



10/4/2017

## **MASSDOT COMPLETE STREETS FUNDING PROGRAM TIER 3 PROJECT NARRATIVES FY18 ROUND ONE**

### **1. AGAWAM - Agawam -O'Brien's Corner Bicycle, Pedestrian, ADA, Safety and Transit improvements - \$400,000**

O'Brien's Corner is a top priority for Agawam due to its proximity to the Robinson Park School, Shea Park, Robinson State Park, commercial destinations, and bus stops. Improving the intersection will support an important pedestrian and cyclist hub, and will extend the accessibility improvements provided by the Morgan Sullivan Bridge project. Improvements include shifting and installing high visibility crosswalks and improved pedestrian signals (Rectangular Rapid Flashing Beacons (RRFBs)); constructing or reconstructing sidewalks; traffic calming and tightening of the intersection, and installing a two-way, separated bicycle facility on Springfield Street.

### **2. CAMBRIDGE - Dudley Street Sidewalk and Traffic Calming Elements -\$400,000**

Dudley Street is a key pedestrian and bicycle connection between a dense residential neighborhood, Russell Field (which is home to high school sports activities), a DCR pool and playground, the Alewife T Station, the Minuteman Commuter Bikeway, Linear Park (which connects to Somerville and Davis Square T Station), and the Peabody Elementary School on Rindge Avenue. Dudley Street was identified in the City's Pavement Management System and the Cambridge Bicycle Plan as a priority. The work includes constructing new sidewalks and crosswalks; tightening corner radii and installing curb extensions to decrease crossing distances; and raising crosswalks and intersections to reduce vehicle speeds.

### **3. CHELMSFORD - North Road Crosswalk at Parkhurst, Billerica Road and Richardson Road Sidewalks - \$327,129**

After receiving many requests for improvements, the town of Chelmsford will install an additional crosswalk at the intersection of North Road and Parkhurst Road for pedestrians walking to the Drum Hill Road shopping area and the McCarthy Middle School. Additionally, the existing sidewalk on Billerica Road between the busy Chelmsford Center Village and Center Elementary School will be reconstructed to provide ADA improvement, better protection for pedestrians from traffic, and to alleviate icy walking hazards in the winter months. A third project will extend the existing sidewalk on Richardson Road north from Edgelawn Avenue to Princeton St (Route 3A), filling a network gap to Chelmsford High School, Parker Middle School and Harrington Elementary School. This will provide a safer alternative pedestrian route between North Chelmsford and Chelmsford Center that avoids the Drum Hill Rotary.

### **4. CLINTON - Franklin Street Sidewalk and Bicycle Network Connection Project - \$399,975**

This project is part of a full reconstruction of Franklin Street, which leverages Chapter 90 funds, and includes a one-block long sidewalk and crossing improvements on Grove, School and Park Streets. Additionally, an east-west bicycle and pedestrian connection will be made between Chestnut Street

and Main Street. The project will link Clinton's most populous neighborhood of Burdett Hill to recently completed improvements on Pleasant and lower School Street, providing a vital connection to downtown, the Clinton Elementary School, as well as the Town's largest employer, Nypro. A major network gap will be connected with these improvements as Franklin Street is prioritized over parallel streets as a bicycle and pedestrian connection from the east side of the Wachusett Reservoir to the west side. This is due to its gentler topography, lower vehicular traffic volumes, and absence of truck traffic.

#### **5. FRAMINGHAM - Phase Two- Dudley-Mt. Wayte Corridor Bicycle and Pedestrian Improvement Project - \$396,116**

Phase One of this project, funded through the Complete Streets Funding Program in FY17, constructed a new multi-use path from Fountain St. to Harvey Cushing Way, providing access to major Town recreational amenities. Phase Two will finish the path and add on-street bike lanes on Mt. Wayte Avenue, connecting neighborhoods to the north and making the entire corridor safely accessible for all modes of transportation. The full multi-use path and bike lanes will link residents (including those in several Environmental Justice neighborhoods) not only to recreational facilities, but also to the downtown, commuter rail, employers and schools in the area without the need for an automobile.

