

**FFYs 2024–28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):
PROJECT DESCRIPTIONS AND SCORING RESULTS FOR NEW PROJECTS
UNDER CONSIDERATION FOR MPO FUNDING, GROUPED BY MPO
INVESTMENT PROGRAM**

Bicycle Network and Pedestrian Connections

613088	Malden	Spot Pond Brook Greenway
610691	Natick	Cochituate Rail Trail Extension (MBTA Station to Mechanic Street)—Natick Center Connection

Complete Streets

612963	Bellingham	Bellingham—Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the Interstate 495 northbound off-ramp to Medway town line, including Bridge B-06-017
612989	Boston	Boston—Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA
612738	Ipswich	Argilla Roadway Reconstruction and Adaptation (Crane Estate to Crane Beach)
610545	Wakefield	Envision Wakefield—Main Street Improvements
608158	Westwood	Reconstruction of Canton Street (East Street Rotary and University Avenue)

Intersection Improvements

N/A	Canton	Randolph and York Street Signalization and Pedestrian Improvements
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Community Connections

N/A	Boston	Boston Electric BlueBikes Adoption
N/A	Cambridge	Cambridge Electric BlueBikes Adoption
N/A	Canton	Canton Center Bicycle Racks and Lanes
N/A	Canton	Canton Public Schools Bike Program
N/A	Concord	Concord Workforce Shuttle

N/A	Lynn	Broad Street Corridor Transit Signal Priority
N/A	Medford	Medford Bicycle Parking—Tier 1
N/A	Medford	Medford Bluebikes Expansion
N/A	MWRTA	CatchConnect Microtransit Expansion Phase 2
N/A	North Reading	North Reading Demand-Response Shuttle Pilot Program
N/A	Revere	Revere On-Demand Shuttle Service

Bicycle Network and Pedestrian Connections

Malden: Spot Pond Brook Greenway (613088)

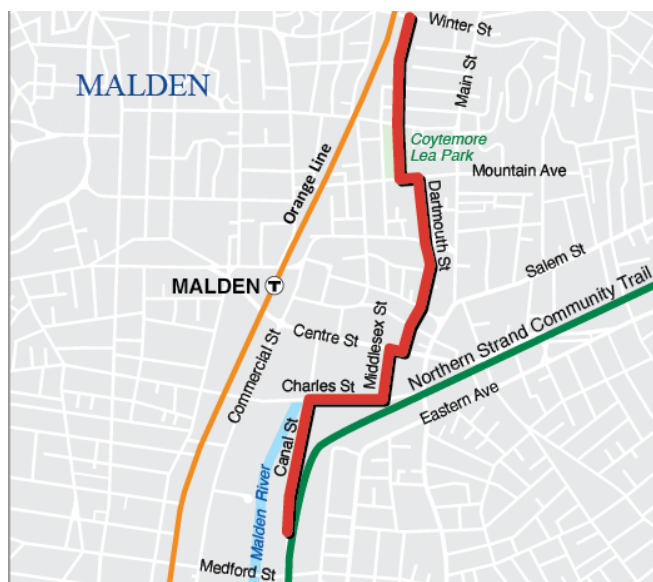
MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: 73

Cost: \$3,250,000

Main Objectives:

- The Spot Pond Brook Greenway is a proposed shared-use path connecting Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden.
- The 1.1 mile, 11 foot wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle/pedestrian facility on existing right-of-way.
- The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA station.



Project Details:

- The project is intended to provide a safer means of access to the Spot Pond Brook Greenway.
- The project would improve pedestrian and bicycle connections and north-south connectivity between Oak Grove and Malden Center MBTA stations (Orange Line and commuter rail).
- The project will improve existing sidewalk condition, remove visual and physical obstructions, and improve ADA accessibility. The existing sidewalks are in fair or poor condition and require concrete patching and repairs with tactile pads for ADA accessibility at ramps. Sunk curbing limits the separation of pedestrians from motorists. Faded at-grade crosswalks limit visibility.
- The project will create safe, separated, shared-use facilities where lacking. Only 25 percent of the current project area contains bicycle facilities, and some areas lack safe or code-compliant pedestrian facilities as well. These areas include commercial centers and transit hubs.

Natick: Cochituate Rail Trail Extension (MBTA Station to Mechanic Street)—Natick Center Connection (610691)

