FFYs 2022-26 TIP: Descriptions of New Projects Under Consideration for MPO Funding, Grouped by MPO Investment Program

Bicycle Network and Pedestrian Connections

609204	Belmont	Community Path, Belmont Component of the MCRT (Phase I)
610666	Swampscott	Rail Trail Construction

Complete Streets

610932	Brookline	Rehabilitation of Washington Street
611983	Chelsea	Park Street & Pearl Street Reconstruction
611975	Ipswich	Roadway Improvements on County Street Including Rehabilitation of I-01-005
609246	Lynn	Reconstruction of Western Avenue (Route 107)
610671	Manchester-by-the-Sea	Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook
610674	Salem	Boston Street Improvements
610545	Wakefield	Main Street Reconstruction
608954	Weston	Reconstruction on Route 30

Intersection Improvements

608955	Milton	Intersection Improvements Squantum Street at Adams Street
608940	Weston	Intersection Improvements Boston Post Road (Route 20) at Wellesley Street

Major Infrastructure

605313	Natick	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements
607981	Somerville	McGrath Boulevard Project

Community Connections – Returning Projects

N/A	Cambridge	Alewife Wayfinding
N/A	Canton	Royall Street Shuttle
N/A	Newton	Microtransit Shuttle Service
N/A	Regionwide	Bluebikes Expansion in Arlington, Newton, and Watertown

Community Connections – New Projects

N/A	Acton	Parking Management System
N/A	Boston	Microtransit Service
N/A	Brookline	Transit App Education Program
N/A	Everett	Citywide Transportation Management Association (TMA)
N/A	Malden, Everett	MBTA Main Street Transit Signal Priority (TSP)
N/A	Malden	MBTA Salem Street and Centre Street Transit Signal Priority (TSP)
N/A	Medford, Malden	Bluebikes Expansion
N/A	MART	Montachusett Regional Transit Authority Microtransit Service
N/A	MBTA	Regionwide Bike Racks
N/A	Salem	Salem Skipper Microtransit Service
N/A	Stow	Shuttle Service
N/A	Watertown	Shuttle Service
N/A	Wellesley	Bicycle Infrastructure

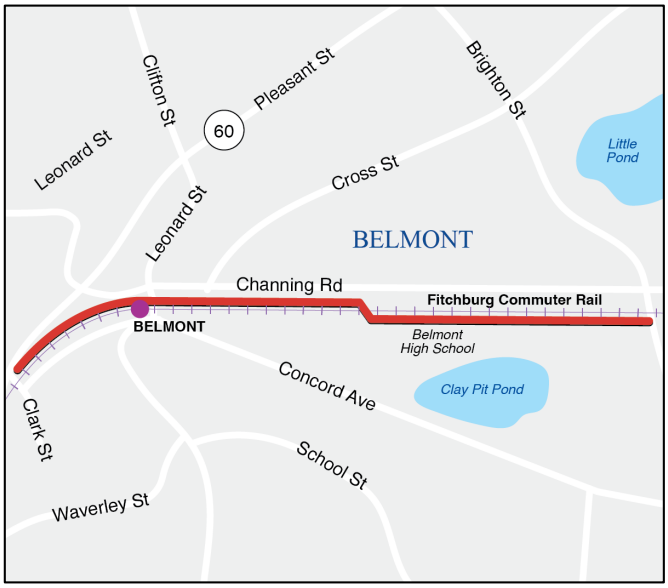
Bicycle Network and Pedestrian Connections

Belmont: Community Path, Belmont Component of the MCRT (Phase I) (609204)

MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: 59

Cost: $16,703,600



Main Objectives:

- Construct the Belmont Community Path to connect the Fitchburg Cutoff Bike Path at Brighton Street (eastern end of project), which provides a crucial link to the MBTA Alewife T Station, to Belmont Center

Project Details:

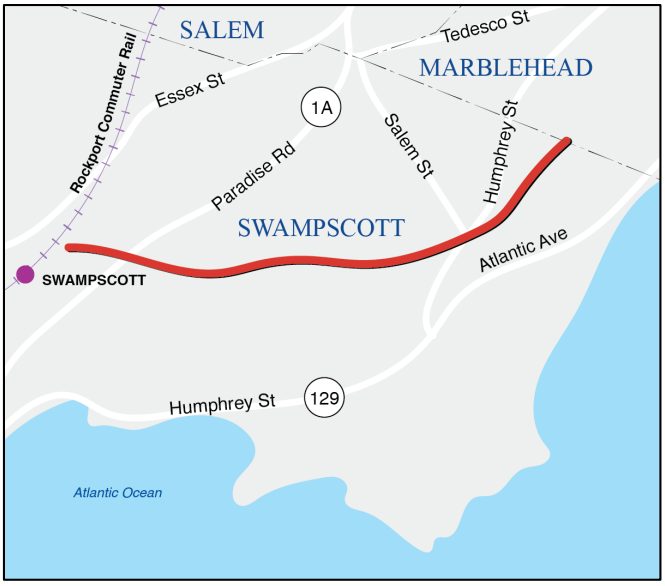
- The project has been divided into 2 phases: Phase 1 connects the Fitchburg Cutoff Bike Path at Brighton Street with the Clark Street pedestrian bridge just west of Belmont Center; Phase 2 connects Clark Street to the Mass Central Rail Trail at the Waltham/Belmont municipal boundary. Phase 1 is contemplated under this TIP proposal; Phase 2 will be pursued later.
- The project includes an underpass beneath the commuter rail tracks at Channing Road and Alexander Avenue to provide a safe connection between the Winnbrook neighborhood that lies on the north side of the tracks with the bike lanes on Concord Avenue that lie on the south side of the tracks. The underpass will also provide access to the path and a safer, more direct connection to the Fitchburg Cutoff Path and the MBTA Alewife T Station beyond for those who live on the south side of the tracks.
- The path and underpass will also offer bicycle and pedestrian access to the current high school and future 7-12 grade school via a 16-foot paved facility. 2-foot grass shoulders and additional landscaping along the length of the path will buffer the new facility from the adjacent railroad tracks and neighboring properties.

Swampscott: Rail Trail Construction (610666)

MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: 62.4

Cost: $7,700,000



Main Objectives:

- Provide safe, accessible off-road recreational and transportation opportunities to Swampscott and the surrounding communities
- Provide a critical link between the existing Marblehead Rail Trail and the Swampscott Commuter Rail station

Project Details:

- The proposed trail will be a new 2.1-mile long, multi-use linear park, running the length of Swampscott and connecting with the existing Marblehead Rail Trail. This project will provide access to the Town's schools, recreation areas and natural resources and improve quality of life for multiple generations of users in Swampscott and its Lynn, Marblehead and Salem neighbors.
- The trail will also expand the vision for the East Coast Greenway (a 3,000-mile route running from Maine to Florida). The completed Swampscott Rail Trail will upgrade the Greenway by moving the Swampscott segment of that trail (connecting Lynn and Marblehead) off-road, a priority for the Greenway project.
- The trail will run from Stetson Avenue in Swampscott to the Marblehead Rail Trail at the Swampscott-Marblehead town line. The trail will be situated in the center of the former railroad bed which is now a 30-115 ft. wide utility corridor. The trail will be 10 ft. wide with a 2 ft. sloping shoulder on each side. The trail will cross five streets at grade and two school driveways safely utilizing a combination of signage, markings, and flashing beacons or signals in all directions for both vehicles and trail users approaching the crossing. In addition, the trail will cross Paradise Road (State Route 1A) with a pedestrian bridge using existing abandoned railroad abutments. The entire trail will be accessible. Green screening using appropriate native vegetation will be used in areas where neighbors have requested it. Signage indicating the Swampscott Rail Trail's roles as part of the Swampscott Green Corridor network and a segment of the East Coast Greenway will be located along the trail. Trail amenities will be located at the Swampscott Middle School including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

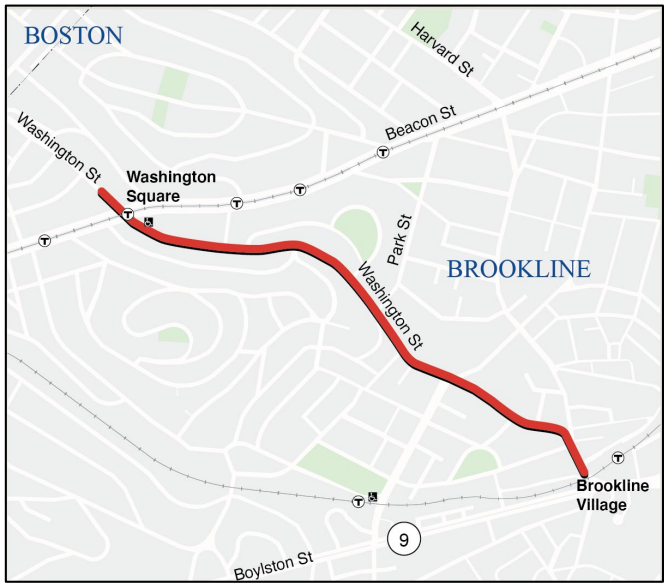
Complete Streets

Brookline: Rehabilitation of Washington Street (610932)

MPO Investment Program: Complete Streets

Evaluation Score: 56.9

Cost: $25,888,631



Main Objectives:

- The primary goal of this project is to create a true complete street throughout the Washington Street corridor. This includes improving safety and operations along the corridor for drivers, bicyclists, pedestrians, and transit users.

