

November 2023

JACKSON SQUARE

Transportation Master Plan (TMP)

Prepared By:

Kimley *W* Horn

Transportation Master Plan



Table of Contents

Introduction	1
Background	2
Our Process	2
Public Engagement	5
Stakeholder Advisory Meeting	6
Community Feedback	
Existing Framework	9
Existing Conditions	10
Traffic Flow Conditions	
StreetLight "Big Data"	
Safety Characteristics	41
Parking Analysis	45
Future Framework	55
Zoning Changes	56
Anticipated Development	58
Traffic Projections	59
Parking Projections	67
Estimated 2032 Base Traffic Flow Conditions	71
Strategy	76
Overall Plan Components	77
Example of Plan Components	79
List of Alternatives	83
Evaluation Criteria	96
Jackson Square Action Plan	97
Action Plan	
Potential Funding	107



List of Figures

Figure 1. Study Area	4
Figure 2. Public Transportation in the Study Area	14
Figure 3. Study Intersections	16
Figure 4. Existing Conditions Lane Geometry – Part 1	21
Figure 5. Existing Conditions Lane Geometry – Part 2	22
Figure 6. Existing Conditions Weekday AM & PM Peak Hour Vehicle Volumes –	Part 1 24
Figure 7. Existing Conditions Weekday AM & PM Peak Hour Vehicle Volumes –	Part 2 25
Figure 8. Existing Conditions Saturday Midday Peak Hour Vehicle Volumes – Pa	art 1.26
Figure 9. Existing Conditions Saturday Midday Peak Hour Vehicle Volumes – Pa	art 227
Figure 10. ATR Locations and Traffic Flows	29
Figure 11. Broad Street, west of Cottage Street (Thursday) Hourly Variation	30
Figure 12. Pleasant Street, south of Water Street (Thursday) Hourly Variation	
Figure 13. Commercial Street, north of MBTA Lot (Thursday) Hourly Variation	
Figure 14. Existing Conditions – AM peak hour	
Figure 15. Existing Conditions – PM peak hour	
Figure 16. Existing Conditions – Saturday Midday peak hour	
Figure 17. StreetLight Entry Zones	
Figure 18. StreetLight Middle Zones	
Figure 19. Patterns of Traffic Flow Entering the Square (Weekday Daily)	
Figure 20. Patterns of Traffic Flow Exiting the Square (Weekday Daily)	
Figure 21. Range of Intersection Crash Rates	44
Figure 22. On-Street Parking Supply	47
Figure 23. On-Street & Off-Street Parking Supply	50
Figure 24. On-Street Parking Supply & Demand	51
Figure 25. Public Off-Street Parking Lots Supply & Demand	
Figure 26. MBTA Parking Lot Supply & Demand	53
Figure 27. Private Parking Lots Supply & Demand	54
Figure 28. Anticipated Redevelopment Areas	58



Figure 29. Trip Distribution
Figure 30. Build Conditions Weekday AM & PM Peak Hour Vehicle Volumes – Part 163
Figure 31. Build Conditions Weekday AM & PM Peak Hour Vehicle Volumes – Part 264
Figure 32. Build Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 165
Figure 33. Build Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 266
Figure 34. Parking Zones
Figure 35. Build (2032) Conditions – AM Peak Hour73
Figure 36. Build (2032) Conditions – PM Peak Hour74
Figure 37. Build (2032) Conditions – Saturday Midday Peak Hour
Figure 38. Potential Commercial Street & Broad Street/High Street Roundabout85
Figure 39. Commercial Street One-Way NB
Figure 40. Commercial Street One-Way SB
Figure 41. Commercial Street One-Way Southbound from Broad Street
Figure 42. Lake Street & Shawmut Street – Modify "T" Intersection Alternative
Figure 43. Lake Street & Shawmut Street – Roundabout Alternative
Figure 44. Commercial Street Surface Lot91
Figure 45. Upper Broad Parking Deck92
Figure 46. Parking /Traffic Improvements – Action Plan100
Figure 47. Pedestrian and Bicycle Accommodations – Action Plan101

List of Tables

Table 1. Level of Service Range of Delay	32
Table 2. Crash History	43
Table 3. On-Street & Off-Street Parking Supply	48
Table 4. Trip Generation	60
Table 5. Trip Distribution	61
Table 6. Summary of Future Parking Demands versus Supply by Parking Zone	68
Table 7. Traffic Circulation Alternatives	83
Table 8. Parking Supply Alternatives	90
Table 9. Parking Management Alternatives	93



Table 10. Pedestrian and Bicycle Accommodations Alternatives	94
Table 11. Immediate (1-2 Years) – Action Plan	102
Table 12. Short-Term (2-5 Years) – Action Plan	103
Table 13. Long-Term (5-10 Years) – Action Plan	106
Table 14. Potential Funding Sources	

List of Appendices

Appendix A: Stakeholder Advisory Meeting Slide Decks Appendix B: Traffic Data Collection Appendix C: Intersection Capacity Analysis – Existing (2022) Conditions Appendix D: Crash Rates Appendix E: Zoning Change in the Jackson Square Village Center Zoning Appendix F: Intersection Capacity Analysis – Build (2032) Conditions



Introduction

Background Our Process





Background

The Town of Weymouth is one of the municipalities in Norfolk County and is the second oldest town in Massachusetts. The Town of Weymouth is different from most other New England towns in that it does not have a single, clearly identifiable central commercial area or downtown area but four (4) village centers: Bicknell Square, Columbia Square, Jackson Square, and Weymouth Landing. The four (4) village centers traditionally serve as the focal point of each community.

Our Process



The Town of Weymouth prepared the Jackson Square Land Use and Design Plan dated, March 2021. The planning process consisted of reviewing the economic, transportation, and environmental resources of this village center and made recommendations that incorporate best practices relative to smart growth, housing, and economic development. An important component of the planning process was understanding the connections between the natural world and the build world, tying open space and recreation to opportunities for economic and social development. The Land Use and Design Plan provides tools

to trigger the development and the area needs to promote economic prosperity while protecting and preserving its natural environmental resources and its village-scale character.

The Town of Weymouth's Jackson Square zoning changes, approved in June 2022, includes a Jackson Square Overlay District, which is to support a vibrant, mixed-use village center that protects and enhances the significant natural resource of Herring Run Brook and connects the village and the brook to existing open space and recreational resources. Existing public transit (bus and commuter rail), proposed improvements to encourage walking and biking, and municipal parking (on-street and off-street) provide multi-modal transit options connecting the surrounding neighborhoods to Jackson Square. These goals are





consistent with the Towns commitment to Complete Streets, Weymouth Master Plan, and Jackson Square Land Use and Design Plan.

The Jackson Square Transportation Master Plan (TMP) was developed to determine the transportation needs to accommodate the anticipated redevelopment based on the changes to the zoning the Town implemented. The planned Iron Hill Park redevelopment was also taken into account. The study area encompassed Commercial Street from the MBTA East Weymouth Commuter Rail Station and through the Square continuing to Cottage Street, Broad Street from High Street to just west of Cottage Street, Pleasant Street from Broad Street to Lake Street and Water Street from Pleasant Street to Commercial Street as shown in **Figure 1**.

The Jackson Square TMP considers all modes of travel (walking, biking, taking transit, and driving) to facilitate travel in and through Jackson Square. Immediate, short-term, and long-term alternatives for traffic circulation, parking supply, parking management, and pedestrian and bicycle accommodations were identified. The analysis also examined local streets that serve the neighborhoods in Jackson Square and connecting the main streets, such as Shawmut Street, Myrtle Street, Grant Street, and Cottage Street.

The zoning changes in Jackson Square are intended to stimulate redevelopment and protect the area's sensitive environment while encouraging property owners to incorporate housing into their projects. This aims at spurring redevelopment and promoting uses that are appropriate for the environment, including Herring Run Brook. The zoning changes are broken into three (3) districts: Lower Jackson Square, Upper Jackson Square, and Upper Commercial Street, with height limits for each area. The zoning changes also updated the parking requirements redevelopment projects will need to satisfy.



