



# CITY OF MALDEN

## TRANSIT SIGNAL PRIORITIZATION (TSP) & CENTRE STREET

CITY COUNCIL MEETING, APRIL 13, 2021

RYAN O'MALLEY  
COUNCILLOR WARD FOUR

STEPHEN WINSLOW  
COUNCILLOR AT-LARGE



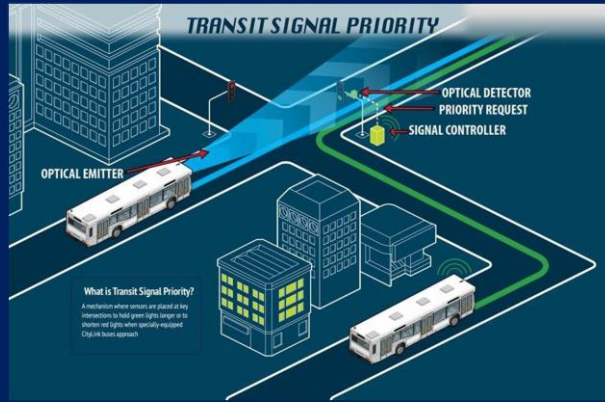
# AGENDA

- **OVERVIEW**
- **PRIOR PUBLIC ENGAGEMENT**
- **COMPLETE STREETS POLICY**
- **EQUITY IN TRANSPORTATION**
- **INFRASTRUCTURE FUNDING**
- **OVERVIEW OF GRANTS: MASSDOT SHARED STREETS GRANTS**
- **TRANSIT SIGNAL PRIORITIZATION – SALEM, MAIN, AND CENTRE STREETS**
- **CENTRE STREET PROPOSAL**
  - TRAFFIC ANALYSIS
  - SEGMENTS



# OVERVIEW

## TRANSIT SIGNAL PRIORITIZATION



## CENTRE STREET BUS & BIKE ACCOMMODATIONS





# GOALS

- 1. IMPROVE SAFETY ON CENTRE STREET/PORION OF Rt. 60**
- 2. TRANSIT EQUITY – LOW INCOME & BIPOC COMMUNITIES SERVED BY PUBLIC TRANSIT**
- 3. MATCHING CENTRE STREET (2 LANES) WITH THE REST OF Rt. 60**
- 4. DECREASE PEAK SPEEDS (SPEEDING) AND  
REDUCE TRAVEL TIMES FOR ALL USERS (CARS, BUSES, BIKES)**

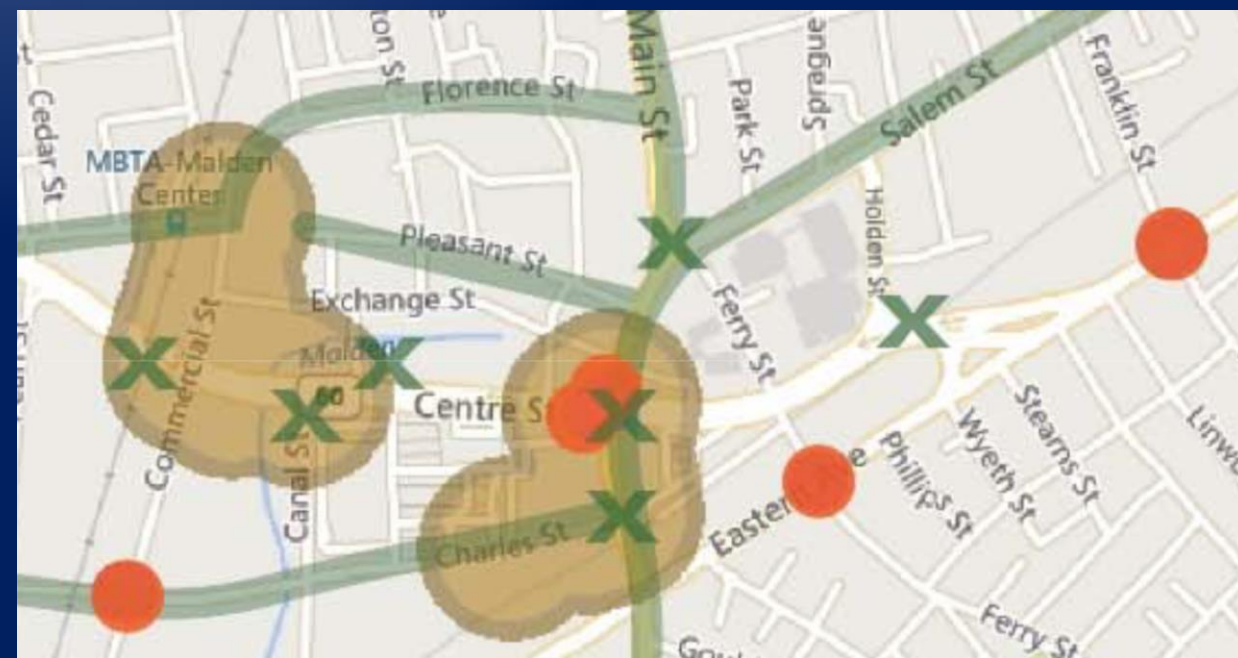


# INFORMED BY PRIOR PUBLIC ENGAGEMENT

## COMPLETE STREETS PRIORITIZATION PLAN

IN 2017, THE COMPLETE STREET TASK FORCE HELD A ROBUST COMMUNITY ENGAGEMENT PROCESS WITH THE HELP OF MAPC AND TOOLE DESIGN


THE NEED TO ADDRESS CENTRE STREET WAS HIGHLIGHTED AS A SIGNIFICANT NEED BY THE COMMUNITY AND CRASH DATA.



