

Inner Core Committee (ICC)

Identifying Transportation Needs, Construction Projects,
and Studies in Your Subregion



Arlington • Belmont • Boston • Brookline • Cambridge • Chelsea • Everett • Lynn • Malden • Medford • Melrose • Milton
Needham • Newton • Quincy • Revere • Saugus • Somerville • Waltham • Watertown • Wintthrop

FALL 2022

The background of the page is a photograph of the High Rock Tower in Lynn, Massachusetts. The tower is a large, multi-story stone structure with a prominent dome on top. The dome is covered in a metal mesh and has a small weather vane. The tower is built on a rocky hillside. The sky is blue with some light clouds. The text is overlaid on a semi-transparent white box with rounded corners.

WHAT TRANSPORTATION NEEDS DID THE MPO IDENTIFY IN ICC COMMUNITIES?

The Boston Region Metropolitan Planning Organization (MPO) conducted an assessment of transportation needs in the Boston region to inform the MPO's Long-Range Transportation Plan (LRTP), Destination 2040. The MPO staff identified existing transportation conditions and made projections of future conditions and demand on the system. MPO staff also reached out to various subregional groups to discuss transportation needs and opportunities to improve transportation in the subregional communities. The resulting LRTP Needs Assessment serves as a tool for planning the region's future transportation network and prioritizing the MPO's limited funding for transportation projects and studies.

The information that follows highlights some of the transportation needs identified in the ICC subregion based on MPO staff's analysis and past visits to ICC communities. This information has been updated since fall of 2020 with comments that MPO staff heard during public engagement in fall 2021. Project and study information was also updated.

Projects Programmed in the Federal Fiscal Years (FFYs) 2023–27 TIP in the ICC Subregion

TIP Identification Number	Project	Category	Municipality	Year (FFY) Programmed
S12124	Community Connections Program	Community Connections	Regionwide	2024
S12113	Transit Modernization Program	Transit Modernization	Regionwide	2025
S12704	Chenery Middle School Bicycle Parking	Community Connections	Belmont	2023
S12695	Bluebikes Station Replacement and System Expansion	Community Connections	Cambridge	2023
S12705	Lynn Station Improvements Phase II	Transit Modernization	Lynn	2023
S12696	Bluebikes System Expansion	Community Connections	Malden and Medford	2023
S12125	Newton Microtransit Service	Community Connections	Newton	2023
607244	Reconstruction and Related Work along Winthrop Street and Revere Street Corridor	Complete Streets	Winthrop	2023
S12697	Pleasant Street Shuttle Service Expansion	Community Connections	Watertown	2023
607777	Rehabilitation of Mount Auburn Street (Route 16)	Complete Streets	Watertown	2023
S12694	NewMo Microtransit Service Expansion	Community Connections	Newton	2023
608707	Reconstruction of Sea Street	Complete Streets	Quincy	2023
S12706	Forest Hills Improvement Project	Major Infrastructure	Boston	2024
606453	Improvements on Boylston Street, from Intersection of Brookline Avenue and Park Drive to Ipswich Street	Complete Streets	Boston	2024

(cont.)

TIP Identification Number	Project	Category	Municipality	Year (FFY) Programmed
608955	Intersection Improvements, Squantum Street at Adams Street	Intersection Improvements Program	Milton	2024
110980	Bridge Rehabilitation, N-12-010=W-29-005, Commonwealth Avenue (Route 30) over the Charles River	Complete Streets	Newton and Weston	2024
609257	Reconstruction of Beacham Street	Complete Streets	Everett	2025
606226	Reconstruction of Rutherford Avenue, from City Square to Sullivan Square	Intersection Improvements	Boston	2025
609204	Community Path, Belmont Component of the MCRT (Phase 1)	MPO Investment Program	Belmont	2026
609246	Reconstruction of Western Avenue	Complete Streets	Lynn	2027
611983	Park and Pearl Street Reconstruction	Complete Streets	Chelsea	2027
607981	McGrath Boulevard Construction	Major Infrastructure Roadway	Somerville	2027
610932	Rehabilitation of Washington Street	Complete Streets	Brookline	2027

FFY = federal fiscal year. MCRT = Mass Central Rail Trail. TIP = Transportation Improvement Program.

ICC Transportation Projects in the TIP Universe of Projects

Project	Category	Municipality	Scored by the MPO
Reconstruction of Albany Street	Complete Streets	Boston	No
Reconstruction on Gallivan Boulevard (Route 203), from Neponset Circle to East of Morton Street Intersection	Complete Streets	Boston	No
Improvements on Morton Street (Route 203), from West of Gallivan Boulevard to Shea Circle	Complete Streets	Boston	No
Roadway Improvements along Commonwealth Avenue (Route 30), from Alcorn Street to Warren/Kelton Streets (Phase 3 and Phase 4)	Complete Streets	Boston	Yes
Gallivan Boulevard (Route 203) Safety Improvements, from Washington Street to Granite Avenue	Complete Streets	Boston	No
Reconstruction of Spruce Street, from Everett Avenue to Williams Street	Complete Streets	Chelsea	No
Reconstruction of Everett Avenue and 3rd Street, from Broadway to Ash Street	Complete Streets	Chelsea	No
Reconstruction of Marginal Street	Complete Streets	Chelsea	No
Reconstruction of Route 107	Complete Streets	Lynn and Salem	No
Reconstruction of Lebanon Street, from Lynde Street to Malden City Line	Complete Streets	Melrose	No
Reconstruction of Washington Street, from Church Street to Chestnut Street	Complete Streets	Newton	No
Reconstruction of Ocean Avenue, Revere Street, and Revere Beach Boulevard	Complete Streets	Revere	No
Reconstruction and Improvements on Route 145	Complete Streets	Winthrop	No
Mountfort Street and Commonwealth Avenue Connection	Intersection Improvements	Boston and Brookline	No

(cont.)

