



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jamey Tesler, MassDOT Secretary and CEO and MPO Chair  
Tegin L. Teich, Executive Director, MPO Staff

## ***TECHNICAL MEMORANDUM***

**DATE:** January 20, 2022  
**TO:** Boston Region Metropolitan Planning Organization  
**FROM:** Chen-Yuan Wang, MPO Staff  
**RE:** Selection of FFY 2022 Subregional Priority Roadway Study  
Location

### **1 BACKGROUND**

During the Boston Region Metropolitan Planning Organization's (MPO) outreach to develop the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP), Metropolitan Area Planning Council (MAPC) subregional groups and other entities submit comments that identify transportation issues that concern them. Often, these issues are related to bottlenecks, safety, or lack of safe or convenient access to abutters along roadway corridors. These issues can affect mobility and safety along a roadway and its side streets, and also livability, quality of life, economic development, and air quality.

To address these concerns, MPO staff developed a work program titled *Addressing Safety, Mobility, and Access on Subregional Priority Roadways*. The program adheres to the following MPO goals:

- **Safety:** Transportation by all modes will be safe.
- **Preservation:** Maintain and modernize the transportation system and plan for its resiliency.
- **Capacity Management and Mobility:** Use existing facility capacity more efficiently and increase transportation options.
- **Transportation Equity:** Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.
- **Clean Air/Sustainable Communities:** Create an environmentally friendly transportation system.
- **Economic Vitality:** Ensure our transportation network provides a strong foundation for economic vitality.

**Civil Rights, nondiscrimination, and accessibility information is on the last page.**

The program has been well received by municipalities and the Massachusetts Department of Transportation (MassDOT) district offices. The program has been in the UPWP since 2013, including this federal fiscal year (FFY) 2022.<sup>1</sup>

A primary purpose of the program is to identify roadway segments in the Boston region that are of concern to subregional groups but have not been cited in the LRTP regional needs assessment.<sup>2</sup> Each year, a study conducted through the program emphasizes issues identified by the relevant subregional groups and provides recommendations to address the identified issues. These studies typically focus on mobility, safety, and access, as well as the topics of bicycle, pedestrian, and freight transportation, transit feasibility, and other subjects raised by subregional groups.

This memorandum presents the procedure used to select roadways for the FFY 2022 study, including the methods for data gathering, developing selection criteria, rating candidate roadways, and choosing the roadway corridor for study.

## **2 SELECTION PROCEDURE**

There are three steps to selecting the study location:

- 1) Gathering data and identifying potential roadways for study
- 2) Developing selection criteria
- 3) Rating potential roadways for study

These activities are discussed in detail below.

### **2.1 Gathering Data and Identifying Potential Roadways for Study**

For the FFY 2022 study, MPO staff identified potential roadways to study through various means:

- Eliciting suggestions for study locations during recent outreach regarding the development of the MPO's FFY 2022 UPWP
- Reviewing meeting records from the UPWP outreach process for the past ten years (2012 to present) to identify roadways that had been proposed for study by subregional groups
- Reviewing the roadways that are being monitored as part of the MPO's Congestion Management Process program and identifying those with traffic delay or safety concerns

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<sup>1</sup> The FFY 2022 Unified Planning Work Program was endorsed by the Boston Region Metropolitan Planning Organization on August 19, 2021.

<sup>2</sup> Boston Region MPO Work Program for Addressing Priority Corridors from the Long-Range Transportation Plan Needs Assessment: Federal Fiscal Years 2012–21.

- Contacting subregional groups, the MassDOT Highway Division district offices, and municipalities for further information about some of the roadways being considered for study

MPO staff then assembled the following detailed data for these roadways:

- The MassDOT Road Inventory File was used to assemble roadway jurisdiction, average daily traffic, sidewalk width, shoulders, and other geometric information.
- MassDOT's 2013–17 crash database was used to assemble high-crash locations, pedestrian and bicycle crashes, and crash rates.
- The MPO's data on gaps in the bike network and MassDOT's bike facilities were used to identify bicycle needs, connectivity, and accommodations.
- The Massachusetts Bay Transportation Authority's (MBTA) bus route, subway line, and commuter data were used to identify segments serving MBTA bus routes and transit stations.
- Data from MassDOT's project-information database, the projects in the MPO's FFYs 2021–25 Transportation Improvement Program (TIP), MPO planning studies, other studies, and municipal websites were used to identify projects, studies, and TIP projects planned or programmed for each roadway.