Figure 1. Study Area



Public Engagement

Stakeholder Advisory Meeting Community Feedback



ackson Square Transportation

Parking/Traffic Improv



Stakeholder Advisory Meeting



A stakeholder advisory committee was formed so that interested stakeholders were informed and involved throughout the planning process. The committee included Town planning staff, the town's safety officer, a number of property owners/developers within Jackson Square, a resident in the area and two town councilors who represent this area. There was a total of five (5) stakeholders meeting held virtually

and **Appendix A** includes a complete listing of the Stakeholder committee and the slide deck of each stakeholder advisory meeting.



Stakeholders Meeting #1 – July 28, 2022

Meeting Objective(s): Present the existing conditions, obtain information for future analysis conditions with known redevelopments, and align the future analysis conditions with the Zoning changes in the Jackson Square Village Center.

Stakeholders Meeting #2 – August 25, 2022

Meeting Objective(s): Wrap up existing conditions, review crash review crash details at the intersection of Commercial Street & Broad/High Street, present patterns of traffic flow throughout the square, and confirm redevelopment growth assumptions.



Transportation Master Plan

Stakeholders Meeting #3 – October 13, 2022

 Meeting Objective(s): Present the future build conditions and begin discussion of the potential alternatives.

Stakeholders Meeting #4 – October 27, 2022

Meeting Objective(s): Update on future analysis and continue alternatives discussion.

Stakeholders Meeting #5 – December 15, 2022.

Meeting Objective(s): Present the draft immediate, short-term, and long-term alternatives for traffic circulation, parking supply, parking management, and pedestrian and bicycle accommodations.

JACKSON SQUARE





Community Feedback

You are Invited!

A Public Meeting for the Jackson Square Transportation Master Plan

The Jackson Square Transportation Master Plan has focused on the transportation needs to accommodate the anticipated redevelopment based on the changes to the zoning the Town is implementing.

Please join us to learn about the

Thursday, March 9, 2023 630 - 8:00 PM
Town Hall, Council Chambers 75 Middle Street Weymouth, MA 02189

Questions? Department of Planning & Community Development 781-340-5015



Following the final Stakeholders Meeting, the *Jackson Square TMP* began wrapping up the analysis, finalizing the recommended actions and preparing the draft documentation. A public information meeting was held on March 9, 2023, where the key findings of the analysis and the draft *Jackson Square TMP* were presented. The meeting was held in the Town Hall Council Chambers and was also televised on local cable TV.

As a result of the public information meeting, there were positive support on redevelopment and there will be an increase in traffic regardless of redevelopments and traffic operations will degrade in the future, therefore improvements will be needed.







Existing Framework

Existing Conditions Traffic Flow Conditions StreetLight "Big Data" Safety Characteristics Parking Conditions



Kimley **»Horn**

Pg. **9**



Existing Conditions

An evaluation of the existing conditions includes pedestrian and bicycle facilities, public transportation, and study intersections in the study area. Site visits were conducted to obtain information on traffic control, roadway characteristics, parking supply, and posted regulations. The site visits also enabled a review and assessment of the current pedestrian and bicycle facilities in Jackson Square. In addition, traffic and parking demand data were collected that provided the foundation of the analysis. The following summarizes the existing conditions.

Pedestrian Facilities

- Sidewalk facilities are generally provided on both sides along Broad Street, Commercial Street, Water Street, and Pleasant Street.
- Sidewalk facilities along Shawmut Street, Cottage Street, and other connecting local streets while in existence, are in fair or poor condition.
- Pedestrian accessibility from major parking lots is less than desirable to the center of Jackson Square, such as poor lighting, sidewalk widths, and safe crossings.
- Lack of ADA compliant curb ramps.
- ► It was observed there were new



- crosswalk markings and wheelchair ramps at the following locations.
 - Entrance to Lovell Field along Broad Street
 - o Broad Street & Commercial Street on all legs
 - Water Street & Myrtle Street north leg
 - o Water Street & Pleasant Street on all legs
- The following crosswalk markings need to be adjusted due to the reason noted.
 - Broad Street & Cottage Street east leg/along Broad Street (heading southbound) leads into a driveway.
 - Broad Street & Shawmut Street west leg/along Broad Street (heading northbound) leads into a pole.



- Transportation Master Plan
 - The overall pedestrian environment in the Square is not an overly friendly or safe area when considering such items as the sidewalk widths, lack shade trees, street crossings, and below average of neighborhood connections to the center of Jackson Square.



Crosswalk markings at Commercial Street & Water Street.



Shade trees along Broad Street, east of Commercial Street.



Sidewalk facilities along Commercial Street between Water Street and Broad Street.



Sidewalk facilities along Shawmut Street.



Bicycle Facilities

- Designated bicycle lanes are provided on both sides along the following corridors.
 - o Water Street from Pleasant Street to Broad Street/High Street
 - Commercial Street from Broad Street/High Street to the MBTA East Weymouth Station South Driveway
- Bicycle detection at the signalized intersection of Commercial Street & MBTA East Weymouth Station South Driveway.
- There is a small amount of bike parking currently near the post office and new bike parking equipment was installed as part of a Complete Streets project at Lovell Field and Herring Run Pool Park. However, there is a need for additional secure bike parking equipment throughout the Square and convenient to the commercial establishments.
- Aside from the above, there is a general lack of designated safe bicycle facilities or indications of potential bicycle travel within Jackson Square. The three (3) traffic signals under Town jurisdiction do not have bike detection; streets such as Pleasant Street could accommodate bike lanes whereas on streets such as Broad Street where width is limited, sharrows could be incorporated.



Designated buffered bicycle lanes along Commercial Street, north of Broad Street/High Street.



Designated bicycle lanes along Water Street, south of Broad Street/High Street.



Public Transportation

- Public transportation is provided by the Massachusetts Bay Transit Authority (MBTA), commuter rail and bus routes.
- The East Weymouth Commuter Rail station is approximately 0.25 miles or 1,400 feet north of the signalized intersection of Commercial Street & Broad Street/High Street. The Greenbush Line provides service to Boston. An off-street parking lot is provided at the Commuter Rail station, which provides 335 parking spaces.
- Bus Route 222 (East Weymouth Quincy Center Station) runs along Broad Street, west of Commercial Street/Pleasant Street, Pleasant Street, Water Street, and High Street with stops along the roadways as shown in Figure 2. Bus Route 222 provides service from East Weymouth to Quincy Center Station.
- One thing noted about Bus Route 222 is that is circulates within Jackson Square but it does not provide direct service to the East Weymouth Commuter Rail station.

Kimley *Whorn*



Figure 2. Public Transportation in the Study Area





Traffic Analysis – Study Intersections

A total of fifteen (15) study intersections were included in the TMP, four (4) signalized and eleven (11) unsignalized and is shown in **Figure 3.** The following summarize the characteristics currently found at the study intersections.

1. Broad Street & Cottage Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by Broad Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The eastbound free-flowing approach provided by Broad Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The southbound stop-controlled approach provided by Cottage Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.

2. Shawmut Street & Lake Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by Shawmut Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.
- The northbound free-flowing approach provided by Lake Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The southbound stop-controlled approach provided by Shawmut Street permits left turns and through movements via one (1) dedicated left-turn lane and one (1) through lane.

3. Shawmut Street & Public Lot Driveway

- Three-legged unsignalized intersection.
- The westbound approach provided by the Public Lot Driveway is a one-way ingress to the Public Lot and restricts movements onto Shawmut Street.
- The northbound free-flowing approach provided by Shawmut Street permits right-turns and through movements via one (1) shared right-turn/through lane.
- The southbound free-flowing approach provided by Shawmut Street permits left turns and through movements via one (1) shared left-turn/through lane.

Kimley *Whorn*



Figure 3. Study Intersections





4. Broad Street & Shawmut Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by Broad Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The eastbound free-flowing approach provided by Broad Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The northbound stop-controlled approach provided by Shawmut Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.

5. Commercial Street & Cottage Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The eastbound stop-controlled approach provided by Cottage Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.
- The northbound free-flowing approach provided by Commercial Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The southbound free-flowing approach provided by Commercial Street permits right turns and through movements via one (1) shared right-turn/through lane.