Project	Category	Municipality	Scored by the MPO
Intersection Improvements at Fresh Pond Parkway/Gerry's Landing Road, from Brattle Street to Memorial Drive	Intersection Improvements	Cambridge	No
Intersection Improvements on Route 16	Intersection Improvements	Everett	No
Intersection Improvements at Main Street and South Street	Intersection Improvements	Medford	No
Traffic Signal and Safety Improvements at Interchange 127 (Newton Corner)	Intersection Improvements	Newton	No
Intersection Improvements at Route 3A (Southern Artery) and Broad Street	Intersection Improvements	Quincy	No
Intersection Improvements at Willard Street and Ricciuti Drive	Intersection Improvements	Quincy	No
Fenway Multi-Use Path Phase III	Bicycle and Pedestrian	Boston	No
Mystic River Bicycle and Pedestrian Crossing	Bicycle and Pedestrian	Everett and Somerville	No
Northern Strand Extension	Bicycle and Pedestrian	Lynn and Nahant	No
Shared Use Path Connection at the Route 28/Wellington Underpass	Bicycle and Pedestrian	Medford	No
Bridge Replacement, Meridian Street Over Chelsea Creek (Andrew P. McArdle Bridge)	Major Infrastructure	Boston	No
Improvements on Route 1 (NB) Add-A-Lane	Major Infrastructure	Revere and Malden	No
Roadway Widening on Route 1 North (Phase 2)	Major Infrastructure	Revere and Saugus	No

NB = northbound.

Transportation Studies Conducted in the Inner Core Subregion through the Unified Planning Work Program

- [Future of the Curb, Phase 2, in Arlington, Boston, Cambridge, Chelsea, Everett, Medford, and Somerville \(FFY 2021\)](#)
- [Transportation Recovery Guidebook for Commercial Business Districts in Chelsea, Quincy, Boston, and Lynn \(FFY 2021\)](#)
- Safety and Operations Analyses at Selected Intersections:
 - [Adams Street at Furnace Brook Parkway and Common Street in Quincy \(FFY 2020\)](#)
 - [Broadway at Fourth and Fifth Street in Chelsea \(FFY 2016\)](#)
 - [Western Avenue \(Route 107\) at Washington Street \(Route 129\) in Lynn \(FFY 2013\)](#)
 - [Lexington Street and Beaver Street in Waltham \(FFY 2013\)](#)
 - [Southern Artery \(Route 3A\) and Sea Street/Coddington Street/McGrath Highway/Field Street in Quincy \(FFY 2012\)](#)
 - [Massachusetts Avenue and Appleton Street/Appleton Place in Arlington \(FFY 2011\)](#)
 - [Main Street and Mountain Avenue in Malden \(FFY 2011\)](#)
 - [Crafts Street and Albemarle Road/North Street in Newton \(FFY 2011\)](#)
 - [Neponset Valley Parkway and Brush Hill Road/Milton Street in Milton \(FFY 2011\)](#)
 - [Broadway and Congress Avenue/Third Street/Everett Avenue/Cross Street in Chelsea \(FFY 2010\)](#)
 - Western Avenue/Stanwood Street/Waite Avenue/Maple Street in Lynn (FFY 2009)
 - Alewife Brook Parkway (Route 16) and Broadway in Somerville (FFY 2009)
- [Fairmount Line Station Access Analysis in Boston \(FFYs 2017 and 2018\)](#)
 - Newmarket Station area
 - Four Corners/Geneva Avenue Station area
 - Talbot Avenue Station area
 - Morton Street Station area
 - Blue Hill Avenue Station area
 - Bicycle facilities
- Regional Transit Service Planning Technical Support
 - Mission Hill link in Boston (FFY 2018)
 - Bus Priority Feasibility at Alewife Station in Cambridge (FFY 2018)
- [Bicycle Network Gaps: Feasibility Evaluations in Cambridge \(FFY 2018\)](#)
 - Central Square (existing signed bicycle route)
 - Prospect Street