Locations with projects that currently are under construction, in design, under study, or programmed in the TIP were excluded from further consideration. After the exclusion, MPO staff identified 20 roadway segments in the region for potential study. Table 1 presents data assembled for each roadway segment and indicates the municipality, MAPC subregion, MassDOT district office, jurisdiction, length, functional class, average daily traffic, overall crash rates, bicycle and pedestrian crashes per mile, crash clusters eligible for Highway Safety Improvement Program (HSIP) funding, and relevant studies and projects.<sup>3</sup> Table 1 also cites the results of applying the selection criteria and priority ratings. Roadway segments are sorted by score, MassDOT District, and roadway name.

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<sup>3</sup> HSIP-eligible crash clusters are defined by MassDOT as crash clusters that rank within the top five percent of crash clusters for each Regional Planning Agency, based on the Equivalent Property Damage Only (EPDO) index. In the EPDO index, crashes resulting in property damage only and crashes in which the severity is unknown are given one point each, and fatal crashes and crashes involving injuries are given 21 points each. In the Boston region, 452 intersections are identified from MassDOT's 2015–17 Crash Data as the top five percent crash clusters with a minimum EPDO value of 114.

## 2.2 Selection Criteria

MPO staff examined roadway locations more closely and prioritized locations by applying a score based on safety conditions, multimodal significance, subregional priority, implementation potential, and regional equity:

- *Safety Conditions, 0–2 points (each bullet counts as 1 point)*
  - Location has higher-than-average crash rate for its functional class or contains two or more HSIP-eligible intersections
  - Location has significant number of pedestrian and bicycle crashes (two or more per mile) or lacks sufficient pedestrian or bicycle accommodations<sup>4</sup>
- *Multimodal Significance, 0–2 points (each bullet counts as 1 point)*
  - Location currently supports transit, bicycle, pedestrian, or heavy vehicle activities or needs to support these activities
  - Location has significant potential to improve transit, bicycle, pedestrian, or heavy vehicle activities
- *Subregional Priority, 0–2 points (each bullet counts as 1 point)*
  - Location is essential for subregion’s economic, cultural, or recreational development
  - Location carries significant portion of subregional vehicle, bicycle, or pedestrian traffic
- *Implementation Potential, 0–2 points (each bullet counts as 1 point)*
  - Location is proposed or endorsed by its roadway administrative agency (or agencies)
  - Location has strong support from all of its stakeholders
- *Transportation and Regional Equity, 0–2 points (each bullet counts as 1 point)*
  - Location contains adjacent areas with populations that show at least two of six MPO transportation equity indicators exceeding determined thresholds<sup>5</sup>

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<sup>4</sup> Sufficient pedestrian accommodation is defined as having more than 80 percent of the roadway containing a minimum of five-foot sidewalks in both directions. Sufficient bicycle accommodation is defined as having more than 80 percent of the roadway containing a minimum of five-foot shoulders (or bicycle lanes) in both directions.

<sup>5</sup> The adjacent areas are within one-half mile of the analyzed location. The thresholds of the six MPO transportation equity indicators are 1) minority population equal or greater than the region’s average of 28.2%, 2) low-income population (200% of poverty level) equal or greater than the region’s average of 23.0%, 3) people with limited English proficiency equal or greater than the region’s average of 10.6%, 4) elderly population (75 and older) equal or greater than the region’s average of 6.7%, 5) youth population (17 and under) equal or greater than the

- Location is situated in a subregion that has not been selected for this study in the past two years

### 2.3 Rating Potential Roadways for Study

Roadway segments with a score of five points or fewer were rated as low priority. Roadway segments with a score of six to seven points were rated medium priority. Roadway segments with a score of eight or more points were rated high priority. Among the 20 potential locations, MPO staff identified five as high priority:

- 1) Washington Street in Canton
- 2) Route 135 in Ashland
- 3) Power Mill Road (Route 62) in Acton and Maynard
- 4) Lafayette Street (Route 1A/114) in Salem
- 5) Route 1 in Wrentham

Among the five high-priority locations, Washington Street in Canton was rated highest. Meanwhile, the corridor is highly qualified for pedestrian accommodation or safety improvement requirements based on the MPO's Pedestrian Report Card Assessment.<sup>6</sup> Appendix A contains detailed results of the assessment.