Project Details:

- Washington Street is currently constrained with a relatively narrow right of way that tries to accommodate two lanes of traffic, on street parking in both directions, bicycling, and significant volumes of pedestrians.
- Washington Street provides a major connection between Route 9 (to/from Boston) and Beacon Street as well as Commonwealth Avenue and Cambridge Street in the Allston/ Brighton area of Boston. In addition to vehicles, the roadway provides a significant connection for bicyclists to Washington Square and Brookline Center.
- The sidewalks are in poor condition, especially north of School Street. Sections are heaving and are impassible to pedestrians with mobility impairments. The project area contains a large HSIP bicycle cluster.
- The proposed project will reconstruct sidewalks along both sides of the entire corridor and will provide protected bicycle facilities in both directions that are separated from vehicular traffic for a vast majority of the corridor. Other multimodal improvements include the provision of dedicated bus pull-out space outside of the travel lanes.
- The project will replace the existing signals along Washington Street's length and will reconstruct the roadway surface.
- At its southern end, this project will directly connect with the recently completed Gateway East project, the MPO-funded reconstruction of Washington Street east of Brookline Village.

Chelsea: Park Street & Pearl Street Reconstruction (611983)

MPO Investment Category: Complete Streets

Evaluation Score: 68.9

Cost: $10,451,525

Main Objectives:

- Improve safety along Park and Pearl Streets for all users, with a specific emphasis on improving conditions for people walking and bicycling.
- Reduce congestion, spur economic growth, and enhance air quality for downtown Chelsea, complementing forthcoming MPO-funded work on nearby Broadway.

Project Details:

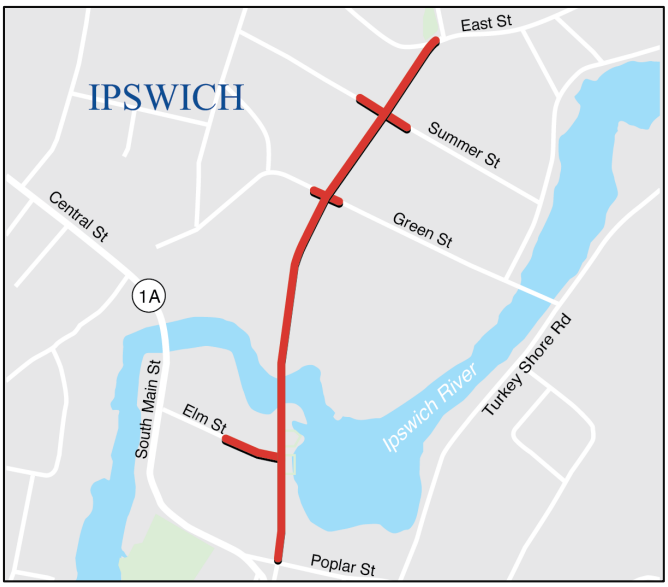
- Park and Pearl Streets are two heavily utilized arterials situated within Chelsea's Downtown Commercial District and dense residential neighborhoods. The roadways connect at a generous and complex intersection known as Park Square.
- Park Street carries a heavy flow of local traffic through Chelsea and is also a primary thoroughfare for the MBTA's 111, 112, 114, 116, and 117 bus routes. Pearl Street, which shares an intersection with Williams/Marginal Street ushers heavy truck traffic along the Marginal, Williams, and Beacham Corridor to major industrial and commercial areas in Chelsea and Everett. This intersection is a major HSIP Crash Cluster due to outdated signalization, high levels of turning conflicts, and inadequate geometric configuration.
- Both Pearl and Park Street carry considerable bicyclist and pedestrian traffic for those seeking access to MBTA bus routes, the Downtown Commercial District, or the nearby Williams School, Early Learning Center, and Chelsea High School.
- Smart signalization and geometric reconstruction will mitigate vehicular congestion while providing clear pedestrian paths of travel and shorter crosswalk distances via newly constructed ramps and sidewalks. The corridor is under consideration for the implementation of a priority bus and bike lane, beginning along Park Street at Williams Street up to the eventual surface renovation of Upper Broadway to the Revere City Line, an MPO-funded project. Signals will allow for preferential movements of safety vehicles and MBTA buses through each intersection.

Ipswich: Roadway Improvements on County Street Including Rehabilitation of Bridge I-01-005 (611975)

MPO Investment Program: Complete Streets

Evaluation Score: 45.4

Cost: $5,653,500



Main Objectives:

- The proposed complete streets and safety improvements aims to increase bikeability, walkability and accessibility along the project corridor.
- Rehabilitation of the County Street bridge over Ipswich River will address existing structural and safety deficiencies.

Project Details:

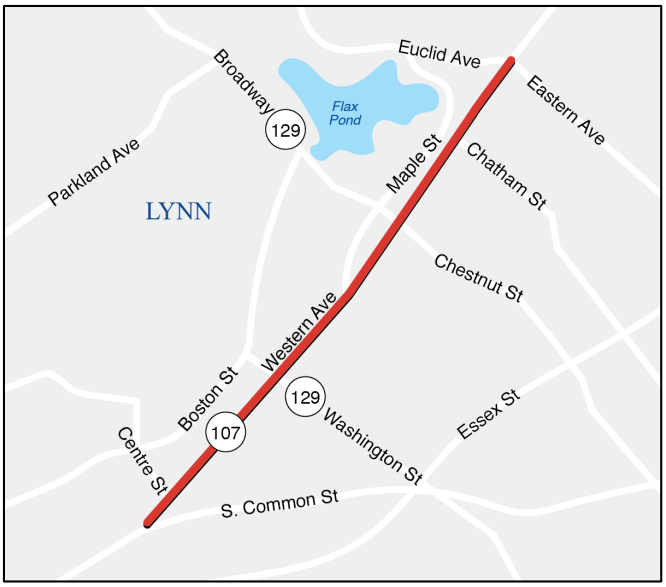
- County Street provides a critical linkage along the Ipswich River Walk for residents and tourists. The Street Landing and Sawmill Point recreational areas are also located on County Street. The Ipswich Commuter Rail train station is located approximately 0.4 miles from the County Street bridge. The Ipswich Essex Explorer bus route connects the train station with stops in Ipswich and Essex including a stop at the Ipswich Visitor Center where tourists can disembark for a walking tour of historic homes on County Street, East Street, and High Street.
- The project extends from South Main Street approximately 2,500 feet to East Street. The existing cross section of the roadway is constrained, resulting in narrow sidewalks and shoulders, with adjacent historic homes limiting right of way. Existing sidewalks and wheelchair ramps are not consistently provided on both sides of the road within the project area and they do not all meet ADA standards.
- The County Street bridge over Ipswich River is a historic stone arch bridge that is in fair condition according to recent bridge inspection reports, though there are some structural deficiencies. Additionally, there are no sidewalks on the bridge and the existing bridge guardrail does not meet current design criteria for safety.
- The project will include sidewalks and wheelchair ramps that meet ADA standards, signing and pavement markings to better define bicycle and pedestrian accommodations. Rehabilitation of the County Street bridge will include adding a sidewalk on one side, replacing bridge guardrail, repairing water main supports, and reconstructing pavement wearing surface.

Lynn: Reconstruction of Western Avenue (Route 107) (609246)

MPO Investment Program: Complete Streets

Evaluation Score: 71.4

Cost: $36,205,000



Main Objectives:

- Enhance safety and accessibility for all users through the full reconstruction of the corridor

Project Details:

- This project will reconstruct 1.9 miles of Western Avenue (Route 107) in Lynn between Centre Street and Eastern Avenue. Work will include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements.
- Proposed improvements to intersection design and signal timing will improve the level of service to acceptable levels throughout the corridor during AM and PM peak periods. In addition, roadway operational improvements are anticipated to improve safety.
- MBTA bus routes 424, 434, and 450 serve this section of Western Avenue. The City will be evaluating transit signal priority and bus rapid transit elements during the design phase and improving bus stop locations throughout the corridor.
- Western Avenue conveys both transit and vehicular users to and from residences, local businesses, offices, restaurants, and grocery stores along the corridor, as well as providing regional roadway and transit connectivity between Salem and Peabody to the north and Boston to the south. Improving safety, efficiency, and aesthetics along the corridor for all users will further the City of Lynn's goals to promote investment and quality development along Western Avenue and throughout the City.
- Western Avenue will provide regional access via Route 107 to the One Lynn District, a MassDevelopment Transformative Development Initiative district in the City's downtown offering arts-based residential, retail, and diverse restaurant development in proximity to the Central Square MBTA commuter rail station.