- [Review of and Guide to Implementing Transit Signal Priority in the Boston Region \(FFY 2018\)](#)
 - Arlington
 - Boston
 - Cambridge
 - Everett
 - Watertown
- First- and Last-Mile Transit Connections Study in Cambridge (FFY 2016)
 - Alewife Bus Priority
- Addressing Priority Corridors from the LRTP Needs Assessment
 - [Route 28 in Milton \(FFY 2020\)](#)
 - [Route 16 in Chelsea and Everett \(FFY 2019\)](#)
 - [Route 138 in Canton and Milton \(FFYs 2017 and 2018\)](#)
 - [Route 1A \(Lynnway and Carroll Parkway\) in Lynn \(FFY 2015\)](#)
 - [Route 203 in Boston \(Gallivan Boulevard and Morton Street\) \(FFY 2012\)](#)

This study resulted in the following projects:

 - ◊ MassDOT Project #606318—Intersection Improvements at Gallivan Boulevard and Morton Street
 - ◊ MassDOT Project #608755—Intersection Improvements at Morton Street and Blue Hill Avenue and Courtland Road/Havelock Street, programmed in FFY 2019 element of the TIP
 - ◊ MassDOT Project #606896—Reconstruction on Gallivan Boulevard from Neponset Circle to east of Morton Street intersection, in preliminary design
 - ◊ MassDOT Project #606897—Improvements on Morton Street from west of Gallivan Boulevard to Shea Circle, in preliminary design
- Subregional Roadway Study Locations
 - [Route 9 in Brookline \(FFY 2019\)](#)
 - [Route 60 and major roadways in Medford Square \(FFY 2018\)](#)
 - [Washington Street in Newton \(FFY 2014\)](#)

Transportation Needs Identified through Public Engagement in the ICC Subregion

The comments below include transportation needs identified during the development of the LRTP Needs Assessment and new comments heard during the MPO's public engagement activities in fall 2021. **The new comments are in green.**



Roadway

- Bridges
 - Replace the River Street and Western Avenue bridges.
 - Redesign Bowker Overpass in Boston to ground level.
- **Eliminate rights-of-way from inundation pathways.**
- Arterial Improvements
 - Redesign McGrath Highway in Somerville as a ground-level urban boulevard.
 - Protect trees as part of the redesign of Melnea Cass Boulevard in Boston.
- Reconstruct the road network in the Everett Industrial District, which includes Beacham Street, Second Street, and Market Street.
- Congestion
 - **Mitigate impacts of graded crossings.**
 - Improve the Route 16 and Route 99 intersection to reduce bottlenecks and increase safety.
 - Reduce congestion and pollution by making infrastructure more accommodating for people who walk and bicycle.
- Road Safety
 - **Improve Roosevelt Circle over Interstate 93 in Medford.**
 - Create a safer crossing at Alewife Brook Parkway near Rindge Towers to create better access between housing, Fresh Pond Mall, and Alewife Station.
 - Implement more Complete Streets redesigns to enable safe transportation by all modes and to increase mobility by improving safety for people who bike and providing ways for people to travel to transit stations.
 - Redesign Putnam Avenue in Cambridge to support more multimodal transportation and increase safety, especially for children traveling to school.
- Redesign Washington Street from Forest Hills in Boston to the Dedham town line.



Transit

- Destination Access
 - Increase transit, biking, and walking connectivity between Newton business districts.
 - Increase connectivity in East Cambridge, including by providing access to grocery stores and schools, via multiple modes.

- **Electrify the rail system.**
- Existing Service
 - Reroute MBTA bus Route 66 so that the route remains on Harvard Avenue and not on Brighton Avenue and Cambridge Street.
 - Improve bus service in Watertown.
 - Improve MBTA bus Route 83 service.
 - Improve bus service between Cambridge and the Longwood Medical Area.
- New Services
 - Bus
 - ◇ Add bus service on Route 16.
 - ◇ Extend MBTA bus Route 112 from its current terminus at Wellington Station to Commercial Street and to Malden Center Station.
 - ◇ Expand the bus system to incorporate bus rapid transit (BRT) and improve accessibility to reduce bus bunching and shorten headways.
 - ◇ Create more reliable bus service for low-income and minority communities.
 - ◇ Expand transportation service to grocery stores so people can get access to healthy food; MBTA bus Route 112 stops at Market Basket in Everett, but more routes are needed.
 - ◇ Extend MBTA bus Route 96 beyond the current terminus at Medford Square on to Salem Street and to the Medford and Malden town line to serve the Fulton Heights neighborhood.
 - Rapid Transit
 - ◇ Expand the Silver Line beyond Chelsea to Everett Square and Sullivan Square.
 - ◇ Construct the Green Line Extension to Mystic Valley Parkway.
 - ◇ Create more cross connections between the Red, Green, Blue, and Orange Lines.
 - ◇ Connect the Blue Line to the Green Line's D Branch via the outside tracks at Park and Boylston Stations.
 - Commuter Rail
 - ◇ **Increase infill stations to support urban rail.**
 - ◇ Support new West Station in Allston.
 - ◇ Support the Grand Junction connector in Kendall Square.
 - ◇ Expand more long-range train options that are affordable and safe.
- Service Frequency
 - Bus
 - ◇ Decrease the interval time on MBTA bus Route 47.
 - ◇ Increase service on MBTA bus Route 64.
 - ◇ Support late-night bus service and more frequent off-peak bus service from the Orange Line.

