



Complete Streets Funding Program Project Prioritization Plan

Municipality: Marblehead  
MassDOT District: 4

Date: 4/19/2019  
Name/Title: Rebecca Curran Cutting / Town Planner

Revision 1

Project Details			EJ	Complete Streets Location	Project Start Location: X,Y Coordinates (MA State Plane meter)		Project End Location: X,Y Coordinates (MA State Plane meter)		Project Origin and Type	Complete Streets Needs						Complete Streets Funding Request			Construction Schedule				
Tentative Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)	Anticipated Construction Duration (number of months)	Desired Construction Start Date (month/year)
1	Path upgrades to Marblehead Rail Trail	Enhance Rail-trail to provide a more uniform cross section with a minimum width of 10 feet. Minimize mudholes, rock protrusions, vegetation encroachments, and erosion characteristics. Regularly conduct volunteer maintenance work. While generally retaining an unpaved surface, stabilize the steep rutted trail just west of Bessom Street with a hard ADA compliant surface.	No	Marblehead Rail Trails between Bessom Street and Lafayette Street at Salem line and the Swampscott line approximately 200 feet southwest of Seaview Avenue.	252587m, 916,931m	250,447m, 916,499m 250,530m, 914,630m			Capital Improvement Program (CIP)	S2, S3, SO, B1, P2, P3	X	X	X	X				Provides a link to Environmental Justice neighborhoods in Salem and enhances Swampscott connections to Marblehead Rail Trail.	\$100,000	\$50,000	Town with Department of Conservation and Recreation Grant RTP1876 for approximately \$50,000 in trail repairs. Marblehead Trail Conservancy in-kind volunteers.	9 months	Jan-00
2	Enhance safety of Marblehead Rail Trail crossings of public roadways	Provide ADA-compliant curb ramps, consistent approach and crossing treatments, new crosswalks, new signs, enhanced lighting as needed, and new pavement markings at eight (8) Marblehead Rail Trail crossings. Provide actuated rectangular Rapid Flashing Beacons (RRFB's) to improve safety at the four busiest of the eight crossings -- i.e., West Shore Drive, Pleasant Street, Smith Street, and Clifton Avenue. Provide curb extensions at the Pleasant Street crossing to reduce exposure of persons crossing and calm approaching traffic. The Pleasant Street crossing is 100 feet from a Bus Stop serving MBTA Bus Routes 441, 442, 448 and 449.	No	Marblehead Rail Trail Crossings of West Shore Drive, Bessom Street, Maverick Street, Pleasant Street, Smith Street, Clifton Avenue, Rockaway Street, and Seaview Drive.	252,587m, 916,931m	250,447m, 916,499m 250,530m, 914,630m			Capital Improvement Program (CIP)	S1, S3, S9, S13, S14, S17, P2, P3, P8, P9, P12, B12, T1, T2	X	X	X	X				Provides a link to Environmental Justice neighborhoods in Salem and enhances Swampscott connections to Marblehead Rail Trail.	\$366,000	\$366,000	Chapter 90	9 months	Apr-20
3	Pleasant/Village/Cross/Vine Streets Complete Streets Enhancements	Realign Vine Street to from a "T" intersection, narrow and realign Pleasant Street to minimize crosswalk length, install new 5-ft wide sidewalk, signs, enhanced lighting, modest drainage modifications and ADA/AAB crossing enhancements and bicycle sharing accommodations over a total of 800 linear feet	No	Within 100-200 feet of the intersection							X	X	X	X	X			No	\$672,750	NA	TIP - \$672,750	12 months	Apr-21