#### **6. GROTON - Main Street Traffic Calming and Long Hill Road Sidewalk -\$339,270**

Groton's Main Street traffic calming will consist of installing thirty two ADA compliant ramps, six crosswalks and six sets of Rectangular Rapid Flashing Beacons (RRFBs) along Main Street (Rte. 119) in Groton Center. The project was identified through a walk audit and will improve pedestrian safety and access to the Town Hall, library, Historical Society, two churches, playing fields, senior housing and several schools. Additionally, a sidewalk will be built along Long Hill Road from Riverbend Drive to Groton Place, and will include four ADA ramps and one crosswalk with RRFBs; six flashing solar speed limit signs will be placed on Chicopee Row, Lost Lake Drive, Martins Pond Road, Old Dunstable Road, and West Main Street based on local crash data. Two bike repair stations will be installed at Nashua River Rail Trail. The projects address major safety concerns in Groton and will improve pedestrian and cyclists mobility.

#### **7. HUDSON - Park Street and Chapin Road Sidewalks and Pedestrian Signal Improvements - \$400,000**

The Park Street and Chapin Road Sidewalk and improved pedestrian crossing signals will fill a major network gap and make it safer and more convenient to walk from residential neighborhoods near downtown to and from Hudson High School, as well as nearby ballfields at Riverside Park. The project also includes striping a crosswalk along the east side of Chapin Road across the auxiliary driveway to Hudson High School, and replacing four existing pedestrian crossing warning signs with MUTCD-compliant assemblies – one facing each direction of Chapin Road traffic at each of the two existing marked crosswalks across Chapin Road. To encourage more bicycling, Hudson will also install five new bicycle racks in downtown for convenient access to businesses, Town Hall, library and Riverside Park.

## **8. HULL - Nantasket Avenue Sidewalk Improvement (Phase I) - \$399, 586**

Nantasket Avenue is the main thoroughfare linking the Pemberton Point area (MBTA bus route and Ferry, Hull High School, Access point to Harbor Islands, Hull Village and Fort Revere Park) to residential and commercial areas, the Middle School, Nantasket Beach DCR reservation, and beyond to the mainland. This is a heavily used pedestrian corridor surrounded by densely settled residential areas. Currently, pedestrian circulation, ADA accessibility and bike infrastructure is fragmented and failing in many areas along the roadway. Additionally, the roadway is wide and vehicle speed is excessive, which leads to conflicts and accidents between vehicles and pedestrians. This project will reconstruct deteriorating sidewalks and the roadway bed, create new bike lanes, and improve the pedestrian crossings and ADA accessibility on Nantasket Avenue from H Street to Q Street.

## **9. LANCASTER - Main Street Sidewalk Reconstruction and Bicycle Parking - \$264,300**

Main Street in Lancaster has been identified as a key location for pedestrian improvements due to the poor condition of the sidewalk and heavy use by residents. The sidewalks on the east and west side of Main Street will be reconstructed and high visibility crosswalks installed to greatly improve pedestrian mobility and access to services in this central location of town. Curb ramps and tactile warning panels will be constructed at eight existing crosswalks across Main Street between Seven Bridge Road and the Clinton Town Line. Additionally, bicycle racks at the library, community center, and elementary and middle schools will encourage more bicycling to major community services.

## **10. LEOMINSTER - Town-wide Pedestrian Safety and Access Improvements - \$399,933**

Leominster is implementing town-wide pedestrian safety improvements that will improve accommodations, safety, and connectivity along vital corridors to key destinations such as schools, the Senior Center, City Hall and the District Court House. Projects include reconstructing the sidewalk at Highland Avenue and Stearn Avenue, and constructing a new sidewalk to fill the gap from Arlington Street to Stearns Avenue, both providing a safe connection to the Northwest Elementary School. The existing sidewalk along West Street and Pond Street will be reconstructed and pedestrian crossing warning signage installed to improve safety and access to the Senior Center. The pedestrian crossings at Leominster City Hall and District Court House will have new ladder-style crosswalk markings and increased pedestrian crossing warning signage. Pedestrian crossing warning signage will also be installed for the two pedestrian crossings on Abbott Avenue at the Trustees of Reservations; and advanced intersection warning signage and flashing beacons will be installed at the intersection of Lindell Avenue with Abbott Avenue. New bicycle racks installed across town will improve bicycle mobility.