Manchester-by-the-Sea: Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook (610671)

MPO Investment Program: Complete Streets

Evaluation Score: 34.8

Cost: $4,350,000

Main Objectives:

- The current bridge that carries Route 127 over Saw Mill Brook is deteriorating and is at risk of failing in the near future. This project will maintain the needed mobility in the town, providing the only brook crossing in the downtown.

Project Details:

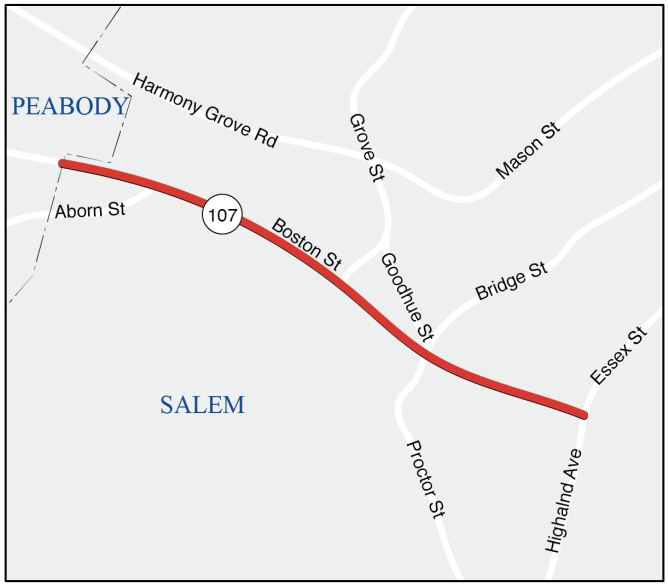
- The project includes the replacement of the existing Central Street bridge over Sawmill Brook. The project will also include utility replacement, storm drainage upgrades, and roadway reconstruction of 225-foot section of Central Street between 29 Central Street and the Church Street intersection.
- The project seeks to continue the Town's complete streets section through the corridor. To that end, traffic signs, pavement markings, sidewalks, crosswalks, granite curb, and drainage structures will be replaced within the limits of the project. Pedestrian crossing bump-outs will be added at the crossing on Central Street to improve pedestrian safety and bring the roadway into ADA compliance.
- The new structure will positively impact the adjacent wildlife habitat in Saw Mill Brook and decrease the likelihood of flooding in the area.

Salem: Boston Street Improvements (609437)

MPO Investment Program: Complete Streets

Evaluation Score: 54.5

Cost: $12,480,000



Main Objectives:

- Improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities that do not currently exist today
- Install ADA compliant bus stops
- Improve safety at 2 high-crash locations (Bridge Street and Essex Street)

Project Details:

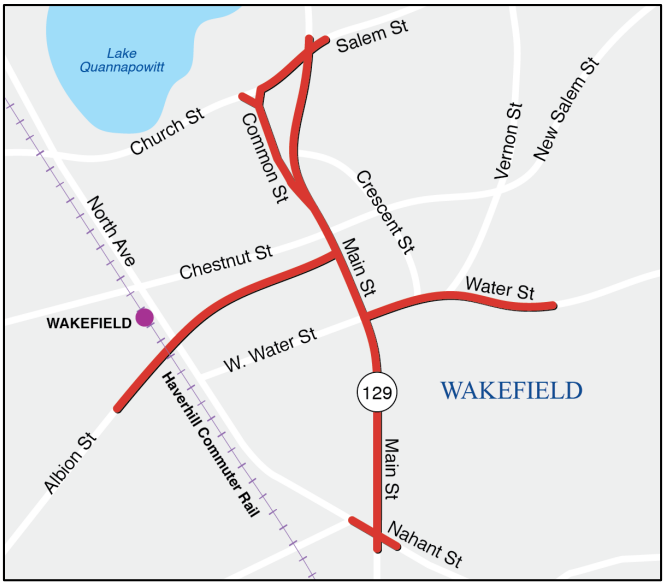
- Major improvements to the corridor include incorporating complete streets design elements such as off-road bicycle facilities throughout the length of the corridor (either as separated bike lanes or a shared-use path), and ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks.
- The proposed cross-section for Boston Street includes one lane of travel in each direction with additional turn lanes at signalized intersections (where warranted), on-street parking for portions of the corridor, and off-road bicycle facilities. Currently there are no bicycle facilities on Boston Street and this will provide a new bicycle through connection between Peabody and Downtown Salem.
- This project will add a new traffic signal at the intersection of Boston Street at Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street at Essex Street, Boston Street at Bridge Street / Proctor Street / Goodhue Street, at Boston Street and Grove Street / Nichols Street.

Wakefield: Main Street Reconstruction (610545)

MPO Investment Program: Complete Streets

Evaluation Score: 39.5

Cost: $26,382,000



Main Objectives:

- The goal of the project is to improve complete street design elements within the corridor to provide mobility and safety for all users (vehicles, bicycles and pedestrians) while enhancing the vibrancy and streetscape of Wakefield's downtown
- The project also aims to provide improved connections to transit (Wakefield Commuter Rail Station and bus routes 137/138) and to recreational and civic areas (Lake Quannapowitt & proposed Wakefield/Lynnfield Rail Trail) in Wakefield

Project Details:

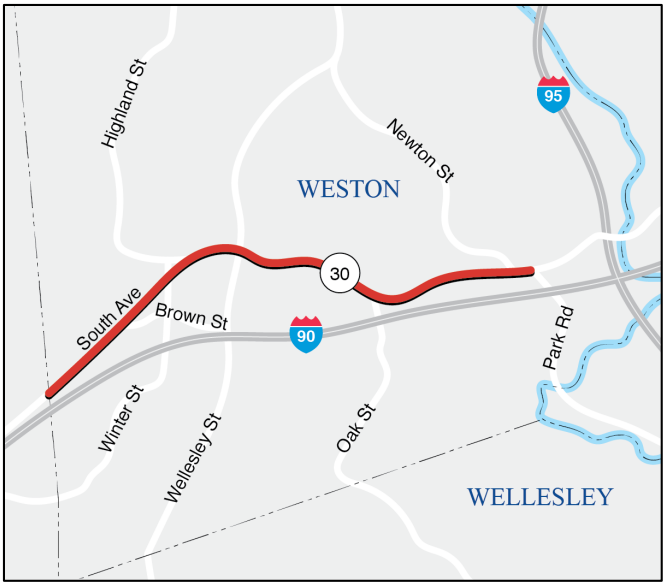
- The proposed project includes the narrowing of the existing roadway cross section to incorporate dedicated bicycle facilities and improve intersection safety. Specifically, the project proposes the installation of a new elevated multi-use path on the South Main Street portion of the corridor (Water Street to North Ave), two new separated/elevated bike lanes for the heart of Downtown (Main Street from Crescent Street to Water Street), and a striped bike lane on Common Street (from Crescent Street to Yale Ave).
- The project will improve pedestrian mobility through the replacement of signal equipment and by making updates to pedestrian crossings and sidewalks to meet ADA requirements for cross slope and curb ramp construction. The Main Street corridor (Crescent Street to Water Street) and Water Street (Main Street to Vernon Street) are both pedestrian crash clusters.
- The project also enhances mobility between abutting neighborhoods to the Route 136 and 137 bus routes as well as the Wakefield Commuter Rail station.
- Existing signals at the Main Street/Salem Street, Main Street/Water Street, Main Street/North Avenue are proposed to be upgraded with the project. The Main Street/Water Street signal is proposed to be replaced with an adaptive system that will connected to a signal at the Water Street/Vernon Street intersection proposed to be replaced as part of the Wakefield/Lynnfield rail to trail project.

Weston: Reconstruction on Route 30 (608954)

MPO Investment Program: Complete Streets

Evaluation Score: 49.2

Cost: $15,203,814



Main Objectives:

- Create a corridor that better serves all users of Route 30, including bicycles and pedestrians
- Improve pavement and roadway conditions along Route 30 and make geometric and safety improvements at intersections along the corridor

Project Details:

- This project is proposing to reconstruct the entire length of Route 30 within the Town of Weston that falls within the Town's roadway layout. The limits start at the Natick Town line in the west, to the end of the Town's roadway layout near the intersection of Cutters Bluff Lane. The total length of the project is approximately 3.7 miles.
- The proposed work includes a combination of resurfacing and box widening to achieve a proposed cross section of 11-foot lanes and 3-foot shoulders. Full depth reconstruction will only be used in areas where a change in roadway cross slope is necessary.
- This project also serves to provide 3.7 miles of 10-foot, separated, off-road shared use path (SUP) for the region with the intent of a future connection to other SUPs being planned along Route 30 in Newton. The SUP will run along the south side of the roadway from the Natick town line to the intersection at Newton Street. The SUP will cross to the north side at Newton Street to continue to the end of the project limits. The SUP would be separated from the roadway with a grass/landscape buffer where space allows. In some constrained areas, the SUP will abut the roadway.
- This project also includes intersection improvements along the corridor. Geometric improvements will be made to the intersections at Winter Street, Highland Street, Ash Street, and Oak Street. New traffic signals are proposed at Winter Street and Oak Street. A hybrid pedestrian/emergency signal is proposed at Ash Street. The Newton Street and Park Street intersections will include updated signal phasing and minor geometric changes in order to match the new roadway cross section.