4	Bell School pedestrian and bike access enhancements	Pending full Town approvals, enhance pedestrian and bike access to the Bell School via West Shore Drive, as well as Baldwin, Mohawk, and Cornell Roads, providing missing sidewalks and ADA/AAB crossings where deficient as well as ADA and signal upgrades to the Smith/Baldwin/Pleasant Streets intersection including accessible pedestrian signals. Install a new controlled 10 foot wide shared use (pedestrian and bicycle) access to the Bell School via the Marblehead Rail Trail. Fill in missing sidewalks on nearby walking access roads. This will enhance pedestrian and bicycle connections to Bell School which, pending full Town approvals, will be reconstructed to increase its elementary student campus population from approximately 365 students to a total of approximately 450 students.	No	Pleasant Street intersections with Smith Street and Mohawk Road to Cornell Road intersections with West Shore Drive and Marblehead Rail Trail near Bell and Tower Schools.	251,974m, 916,193m 252,194m, 916,256m	251,363m, 916,463m 251,549m, 916,601m			CS Needs Assessment	P1, P2, P3, P4, P5, P9, P10, P11	X	X	X	X				No	\$350,000	\$350,000	Marblehead School Dept/ Commonwealth of Massachusetts undertaking School Funding for on-site transportation improvements	9 months	Apr-21
5	Town wide sidewalk tree-root lifting repairs	Using a priority list to be created by Marblehead DPW, construct sidewalk repairs where tree roots have lifted existing sidewalks (e.g., Pleasant Street, Heritage Way, Cherry Street, etc.) at locations throughout the Town. Repairs to include environmentally-sensitive installation of ADA compliant sidewalk transitions over critical locations to enhance the walking & ADA/AAB environment. Any proposed root grinding must be done in coordination with the Marblehead tree warden supervision. Focus on sidewalks used near schools, elderly housing, and major Town activity centers.	No	Various 'hot spot' sidewalks throughout Town in coordination with Marblehead DPW /Tree Warden	NA	NA			CS Needs Assessment	S2, P1, P5	X	X	X					No	\$400,000	\$400,000	Chapter 90	24 months	Apr-20
6	Add missing ADA ramps on Pleasant Street between Village and Washington Streets. Widen existing sidewalk between Bessom and Washington	Provide at least 4 sidewalk ADA ramps at Pleasant Street crosswalks near Bessom Street and MBTA stops. Widen Sidewalk on Pleasant Street to 5 feet wide between Bessom Street, which is currently 2 feet wide and impassable at points.	No	Pleasant Street east of Village Street MassDOT project limit to recent Pleasant Street Warwick area project limits west of Washington Street. Consider small sidewalk widening and/or removal of two utility poles to provide walking environment that does not require sidewalk users to enter the street.	252,664m, 916,783m	250,441m, 915,113m			CS Needs Assessment	S1, P2, P3	X	X	X					No	\$420,000	\$400,000	Chapter 90	9 months	Apr-21
7	Mugford at Green and Elm Streets traffic calming, sight line and ADA crossing enhancements.	Add new ADA curb ramps curb extensions to enhance bus stop, and improve sight lines for all intersection users.	No	Within 150 feet of the intersection	253,254m, 917,503m	253,254m, 917,503m			CS Needs Assessment	S1, P2, P3	X	X	X	X	X			No	\$250,000	\$250,000	Chapter 90	9 months	Apr-22
8	Provide on-road bikeable shoulders or bike lane connections on Lafayette Street (Route 114) and West Shore Drive.	Through re-striping and signage, provide buffered bikeable shoulders on Lafayette Street between the Salem line just west the two-lane approaches to Maple Street and West Shore Drive. Between Maple Street and West Shore Drive, restripe to provide new 5-ft wide bikeable shoulders on Lafayette Street or bike lanes, should the Town desire them. On West Shore Drive, generally provide 5-ft wide bikeable shoulders, should the Town desire, on the eastbound side between Lafayette Street and the Marblehead Rail Trail where the paved road is more than 34 feet in width. In the vicinity of Bell and Tower Schools, the westbound side of West Shore Drive is used for queuing, especially during the morning school peaks. Therefore the westbound bike lane or bikeable shoulder would need to start just west of Cornell Road. Between the Marblehead Rail Trail and Cornell Road the westbound portion of West Shore Drive could be striped to include a 6' shoulder transitioning to a 5' bike lane west of Cornell Road. Consider variable speed limits on West Shore Drive between the Marblehead Rail Trail and Lafayette Street, should Marblehead Police Department speed measurements indicate such a reduction is warranted during school openings/closings or special events. MassDOT must be notified in writing of any speed limit changes. Lafayette Street bike lanes would join bike lanes in the City of Salem.	