### Crash Clusters & Project Locations


MassDOT Crash Clusters

 Crash Clusters (2012-14)

 Pedestrian Crash Clusters (2005-14)

Potential Project Locations

 Intersections

 Corridors



# COMPLETE STREETS POLICY DOING OUR PART

IN 2016, MAYOR GARY CHRISTENSON DEVELOPED AND SIGNED THE CITY OF MALDEN'S COMPLETE STREET POLICY WITH THE HELP OF WARD ONE COUNCILLOR PEG CROWE.

The City of Malden recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders are legitimate users of roadways and deserve safe accessibility. "All Users" includes users of all ages, abilities, and income levels.

The City recognizes that all roadway projects – including new construction, maintenance and reconstruction – present potential opportunities to apply Complete Streets design principles.

City of Malden COMPLETE STREET POLICY	
Effective Date	TBD
Expiration Date	None
Planning Board vote to recommend	July 15 <sup>th</sup> , 2015
City Council vote to adopt an administrative policy/Mayor	November 24 <sup>th</sup> , 2015
Public Hearing	February 16 <sup>th</sup> , 2016
Signed by Chief Administrative Officer (Mayor)	October 13, 2016
Signed by City Councilors	

## COMPLETE STREETS POLICY

### Vision and Purpose:

Complete Streets are designed and operated to provide safety, comfort, and accessibility for all the users of our streets, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency vehicles and for people of all ages, abilities, and income levels. Complete Streets fundamentals contribute toward the safety, health, economic viability, and quality of life in a community by improving the pedestrian and vehicular environments in order to provide, safe, accessible, and comfortable means of travel between home, school, work, recreation, and retail destinations. The purpose of the City of Malden's Complete Streets Policy is to try to accommodate all road users, whenever reasonable and financially feasible, by creating a roadway network that meets the needs of individuals utilizing a variety of transportation modes.

By using complete streets principles as a guide in decision making as it relates to infrastructure, planning and construction it will give consideration to all roadway users from the onset. This Policy encourages decision-makers, whenever reasonable and financially feasible; to plan, design, construct, and maintain streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

### Objective:

The City of Malden recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders are legitimate users of roadways and deserve safe accessibility. "All Users" includes users of all ages, abilities, and income levels.

The City recognizes that all roadway projects – including new construction, maintenance and reconstruction – present potential opportunities to apply Complete Streets design principles. The City shall, to the extent practical and financially feasible, design, construct, maintain, and



# COMPLETE STREETS POLICY DOING OUR PART

IN 2018, WARD ONE COUNCILLOR PEG CROWE LED THE CITY COUNCIL TO UNANIMOUSLY PASS A RESOLUTION TO "SUPPORT THE MAYOR'S COMPLETE STREETS POLICY"<sup>1</sup>

File #: 536-16 Version: 1  
Type: Resolution  
Title: Resolve: That the City Council support the Mayor's Complete Streets Policy.  
Mover: [Peg Crowe](#) Secondar:   
Result: Pass  
Agenda note:  
Minutes note:  
Action: passed  
Action text: A motion was made by Councillor Crowe that the Resolution be passed. The motion carried by the following vote:

Votes (8:0)

Person Name	Vote
<a href="#">Neal Anderson</a>	Yea
<a href="#">David Camell</a>	Yea
<a href="#">Paul Condon</a>	Yea
<a href="#">Peg Crowe</a>	Yea
<a href="#">Barbara Murphy</a>	Yea
<a href="#">Ryan O'Malley</a>	Yea
<a href="#">Stephen Winslow</a>	Yea
<a href="#">Deborah DeMaria</a>	Yea

1. Councillors Matheson, Sica, and Spadafora were absent.



# EQUITY IN TRANSPORTATION INFRASTRUCTURE A NATIONAL CONVERSATION

“ADDRESSING THE INEQUITIES BUILT INTO THE NATIONAL TRANSPORTATION SYSTEM WOULD REQUIRE DISMANTLING OR RETOOLING DECADES WORTH OF PHYSICAL INFRASTRUCTURE AND ADDRESSING A MORE SUBTLE BUT EQUALLY POWERFUL CULTURE THAT COMES FROM LESS VISIBLE PARTS OF DOT’S WORK, LIKE IN SETTING STANDARDS FOR HOW ROADS ARE DESIGNED.”<sup>1</sup>



“THIS IS PART OF WHAT [PRESIDENT] BIDEN'S AMBITIOUS "BUILD BACK BETTER" PLAN CALLS FOR, INCLUDING AN EXPRESS DESIRE TO REDO STREETS AND MAIN ARTERIES IN COMMUNITIES...REPAIR AND LAY DOWN NEW SIDEWALKS AND REDO STREETSCAPES AND LIGHTING, AMONG OTHER THINGS.”<sup>1</sup>