6. Pleasant Street & Water Street (signalized)

- Three-legged signalized intersection.
- The westbound approach provided by Water Street permits left-turn and rightturn movements via one (1) shared left-turn/right-turn lane.
- The southbound free-flowing approach provided by Pleasant Street permits left turns and through movements via one (1) dedicated through lane and one (1) dedicated left-turn lane.
- The northbound free-flowing approach provided by Pleasant Street permits right turns and through movements via one (1) dedicated through lane and one (1) dedicated right-turn lane.

7. Pleasant Street & Shawmut Street (one-way stop controlled)

- Three-legged signalized intersection.
- The eastbound stop-controlled approach provided by Shawmut Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.



- Transportation Master Plan
 - The southbound free-flowing approach provided by Pleasant Street permits right turns and through movements via one (1) shared right-turn/through lane.
 - The northbound free-flowing approach provided by Pleasant Street permits left turns and through movements via one (1) shared left-turn/through lane.

8. Pleasant Street & Public Lot Driveway (one-way stop controlled)

- Four-legged unsignalized intersection.
- The westbound approach provided by Commercial Street is a one-way ingress to the United States Postal Service and restricts movement onto Commercial Street/Pleasant Street.
- The eastbound approach provided by Lot Driveway permits left-turn and rightturn movements via one (1) shared left-turn/right-turn lane.
- The northbound free-flowing approach provided by Pleasant Street permits all movements via one (1) shared left-turn/through/right-turn lane.
- The southbound free-flowing approach provided by Commercial Street permits all movements via one (1) shared left-turn/through/right-turn lane.

9. Pleasant Street/Commercial Street & Broad Street (signalized)

- Four-legged signalized intersection.
- The westbound approach provided by Broad Street permits all movements via one (1) dedicated right-turn lane and one (1) shared left-turn/through lane.
- The eastbound approach provided by Broad Street permits all movements via one (1) shared right-turn/through/left-turn lane.
- The northbound approach provided by Pleasant Street permits all movements via one (1) dedicated left-turn lane and one (1) shared right-turn/through lane.
- The southbound approach provided by Commercial Street permits all movements via one (1) dedicated left-turn lane and one (1) shared right-turn/through lane.

10. Water Street & Myrtle Street (two-way stop controlled)

- Four-legged unsignalized intersection.
- The westbound stop-controlled approach provided by Myrtle Street permits all movements via one (1) shared right-turn/through/left-turn lane.
- The eastbound stop-controlled approach provided by a Private Driveway permits all movements via one (1) shared right-turn/through/left-turn lane.

HISSACUSSET - ES

- Transportation Master Plan
 - The southbound free-flowing approach provided by Water Street permits all movements via one (1) shared right-turn/through/left-turn lane.
 - The northbound free-flowing approach provided by Water Street permits all movements via one (1) shared right-turn/through/left-turn lane.

11. Water Street & Commercial Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by Commercial Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The eastbound free-flowing approach provided by Water Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The southbound stop-controlled approach provided by Commercial Steet permits left-turn and right-turn movements via one shared left-turn/right-turn lane.

12. Broad Street & Commercial Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by Broad Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The eastbound free-flowing approach provided by Broad Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The northbound stop-controlled approach provided by Commercial Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.

13. Commercial Street & High Street (signalized)

- Five-legged signalized intersection.
- The eastbound approach provided by Broad Street permits all movements via one (1) dedicated left-turn lane and one (1) shared right-turn/through lane.
- The westbound approach provided by High Street permits all movements via one (1) dedicated left-turn lane, one (1) dedicated through lane, and one (1) dedicated right-turn lane.
- The southbound approach provided by Commercial Street permits all movements via one (1) dedicated right-turn lane and one (1) shared left-turn/through lane.



- The northbound approach provided by Commercial Street permits all movements via one (1) shared left-turn/through/right-turn lane.
- The northwest approach provided by School Street is a one-way ingress and restricts egress movements.

14. Commercial Street & MBTA Driveway (signalized)

- Three-legged signalized intersection.
- The eastbound approach provided by the MBTA Driveway permits left-turn and right-turn movements via one (1) dedicated left-turn lane and one (1) dedicated right-turn lane. Bicycle detection is provided on the eastbound approach.
- The southbound approach provided by Commercial Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The northbound approach provided by Commercial Street permits left turns and through movements via one (1) dedicated left-turn lane and one (1) through lane.

15. High Street & Grant Street (one-way stop controlled)

- Three-legged unsignalized intersection.
- The westbound free-flowing approach provided by High Street permits right turns and through movements via one (1) shared right-turn/through lane.
- The eastbound free-flowing approach provided by Broad Street permits left turns and through movements via one (1) shared left-turn/through lane.
- The southbound stop-controlled approach provided by Grant Street permits left-turn and right-turn movements via one (1) shared left-turn/right-turn lane.

Figure 4 and Figure 5 shows the existing lane geometry for the individual intersections.



Figure 4. Existing Conditions Lane Geometry – Part 1







Figure 5. Existing Conditions Lane Geometry – Part 2











Traffic Flow Conditions

Data Collection

Existing traffic volumes were based upon turning movement counts (TMCs) collected on Thursday, June 9, 2022, during the AM peak period (7:00 -9:00 AM) and PM peak period (3:00 – 6:00 PM) as shown in **Figure 6** and **Figure 7** on Saturday, June 11, 2022 during the Midday peak period (11:00 AM – 1:00 PM) as shown in **Figure 8** and **Figure 9** at the 15 study intersections. School was still in session when the traffic counts were conducted, however, the new Weymouth's Chapman Middle School located along Commercial Street was completing construction and was not operating at the time of the traffic counts. The Existing Conditions analysis was based on the existing traffic volumes, lane uses, and traffic controls at the study area intersections. A peak hour factor (PHF) was calculated by approach and the heavy vehicle percentages were calculated for each movement based on existing TMC data.





Kimley»Horn

SAGUSSET



Figure 7. Existing Conditions Weekday AM & PM Peak Hour Vehicle Volumes – Part 2

Kimley»Horn



SAGUSSET





Figure 8. Existing Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 1





Figure 9. Existing Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 2

Kimley **»Horn**



SAGUSSET

MOUTH



Automatic traffic recorders (ATRs) for 72-hours were collected on Thursday, June 9, 2022, to Saturday, June 11, 2022, at eight (8) locations to understand the travel patterns as shown in **Figure 10**. The TMCs and 72-hour continuous counts are included in **Appendix B**.

- 1. Pleasant Street, south of Water Street
- 2. Water Street, east of Pleasant Street
- 3. Commercial Street, north of Cottage Street
- 4. Broad Street, west of Cottage Street
- 5. Commercial Street, north of MBTA East Weymouth Commuter Rail station
- 6. High Street, east of Grant Street
- 7. Lake Street, west of Shawmut Street
- 8. Broad Street, east of Commercial Street



Figure 10. ATR Locations and Traffic Flows





Key highlights reviewing the data were:

- Overall, the collected traffic data indicated that a total of 32,828 vehicles entered and 32,926 exited the Square during the weekday, which is a total of 65,754 vehicles per day on a typical weekday.
- Overall, the collected traffic data indicated that a total of 29,896 vehicles entered and 29,912 exited the Square during a Saturday, which is a total of 59,808 vehicles per day on a typical Saturday.
- Traffic count data also showed that except for Lake Street, Saturday volumes were slightly lower than the weekday traffic volumes.
- ► As shown in **Figure 10**, Pleasant Street, south of Water Street is heavily traveled as well as Commercial Street, north of Cottage Street.
- ► As shown in **Figure 11**, **Figure 12**, and **Figure 13** for the most part there are distinctive peak times of traffic on the major roadways serving the Square.



