

## **Additional District 4 Projects**

Project Overview		Current Project Information	Notes
<b>Municipality</b>		Arlington/Cambridge	<i>Use this space to make notes on the project</i>
<b>Project Proponent</b>		Needs Assessment	
<b>Project Name</b>		Arlington, Cambridge - Routes 2A/16	
<b>Project Description</b>		This project will design and implement as appropriate safety and operational improvements to the intersection of Routes 16 and 2A. The scope could extend north and south along 2A (Massachusetts Avenue) and east and west along Route 16 (Alewife Brook Parkway) to create more comprehensive bus priority and improved bicycle facilities in both municipalities and along Route 16. Route 16 and a small portion of Route 2A is owned by DCR. The intersection signal equipment is owned by Cambridge. The project area is in both Cambridge and Arlington.	
<b>Project Impacts by MPO Goal Area</b>			
	<b>Safety</b>	Over the 2014-2016 period this location experienced 39 crashes, 7 of which involved bodily injury.	
	<b>System Preservation</b>	N/A	
	<b>Capacity Management and Mobility</b>	This intersection experiences severe AM and PM peak-period congestion and is an MPO designated bottleneck. Improvements are intended to focus on public transit and other sustainable modes (to provide benefits to current riders and incentivize mode shift) while improving flow and safety overall.	
	<b>Clean Air/Sustainable Community</b>	N/A	
	<b>Transportation Equity</b>	N/A	
	<b>Economic Vitality</b>	The economic benefits of reducing transit delay and mitigating the impacts of congestion at this intersection and along these roadways will accrue to the entire region.	
<b>Project Details</b>			
<b>PROJIS #</b>		Pre-PRC	
<b>MassDOT Highway District</b>		4	
<b>MAPC Subregion</b>		ICC	
<b>Design Status</b>		Conceptual	
<b>Cost Estimate</b>		not available	
<b>LRTP Status</b>		not currently programmed	
<b>CTPS Studies in Project Area</b>		none	
<b>MassDOT Studies in Project Area</b>		none	
<b>Relevant Municipal Studies or Plans</b>		none	