## **11. LINCOLN – Town-wide Multi-modal Enhancements - \$400,000**

Lincoln will implement town-wide multi-modal enhancements that will greatly improve pedestrian, transit and cyclist accessibility, safety and mobility. A new sidewalk on Lincoln Road will improve access for the general public to the Village Center (Lincoln Station), Schools, Commuter Rail, and area attractions such as Mass Audubon's Drumlin Farm Sanctuary and Codman Community Farms. Lincoln's roadside path network is an important piece of the Town's infrastructure and repairs will be made to it to ensure its longevity. The Lincoln Station access and circulation project includes

many enhancements and crossing treatments to improve safety for transit-users, pedestrians and cyclists. In addition, Complete Streets enhancements such as informational kiosks, wayfinding signage, bike repair stations, and bike racks will be installed at key locations. Two new shared-use path segments will be constructed; one at the Route 117 to Mt. Misery Overflow Parking Lot, and another will extend the path from the MBTA Commuter Rail stop to Walden Pond State Reservation.

#### **12. MARLBOROUGH - Forest Street & Bartlett Street Bike Accessibility Improvements - \$388,710**

Forest and Bartlett Streets will be restructured to provide on-road bike lanes thereby connecting the southwest portion of the Town to downtown. The corridor connects residential areas to large office parks, the Richer Elementary School, and recreational areas. The eastern end of the project abuts an Environmental Justice population allowing this community safer multimodal access to the various destinations along the corridor. A new sidewalk and improved shoulder on D'Angelo Drive will address a network gap and connect to sidewalks and bike lanes on Simarano Drive. Together the projects will provide multimodal connections from the businesses on D'Angelo Drive to the residences along Simarano Drive and Forest Street towards downtown. Additionally, Marlborough will enhance their own town-wide roadway repaving work with ADA compliant curb Ramps and detectable warning surfaces, and address high speeds along West Hill Road with two radar speed signs.

#### **13. MENDON - Village Center Sidewalks, ADA Accessibility and Safety Improvements - \$399,118**

Through public input and analysis, the Town has prioritized revitalizing the Village Center by improving safety and access. The current condition of sidewalks and placement of crosswalks on Main and Maple Streets in the Village Center present safety issues for pedestrians. Leveraging Chapter 90 funds, the Town will repair and construct new sidewalks, reduce the complexity and crossing distance of two crosswalks in order to meet a future transit connection, reduce the turning radii at the Town Hall to lower vehicle speeds, install a speed table on Maple Street to lower vehicle speeds, install three highly visible crosswalks and three radar speed feedback signs for traffic calming, and provide bicycle parking in the Town Hall Campus. These Complete Streets elements will greatly improve safety and access for townspeople accessing the Town Hall, Police Station and the Post Office as well as commercial services. The project also serves Mendon/Milford Housing Authority's housing units whose inhabitants use the services in the Village Center.

#### **14. NEWTON – Audible Pedestrian Signal (APS) Upgrades City-wide - \$147,500**

Through a safety audit process the City of Newton has identified major pedestrian safety improvements that include crossing signal upgrades at priority locations, such as schools and major community destinations. Four signal upgrades will be installed at Watertown Street and Chapel Street in the heart of Nonantum Village; Commonwealth Avenue and Lowell Street/Homer Street adjacent to City Hall; Washington Street and Adams Street adjacent to a private school and church; and Washington Street and Crafts Street, adjacent to Whole Foods Market. Two high pedestrian activity locations near transit will have upgraded signals installed: Park Street/Tremont Street between Bigelow Middle School and the Newton Corner Express Bus Stop; and Washington Street at the entrance to the Woodland MBTA Station. Other signal improvement locations include

Watertown Street/Albemarle Road, adjacent to a school and athletic field; and Woodward Street/Chestnut Street, within a quarter mile from an elementary school.