No	Lafayette Street at Salem Line to Pleasant Street and West Shore Drive from Lafayette Street to Marblehead Rail Trail.	250,467m, 916,378m 251,230m, 916,052m	251,786m, 916,134m 252,582m, 918,245m			CS Needs Assessment	S15, S17, SO, B2, B8	X	X	X					Provides a link to Environmental Justice neighborhoods in Salem.	\$75,000	\$75,000	Chapter 90	9 months	Apr-22



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9	Smith Street Pedestrian Access Accommodations	Add missing ADA ramps and a missing in-laid 5-ft wide sidewalk behind parked vehicles to enhance pedestrian access to US Post Office, Marblehead High School, and Marblehead Rail Trail, specifically addressed under Project 2 above. Work with owner to trim hedge to no more than 3' feet in height on northwest corner of Atlantic Avenue to enhance sight line, which may have contributed to crashes at Smith Street/Atlantic Avenue intersection.	No	Smith Street between Pleasant Street (Route 114) and Atlantic Avenue (Route 129)	252,322m, 915,948m	252,976m, 916,188m	CS Needs Assessment	S1, P2, P3	X	X	X	X				No	\$126,000	\$126,000	Chapter 90	9 months	Apr-22
10	Improve Lafayette Street/ Pleasant Street's bike accommodations environment between West Shore Drive and Spring Streets.	Both Lafayette Street and Pleasant Streets have on-street parking areas along much of this corridor which must be retained. Through restriping, bikeable shoulders could be provided between Smith Street and Ocean Avenue via a Road Diet - converting the existing 4-lane sections near the high school to a 3-lane section, while dedicating 5-foot bikeable/no parking shoulders. The 'pinch point' 3- lane section near the High School east of Humphrey Street would become a 2-lane section transitioning back to 3-lane section toward Smith Street and Tent's Corner. At its signalized intersections with Lafayette Street, Smith Street, and Ocean Avenue, if necessary, bike boxes could be created on Pleasant Street 2-lane approaches. Where traffic lanes and on-street parking are needed, sharrows should be incorporated in the travel lanes that must be shared by bicyclists. Traffic and bus operations impacts would need to be evaluated for any travel lane modifications. Bus stop enhancements would be included. Consider setting variable speed limits on Pleasant Street speed limit between Smith Street/Baldwin Road and Washington Streets to provide a consistent posted 20 MPH during school opening and closing periods, assuming Marblehead police studies confirm this change. MassDOT must be notified in writing of any speed limit changes. This would provide a more amenable environment for share the road bicycling, even if shared lane markings are not installed	No	Tedesco/Humphrey Streets to Spring Street	251,767m, 916,123m	252,634m, 916701m	CS Needs Assessment	s10, B2, B8, B13, S10	X	X	X					No	\$125,000	\$125,000	Chapter 90	9 months	Apr-23
11	Provide on-road Atlantic Avenue bicycle accommodations	With a typical paved width of approximately 34' to 36', stripe and sign 5-ft wide bikeable shoulders where no on-street parking occurs on Atlantic Avenue (Route 129). Where on-street parking is permitted transition to 6-ft wide bikeable shoulders but alert motorists to share the road at on-street parking locations. On-street travel lanes should be 11' in width, allowing the rest of each approach to have a shoulder. Bikeable shoulders are helpful, because when on-street parking is not occurring--as at many areas along Atlantic Avenue -- bicyclists may continue to ride in the shoulders, as motorists will shy toward the center of the roadway. Optionally, consider providing bike boxes at the Ocean Avenue traffic signal to assist bicyclists in maneuvers through signalized intersections, particularly left turns.	No	Swampscott Line to Pleasant Street	250,966m, 914,453m	252,972m, 917,136m	CS Needs Assessment	B2, B8, B13	X	X	X					No (connects to Swampscott bike lanes)	\$180,000	\$180,000	Chapter 90	9 months	Apr-23