## 3 SELECTED STUDY LOCATION: WASHINGTON STREET IN CANTON

MPO staff recommends Washington Street in Canton for this study cycle. The selection was based on the following considerations:

- The study site has strong support from all stakeholders, including representatives from Canton and MassDOT District 6.
- The corridor has a crash rate much higher than the state average of the same functional class and a high pedestrian and bicycle crash rate. Based on the recent five-year (2013–17) MassDOT crash data, a total of 248 crashes occurred in the corridor. Among them, 47 crashes caused personal injuries, nine are identified as crashes involving a person who was walking, and one is identified involving a person who was biking.
- The corridor is essential for the subregion's economic development. It contains mixed land uses, including commercial and multi-unit residential developments, with a number of ongoing and planned developments.

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region's average of 20.6%, and 6) people with disabilities equal or greater than the region's average of 10.0%.

<sup>6</sup> Ryan Hicks and Casey-Marie Claude, Pedestrian Level-of-Service Memorandum, Boston Region Metropolitan Organization, January 19, 2017.

- The corridor lacks accommodation for people who bike and has insufficient accommodations for people who walk. There are sidewalk gaps, especially on the south section.
- The corridor is located in an area with a high proportion of senior and youth populations.
- The roadway has potential for Complete Streets improvements.

Figure 1 shows the locations of this study and the previously studied corridors in the region. Washington Street is a major north-south corridor that passes through the center of Canton, with an average of about 15,000 vehicles per day. All the segments in the selected corridor are classified as Urban Principal Arterial and are under the Town of Canton's jurisdiction.

Washington Street from Cobbs Corner to Sherman Street, including the intersections at both ends, is the potential study limit (approximately 1.6 miles in length). It contains downtown Canton and a major commercial district near Cobbs Corner (Washington Street at Route 27). The Town of Canton recently completed a town master plan, which identified these two areas as priorities for implementation. The Town is very supportive of this study. The section in between the two areas is a densely settled residential district with local businesses scattered throughout.

The Town of Canton also expressed that the corridor contains multifamily buildings and affordable housing units, including Canton Housing Authority units for seniors. Thus, improving the accommodation and safety for people who walk would significantly benefit the seniors and people with disabilities. Meanwhile, improving the accommodation and safety for people who bike on Washington Street is one of the high priorities in the town master plan. A letter of support for this study from the Town's administrator and select board is attached in Appendix B.

## 4 SUMMARY

The selection of this corridor meets the objectives of this study. Meanwhile, it will support the MPO goals by improving subregional transportation safety and mobility and promoting regional economic vitality.

MPO staff is submitting this proposal to the MPO for discussion and approval. If the MPO approves this selection, staff will meet with officials from Canton, MassDOT, and MAPC to discuss the study specifics, conduct field visits, collect data, and perform various analyses.

**TABLE 1**  
**Roadway Segments Considered for Study (Selected Segment is Highlighted in Blue)**  
**Subregional Priority Roadways Study**

