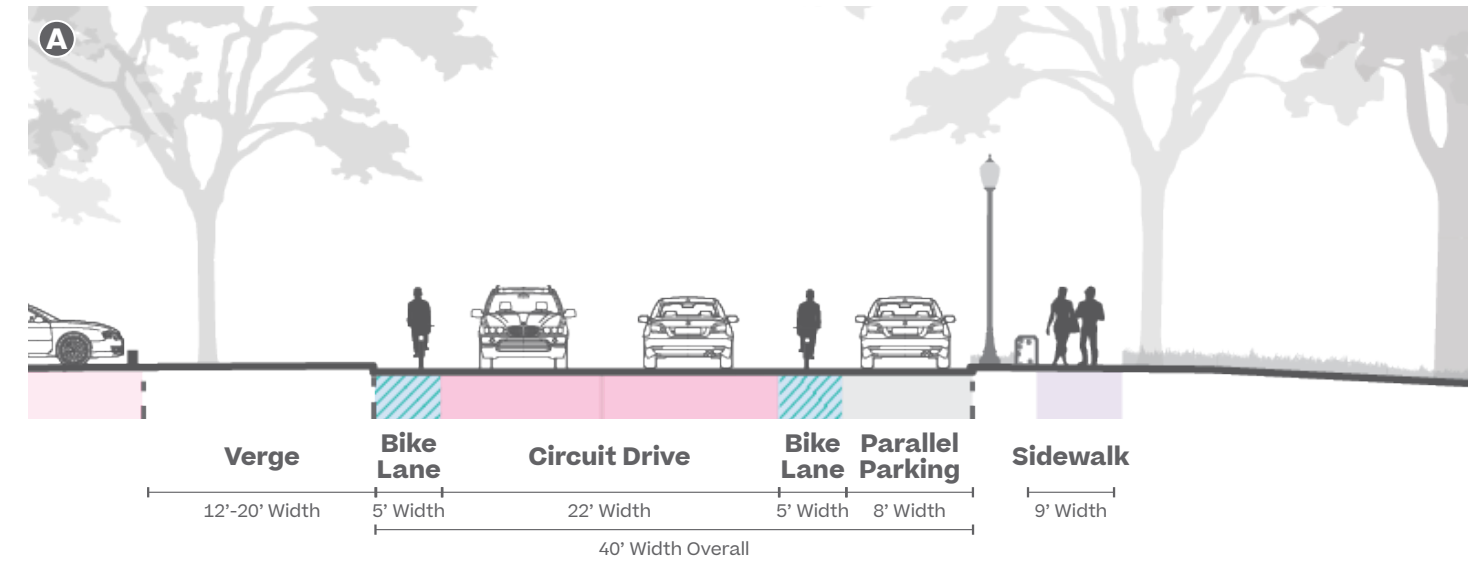
Use Canopy Trees to Integrate the Park Landscape

- Line Circuit Drive with canopy trees to create a shaded parkway, embedding the road into the park, slowing traffic, and maintaining separation between the road and shared use path of the Circuit Loop.
- Further support this corridor by integrating stormwater management and lighting along its length.

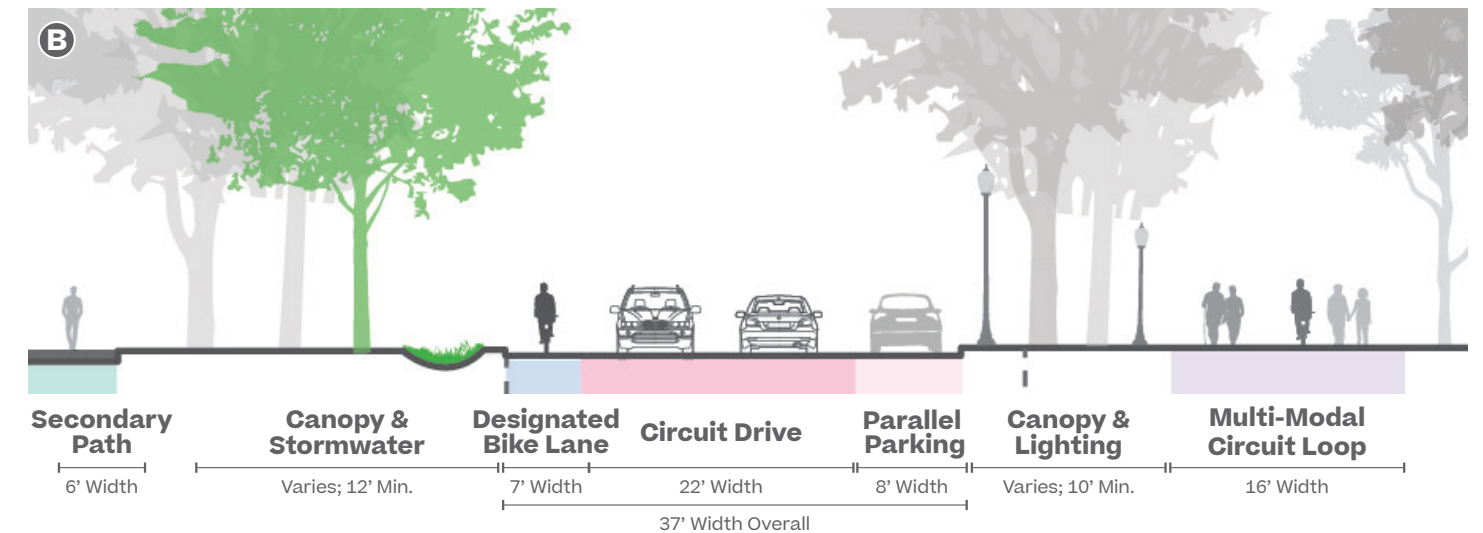
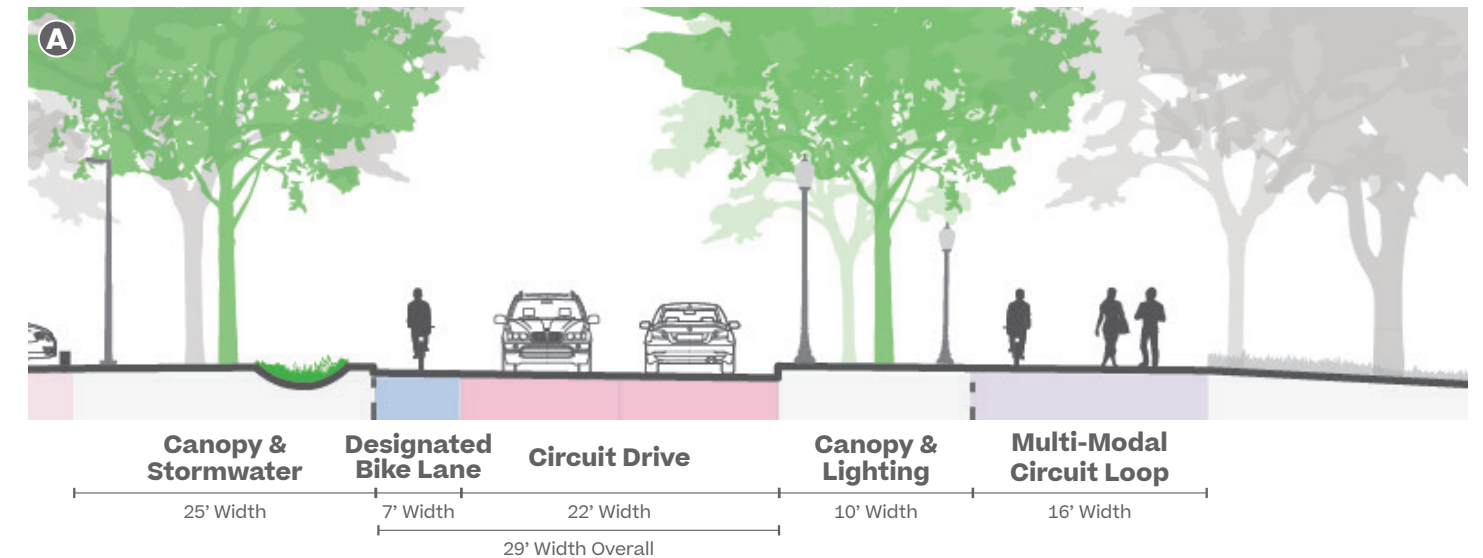


Circuit Drive today, looking east, with the 'sausage lot' parking on the left and the golf course on the right.

EXISTING CIRCUIT DRIVE



PROPOSED CIRCUIT DRIVE PARKWAY



Share the Road

Improve Access to Encourage Biking

As the city's network of bike trails and shared streets continues to grow, the park must provide opportunities to connect to this network and provide safe ways for people to arrive to the park on bike. Today designated bike lanes along the park roads are inconsistent and poorly marked and multi-modal paths are incomplete. The park has the opportunity to prioritize bicycle infrastructure and increase access to bikeshares to support healthy activities and exercise for neighbors of all ages and abilities.