- Rapid Transit
 - ◊ Support more rapid transit or BRT on the Broadway/Route 99 corridor in Everett.
- Commuter Rail
 - ◊ Add more commuter rail service from Boston Landing Station to stations in Newton.
 - ◊ Support commuter rail service within Route 128 that approaches the frequency of Green Line service.
 - ◊ Run commuter rail trains more frequently on the Needham Line.
- Transit Assets
 - Expand bus infrastructure in Medford and Malden, such as by adding more shelters, crosswalks, and curb cuts at bus stops, and by maintaining all bus shelters.
 - Reduce the impact of flooding at stations close to the ocean.
 - Add more exits to the MBTA's Malden Center Station.
 - Better manage MBTA facilities to make them safe and pleasant spaces to wait and transfer.
 - Install clearer signage and standard protocols on buses.
 - Consider transit infrastructure in Sweetser Circle, Everett.
 - Improve multimodal reverse-commute options.
 - Install more escalators and elevators in MBTA stations.
- Transit Priority
 - Dedicate more street space in Boston for high-capacity bus service and a robust BRT network to help decrease the number of single-occupancy vehicles on the road and reduce greenhouse gas emissions.
 - Implement more dedicated bus lanes or signal priority and queue jumps on Massachusetts Avenue.
 - Implement more efficient bus service and priority bus routes across the Inner Core.
 - Install pilot bus lanes in both directions between Alewife Station and Route 2.
 - Implement a dedicated bus lane for MBTA bus Route 77.
 - Invest in queue jumps for bus priority to increase bus ridership to Orange Line stations in Malden.
- Transit Reliability
 - Increase speeds on MBTA bus Route 77.
 - Increase reliability of MBTA bus Route 69.
 - Increase the reliability of the Red Line.
 - Increase reliable transit options, especially for older adults and families with young children.

- Partnership
 - **Address school bus contracting issues with the MBTA.**
 - Require private and university shuttles to be open to the public.



Pedestrian

- Pedestrian Priority
 - Prioritize pedestrian crossings in Inman Square, Cambridge.
 - Increase pedestrian crossing timings to 50 second cycles.
- Pedestrian Safety
 - Implement more safe, direct, and attractive walking and biking paths, especially connecting to markets, schools, and transit service.
 - Invest in pedestrian infrastructure to increase safety.
- Implement pedestrian infrastructure on Second Street in Everett.
- Support more pedestrian infrastructure for low-income and minority communities.



Bicycle

- Bicycle Connectivity
 - Expand the Emerald Network to include Beacon Street in Brookline (Bridle Path).
 - Create more bike connections to transit service to encourage mode shift.
 - Construct a bike bridge at Alewife Station in Cambridge.
 - Create more bike and pedestrian connections between Melrose and Spot Pond and Middlesex Fells west of Pond Street.
 - Implement a contra-flow bike lane on Charles Street plaza and create the Chandler–Charles bike connection.
 - Connect all the gaps in the regional multi-use path network in metropolitan Boston: Somerville Community Path, Grand Junction Path, Minuteman Path, Mystic-to-Charles Connector, Bike-to-the-Sea/Northern Strand Trail, and East Coast Greenway.
 - Complete the bike path network along Department of Conservation and Recreation (DCR) parkways, including the planned path in Medford Square.
- Bicycle Facilities
 - Secure places to store bikes in public housing areas.
 - Install more bike racks at transit stations.
 - Invest in better bike facilities in Melrose.
 - Support more on- and off-street bicycle accommodations for access to other transportation modes and destinations, especially to improve multimodal access to schools for young people.

- Improve bike facilities and safety at the following intersections:
 - ◊ Massachusetts Avenue and Newbury Street
 - ◊ Forsyth Street and Huntington Avenue
 - ◊ Connection from Medford Street in Malden to the Northern Strand Community Trail
 - ◊ Hallet Street connection to the Neponset River Greenway
 - ◊ Entrance to the Neponset River Trail in Mattapan
 - ◊ Western Avenue and Soldiers Field Road
- Bicyclist Safety
 - Expand protected bicycle infrastructure in the Inner Core.
 - Create safer corridors for bicycling.
 - Incorporate separated bike facilities in all major road reconstruction.
 - Create more distinctive bike lanes to increase safety.
- Expand Bluebikes and create new bike-share stations.
- Shared-Use Paths
 - Extend the Watertown Community Path.
 - Extend the Northern Strand Community Trail from Everett to Assembly Square.
 - Construct a multi-use path in Roslindale Village.
 - Support the full build-out of the Community Path along the Green Line Extension to connect to an expansive bike network.



Land Use and Technology

- Electric Vehicles
 - **Increase electrical vehicle infrastructure.**
 - Create infrastructure to support electric shared autonomous vehicles.
 - Install more electric vehicle charging stations.
- **Endorse congestion pricing.**
- Use MBTA advertising space to promote social services in the area.
- Install designated drop-off and pickup locations for ride-hailing.
- Restore Alewife Reservation and cut off through traffic on Ridge Avenue to make the bridge over the train tracks more friendly for people who walk and bike.
- Transit-Oriented Development
 - Work with developers of new housing to expand public transit service, possibly through public/private partnerships.
 - Support more housing development that excludes parking near transit hubs and rapid transit stations.