12	Provide ADA Atlantic Avenue curb ramps & extensions, where feasible/warranted.	Install approximately 44 ADA/AAB compliant ramps and relocated crosswalks as necessary. Consider limited Atlantic Avenue corner curb extensions at Chestnut, Commercial, Central, Barnard, and Hawkes Streets. Create a few on street bike U racks at the corner extensions, if feasible to improve sight lines close to buildings. Drainage and on-street parking impacts must be addressed with any curb extensions.	No	Greystone Road to Hawkes Street	251,998m, 915,382m	252,986m, 916,761m	CS Needs Assessment	S1, P2, P3, P8, B4	X	X	X					No	\$533,000	\$400,000	Chapter 90	9 months	Apr-24
13	Provide bikeable shoulders on Humphrey Street.	With a typical 32-34-foot paved cross-section, typical 6-ft wide bikeable shoulders are possible on both sides. While used for parking in several areas, the shoulders generally be available for bicycle usage at 90+% of the areas covered. Would join bike lanes in the Town of Swampscott.	No	Swampscott Line to Tedesco and Maple Streets	250,203m, 914,756m	250,960m, 915,605m	CS Needs Assessment	B2, B8, B13	X	X	X					No (connects to Swampscott bike accommodations)	\$70,000	\$70,000	Chapter 90	9 months	Apr-25
14	Add Tedesco Street ADA curb ramps.	Install 5-ft wide sidewalk, where sidewalk is missing in vicinity of Salem and 24 ADA curb ramps where needed to comply with ADA/AAB requirements.	No	Salem Line (Vinnin Street) to Maple Street	249,593m, 915,145m	250,959m, 915,610m	CS Needs Assessment	S1, P2, P3	X	X	X					No	\$232,000	\$232,000	Chapter 90	9 months	Apr-25
15	Town wide activity center bike racks (inverted U types)	Create new opportunities for bike user patrons at various parks, schools, conservation areas, Devereux Beach, Grace Oliver's Beach, downtown, Old Town near Town Hall, etc. by constructing new bike storage areas.	No	Up to 25 locations throughout Town in coordination with Marblehead biking community	NA	NA	CS Needs Assessment	B3			X				No	\$100,000	\$100,000	Chapter 90	9 months	Apr-25	
16	Provide ADA compliant Harbor Avenue walking environment on Marblehead Neck	On the west side of Harbor Avenue, provide new 5-ft wide sidewalk where missing and feasible within public layouts. Existing trees and walls shall be avoided. Provide a continuous path by including a minimum four-foot shoulder on the west side of Harbor Avenue where construction of a 5-ft wide sidewalk is not feasible without significant environmental damage. Provide intermittent shared lane bike use markings on Harbor Avenue. Modify Harbor Avenue at Ocean Avenue to improve pedestrian and bike safety. Add a new 5-ft wide sidewalk on the north side of Harbor Avenue augmented by new cross-walks -- one on the south end of Harbor Avenue at Ocean Avenue and the other on the Ocean Avenue leg approaching Harbor Avenue.	No	Ocean Avenue south; Ocean Avenue north	253,893m, 915,898m	254,612m, 916,932m	CS Needs Assessment	S14, B8, P2, P3, P5, P9	X	X	X	X				No	\$970,000	\$400,000	Chapter 90	24 MONTHS	Apr-26