Figure 11. Broad Street, west of Cottage Street (Thursday) Hourly Variation

JACKSON SQUARE







Figure 12. Pleasant Street, south of Water Street (Thursday) Hourly Variation



Figure 13. Commercial Street, north of MBTA Lot (Thursday) Hourly Variation


Intersection Capacity Analysis Methodology

Intersection capacity analyses were performed using the Synchro Software Package (Version 11), which utilizes methodologies contained in *the Highway Capacity Manual* (6th Edition) for signalized and unsignalized intersections. For intersections with timing configurations that are incompatible with HCM 6th Edition, the built-in Synchro analysis methodology is used. According to the HCM 6th Edition, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The grading condition is described by Level of Service (LOS) to indicate the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream and relates to the level of delay experienced. The HCM 6th Edition defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Typically, a LOS "D" or better at signalized and unsignalized intersections is preferred, although increasingly in the more urbanized settings, lower levels are tolerated during peak travel hours.

The ranges of delay for each level of service are shown in Table 1.

Level of	Delay per Vehicle (seconds per vehicle)					
Service (LOS)	Signalized Intersections	Unsignalized Intersections				
A	≤ 10	≤ 10				
В	10 -20	10 -15				
С	20 – 35	15 – 25				
D	35 – 55	25 – 35				
Е	55 – 80	35 – 50				
F	≥ 80	≥ 50				

Table 1. Level of Service Range of Delay



Existing Conditions

Listed below are the key findings of the intersection capacity analysis for the Existing (2022) Conditions. The intersection analysis worksheets are contained in **Appendix C**.

- During the AM peak hour, all of the intersections operate at an overall LOS C or better as shown in Figure 14. The individual approaches and movements operate at LOS C or better except at Intersection ID #13, Broad/High Street & Commercial Street, where the northbound approach operates at a LOS D with a delay of 40.4 seconds per vehicle and a volume to capacity (V/C) ratio of 0.76.
- During the PM peak hour, all of the intersections operate at an overall LOS C or better except at Intersection ID #13, Broad/High Street & Commercial Street, which operates at LOS D with a delay of 35.5 seconds per vehicle as shown in **Figure 15**. However, the northbound approach will operate at LOS E with a delay of 65.2 seconds per vehicle and a V/C ratio of 0.90. The rest of the individual approaches and movements will operate at LOS C or better.
- Shown in Figure 16 are the results during the Saturday Midday peak hour, all of the intersections will operate at an overall LOS D or better. The northbound approach at Intersection ID #13, Broad/High Street & Commercial Street will operate at LOS F with a delay of 81.6 seconds per vehicle and a V/C ratio of 0.98. The rest of the individual approaches and movements will operate at LOS D or better.

Kimley *Whorn*



Figure 14. Existing Conditions – AM peak hour



CUR	TIS CIRC	LE	0,	
	5	1	195	
				Ding
R			and a second	14
			- A	1
		L.	1	
			A R	
			The second	
IGH CT				1
STRE	ET	24	E .	to a
el of Se	ervice ((LOS))	
	4	\ or	B	
	C	C or	D	
		Е		
		F		
alized	Interse	ction	i	
ignalize	d Inter	sect	ion	
A DESCRIPTION OF THE OWNER OF THE	A STREET, ST.	- Particular	Ph 10	and the second



Figure 15. Existing Conditions – PM peak hour



CUA	TTIS CIRCLE	
	1 State	100
	de la	
Pro Sta		
H.	P.C.	- A
		BAR !!
	1-12-	19/17
-	the second	
E.		ALLON O
		7
the second	- FE	E LE A
IGH STRL	ET	
el of Se	ervice (LOS	5)
	A or	В
	C or	D
	E	
	F	
alized	Intersectio	n
ignalize	ed Intersec	tion
And the second se	and the second day of	And the local division in which the



Figure 16. Existing Conditions – Saturday Midday peak hour



CUR	TTIS CIRCLE	50	N
		6 35	
and the second		-	In the
R			Str. Con
7		17	2.4
			2
IGH STRE	ET	VIRI	No.
el of Se	ervice (L(0S)	
	Α	or B	
	C	or D	
		E	
		F	
alized	Intersect	ion	
ignalize	ed Interse	ection	
Contraction of the local division of the	A DECEMBER OF THE OWNER	and the second s	Contraction of the local division of the loc



StreetLight "Big Data"

StreetLight data provides a convenient way of extracting well-organized, large amounts of travel information, such as an origin-destination (OD) trip index and zone activity analysis. It is an online platform for transportation analyses based upon crowdsourced mobile device data. StreetLight Data's Metrics are currently derived from two (2) types of locational "Big Data," navigation-GPS data and Location-Based Services (LBS) data. The data is based on an aggregated and average data for two (2) months, March and April, in 2022 on a typical weekday, Tuesday, Wednesday, and Thursday, and weekend (Saturday and Sunday). Entry and middle zones were defined as shown in **Figure 17** and **Figure 18**, respectively. The zones were either classified as pass through or non-pass through.

- Pass Through traffic passing through an area (but not traffic that starts or ends a trip in that area)
- Non-Pass Through traffic that stops and starts within an area (but not traffic that passes through that area)



Figure 17. StreetLight Entry Zones

JACKSON SQUARE

Transportation Master Plan





Figure 18. StreetLight Middle Zones

The trends and patterns of the StreetLight data is similar to the counts collected. For example, Pleasant Street is heavily traveled then Commercial Street, north of Cottage Street as shown in **Figure 19** and **Figure 20**.

Kimley *Whorn*







Figure 19. Patterns of Traffic Flow Entering the Square (Weekday Daily)



Figure 20. Patterns of Traffic Flow Exiting the Square (Weekday Daily)



The following highlights the analysis of the Streetlight data on a typical weekday:



Origin: Broad Street, west of Randall Avenue Approximately 36% of the trips travel south to Pleasant Street, 28% of the trips travel north to Commercial Street, and 25% of the trips continue east along High Street.



Origin: Commercial Street, north of the MBTA lot Approximately 52% of the trips travel south to Pleasant Street and 26% of the trips travel west to Broad Street.



Origin: Commercial Street, north of Cottage Street

Approximately 81% of the trips travel south to Pleasant Street.



Origin: High Street, east of Grant Street Approximately 35% of the trips travel south to Pleasant Street, 33% of the trips travel west to Broad Street, and 23% of the trips travel north to Commercial Street.

JACKSON SQUARE







Origin: Pleasant Street, south of Water Street Approximately 55% of the trips travel north to Commercial Street.



Origin: Lake Street, south of Shawmut Street Approximately 46% of the trips travel south to Pleasant Street and 28% of the trips travel north to Commercial Street.

Safety Characteristics

Recent crash history for the study intersections for the most recent three-year period available (2017-2019) was reviewed as part of this study. Crash data presented in this report were obtained from the MassDOT Interactive Mapping Portal for Analysis and Crash Tracking (IMPACT). The 2017-2019 period was selected due to the Covid years of 2020-2021 affecting the traffic flow and results could be affected and not typical. That said, the latest years of data were also reviewed to identify anything significant that should be taken into consideration. The standard MassDOT Crash Rate Worksheet was used to determine the crash rate at the study intersections. The calculation of the crash rate relates the number of accidents at a location to the amount of traffic that passes through the location. It is a more comprehensive measure for identifying potentially hazardous locations compared to simple averages as it incorporates volume, although crash rates can skew higher due to low volumes. The calculated rate is compared to the MassDOT District-wide averages. Intersections experiencing crash rates greater than the above averages are potentially experiencing an unusually high number or higher than expected number of crashes relative to traffic volumes at that location and may warrant further investigation or improvements. MassDOT District 6,



which includes the study area, has an average crash rate of 0.71 for signalized intersections and 0.52 for unsignalized intersections. MassDOT statewide average, which also accounts for the study area, has an average crash rate of 0.78 for signalized intersections and 0.57 for unsignalized intersections.

Table 2 provides a summary of the crash history at the study intersections. The following summarizes the key aspects. **Figure 21** shows the range of the intersection crash rates compared to District 6 average crash rate and **Appendix D** includes the calculation of the crash rates.