Intersection Improvements

Milton: Intersection Improvements Squantum Street at Adams Street (608955)

MPO Investment Program:
Intersection Improvements

Evaluation Score: 34.1

Cost: $2,311,203

Main Objectives:

- Provide pedestrian and bicycle accommodations through the intersection
- Improve traffic flow and operations along the Adams Street and Squantum Street corridors through the signalization of the intersection

Project Details:

- The Town of Milton is proposing to improve safety and operations for vehicles, bicyclists, and pedestrians where Adams Street and Squantum Street intersect, consequently reducing congestion and the occurrence of crashes. The proposed project will introduce a traffic signal at the intersection to better regulate traffic flow from Squantum Street onto Adams Street, where significant delays currently exist during peak periods.
- Improvements will be made to sidewalks and curb ramps to meet ADA/AAB standards and shorter pedestrian crosswalks and restriping will be considered within the project limits.
- Dedicated bicycle facilities will be included with the project to connect to the existing bicycle network on Adams Street located west of the project area.
- Existing lighting will be maintained or relocated as needed based on relocation of utility poles.

Weston: Intersection Improvements Boston Post Road (Route 20) at Wellesley Street (608940)

MPO Investment Program:
Intersection Improvements

Evaluation Score: 45.6

Cost: $2,394,045

Main Objectives:

- Address the safety concerns and crash incidents that contribute to the intersection's inclusion on the State's HSIP eligibility list as a high crash location
- Address traffic congestion on Boston Post Road and the side streets
- Improve cross-town connectivity along Route 20
- Improve pedestrian and bicycle accommodations

Project Details:

- The project limits include the immediate vicinity of the intersection of Route 20, Boston Post Road, Wellesley Street and Winsor Way.
- The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Simplifying the geometry of the intersection requires the relocation and introduction of a curve along Winsor Way, which can be accomplished within existing rights-of-way.
- Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 (800') and the east side of Boston Post Road (150'). New sidewalk is proposed on the south side of Route 20 (300'), the west side of Boston Post Road (150'), and on both sides of Wellesley Street (100') within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection.
- A school bus stop that serves Winsor Way will be incorporated into the design and includes a sidewalk connection between the bus stop location and Winsor Way.
- The roadway cross-section will be widened slightly to accommodate four lanes, including bicycle lanes.

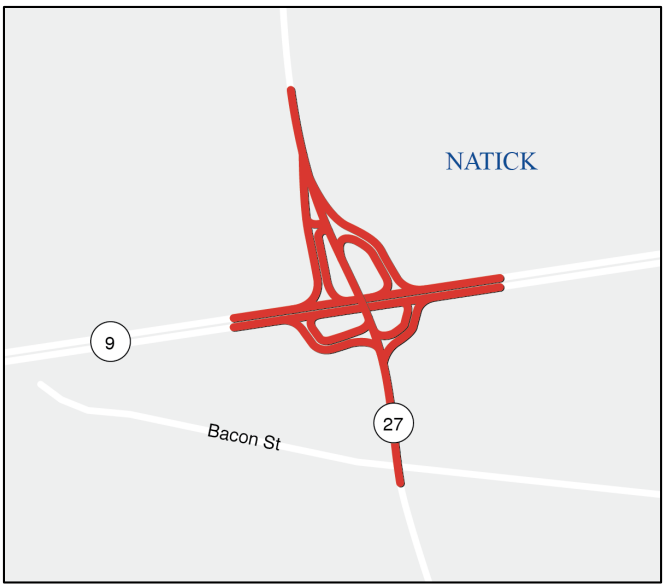
Major Infrastructure

Natick: Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements (605313)

MPO Investment Program: Major Infrastructure

Evaluation Score: 56.2

Cost: $45,097,350



Main Objectives:

- Improve roadway geometry and sight distances to meet modern safety standards and provide accommodations for pedestrian and bicycle travel
- Reconstruct a bridge that was built in 1931 and is currently listed as structurally deficient

Project Details:

- This project proposes to completely reconfigure and reconstruct the bridge that carries Route 27 over Route 9, creating a modified diverging diamond layout that aims to improve traffic flow and roadway geometry while enhancing safety for all users.
- There are currently no ADA-compliant sidewalks or bike lanes on the bridge. Only one side of the bridge has sidewalks, which are in poor condition. This project will create a dedicated bicycle and pedestrian bridge along with off-road facilities throughout the project area, providing a pedestrian and bicycle link between the neighborhoods north of Route 9 with Natick Center and the Cochituate Rail Trail.

Somerville: McGrath Boulevard Project (607981)

MPO Investment Program: Major Infrastructure

Evaluation Score: 65.8

Cost: $88,250,000

Main Objectives:

- Enhance safety and accessibility for all users by rationalizing intersections, improving signalization, and creating off-street pedestrian and bicycle facilities
- Increase quality of life for the Inner Belt, Brickbottom, and Union Square neighborhoods by increasing connectivity throughout the corridor and removing the existing elevated barrier between neighborhoods

Project Details:

- The proposed improvements will remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard, approximately 0.7 miles long, from the Gilman Street Bridge in the north to Squires Bridge in the south.
- The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks. Opportunities for dedicated bus lanes/queue jump facilities are also being considered.
- New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle transportation network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville.

Community Connections – Returning Projects

Note: the following four projects applied for Community Connections funding in the FFY 2021 pilot round, but are receiving funds in multiple years or requested to receive funds in FFY 2022. The MPO approved them along with the FFY 2021 Community Connections projects in February 2021. Unless otherwise noted, the project descriptions presented here represent the projects ***as they applied for Community Connections funding in December 2019.*** *In some cases, minor details may change to reflect the realities of the COVID emergency situation. Staff will inform the MPO of any relevant changes.*

Cambridge: Alewife Wayfinding

MPO Investment Program: Community Connections

Evaluation Score: 24

Cost: $ 292,280

Main Objectives:

- Provide wayfinding measures at the MBTA Alewife T station with directional information and real-time shuttle information, alerting passengers of upcoming arrivals and departures
- Helps riders find, track and plan trips on the 128 Business Council's shuttle buses
- Facilitate usage of an alternative transportation option that connects riders to suburban areas

Project Details:

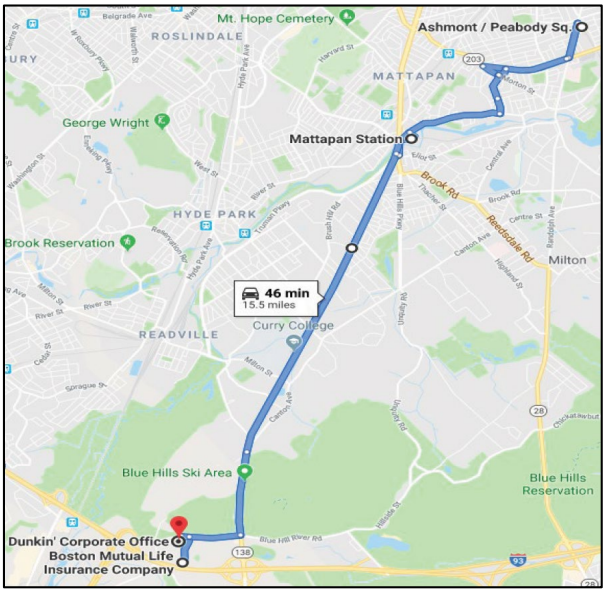
- The MBTA will accept and oversee the grant and the 128 Business Council will manage the project at the MBTA Alewife T station. This station serves riders on the Red Line and MBTA bus routes 62, 67, 76, 79, 84, 350 and 351.
- Components of the project's wayfinding improvements include GPS systems and equipment, electronic bus destination signs linked to GPS (15 buses), electronic/solar GPS linked signage with passenger counters (5 sign locations), sidewalk signs (11 locations), a marketing program and a "Smart Shelter" bus shelter.
- This project's real-time signage and directional information will be integrated with the 128 Business Council's existing shuttle services. Its shuttle operation has approximately 10 routes to/from the Alewife station into surrounding suburban towns, offering service in the A.M. and P.M peak hours.
- Since the current shuttle area at the Alewife T station has no signage about the shuttle services available, this project is likely to attract new passengers and enhance commuting experience for existing customers.
- The project could potentially be expanded to incorporate additional shuttles providers at the Alewife T station in the future.