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17	Provide Ocean Avenue ADA compliant pedestrian accommodations and bike sharing between Harbor Avenue and Chandler Hovey Park on Marblehead Neck.	On the east side of Ocean Avenue, provide new 5-ft wide sidewalk where missing and feasible within public layouts. Existing trees and walls shall be avoided. Provide a continuous path by including a minimum four-foot shoulder on east side of Ocean Avenue where construction of a 5-ft wide sidewalk is not feasible without significant environmental damage. Provide intermittent shared lane bike use markings on Ocean Avenue.	No	Ocean Avenue between Harbor Avenue and Chandler Hovey Park with connections to the Audubon Wildlife Sanctuary and Castle Rock Preserve.	253,892.91m, 915,898.33m	254,803m, 917,355m	CS Needs Assessment	S14, B8, P2, P3, P5, P9	X	X	X	X				No	\$1,018,000	\$400,000	Chapter 90	24 MONTHS	Apr-27
18	Add Humphrey Street ADA curb ramps	Install ADA compliant curb ramps at 24 locations.	No	Swampscott Line to Tedesco Street	250,203m, 914,758m	250,965m, 915,609m	CS Needs Assessment	S1, P2, P3	X	X	X					No	\$232,000	\$232,000	Chapter 90	9 months	Apr-28
19	Provide ADA-compliant access Improvements to Marblehead's Visitor Information booth.	Reconstruction of sidewalk and ramps at Marblehead's Visitor Information Booth on the south side of Pleasant Street between Bassett and Essex Streets.	No	Pleasant Street/ Essex Street Intersection	252,962m, 917,094m	252,980m, 917,114m	CS Needs Assessment	P1, P2, P3		X	X					No	\$42,000	\$42,000	Chapter 90	9 months	Apr-28
20	Intersection improvements at Humphrey/Maple /Tedesco Street	Signal Modification to improve pedestrian crossings.	No	Intersection improvements at Humphrey/Maple /Tedesco Streets	250,962m, 905,602m	250,962m, 905,602m	CS Needs Assessment	P11	X		X					No	\$125,000	\$125,000	Chapter 90	9 months	Apr-28
21	Install missing Lafayette Street sidewalk and ADA curb Ramps.	Install missing 5-ft wide sidewalk on south side between Salem Line and Maple Street; make ADA enhancements of 14 ramps at various intersections.	No	Salem Line to West Shore Drive	250,468m, 915,385m	251,231m, 916,045m	CS Needs Assessment	S1, P2, P3, P5	X	X	X					No	\$488,000	\$400,000	Chapter 90	9 months	Apr-29
22	Add missing sidewalks on Hawkes Street in the vicinity of Atlantic Avenue, Rockaway Avenue, Leggs Hill Road and Commercial Street	Fill in missing sidewalk links along important collector streets with new 5 foot wide sidewalks.	No	Various Sections of Hawkes Street, Rockaway Avenue, Leggs Hill Road, and Commercial Street	NA	NA	CS Needs Assessment	P1, P5,	X	X	X					No	\$350,000	\$350,000	Chapter 90	9 months	Apr-30
23	Provide bicycle accommodations on Beach Street and Ocean Avenue and potential ADA intersection crossing enhancements.	In the absence of a Town wide Bicycling Master Plan, with a minimum typical paved width of approximately 32 feet, it is possible to stripe and sign 5-ft wide bikeable shoulders on both sides of Ocean Avenue between Beach Street and Harbor Avenue and retain 22' for two 11' wide travel lanes in both directions where on street parking is not permitted. While 5-ft wide bike lanes would fit, at minimum, provide bikeable shoulders on Ocean Avenue between Atlantic Avenue and Beach Street, retaining 11' wide travel lanes in both directions. Optionally, consider revising a few of the Beach Street, Gilbert Heights, Devereux Beach access, and Harbor Streets intersections with Ocean Avenue to decrease the turning radii and pedestrian crossing distances. Since Beach Street is one-way, it is possible to simply stripe 5' shoulders on both sides to permit cyclists and walkers to use them. Alternatively, on the south side, a one-way 5-ft wide bike lane lined up to permit on-street parking could be striped. This would shorten pedestrian and bicyclist exposure at crossings and tend to reduce speeds on Ocean Avenue. Concurrently, consider 20 or 25 MPH seasonal speed limits on Ocean Avenue between Atlantic Avenue and the Devereux Beach entrance, assuming speed measurements show this to be a reasonable action. MassDOT must be notified in writing of any seasonal speed limit changes. Potential intersection compression ADA and cross-walk/bike crossing enhancements would be considered at Beach Street/Ocean Avenue, Gilbert Heights, the Devereux Beach entrance and at Harbor Avenue, including installation of a missing sidewalk on the north side of Harbor Avenue at its intersection with Ocean Avenue.	No	Atlantic Avenue to Harbor Avenue	252,371m, 916,009m	253,691m, 915,901m	CS Needs Assessment	B2, B8, B13	X	X	X	X				No	\$120,000-\$400,000	\$120,000-\$400,000	Chapter 90	9 months	Apr-30