- There was a total of 24 crashes at the 15 study intersections.
- There were zero reported occurrences of crashes at seven (7) out of the 15 study intersections.
- ► There were no fatality and two (2) injury crashes reported with the rest of the reported crashes being property damage only types.
- ► Half of the reported crashes were angle crashes.
- The signalized Intersection ID #13 Broad/High Street & Commercial Street has a crash rate of 0.76, above the District 6 average, but below the MassDOT statewide average for signalized intersections. A total of 15 crashes occurred at this intersection with 13 reported as property damage and two (2) reported as injury. Of the 15 crashes, seven (7) were an angle, three (3) were a rear-end, two (2) were head-on, one (1) were side-swipe, and two (2) were other/unknown. Additional detailed data for this location was provided by the Weymouth Police Department. Some input gathered for this intersection suggests that the existing angle of the intersection and excessive open area with less-than-ideal lane definition may be contributing factors to the current crash experience.
- The rest of the intersections are below the average crash rates.

Table 2. Crash History

	1. Broad Street & Cottage Street	2. Shawmut Street & Lake Street	3. Shawmut Street & Lot Driveway	4. Broad Street & Shawmut Street	5. Commercial Street & Cottage Street	6. Pleasant Street & Water Street	7. Pleasant Street & Shawmut Street	8. Pleasant Street & Lot Driveway	9. Pleasant Street & Broad Street	10. Water Street & Myrtle Street	11. Water Street & Commercial Street	12. Broad Street & Commercial Street	13. High Street & Commercial Street	14. Commercial Street & MBTA Driveway	15. High Street & Grant Street
Total Number of Crashes															
							Sever	ity							
Property Damage	3	0	0	1	0	0	2	0	3	0	2	1	13	0	0
Injury	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	÷		`				Collision	Туре							
Rear End	0	0	0	1	0	0	0	0	1	0	1	0	3	0	0
Angle	1	0	0	0	0	0	1	0	2	0	1	1	7	0	0
Side Swipe	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Single Vehciles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Collision with Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Collision with Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0
							Time of	Day							
6:01 AM - 10:00 AM	1	0	0	0	0	0	1	0	1	0	1	0	1	0	0
10:01 AM - 4:00 PM	2	0	0	1	0	0	0	0	2	0	1	1	6	0	0
4:01 PM - 7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0
7:01 PM - 6:00 AM	0	0	0	0	0	0	0	0	I	0	0	0	4	0	0
							Weather Co	onditions							
Clear	2	0	0	1	0	0	2	0	3	0	2	1	12	0	0
Wet	0	0	0	0	0	0	0	0	0	0	0	0	2		
Snow/Ice	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
							Light Con	ditions							
Daylight	3	0	0	1	0	0	2	0	2	0	2	1	8	0	0
Dawn/Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dark (Unlit)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dark (Lit)	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Annual Average Crashes				0.33			0.667				0.667	0.33			
Interseection Crash Rate	0.3						0.13		0.13		0.19	0.08	0.76		
MassDOT District 6 Average Crash	0.52	0.52	0.52	0.52	0.52	0.71	0.52	0.52	0.71	0.52	0.52	0.52	0.71	0.71	0.52
Signal Control	Unsignalized	Unsignalized	Unsignalized	Unsignalized	Unsignalized	Signalized	Unsignalized	Unsignalized	Signalized	Unsignalized	Unsignalized	Unsignalized	Signalized	Signalized	Unsignalized





Figure 21. Range of Intersection Crash Rates







Parking Analysis

The purpose of the parking analysis is to determine how the parking supply in the Village of Jackson Square is currently being utilized. The focus was a typical or representative weekday condition. At the time of the data collection period, the soccer field activity had not yet gotten back to its pre-Covid schedule and consequently, weekend observations were not conducted. The usage of Lovell Field parking will be further discussed, however, throughout the analysis and Plan development as it provides a major resource for public parking in the Square as well as the field activities provide the potential spill over economic impact for the Square's businesses.

Data Collection

A parking occupancy and demand of available on-street parking and off-street parking within the study area was conducted on Thursday, June 22, 2022. Parking opportunities within Jackson Square consists of on-street parking and public and private surface lots.

The parking supply for on-street parking is currently unmarked, therefore the number of parking spaces was based on the linear distance of free parking along all blocks on Broad Street and Commercial Street. These linear distances were converted to a total number of parking spaces by dividing each section by 22 feet (the typical dimension of a parking space) and rounding to the nearest whole number. On-street parking occupancy data was collected between 9:00 AM and 5:00 PM, with observations made every 30 minutes that enabled the calculation of parking durations and space turnover.

- ► Upper Broad Street/Commercial Street Broad Street west of the intersection of Broad Street & Pleasant Street and Commercial Street north of the intersection.
- Lower Broad Street/Commercial Street Broad Street east of the intersection of Broad Street & Pleasant Street, and Commercial Street south of Broad Street

The parking occupancy for off-street public lots was collected during four (4) time periods, 9:00 AM, 11:00 AM, 2:00 PM, and 4:00 PM.

Occupancy at the MBTA lot and CVS lot were collected during two time periods, 11:00 AM and 4:00 PM. The occupancy at the MBTA parking lot was collected at those times periods to maximize the number of commuters in the lot.



- ▶ Parking occupancy for off-street private lots was collected at various time periods.
 - George Washington Toma TV & Appliance parking was observed during four (4) time periods, 9:00 AM, 11:00 AM, 2:00 PM, and 4:00 PM.
 - The Venetian parking was observed during three time periods, 12:00 PM,
 5:00 PM, and 7:00 PM. The evening observations were done to gauge evening demands.

Types of Parking

On-Street Parking

All on-street parking within Jackson Square is unmarked and free, but some areas of Broad Street and Commercial Street are restricted between certain hours as shown in **Figure 22**.

- Unrestricted No time restriction denoted by signage, vehicles may park for any length of time on any day of the week.
 - Lower Commercial Street
- ▶ 2 Hour Unrestricted Vehicles may park for up to two (2) hours
 - North side of Lower Broad Street
 - Both sides of Upper Broad Street
 - West side of Upper Commercial Street
- ▶ 2 Hour Restricted Vehicles may park for up to two (2) hours. Restrictions are typically enforced from 9:00 AM to 6:00 PM and Monday to Saturday.
 - o South side of Lower Broad Street
 - East side of Upper Commercial Street



Figure 22. On-Street Parking Supply





Off-Street Parking (Public and Private Facilities)

There are currently ten (10) surface lots (including the MBTA Station lot) generally open to the public within the study area that were included in the analysis. All facilities are located within or nearby the square. Six (6) of these facilities are owned by the Town of Weymouth. The remaining facilities included were either the MBTA commuter rail lot or privately owned and operated.

- Public Lots Lovell Fields, Upper Broad Public Lot, Post Office, Teen Center, Former Library, Iron Hill, and MBTA Lot
- Private Lots/Parking Spaces George Washington Toma TV & Appliance (within the Upper Broad Lot access drive area), CVS, and The Venetian

Parking Inventory

On-street and off-street parking inventory data for the study area are summarized in **Table 3** and shown in **Figure 23**. Within the study area, there are 101 on-street parking spaces, 198 municipal off-street public parking spaces, 335 parking spaces at the MBTA lot, and 173 off-street parking spaces in private lots.

On-Street Supply				
Upper Broad/Commercial	75			
Lower Broad/Commercial	26			
On- Street Supply Subtotal	101			
Off-Street Public Lots Supply				
Lovell Field	77			
Large Upper Broad Lot	61			
Post Office	11			
Teen Center	19			
Former Library	15			
Iron Hill	15			

Table 3. On-Street & Off-Street Parking Supply



Off-Street Public Lots Supply Subtotal	198
MBTA Station Total	335
Off-Street Private Parking Supply	/
George Washington Toma	10
CVS	130
The Venetian	33
Off-Street Private Parking Supply Subtotal	173



Figure 23. On-Street & Off-Street Parking Supply





Parking Occupancy

The observed on-street parking demand is summarized in **Figure 24**. Listed below are the highlights of the on-street parking demand.

- ► The Upper Broad area remained mostly occupied throughout the duration of the collection, over 50% of the parking spaces were occupied.
- Lower Broad was mostly unoccupied. Note that the Lower Square has more vacant building space and several off-street lots to accommodate patrons.
- Vehicles that did park on-street in the 'lower' Commercial Street spaces were parked majority of the day.
- The average duration of the cars was less than 2-hours but there were over five (5) vehicles that parked well above the 2-hours.