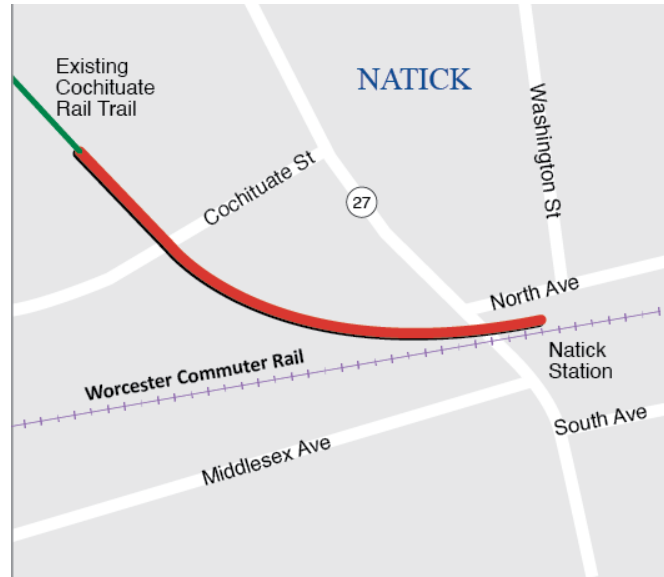
MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: TBD

Cost: \$6,690,043

Main Objectives:

- Construction of a shared-use bridge to connect the Cochituate Rail Trail to Route 27
- Improvements to multimodal connectivity at Natick Center commuter rail station
- Project would be the final extension of the Cochituate Rail Trail



Project Details:

- The completion of the Cochituate Rail Trail to its connection at the Natick Center commuter rail station will improve the station's connections to communities alongside the trail.
- The project is part of a series of improvements pursued by MassDOT along Route 27 and the MBTA at the Natick Center commuter rail station to improve multimodal connectivity into Natick's nearby town center.
- The project will improve access to open space, housing, and public facilities (transit, public buildings, etc.) through a separated shared-use facility.
- The project will utilize sustainable materials and stormwater guidelines to mitigate flood impacts on the structure in the rail bed.

Complete Streets

Bellingham: Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the Interstate 495 northbound off-ramp to Medway town line, including Bridge B-06-017 (612963)

MPO Investment Program:

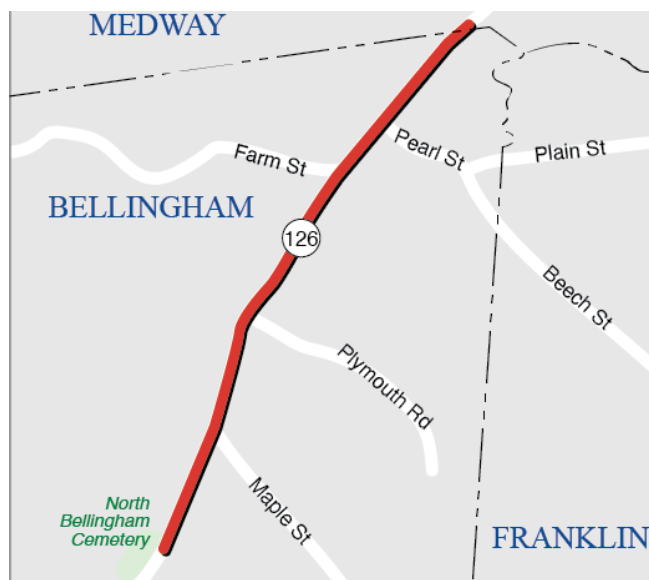
Complete Streets

Evaluation Score: 51.8

Cost: \$10,950,000

Main Objectives:

- Rehabilitate a key state-numbered route with Complete Streets enhancements
- Widen Bridge B-06-017 to accommodate bicycle lanes and sidewalks
- Add new five-foot bicycle lanes on each side of the roadway throughout the corridor
- Improve the Maple Street signal, add a new signal at Pearl Street, and install rectangular rapid flashing beacons (RRFBs) and HAWK beacons at mid-block crossings, Caryville Crossing, and Plymouth Drive for pedestrian safety
- Adjust lane widths for traffic calming and add bicycle lanes and crosswalks
Upgrade curb ramps and navigational signage, and make sight line improvements



Project Details:

- The project is located near the Stall Brook Elementary School and associated athletic fields. The Exelon Power West Medway Generating Station is located 0.1 miles from the northern limit of the project. The power station is enveloped at all angles except northwest by the Hopping Brook.
- Sidewalks are limited in areas, with some sections lacking sidewalks on both sides of the roadway. The age of sidewalks has led to deterioration, with curb slumping at several areas putting sidewalks nearly at grade with the roadway (for example, Plymouth Road at Hartford Avenue across from St. Brendan's church). Current sidewalks lack ADA tactile pads and curb cuts. Crosswalks have faded reflective striping, with few signals or beacons.
- The project would add new bilateral sidewalks and reconstruct existing sidewalks. Sidewalks currently exist along at least one side of the roadway for the entirety of the corridor.