BIKE FRIENDLY RECOMMENDATIONS

Shared Space

- Provide a designated bike lane on the vehicular Circuit Drive for safe and easy access into the park.
- Maintain shared bike and pedestrian park loops by providing a generous path width that does not necessitate striped lanes to separate modes of travel.

Make Biking Convenient & Accessible

- Provide expanded bikeshare, repair stations, and bike parking near the four sides of the park for easy access for all surrounding neighbors, to facilitate access to primary park destinations, and to encourage participation in programming and enjoying all the park has to offer.
- Lower the minimum age to rent a bike so younger teens can participate.
- Include innovative bikeshares that offer bikes & trikes for all ages/abilities so families can ride together.
- Introduce bike parking with bikeshare and bike repair stations, as well as in primary parking areas, considering areas that demand higher volumes of bike parking during park events and festivals, like the Circuit Drive lot and the parking lot at The Playstead fields.
- Support learn-to-bike programs to encourage use.

Connect to the Context

- Ensure that in-park bike routes connect to the city's network of bike lanes, shared roads, and bike trails; consider important bike entrances, like Walnut Avenue.
- Advocate for park perimeter roads to include designated bike lanes.



Programming, like the annual Kite & Bike Festival at The Playstead, promotes biking at all ages.

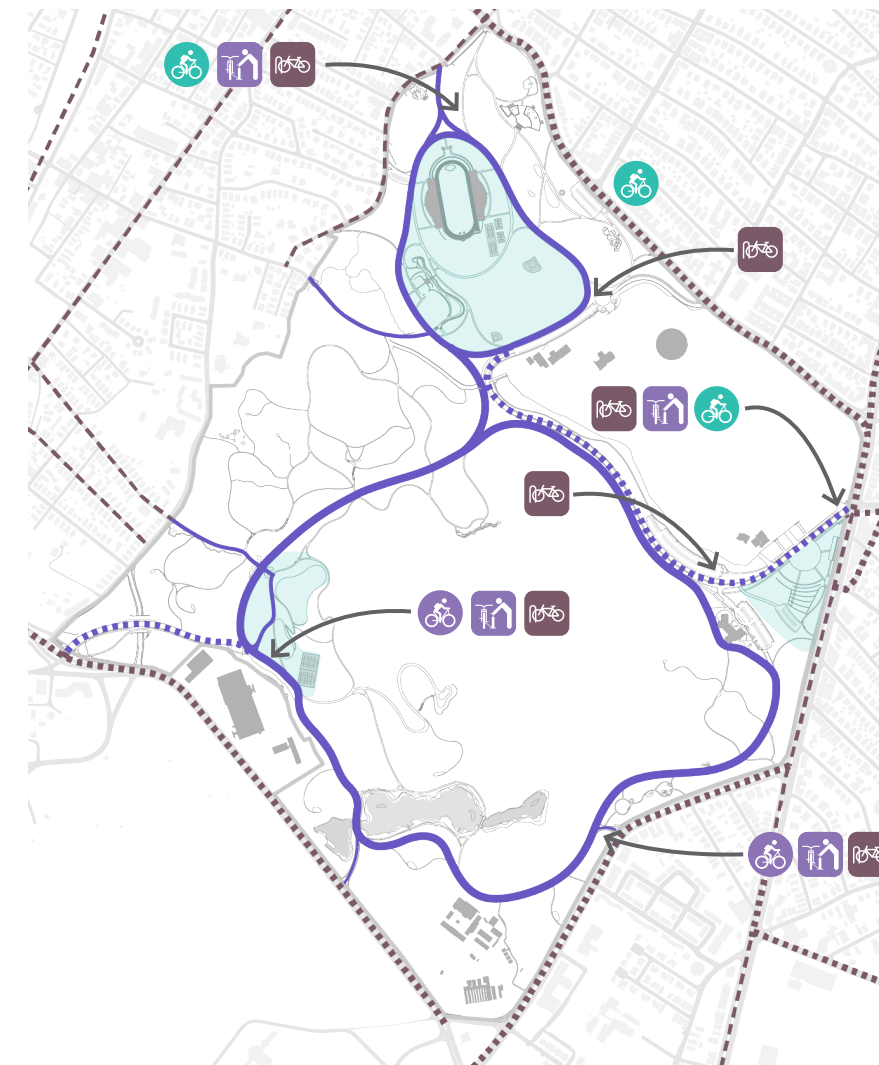


Multi-modal path for bike and pedestrian use.



Innovative bikeshares offer bikes & trikes for younger children and all abilities.

PROPOSED MULTI-MODAL PATHS



Bike Circulation & Amenities

- Existing Park Bikeshare Station
- Proposed Park Bikeshare Station
- Proposed Bike Repair Station
- Proposed Bike Racks / Bike Parking
- Major Park Destinations
- Shared Park Bike & Pedestrian Path
- Park Road with Designated Bike Lane
- Street with Designated Bike Lane
- Shared Street

BIKE THE EMERALD NECKLACE



For those interested in exploring the full Emerald Necklace by bicycle, Franklin Park can serve as the starting point or final destination with improved bike paths that connect directly to the park network.

Get People to Magnet Destinations

Improve Parking

With most visitors arriving by car, there are great pressures on parking within the park. By consolidating lots near the park's major magnet destinations and increasing efficiency through improved lot layouts, the number of parking spaces can be increased to support the park's many activities without allowing the car to dominate the experience of the park. While maintaining car access is critical, maintaining the majority of park acreage as open space is also so. The City and in-park stakeholders should look for opportunities to expand parking outside of the park footprint if future demands exceed the plan's recommendations.

PARKING RECOMMENDATIONS

Concentrate Parking Near Major Magnets

- Bring visitors directly where they want to go by locating parking adjacent to the park's major magnets and popular destinations (The Playstead, the zoo, the golf course, Ellicottdale).
- Consolidate many small parking areas into several larger lots.
- Increase efficiency by clearly designating parking areas and painting parking spots.
- Maintain some parallel parking along Circuit Drive, away from the expanded parking lots, for easy access to the Circuit Loop.
- Future parking studies and design should consider bus access and parking for special events within the park; ensure any new or renovated parking meets or exceeds ADA parking requirements.



1
Parking embedded in canopy.

In-Park Parking

- # Parking Lot
- # Parallel Parking on Circuit Drive
- # Restricted Parking
- # Parking Removed as Improvements are

PARKING INCREASE: 13.5%

Parking Lots

- A. White Stadium
- B. Seaver Street
- C. The Playstead
- D. Ellicottdale
- E. Ellicottdale Extension*
- F. Valley Gates Gravel Lot **
- G1. The Circuit Drive Lot
- G2. The Circuit Drive Lot Extension ***
- H. Golf Course Lot
- I. Refectory Hill***
- J. Peabody Circle
- K. Maintenance Lot
- L. The Yard (Future)

Parallel Parking @

1. Pine Street Inn
2. Ellicott Arch
3. The Wilderness
4. Circuit Drive
5. The Circuit Drive Lot
6. The Zoo Entrance

* Parking along the Circuit Loop past Ellicottdale to be re-evaluated in the long term as other parking and Circuit Loop improvements are made. ADA parking to remain.

** Valley Gates gravel lot to be maintained for special event parking, and considered as possible site for future improved parking if needed. If parking demands are met elsewhere, consider removal and reforestation.

*** Decisions to add parking in these areas to be evaluated based on overall parking demands as other parking improvements are made throughout the park.



Make Parking Do More

Focus on Shade & Stormwater

Parking plays a major role in the social fabric of the park with people using it for gathering and a variety of informal activities, but today these areas are in poor shape with crumbling paving and a lack of shade. Parking has the potential to be a beautiful and comfortable park space in its own right and to be better integrated into the landscape. It must also be put to work to perform essential ecological functions, like managing stormwater and increasing the urban canopy of the park.

PARKING RECOMMENDATIONS

Make It a Comfortable Place to Be

- Make parking lots a park space in their own right by providing shade and space for those who like to congregate near their cars to socialize, listen to music, and overlook park activities.
- Embed larger lots within the fabric of the park with ample planting, like the expanded Circuit Drive parking lot or the new Refectory Hill parking lot.
- Design around existing large trees where possible.

Promote Performance & Function

- Integrate green infrastructure, like bioswales, and infiltration systems to reduce and clean stormwater runoff.