- Zoning Bylaws
 - Reduce the development parking requirements and increase building heights near transit.
 - Implement more pedestrian-only zones.



Equity

- Lower costs of transportation for populations such as the elderly, people with low incomes, and people with disabilities.
- Increase funding for safe, accessible transportation systems for all, with a focus on a core, reliable transit system that makes biking and walking possible and safer.
- Upgrade accessibility infrastructure on the commuter rail system.
- Create more accessibility and connectivity for people with disabilities.
- Prioritize transportation investments that serve the elderly, people with low incomes, and people with disabilities.
- Prioritize the needs of the most vulnerable populations by making improvements to transportation options that are available to everyone; taking the bus should not be the option of last resort but the best choice for all, regardless of income.



Parking

- **Reframe the idea of “reducing parking” to “improving parking management” or “reusing the curb.”**
- Reduced Parking
 - Remove parking on Harvard Avenue between Commonwealth Avenue and Cambridge Street to create an express bus corridor.
 - Reduce street parking options.
- Enforce parking rules.
- Expand parking around medical services to improve access for patients and caretakers.
- Increase the cost of parking permits.



Study Ideas and Opportunities in the ICC Subregion



Roadway

- Analyze the traffic impact of making Massachusetts Avenue and Harvard Bridge one way in each direction with turn lanes at each end and using the extra space for buffered bike lanes and a wider sidewalk.
- Study the feasibility of creating safer and more pleasant bicycle and pedestrian crossings over the Charles River near the Charles River Dam.
- Study the Boston University Bridge rotary and recommend safety and congestion improvements.
- Study how to reduce the number of cars in Cambridge by making options for biking, walking, and transit usage more accessible.
- Move away from *level of service* as an evaluation metric for improvements.
- Analyze mode choice behavior and how to incentivize shifts to sustainable modes.



Transit

- Study an efficient North Station–South Station connection.
- Explore BRT capacity next to freight corridors in Everett (on Beacham Street, Second Street, and Broadway).
- Research opportunities to connect the Red and Blue Lines as well as reduce congestion in Boston's Seaport area.



Land Use and Technology

- Explore opportunities for addressing transportation needs with fleets of autonomous electric vehicles.
- Study the impact on safety from public art light projects on commuter rail underpasses in Lynn.



Transportation Needs Identified in the *Destination 2040* Needs Assessment

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects Bicycle Crash Cluster(s)	Intersects Pedestrian Crash Cluster(s)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Intersects Massachusetts Top Crash Location(s)	Bike Crash Cluster	Pedestrian Crash Cluster	Truck Crash Cluster	Priority Congested Location
Route 60	Arlington	●								●
Interstate 93 at Columbia Road (north of Exit 15)	Boston	●			●				●	
Interstate 93 at North Washington Street	Boston	●		●	●					
Interstate 93 at Route 3A (Gallivan Boulevard)	Boston	●			●					
Interstate 93 (northbound) near Exit 23 (Government Center)	Boston	●			●					
Interstate 93 at ramps to Victory Road (south of Exit 13)	Boston	●			●					
Interstate 93 at Columbia Road (south of Exit 15)	Boston	●			●					
Interstate 93 at Morrissey Boulevard	Boston	●			●					
Interstate 93 (southbound) near East Berkeley Street	Boston	●			●					
Interstate 93 at Leverett Connector	Boston	●			●					

(cont.)

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects Bicycle Crash Cluster(s)	Intersects Pedestrian Crash Cluster(s)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Intersects Massachusetts Top Crash Location(s)	Bike Crash Cluster	Pedestrian Crash Cluster	Truck Crash Cluster	Priority Congested Location
Interstate 93 (southbound) at Exit 23 (Interstate 90 to Purchase Street)	Boston	●			●					
Route 28 at Route 3 (Leverett Circle)	Boston	●			●					
Interstate 93 south of Exit 20 (Massachusetts Avenue Connector)	Boston	●			●					
Route 28 (Embankment Road) at Route 3 (near Longfellow Bridge)	Boston	●		●						
Morton Street at Harvard Street	Boston	●				●				
Interstate 93 at Massachusetts Avenue Connector	Boston	●			●	●				
Interstate 93 (near Zakim Bridge)	Boston and Cambridge	●			●					
Interstate 93 near Long Wharf	Boston	●			●					
Interstate 93 at ramps to Frontage Road (southbound)/ South Hampton Street	Boston	●			●					
Massachusetts Avenue near Commonwealth Avenue	Boston						●			

(cont.)

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Boston Common and Downtown Crossing (Tremont, Washington, Essex, and Boylston Streets)	Boston							●		
Soldiers Field Road at North Harvard Street	Boston	●			●					
Interstate 93 near ramps to Albany Street	Boston								●	
Interstate 93 near Exit 20A (South Station)	Boston								●	
Interstate 93 at North Washington Street	Boston								●	
Kosciuszko Circle	Boston								●	
Route 1A, Boardman Street flyover	Boston									●
Downtown Boston (near Court, Summer, Park, and India Streets)	Boston							●		
Interstate 93, Southeast Expressway	Boston, Quincy, and Milton	●								●
Harvard Street (near Coolidge Corner)	Brookline							●		
Route 2A/16	Cambridge and Arlington	●								●

(cont.)