Canton: Royall Street Shuttle Service

MPO Investment Program: Community Connections

Evaluation Score: 51

Cost: $209,101 in FFY 2022
$177,177 in FFY 2023
$148,542 in FFY 2024



Main Objectives:

- Establish a shuttle service connecting Canton's Royall Street employment cluster with the MBTA Route 128 commuter rail station and Ashmont, Mattapan Trolley, and Quincy Adams rapid transit stations
- Improve access to employment centers and major transit hubs by providing peak hour shuttle services for commuters and residents

Project Details:

- The proposed Royall Street shuttle service will offer three routes providing connections to major transit stations in Westwood, Boston, and Quincy.
  - Route #1 will make stops along the Royall Street business corridor, ending at the MBTA Route 128 commuter rail/Amtrak station in neighboring Westwood, MA. This shuttle route will make approximately eight round trips during the A.M. peak and six round trips during the P.M. peak commute hours.
  - Route #2 will make stops along the Royall Street business corridor, ending at the MBTA Mattapan Trolley and Ashmont T stations in Boston, MA. It will make one round trip during the A.M. peak and one round trip during the P.M. peak. The Route #2 schedule will compliment MBTA bus route 716 (Cobbs Corner – Mattapan Station) service.
  - Route #3 will make stops along the Royall Street business corridor, ending at the MBTA Quincy Adams T station in Quincy, MA. It will make two round trips during the A.M. peak and two round trips during the P.M. peak period.
- Route #1 will utilize a 24-passenger shuttle bus and Routes #2 and #3 will use a 33-passenger shuttle bus.
- The project is a joint effort by the Town of Canton, who will receive the program funding, and the Neponset Valley Transportation Management Association (NVTMA) who will manage and oversee the project.

Newton: Microtransit Shuttle Service

MPO Investment Program: Community Connections

Evaluation Score: 53

Cost: $300,000 in FFY 2021
$275,000 in FFY 2022
$152,000 in FFY 2023

Main Objectives:

- Launch an on-demand, citywide microtransit service that will serve residents, students and employees
- Reduce single occupancy vehicle (SOV) trips by providing shared, first-last mile shared rides to key destinations
- Increase access to employment centers, especially among hourly wage earners and individuals without a personal vehicle, and transit hubs

Project Details:

- This microtransit project will provide on-demand, dynamically routed shuttle service for intra-city travel. It will be modeled after the town's NewMo microtransit system for senior residents.
- The microtransit service will provide shared rides between three MBTA rail lines (Newton Highlands T station, Needham Heights commuter rail station and Newtonville commuter rail station) and the Wells Avenue business district including the Needham Street corridor, Newton Upper Falls, UMass Mount Ida campus, and Wells Avenue before expanding citywide. This initial service will target the workforce population of the Wells Ave business district area, one of the region's densest employment centers, where demand is highest.
- The service will operate weekdays from 7:00 A.M. until 8:00 P.M., and may add weekend hours once the service expands. It is anticipated that the city's vendors will use two 12-14-person passenger vans and three 6-person passenger vans.
- Vehicles will stop anywhere in Newton based on its passenger demand. For seniors and mobility impaired passengers, vehicle operators will provide curbside and/or door-to-door service.
- The project meets several priorities set forth in the city's planning documents including its Transportation Strategy ("Newton-In-Motion") and its Economic Development Action Plan.

Regional Bluebikes Expansion

MPO Investment Program: Community Connections

Evaluation Score: 52

Cost: $ 340,000

Main Objectives:

- Implement a regional Bluebikes bike share system spanning Arlington, Newton, and Watertown
- Provide an alternative travel mode that will encourage modal shift away from single occupancy vehicles (SOV)
- Increase access to transit hubs, business districts and academic institutions

Project Details:

- This project is joint effort between the communities of Arlington, Newton, and Watertown who will collaboratively implement it. The municipalities have formed partnerships with the Metropolitan Area Planning Council (MAPC) and Lyft to support the project. This expansion originally included Chelsea as well, but that municipality has found alternate funding.
- The project includes installation of 9 new docking stations, 3 per municipality. Stations are proposed in the following locations:
    - Watertown:
        - Arsenal and Irving Streets
        - Mt. Auburn and Common Streets
        - North Beacon Street at North Beacon Court, or possibly a second station at Arsenal Yards
        - Alternative location, if needed: Pleasant Street, near Charles River Path
    - Newton:
        - Auburndale
        - California/Bridge/Chapel
        - Waban
        - Alternative locations, if needed: Boston College MBTA station, Newton Library
    - Arlington:
        - Minuteman Bikeway at Mill Street
        - Mass. Ave. at Bartlett Ave.
        - Mass. Ave. at Highland Ave.

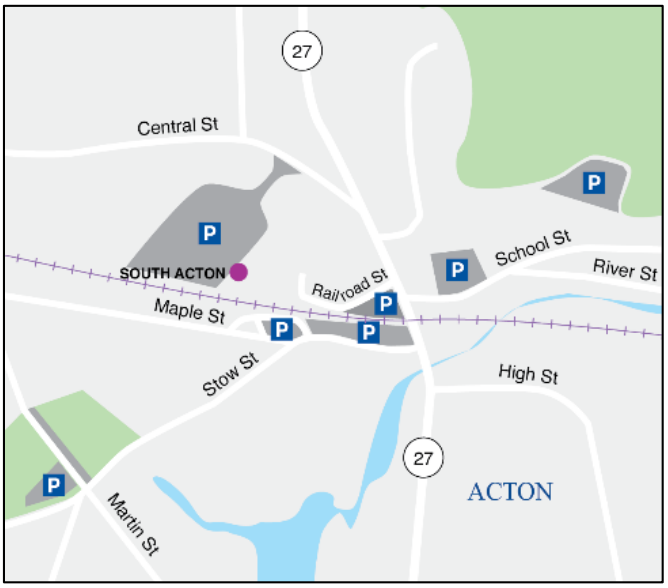
Community Connections – New Projects

Acton: Parking Management System

MPO Investment Program:
Community Connections

Evaluation Score: 29

Cost: $ 20,000



Main Objectives:

- Implement digital parking management products to improve efficiency of permitting and enforcement processes
- Transition from a mostly paper-based parking management system to a cloud-based one that will be more convenient for commuters and Acton's internal parking management team

Project Details:

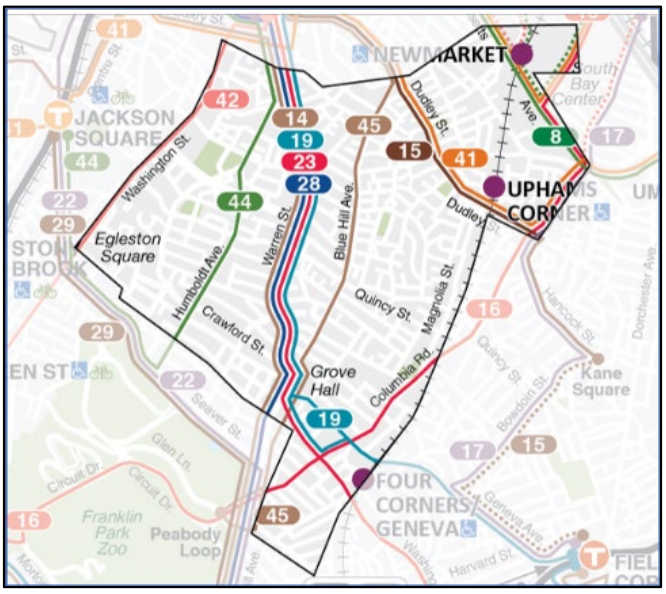
- The project area includes five commuter lots providing nearly 500 parking spaces, surrounding the MBTA South Acton commuter rail station. All lots have high utilization rates.
- The customized parking solution will assist with the deployment and payment processing of each parking permit.
- The project will create faster, more convenient enforcement mechanisms tied in with Acton's backend management system. With the new technology, the municipality will be able to identify each parking permit under a pay-by-plate system and scan license plates to verify authorized parked automobiles.
- It is anticipated that the technological improvements will lead to real-time parking availability capabilities viewable on the online parking portal. This information will allow users to quickly assess their parking options and ideally lead to less congestion surrounding the commuter rail station.