#### **15. NORTH ADAMS – Beaver Street Pedestrian and Bicycling Improvements - \$400,000**

In order to address the City's goals of safety and usability for all modes, the project will replace "fair" or "poor" existing sidewalks and install new bicycle lanes from the North Adams/Clarksburg border south to the intersection with Union Street (Route 2). The project will connect to, and extend nearly an additional mile, a scheduled FY18 project which will provide consistent sidewalk/bicycle lane upgrades from the Vermont State Border south to the Clarksburg/North Adams border. By providing these upgrades, the Route 8 corridor of Clarksburg and the northern section of North Adams will be linked to the vast sidewalk network of the North Adams City center and business corridors, complementing the current city-wide effort to install ADA compliant ramps.

#### **16. NORTH READING - Haverhill Street Sidewalk and Targeted Traffic Calming - \$384,140**

Addressing pedestrian safety issues, a new sidewalk will be built on the even side of Haverhill Street from Foley Drive to North Street. Haverhill Street extends from the North to the South of the Town, providing access for residents from neighborhoods along, and off of Haverhill Street to the central business district, local elementary school, town center, library, post office, police and fire stations, the High School/Middle School campus, and senior housing. The project also helps connect pedestrians from the central area of Haverhill Street to the sidewalk along North Street, which leads to Main Street businesses, a town golf course, and the Town Hall. Additionally, radar speed signs will be posted to calm traffic and collect speed data at Central Street, Lowell Road and Marblehead Street.

#### **17. SALEM – Lafayette Street, Loring and West Avenue Intersection Improvements and Dedicated Bicycle Lane - \$399,104**

The Lafayette Street, Loring Street, and West Avenue intersection is a high-volume pedestrian, auto and bicycle intersection between Salem State University and the South Salem neighborhood. It is located where the South Salem neighborhood, which includes a minority Environmental Justice population, and Salem State University meet, and is adjacent to an MBTA bus stop and the Horace Mann Elementary School. The intersection's current configuration is poorly designed to accommodate all users, especially increasing bicycle volumes. While the city's longest bicycle lane serves the area, there are no bicycle accommodations through the intersection itself. Salem will redesign the intersection to improve automobile, bicycle and pedestrian safety and traffic flow. The project's new bicycle accommodations will connect existing bicycle lanes on either side of the intersection with dedicated bicycle lanes between the center lane of Lafayette Street and the right turn lane on Lafayette Street to Loring Avenue. Pedestrian facilities will be vastly improved, including ADA compliant pedestrian ramps, new crosswalks, and a curb extension along the corridor to reduce crossing distances and improve visibility of pedestrians. The intersection will also be squared off to reduce speeds of turning vehicles. On West Avenue, the project will improve safety through clear lane delineation, improved pedestrian crossings and the provision of sharrows in both lanes. The project will include the installation of new traffic signal equipment, and pedestrian signal equipment including audible pedestrian signal (APS) technology.

## **18. SPENCER – Main Street Pedestrian and Safety Transit Improvements - \$218,791**

Being a heavily travelled route by residents, school children, elderly, and adjacent Environmental Justice neighborhoods, the town of Spencer is proposing improved safety accommodations and a new bus pull out/transit shelter on Main Street (Route 9). This corridor acts as a vital link between dense residential neighborhoods and the primary business district, in addition to providing access to the Worcester Regional Transit Authority (WRTA) bus service. The primary goals of the project are to provide sidewalks where gaps in the network currently exist, improve Safe Routes to School (SRTS), improve upon and provide ADA accommodations, and incorporate major transit improvements in the form of provisions for a newly designated WRTA bus stop on the westbound side of Main Street. The project will include the installation of a cross-walk on Main Street with Rectangular Rapid Flashing Beacons (RRFBs) on each approach. Additionally, pavement markings and signage that separate accommodations for bicycles, pedestrians and transit modes will be provided.

