

APPENDIX A

Pedestrian Report Card Assessment

Plain Street, Grove Street, and Columbian Street in Braintree

Route 135 in Ashland

Route 1 in Wrentham

Washington Street in Canton



Central Transportation Planning Staff (CTPS) to the Boston Region MPO:
www.ctps.org | 857.702.3700 | ctps@ctps.org

Ryan Hicks, Congestion Management Process Manager:
www.ctps.org/cmp | 857.702.3661 | rhicks@ctps.org

Casey Claude, Bicycle and Pedestrian Program Manager:
www.ctps.org/bicycle-pedestrian-activities | 857.702.3707 | cclaude@ctps.org

Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location

Plain Street, Grove Street and Columbian Street in Braintree

Grading Categories	Score	Rating
Safety	1.2	Poor
System Preservation	1.0	Poor
Capacity Management and Mobility	1.7	Poor
Economic Vitality	2.0	Fair

Transportation Equity

High Priority Area	
Moderate Priority Area	√
Low Priority Area	

Category Ratings

Good: Score 2.3 to 3.0

Fair: 2.3 > Score > 1.7

Poor: Score 1.7 to 0

Transportation Equity Priority

High: Four (4) or Five (5) Factors

Moderate: Two (2) or Three (3) Factors

Low: Zero (0) or One (1) Factor

Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	2.0	Fair
Crosswalk Presence	33%	1.0	Poor
Walkway Width	17%	2.0	Fair
TOTAL <small>(Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)</small>	100%	1.7	Poor

Economic Vitality			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	3.0	Good
Adjacent Bicycle Accommodations	50%	1.0	Poor
TOTAL <small>(Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)</small>	100%	2.0	Fair

Meaning of Ratings

Good: 3.0
Fair: 2.0
Poor: 1.0

Transportation Equity Priority

High: Four (4) or Five (5) Factors
Moderate: Two (2) or Three (3) Factors
Low: Zero (0) or One (1) Factor

Safety			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Crashes	60%	1.0	Poor
Pedestrian-Vehicle Buffer	20%	2.0	Fair
Vehicle Travel Speed	20%	1.0	Poor
TOTAL <small>(Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)</small>	100%	1.2	Poor

System Preservation			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	1.0	Poor

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population \geq 32.32%	No
Minority Population \geq 28.19%	No
6.69%+ of Population > 75 Years of Age	Yes
16.15%+ of Households w/o Vehicle	No
Within ¼ Mile of School/College	Yes

Roadway Segment Notes

Detailed Performance Measure Information

Goal	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Sidewalk Presence	Sidewalks exist mainly on the north side of the corridor, with limited sections on both sides.
	Crosswalk Presence	Eight crosswalks exist in the corridor of about 1.8 miles.
	Walkway Width	Walkways generally are at least five feet wide.
Economic Vitality	Pedestrian Volumes	Three major intersections in the corridor with frequent pedestrian crossings.
	Adjacent Bicycle Accommodations	No separated or shared bike lane and shoulder are less than five feet wide.
Safety	Pedestrian Crashes	Five pedestrian crashes in 2013–17 in the 1.8-mile corridor.
	Pedestrian-Vehicle Buffer	The roadway shoulders are about two to three feet in general.
	Vehicle Travel Speed	Assume about generally 40 MPH to 45 MPH in the corridor.
System Preservation	Sidewalk Condition	No sidewalks exist on the south side and many existing sections are not in good conditions.



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Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location		
Route 135 in Ashland		

Grading Categories	Score	Rating
Safety	1.2	Poor
System Preservation	2.0	Fair
Capacity Management and Mobility	1.8	Fair
Economic Vitality	2.0	Fair

Transportation Equity	
High Priority Area	
Moderate Priority Area	√
Low Priority Area	

Category Ratings

Good: Score 2.3 to 3.0
Fair: 2.3 > Score > 1.7
Poor: Score 1.7 to 0

Transportation Equity Priority

High: Four (4) or Five (5) Factors
Moderate: Two (2) or Three (3) Factors
Low: Zero (0) or One (1) Factor

Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	2.0	Fair
Crosswalk Presence	33%	1.0	Poor
Walkway Width	17%	3.0	Good
TOTAL <small>(Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)</small>	100%	1.8	Fair