Boston: Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $281,612 in FFY 2022
$186,178 in FFY 2023
$109,419 in FFY 2024



Main Objectives:

- Implement an on-demand, all-electric microtransit service operating in parts of Roxbury and Dorchester
- Improve access and create connections to the existing transit system in an area currently underserved by transportation options
- Provide a low-cost choice for residents to connect to nearby amenities and jobs

Project Details:

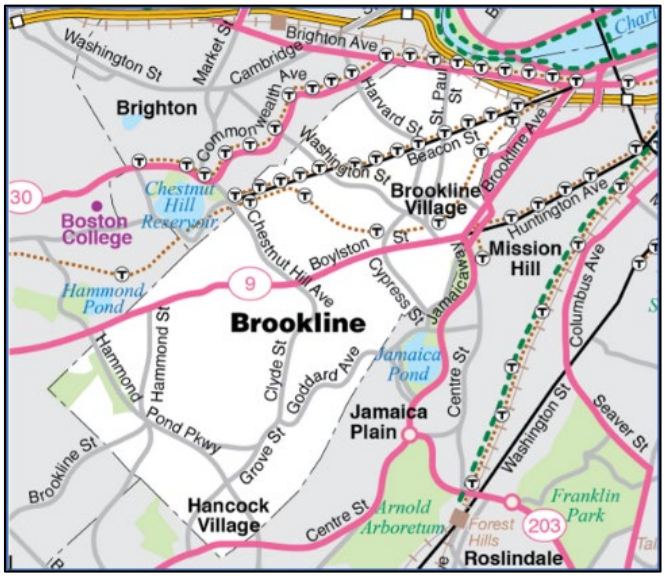
- The project area covers Roxbury (south and east of Nubian Square to Newmarket) and the adjoining section of Dorchester along the Fairmount corridor including the MBTA Newmarket, Uphams Corner, and Four Corners/Geneva commuter rail stations. Connections here will compliment current commuter rail service and the ongoing initiative to install bus priority lanes along Blue Hill Avenue.
- The microtransit service would utilize a fleet of 100-percent electric, low speed shared vehicles. Each vehicle seats five passengers plus the driver. The vehicles are compliant with ADA standards and have a low floor design for easier boarding.
- Proposed service can be customized for people with accessibility needs including fixed stops, pre-scheduled trips and/or trips hailed by mobile application or phone.
- Users will have multiple booking platforms for scheduling rides including an app-based request system, a phone line and street-hail capability.
- This project aims to reduce the need for individual car ownership which can be a heavy cost burden.

Brookline: Transit App Education Program

MPO Investment Program:
Community Connections

Evaluation Score: 49

Cost: $ 43,620



Main Objectives:

- Provide technology training for older adults to use transit applications (apps) on their smartphones
- Enable older adults to travel more confidently and easily on public and private transportation modes
- Shorten wait times and walking routes with real time travel information
- Shift single occupancy vehicles (SOV) trips to walking and public transit trips

Project Details:

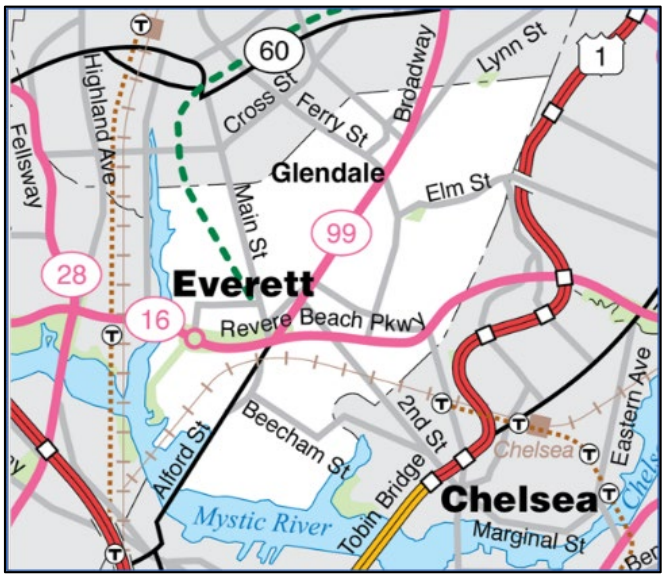
- This project will expand the TRIPPS Program (Transportation, Resources, Information, Planning and Partnership for Seniors) with the development of online training modules and other educational materials. Proposed materials include a video, a PowerPoint presentation and written training documents. Materials will focus on transportation-related smartphone applications such as Google Maps, Transit, and Routematch (targeted to MBTA Ride customers).
- The new curriculum will be offered to all Councils on Aging (COA) in the MPO region. It will include additional training for MBTA Ride customers for support with the new Routematch scheduling system and the Ride Pilot Program. There has been a desired need for training opportunities geared towards older adults on how to effectively navigate these specific programs.
- The project is supporting the newly found demand to shift the paper-based curriculum to an online one, with updated programming so that riders can use their smartphones to plan travel.

Everett: Citywide Transportation Management Association (TMA)

MPO Investment Program:
Community Connections

Evaluation Score: 65

Cost: $ 94,000 in FFY 2022
$ 94,000 in FFY 2023
$ 94,000 in FFY 2024



Main Objectives:

- Create a TMA that provides services and incentives for more sustainable modes of transportation
- Mitigate the anticipated growth in transportation demand with TMA programming
- Reduce single occupancy vehicle (SOV) trips generated by new development
- Expand access to larger transportation hubs by providing shared-ride and multimodal options

Project Details:

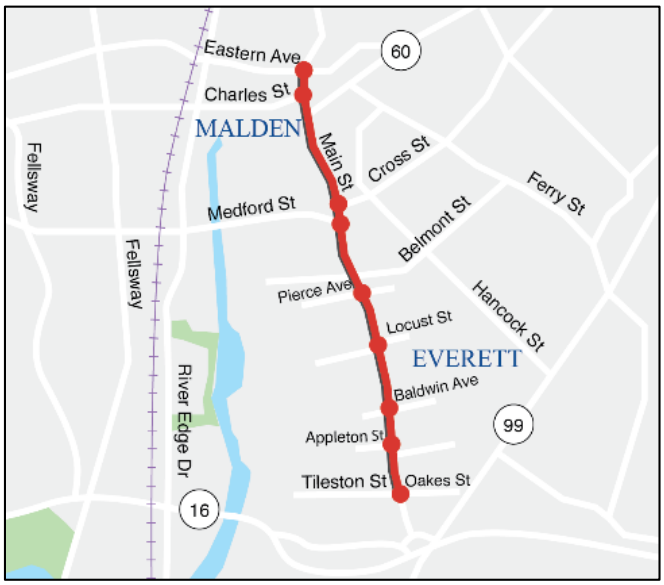
- The project will create a TMA that would help implement the Transportation Demand Management (TDM) ordinance, as well as provide TDM services to businesses and institutions across the city with the goal of expanding to neighboring communities.
- Services will include:
  - Online and app-based ride matching services to facilitate and encourage carpools and vanpools
  - Shuttle services to connect employers and residents to commuter rail, rapid transit, entertainment, shopping, and healthcare destinations
  - Advocacy and educational programs for multimodal transportation options
  - Subsidies for transit riders and bicyclists to encourage greater usage
  - Trip logging platform to track travel behavior and measure program success
- This project fulfills recommendations in regional and local planning documents to reduce SOV trips that have increased from new development in the city.
- The TMA will be a public/private partnership between developers and employers, and the City of Everett.

Malden and Everett: MBTA Main Street Transit Signal Priority (TSP)

MPO Investment Program:
Community Connections

Evaluation Score: 72

Cost: $ 225,000



Main Objectives:

- Update signal equipment to enable Transit Signal Priority (TSP) on up to nine signals along Main Street in Malden and Everett
- Improve bus travel time and reliability by reducing delays experienced at traffic signals along a key corridor
- Increase local access to points of interest and public transportation options
- Encourage mode shift from single occupancy vehicles (SOV) to buses

Project Details:

- The project is located along a 1.6-mile segment of Main Street, a key corridor linking the cities of Malden and Everett. The project proponent submitted nine proposed TSP locations: four are in Malden and five are in Everett. The end points are Main Street at Charles Street in Malden and, Main Street at Tileston Street in Everett.
- The project will improve local access to points of interest including the MBTA Orange Line (Malden Center, Wellington, and Sullivan Square T stations), bus stops, and the commuter rail station at Malden Center.
- The corridor serves several high ridership MBTA bus routes (97, 99, 104, 105, and 106). The project will improve commutes for approximately 1,800 weekday riders traveling on this corridor.
- The project area includes at least one Environmental Justice (EJ) population based on minority, income, and/or English isolation status. The northernmost and southernmost portions are identified by the project proponent as ones with highly vulnerable EJ populations.
- MBTA will be the recipient agency and will be responsible for managing the project, in collaboration with the cities of Malden and Everett, which own the traffic signal equipment. MBTA will recommend TSP equipment and assist the cities with installation, calibration, and continuing evaluation.

