

## **APPENDIX A**

### **Pedestrian Report Card Assessment**

1. Route 60, Main Street, and major roadways in the vicinity of Medford Square
2. Route 109, from Walpole town line to Interstate 95 in Westwood
3. Route 129, from Washington Street to Swampscott town line in Lynn

## Route 60, Main Street, and Major Roadways in the Vicinity of Medford Square

### Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on all the roadways	Capacity Management and Mobility	3	3	9
Crossing Opportunities	About 40 crosswalks in 2.4 miles = 16 crosswalks per mile	Capacity Management and Mobility	2	3	6
Walkway Width	Most sidewalks are at least 5 feet wide on both sides of the roadways	Capacity Management and Mobility	1	1	1
Pedestrian Volumes	Estimated 60 or more pedestrians at several intersections	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	One HSIP pedestrian cluster	Safety	3	1	3
Average Vehicle Travel Speeds	35 mph	Safety	1	1	1
Vehicle-Pedestrian Buffer	Average about 5' buffers	Safety	1	1	1
Sidewalk Condition	Fair	System Preservation	1	2	2
Transportation Equity Factor	Two out of four factors (schools nearby, large presence of senior citizens)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	16	2.7	Good
Economic Vitality	2	4	2.0	Fair
Safety	5	5	1.0	Poor
System Preservation	1	2	2.0	Fair

## Route 109 from Walpole town line to Interstate 95 in Westwood

### Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on one side of the street at most locations and on both sides at some locations	Capacity Management and Mobility	3	2	6
Crossing Opportunities	Total 12 crosswalks in 3.9 miles = 3.1 crosswalks per mile	Capacity Management and Mobility	2	1	2
Walkway Width	4' wide sidewalks	Capacity Management and Mobility	1	1	1
Pedestrian Volumes	Estimated 60 or more pedestrians per hour in Downtown Westwood	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	No HSIP pedestrian clusters	Safety	3	3	9
Average Vehicle Travel Speeds	40 mph	Safety	1	1	1
Vehicle-Pedestrian Buffer	4' buffer	Safety	1	1	1
Sidewalk Condition	Sidewalks are not in fair condition in some sections	System Preservation	1	1	1
Transportation Equity Factor	Two out of four factors (schools nearby, large presence of senior citizens)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	9	1.5	Poor
Economic Vitality	2	4	2.0	Fair
Safety	5	11	2.2	Fair
System Preservation	1	1	1.0	Poor

## Route 129 from Washington Street to Swampscott town line in Lynn

### Performance Measure Scores

Performance Measure	Features	Goal	Weight	Unweighted Score	Weighted Score
Sidewalk Presence	Sidewalks are present on both sides of the street.	Capacity Management and Mobility	3	3	9
Crossing Opportunities	Total 17 crosswalks in 1.2 miles = 14.2 crosswalks per mile	Capacity Management and Mobility	2	3	6
Walkway Width	6' wide sidewalks	Capacity Management and Mobility	1	3	3
Pedestrian Volumes	Estimated 60 or more pedestrians per hour in the area	Economic Vitality	1	3	3
Adjacent Bicycle Accommodations	None	Economic Vitality	1	1	1
Pedestrian Crashes	One HSIP pedestrian cluster covering about a quarter of the corridor	Safety	3	1	3
Average Vehicle Travel Speeds	40 mph	Safety	1	1	1
Vehicle-Pedestrian Buffer	2' or less	Safety	1	1	1
Sidewalk Condition	Sidewalks generally are in good condition.	System Preservation	1	3	3
Transportation Equity Factor	Four factors (schools nearby, Environmental Justice area, high presence of senior citizens, and large presence of careless households)	N/A	N/A		

The weighted scores of all the performance measures within the same category are averaged and given a grade of poor, fair, or good based on the average weighted category score. The average weighted scores are classified as follows:

- Good – Score is 2.3 or more (maximum 3.0).
- Fair – Score is between 1.7 and 2.3.
- Poor – Score is 1.7 or less (maximum 0).