<b>Municipality Commitment and Actions Completed</b>	Both communities have piloted bus priority facilities on Mass Ave and intend to continue those facilities. There have been some incremental changes to the Route 2A/16 intersection as a part of the Arlington BRT pilot that took place in October 2018. DCR owns the intersection here and Cambridge owns the traffic signals. Cambridge changed the lane assignments going westbound and eastbound on Mass Ave at this intersection, and changed the signal phasing to accommodate the new assignments. They made the EB/WB phases a split phase to allow eastbound and westbound traffic to go independently from one another and allow buses to travel EB from Arlington in the new right-turn only lane. The phasing for Route 16/Alewife Brook Parkway did not change. Cambridge has indicated that the signal changes have improved traffic flow and they intend to do additional improvements in spring 2019, specifically to include pavement markings to allow northbound lefts from the center lane and installing upgraded detection to optimize the signal. Both municipalities feel that these improvements can be built upon to create greater opportunities for transit priority and improve bicycle and pedestrian safety and connectivity to incentivize sustainable modes, better manage regional congestion and meet transportation needs. All roadway users should see safety and operational improvements at the intersection.	
<b>Municipality Actions Required and Next Steps</b>	Design work is needed to assess what additional transit priority and bicycle/pedestrian safety improvements can be implemented outside of the intersection itself, and public process would be an important part of that effort.	
<b>Municipality's Desired Timeframe for the LRTP</b>	no response	
<b>MassDOT Commitment and Actions Completed</b>	The project proponent has not begun the project initiation process.	
<b>MassDOT Actions Required and Next Steps</b>	The project proponent should discuss the project scope and need with the District and determine if a federally funded project is appropriate.	
<b>MassDOT's Desired Timeframe for the LRTP</b>	none at this time	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
<b>Municipality</b>	Everett	
<b>Project Proponent</b>	City of Everett	
<b>Project Name</b>	Everett - Sweetser Circle (Route 16 and Route 99)	
<b>Project Description</b>	<p>This project will study and implement as appropriate safety and operational improvements to the intersection of Route 16 and Route 99. The parkway-style interchange is referred to as Sweetser Circle and is owned by the DCR.</p> <p>Project goals include creating dedicated ROW for bus lanes on Route 99, dedicated ROW and possible station area for future Silver Line, connections to regional trail system (Northern Strand, Malden River and Chelsea Greenway, reclamation and access to approximately 13 acres of green-space "trapped" within the interchange.</p>	
<b>Project Impacts by MPO Goal Area</b>		
<b>Safety</b>	Over the 2014-2016 period this location experienced 81 crashes, 27 of which involved bodily injury. The current facility contains no bicycle facilities and pedestrian facilities that compete with high-speed vehicle traffic entering and exiting the circle.	
<b>System Preservation</b>	The interchange contains four bridge structures, two over the MBTA railroad and two over Route 16. At least one of the bridges is structurally deficient. MassDOT project #608706 proposes to replace the bridge decks on all four bridges at an estimated contract cost of \$16 million.	
<b>Capacity Management and Mobility</b>	<p>This location experiences severe AM and PM peak-period congestion and is an MPO designated bottleneck.</p> <p>Serves all Wellington, Sullivan and Malden Center bus routes running through Everett (8 total) carrying 11,413 daily bus riders in addition to 53,107 AADT vehicles. Currently contains no transit priority despite existing dedicated bus lanes operating north of the interchange and proposed lanes south of the interchange. Currently contains no bike facilities despite all approaches from Broadway, Main Street and Revere Beach Parkway having bike facilities.</p> <p>City of Everett is the only Inner Core community without rapid transit or key bus route service. High dependency on local bus service of which all route utilize the Sweetser Circle Interchange as well as all alternative modes including bicycles and pedestrians intending to reach Boston/Cambridge. The City of Everett is investing heavily in dedicated transit facilities as well as bicycle facilities and bike sharing, all of which must utilize Sweetser Circle. Improving service for all of these modes depends on substantial improvements to Sweetser Circle to match the City's investments.</p>	
<b>Clean Air/Sustainable Community</b>	Dedicated ROW for bicycles local buses and future Silver Line will reduce vehicle dependency and contribute to clean air and a sustainable community.	
<b>Transportation Equity</b>	N/A	

<b>Economic Vitality</b>	<p>This project is in an area which has some of the most convenient and cost-effective access the Boston and the Region for commercial activities, including heavy industry. Industrial and commercial activity are both increasing, and there is some housing creation at and near the edge of the industrial area. The Route 99, and Route 16, Second Street, Marginal Street (in Chelsea) and Eastern Avenue corridor has been designated by the MPO as a Critical Urban Freight Corridor and has been incorporated into the National Highway Freight Network.</p> <p>The City of Everett has permitted over 1,000 new residential units within a 1-mile radius of Sweetser Circle in the past two years. The inclusion of bicycle and rapid transit components to this project will increase mobility in nearby redevelopment areas including the Commercial Triangle (bounded by Rte 99, Rte 16 and MBTA rail) and Lower Broadway.</p>	
<b>Project Details</b>		
<b>PROJIS #</b>	Pre-PRC	
<b>MassDOT Highway District</b>	4	
<b>MAPC Subregion</b>	ICC	
<b>Design Status</b>	Conceptual	
<b>Cost Estimate</b>	not available	
<b>L RTP Status</b>	not currently programmed	
<b>CTPS Studies in Project Area</b>	Route 16 Corridor Study (ongoing)	
<b>MassDOT Studies in Project Area</b>	Everett Transit Action Plan (2016), Lower Mystic Regional Working Group (2019)	
<b>Relevant Municipal Studies or Plans</b>	2016 RSA, Everett Transportation Strategy (2019)	
<b>Municipality Commitment and Actions Completed</b>	\$100,000 committed City funds to perform study and visioning process for Sweetser Circle. Implementation of dedicated bus lane on Route 99 SB approaching Sweetser Circle, 25% design plans for dedicated bus lane on Rte 99 SB leaving Sweetser Circle, Design and Construction of Northern Strand Bike Path extension (in progress), Construction of dedicated bicycle facilities on Route 99, Funding and implementation of Blue Bikes bike share system (launching spring 2019), Transit signal priority on Rte 99.	
<b>Municipality Actions Required and Next Steps</b>	no response	
<b>Municipality's Desired Timeframe for the L RTP</b>	2026-2030	
<b>MassDOT Commitment and Actions Completed</b>	The project proponent has not begun the project initiation process.	
<b>MassDOT Actions Required and Next Steps</b>	The project proponent should discuss the project need with the District and determine if a federally funded project is appropriate.	
<b>MassDOT's Desired Timeframe for the L RTP</b>	none at this time	