Roadway	Location	Community	MAPC Subregion	MassDOT District	Jurisdiction	Length (Miles)	Functional Classification*	Average Daily Traffic	Number of Crashes 2013-17	Number of Injury and Fatal Crashes 2013-17	Number of Bicycle Crashes 2013-17	Number of Pedestrian Crashes 2013-17	Statewide Average Crash Rate (MVT)	Corridor Overall Crash Rate (MVT)	Pedestrian and Bike Crashes Per Mile	HSIP-Eligible Crash Clusters 2015-17	Study, Project, or TIP Project	Safety Conditions	Multimodal Significance	Subregional Priority	Implementation Potential	Transportation and Regional Equity	Score	Overall Assessment	Summary of Comments
Washington Street	Sherman Street to Cobbs Corner	Canton	TRIC	6	Canton	1.6	3	15,000	248	47	1	9	3.58	5.7	6.3	0	No recent projects.	2	2	2	2	2	10	High	In FFY 2021 TRIC meeting, Canton cited the corridor as a focus area in the Town's Master Plan to improve walkability and bikeability and to support increasing economic activities.  Canton requested a study of the downtown section for signal coordination and pedestrian and bicycle safety and mobility improvements (2015 UPWP outreach).
Route 135	Hopkinton town line to Framingham city line	Ashland	MWRC	3	Ashland	3.1	3	12,000	233	53	4	6	3.58	3.4	3.2	0	MassDOT Project 603602: Ashland- Bridge Replacement, A-14-002, Route 135 (Union Street) over the Sudbury River. The proposed project consists of replacing the existing Union Street (Route 135) bridge over the Sudbury River in its present location with minor improvements to the approach roadways. Completed in 2012.	1	2	2	2	1	8	High	In FFY 2018 MWRC meeting, Route 135 from Hopkinton to Natick was cited as a regional corridor needing Complete Streets improvements.
Power Mill Road (Route 6Z)	High Street (Acton) to Waltham Street (Maynard)	Acton, Maynard	MAGIC	4	MassDOT	1.4	3	12,000	112	13	1	2	3.58	3.7	2.1	0	No recent projects.	2	1	2	1	2	8	High	In FFY 2021 MAGIC meeting, Maynard cited it as a priority corridor to improve walkability and bikeability and to support potential economic investments. A study to create redevelopment vision for economic activities in the corridor was recently completed.
Lafayette Street (Route 1A/114)	Derby Street to Marblehead town line	Salem	NSTF	4	Salem	1.8	3	20,000	306	98	8	18	3.58	4.7	14.4	0	No recent projects.	2	2	1	1	2	8	High	North Shore Community Development Coalition cited this location in 2019 MPO outreach meeting.
High Street (Route 1A/Route 133)	Lord Square to Haverhill Street (Rowley)	Ipswich, Rowley	NSTF	4	MassDOT, Ipswich	2.8	3	15,000	160	43	2	7	3.58	2.1	3.2	0	No recent projects.  MassDOT Project 602146: Resurfacing and pedestrian improvements on the section of Route 133 in Ipswich between Route 1A and the Essex town line. Project implemented in 2009.	1	2	2	2	1	8	High	In FFY 2021 NSTF meeting, High Street was cited as a historical street that needs infrastructural and Complete Streets improvements.
Route 1	Plainville town line to Foxborough town line	Wrentham	SWAP	5	MassDOT	2.5	3	27,500	223	65	0	0	3.58	1.8	0.0	1	MassDOT Project 608497: Resurfacing project along Route 1 in Wrentham between Plainville and Foxborough town lines. In preliminary design phase.	1	2	2	2	1	8	High	MassDOT District 5 proposed this location for study (August, 2019). This undivided highway carries a high volume of traffic and lacks pedestrian and bicycle accommodations. There are a number of ongoing and planned developments in the corridor.