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Cambridge Street and Broadway (near Harvard Square)	Cambridge						●			
Massachusetts Avenue from Harvard Square to Memorial Drive	Cambridge						●			
Beacon and Hampshire Streets and Broadway (Park Street to Galileo Galilei Way)	Cambridge and Somerville						●			
Massachusetts Avenue (near Porter Square)	Cambridge and Somerville						●			
Massachusetts Avenue near Memorial Drive	Cambridge	●	●		●	●				
Cambridge Street (Quincy Street to Maple Avenue, near Harvard Square)	Cambridge and Somerville						●			
Broadway and Inman Street (near Central Square)	Cambridge						●			
Massachusetts Avenue near Cedar Street	Cambridge						●			
Massachusetts Avenue at JFK Street (near Harvard Square)	Cambridge						●			
Prospect and Cambridge Streets (Inman Square)	Cambridge							●		

(cont.)

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Massachusetts Avenue (Hancock Street to Landsdowne Street, and neighboring streets, near Central Square)	Cambridge							●		
Prospect and Cambridge Streets (Inman Square)	Cambridge							●		
Cambridge Street (Sciarappa Street to East Street, near Route 28)	Cambridge							●		
Mt. Auburn Street and Massachusetts Avenue (Harvard Square)	Cambridge							●		
Downtown Chelsea (Broadway, Everett Avenue, and surrounding streets)	Chelsea							●		
Revere Beach Parkway at Webster Avenue	Chelsea	●			●	●				
Route 99 Critical Urban Freight Corridor	Everett	●								●
Downtown Lynn (Essex, Union, Liberty, and Central Streets, and surrounding streets)	Lynn							●		
Western Avenue (Mall Street to Franklin Street)	Lynn							●		

(cont.)

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Broadway at Route 129 (Lynnfield Street)	Lynn	●			●	●				
US Route 1, Quarry Bypass	Malden	●								●
Route 1 at Salem Street	Malden and Revere	●			●					
Route 60	Medford	●								●
Route 28 at Route 16	Medford	●		●	●	●				
Interstate 95 at ramps to Route 16	Newton	●			●					
Interstate 90, Exits 16-17	Newton	●								●
Newton Centre (Beacon Street, Centre Street, and surrounding streets)	Newton							●		
Hammond Pond Parkway at Route 9 (Boylston Street)	Newton	●			●					
Interstate 93 near ramps to Furnace Brook Parkway (north of Exit 8)	Quincy	●			●				●	
Interstate 93 near ramps for Furnace Brook Parkway (south of Exit 8)	Quincy	●			●				●	

(cont.)

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Quincy Center (Hancock Street from Washington to School Streets)	Quincy							●		
Route 3A (Southern Artery) at Broad Street	Quincy	●		●		●				
Hancock Street (Adams Street to Washington Street near Quincy Center)	Quincy							●		
Route 3A in Quincy (Sea Street to Brackett Street)	Quincy							●		
Interstate 93 near Upton Street	Quincy	●			●					
Route 3A	Quincy	●								●
Broadway (Mountain Avenue to Revere Beach Parkway) and Park Avenue	Revere							●		
Interstate 93 Embankment	Somerville	●								●
Davis Square	Somerville and Cambridge							●		
Somerville Avenue, Summer Street, and Bow Street (near Union Square)	Somerville						●			

(cont.)

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Interstate 95 at Totten Pond Road	Waltham	●			●					
Interstate 95 (northbound) at Route 20	Waltham	●			●	●				
Interstate 95 (southbound) at Route 20	Waltham	●			●					
Central Square	Waltham							●		
Interstate 95 at Route 20	Waltham								●	
Main Street (approximately from Grant to Banks Streets)	Waltham							●		
Watertown Square (Main, Mt. Auburn, North Beacon, and Galen Streets)	Watertown							●		

Note: MassDOT-identified HSIP crash clusters, MPO staff-identified truck crash clusters, and MassDOT Top Crash Locations were identified using crash data collected from 2013–15. Pedestrian crash clusters were identified using data on crashes involving pedestrians collected from 2006–15. More information on these locations is available in the Safety Chapter of the *Destination 2040* Needs Assessment report, while the Capacity Management and Mobility chapter of that report provides details about MPO staff-identified Priority Congested locations.

HSIP = Highway Safety Improvement Program. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization. US = United States.

FINDINGS FROM THE BOSTON REGION MPO'S REGIONWIDE SURVEY ON TRANSPORTATION PRIORITIES FOR TIP CRITERIA

Clean Air/Sustainable Communities

Participants advocated for dramatically reducing emissions and pollution and recommended improving pedestrian and bicycle safety, increasing pedestrian and bike connectivity, and promoting equitable transportation mobility to achieve this goal. Respondents also pressed for stronger assessments on air pollution and for addressing the disproportionate health effects on low-income and minority communities living near high-emission roadways. They also voiced support for projects that reduce the number of personal vehicles on the road and for enhancing tree canopy coverage and green space. For additional Clean Air/Sustainable Communities priorities, participants advocated for smart growth, transit-oriented development, supporting active transportation, and prioritizing non-car modes.