▶ The average turnover was calculated at two (2) vehicles in the Upper Square area.

Figure 24. On-Street Parking Supply & Demand

SUSAUUSSET . JA

The observed off-street public parking supply and demand can be seen in **Figure 25.**

This depicts the average demand for each public lot during the collection times and compared it to their supply. Listed below are the highlights of the off-street public parking demand.

- The Upper Broad public lot was less than 40% occupied during the survey period.
- The parking demand approached the capacity in the small parking area near the Post Office
- The parking demand at Iron Hill Lot approached the lot capacity during all the observation times, though it is a fairly small lot.
- Lovell Fields, Teen Center Lot, and Former Library Lot had the lowest occupancies during the collection times. There were more than 60 empty spaces in the Lovell Field parking lot during each observation time.



■ Supply ■ Demand 9:00 AM ■ Demand 11:00 AM ■ Demand 2:00 PM ■ Demand 4:00 PM

Figure 25. Public Off-Street Parking Lots Supply & Demand

The MBTA Parking Lot supply and demand can be seen in **Figure 26.** The MBTA Station Lot has the largest supply with 335 parking spaces. The decline in occupancy can be attributed to the Covid-19 pandemic and the capability of working from home.



Transportation Master Plan

While the MBTA believes the demands will return to pre-Covid levels, to date that has not been the case on the commuter rail lines.



Figure 26. MBTA Parking Lot Supply & Demand

Off-street private parking supply and. demand is shown in **Figure 27.** During the evening collections, the Venetian Lot approaches the available supply as would be expected with the restaurant use. The CVS lot experienced fairly low demands with a large amount of available supply through most of the day.

JACKSON SQUARE



Transportation Master Plan



Figure 27. Private Parking Lots Supply & Demand



Future Framework

Zoning Changes Anticipated Development Traffic Projections Parking Projections Build Conditions



Kimley »Horn Pg. 55



Zoning Changes

The zoning changes in the Jackson Square Village Center (Order No. 22 035) were approved on June 7, 2022, and are included in **Appendix E**. The Jackson Square Overlay District is to support a vibrant, mixed-use village center that protects and enhances the significant natural resource of Herring Run Brook and connects the village and the brook to existing open space and recreation resources. The Jackson Square Overlay District establishes reasonable standards that permit and control mixed-use residential, commercial, governmental, institutional, and office uses. The following three (3) subdistricts applicability is described below.

- Lower Jackson Square three story projects of 40 feet or less. A Special Permit may also be granted for mixed-use buildings of up to four (4) stories and 50 feet comprised of commercial use(s) occupying 51% or more of the grand floor and office and/or residential on the upper floors. The fourth floor shall be setback and not to exceed 75% of the area of the floor below.
- ▶ Upper Jackson Square on lot(s) of 10,000 square feet or more, mixed-use or commercial projects of three (3) stories and 40 feet or less.
- Upper Commercial Street low density residential development including detached and attached townhomes with a maximum of 2.5 stories and 35 feet are permitted as of right provided that the lot(s) consist of 15,000 square feet or more. Any proposals on lots containing less than 15,000 square feet require a Special Permit.

The off-street parking spaces within the Jackson Square Overlay District is listed below and the details can be found in **Appendix E**.

Residential

- Studio Housing Unit: one (1) parking space per unit
- All Other Types: 1.5 parking spaces per unit
- All parking for residential uses must be provided for onsite or on a lot under the same ownership and within reasonable walking distance.
- For the commercial component, at least 75% of the required parking must be provided on-site.
- The use of offsite parking and/or shared parking to meet no more than 25% the minimum required of the proposal commercial use can be considered.
- Eating and Drinking Establishments: one (1) parking space for each four (4) seats

Transportation Master Plan



- Retail, Office, and Other Commercial: one (1) parking space per 400 square feet of gross floor area
- Charging Stations for Electric, Hybrid, or Similar Type Vehicles based on parking spaces
 - One (1) to ten (10) spaces: None
 - Eleven (11) to twenty-five (25) spaces: One (1)
 - 26 to 50 spaces: Two (2)
 - 51 to 100 spaces: Three (3)

Some other development standards related to multimodal aspects are listed below for the entire Overlay District.

- Parking and loading/unloading shall be prohibited from the front yard setback between the principal façade and the street.
- Access to rear parking shall have clearly marked and lit pedestrian access to the public sidewalk.
- Bicycle storage shall be required at a ratio of one (1) bicycle storage space for every twenty (20) parking spaces.
- ► The number of curb cubs onto the street shall be minimized and shared parking access multiple parcels shall be strongly encouraged.

The criteria for Lower Jackson Square District related to multimodal aspects are listed below.

- Curb cuts shall not be allowed on the south side of Broad Street between Pleasant Street and Water Street.
- New construction or additions on parcels adjacent to Herring Run Brook shall require new publicly accessible open space and provide direct pedestrian connections from this open space to the public sidewalk and to parking. Open space shall have a combination of landscape, hardscape, and amenities, but not limited to benches and bicycle racks.
- New construction or additions on parcels adjacent Lovell Field shall require new publicly accessible open space to the Field and provide a direct pedestrian connection from the public sidewalk on Broad Street to Lovell Field.

Kimley *Whorn*



Anticipated Development

Part of the reason for this study and Plan Development was the anticipation of new developments encouraged by the new zoning. As part of the Stakeholder Advisory Committee, the property owners/developers within Jackson Square provided feedback on their anticipated redevelopment areas as shown in **Figure 28**. The three (3) property owners/developers include Eric Papachristos (purple polygons), Abdallah Metri (red polygons), and Joe Gratta (yellow polygons). Many of the redevelopments are mixed-used buildings with the ground floor as commercial and residential and/or office uses above. Town staff provided input on other potential growth.

Note that 1441 Commercial Street is an approved redevelopment and was approved before the new Zoning, owned by Abdallah Metri. This project includes 1,600 square feet of retail space and 21 dwelling units and provides 43 parking spaces. Traffic studies completed during its hearing process estimated that the project will generate 14 trips during the AM peak hour, 42 trips during the PM peak hour, and 42 trips during the Saturday Midday peak hour.

The complete forecasts of traffic and parking are described in the following pages.



Figure 28. Anticipated Redevelopment Areas



Traffic Projections

The analysis of 2032 traffic conditions were based on project traffic volumes at that time. The estimated traffic growth that included a general background traffic growth that tends to occur over time due to population and employment changes in both the town of Weymouth but also the region as well. The annual background traffic growth rate was determined based upon MassDOT TDMS Historical Traffic Count Locations from 2017 to 2021, utilizing an annual growth rate of 1.0%. Therefore, an annual growth rate of 1.0% will be applied annually to the existing traffic volumes for future (2032) Build Conditions.

In addition, it was assumed that the commuter rail would be operating at pre-covid demands and 100% of the MBTA – East Weymouth Park & Ride Lot will be occupied. From 7:00 – 8:00 AM, 50% of the lot will be occupied with entering trips and from 5:00 – 6:00 PM, 30% of the lot will be occupied with exiting trips.

Future developments within the Square include the vacant spaces at 805 Broad Street and 813 Broad Street, which were assumed to be re-tenanted in the future. It total, this was assumed to be 6,500 square feet of general retail use. In addition, the potential developments associated with the three (3) property owners/developers noted above are planning to redevelop areas of the Square in the future. The redevelopments are mixed-used building as the ground floor as commercial and residential and/or office above.

The following table summarizes the potential amount for growth from the three (3) major property owners within the Square and the vacant spaces. The assumptions were estimated by reviewing the size of the property and the uses/height by the new zoning. The analysis then estimated peak hour traffic generation and parking demands for the various potential uses by location. As will be described in the following sections, the new traffic and parking demands were added to the base conditions and analyzed similar to the existing conditions.

Trip generation calculations for the proposed redevelopments were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition.* The trip generation for the proposed developments was determined using ITE Land Use Code (LUC) 822 (Strip Retail Plaza (<40k)), LUC 710 (General Office Building), and LUC 220 (Multifamily Housing (Low-Rise)). Project trips were estimated for the weekday AM and PM peak hours and Saturday peak hours.