Boston: Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA (612989)

MPO Investment Program:

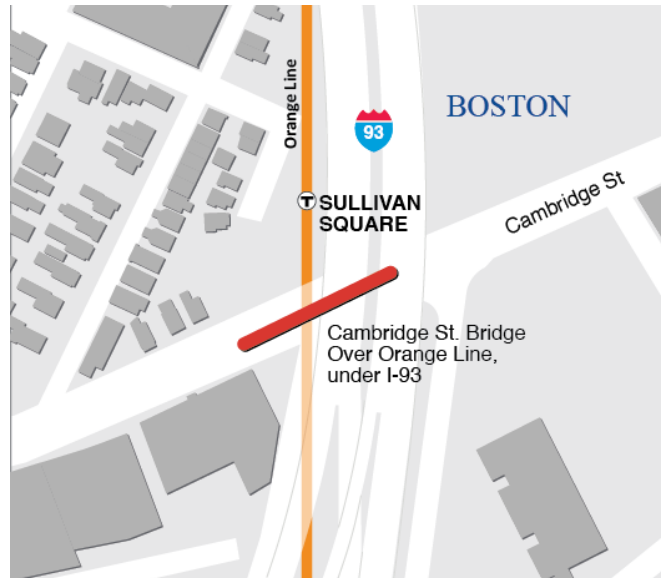
Complete Streets

Evaluation Score: TBD

Cost: \$15,400,000

Main Objectives:

- Replace superstructure of a major bridge over the MBTA Orange Line, commuter rail, Amtrak lines, and Interstate 93
- Pursue state-of-good-repair investments to avoid closures and limit impacts to nearby projects (for example, projects on Mystic Avenue, Maffa Way, Rutherford Avenue, and McGrath Highway)
- Enhance multimodal accessibility for a key link to Sullivan Square MBTA station, including expanding bus facility access



Project Details:

- The project replaces the deck of the Cambridge Street Bridge and improves the condition of the structure's steel and concrete substructure to extend the useful life of the asset and prevent the need for load postings or possible closures as other nearby projects execute.
- The project improves the condition of the sidewalks and bicycle facilities carried by the Cambridge Street Bridge for improved multimodal connectivity across Charlestown.
- The project includes the addition of a dedicated bus lane for part of Cambridge Street's westbound approach to facilitate rapid bus movement from Sullivan Square towards Somerville.

Ipswich: Argilla Roadway Reconstruction and Adaptation (Crane Estate to Crane Beach) (612738)

MPO Investment Program:

Complete Streets

Evaluation Score: 37.1

Cost: \$5,500,000

Main Objectives:

- Raise the roadbed to prevent sunny-day flooding from impacting the Crane Estate and Crane Beach
- Widen an existing culvert and install new drainage structures to leverage the abilities of the local salt marsh for flood water capture
- Improve turn geometry at key intersections for local tourist destinations



Project Details:

- The project will prevent sunny-day flooding during major high-tide events from impacting the Crane Estate and Crane Beach, which will keep these locations accessible for automobile traffic and the Cape Ann Transportation Authority's (CATA) summer service.
- The project is the result of numerous public meetings and workshops over four years. See the StoryMap at www.onthecoast.thetrustees.org/argilla-road-project.
- The project will restore the adjacent marshlands and ecosystem by improving water flow, removing old weir infrastructure, and investing in native plantings to limit coastal erosion.
- The project will widen and stabilize the roadway shoulder to improve pedestrian accessibility without constructing sidewalks or bike paths. Construction of such facilities would be highly invasive for sensitive natural areas. The project will maximize the use of existing right-of-way to provide multimodal improvements.

Wakefield: Envision Wakefield—Main Street Improvements (610545)

MPO Investment Program:

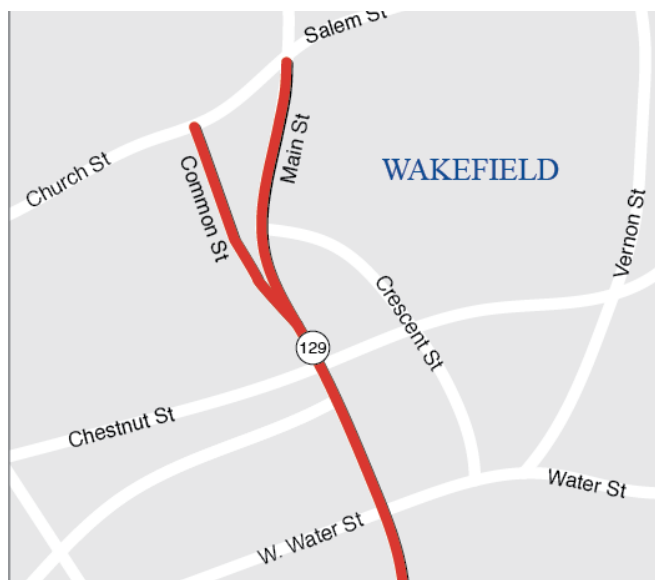
Complete Streets

Evaluation Score: 61.8

Cost: \$16,581,200

Main Objectives:

- Complete Streets enhancements to improve pedestrian and bicycle safety along a major local economic generator
- Traffic signal upgrade at the intersection of Church and Salem Streets with geometry adjustments to improve turn radii and reduce emergency response times
- Pedestrian signal upgrades, new crosswalks, pedestrian refuge islands, installation of a shared-use-path, and new pedestrian lighting
- Partial closure of Common Street to thru-traffic to improve pedestrian accessibility for Upper and Lower Common open space