Safety

Participants primarily focused on improving pedestrian and bike safety through expanding pedestrian and bike infrastructure, bringing sidewalks up to Americans with Disabilities Act accessibility standards, increasing connectivity to transit, and reducing auto speeds to prevent accidents. Participants shared their support for maintaining and expanding the transit system to encourage a mode shift away from single-occupancy vehicles and to increase bike and pedestrian safety. Many voiced support for separated bike facilities to make it easier and safer for anyone to bike—not just the experienced bicyclist. They advocated for shifting of spending to focus on Vision Zero projects, improving dangerous crossings, installing light-up crosswalks, and fixing poorly timed lights and poorly painted crosswalks. They also advocated for safe and convenient walkable routes to access jobs, services, and schools. Many advocated for prioritizing areas that primarily serve equity populations, fixing broken sidewalks, and reducing conflicts between pedestrians crossing the street and turning vehicles.

System Preservation and Modernization

Participants were asked about maintaining and improving existing sidewalks, roads, and bridges. Many responded by focusing on the need for improving overall safety rather than on the maintenance and improvement of specific elements of roadways. When asked about maintaining the existing transit system, many said it was their top priority. Participants advocated for making the transit system reliable, functional, clean, safe, and dependable to increase ridership and reduce congestion. They advocated for transit expansion and prioritizing dedicated bus lanes. They supported investing in maintenance of the transit system and voiced support for equitable transportation mobility. Creating connections to jobs and services through transit options was also identified as important, as was implementing more multimodal infrastructure.

Capacity Management and Mobility

Many participants advocated for creating new connections in the bike network and enhancing connections to the transit system. Participants voiced support for more separated shared-use paths to increase bike usage. They saw increased bike infrastructure as a tool to reduce emissions, reduce congestion, and promote public health by enhancing exercise and recreation options. Many respondents highlighted the idea of implementing more dedicated bus lanes as a way to increase reliability, enhance access to jobs and services, increase equity in the transit system, and reduce emissions. Participants said that dedicated bus lanes have a high impact for less investment and can be more flexible to meet community needs. Bus frequency and reliability can increase ridership and reduce the number of single-occupancy vehicles on the road. Bus lanes can also be combined with bike lanes, which increase mobility options for residents. To reduce congestion, participants called for more parking at commuter rail stations, enhanced walking options to commuter rail stations, and increased safety for walking and biking. They advocated for prioritizing person throughput rather than vehicle throughput. To reduce congestion and conflicts with pedestrians and bicyclists, participants suggested implementing curb allocation policies for trucks and delivery vehicles.

Transportation Equity

Transportation equity was one of the most selected priorities in both the online survey and focus groups. To promote more equitable transportation mobility, participants supported many of the other priorities mentioned previously with a focus on directing resources to those most overburdened by transportation emissions and underserved by a lack of adequate transportation options. They called for enhancing transportation opportunities to jobs, food stores, education, services, and civic engagement opportunities. They advocated for safer connections to transit options and increased transit reliability. Expanding and fixing sidewalk infrastructure was also frequently mentioned. Many suggested prioritizing projects near affordable housing, supporting transit-oriented development, and incorporating more public health criteria in project evaluations.

Economic Vitality

To increase economic vitality, participants called for more transportation access to jobs, services, and small businesses with increased transit, bicycle, and pedestrian infrastructure. Expanding the transit system was frequently mentioned as well as incorporating greater consideration for affordable housing and inclusionary zoning. Participants also advocated for supporting projects that serve multiple municipalities and maximizing mobility for all using the most efficient means possible. They also emphasized the need for climate resiliency and safety to enhance access to jobs and services.

SELECTED FINDINGS FROM THE BOSTON REGION MPO'S REGIONWIDE NEEDS ASSESSMENT

Safety Needs

- Identify fatal and serious roadway crash factors and countermeasures.
- Consider capital investment, education, enforcement, and other approaches to improve safety.
- Address the MassDOT-identified Top 200 high crash intersections in the Boston region (a total of 66), such as those on Route 9 in Framingham, Route 107 in Lynn and Salem, and Route 16 in Chelsea, Everett, and Medford.
- Improve pedestrian connections at intersections, especially in top-ranking pedestrian crash-cluster locations, including those in the downtown areas of Chelsea, Lynn, Quincy, Boston, and Framingham.
- Expand well-maintained and connected sidewalk and bicycle networks.
- Develop separated shared-use paths for pedestrians and bicyclists.
- Address top-ranking bicycle crash-cluster locations, including those in Boston, Cambridge, and Somerville.
- Modernize obsolete interchanges, such as the Interstate 90 and Interstate 95 interchange in Weston and the interchange of Interstate 95 and the Middlesex Turnpike in Burlington, to reduce truck crashes.
- Incorporate Complete Streets design and traffic-calming principles in roadway projects.
- Identify strategies to manage roadway user priority, parking, and curb space.
- Identify and invest in priority transit state-of-good-repair and modernization projects, such as positive train control and rapid transit vehicle upgrades.
- Monitor advancements in autonomous vehicle technology and analyze the safety impacts of autonomous vehicle deployments, particularly in the Boston region.