Integrate Supporting Elements

- Make connections between parking lots and the park pedestrian circulation; provide an adequate number of bike racks for cyclists, considering areas that demand higher volumes of bike parking during park events and festivals.
- Make parking safe for early evening and morning visitors by providing lighting and emergency call boxes.
- Provide orienting signage upon arrival by locating park maps and directional signage near parking.

Essential Elements of Parking



Shade & Comfort



Stormwater Infiltration



Lighting & Signage



Embedded Park Character



Pedestrian Circulation Connections



Space for Gathering

FUTURE PARKING IMPROVEMENTS ALONG CIRCUIT DRIVE

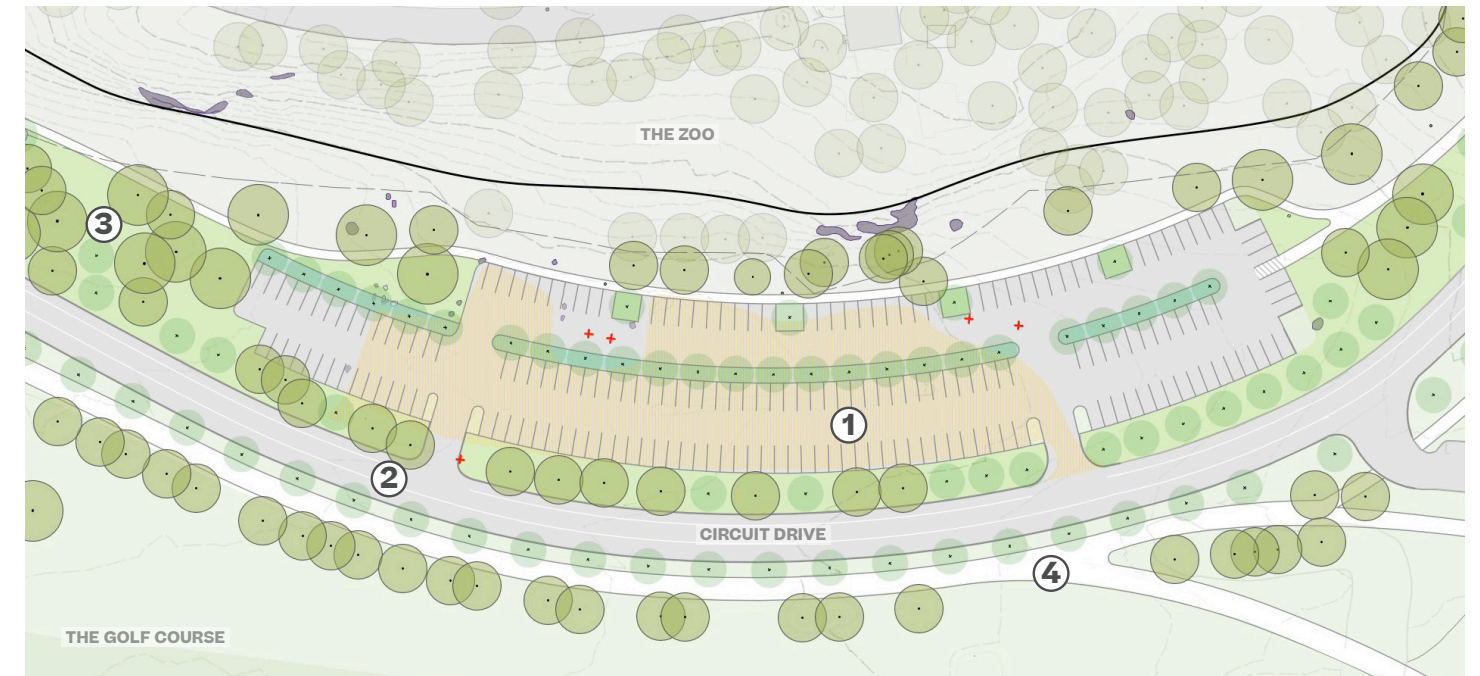


Parking Phasing

- 1 Expand and reconfigure the existing Circuit Drive parking lot.
- 2a Possible location for future expanded parking along Circuit Drive if needed.
- 2b Possible location for future improved parking in existing gravel lot if needed; if parking demands are met elsewhere, consider removal and reforestation.
- 3 If needed after other parking improvements are made, create a small parking area on top of Refectory Hill.

- Existing Parking Lot to Remain
- Vehicular Circulation
- Pedestrian Circulation
- Enlargement Plan

CIRCUIT DRIVE PARKING LOT ENLARGEMENT



Proposed Circuit Drive Parking Lot Improvements

- Existing Circuit Drive Lot Footprint
 - Existing Zoo Fence Alignment
 - Proposed Zoo Fence Alignment
 - Potential Trees to be Removed (Evaluate replacing selective existing trees along the Golf Course edge as part of parkway tree planting)
 - Proposed Canopy Tree
 - Existing Canopy Tree
- 1 Circuit Drive Lot Expansion w/ Canopy & Stormwater Capture
 - 2 Tree-Line Circuit Drive with Continuous Bike Lane
 - 3 Seating within Existing Tree Grove
 - 4 Multi-Modal Path for Pedestrians and Bicycles

Help People See the Park

Clarify Pedestrian Circulation

Olmsted's design for circulation was carefully calibrated to use, offering a clear and immersive experience of landscapes across the park. A hierarchy of path widths and materials provided important cues for movement and wayfinding. Today, arbitrary and abrupt changes in width or material obscure the intuitive system of the original network. Reinstating logic to guide hierarchy is critical to restoring a cohesive park experience.

KEY CHALLENGES

- **Lack of Hierarchy & Redundant Paths**
- **Pedestrian & Bike Safety**
- **Additional Trails in The Wilderness Create Confusion**



The annual Franklin Park Coalition's Turkey Trot on the southern portion of the Circuit Loop.

CIRCULATION RECOMMENDATIONS

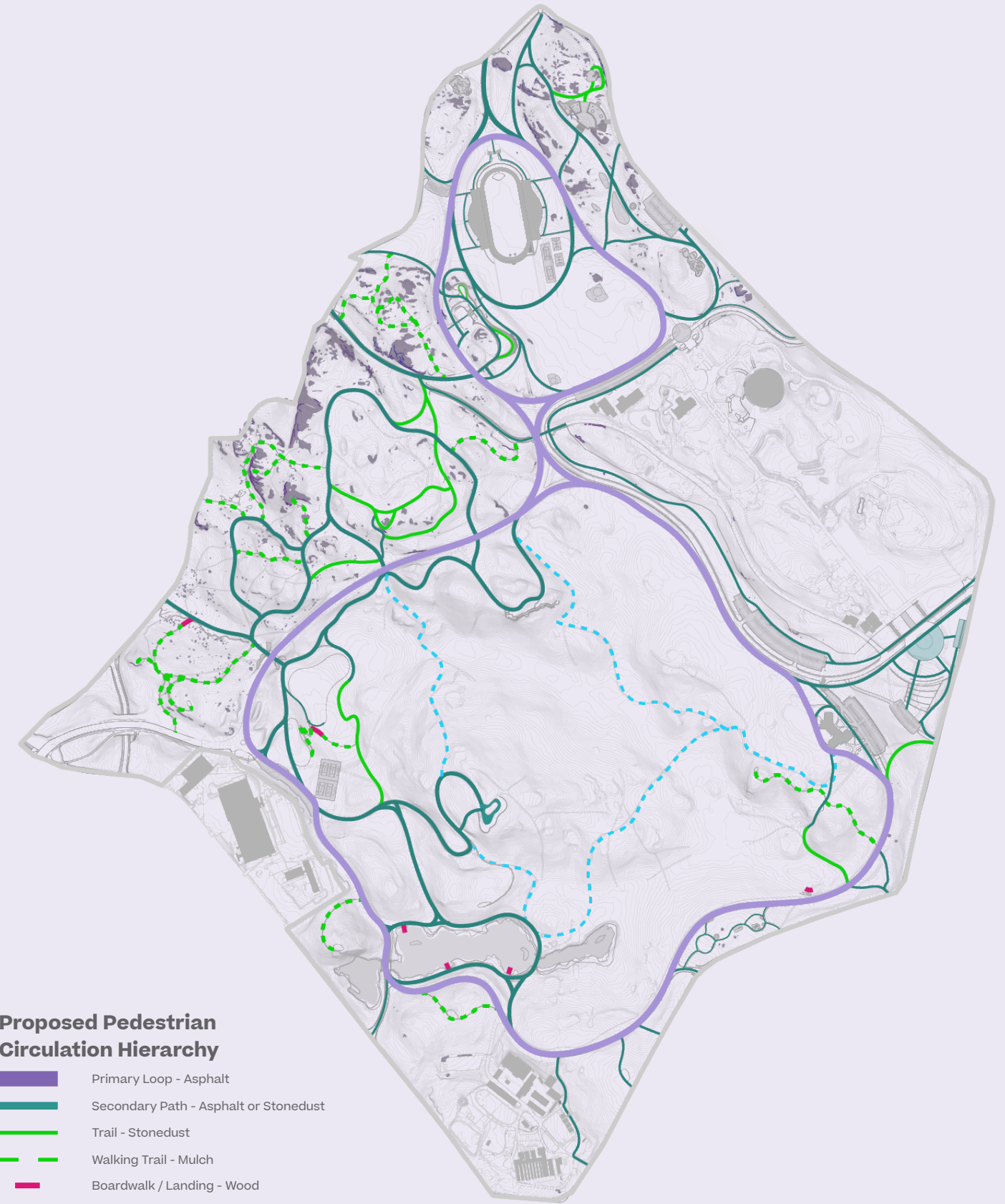
- **Re-Establish Park Loops**
- **Define Secondary Paths & Trails to**
- **Establish Hierarchy**



A secondary path leading down to Ellicott Arch.