1. <https://www.politico.com/news/2021/03/08/biden-buttigieg-acial-equity-473928?>

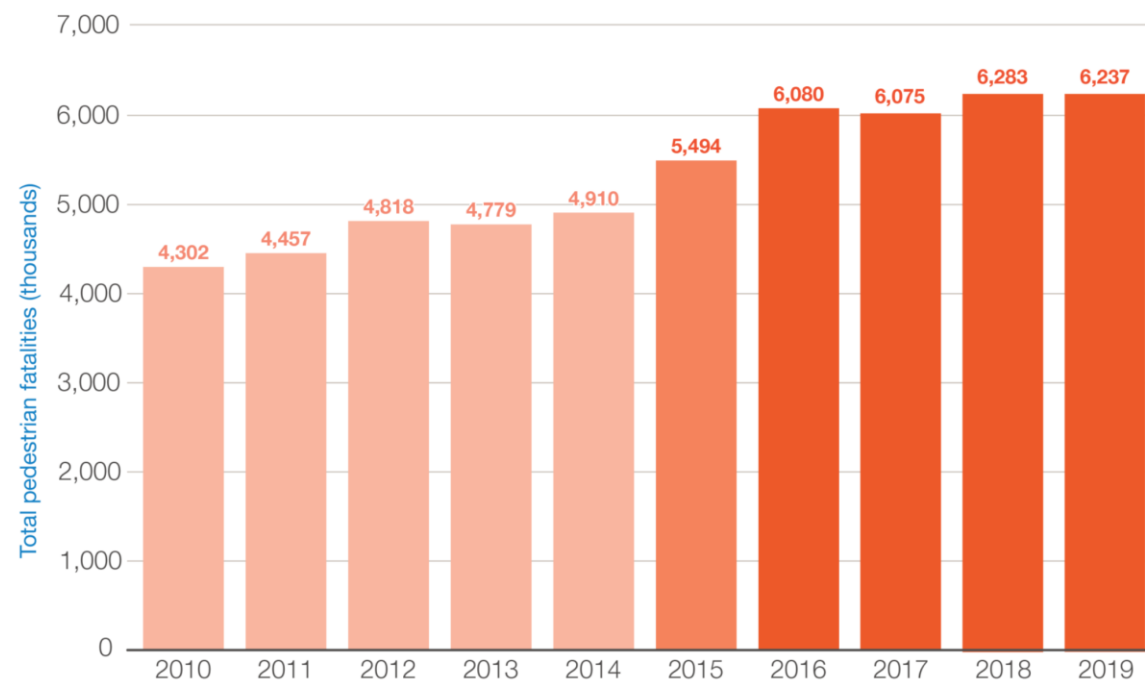




# EQUITY IN TRANSPORTATION INFRASTRUCTURE

## 45% increase in people struck and killed while walking

The last four years were the most deadly in three decades



# EQUITY IN TRANSPORTATION INFRASTRUCTURE

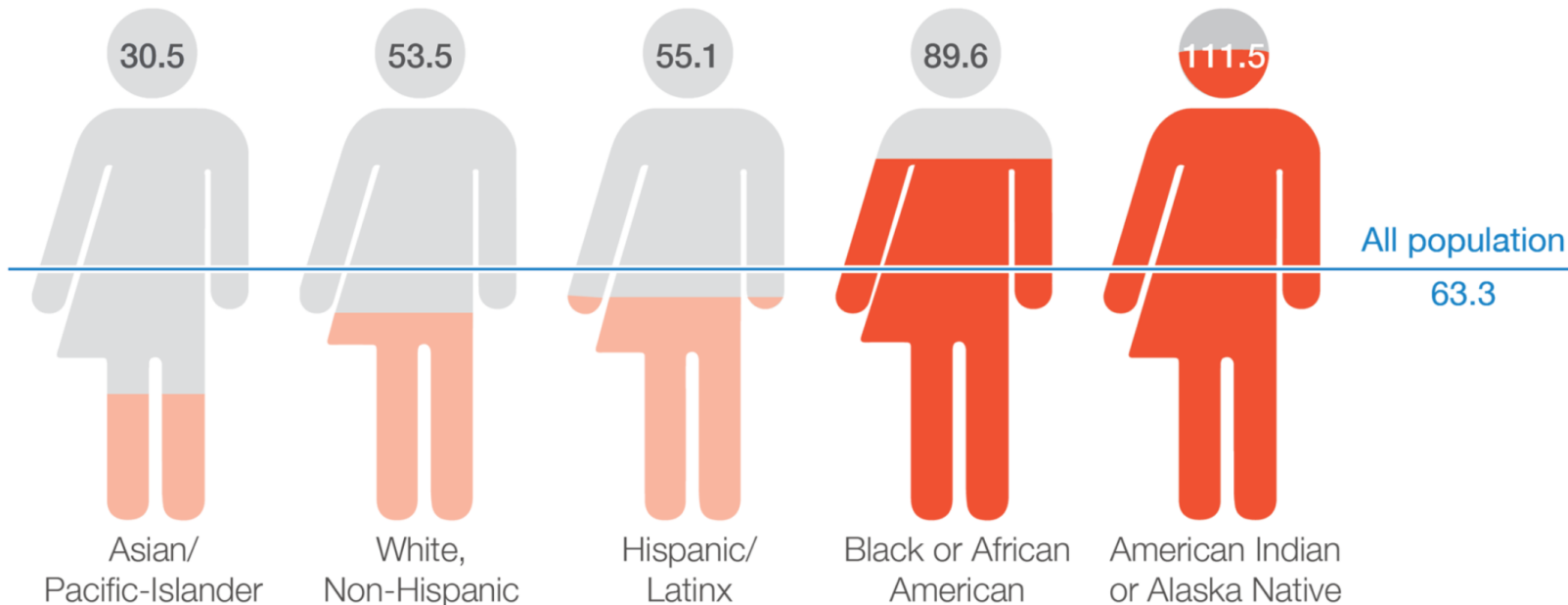


## The risk is not evenly distributed

Older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking—even after controlling for differences in population size and walking rates.

## The burden is not shared equally

Relative pedestrian danger by race and ethnicity  
