

South Shore Committee (SCC)

Identifying Transportation Needs, Construction Projects,
and Studies in Your Subregion



Braintree • Cohasset • Hingham • Holbrook • Hull • Marshfield • Norwell • Rockland • Scituate • Weymouth

FALL 2020

WHAT TRANSPORTATION NEEDS DID THE MPO IDENTIFY IN SSC COMMUNITIES?

The Boston Region Metropolitan Planning Organization (MPO) conducted an assessment of transportation needs in the Boston region to inform the MPO's Long-Range Transportation Plan (LRTP), Destination 2040. The MPO staff identified existing transportation conditions and made projections of future conditions and demand on the system. MPO staff also reached out to various subregional groups to discuss transportation needs and opportunities to improve transportation in the subregional communities. The resulting LRTP Needs Assessment serves as a tool for planning the region's future transportation network and prioritizing the MPO's limited funding for transportation projects and studies.

The information that follows highlights some of the transportation needs identified in the SSC subregion based on MPO analysis and past visits to SSC communities. This information has been updated from Federal Fiscal Year (FFY) 2020 with comments MPO staff heard from fall 2019 to spring 2020.

Projects Programmed in the FFYs 2021–25 TIP in the SSC Subregion

TIP Identification Number	Project	Category	Municipality	Year Programmed
608007	Corridor Improvements and Related Work on Justice Cushing Highway (Route 3A) from Beechwood Street to Henry Turner Bailey Road	Complete Streets	Cohasset, Scituate	2024
605168	Intersection Improvements at Route 3A/Summer Street Rotary	Complete Streets	Hingham	2025
606501	Reconstruction of Union Street (Route 139)	Complete Streets	Holbrook	2021
601607	Reconstruction of Atlantic Avenue and Related Work	Complete Streets	Hull	2022

TIP = Transportation Improvement Program.

SSC Transportation Projects in the TIP Universe of Projects

Project	Category	Municipality	Scored by the MPO
Corridor Improvements and Related Work on South Franklin Street (Route 37) from Snell Street to King Road	Complete Streets	Holbrook	No
Corridor Improvements along Nantasket Avenue from Mountford Road to A Street	Complete Streets	Hull	No
Pedestrian and Bicycle Improvements on Market Street (Route 123)	Complete Streets	Rockland	No
Reconstruction on Route 3A, including Pedestrian and Traffic Signal Improvements	Complete Streets	Weymouth	No

TIP = Transportation Improvement Program.

Transportation Studies Conducted in SSC Subregion through the [Unified Planning Work Program \(UPWP\)](#)

- Safety and Operations Analysis at Selected Intersections
 - [Route 37 \(Franklin and Granite Streets\) and West Street in Braintree \(FFY 2013\)](#)
 - [North/South Franklin Street \(Route 37\) and Union Street/Plymouth Street \(Route 139\) in Holbrook \(FFY 2013\)](#)
 - [Washington Street \(Route 53\) and Broad Street in Weymouth \(FFY 2014\)](#)
- Addressing Safety, Mobility, and Access on Subregional Priority Roadways
 - [Summer Street/George Washington Boulevard Subregional Priority Roadway Study in Hingham and Hull \(FFY 2015\)](#)—moving forward as project #605168
 - Route 53 in Norwell (FFY 2020) (posted to website when study is complete)
- Community Transportation Technical Assistance Program: Norwell Traffic Impact Study (FFY 2020) (posted to website when study is complete)
- Subregional Roadway Study
 - [Route 3A in Cohasset and Scituate \(FFY 2013\)](#)—moving forward as project #608007

Read more studies on the [Boston Region MPO's Recent Publications webpage](#).