Just Walk Boston, a primarily Black and Latino fitness group, on a morning walk.



Proposed Pedestrian Circulation Hierarchy

- Primary Loop - Asphalt
- Secondary Path - Asphalt or Stonedust
- Trail - Stonedust
- Walking Trail - Mulch
- Boardwalk / Landing - Wood
- Seasonal Access (evaluate the feasibility of a path through golf course maintained in winter to allow community to use space normally reserved for golfers)



←----- The Wilderness |----- The Circuit Loop |----- Ellicottdale -----→

More than a Path: What could a continuous Circuit Loop path make possible?

1 Multi-Modal Movement

With a completed Circuit Loop, a 2-mile predominately accessible path for bikes and pedestrians will move throughout the park's many different landscapes.

2 Orientation & Hierarchy

As a primary path, the Circuit Loop helps visitors navigate the park by providing a familiar and consistent place to return to when exploring.

3 Connected Park Destinations

Secondary paths & trails that frequently connect back to the main loop provide clear access to adjacent park destinations, like Schoolmaster Hill or special areas within The Wilderness.

4 Improved Habitat

Core woodland habitats are stitched back together with additional planting and canopy at the edges of the loop between The Wilderness and Schoolmaster Hill & Ellicottdale.

5 Safe and Clear Connections

Movement is supported throughout the park with consistent lighting & wayfinding that provides orientation & educates visitors about their surroundings.

6 Expanded Open Vistas

Visibility and sight lines are improved to adjacent park spaces and activities in the valleys; Important park-wide spatial connections are re-established through selective clearing.

Restore & Reconnect

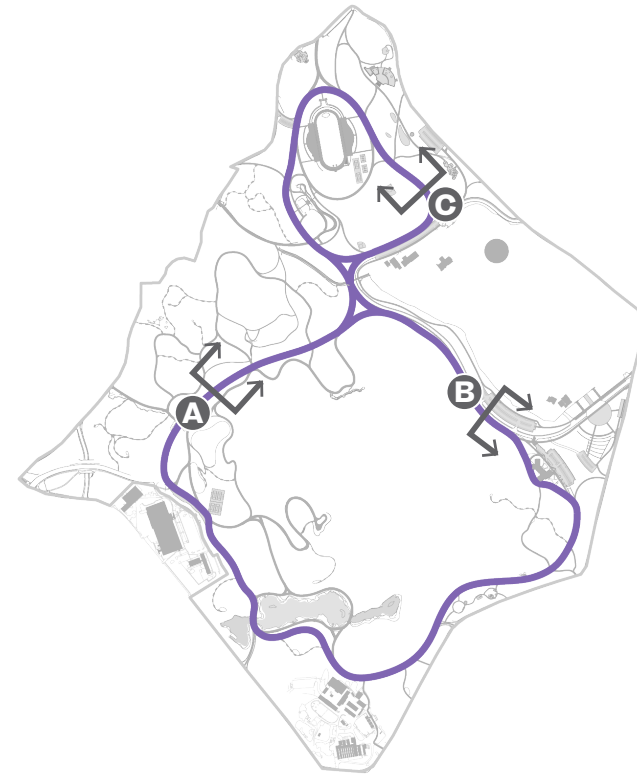
Re-establish Park Loops

The park's primary loops are incomplete today, with interruptions including parking, undefined expanses of paving, and park drives. Reinstating these paths as continuous bike and pedestrian loops is critical to the legibility and hierarchy of the park's circulation system. They serve as important orienting devices, as well as safe and accessible ways to explore, connecting the park's major magnet destinations and linking visitors to the secondary path and trail networks.

PARK LOOP RECOMMENDATIONS

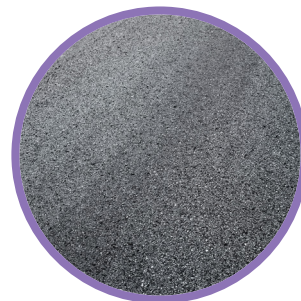
Complete Primary Loops

- Complete the two primary park loops, the Circuit Loop and The Playstead Loop, and connect the paths at the Valley Gates.
- Remove excess paving and establish the two loops as walking and biking paths that link the park's major magnet destinations, and that are not interrupted by parking or vehicular traffic.
- Use the remaining space on either edge to integrate additional canopy trees to provide shade and to connect adjacent woodland habitat where applicable.
- Provide open views to adjacent park spaces to increase connectivity and a sense of safety.
- Remove gates, bollards, and granite blocks that hinder continuous bike and pedestrian movement and detract from the park's character.



Create Connections

- Let secondary circulation branch off of the primary loops, bringing visitors into The Wilderness and Long Crouch Woods or to key destinations, like Schoolmaster or Scarboro Hills.
- Open views to adjacent park spaces by thinning the understory layer in select areas to shape vistas and provide a sense of connection and safety.
- Provide signage and continuous lighting to ensure traveling the loop in the interior of the park feels safe.