Economic Vitality			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	3.0	Good
Adjacent Bicycle Accommodations	50%	1.0	Poor
TOTAL <small>(Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)</small>	100%	2.0	Fair

Meaning of Ratings

Good: 3.0
Fair: 2.0
Poor: 1.0

Transportation Equity Priority

High: Four (4) or Five (5) Factors
Moderate: Two (2) or Three (3) Factors
Low: Zero (0) or One (1) Factor

Safety			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Crashes	60%	1.0	Poor
Pedestrian-Vehicle Buffer	20%	2.0	Fair
Vehicle Travel Speed	20%	1.0	Poor
TOTAL <small>(Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)</small>	100%	1.2	Poor

System Preservation			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	2.0	Fair

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population \geq 32.32%	No
Minority Population \geq 28.19%	No
6.69%+ of Population > 75 Years of Age	Yes
16.15%+ of Households w/o Vehicle	No
Within ¼ Mile of School/College	Yes



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Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location

Route 1 in Wrentham

Grading Categories	Score	Rating
Safety	2.2	Fair
System Preservation	1.0	Poor
Capacity Management and Mobility	1.0	Poor
Economic Vitality	1.5	Poor

Transportation Equity

High Priority Area	
Moderate Priority Area	
Low Priority Area	√

Category Ratings

Good: Score 2.3 to 3.0

Fair: 2.3 > Score > 1.7

Poor: Score 1.7 to 0

Transportation Equity Priority

High: Four (4) or Five (5) Factors

Moderate: Two (2) or Three (3) Factors

Low: Zero (0) or One (1) Factor

Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	1.0	Poor
Crosswalk Presence	33%	1.0	Poor
Walkway Width	17%	1.0	Poor
TOTAL <small>(Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)</small>	100%	1.0	Poor

Economic Vitality			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	1.0	Poor
Adjacent Bicycle Accommodations	50%	2.0	Fair
TOTAL <small>(Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)</small>	100%	1.5	Poor

Meaning of Ratings

Good: 3.0
Fair: 2.0
Poor: 1.0

Transportation Equity Priority

High: Four (4) or Five (5) Factors
Moderate: Two (2) or Three (3) Factors
Low: Zero (0) or One (1) Factor

Safety			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Crashes	60%	3.0	Good
Pedestrian-Vehicle Buffer	20%	1.0	Good
Vehicle Travel Speed	20%	1.0	Poor
TOTAL <small>(Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)</small>	100%	2.2	Fair

System Preservation			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	1.0	Poor

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population \geq 32.32%	No
Minority Population \geq 28.19%	No
6.69%+ of Population > 75 Years of Age	Yes
16.15%+ of Households w/o Vehicle	No
Within ¼ Mile of School/College	No



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Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location

Washington Street in Canton

Grading Categories	Score	Rating
Safety	1.2	Poor
System Preservation	2.0	Fair
Capacity Management and Mobility	2.0	Fair
Economic Vitality	2.0	Fair

Transportation Equity

High Priority Area	
Moderate Priority Area	√
Low Priority Area	

Category Ratings

Good: Score 2.3 to 3.0

Fair: 2.3 > Score > 1.7

Poor: Score 1.7 to 0

Transportation Equity Priority

High: Four (4) or Five (5) Factors

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Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	2.0	Fair
Crosswalk Presence	33%	2.0	Fair
Walkway Width	17%	2.0	Fair
TOTAL <small>(Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)</small>	100%	2.0	Fair

Economic Vitality			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	3.0	Good
Adjacent Bicycle Accommodations	50%	1.0	Poor
TOTAL <small>(Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)</small>	100%	2.0	Fair

Meaning of Ratings

Good: 3.0
Fair: 2.0
Poor: 1.0

Transportation Equity Priority

High: Four (4) or Five (5) Factors
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Safety			
Performance Measure	Percentage	Score (out of 3.0)	Rating
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Vehicle Travel Speed	20%	1.0	Poor
TOTAL <small>(Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)</small>	100%	1.2	Poor

System Preservation			
Performance Measure	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	2.0	Fair