Region-wide Transportation Studies

- [How to Operate a Successful Community Shuttle](#)
- [Pedestrian Report Card Assessment Interactive Database](#)
- [New Emerging Metrics](#)



Transportation Needs Identified through Outreach in the SSC Subregion

The comments below include transportation needs identified in outreach for the LRTP Needs Assessment and new comments heard during MPO outreach from fall 2019 to spring 2020. **The new comments are in purple.**



Roadway

- **Improve Route 53 through roadway expansion, culvert maintenance plans, and a climate resiliency plan**
- **Improve pavement conditions through the reconstruction of Atlantic Avenue from Nantasket Avenue to the Cohasset town line**
- **Extend a third lane southbound on Route 3 to end at the Derby Street interchange to increase roadway capacity**
- Improve Route 3A
 - Improve congestion and pedestrian connectivity along Route 3A in Cohasset especially to Massachusetts Bay Transportation Authority (MBTA) station and schools
 - Move forward with Route 3A Rotary redesign in Hingham
 - Improve pedestrian infrastructure on Route 3A in Hull
 - Paint lines, trim foliage, and install sidewalks in Weymouth
- Experiment with more road diets to increase safety throughout the subregion
- Improve Kilby Street intersection in Hingham
- Improve Derby Street exit onto Route 3 to prevent people driving in the breakdown lane
- Enforce 25 mph speed limits
- Fix traffic signal timings on Route 37 and South Shore Plaza to improve congestion
- Improve culverts and trim vegetation in Norwell



Transit

- **Maintain condition of MBTA ferry vessels**
- **Include older adults in the transit planning process**
- Implement first- and last-mile connection between the Cohasset train station and downtown Cohasset
- Provide a bus from Hull to Hingham that stops at the Hingham District Court. Currently, a bus goes by but does not stop at the courthouse
- Increase ferry service from Hingham and Hull throughout the day and evenings including more regular service to and from Logan Airport

- Expand transportation options for older adults and low-income populations in Hull
- Create more connections to different points in Hull from the commuter rail station
- Extend 220 bus route to the beach in the summer
- Expand Weymouth Council of Aging bus service



Pedestrian

- Expand pedestrian connection between Sohier Street and Stop and Shop in Cohasset. Currently it does not connect to the train station.



Bicycle

- None in last year's booklet



Land Use and Technology

- Share more information about older adult and healthcare transportation services in the subregion
- Act on sea level rise study that determined the infrastructure that should be addressed first
- Incorporate coastal zone management



Parking

- Increase parking at Quincy Adams, Quincy Center, and Hingham stations

Blue Hills Regional Coordinating Council Transportation Action Plan

In August 2020, the [Blue Hills Regional Coordinating Council \(BHRCC\)](#) released the [BHRCC Needs Assessment and Action Plan](#). BHRCC works to build a healthier community by addressing accessibility barriers and ensuring that residents have equitable access to transportation in the Massachusetts communities of Braintree, Hingham, Hull, Milton, Quincy, Randolph, and Weymouth, four of which are in the SSC region. Regional Coordinating Councils specifically focus on transportation for older adults and people with disabilities. The purpose of the Action Plan is to highlight inequities in the regional transportation network and present actions that can lead to a more inclusive system.

BHRCC conducted public outreach across the municipalities including listening sessions and focus groups with stakeholders. Some of the transportation needs heard in this outreach include the following:

- Improving public transit access to healthcare facilities
- Supporting the high presence of residents who are more likely to be non-drivers and rely on non-auto modes of transportation

- **Translating train and bus schedule material, including signage, into the multiple languages spoken in the area**
- **Improving pedestrian safety. Fifty percent of focus groups described being a pedestrian as scary**
- **Improving the reliability of paratransit**
- **Increasing the connectivity to critical facilities including the South Shore Hospital, places of worship, elderly facilities, pharmacies, banks, and grocery stores**
- **Exploring a community shuttle service between critical services**
- **Increasing the frequency and reliability of MBTA bus service**
- **Improving first- and last-mile connections to transit, pharmacies, and social activities**
- **Improving the sidewalks around affordable housing locations to increase safety walking**

Study Ideas and Opportunities in the SSC Subregion



Roadway

- **Conduct feasibility study of improving interchanges and expanding sections of I-93 just north of the SSC region to reduce congestion**
- Study Route 53 corridor in Norwell from Route 228 to Route 123
- Study the Summer Street/Lincoln Street intersection in Hingham to recommend roadway improvements to increase safety, manage increasing development, and reach Americans with Disabilities Act compliancy
- Study north district of Route 3A and the transit/development potential of the area
- Study the full Route 53 corridor through the subregion
- Research the intersection of Route 123 and Route 228, known as Queen Anne's corner