Asphalt Paving

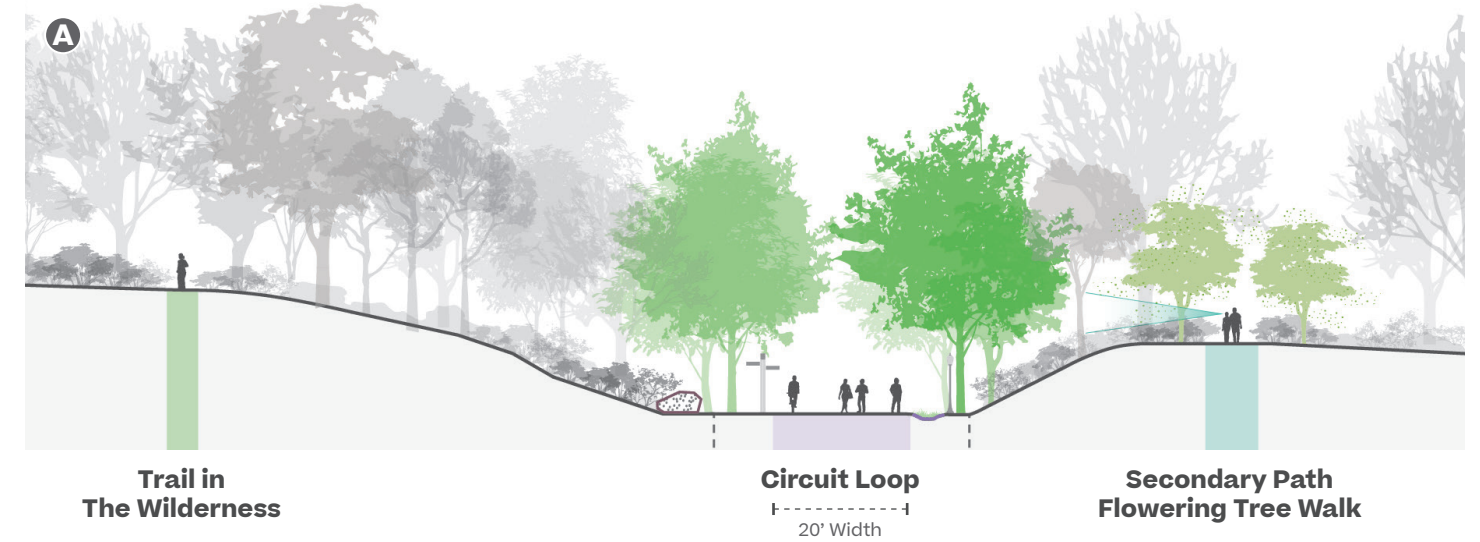


Historic Cobble Gutter

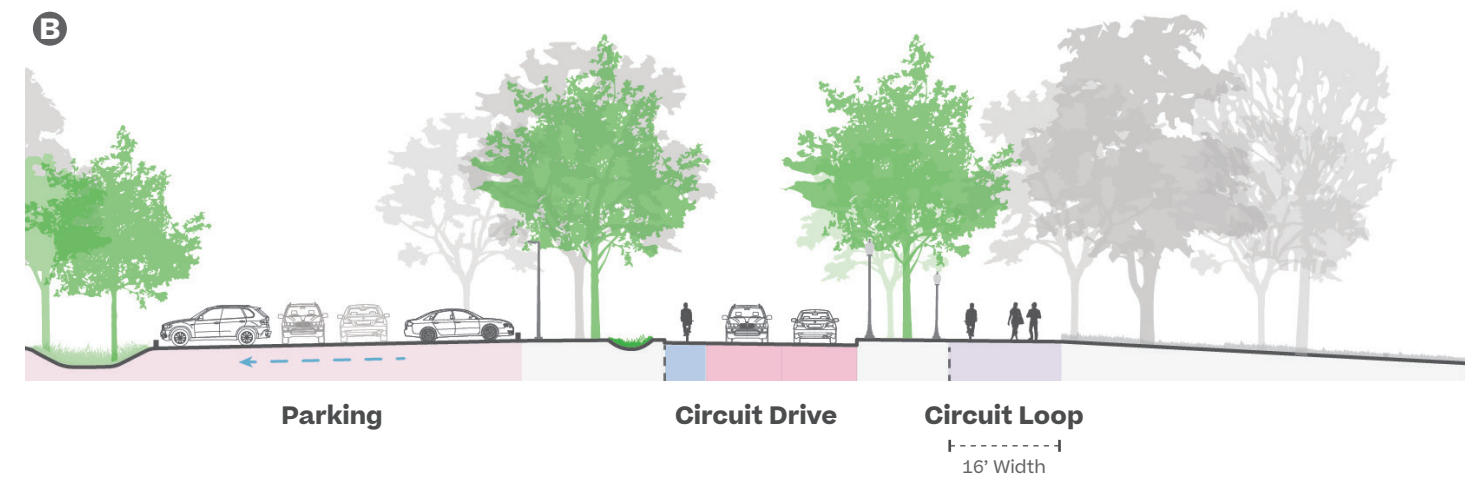
Primary Loop Materials

Pave with asphalt to facilitate bike and pedestrian movement; maintain slopes less than 5% to meet ADA accessibility.

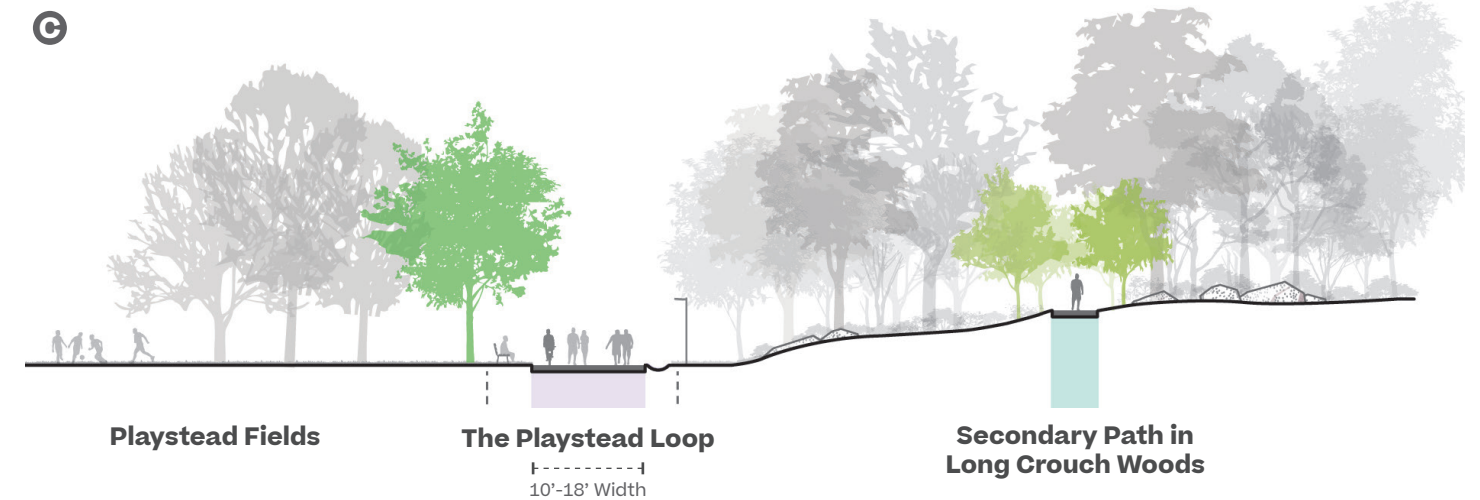
CIRCUIT LOOP | THE WOODLAND CUT



CIRCUIT LOOP | THE OPEN PARKWAY



THE PLAYSTEAD LOOP





Establish a System: How can paths provide unique park experiences?

- 1 Re-establish Continuous Park Loops**
Reinstate accessible multi-modal loops around The Playstead and The Circuit Loop; take advantage of the gentle grade change to create accessible paths that bring many users through a range of park experiences.
- 2 Create Memorable Walks**
Highlight popular secondary paths between park features with unique planted characters, including flowering tree walks, plants with winter interest, or evergreen presence.

- 3 Provide Escapes in Nature**
Within woodlands and natural areas, use narrow trails to minimize disturbance, while creating or preserving moments of escape and solitude away from park activities.
- 4 Bring Paths through Low Points**
Provide boardwalks in selective low lying, wet environments that are not accessible today to link spaces and expand the range of landscape experiences in the park.

- 5 Highlight Unique Geology**
Maintain original puddingstone steps, walls, and other masonry and expose rock outcrops that give unique character to the circulation system; salvage unused material for future repairs.
- 6 Be Responsive**
When repairing existing or implementing new paths, calibrate materials to their use and context. Pave more heavily traveled routes and use porous materials in sensitive areas to limit disturbance. Where possible, establish path slopes so people of all ages and abilities can experience all the park has to offer.

Establish Hierarchy

Define Secondary Paths & Trails

The secondary path and trail network is currently complicated by duplicative paths that sometimes lead visitors to dead-ends or unexpected destinations. Paths are in a variety of paving materials, not all of which are in good condition. By establishing hierarchy within the secondary path and trail network through width, material, and location, exploring the park will become more intuitive and enjoyable for a broader group of visitors.

PEDESTRIAN CIRCULATION RECOMMENDATIONS

Simplify the Secondary Path Network

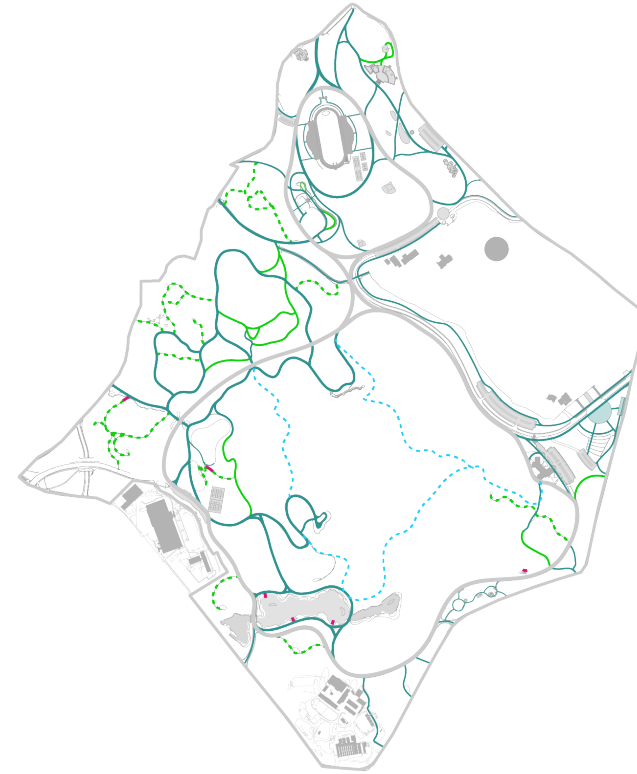
- Clarify the secondary path network so that it operates as a series of smaller loops off the park's primary circulation, leading visitors to areas of interest at high and low points throughout the park.
- Allow new paths to follow topography, moving between open views and enclosed environments, to reach high and low points throughout the park; meet ADA accessibility and remain barrier free where possible.