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population \geq 32.32%	No
Minority Population \geq 28.19%	No
6.69%+ of Population > 75 Years of Age	Yes
16.15%+ of Households w/o Vehicle	No
Within ¼ Mile of School/College	Yes

Roadway Segment Notes

Detailed Performance Measure Information

Goal	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Sidewalk Presence	Sidewalks exist on both sides of the corridor, except the east side from the north of Wildewood Drive to Draper Street and the west side from the south of Pond Street to Cobbs Corner.
	Crosswalk Presence	24 crosswalks exist on Washington Street from Pleasant Street to Cobbs Corner.
	Walkway Width	Walkways generally are at least five feet wide.
Economic Vitality	Pedestrian Volumes	Six major intersections in the downtown area with frequent pedestrian crossings.
	Adjacent Bicycle Accommodations	No separated or shared bike lane and shoulder are less than five feet wide.
Safety	Pedestrian Crashes	Nine pedestrian crashes in 2013–17 in the nearly 3 miles stretch.
	Pedestrian-Vehicle Buffer	The roadway shoulders are about two to five feet in general.
	Vehicle Travel Speed	Assume about 30 MPH in the downtown sections and about 40 MPH in other sections.
System Preservation	Sidewalk Condition	Sidewalks are generally in fair conditions.

APPENDIX B
Support Letters

The Commonwealth of Massachusetts
GENERAL COURT

October 22, 2020

To Whom it May Concern:

We write today in support of the recent selection of certain roads in the Town of Braintree for inclusion in the FFY 2021 MPO Subregional Corridor Study, specifically, Grove Street from John Mahar Highway to Columbian Street. We greatly appreciate your attention to this area of Braintree.

The Grove Street corridor has been of growing concern to residents and local officials, due to incidents of speeding and the number of accidents. Where side streets and driveways intersect with Grove Street, sight lines are poor, and turning angles in some locations are hazardous. Addressing this vehicular issue is important, as is addressing the need for pedestrian improvements. Sidewalks along the corridor are uneven, narrow, and undefined. Some are asphalt and others concrete, often with poor transitions between the two. Where driveways and side streets intersect with Grove Street, there are insufficient markings such as crosswalks, a lack of pedestrian and vehicular signage, a lack of median refuge islands, insufficient lighting, and too few or non-ADA compliant curb ramps. The combination of the above conditions make vehicular and pedestrian travel in this area hazardous, particularly for elderly and wheelchair bound residents living in nearby senior residences.

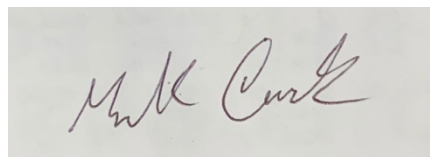
Having this corridor included in the FFY 2021 MPO Subregional Corridor Study will lay the foundation for the work that is so obviously needed along this stretch of Grove Street.

We thank you again for including the Grove Street corridor, and offer our willingness to provide any assistance you may need.

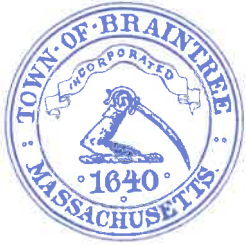
Sincerely,



John F. Keenan
State Senator



Mark J. Cusack
State Representative



Office of the Mayor
One JFK Memorial Drive
Braintree, Massachusetts 02184

Charles C. Kokoros
Mayor

781-794-8100

November 25, 2020

Mr. Mark Abbott
Manager of Traffic Analysis and Design
Central Transportation Planning Staff / Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Mr. Abbott,

The Town of Braintree is pleased to offer this letter of support to the Boston Region MPO in its consideration for a corridor study targeting Old Route 128, which includes Grove Street and Columbian Street in Braintree.

The Town of Braintree is committed to facilitating the project however possible, including hosting meetings with stakeholders, making staff available to review plans and provide feedback and also helping solicit feedback from the community for the study.

The Town is enthusiastic about this opportunity and looks forward to working with State Officials to examine ways to make this corridor safer and more efficient for all users.

Sincerely,

A handwritten signature in black ink that reads "Charles C. Kokoros". The signature is written in a cursive style.

Charles C. Kokoros
Mayor