Transit

- **Study the Old Colony railroad corridor between South Bay Plaza and Braintree**
- Research a last-mile connection between the Hull ferry stop and Nantasket Beach
- Explore seasonal trolley options between Hingham train station, Derby Street shops, and the Hingham ferry stop
- Research connectivity options for subregional downtowns and attractions on the South Shore
- Explore connecting Quincy Center bus to Nantasket Junction



Bicycle

- Research regional bike network opportunities, especially as an option for transportation/commuting and not just recreation



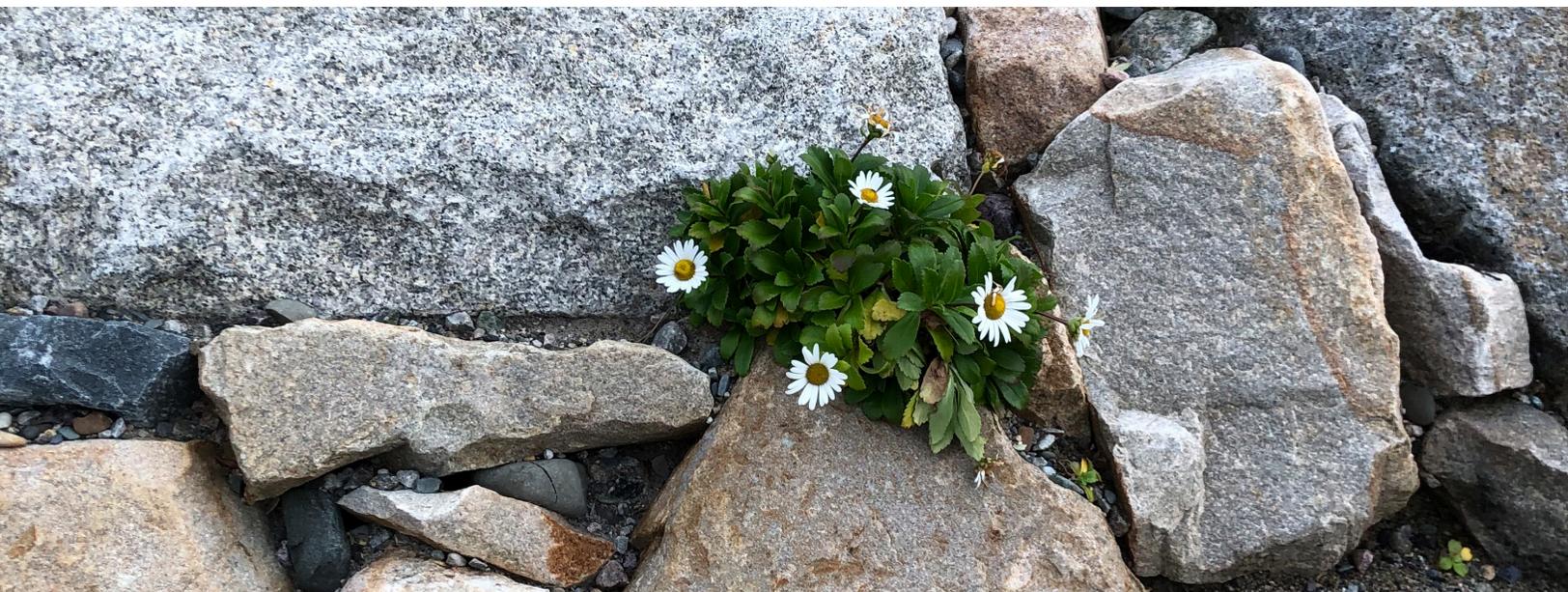
Land Use and Technology

- Explore temporary evacuation bridge implementation during emergencies
- Greater coordination with State on addressing culverts and raising bridges for resiliency efforts

Public Comments on SSC Regional Target Funded TIP Projects FFY 2021–25

Project	Number of Comments	Comment
Intersection Improvements at Route 3A and Summer Street Rotary (Hingham)	Legislative: 1 Request Municipal: 1 Request Organization: 1 Request	Requests continued inclusion of the Intersection Improvements at Route 3A and Summer Street Rotary in the FFY 2024 TIP element. The proposed improvements are critically important at an intersection with chronic accidents and multiple fatalities.
Reconstruction of Atlantic Avenue (Hull)	Municipal: 1 Support	Supports continued inclusion of the Reconstruction of Atlantic Avenue in the FFY 2022 TIP element. The proposed improvements will improve substandard conditions, modernize the roadway, and enhance access and mobility along the corridor. The project is essential to maintaining the safety of local residents by providing one of the Town’s few points of access for emergency response and evacuation.