Route 109	Millis town line to Dover town line	Medfield	TRIC	3	Medfield	3.2	3	16,000	296	47	3	1	3.58	3.2	1.3	0	MassDOT Project 609344: Medfield- Millis- Bridge Preservation, M-11-002, West Street over the Charles River and M-11-003, State 109 (Main Street) over the Charles River. This project is in the preliminary design phase.	1	2	2	1	1	7	Medium	In FFY 2018 UPWP outreach, Route 109 is cited as a major subregional travel route to Interstate 95/Route 128.
Route 85	Hopkinton town line to Marlborough city line	Southborough	MWRC	3	Southborough	4.3	5	8,000	194	31	0	0	3.49	3.1	0.0	0	MassDOT Project 603793: Replacement of the Route 85 (River Street) bridge over the Sudbury River, which connects Hopkinton and Southborough. Construction ended in Summer 2014.	1	2	2	1	1	7	Medium	In FFY 2018 MWRC meeting, Route 85 (Cordaville Road) was cited as a corridor needing improvements.
Route 2A (King Street)	Route 495 Southbound ramps to Ayer town line	Littleton	MAGIC	3	MassDOT	2.5	3	14,000	139	38	0	1	3.58	2.2	0.4	0	MassDOT 608443: Intersection Improvements on Route 2A at Willow Road and Bruce Street. The project involves intersection improvements, including geometric modifications, widening and signalization. Additional improvements involve updated signage and pavement markings. 75% functional design commented (as of 08/26/2021).	1	2	2	0	2	7	Medium	Requested by Littleton in 2015.
Edgell Road	Water Street to the north of Route 9 in Framingham	Framingham	MWRC	3	Framingham	2.2	5	18,500	257	77	0	2	3.49	3.5	0.9	0	MassDOT Project 608889: Traffic Signal Installation at Edgell Road and Central Street. This project is in the preliminary design phase.  Pre-TIP 602038 Edgell Road Corridor Project: Reconstruct pavement and improve signalization at Water Street, Brook Street, Central Street, and Vernon Street.	0	2	2	1	2	7	Medium	The roadway was cited in 2017 MWRC subregional meeting.
Route 129	Lynn town line to Marblehead town line	Swampscott	NSTF	4	Swampscott, DCR (less than 0.1 mi)	2.5	3	11,600	175	45	6	6	3.58	3.3	4.8	0	No recent projects	1	2	2	1	1	7	Medium	NSTF cited this roadway in 2013 as one of the subregion's priority roadways for study in the 2014 UPWP. Segment in Downtown Swampscott is a bottleneck for those traveling from Marblehead to Lynn.
Route 62	Olson Street to Middlesex Avenue	Wilmington	NSPC	4	Wilmington	2.0	5	12,100	217	57	2	1	3.49	4.9	1.5	0	MassDOT Project 605021: Wilmington Intersection Improvements on Route 62 (Middlesex Avenue) at Glenn Road and Wildwood Street. The project involves the installation of new traffic signal at the intersection of Route 62 (Middlesex Avenue) at Glen Road and Wildwood Street, reconfiguration of Glen Road intersection and widening of Route 62 (Middlesex Avenue) and Glen Road. The project is recently completed.	2	2	1	1	1	7	Medium	CTPS identified this location as a potential study site.
Route 109	Walpole town line to Interstate 95	Westwood	ICC	6	Westwood	4.0	3	14,000	545	103	6	1	3.58	5.3	1.8	0	MassDOT Project 608947: Traffic Signal Improvements on Route 109. This project is at 25% design phase (9/13/2019).  MassDOT Project 601315: Reconstruction of Route 109 (High Street) from Grove Street to Hartford Street, including new traffic signals at Hartford Street, Gay Street, Windsor Road/Public Library Entrance and Summer Street. Construction ended in Spring 2008.	2	2	2	0	1	7	Medium	Route 109 was mentioned as a major regional travel route in a 2018 SWAP subregional meeting.  MassDOT Project 608947 covers a major portion of the corridor.
Willard Street	I-93 to Copeland Street/California Street	Quincy	ICC	6	MassDOT	1.7	5	15,000	171	33	1	7	3.49	3.7	4.7	1	MassDOT Project 610823: Intersection Improvements at Willard St and Ricciuti Dr. Project is in design phase.	2	1	2	1	1	7	Medium	MassDOT District 6 proposed this location for study (August, 2020).