(2010-2019)

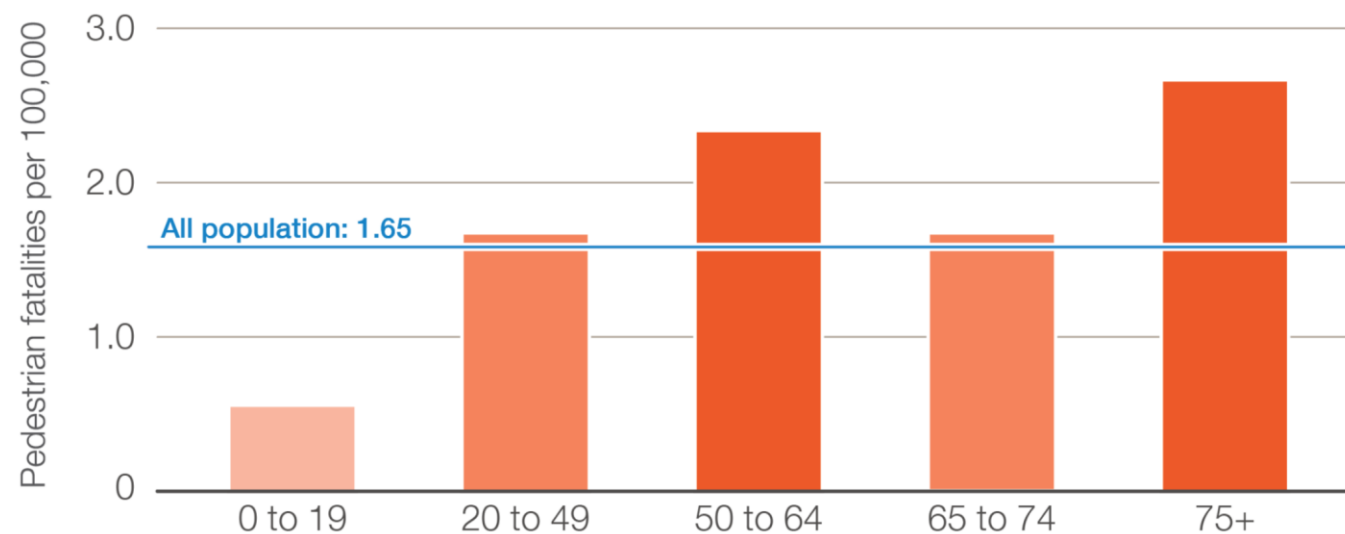




# EQUITY IN TRANSPORTATION INFRASTRUCTURE

## Older adults are disproportionately killed

Pedestrian fatalities per 100,000 people by age



People walking in lower-income neighborhoods are also killed far more often. The lower a metro area's median household income, the more dangerous its streets are likely to be for people walking.



# EQUITY IN TRANSPORTATION INFRASTRUCTURE

**People walking in lower-income areas are struck and killed at much higher rates.** People walking in wealthier neighborhoods are killed at far lower rates