Create a Clear Trail System

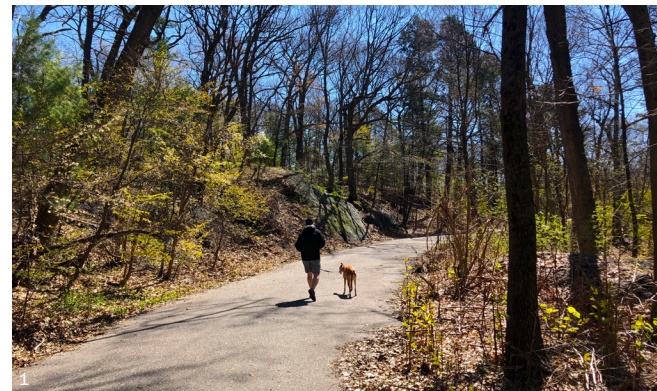
- Clarify existing trail systems and provide selective additional access through other woodland areas; provide connections back to primary or secondary paths and lead visitors to a series of lookout points with interesting views within unique habitats.
- Be selective - avoid dividing woodlands into many small areas with an overly extensive trail network.
- Introduce a clear system of trail markers that include destinations, distances, and accessible and barrier free routes, so visitors know what to expect prior to committing to a walk or hike, especially in The Wilderness. Include quiet signage encouraging visitors to stay on the trail and explaining the impacts "cow paths" have on the health of the park's ecologies.

Calibrate Path Materials

- Use porous materials, like gravel or mulch, for paths and trails in ecologically sensitive areas to avoid disturbance of habitat.
- Install boardwalks to move through wet habitats; provide platforms at the pond and wetland edges for a close up view of these unique park ecologies.

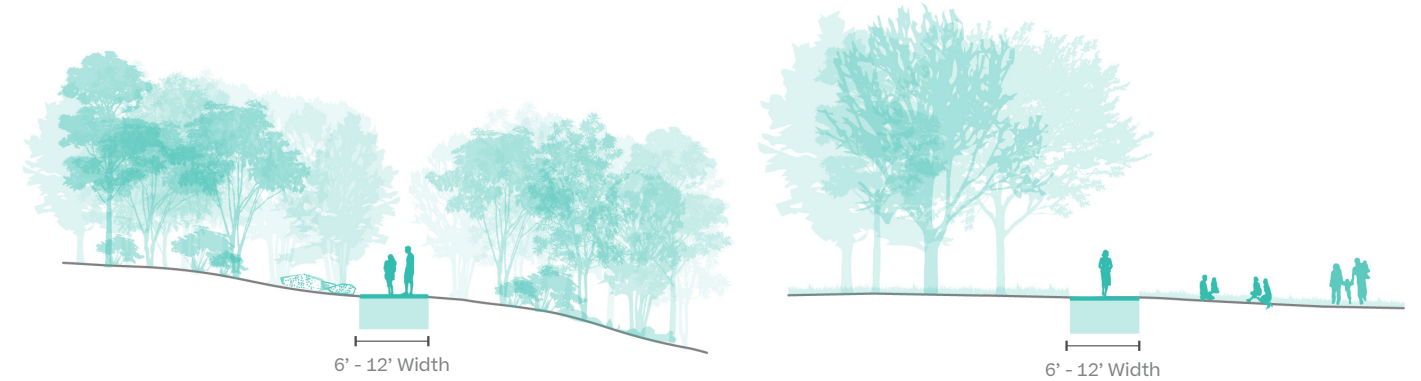


- Secondary Path
- Trail
- Walking Trail
- Boardwalk / Landing
- Seasonal Access



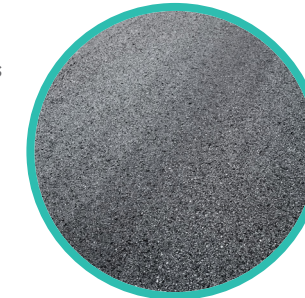
The secondary path leading up to Scarboro Hill.

SECONDARY PATHS

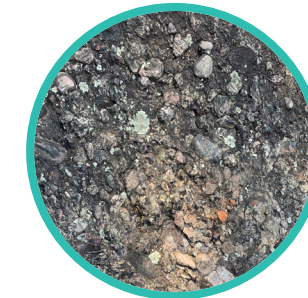


Secondary Path Materials

Pave with asphalt and maintain widths that can accommodate small groups and families. Restore supporting walls and steps with puddingstone where possible; look to the precast concrete steps at the Bear Dens as an alternate material to puddingstone as appropriate.



Asphalt Paving



Puddingstone



Precast Concrete Steps

TRAILS & BOARDWALKS



Trail & Boardwalk Materials

Use stonedust or mulch to minimize disturbance for smaller, more discrete trails, which are intended to be traversed individually or single-file.



Stonedust



Mulch / Wood Chips



Wood Boardwalk

Support Movement & Use

Improve Wayfinding & Lighting

Signage and lighting work together as wayfinding elements, providing cues to inform visitors where they are and directing them where they can go. Both are inconsistent in the park today, leaving visitors without a sense of security and potentially limiting where they feel comfortable exploring. Carefully designed signage and lighting can be implemented to support exploration and create a more welcoming environment.

KEY CHALLENGES

- **Lack of consistent, legible, and welcoming signage, including at the park's main entrance**
- **Inadequate lighting conditions in heavily used areas of the park created by outdated and inconsistent fixtures**



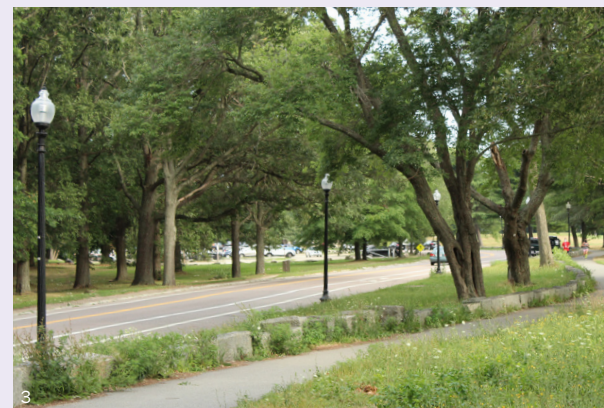
Most of the existing signage is regulatory, focusing on what should not happen, rather than what visitors can enjoy.

WAYFINDING & LIGHTING RECOMMENDATIONS

- **Mark the Main Entrances to Raise Awareness**
- **Use a Family of Signage to Guide Use, and Orient & Educate Visitors**
- **Expand Lighting Along Primary Paths to Support Early Morning & Evening Use**

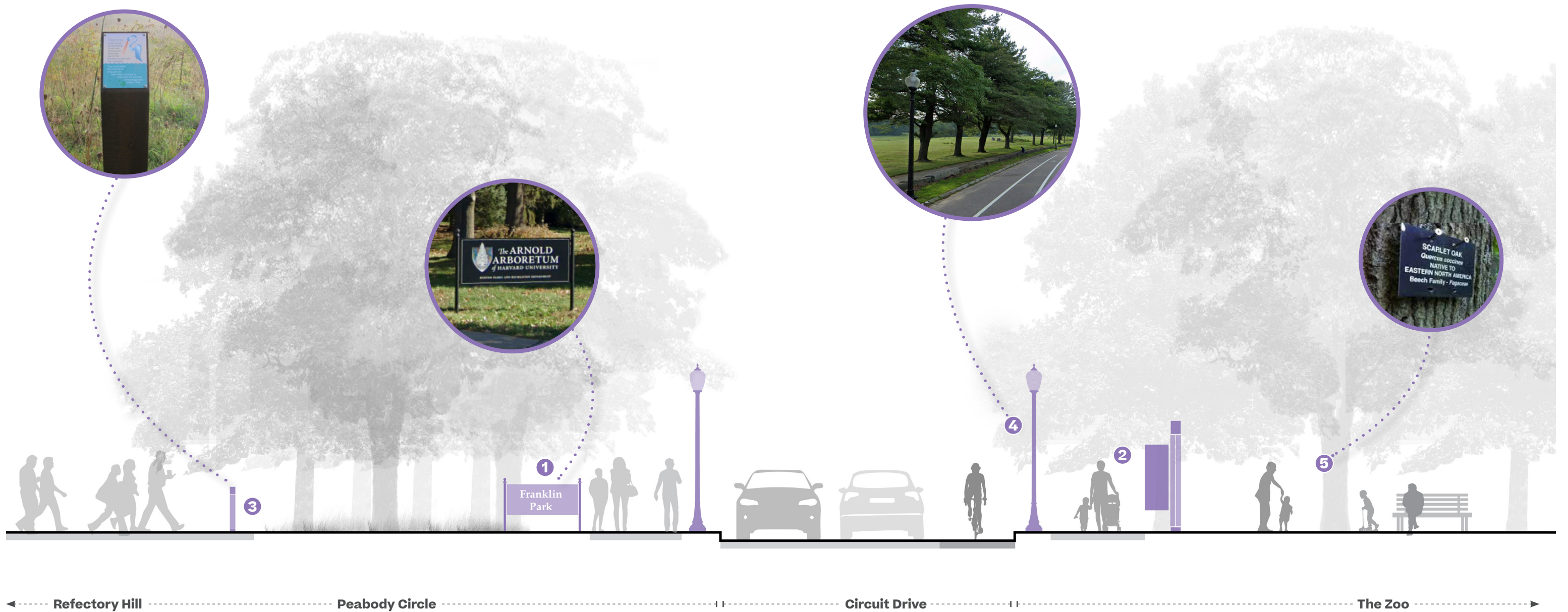


Historic signage marking a pedestrian park entrance.