Roadway	Location	Community	MAPC Subregion	MassDOT District	Jurisdiction	Length (Miles)	Functional Classification*	Average Daily Traffic	Number of Crashes 2013-17	Number of Injury and Fatal Crashes 2013-17	Number of Bicycle Crashes 2013-17	Number of Pedestrian Crashes 2013-17	Statewide Average Crash Rate (MVMT)	Corridor Overall Crash Rate (MVMT)	Pedestrian and Bike Crashes Per Mile	HSIP-Eligible Crash Clusters 2015-17	Study, Project, or TIP Project	Safety Conditions	Multimodal Significance	Subregional Priority	Implementation Potential	Transportation and Regional Equity	Score	Overall Assessment	Summary of Comments
Route 37 (Granite Street)	Five Corners (West Street/Franklin Street) to I-93	Braintree	SSC	6	MassDOT	1.0	3	35,000	342	137	1	9	3.58	5.1	9.6	2	MassDOT Project 608651: Installation of adaptive traffic control signal equipment, vehicle detection, communication equipment, and managing software at 7 traffic signals on Route 37 (Granite Street) in Braintree. Project completed.	2	1	2	1	1	7	Medium	MassDOT Project 608651 covers this section of Route 37 in Braintree.
Route 135	West Main Street to Ashland town line	Hopkinton	MWRC	3	Hopkinton	2.6	3	9,500	264	43	3	4	3.58	5.9	2.7	0	MassDOT Project 606043: Signal and Intersection Improvements on Route 135. The project involves intersection improvements at Route 85, Pleasant Street and Wood Street. Major improvements include signal equipment upgrade and additional lanes at Route 85; geometric and equipment improvements at Pleasant Street and at Wood Street; pavement rehabilitation from Ash Street to Wood Street; installation of sidewalks and wheelchair ramps, and streetscape enhancements in the town center. The project is currently under construction.	2	2	1	0	1	6	Medium	In FFY 2018 MWRC meeting, Route 135 from Hopkinton to Natick was cited as a regional corridor needing complete-street improvements. MassDOT Project 606043 covers a major portion of Route 135 in Hopkinton.
Route 27	Medfield town line to Natick town line	Sherborn	SWAP	3	Sherborn	4.3	3	12,500	271	69	2	0	3.58	2.8	0.5	1	No recent projects.	1	2	1	1	1	6	Medium	The location is identified by CTPS mainly due to the lack of pedestrian and bicycle accommodations. Major concern location in the Route 16 and Route 27 intersected area has been studied.
Main Street	Wakefield town line to Central Street	Saugus	ICC	4	Saugus and MassDOT	2.9	5	16,950	285	103	5	7	3.49	3.2	4.1	0	No recent projects.	1	2	1	1	1	6	Medium	In FFY 2012 UPWP outreach, Saugus requested the MPO to consider performing a roadway/sidewalk/traffic light/pedestrian access assessment study, to be called a Main Street/Saugus Center Corridor Study.
Route 115	Wrentham town line to Millis town line	Norfolk	SWAP	5	Norfolk	5.3	5	6,500	172	34	1	2	3.49	2.7	0.6	0	MassDOT Project 602496: Foxborough- Norfolk- Wrentham- Reconstruction of Route 115, Pond Street and Pine Street, from Needham Street in Norfolk to Route 140. The project consists of safety and transportation improvements for 2.7 miles of Route 115 between Needham/North Street and Route 140, and 0.3 miles of Pine Street between Route 115 and Route 1. Completed in 2012.	1	2	1	1	1	6	Medium	MassDOT Project 602496 covers half of the corridor.
Route 37	Brockton town line to Braintree town line	Holbrook	SSC	5	MassDOT and Holbrook	3.6	3	10,000	481	135	2	3	3.58	7.3	1.4	1	MassDOT Project 608543: Corridor Improvements and Related Work on South Franklin Street (Route 37) from Snell Street to King Road. Work on this project consists of roadway rehabilitation to provide a consistent cross section, sidewalk reconstruction, ADA compliant curb ramp installation and drainage upgrades along Route 37 (South Franklin Street) for a length of 0.6 miles. Minor modification to the Route 37/King Road traffic signals is proposed. This project is in the preliminary design phase.	1	1	2	1	1	6	Medium	The Town of Holbrook has been in contact with the district and is interested in improvements, particularly multimodal transportation improvements (2012).