System Preservation and Modernization Needs

- Maximize the number of bridges in the region considered to be in good condition and minimize the number of bridges considered to be in poor condition.
- Monitor the MassDOT Pavement Management Program.
- Identify the location of sidewalks and their condition, specifically sidewalks around transit stations.
- Support investments that improve the accessibility of transit stations, bus stops, and paratransit services.
- Support investments that upgrade transit fleets, facilities, and systems to provide more efficient, reliable, and sustainable service.
- Support climate vulnerability assessments and invest in projects and programs resulting from these processes.
- Improve connections between intermodal facilities and the regional road network.
- Improve resiliency of the region's transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding.

Capacity Management and Mobility Needs

- Reduce congestion on expressways, interchanges, and arterials.
- Reduce congestion at bottleneck locations on the regional roadway network.
- Continue to monitor car sharing as it is poorly integrated with other modes and not accessible in all areas.
- Continue to monitor transit demand management (TDM) services.
- Research strategies for TDM as relatively few municipalities in the Boston region have TDM ordinances.
- Reduce congestion on regional roadways to facilitate the movement of freight.
- Reduce conflicts between automobiles and delivery trucks that are competing for curb space.
- Improve access to transit service that runs frequently and increase capacity at park-and-ride lots that are at or approaching capacity.
- Improve the reliability of bus service as bus speeds are projected to decline due to increased congestion; the introduction of more dedicated bus lanes could be a potential solution.
- Address increased transit delays resulting from the system's aging rapid transit infrastructure.
- Address crowding on rapid transit lines and bus routes; according to a 2040 no-build planning scenario, crowding is projected to increase to unacceptable levels in some locations.
- Address the need for sufficient MBTA garage space to fully modernize and expand the fleet.
- Examine off-peak and reverse-commute options between suburban areas and the Boston Central Business District as the commuter rail mostly serves peak-period travel.
- Identify challenges to making first- and last-mile connections, which are major barriers to transit usage.
- Expand pedestrian and bicycle infrastructure so that residential areas and employment locations are close to facilities that are conducive to regular use.
- Connect the disjointed elements of the bicycle network to create a cohesive network.
- Create a comprehensive inventory of existing sidewalk data, including sidewalk coverage and condition.

Clean Air and Sustainable Community Needs

- Reduce carbon dioxide emissions by means of MPO-funded transportation projects and programs that help meet the requirements of the Global Warming Solutions Act, particularly by supporting projects that help to reduce vehicle-miles traveled.
- Prioritize transportation projects that meet the Green Communities certification and assist municipalities in meeting or maintaining these certifications.

- Provide data and assistance to municipalities for developing municipal greenhouse gas inventories and energy reduction plans.
- Reduce volatile organic compounds, nitrogen oxides, carbon monoxide, and particulate matter emissions by means of MPO-funded transportation projects and programs (particularly those that help to reduce vehicle-miles traveled) and help maintain the air quality standards in the region.
- Identify projects and programs that can meet criteria established to protect wetlands, cultural resources, open space, and wildlife.
- Ensure that project designs incorporate infrastructure to reduce storm water pollution and provide resilience in the event of natural hazard events (for example, flooding or winter storms).

Transportation Equity Needs

- Address the lack of transit service for transportation equity (TE) populations compared to service available to non-TE populations.
- Increase reliability of rapid transit and bus service for populations whose only option is transit.
- Address inadequate access to safe bicycle facilities for elderly and youth populations.
- Increase docked bike-share facilities in the Inner Core for communities with a high share of low-income or minority populations.
- Increase off-road active transportation routes in communities with a high share of TE populations that live near congested roadways.
- Improve coordination of schedules, routes, and services between towns and the MBTA and other regional transit authorities.
- Expand transit service (late night, early morning, and reverse-commute service) between job-rich centers, such as Longwood Medical Area and the Seaport in Boston, suburban job centers, and underserved neighborhoods.
- Provide new transit service between low-income residential communities in the suburbs and suburban job centers.
- Consider building transit-oriented developments that provide affordable housing near transit hubs and employment centers to meet the needs of TE populations.
- Improve sidewalks and street crossings, especially around schools, so that they are safe for children and elderly adults.
- Document potential exposure of TE populations to climate change impacts and determine how their ability to access transportation may be affected.

Economic Vitality Needs

- Administer infrastructure improvements to support growth in the priority development areas, including by improving equitable access to employment and housing via public transit, walking, and biking options.
- Arrange better commuter rail schedules to include more frequent and reliable off-peak, late-night, and weekend service and to support reverse commuting, especially for service workers.
- Coordinate with regional transit authorities to address the needs of customers who travel between different regional transit authority's service areas.
- Provide funding sources to connect regional transit authority's services.



Quincy Market, Boston

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Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

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Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.



Perkin's School for the Blind, Watertown



Inner Core Committee (ICC)
Identifying Transportation Needs, Construction Projects,
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