Malden: MBTA Salem Street and Centre Street Transit Signal Priority (TSP)

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $ 350,000

Main Objectives:

- Update traffic signals along the Salem Street and Centre Street corridor with Transit Signal Priority (TSP) equipment to improve bus travel time, reliability and access to the MBTA Malden Center T Station

Project Details:

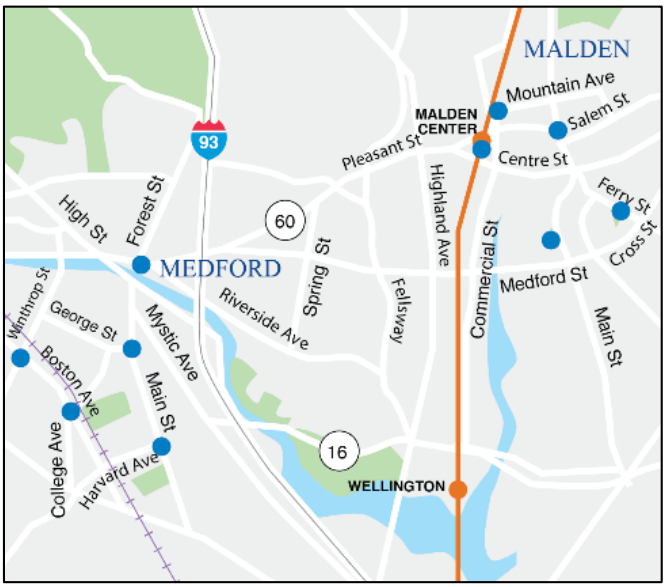
- The project will update signal equipment to enable Transit Signal Priority (TSP) capabilities on up to 14 signals along Salem and Centre Streets (including a small segment of Main Street that connects the two). The proposed signal locations will begin at Salem Street and Broadway and end at Centre Street and West Busway. The eastern anchor of the corridor is a transfer point to buses serving communities in the North Shore.
- The project corridor is a three-mile segment of Salem and Centre Streets, a key roadway for businesses, residential properties and civic places. It will terminate at the MBTA Malden Center T Station which serves riders on the Orange Line, the Haverhill commuter rail line, and numerous MBTA bus routes (99, 101, 104, 105, 106, 108, 131, 136, 137, 411, and 430).
- Both the eastern and western portions of the corridor serve transportation equity (TE) populations based on minority, low-income, and limited English proficiency status. The corridor serves an estimated 7,600 weekday bus riders ranging from 30 percent to 50 percent minority ridership.
- MBTA will be the recipient agency and will be responsible for managing the project, in collaboration with the City of Malden, which owns the traffic signal equipment. MBTA will recommend TSP equipment and assist the city with installation, calibration, and continuing evaluation.
- TSP projects often include bus stop and pedestrian safety improvements, such as far-side relocations, that improve TSP effectiveness. Typical TSP equipment also allows for emergency vehicle signal pre-emption.

Medford and Malden: Bluebikes Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 73

Cost: $ 236,830



Main Objectives:

- Expand the Bluebikes bike share system in the cities of Medford and Malden
- Provide a means to connect to neighboring communities and public transportation
- Encourage modal shift from personal vehicles to active transportation

Project Details:

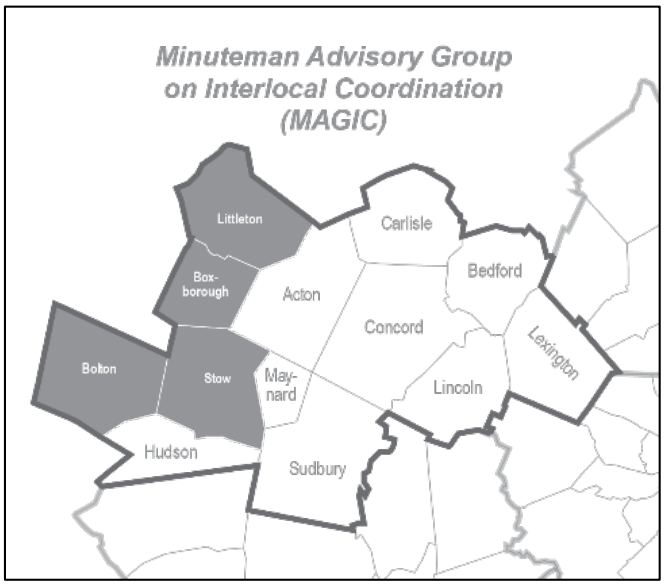
- This project will create six new Bluebikes stations: three in Medford and three in Malden. Each station will have 11 docks for its Bluebikes bicycles.
- Tentatively, there will be one Bluebikes station in Medford Square, which serves several MBTA bus routes (94, 95, 96, 101, 134, 710, 354), and one in Malden Center near the Malden Center T Station. The MBTA Malden Center T Station serves riders on the Orange Line, the Haverhill commuter rail line, and numerous bus routes (97, 99, 101, 104, 105, 106, 108, 131, 132, 136, 137, 411, 430). The remaining four station locations will be determined by community engagement activities.
- The City of Medford is the project proponent and will be leading the project. The City of Malden will help implement it.

Montachusett Regional Transit Authority (MART) Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 67

Cost: $ 383,253 in FFY 2022
$ 344,283 in FFY 2023
$ 325,313 in FFY 2024



Main Objectives:

- Create an on-demand microtransit service to serve the communities of Bolton, Boxborough, Littleton and Stow
- Connect residents to employment centers and activity hubs
- Provide a low-cost transportation option to encourage non-single occupancy vehicle (SOV) trips

Project Details:

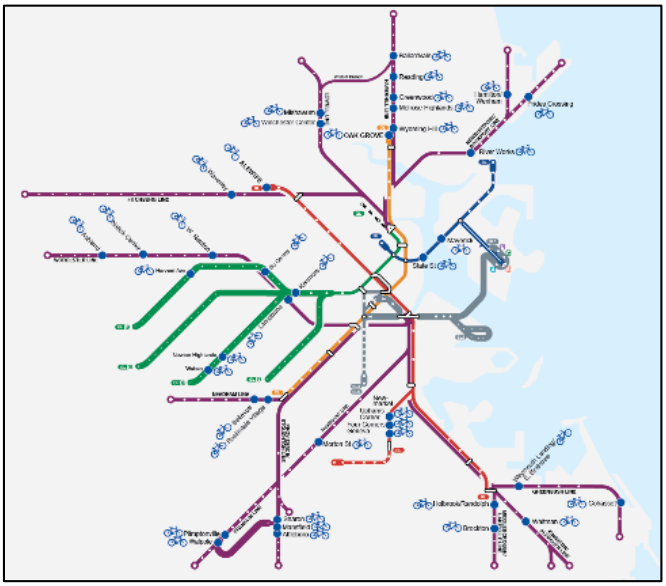
- This project will provide a safe, affordable and environmentally friendly non-SOV transportation option in an area with very limited transportation service.
- A microtransit operation will serve populations with unique needs including: 1) residents not qualified for subsidized transportation; 2) employees who work in the rural parts of the region, and 3) residents who cannot use the current shuttles running in the area.
- The project will utilize MART's existing fleet of 60+ vehicles. The routes will be dynamic in nature due to the varying trip origins and destinations. Routes will be determined by analyzing rider data that will be used to book standing orders, groups and individual rides.
- MART will use QRyde software for riders to book, manage and pay for rides through a mobile app. Users can do cashless transactions similar to ridesharing companies like Uber and Lyft.
- The proposed microtransit operation aims to improve economic vitality in the region using a community-based transportation model. Performance measures include number of trips, trip length, and shared rides, among others.

Regionwide: MBTA Bike Racks

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $ 275,740



Main Objectives:

- Increase bicycle parking capacity at up to 40 MBTA T stations and commuter rail stations across the region
- Improve bicycle parking facilities, including racks and cages, by repairing or replacing equipment in poor condition
- Reduce single occupancy vehicle (SOV) trips by encouraging bicycling for both leisure and commuting trips with secure and safe facilities

Project Details:

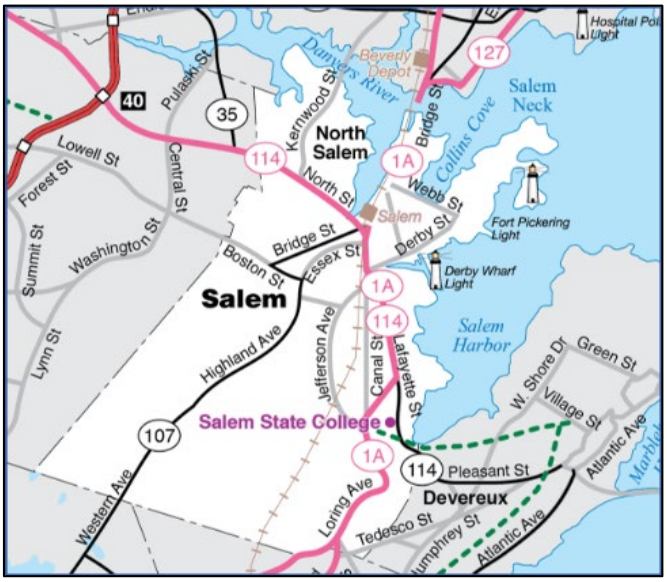
- This project will create 750 new bicycle parking spaces and 2,400 bicycle parking spots in cages. The new bicycle facilities will be more secure and accessible for riders.
- All infrastructure upgrades and modernization work will be conducted at up to 40 T stations and their adjoining parking lots: 16 stations have high utilization rates of its bicycle racks that often exceed capacity during the warmer months and, the remaining 24 stations have underdeveloped bicycle parking in areas that would highly benefit from increased capacity.
- Bicycle cages with malfunctioning locks and doors will be replaced. The outdated cloud-based infrastructure will be upgraded to a more secure one.
- This project includes a marketing campaign for the new bicycle facilities to complement the MBTA's increased bicycle-friendly policies.
- This project will support first- and last-mile connections for MBTA riders in areas with high demand for better bicycle facilities thus enabling greater access to public transit.