**Acronyms and Abbreviations**

ADA=Americans with Disabilities Act. DCR=Department of Conservation and Recreation. FFY= Federal Fiscal Year. HSIP = Highway Safety Improvement Program. ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MassDOT = Massachusetts Department of Transportation. MVMT = Million vehicle miles traveled. MWRC = MetroWest Regional Collaborative. MWRTA = MetroWest Regional Transit Authority. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. RTA = Regional transit authority. SSC = South Shore Coalition. SWAP = South West Advisory Planning Committee. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council. UPWP = Unified Planning Work Program.

**Selection Criteria**

**Safety Conditions:** Location has a high crash rate for its functional class or contains areas with a high number of crashes or with a significant number of pedestrian/bicycle crashes.

**Multimodal Significance:** Location supports transit, bicycle, or pedestrian activity, has significant potential to enhance these activities, or has a heavy vehicle (truck/bus) issue.

**Subregional Priority:** Location carries a significant proportion of subregional vehicle, bicycle, or pedestrian traffic or is essential for its subregional economic, cultural, or recreational development.

**Implementation Potential:** Location is proposed or endorsed by the subregion, by the roadway administrative agency (agencies), or has strong support from all of its stakeholders.

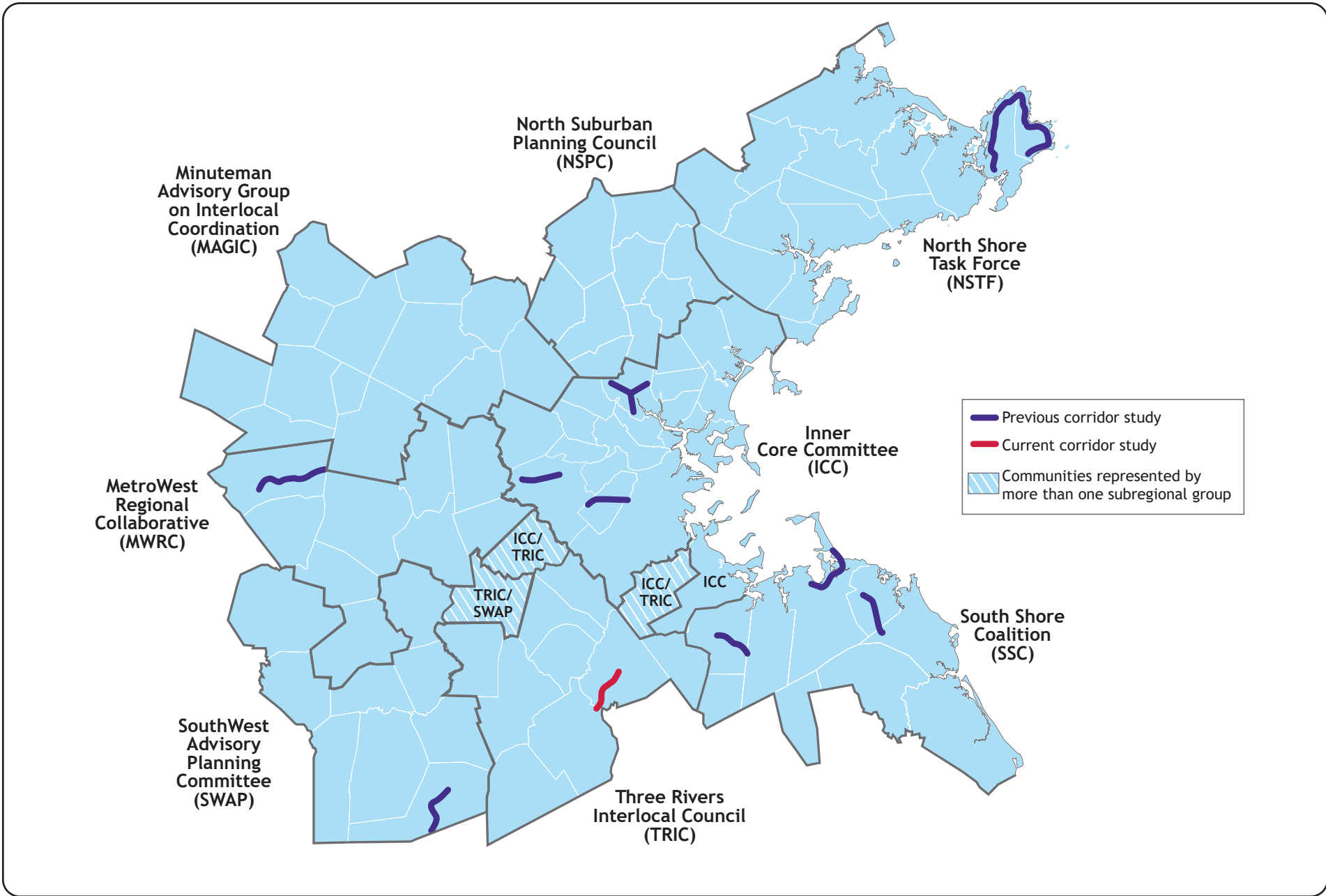
**Transportation and Regional Equity:** Location contains adjacent areas with transportation equity populations or is situated in a subregion that has not been selected for this study in the past two years.

**\* Functional Classification**

2 = principal arterial. 3 = rural minor arterial or urban principal arterial. 5 = urban minor arterial or rural major collector. 6 = urban collector or rural minor collector.

Source: Central Transportation Planning Staff.





**BOSTON REGION MPO**

**FIGURE 1 Study Locations**

*Addressing Safety, Mobility, and Access on Subregional Priority Roadways*

The Boston Region Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, Federal Transit Administration, or both, prohibit discrimination on the basis of age, sex, and disability. The Boston Region MPO considers these protected populations in its Title VI Programs, consistent with federal interpretation and administration. In addition, the Boston Region MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with U.S. Department of Transportation policy and guidance on federal Executive Order 13166.

The Boston Region MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 sections 92a, 98, 98a, which prohibits making any distinction, discrimination, or restriction in admission to, or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the Boston Region MPO complies with the Governor's Executive Order 526, section 4, which requires that all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

A complaint form and additional information can be obtained by contacting the MPO or at [http://www.bostonmpo.org/mpo\\_non\\_discrimination](http://www.bostonmpo.org/mpo_non_discrimination).

To request this information in a different language or in an accessible format, please contact

Title VI Specialist  
Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
[civilrights@ctps.org](mailto:civilrights@ctps.org)

**By Telephone:**

857.702.3702 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

- **Relay Using TTY or Hearing Carry-over:** 800.439.2370
- **Relay Using Voice Carry-over:** 866.887.6619
- **Relay Using Text to Speech:** 866.645.9870

For more information, including numbers for Spanish speakers, visit <https://www.mass.gov/massrelay>.