FFY = Federal Fiscal Year. TIP = Transportation Improvement Program.



Transportation Needs Identified in the *Destination 2040* Needs Assessment

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Intersects Massachusetts Top Crash Locations(s)	Truck Crash Cluster	Priority Congested Location
Interstate 93 (northbound) at Route 37 (Granite Street)	Braintree	●	●			
Route 37 (Granite Street) at Forbes Road	Braintree	●	●	●		
Interstate 93 (northbound) at ramps to Route 3	Braintree	●	●			
Interstate 93 (southbound) at Route 37 (Granite Street)	Braintree	●	●			
Route 3 (southbound) at ramp to Union Street	Braintree	●	●	●		
I-93 Southwest Expressway approach	Braintree	●				●
Route 3, Southeast Expressway approach	Braintree	●				●
Union Street Rotary at ramp to Route 3 (southbound)	Braintree	●	●			
Route 37 (critical urban freight corridor)	Braintree	●				●

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Intersects Massachusetts Top Crash Locations(s)	Truck Crash Cluster	Priority Congested Location
Route 3 northbound at ramp to Derby Street	Hingham	●	●			
Route 3A	Hingham					●
Interstate 93 at Derby Street	Hingham	●	●			
Route 3, Southeast Expressway approach	Weymouth	●				●
Route 3A	Weymouth	●				●
Route 18 (Main Street) at West Street	Weymouth	●	●	●		
Route 18 (Main Street) at Pond and Pleasant streets	Weymouth	●		●		
Route 3 at ramps to Route 18 (Main Street) (Exit 16)	Weymouth	●	●			
Route 18	Weymouth	●				●

Note: MassDOT-identified HSIP crash clusters, MPO staff-identified truck crash clusters, and MassDOT Top Crash Locations were identified using crash data collected from 2013–15. Pedestrian crash clusters were identified using data on crashes involving pedestrians collected from 2006–15. More information on these locations is available in the Safety Chapter of the *Destination 2040* Needs Assessment report, while the Capacity Management and Mobility chapter of that report provides details about MPO staff-identified Priority Congested locations.

HSIP = Highway Safety Improvement Program. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization.

FINDINGS FROM BOSTON MPO REGION-WIDE SURVEY ON TRANSPORTATION PRIORITIES FOR TIP CRITERIA

Clean Air/Sustainable Communities

Participants advocated for dramatically reducing emissions and pollution and recommended improving pedestrian and bicycle safety, increasing pedestrian and bike connectivity, and promoting equitable transportation mobility to achieve this goal. Respondents also argued for stronger assessments on air pollution and for addressing the disproportionate health effects on low-income and minority communities living near high-emission roadways. They also argued for projects that reduce the number of personal vehicles on the road and for enhancing tree canopy coverage and green space. For additional Clean Air/Sustainable Communities priorities, participants advocated for smart growth, transit-oriented development, supporting active transportation, and prioritizing non-car modes.

Safety

Participants primarily focused on improving pedestrian and bike safety through expanding pedestrian and bike infrastructure, bringing sidewalks up to Americans with Disabilities Act accessibility standards, increasing connectivity to transit, and reducing auto speeds to prevent accidents. Participants shared their support for maintaining and expanding the transit system to increase mode shift away from single-occupancy vehicles and to increase bike and pedestrian safety. Many argued for separated bike facilities to make it easier and safer for anyone to bike and not just the experienced bicyclist. They advocated for shifting of spending to focus on Vision Zero projects, improving dangerous crossings, installing light-up crosswalks, and fixing poorly timed lights and poorly painted crosswalks. They also advocated for safe and convenient walkable routes to access jobs, services, and schools. Many advocated for prioritizing areas that primarily serve equity populations, fixing broken sidewalks, and reducing conflicts between people who are crossing the street and turning vehicles.