# EQUITY IN TRANSPORTATION INFRASTRUCTURE

**Failing to act is consenting to more preventable deaths.**



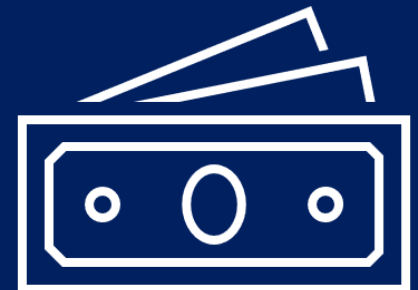
# FUNDING FOR INFRASTRUCTURE

## POSSIBLE FUNDING SOURCES FOR INFRASTRUCTURE PROJECTS

**CHAPTER 90 FUNDS:** FUNDS PROVIDED BY THE STATE WHICH ARE UNDER THE CONTROL OF THE MAYOR (NO CITY COUNCIL APPROVAL)

**LOCAL TAXES:** PROPERTY AND EXCISE TAXES

**STATE AND FEDERAL GRANTS:** COMMUNITY CONNECTIONS;  
SHARED STREETS AND SPACES;  
COMPLETE STREETS





# OVERVIEW OF GRANTS

## MASSDOT SHARED STREETS AND SPACES GRANT PROGRAM

### FALL 2020 OVERVIEW GRANT AWARDS

SHARED STREETS AND SPACES PROGRAM PROVIDED GRANTS FROM  
\$5,000 TO \$300,000

\$10.2 MILLION WAS ALLOCATED TO 103 MUNICIPALITIES

**IN FALL 2020, MALDEN RECEIVED \$259,239**





# OVERVIEW OF GRANTS

## MASSDOT SHARED STREETS AND SPACES GRANT PROGRAM







# OVERVIEW OF GRANTS

## WINTER 2021 PROPOSAL

### COMMUNITY CONNECTIONS GRANT

~~TRANSIT SIGNAL PRIORITIZATION (SALEM STREET): \$350,000~~

TRANSIT SIGNAL PRIORITIZATION (MAIN AND CENTRE STREET): \$225,000

### MASSDOT SHARED STREETS AND SPACES GRANT PROGRAM

CENTRE STREET BUS ACCOMMODATIONS: \$491,000

**TOTAL INVESTMENT: ~~\$1,066,000~~    \$716,000**





# TRANSIT SIGNAL PRIORITIZATION (TSP)

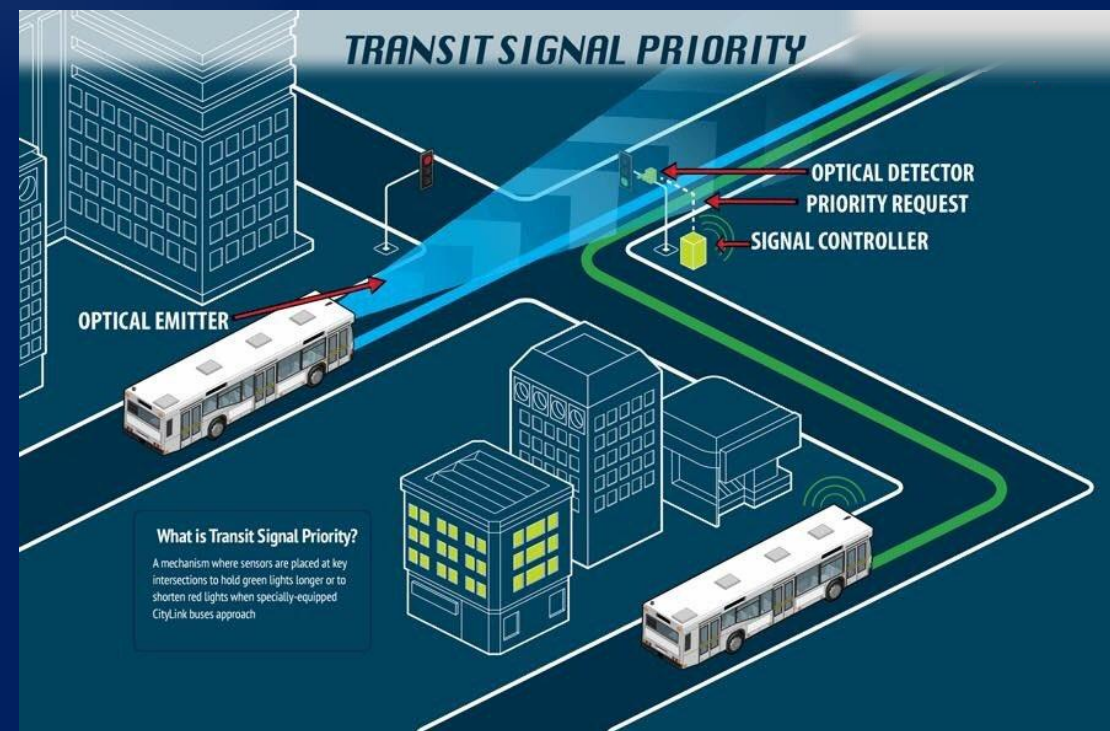




# TRANSIT SIGNAL PRIORITIZATION (TSP)

**TSP GRANT: ~~\$575,000~~ \$225,000**

- NEW TRAFFIC SIGNAL CONTROL BOX EQUIPMENT
- ALLOWS BUSES (AND PUBLIC SAFETY VEHICLES) TO BE PRIORITIZED FOR GREEN LIGHTS
- ABILITY FOR POLICE AND FIRE TO CONTROL TRAFFIC SIGNALS
- CITY OF MALDEN MAINTAINS CONTROL OF THE NEW SYSTEM
- MAIN, SALEM, AND CENTRE STREETS IN SCOPE