Historic vehicular lighting along Circuit Drive.





Signage & Lighting: How can the park feel safe and welcoming to all?

- 1 Mark the Park's Main Entrances**
Announce visitor arrival at Boston's largest park by installing signage at the main entrance legible to those arriving by car, on foot, or on bike.
- 2 Welcome & Orient Visitors**
Provide park maps at key locations to indicate visitor's current location and key routes to a variety of park features and destinations.

- 3 Highlight Unique History**
Use smaller scale signage to share the park's long history and highlight a broad range of stories.
- 4 Scale Lighting Appropriately**
Ensure visitors feel safe and welcome by providing well-lit roads, parking and paths along main entry points and primary circulation.

- 5 Promote Learning**
Label key tree and plant species to increase knowledge of this incredible landscape.

Raise Awareness

Mark the Main Entrances

Whether arriving from nearby transit or searching online, wayfinding and sharing of the park's identity is unclear and is often focused exclusively on the zoo. Even as you approach the main entrance at Blue Hill Ave, there is little indication that visitors have arrived at Franklin Park. As a city-wide resource, communicating the park's presence and full range of offerings is critical to welcoming visitors old and new.

SIGNAGE & WAYFINDING RECOMMENDATIONS

Increase Awareness

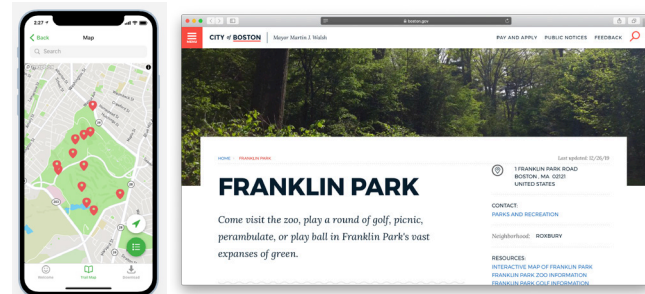
- Establish a single go-to source online for all park related information, including hours, guidelines, an events calendar, and ongoing improvements.
- Make current park maps available online or via an app for use on smart phones.

Clarify Arrival

- Use simple signage at T and bus stops and along bike paths to point transit users in the direction of the park.
- Announce the park's main entrance with recognizable signage scaled for those arriving by car, bike, or on foot.
- Provide orientation to direct cars to appropriate parking locations related to their destination.
- Welcome pedestrians by marking secondary entrances.

Extend Park System Language

- Use historic signage in keeping with the rest of the Emerald Necklace at the park's perimeter for continued legibility of the park system throughout the city.

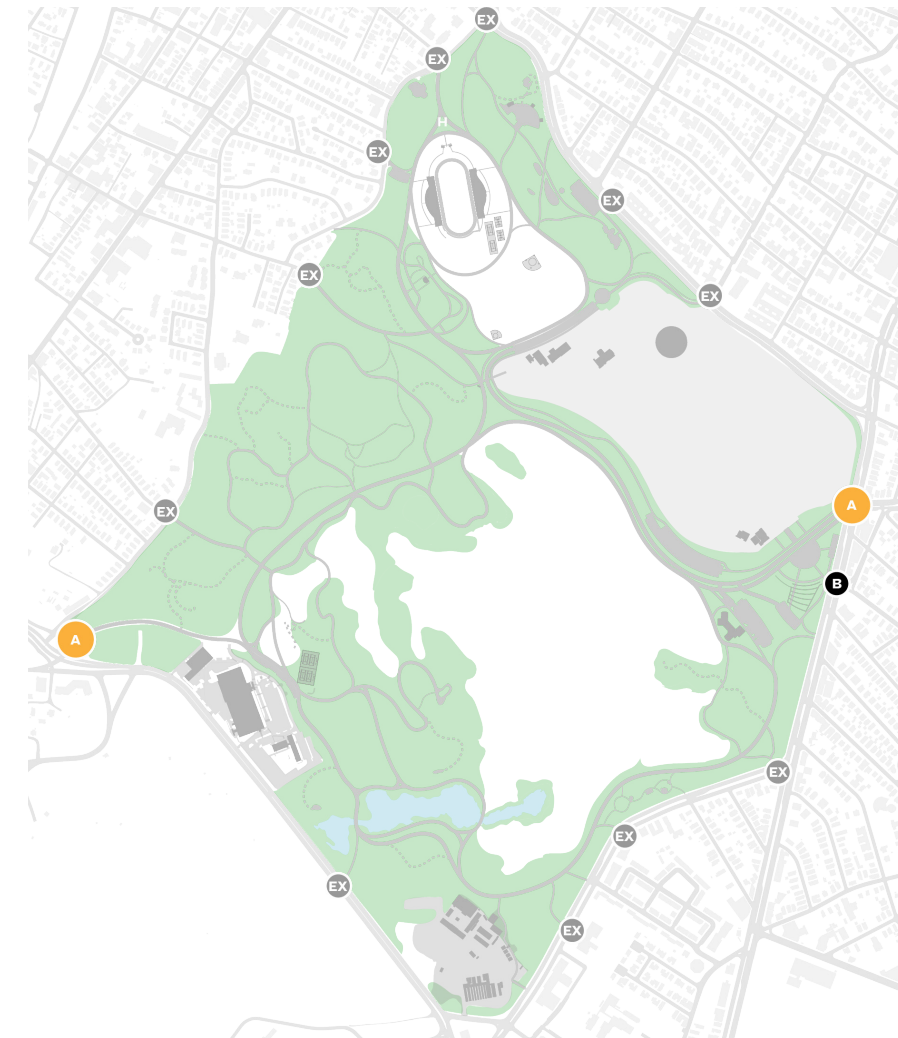


Online and digital park resources.



Start a campaign to share the community's favorite memories and cherished moments spent in the park.

EDGE OF PARK WAYFINDING



Proposed Signage Typologies

- A** Proposed Vehicular Signage
- B** Proposed Pedestrian Signage
- EX** Existing Pedestrian Signage to Remain



A Emerald Necklace Vehicular Entrance Sign

Vehicular Entrance

This sign at the Arnold Arboretum is typical in scale and style of signage intended for those arriving by car or driving by. This typology should be used for Franklin Park's vehicular entrances.



B Emerald Necklace Pedestrian Banner Sign

Pedestrian Entrance Sign

Historic park 'banner' signs are used throughout the Emerald Necklace to identify the various parks and historic landmarks. This typology should be used at pedestrian entrances along Franklin Park's perimeter.

Orient & Educate Visitors

Use a Family of Signage to Guide Use

Today the majority of signage in the park focuses on rules and regulations, with little designed to orient visitors or interpret the park's historic significance and important features. Carefully designed signage located selectively throughout the park can guide wayfinding, provide interpretation, and encourage exploration without interrupting the experience of the park's natural features.

SIGNAGE & WAYFINDING RECOMMENDATIONS

Merge Contemporary with Historic

- Design and integrate a new family of signage for inside the park that maintains a relationship to the historic perimeter signage through material and color while creating a distinct identity for Franklin Park; design for flexibility and durability.

Scale Signage Appropriately

- Provide a uniform, clear, and friendly hierarchy of signage scaled and oriented to pedestrians.
- Provide orientation and direction with park maps and marked routes; identify accessible and barrier free routes.
- Identify key landmarks and destinations with educational and interpretive signage.

Make Messaging Friendly

- Focus on the ways you can enjoy the park, emphasizing activities and programs you CAN do in various areas, while communicating regulatory messages in a positive manner.

Temporary Signage

- Use temporary signage to direct visitors during events that may limit use of certain areas.
- Inform and educate park visitors on important ecological restoration, special maintenance and repair, and historic restoration projects; install temporary signage before the work begins, so visitors can anticipate what's to come.



Other Olmsted parks have blended historic and contemporary wayfinding.