The net new project trips represent the additional vehicles on the roadway network. **Table 4** summarizes the redevelopment's trip generation for the weekday AM and PM peak hours, and Saturday midday peak hour. The proposed redevelopments are expected to generate 253 net new vehicle trips during the AM peak hour (114 entering and 139 exiting), 474 net new vehicle trips during the PM peak hour (250 entering and 224 exiting), and 406 (203 entering and 203 exiting) vehicle trips during the Saturday midday peak hour.

Table 4. Trip Generation								
AM Peak Hour (PM Peak Hour) [Saturday Midday Peak Hour]								
Land Use Code		Net	Entering	Exiting				
(ITE Code)	Dally	External Trips	Trips	Trips				
Multifamily Housing (Low-Rise) (220)	1,774	105 (133) [108]	24 (83) [54]	81 (50) [54]				
General Office Building (710)	144	21 (19) [7]	17 (3) [2]	4 (16) [5]				
Strip Retail Plaza (<40k) (822)	2,420	127 (322) [291]	73 (164) [147]	54 (158) [144]				
Net New Trips	4,338	253 (474) [406]	114 (250) [203]	139 (224) [203]				



Trip Distribution

The anticipated distribution of traffic was forecasted for the trips expected to be generated by the redevelopments as shown in **Table 5** and **Figure 29**. The distribution was estimated for all vehicles that may access the square. For the Square's general traffic, the trip distribution estimate was based on existing traffic patterns.

The trip distribution percentages were applied to the projected trip generation by location resulting in the estimated 2023 peak hour traffic flow networks. These networks were then analyzed in terms of delays and levels of service.

Direction	Percentage of Trips
Coming to/From the South (Pleasant Street)	35%
Coming to/From the South (Lake Street)	5%
Coming to/From the North (Commercial Street)	5%
Coming to/From the North (Commercial Street)	25%
Coming to/From the East (High Street)	10%
Coming to/From the West (Broad Street)	20%
Total	100%

Table 5. Trip Distribution

Figure 30 and **Figure 31** depicts the Build Conditions for the Weekday AM and PM peak hours. **Figure 32** and **Figure 33** depicts the Build Conditions for the Saturday midday peak hour.



Figure 29. Trip Distribution





Figure 30. Build Conditions Weekday AM & PM Peak Hour Vehicle Volumes – Part 1







Figure 31. Build Conditions Weekday AM & PM Peak Hour Vehicle Volumes – Part 2







Figure 32. Build Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 1







Figure 33. Build Conditions Saturday Midday Peak Hour Vehicle Volumes – Part 2







Parking Projections

The future parking conditions were evaluated by projecting the potential growth in public demands and accounting for the likely supply to be provided by new developments based on the new zoning requirements. The new developments were designated into parking analysis zones that were identified for study purposes. Six (6) zones were identified as shown in **Figure 34**. The existing public parking supply that is located in these zones was noted. In addition, the observed existing parking demands in these public spaces were also incorporated into the six analysis zones.

Parking projections for each redevelopment or new development was identified by the six (6) zones throughout the Square. The new uses by zone were defined as follows:

- > Zone one (1) included three (3) properties owned by a private developer.
- Zone two (2) included one (1) property owned by a private developer, and two (2) properties owned by the Town of Weymouth.
- > Zone three (3) includes four (4) properties owned by two (2) private developers.
- ▶ There were no redevelopments identified in Zone four (4) or Zone five (5).
- > Zone six (6) has three (3) properties owned by one (1) private developer.

Parking projection calculations for the proposed redevelopments and growth projects were performed using the Institute of Transportation Engineers' (ITE) *Parking Generation Manual, 5th Edition.* The parking projections for the proposed redevelopments was determined using Land Use Codes (LUC) 220 (Multifamily Housing (Low-Rise)), LUC 710 (General Office Building, and LUC 820 (Shopping Center).

The future parking demand estimates in relation to the potential development projects were completed for both the weekday and Saturday periods. All the estimates reflect <u>daytime</u> conditions. It was assumed that the developments would need to meet the on-site supply requirements for all residential demands and the new zoning allows for 75% of the peak commercial parking demands being accommodated. The estimated commercial demands not accommodated as part of that project were then identified as future public parking demands in the zone where the development was assumed to take place. In the end, the future peak public parking demands were compared to the anticipated public supply by zone as well as in total. Important to note is that Lovell Field supply is in close proximity to land uses in Zones 3 and 6 was included in the analysis, however, the Saturday conditions


assumed typical soccer tournament conditions with all of its supply used. In addition, Zone 3 public supply includes the additional on-street spaces created on Commercial Street with the conversion to one-way flow.

Table 6 summarizes by parking zone the future public supply and peak parking demands including the development of potential growth in the Square.

Parking Zone	Public Supply	Est Weekday Peak Demand	Est Saturday Peak Demand	Est Weekday Parking Surplus/Deficit	Est Saturday Parking Surplus/Deficit
1	38	26	26	12	12
2	9	72	72	24	24
3	34	62	60	-28	-26
4	52	24	13	28	39
5	13	6	6	7	7
6	120	127	174	-7	-54
			Total	36	2

Table 6. Summary of Future Parking Demands versus Supply by Parking Zone

As the analysis has shown, there are some relatively minor deficits shown in Zones 3 and 6, though small. Examining by zone and taking into account the distances between the available supply and projected demands between the zones, it becomes clear that in the future with the anticipated new and re-developments, there will be sufficient but not excessive public parking supply within convenient distances serving both the Upper Broad and Lower Broad areas.

In regard to Saturday conditions, projections of additional public parking demands were completed and again categorized by parking analysis zone. Information provided by the Town staff suggest that during the seasons for soccer activity and particularly on weekend tournament events, the Lovell Field parking supply is fully occupied with spillover parking demands occurring within the Square as well as around the Pingree School. While these major tournaments may occur on only 6 to 10

Transportation Master Plan



weekends during the year, the analysis of future public parking conditions has assumed the worst case condition (i.e. tournament weekend) and that Lovell Field parking areas are not available for general public use in the Square. The largest deficit occurs on a Saturday during peak soccer activity. The available supply in Zone 6 though does not include the 200+ parking spaces that are located in the MBTA commuter rail station once the pedestrian connection is put in place (anticipated in 2024). With those spaces, there would be an anticipated surplus in spaces even in Zone 6.



Figure 34. Parking Zones





Estimated 2032 Base Traffic Flow Conditions

Listed below are the key findings of the intersection capacity analysis for the Build (2032) Conditions. The analysis assumes the growth due to background and site specific projects as discussed, but assumes no changes to the street network and traffic controls from current conditions. The intersection analysis worksheets are contained in **Appendix F.**

- During the AM peak hour, all intersections operate at an overall LOS C or better, as shown in Figure 35. The approaches operate at LOS C or better except the following.
 - Intersection ID #5. Commercial Street & Cottage Street: northbound approach operates at LOS D with a delay of 30.5 seconds per vehicle.
 - Intersection ID #9. Broad Street & Pleasant/Commercial Street: eastbound approach operates at LOS D with a delay of 39.3 seconds per vehicle and a V/C ratio of 0.83.
 - Intersection ID #13. Broad/High Street & Commercial Street: the northbound approach operates at LOS D with a delay of 45.4 seconds per vehicle and a V/C ratio of 0.83.
- ▶ The LOS results during the PM peak hour are shown in **Figure 36.** While the two signalized intersections are estimated to operate at an overall LOS E in the future, there are specific movements that show some constraints. Listed below are movements that operates at LOS E or LOS F.
 - Intersection ID #9. Broad Street & Pleasant/Commercial Street: eastbound approach operates at LOS F with a delay of 132.1 seconds per vehicle with a V/C ratio of 1.18, westbound approach operates at LOS F with a delay of 81.4 seconds per vehicle with a V/C ratio of 1.14, and northbound approach operates at LOS E with a delay of 55.8 seconds per vehicle and a V.C ratio of 0.95.
 - Intersection ID #13. Broad/High Street & Commercial Street: northbound approach operates at LOS F with a delay of 221.4 seconds per vehicle and a V/C ratio of 1.38.
 - In addition, the left turn movement from the STOP controlled approach of Commercial Street onto Broad Street (Intersection ID #12) is expected to operate at LOS E with a delay of 44.6 seconds per vehicle and a V/C ratio of 0.61.