# CENTRE STREET PROPOSAL





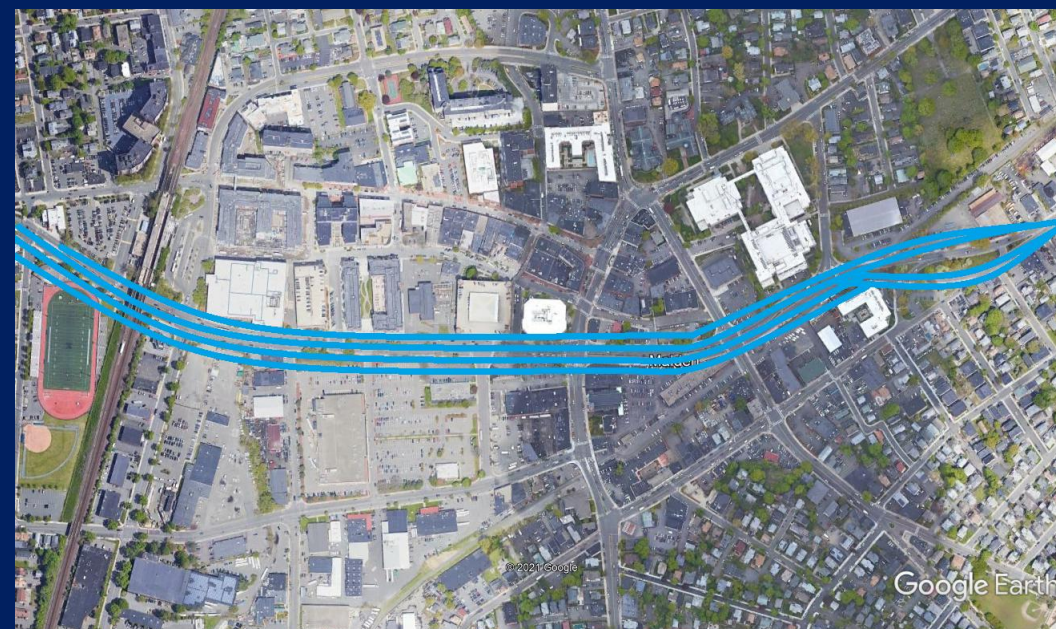
# CENTRE STREET PROPOSAL

**CENTRE STREET GRANT: \$491,000**

## PROJECT GOALS:

- INCREASE PEDESTRIAN SAFETY WITH NEW CROSSWALKS AND PAVEMENT MARKINGS
- IMPROVE TRAVEL TIMES FOR ALL MODES OF TRANSIT
- ADD LEFT AND RIGHT TURNING LANES
- RE-TIME SIGNALS AND LINK WITH TSP
- IMPROVE BOTTLENECK EFFECT FROM 1 LANE SHIFTING TO 2 LANES AND BACK TO 1 LANE
- CONNECT NORTHERN STRAND TO MBTA

Site Map





# CENTRE STREET PROPOSAL

## WHY IMPLEMENT THIS PROJECT?

### BUS RIDERSHIP

- 7,600 DAILY RIDERS ON CENTRE STREET
- LARGE LOW-INCOME AND MINORITY POPULATIONS SERVED

### AUTOMOBILE COUNTS

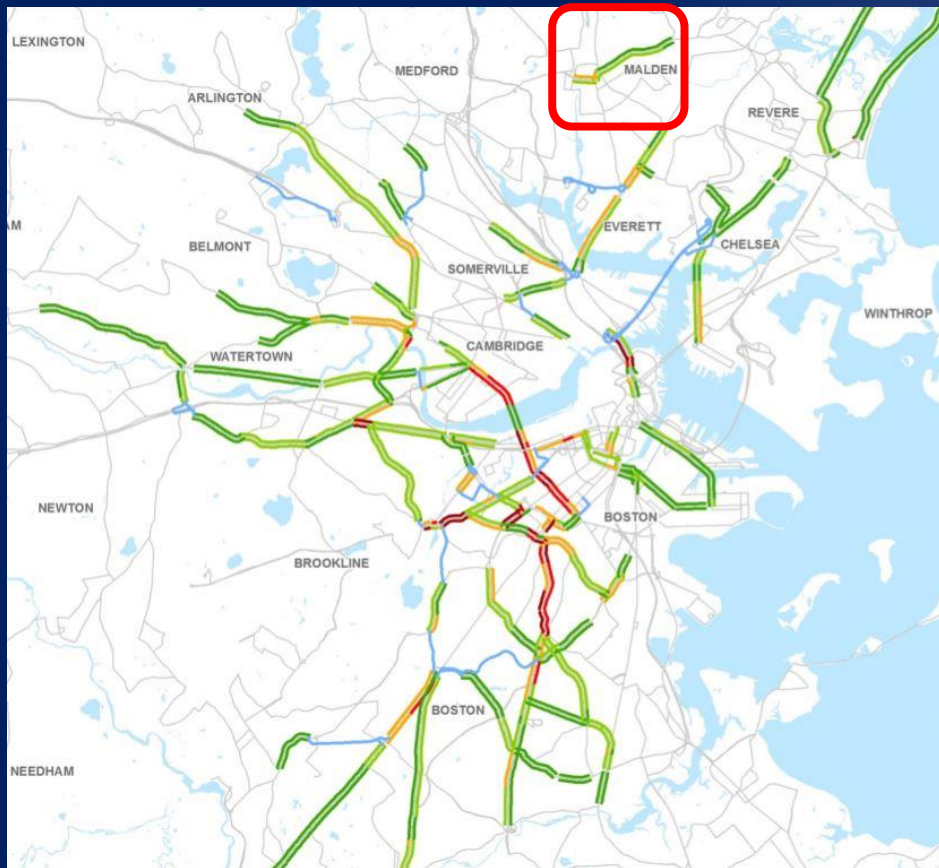
- WEST BOUND MORNING RUSH HOUR: 898/HR
- EAST BOUND EVENING RUSH HOUR: 908/HR
- NB: TRAFFIC VOLUME AT JACKSON ST DECREASED FROM 2015- 2018