## **19. SUNDERLAND – Community Wide Bicycle, Pedestrian and Safety Improvements – \$394,972**

The Sunderland Village Center, a heavily utilized corridor in Sunderland, currently lacks vital infrastructure in order to safely move users to their destinations. These destinations are comprised of businesses in the Village Center itself, apartment complexes, the Sunderland Elementary School, the University of Massachusetts at Amherst, and Pioneer Valley Transit Authority (PVTA) bus stops. In terms of the lacking infrastructure, there are gaps in the sidewalk network, non-ADA compliant wheelchair ramps and worn pavement markings that are not easily visible throughout the Town Center. At locations such as South Main Street and River Road, Hadley Road, Garage Road and North Silver Lane, sidewalk extensions will be provided to improve safety and formalize walking paths previously created by pedestrians. In addition to the sidewalks, crosswalks and other pavement markings will be installed throughout the Town Center to more clearly delineate and separate modes, such as walking and cycling. Lastly, improved transit accommodations will be provided in the form of new covered bus shelters for the PVTA bus stop on South Main Street. Bicycle parking will be provided at the bus shelters, better linking the pedestrian and bicycle network to the transit network.

## **20. TISBURY – Steamship Authority Terminal and Community Wide Bicycle, Pedestrian, and Wayfinding Improvements – \$371,851**

The Town of Tisbury, in addition to its permanent residents, experiences heavy influxes of visitors and tourists, necessitating several multi-modal improvements at the Steamship Authority (SSA) Terminal and other key locations. Currently, pedestrians disembarking from the ferry are met with a wide expanse of pavement and little guidance as to where they should walk. The existing taxi stand will be shifted and the existing sidewalk on the north side of the Terminal will be widened by five to eight feet in the northern direction to provide a clear path to the Vineyard Transit Authority (VTA) Terminal. A lane diet on Water Street will remove the western most travel lane in the southbound direction between Union Street and the SSA Terminal exit. New curb extension at the western side of Water Street will shorten the pedestrian crossing distance to the SSA Terminal and improve pedestrian visibility to motorists. A sidewalk gap will be filled on Cromwell Street. Bus shelters will be upgraded to UV protected bus shelters. The constrained shared-use path between

Beach Street and Veteran’s Memorial Park will be expanded by moving the existing retaining wall back to provide access for all modes to reach the Park and points south. Other projects include improved wayfinding signage, ADA-compliant ramps, highly visible pavement markings and crosswalks construction, and information kiosk relocations.

**21. WEST SPRINGFIELD – Park Avenue/Park Street Pedestrian Crossing and Van Deene Avenue Improvements - \$384,200**

The Park Street/Park Avenue corridor serves as a vital connection through the downtown area of West Springfield for all transportation modes, including pedestrians, cyclists and transit users. Additionally, Van Deene Avenue is of high importance in connecting Westfield Street with the Park Street/Avenue corridor and the Elm Street Central Business District. Along the Park Street/Avenue corridor, pedestrians, cyclists, and transit users can access a school, senior center, municipal offices, public library, and a church. In recent years, the major crosswalks along this corridor have been the site of multiple pedestrian and bicycle crashes, requiring a need for improved safety. The project will provide upgraded crossings by reducing crossing distances, installing high visibility crosswalks, implementing Rectangular Rapid Flashing Beacons (RRFBs), providing ADA compliant curb ramps, and upgrading signage. Sidewalks will also be provided on the easterly side of Van Deene Avenue.

**22. WESTWOOD – High Street at North Street Intersection Improvements - \$175,000**

The High Street (Route 109) at North Street intersection in Westwood, located adjacent to the historic Bubbling Brook restaurant, experiences dangerous traffic conditions and above-average crashes. In order to improve the safety at this location, geometric improvements will be made by eliminating the right-turn slip lane from High Street to North Street and by reducing the curb radii along the North Street northbound approach. Additionally, the project will include the construction of a sidewalk along the parking lot side of the Bubbling Brook restaurant; and the reconstruction of sidewalk along the southerly side of High Street, from North Street to Stanford Drive. All sidewalks will have ADA compliant wheelchair ramps and the roadway will be upgraded with highly visible crosswalks and pavement markings.