Salem: Salem Skipper Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 73

Cost: $ 300,000 in FFY 2022
$ 150,000 in FFY 2023
$ 37,500 in FFY 2024



Main Objectives:

- Support development of the "Salem Skipper," the city's on-demand microtransit service
- Connect riders to employment centers, activity hubs, and public transportation
- Provide a low-cost, reliable transportation option as an alternative to vehicle ownership

Project Details:

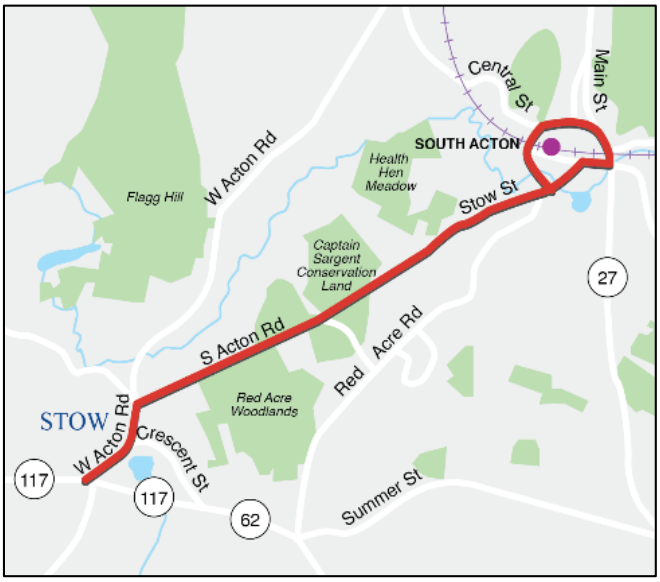
- The on-demand microtransit service runs six days a week, year-round. There are four vehicles, two of which are wheelchair accessible. The service area covers the entire city. It operates weekdays 7:00 A.M. to 7:00 P.M. and Saturdays 10:00 A.M. to 6:00 P.M.
- The microtransit service connects riders to major transportation centers including the MBTA Salem commuter rail station, the Salem Ferry terminal, and MBTA bus routes 450, 455, and 465.
- Providing a microtransit service is a community-driven priority as expressed in multiple local planning documents and engagement initiatives. Salem's 2019 shuttle feasibility study identified locations that will generate significant ridership: transportation hubs, large employment and activity centers (i.e. the North Shore Medical Center and Salem State University), and several dense residential areas.
- The Salem Skipper aims to benefit low-wage workers in the city's hospitality sector, seniors, people with disabilities, and transportation equity populations.
- Riders will request rides through a smartphone app or by phone. Scheduling and dispatching rides will be done in real time, based on routing and passenger aggregation algorithms. Disabled persons will have door-to-door service.
- The city aims to consolidate existing shuttle services (Salem State University, North Shore Medical Center, and the Salem Council on Aging) into one streamlined microtransit service.

Stow: Shuttle Service

MPO Investment Program:
Community Connections

Evaluation Score: 37.5

Cost: $ 36,957 in FFY 2022
$ 20,203 in FFY 2023
$ 15,935 in FFY 2024



Main Objectives:

- Establish a weekday shuttle service from the town center to the MBTA South Acton commuter rail station
- Encourage use of public transit by providing an alternate, convenient park and ride option
- Fill the transportation gap to/from the South Acton station which has limited parking accommodations for vehicles and bicycles

Project Details:

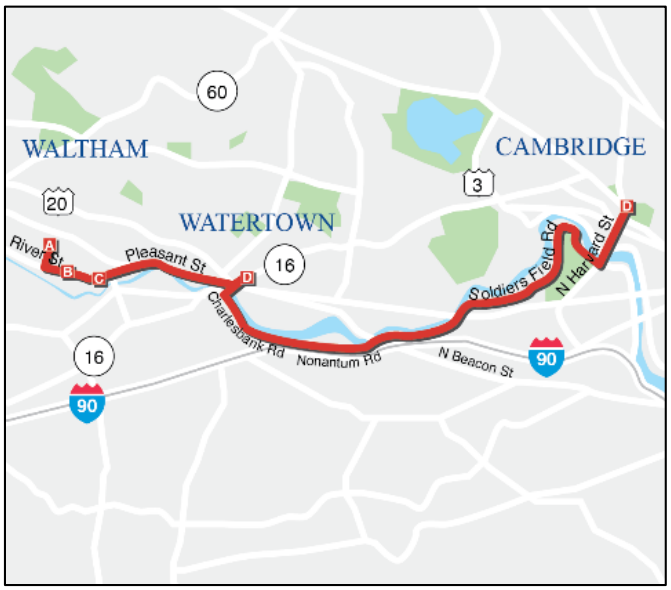
- The project's park and ride lot will be centrally located at 36 Crescent Street, close to the Route 117 and Route 62 intersection and the town's largest rental housing complex. It is an open-air lot and there are plans to add more spots in a nearby climate-controlled parking garage.
- The project will coordinate with the MBTA's South Acton commuter rail schedule so passengers will not miss the morning and afternoon trains. There will be two trips to the South Acton station in the morning and two trips from the South Acton station in the evening. The round-trip service is approximately 8 miles.
- The shuttle service operation will utilize a 20 passenger, wheelchair accessible Council on Aging (COA) vehicle to provide initial service.
- The estimated ridership in the first year is approximately 40 daily passengers.

Watertown: Shuttle Service

MPO Investment Program:
Community Connections

Evaluation Score: 65

Cost: $ 244,480 in FFY 2022
$ 217,383 in FFY 2023
$ 195,498 in FFY 2024



Main Objectives:

- Provide peak hour shuttle services connecting businesses and residential locations to major transit hubs in Watertown and Cambridge
- Improve access to employment centers for commuters and residents in an area with limited access to public transportation
- Complement and coordinate service with the existing MBTA bus schedule

Project Details:

- The proposed Pleasant Street shuttle service will offer two routes providing connections to Watertown Square and Harvard Square.
    - The starting point of Route #1 (Pleasant Street/Watertown Square/Watertown Yard) begins at the CenterPoint building in Waltham, MA at the Watertown line, continuing east on Pleasant Street into Watertown Square and Watertown Yard.
    - The starting point of Route #2 (Pleasant Street/Harvard Square) begins at the CenterPoint building in Waltham, MA, ending at the MBTA Harvard Square T Station.
- The project is a joint effort among several partners seeking greater transportation options in Watertown including the Watertown TMA, the Town of Watertown, participating businesses, and the shuttle provider (WeDriveU).
- The project's long term goal is to partner with the Watertown Connector shuttle which will expand transit connections for Pleasant Street riders to the MBTA Red Line, Green Line and commuter rail stations.

Wellesley: Bicycle Infrastructure

MPO Investment Program:
Community Connections

Evaluation Score: 42.75

Cost: $ 85,054

Main Objectives:

- Improve bicycle facilities by installing covered bicycle racks at Wellesley Middle School
- Promote and encourage bicycling to/from school and to nearby activities
- Facilitate a mode shift in the transportation system from single occupancy vehicles (SOV) to active transportation

Project Details:

- This project is intended to serve youth ages 17 and younger who will benefit from early education about alternative transportation and may develop new travel habits.
- The project is located near MBTA commuter rail stations (Wellesley Square and Wellesley Hills), shopping areas, Wellesley High School, playing fields, trail system, the Wellesley Free Library, several low and moderate income affordable housing developments, and other amenities.
- Four covered bicycle racks and 24 bicycle hitch/racks are planned around the middle school.
- Access to the new covered bike racks will be available to over 1,200 middle school children plus teachers and administrators at Wellesley Middle School.
- Providing secure, covered facilities will help encourage year-round bicycle ridership including periods of inclement weather.