Project Details:

- The project coordinates key multimodal improvements in a district with public facilities, including the Wakefield Town Hall, and targeted development for housing near the Wakefield commuter rail station. The project closes gaps between shared use paths at the Town Common, Lake Quannapowitt, and the future Wakefield/Lynnfield Rail Trail.
- The existing intersection geometry is wide and creates conflicts between trucks and other vehicles and vulnerable users. The intersections at Lafayette, Crescent, and Common Streets are offset, which hinders maneuverability. This is compounded by the proximity of the Wakefield Fire Department and the emergency vehicles that use the route.
- The construction of grade-separated, buffered facilities where no current bicycle facilities exist will provide bicyclists with a high degree of safety when navigating this corridor.
- The project will provide an improved stormwater collection system and catch basins. The project also will include rain gardens, bioretention, and an improved drainage system.
- The project will reconstruct areas where the pavement is in poor condition while improving multimodal accessibility, including access for MBTA bus service.

Westwood: Reconstruction of Canton Street (East Street Rotary and University Avenue) (608158)

MPO Investment Program:

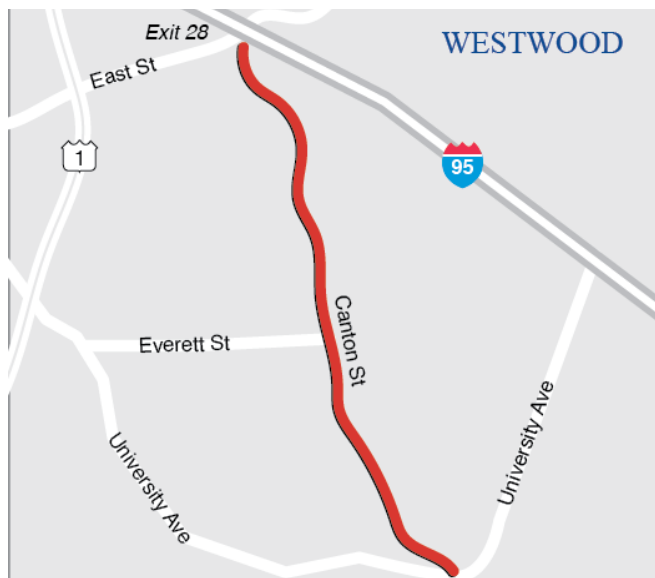
Complete Streets

Evaluation Score: 52.8

Cost: \$19,047,306

Main Objectives:

- The project will install new pedestrian sidewalks on the west side of the roadway and a shared-use path on the east side of the roadway. These facilities are being constructed where no dedicated facilities currently exist to improve multimodal accessibility to area residences, employment centers, and open space.
- Bridge N25032 will be replaced for improved multimodal access and freight rail clearance beneath.
- The project improves roadway geometry for all vehicles, including visibility improvements on five curves for stopping sight distance, the addition of truck apron turn lanes, and median installation.
- High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) will be added in seven locations. New medians will function as pedestrian refuges. New or relocated street lighting will be mounted on utility poles. Reflective signing and markers will be improved.



Pedestrian beacons will be installed at the Canton Street/University Avenue/Dedham Street intersection. Project Details:

- MassDOT 2022 Bicycle Potential Data ranks Canton Street as having medium bicycle potential. The desired use of the corridor is to provide additional bicycle and pedestrian connections to University Avenue and Blue Hill Drive and, in turn, the nearby Route 128/University Park Station (MBTA/Amtrak).
- The separated, shared-use path will provide for more secure facilities than a bicycle lane, with horizontal and vertical separation. These improvements connect to existing facilities and provide improvements where there are currently no facilities.
- Roadway reconstruction will address severe deterioration and grading deficiencies.

Intersection Improvements

Canton: Randolph and York Street Signalization and Pedestrian Improvements (N/A)

MPO Investment Program:

Intersection Improvements

Evaluation Score: 20.6

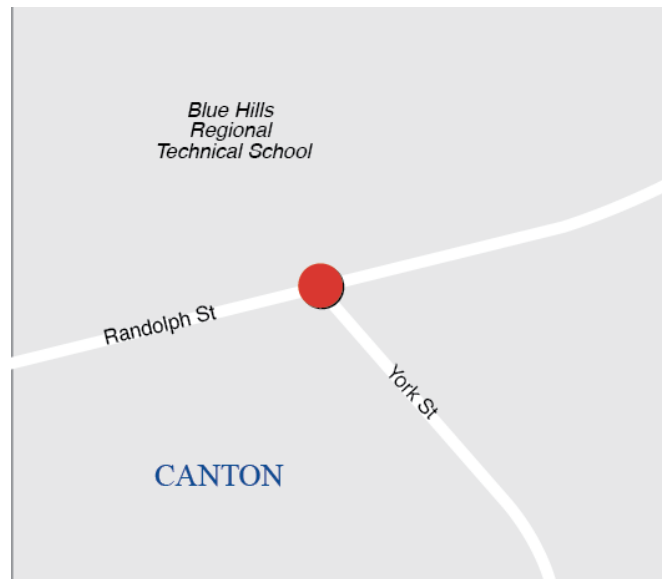
Cost: \$500,000

Main Objectives:

- New signal installation
- Improved signage and pedestrian crosswalks

Project Details:

- The existing signal at the intersection was installed within the year as an emergency stopgap by the Town of Canton.
- The signal does not currently provide full visibility to all users and relies on an unreliable power source that has failed numerous times since installation due to overcast or inclement weather.
- Randolph Street is a major connector to local 40B developments and feeds into a statewide priority crash location at the intersection of Route 138 and Randolph Street. Increases in traffic to local housing developments and the adjacent schools have increased traffic volumes on the roadway where no sidewalks or bicycle facilities currently exist.
- The community is seeking a near-term solution to imminent traffic issues while investigating a more comprehensive Complete Streets project for Randolph Street.



Community Connections

Boston: Boston Electric BlueBikes Adoption

MPO Investment Program:

Community Connections

Evaluation Score: 84

Cost: \$1,020,000

Main Objectives:

- Purchase of 272 electric bikes (e-bikes) and 136 spare batteries for the City of Boston's Bluebikes network

Project Details:

- In Boston, bike share stations are located within a 10-minute walk for 89 percent of households. Of the 393 Environmental Justice Blockgroups in Boston, 383 are within one-quarter mile of a Bluebikes station. See map available at: <https://arcg.is/jjiSj>.
- The introduction of e-bikes would improve the access to bike share for those who may struggle with standard bikes, including some older adults or people who are unsure of their fitness. For people living further from rapid transit, e-bikes can improve the attractiveness of biking that first or last mile to transit. They can also make trips across town, over hilly terrain, more possible by bike.
- The Community Connections program would only fund the purchase of the e-bikes and spare batteries. Additional e-bike-related operating expenses would be funded by the City of Boston.



Cambridge: Cambridge Electric BlueBikes Adoption

MPO Investment Program:

Community Connections

Evaluation Score: 81

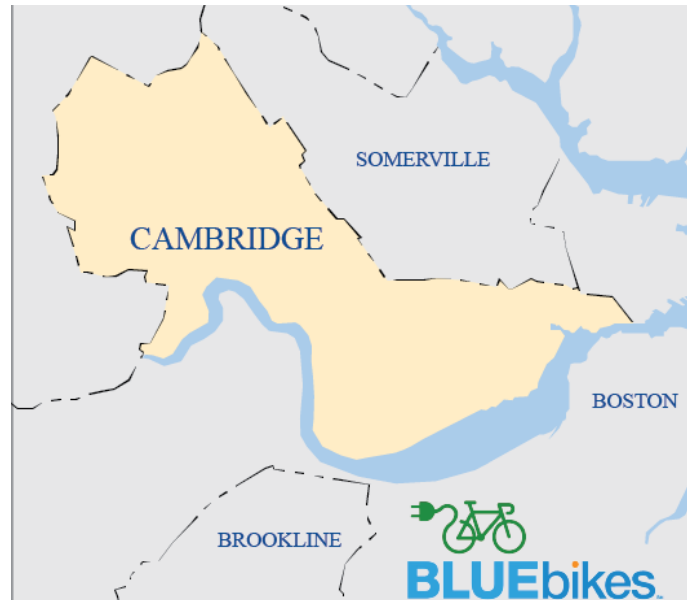
Cost: \$352,575

Main Objectives:

- Purchase of 90 new e-bikes and 45 spare batteries for the City of Cambridge's Bluebikes network.

Project Details:

- The introduction of e-bikes would improve the access to bike share for those who may struggle with standard bikes, including some older adults or people who are unsure of their fitness. For people living further from rapid transit, e-bikes can improve the attractiveness of biking that first or last mile to transit. They can also make trips across town, over hilly terrain, more possible by bike.
- The Community Connections program would only fund the purchase of the e-bikes and spare batteries. Additional e-bike operating expenses would be funded by the City of Cambridge.



Canton: Canton Center Bicycle Racks

MPO Investment Program:

Community Connections

Evaluation Score: 72

Cost: \$10,000

Main Objectives:

- Purchase and installation of bicycle racks in downtown Canton and at the Canton Center MBTA station.