**APPENDIX A**  
**Pedestrian Report Card Assessment**

Washington Street in Canton



**Central Transportation Planning Staff (CTPS) to the Boston Region MPO:**  
[www.ctps.org](http://www.ctps.org) | 857.702.3700 | [ctps@ctps.org](mailto:ctps@ctps.org)

**Ryan Hicks, Congestion Management Process Manager:**  
[www.ctps.org/cmp](http://www.ctps.org/cmp) | 857.702.3661 | [rhicks@ctps.org](mailto:rhicks@ctps.org)

**Casey Claude, Bicycle and Pedestrian Program Manager:**  
[www.ctps.org/bicycle-pedestrian-activities](http://www.ctps.org/bicycle-pedestrian-activities) | 857.702.3707 | [cclaude@ctps.org](mailto:cclaude@ctps.org)

# Pedestrian Report Card Assessment (PRCA): Roadway Segment

## Roadway Segment Location

Washington Street in Canton

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

## Transportation Equity

High Priority Area	
Moderate Priority Area	√
Low Priority Area	

**Category Ratings**  
**Good:** Score 2.3 to 3.0  
**Fair:** 2.3 > Score > 1.7  
**Poor:** Score 1.7 to 0

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

# Grading Categories: Scoring Breakdown Roadway Segment

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

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

### Meaning of Ratings

**Good:** 3.0  
**Fair:** 2.0  
**Poor:** 1.0

### Transportation Equity Priority

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

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

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

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

# Roadway Segment Notes

## Detailed Performance Measure Information

Goal	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Sidewalk Presence	Sidewalks exist on both sides of the corridor, except the west side from the south of Pond Street to Cobbs Corner.
	Crosswalk Presence	Eighteen crosswalks exist on Washington Street from Pleasant Street to Cobbs Corner.
	Walkway Width	Walkways generally are at least five feet wide.
Economic Vitality	Pedestrian Volumes	There are six major intersections in the downtown area with frequent pedestrian crossings.
	Adjacent Bicycle Accommodations	There are no separated or shared bike lanes and these shoulders are less than five feet wide.
Safety	Pedestrian Crashes	Seven crashes between 2013 and 2017 involved pedestrians.
	Pedestrian-Vehicle Buffer	The roadway shoulders are about two to five feet wide in general.
	Vehicle Travel Speed	Speeds are assumed to be approximately 30 MPH in the downtown sections and about 40 MPH in other sections.
System Preservation	Sidewalk Condition	Sidewalks are generally in fair condition.

**APPENDIX B**  
**Support Letter**

**Town of Canton, Massachusetts**  
**OFFICE OF THE SELECT BOARD**

SELECT BOARD

UPPER MEMORIAL HALL  
801 WASHINGTON STREET  
CANTON, MA 02021

POLICE COMMISSIONERS  
BOARD OF PUBLIC WORKS  
LICENSING BOARD

TEL: (781) 821-5000  
FAX: (781) 821-2935  
EMAIL: [caspinwall@town.canton.ma.us](mailto:caspinwall@town.canton.ma.us)

TOWN ADMINISTRATOR  
CHARLES J. ASPINWALL

September 21, 2021

Mark S. Abbott, PE  
Manager of Traffic Analysis and Design Group  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization

RE: Canton, MA Washington Street Corridor Study

Dear Mr. Abbott:

The Town of Canton is supportive of the Boston MPO technical assistance project to study pedestrian and cyclist conditions from Canton Center (Sherman Street) to the Cobb Corner Shopping Center. Washington Street pedestrian accommodations are the #2 prioritized goal on our Complete Streets Prioritization Plan, and cyclist accommodations on Washington Street are ranked #4. Locally, Washington Street serves as Canton's "Main Street", with the downtown commercial area between Sherman Street to the north and Neponset Street to the south. Washington Street is a major north-south corridor through the center of town, with 14,196 vehicles per day (2017 data). Washington Street also experiences some of the highest crash rates in Town (latest data from 2014).

This section of Washington Street is also the location of many multifamily buildings and affordable housing units, including Canton Housing Authority units for seniors. Therefore, reconstructing the sidewalk to be more usable and ADA accessible will improve pedestrian safety, upgrade ADA compliance, and benefit vulnerable communities of seniors and people with disabilities. The study will identify opportunities to improve pedestrian mobility and accessibility along a major corridor which connects some of the densest residential areas in town with a major commercial cluster, benefitting a significant number of residents.

The 2020 Master Plan identified the Washington Street/ Neponset/ Church Street triangle as a focus area for improvement, which also relates to the recent multi-modal engineering study for Neponset Street (Washington to Chapman Street).

Pedestrian and cyclist improvements in this section of Washington Street will complete the work necessary to attain our Complete Street goal to identify sidewalk improvements which expand upon the important work completed to date and provide a safe, ADA compliant sidewalk for a vulnerable population near a major shopping center.

Very truly yours,



Charles J. Aspinwall  
Town Administrator

Cc: Select Board