System Preservation and Modernization

Participants were asked about maintaining and improving existing sidewalks, roads, and bridges. Many focused more on improving overall safety rather than on the maintenance and improvement of specific elements of the roadway. However, when asked about maintaining the existing transit system, many picked it as their top priority. Participants advocated for making the transit system reliable, functional, clean, safe, and dependable to increase ridership and reduce congestion. They advocated for transit expansion and prioritizing dedicated bus lanes. They supported investing in maintenance of the transit system and argued for equitable transportation mobility. Creating connections to jobs and services through transit options was also identified as important as was implementing more multimodal infrastructure.

Capacity Management and Mobility

Many participants advocated for creating new connections in the bike network and argued for enhanced connections to the transit system. Participants argued for more separated shared-use paths to increase bike usage. They saw increased bike infrastructure as a tool to reduce emissions, reduce congestion, and promote public health by enhancing exercise and recreation options. Many respondents highlighted the idea of implementing more dedicated bus lanes as a way to increase reliability, enhance access to jobs and services, increase equity in the transit system, and reduce emissions. Participants argued that dedicated bus lanes have a high impact for less investment, and can be more flexible to meet community needs. Bus frequency and reliability can increase ridership and reduce the number of single-occupancy vehicles on the road. Bus lanes can also be combined with bike lanes, which increase mobility options for residents. To reduce congestion, participants argued for increasing parking at commuter rail stations, enhancing walking options to commuter rail stations, and increasing safety for walking and biking. They advocated for prioritizing person throughput rather than vehicle throughput. To reduce congestion and conflicts with pedestrians and bicyclists, participants argued for implementing curb allocation policies for trucks and delivery vehicles.

Transportation Equity

Transportation equity was one of the most selected priorities in both the online survey and focus groups. To promote more equitable transportation mobility, participants argued for many of the other priorities with a focus on directing resources to those most overburdened by transportation emissions and underserved by a lack of adequate transportation options. They argued for enhancing transportation opportunities to jobs, food, education, services, and civic engagement opportunities. They advocated for safer connections to transit options and increased transit reliability. Expanding and fixing sidewalk infrastructure was also frequently mentioned. Many argued for prioritizing projects near affordable housing, supporting transit-oriented development, and incorporating more public health criteria.

Economic Vitality

To increase economic vitality, participants argued for more transportation access to jobs, services, and small businesses with increased transit, bicycle, and pedestrian infrastructure. Expanding the transit system was frequently mentioned as well as incorporating greater consideration for affordable housing and inclusionary zoning. Participants also advocated for supporting projects that serve multiple municipalities and maximize mobility for all using the most efficient means possible. They also argued for climate resiliency and safety to enhance access to jobs and services.

SELECT FINDINGS FROM BOSTON MPO REGION-WIDE NEEDS ASSESSMENT

Safety Needs

- Identify fatal and serious roadway crash factors and countermeasures
- Consider capital investment, education, enforcement, and other approaches to improve safety
- Address the MassDOT-identified Top 200 high-crash intersections in the Boston region (66 total), such as those on Route 9 in Framingham, Route 107 in Lynn and Salem, and Route 16 in Chelsea, Everett, and Medford
- Improve pedestrian connections at intersections, especially in top-ranking pedestrian crash cluster locations, including those in downtown areas in Chelsea, Lynn, Quincy, Boston, and Framingham
- Expand well-maintained and connected sidewalk and bicycle networks
- Develop separated shared-use paths for people who walk and people who bicycle
- Address top-ranking bicycle crash cluster locations, including those in Boston, Cambridge, and Somerville
- Modernize obsolete interchanges, such as I-90 and Interstate 95 (I-95) interchange in Weston and the I-95 Middlesex Turnpike interchange in Burlington, to reduce truck crashes
- Incorporate Complete Streets design and traffic calming principles in roadway projects
- Identify strategies to manage roadway user priority, parking, and curb space
- Identify and invest in priority transit state of good repair and modernization projects. For instance, positive train control and rapid transit vehicle upgrades
- Monitor advancements in autonomous vehicle (AV) technology and analyze the safety impacts of AV deployments, particularly in the Boston region

System Preservation and Modernization Needs

- Maximize the number of bridges in the region considered to be in good condition and minimize the number of bridges considered to be in poor condition
- Monitor the MassDOT Pavement Management program
- Identify the location of sidewalks and their condition, specifically sidewalks around transit stations
- Support investments that improve the accessibility of transit stations, bus stops, and paratransit services
- Support investments that upgrade transit fleets, facilities, and systems to provide more efficient, reliable, and sustainable service
- Support climate vulnerability assessments and invest in projects and programs resulting from these processes