Project Details:

- Based on community meetings and listening sessions, this project is expected to generate 25-50 trips daily and trips are expected to increase by 20 percent annually from 2023 to 2025.
- Project proponents would work with the Canton Downtown Business Association to promote the usage and care of the bike racks as the racks will also benefit their businesses. In addition, The Town of Canton will ask the MBTA to help promote that the Canton Center MBTA station has bike access and racks.
- The Town of Canton Master Plan developed and approved in 2020 provides local and regional guidance to promote bikes and alternate methods of transportation to residents and the community in general. The plan is available at <https://www.town.canton.ma.us/DocumentCenter/View/5883/Canton-Master-Plan-2035-Volume-1-The-Baseline-Report>



Canton: Canton Public Schools Bike Program

MPO Investment Program:

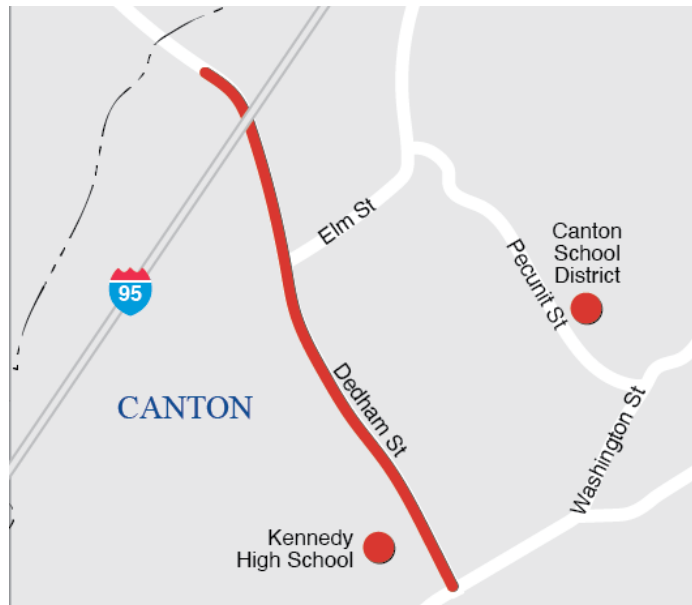
Community Connections

Evaluation Score: 38

Cost: \$22,500

Main Objectives:

- Installation of bidirectional bicycle lanes on Dedham Street
- Purchase and installation of bicycle racks at three elementary schools, one middle school, and one high school



Project Details:

- This project will add marked bike lanes on Dedham Street for the Kennedy School for approximately two miles east and westbound. Currently this road does not have designated bike lanes.
- Currently bikes are used by less than 10 percent of the Canton Public Schools students.
- The current bicycle racks in use are more than 10 years old and rusted, and more than 25 percent of the wheel slots are bent or damaged.

Concord: Concord Workforce Shuttle

MPO Investment Program:

Community Connections

Evaluation Score: 71

Cost: \$369,911

Main Objectives:

- The proposed work force shuttle service would address congestion and lack of mobility by establishing a shuttle service that takes full advantage of the West Concord commuter rail stations and gives commuters and residents an alternative option to driving. The proposed shuttle service would assist people of all ages, races, incomes, and abilities.



Project Details:

- Proposed stops are at Emerson Hospital's satellite offices, Emerson Hospital's main campus with access to Newbury Court Assisted Living, MCI Concord, Best Western, Landmark Recovery, and various other large employers, including stops near Concord Center.
- Frequency of service would be approximately every 30 minutes based on average traffic volumes. The service route would remain constant, and the shuttle would drive in a continuous loop to each of the identified workforce locations.
- The proposed workforce shuttle will provide last-mile services that currently do not exist. While there is currently no existing transit option in this area, there is the possibility to create a connection with the Minute Man Trolley, pending funding, with each service having a stop in Concord Center. These two services would complement each other well with each serving various populations and geographic areas in Concord.
- A separate website with general and tracking information will also be created.

Lynn: Broad Street Corridor Transit Signal Priority

MPO Investment Program:

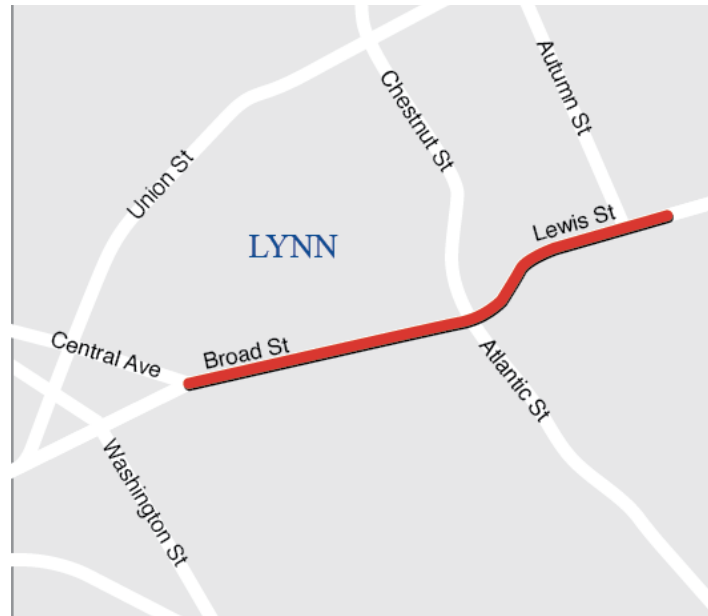
Community Connections

Evaluation Score: 88

Cost: \$297,800

Main Objectives:

- Upgrade traffic signal equipment at seven signalized intersections to improve safety and efficiency for all modes of transportation along one of the busiest corridors in Lynn



Project Details:

- The project proponent cites figures from the Lynn Transit Action Plan noting 5,100 passengers use the Broad Street corridor daily. The corridor carries several MBTA bus routes and is within one-quarter mile of several others, with near connections to two MBTA commuter rail stops (one temporarily closed for repairs).
- The Lynn Transit Action Plan cites the corridor as in need of travel-time improvement. Further, the Lynn Signal Inventory highlighted the need for signal reliability and travel-time improvements along the corridor.
- A significant portion of the corridor, at the intersection of Broad, Silsbee, and Newhall Streets, has been highlighted by the US DOT Highway Safety Improvement Program as a top five percent bicycle crash cluster.

Medford: Medford Bicycle Parking—Tier 1

MPO Investment Program:

Community Connections

Evaluation Score: 84

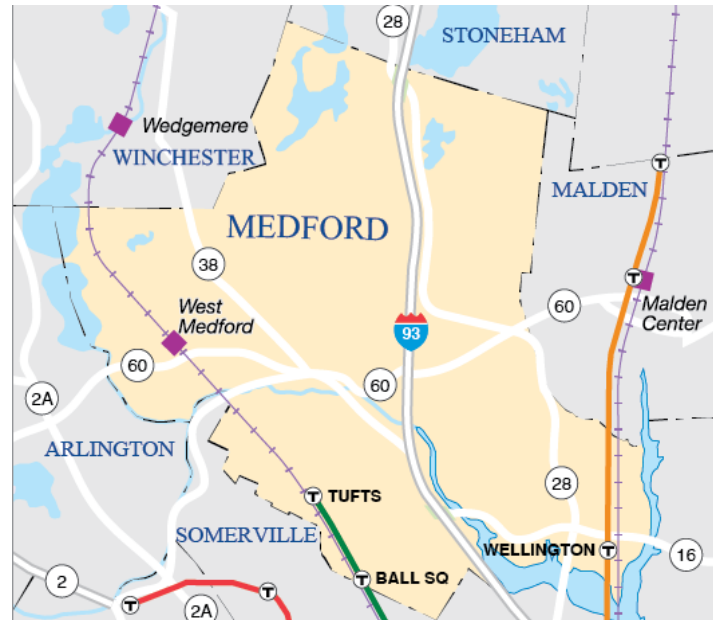
Cost: \$29,600

Main Objectives:

- Purchase and install 40 bicycle racks to create 80 additional bicycle parking spaces

Project Details:

- The proposed bike rack locations are along Boston Avenue serving Tufts University destinations and near business districts, including West Medford, Medford Square, Tufts Square, South Medford, Wellington, and Haines Square. The racks will also serve the West Medford commuter rail station, the Medford/Tufts Green Line station, and many bus routes, including MBTA Routes 80, 94, 95, 96, 101, 108, and 134.
- Tier 1 locations are prioritized for their proximity to stores and restaurants, lack of signposts or other objects in the area, and for geographic distribution across the city. The bike rack locations were selected generally with a focus on business districts, some of which have small visitor parking lots and are mostly served by on-street parking.
- Currently, the City of Medford has very little bike parking in its business districts, or on sidewalks in the municipal lots.
- Project proponents will work with the Medford Department of Public Works and the Medford Bicycle Advisory Commission to finalize locations. The project staff will make every effort to locate all racks in the right-of-way controlled by the City of Medford. However, should a location be in right-of-way controlled by MassDOT, the Department of Conservation and Recreation, or a private party, staff are prepared to do the necessary work to obtain a permit or permission.



Medford: Medford Bluebikes Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 78

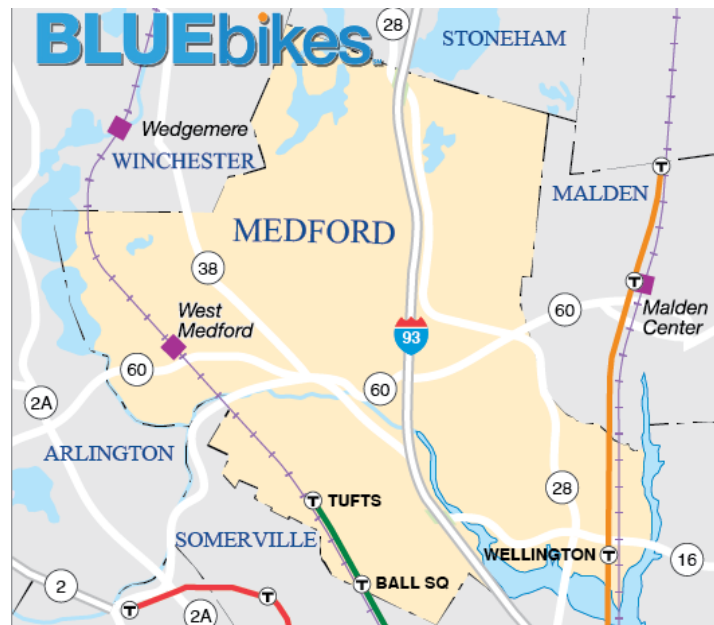
Cost: \$118,643

Main Objectives:

- Purchase and installation of four Bluebikes docks and 25 Bluebikes for the City of Medford's Bluebikes network

Project Details:

- The additional Bluebikes locations will allow people in more parts of Medford to access the Bluebikes system and use Bluebikes to get to Medford Square, and the new Green Line stations at Tufts University and Ball Square, among other destinations.
- Preliminary dock locations include the Condon Shell, the Glenwood neighborhood, the Lawrence Estates neighborhood, and West Medford.
- Expanding the Bluebikes network would give Medford residents the opportunity to connect to other Bluebikes communities for work, recreation, healthcare needs, and more. The proposal would increase access to shared-use paths in neighboring communities such as the Northern Strand in Malden and Everett, the Community Path in Somerville, the Minuteman Rail Trail in Arlington, and the new Watertown Cambridge Greenway.



MWRTA: CatchConnect Microtransit Expansion Phase 2

MPO Investment Program:

Community Connections

Evaluation Score: 90

Cost: \$402,500

Main Objectives:

- Expansion of the CatchConnect microtransit program within the municipalities of Framingham and Natick on weeknights during evening hours
- CatchConnect would be available within these communities between approximately 7:30 PM and 10:30 PM Monday through Friday, providing a supplemental public transportation resource following the conclusion of traditional fixed-route service.



Project Details:

- The MetroWest Regional Transit Authority (MWRTA) has offered CatchConnect service within Framingham and Natick on weekends since March 2021. The service has been embraced by seniors and people with disabilities, and this ridership continues to grow among the general public.
- The introduction of weeknight evening CatchConnect service in Framingham and Natick aligns with MWRTA's comprehensive regional transit plan as a viable service recommendation.
- The program will address a long-standing unmet need for safe, affordable, and flexible transportation within one of MetroWest's major economic thoroughfares beyond MWRTA's traditional operating hours. Later evening service after 8:00 PM for all populations removes numerous barriers for transit-dependent riders who work late shifts or who wish to access social, recreational, educational, and civic activities.

North Reading: North Reading Demand-Response Shuttle Pilot Program

MPO Investment Program:

Community Connections

Evaluation Score: 77.25

Cost: \$77,637

Main Objectives:

- The proposed project would provide new demand-response, interdistrict (including first-mile last-mile) public transportation for North Reading residents, prioritizing older adults, people with disabilities, and non-emergency medical trips.



Project Details:

- All North Reading residents may be able to take advantage of the services provided by this project, however in its initial year of operation residents age 60 and older and people with disabilities are expected to use the service most.
- The project includes updating the vans' communication technology. This is a one-time expense to enable van drivers to communicate with the Senior Center while driving. North Reading's current two-way radio system is limited geographically and does not cover the entire service area.
- Advertised hours of service will be 8:30 AM to 3:30 PM weekdays, with additional hours subject to the availability of volunteers. All requests will be documented, whether filled or unfilled, to demonstrate the demand. Rides must be requested at least two days in advance to be consistent with current Merrimack Valley Regional Transit Authority (MEVA) scheduling requirements and more advance notice is appreciated.
- The project proponents estimate the service will provide two on-way person-trips per day Monday through Friday within six months of the service's launch.

Revere: Revere On-Demand Shuttle Service

MPO Investment Program:

Community Connections

Evaluation Score: 57

Cost: \$980,976

Main Objectives:

- The City of Revere is planning to operate the shuttle service on a daily basis with limited weekend service. Initially, the service will be available to residents to access from 7:00 AM to 7:00 PM, Monday through Friday. Weekend service will run from 7:00 AM to 1:00 PM on Saturday and Sunday.
- Routes will be flexible and based on the individual rider's transportation needs within the city.



Project Details:

- The shuttle service will be available to all Revere residents to assist with their transportation needs within Revere.
- A key destination for the service will be the Squire Road commercial strip located along Route 60. This one-mile-long commercial corridor features an outdoor shopping center, three of the City's major employers—Amazon, Market Basket, and BJ's Wholesale Group—and the new City-owned Haas Health and Wellness Center. In addition to the retail offerings and employment opportunities, the area has many large-scale residential developments. The developments are a mix of both condominiums and affordable and market rate housing.
- City planners project the daily ride count to reach 400 rides per day within six months of operations, with an extension of weekend service hours. The frequency of some bus routes within Revere decreases on Saturday and Sunday from running every 45 minutes to 60 minutes, and service is not available in some areas of the city.