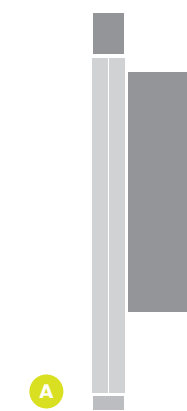
Use temporary signage to educate visitors on important investments being made in the park.

IN-PARK WAYFINDING



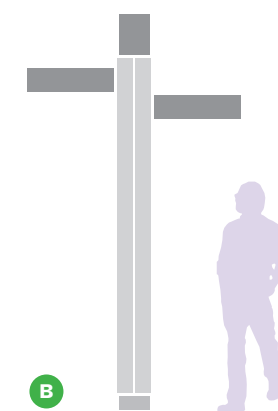
Proposed Signage Typologies

- A** Orienting Signage
- B** Directional Signage
- C** Educational & Interpretive Signage
- D** Large Trail Blaze
- D** Small Trail Blaze
- EX** Existing Pedestrian Signage to Remain



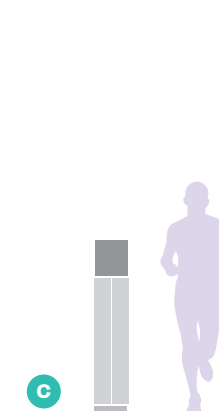
Orienting

Includes an overall park map and points to surrounding neighborhood destinations; can also include a community bulletin board.



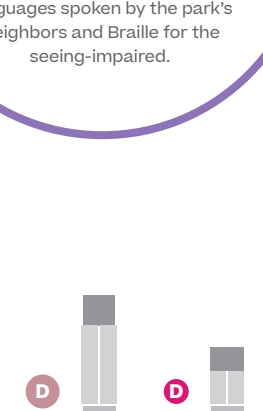
Directional

Points visitors to nearby park destinations and amenities; overall scale and text size is legible at a distance.



Educational & Interpretive

Includes information and images about the park's history and surroundings.



Trail Blaze

Mark paths and trails in natural areas; large are located along primary woodland routes, while smaller ones are used for discrete trails.

Support Early Morning & Evening Use

Expand Lighting Along Primary Paths

Today lighting in the park is inconsistent and absent in some key areas including entries, parking, and main bike and pedestrian paths, contributing to the perception that visiting or traveling through the park in the evening is unsafe. Lighting should enhance a sense of security by allowing visitors to perceive their immediate surroundings. Improving the quality, distribution, and uniformity of lighting can guide use and circulation and enhance a sense of safety in the park.

LIGHTING RECOMMENDATIONS

Facilitate Safe Arrival & Movement

- Light the park's main entrances, providing a lit entrance at each edge of the park that corresponds with a path that connects directly to one of the primary loops.
- Reinforce wayfinding in the park by lighting The Circuit and The Playstead Loops to establish a lit network of paths that bring you from the edge into the center of the park.

Support Parking & Special Events

- Light parking areas for safe arrival in the early mornings and evenings.
- Support evening programming and events with lighting in key gathering areas, like The Playstead fields, Ellicottdale Tennis Courts, Peabody Circle, The Overlook and the Bear Dens.

Select Appropriate Fixture Types

- Continue to utilize the historic 'acorn top' fixture along the park's main loops and entrances.
- Introduce a simple, contemporary fixture in parking areas and for special events areas, like The Bear Dens or the Elma Lewis Playhouse at The Overlook; use designated sports lighting for courts.
- Scale fixtures according to their use; install vehicular fixtures along roadways and in parking areas and pedestrian scale fixtures along paths and entrances.
- Control glare and brightness by following 'dark sky' best practices to reduce light pollution.
- Use a consistent color temperature and avoid creating high contrast between lit and unlit areas, which can impair visibility and make a visitor feel unsafe.

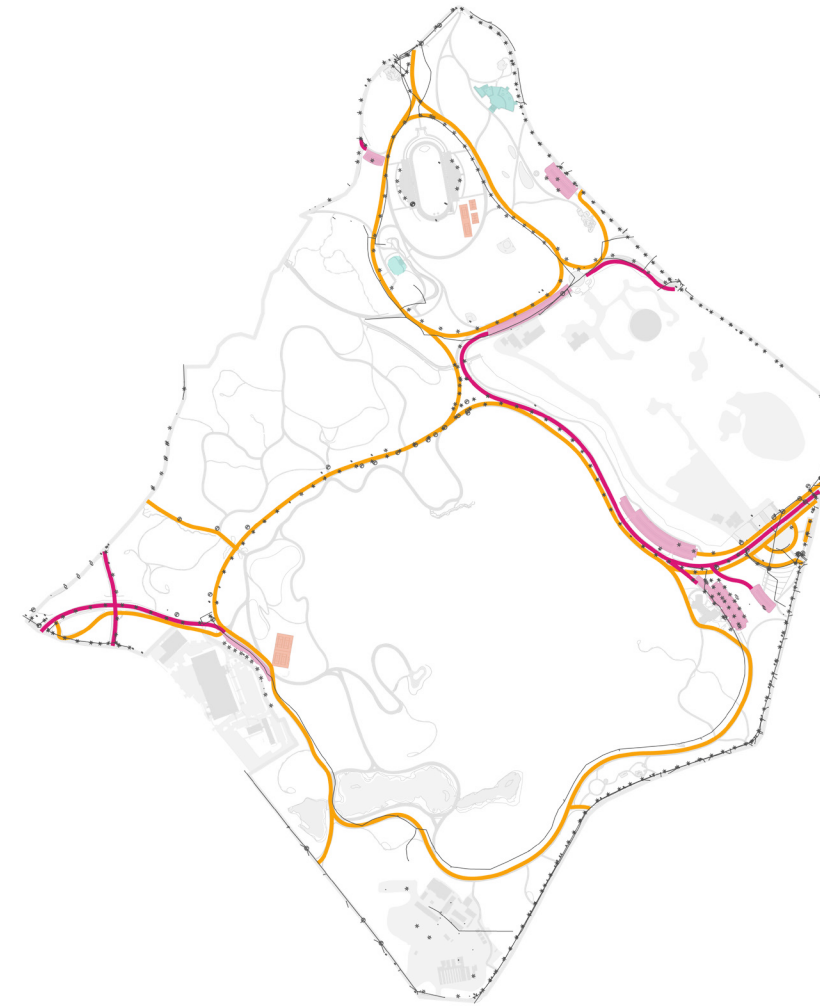


Historic fixtures follow the main path in Prospect Park.



Contemporary fixtures recede in a parking lot.

SCALE LIGHTING TO USE



Proposed In-Park Lighting

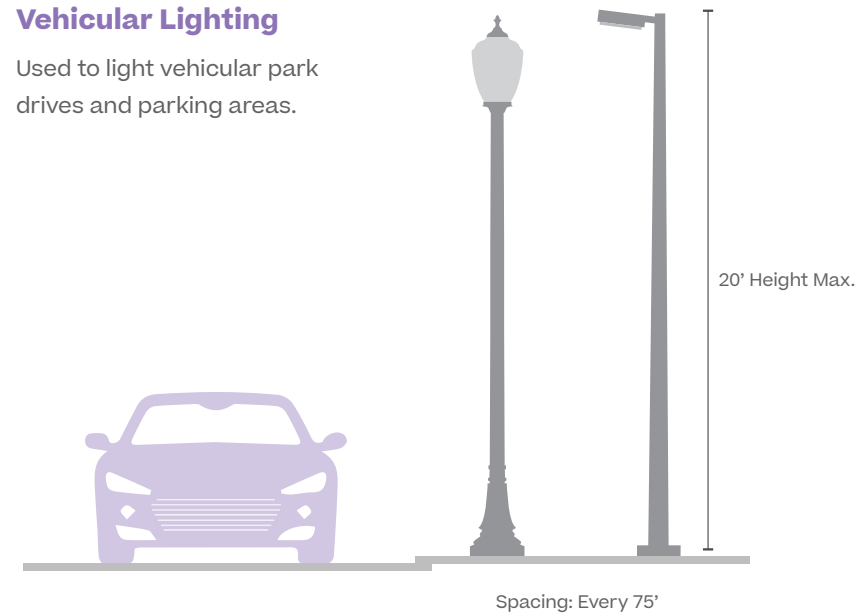
- Pedestrian Scale Lighting for Paths
- Vehicular Scale Lighting for Roads
- Vehicular Scale Lighting for Parking
- Athletic Field and Sport Court Lighting
- Special Event Lighting
- Existing Electrical Utility Infrastructure

Dark Sky Standards

Aim to reduce glare contributes to light pollution by properly shielding new or retrofitting old outdoor fixtures to focus light on desired areas, like paths and gathering spaces.

Vehicular Lighting

Used to light vehicular park drives and parking areas.



Pedestrian Lighting

Used to light primary pedestrian paths and gathering areas.