**SINGLE LANE CAPACITY: 1,200/HR**

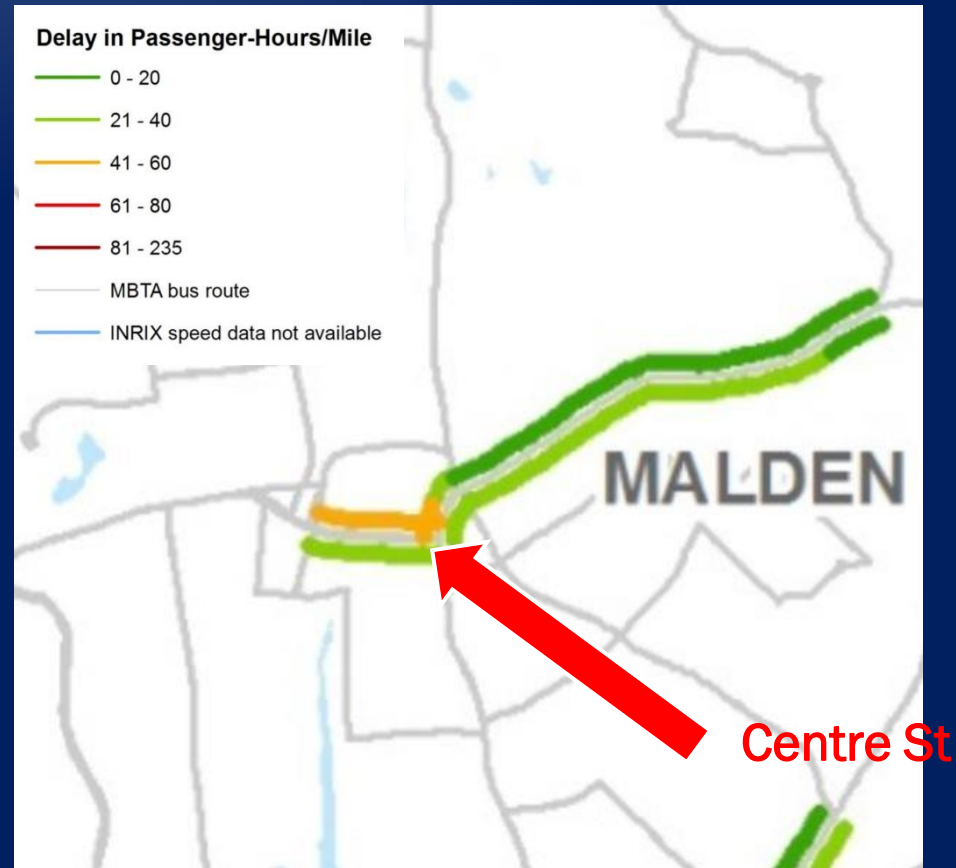
**FIRE AND POLICE VEHICLES WOULD GREATLY BENEFIT**



# CENTRE STREET PROPOSAL BUS SERVICE DELAY



Metro Boston: Corridors with high bus delay



Malden: Corridors with high bus delay



# CENTRE STREET PROPOSAL

**10**

Bus routes

- 99
- 101
- 104
- 105
- 106
- 108
- 131
- 137
- 411
- 430

Ridership

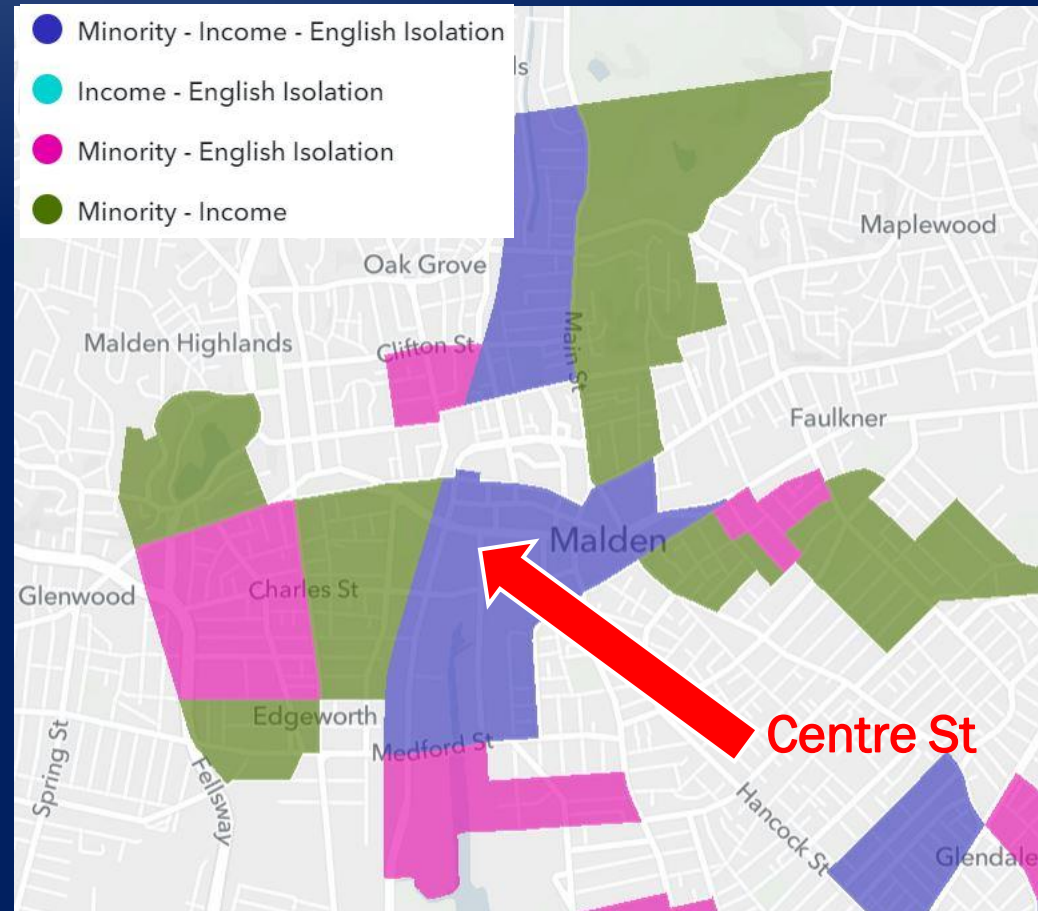
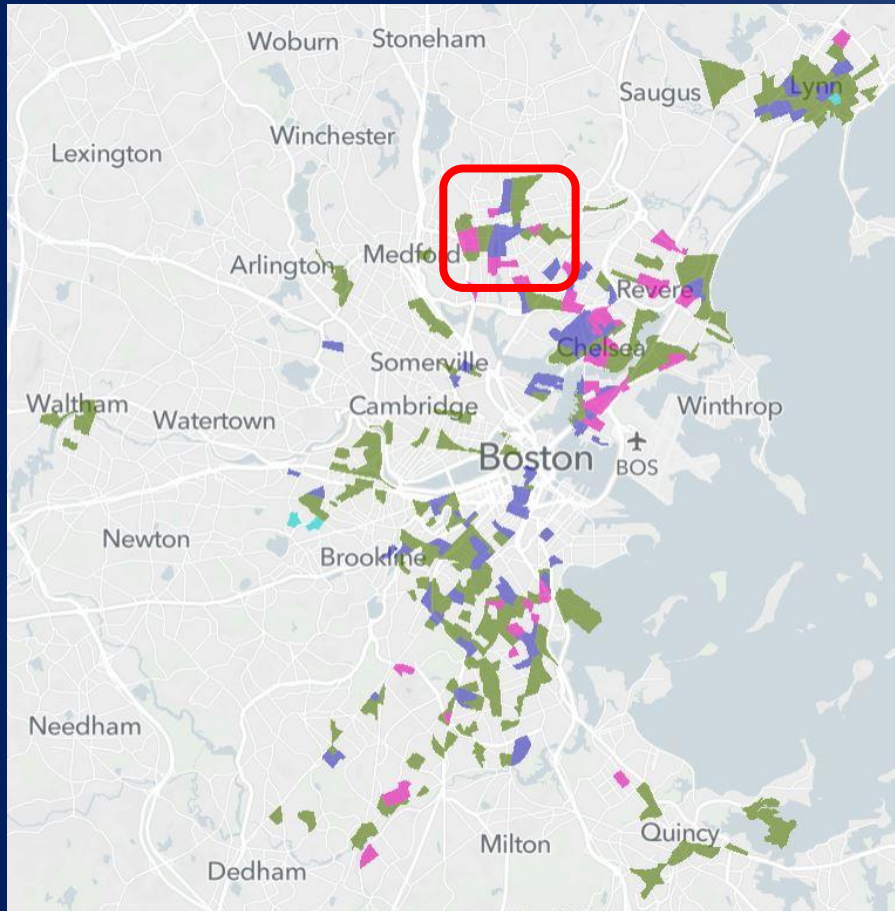
**7,600**

Weekday riders





# CENTRE STREET PROPOSAL ENVIRONMENTAL JUSTICE (EJ) CONTEXT



Metro Boston: Areas with multiple EJ factors

Malden: Areas with multiple EJ factors



# CENTRE STREET PROPOSAL

## Bus Ridership Demographic in Malden

**36%**

Minority  
(non-white)

**41%**

Low-income

**32%**

Car-free  
Households

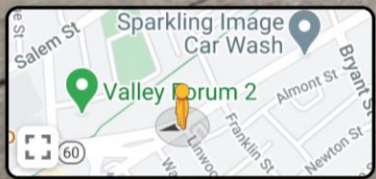


# EASTERN AVE/RT. 60 @ FRANKLIN STREET (ONE LANE)





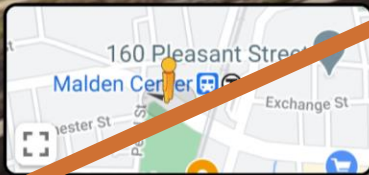
# EASTERN AVE/RT. 60 @ LINWOOD ST



Google



# CENTRE ST/RT. 60 @ MBTA MALDEN CENTER



Google