### Pedestrian Report Card Assessment

Goal	Weight Points	Weighted Score	Final Score	Rating
Capacity Management and Mobility	6	18	3.0	Good
Economic Vitality	2	4	2.0	Fair
Safety	5	5	1.0	Poor
System Preservation	1	3	3.0	Good

**APPENDIX B**  
**Support Letters**



# City of Medford

OFFICE OF THE MAYOR

City Hall - Room 202  
Medford, Massachusetts 02155  
Telephone (781) 393-2408

FAX: (781) 393-2514  
TDD: (781) 393-2516

STEPHANIE MUCCINI BURKE  
MAYOR

September 26, 2017

Mark Abbott, Manager,  
Traffic Analysis and Design,  
Metropolitan Planning Organization, Central Transportation Planning Staff  
10 Park Plaza, Suite 2150,  
Boston, MA 02116

RE: Priority Roadways Study Program, Medford Square, City of Medford

Dear Mr. Abbott,

The City of Medford formally requests that the Central Transportation Planning Staff (CTPS) include Medford Square in the Priority Roadways Study Program (PRSP) undertaken for sub regional Safety and Mobility Improvements.

The City of Medford is currently concluding a master planning process for its Central Business District, Medford Square. This process has been conducted by the Metropolitan Area Planning Council (MAPC), in partnership with City of Medford staff.

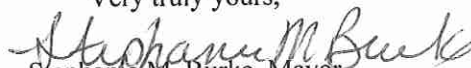
The Medford Square study area has been identified for comprehensive planning purposes. The study area is bounded by Columbia Road to the south, near the intersection of Main Street and Mystic Avenue, and Salem and High Streets to the north. The study area should also include the I-93 Salem Street rotary setting the eastern boundary and the intersection of Winthrop Street and Mystic Valley Parkway (State Route 16) setting the western boundary. MAPC has recommended that this area would greatly benefit from a comprehensive evaluation of traffic flow and patterns by CTPS.

The analysis and understanding of the circulation within this area is key to moving forward with the transportation component of the Medford Square Master Plan. I have discussed this matter with Secretary Pollack and she is in support of the study.

Medford is requesting the inclusion of this study area in the PRSP as we are interested in exploring approaches to increase the continuity of Medford Square's street grid with the goal of improving circulation and walkability in our downtown.

If you have any questions please contact Lauren DiLorenzo, Director of the Office of Community Development at (781) 393-2480 or [ldilorenzo@medford-ma.gov](mailto:ldilorenzo@medford-ma.gov).

Very truly yours,

  
Stephanie M. Burke, Mayor



RICHARD F. CARAVIELLO  
City Councillor

# City of Medford

OFFICE OF THE CITY COUNCIL

City Hall

85 George P. Hassett Drive  
Medford, Massachusetts 02155

Residence  
74 Prescott Street  
Medford, MA 02155  
781-396-3022  
rickcaraviello@gmail.com

September 26, 2017

Mr. Mark Abbott, Manager  
Traffic Analysis and Design  
Metropolitan Planning Organization  
Central Transportation Planning Staff  
10 park Plaza, Suite 2150  
Boston, MA 02116

Re: Priority Roadways Study Program, Medford Square, Medford, Massachusetts

Dear Mr. Abbott:

As President of the Medford City Council, I am writing to support Mayor Stephanie Burke's request that the Metropolitan Planning Organization's Central Transportation Planning Staff complete a traffic analysis of Medford Square, as part of its Priority Roadways Study Program (PRSP).

Traffic congestion and pedestrian safety have long been serious issues in Medford Square and have had a detrimental impact of economic vitality and quality of life in the area. Working with the City, the Metropolitan Area Planning Council has recently completed a Draft Master Plan for the Square and recommended that this area will greatly benefit from a comprehensive evaluation of traffic flow and patterns by CTPS. The analysis and understanding of the circulation within this area is key to moving forward with the transportation component of the Medford Square Master Plan. Creating a more efficient street network in this central location will benefit users of all modes of travel and encourage revitalization of the downtown core.

I respectfully request that you give the City's application every appropriate consideration.

Very truly yours,



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**CHRISTINE P. BARBER**  
STATE REPRESENTATIVE  
34th MIDDLESEX DISTRICT  
SOMERVILLE AND MEDFORD

Committees:  
Financial Services  
Housing  
Labor and Workforce Development  
Environment, Natural Resources  
and Agriculture

STATE HOUSE, ROOM 473F  
TEL. (617) 722-2210  
Christine.Barber@MAhouse.gov

October 3, 2017

Mark Abbott, Manager  
Traffic Analysis and Design  
Metropolitan Planning Organization, Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Abbott:

This letter is to express my support of the City of Medford's request that the Central Transportation Planning Staff (CTPS) include Medford Square in the Priority Roadways Study Program.