Project Overview	Current Project Information	Updated Project Information <i>Use this space to make notes on the project</i>
<b>Municipality</b>	Lexington	
<b>Project Proponent</b>	Lexington	
<b>Project Name</b>	Route 4/225 (Bedford St.) and Hartwell Ave.	
<b>Project Description</b>	This project will widen portions of Route 4/225 (Bedford Street) and Hartwell Avenue to facilitate traffic flow, including pedestrian and transit, between I-95/Route 128 and employment centers along Hartwell Avenue and at Hansom Field and the Town of Bedford. New bicycle and pedestrian facilities will be constructed as part of this project.	
<b>Project Impacts by MPO Goal Area</b>		
<b>Safety</b>	There are two HSIP clusters in the project area.	
<b>System Preservation</b>	Five lane-miles of substandard pavement will be replaced as part of this project.	
<b>Capacity Management and Mobility</b>	The MBTA and a local TMA operate several bus routes in this corridor. Improvements that improve traffic flow will also improve bus operations. Pedestrian improvements will enhance rider access to transit.	
<b>Clean Air/Sustainable Community</b>	New bicycle and pedestrian facilities will provide important extensions to the trunk Minuteman Commuter Bikeway. Multi-modal improvements will also enhance access to transit.	
<b>Transportation Equity</b>	This project is not within an EJ area. (2015 LRTP)	
<b>Economic Vitality</b>	The Town is carefully considering zoning that will continue to improve the area's economic vitality.	
<b>Project Details</b>		
<b>PROJIS #</b>	Pre-PRC	
<b>MassDOT Highway District</b>	4	
<b>MAPC Subregion</b>	MAGIC	
<b>Design Status</b>	Pre-PRC; The Town will seek 25% design funding at Special Town Meeting in FY2020.	
<b>Cost Estimate</b>	\$30,557,000	
<b>LRTP Status</b>	FFY 2021-25	
<b>CTPS Studies in Project Area</b>	none	
<b>MassDOT Studies in Project Area</b>	none	
<b>Relevant Municipal Studies or Plans</b>	2007 Hartwell TMOD Study; 2018 Zoning Initiative Transportation Impacts Study; 2018 Architectural Design Consulting; 2018 Real Estate Consulting; 2018 Fiscal Impact Study; 2019 Zoning Initiative. 2019 Comprehensive Plan is underway.	
<b>Municipality Commitment and Actions Completed</b>	In anticipation of this project, the Town has nearly completed the Maguire Road Intersection and Bridge Design and already has approved construction funding. A \$1M water main replacement project is out to bid. The Town has recently constructed a bus stop, multi-use trail, and pedestrian crossing. A HAWK pedestrian crossing will be constructed Spring 2019.	
<b>Municipality Actions Required and Next Steps</b>	The Town appropriated \$50K to update the Hartwell TMOD to reflect completed work above. This work is beginning Spring 2019.	
<b>Municipality's Desired Timeframe for the LRTP</b>	FY2026-30	
<b>MassDOT Commitment and Actions Completed</b>	Support for continued programming in LRTP, will have to balance the fiscal constraints of the project when advancing it to programming in the TIP	
<b>MassDOT Actions Required and Next Steps</b>	Municipality should continue to work with Highway District coordinators to keep MassDOT updated on any changes in project scope	
<b>MassDOT's Desired Timeframe for the LRTP</b>	no response	