24	Town wide installation of feedback speed radar signs, variable speed limit signs, and mobile motorist advisory system on key roadways and intersections.	This project will include the installation of solar powered Speed Radar Feedback Signs on the following roadways: Leggs Hill Road, Rockaway Avenue, Clifton Avenue, Seaview Avenue and West Shore Drive. Two assemblies (one in each direction) will be provided in each direction, for a total of 10 units. These will be augmented by a couple of mobile motorist advisory system installations at key gateway intersections like Lafayette at Maple Streets and Tedesco at Maple and Humphrey Streets that will be beneficial to controlling traffic flows during special events.	No	Leggs Hill Road, Rockaway Avenue, Clifton Avenue, Seaview Avenue and West Shore Drive for speed feedback signs. Lafayette Street intersections with Maple Street and West Shore Drive as well as Tedesco Street at Maple and Humphrey Streets for MMA system signs.	NA	NA	CS Needs Assessment	S5, SO	X						No	\$100,000	\$100,000	Chapter 90	9 months	Apr-31	
25	Curb radii reductions at Londonderry Road Intersections	Reduce the radius at four T-type intersection to slow turning speed to reduce pedestrian crossing distances at the following intersections with Londonderry Road - Canterbury Road, Westminster Road, Miles Standish Road, Trinity Road. Would involve drainage review and adjustments at all locations. Provide new curb ramps and crosswalks across Canterbury Road and Miles Standish Road.	No	The intersections with Londonderry Road - Canterbury Road, Westminster Road, Miles Standish Road, Trinity Road	250,178m, 915,544m	250,416m, 915,489m	CS Needs Assessment	S6, P2, P3, P9	X	X	X					No	\$120,000	\$120,000	Chapter 90	9 months	Apr-31
26	Replacement of Pedestrian Push Buttons with Accessible Pedestrian Push Buttons	To assist visually impaired pedestrians, this Town wide project would replace existing pedestrian push buttons at all of Marblehead's 8 existing full traffic signals and 3 pedestrian only signals with audible accessible push button systems along with ADA enhancements at intersections that require them. Enhancing the visibility of pedestrian information to both pedestrians and motorists will be included.	No	Town wide	NA	NA	CS Needs Assessment	P11	X	X					No	\$100,000	\$100,000	Chapter 90	9 months	Apr-31	



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27	Add missing sidewalks on Brookhouse Drive and enhance Tedesco Street crossing	Add missing 5-ft wide sidewalk on north side and realign Brookhouse at Tedesco Street as recommended by the Metropolitan Planning Organization. Consider striping 6-ft wide bikeable shoulders on Brookhouse Drive.	No	Brookhouse Drive between Tedesco and Humphrey Streets	250,064m, 915,259m	250,441m, 915,113m	CS Needs Assessment	P2, P3, P5, B2,	X	X	X					No	\$112,000	\$112,000	Chapter 90	9 months	Apr-31
28	Cherry Street sidewalk and tree-root lifting repairs	Reconstruct 5-ft wide where tree roots have created ADA and walking impairments. Repairs to include environmentally-sensitive installation of ADA/AAB-compliant 5-ft wide transitions over critical locations to enhance the walking & ADA/AAB environment. Any proposed root grinding must be done in coordination with the Marblehead tree warden supervision. Construct section of 5-ft wide on Cherry Street.	No	Cherry Street from Cedar Street to Cypress Street	251,112m, 915,776m	251,179m, 915,821m	ADA Transition Plan/Assessment	S2, P1, P5	X	X	X					No	\$83,000	\$83,000	Chapter 90	9 months	Apr-32