The City of Medford will be concluding a master planning process for its downtown, known as Medford Square, and the analysis of the circulation within this area will forward the goals included in the transportation component of the Medford Square Master Plan. This study area of this master plan encompasses the downtown and adjacent neighborhoods. The Metropolitan Area Planning Council (MAPC) developed the Medford Square Master Plan in partnership with City of Medford staff and through extensive community input. MAPC recommends that Medford Square would greatly benefit from a comprehensive evaluation of traffic circulation. Creating a more efficient street network in this central location will benefit users of all modes of travel and has the potential to engender positive development in the heart of the City.

As a state legislator representing Medford, I support the inclusion of Medford Square in the MPO's work program. Conducting this analysis will further our goal for increased transportation connectivity within the region, enhancing the walkability and, ultimately, the livability of Downtown Medford.

If you have any questions please contact Lauren DiLorenzo, Director of the Office of Community Development at (781) 393-2480 or [ldilorenzo@medford-ma.gov](mailto:ldilorenzo@medford-ma.gov).

Sincerely,

Representative Christine Barber  
34<sup>th</sup> Middlesex District





# MEDFORD POLICE

LEO A. SACCO, JR.  
CHIEF OF POLICE

100 MAIN STREET  
MEDFORD, MASSACHUSETTS 02155  
EMERGENCY: 911  
(781) 395-1212  
GENERAL INFO.: (781) 391-6404  
FAX: (781) 395-5177

August 27, 2017

Mr. Mark Abbott, Manager  
Traffic Analysis and Design  
Metropolitan Planning Organization  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Abbott:

I am writing to you to express support for the City of Medford's request that the Central Transportation Staff (CTPS) include Medford Square in the Priority Road Roadways Study Program.

Located at the confluence of interstate, regional and local routes, including I-93, Route 16 and Route 60, the City of Medford's downtown core has long been affected by serious traffic congestion and pedestrian safety issues. These conditions compromise public safety and the quality of life and economic vitality of the area.

Working with the City, the Metropolitan Area Planning Council is concluding a Master Planning process for Medford Square and has recommended that analysis of the circulation within this area will help forward the goals included in the transportation component of the plan. Creating a more efficient street network in this central location will benefit users of all modes of travel, improve safety and help engender positive development in the area.

Very truly yours,

Leo A. Sacco, Jr.  
Chief of Police



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

**SENATOR PATRICIA D. JEHLLEN**

*Second Middlesex District*

Medford, Somerville, Cambridge, and Winchester

STATE HOUSE, ROOM 424  
BOSTON, MA 02133-1053

TEL: (617) 722-1578

FAX: (617) 722-1117

PATRICIA.JEHLLEN@MASENATE.GOV

WWW.MASENATE.GOV

ASSISTANT MAJORITY LEADER

*Chair*

JOINT COMMITTEE ON MARIJUANA POLICY  
*and*

SPECIAL SENATE SUBCOMMITTEE ON EDUCATION

*Vice Chair*

JOINT COMMITTEE ON EDUCATION

JOINT COMMITTEE ON LABOR AND  
WORKFORCE DEVELOPMENT

Mark Abbott, Manager,  
Traffic Analysis and Design,  
Metropolitan Planning Organization, Central Transportation Planning Staff  
10 Park Plaza, Suite 2150,  
Boston, MA 02116

September 26, 2017

Dear Mr. Abbott,

This letter is to express support of a request by the City of Medford that the Central Transportation Planning Staff (CTPS) include Medford Square in the Priority Roadways Study Program.

The City of Medford will be concluding a master planning process for its downtown, known as Medford Square, and the analysis of the circulation within this area will forward the goals included in the transportation component of the Medford Square Master Plan. This study area of this master plan includes encompasses the downtown and adjacent neighborhoods. The Metropolitan Area Planning Council (MAPC) developed the Medford Square Master Plan in partnership with City of Medford staff and through extensive community input. MAPC recommends that Medford Square would greatly benefit from a comprehensive evaluation of traffic circulation. Creating a more efficient street network in this central location will benefit users of all modes of travel and has the potential to engender positive development in the heart of the City.

This letter is to support the inclusion of Medford Square in your work program. Conducting this analysis will further the goals of increasing transportation connectivity within the region and enhancing the walkability and, ultimately, the livability of Downtown Medford.

If you have any questions please contact Lauren DiLorenzo, Director of the Office of Community Development at (781) 393-2480 or [ldilorenzo@medford-ma.gov](mailto:ldilorenzo@medford-ma.gov).

Very truly yours,



Senator Patricia Jehlen