- Improve connections between intermodal facilities and the regional road network
- Improve resiliency of the region's transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding

Capacity Management and Mobility Needs

- Reduce congestion on expressways, interchanges, and arterials
- Reduce congestion at bottleneck locations on the regional roadway network
- Continue to monitor car sharing as it is poorly integrated with other modes and not accessible in all areas
- Continue to monitor Transit Demand Management (TDM) services
- Research strategies for TDM as relatively few municipalities in the Boston region have TDM ordinances
- Reduce congestion on regional roadways to facilitate the movement of freight
- Reduce conflicts between automobiles and delivery trucks that are competing for curb space
- Improve access to transit service that runs frequently, and increase capacity at park-and-ride lots that are at or approaching capacity
- Improve the reliability of bus service as bus speeds are projected to decline due to increased congestion. The introduction of more dedicated bus lanes could be a potential solution
- Address increased transit delays resulting from the system's aging rapid transit infrastructure
- Address crowding on rapid transit lines and bus routes. According to a 2040 no-build scenario, crowding is projected to increase to unacceptable levels in some locations
- Address the need for sufficient MBTA garage space to fully modernize and expand the fleet
- Examine off-peak and reverse commute options between suburban areas and the Boston Central Business District as the commuter rail mostly serves peak-period travel
- Identify challenges to making first- and last-mile connections, which are major barriers to transit usage
- Expand pedestrian and bicycle infrastructure so that residential areas and employment locations are close to facilities that are conducive to regular use
- Connect the disjointed elements of the bicycle network to create a cohesive network
- Create a comprehensive inventory of existing sidewalk data, including sidewalk coverage and condition

Clean Air/Sustainable Community Needs

- Reduce carbon dioxide emissions from MPO-funded transportation projects and programs to help meet the requirements of the Global Warming Solutions Act, particularly projects that help to reduce vehicle-miles traveled
- Prioritize transportation projects that meet the Green Communities certification and assist municipalities in meeting or maintaining these certifications
- Provide data and assistance to municipalities in developing their greenhouse gas inventories and energy reduction plans
- Reduce volatile organic compounds, nitrogen oxides, carbon monoxide, and particulate matter emissions from MPO-funded transportation projects and programs (particularly those that help to reduce vehicle-miles traveled) to help maintain the air quality standards in the region
- Identify projects and programs that can meet criteria established to protect wetlands, cultural resources, open space, and wildlife
- Ensure that infrastructure to reduce storm water pollution and impacts from natural hazard events (for example, flooding or winter storms) is incorporated in project design
- Transportation Equity Needs
- Address the lack of transit service for transportation equity (TE) populations compared to service available to non-TE populations
- Increase reliability of rapid transit and bus service for populations whose only option is transit
- Address inadequate access to safe bicycle facilities for elderly and youth populations
- Increase docked bikeshare facilities in the Inner Core for some communities with a high share of low-income or minority populations
- Increase off-road active transportation routes in communities with a high share of TE populations that live near congested roadways
- Improve coordination of schedules, routes, and services between towns and the MBTA and other regional transit authorities
- Expand transit service (late night, early morning, and reverse commute) between job-rich centers, such as Longwood Medical Area, the Seaport, suburban job centers, and underserved neighborhoods
- Provide new transit service between low-income suburban residential communities and suburban job centers
- Consider building transit-oriented developments that provide affordable housing near transit hubs and employment centers to meet the needs of TE populations
- Improve sidewalks and street crossings, especially around schools, so that they are safe for children and elderly adults
- Document potential exposure of TE populations to climate change impacts and determine how the ability to access transportation may be affected

Economic Vitality Needs

- Administer infrastructure improvements to support growth in the priority development areas, including improving equitable access to employment and housing via public transit, walking, and biking options
- Arrange better commuter rail scheduling, including more frequent, reliable off-peak, late-night, and weekend service, to support reverse commuting, especially for service workers
- Coordinate with regional transit authorities to address the needs of customers who travel between different regional transit authority service areas
- Provide funding sources to connect regional transit authority services



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Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

简体中文 (Simplified Chinese)

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繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700.

Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.



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