Transportation Master Plan



- Shown in **Figure 37** are the results during the Saturday Midday peak hour.
 - Intersection ID #5. Commercial Street & Cottage Street: eastbound approach operates at LOS E with a delay of 37.4 seconds per vehicle.
 - Intersection ID #9. Broad Street & Pleasant/Commercial Street: eastbound approach operates at LOS F with a delay of 120.9 seconds per vehicle and a V/C ratio of 1.16 and westbound approach operates at LOS F with a delay of 147.3 seconds per vehicle and a V/C ratio of 1.37.
 - Intersection ID #12. Broad Street & Commercial Street: northbound approach operates at LOS E with a delay of 45.1 seconds per vehicle and a V/C ratio of 0.633.
 - Intersection ID #13. Broad/High Street & Commercial Street: northbound approach operates at LOS F with a delay of 158.9 seconds per vehicle and a V/C ratio of 1.23.

In summary, the LOS analysis has shown that in the future, the two (2) major signalized intersections in the Jackson Square will operate with certain approaches experiencing long delays and with some capacity constraints. The analysis has also shown that in general, the Weekday PM and Saturday Midday peak hours are anticipated to operate with greater vehicle delays than during the Weekday AM peak hour.



Figure 35. Build (2032) Conditions – AM Peak Hour





Figure 36. Build (2032) Conditions – PM Peak Hour





Figure 37. Build (2032) Conditions – Saturday Midday Peak Hour





Strategy

Overall Plan Component Example of Plan Components List of Alternatives Evaluation Criteria



Kimley **Horn**

Pg. **76**



Overall Plan Components

In developing the ten (10) year transportation plan for Jackson Square, a multimodal approach was taken to address the needs identified through the analysis. The Town adopted a *Complete Streets Policy in 201*6 that encourages a multimodal approach. Creating a vibrant activity center in Jackson Square for the future also requires focusing on people first. As noted below, there were four (4) major components: Traffic Circulation, Parking Supply, Parking Management and Pedestrian/Bicycle Accommodations. The overriding principle in identifying and evaluating actions was one that stressed providing safe and accessible options for all travel modes, walking, biking, transit, and vehicles, for people of all ages and abilities. Connecting the neighborhoods to the Square and accommodating the potential growth are the focal points. The following lists the various actions included in the Plan by component followed by a brief description of key features.

TRAFFIC CIRCULATION



- Upgrade traffic signal equipment at Broad Street/Pleasant Street intersection & optimize traffic signal timings
- Redesign intersection of Intersection ID# 2. Shawmut Street & Lake Street
- Examine feasibility of roundabout and redesign at Intersection ID# 13. Commercial Street & High Street
- Modify flow patterns near post office including one way flow (southbound) along Commercial Street between Broad Street and Water Street
- o Identify potential ways to increase effective public parking supply
- Study feasibility and costs for potential single level parking deck over existing Upper Broad parking lot

Encourage better use of Lovell Field Lot during non-soccer times

PARKING SUPPLY

0



- and potentially increase parking supply
 Pursue the pedestrian bridge connection between Lovell Field and the MBTA parking lot to provide for additional soccer related
- parking and potentially other square evening demands
 Create on-street angle parking on a converted one-way flow
 Commercial Street between Broad Street and Water Street that
 will require minor widening to obtain 32 to 34 feet of pavement.
- Provide charging stations for Electric, Hybrid, or Similar Type Vehicles – off-street and potentially curbside; without a Town EV Transition Plan, suggest at least 25% of off-street lots be made capable for EV charging

Transportation Master Plan



PARKING MANAGEMENT

0



- Define changes in curb use related to deliveries, ride sharing & etc. Develop and process and implement overnight residential parking permit program in major public lot
- Design and install wayfinding signage improvements Develop a process to allow valet parking
- Implement and publicize evening (eg. 6:00 PM 11:00 PM) hours off-street parking at the Former Library and Teen Center

PEDESTRIAN AND BICYCLE • ACCOMMODATIONS •



- Improve street crossing from Lovell Field to Jackson Square with Rectangular Rapid Flash Beacon (RRFB)
 - Add bike parking equipment throughout the Square
- Widen sidewalks or install curb extensions within the Square
- Reconstruct the neighborhood sidewalks with ADA compliant curb ramps on neighborhood streets
- Improve pedestrian connections between Iron Hill Park and the Jackson Square/Herring Run Park including improved street crossing at Pleasant Street
- Improve pedestrian connections from major Upper Broad public parking lot to both Broad Street and Pleasant Street
- Add furnishing zone/street trees to walking areas
- Where needed, add pedestrian scale lighting
- o Define additional bicycle lanes and enhance current designations



Example of Plan Components

Parking Supply

Shown below are examples of charging stations for Electric, Hybrid, or Similar Type Vehicles on-street (curbside) and off-street (surface or garage) parking. There are different levels of EV parking, Level 2 charging operates at 240 volts and typically at three to four times the amperage of a lesser Level 1 unit and Level 3 chargers are the quickest of the bunch, also known as DC fast-chargers. Level 3 charging can add around 100–250 miles of range in 30–45 minutes.





Parking Management

Shown below are examples of curb use, signage, and pavement markings depicting the parking space.





Pedestrian and Bicycle Accommodations

Sidewalk Zone. The sidewalk consists of four (4) parts, frontage zone, pedestrian zone, greenscape/furnishing zone, and the curb zone. The boundaries between them can sometimes be blurred. A greater degree of separation between the sidewalk and the road should be considered to provide a friendly pedestrian environment. The following example is from the Boston Complete Streets Guidelines. The overall objective is to create a positive and comfortable walking environment that also incorporates areas for congregating and simply, sitting and enjoying being in Jackson Square.

Source: Boston Complete Streets Guidelines





Examples include pedestrian and bicycle accommodations, crosswalk with a RRFB, furnishing zone/street trees to walk areas, and pedestrian scale lighting.







List of Alternatives

Traffic Circulation

Table 7. Traffic Circulation Alternatives

Project Name	Intersection ID#	Location	Limits	Improvement(
Commercial Street & Broad Street/High Street Improvement	13	Commercial Street	Broad Street/High Street	 Modify inter
Commercial Street & Broad Street/High Street Roundabout	13	Commercial Street	Broad Street/High Street	 Convert exist
Commercial Street One-Way NB		Commercial Street	Commercial Street to Broad Street	 Close off acconnection
Commercial Street One-Way SB		Commercial Street	Commercial Street to Broad Street	 Close off account of the southbound
Commercial Street One-Way SB & Left-In Only from Broad Street Commercial Street One-Way Southbound with full enter movement allowed from Broad Street		Commercial Street	Water Street to Broad Street	 Ingress acce Broad Stree Egress acce One-way so Expand side Provide a m Install green The second Pleasant Str
Commercial Street/Pleasant Street & Broad Street Bicycle Detection	9	Commercial Street/Pleasant Street	Broad Street	 Install bicyc
Commercial Street/Pleasant Street & Broad Street EBL Restriction	9	Commercial Street/Pleasant Street	Broad Street	 Restrict eas Commercia Reroute the to Cottage S
Commercial Street/Pleasant Street & Broad Street Intersection Upgrade	9	Commercial Street/Pleasant Street	Broad Street	 Improve generation Full replace countdown detection. Install ADA

Kimley **»Horn**



s)

section (signal, geometry and curb ramps)

sting traffic signal control to a roundabout

cess to/from Broad Street and convert to one-way

cess to/from Broad Street and convert to one-way d

ess from Pleasant Street and left-in access from t.

ss to Water Street.

outhbound along Commercial Street.

walk facilities.

idblock crosswalk

a landscape at the Broad Street access.

option avoids additional conflicts and queuing at reet entry to post office area.

le detection

bound left-turn movements from Broad Street to I Street.

eastbound left-turn movements from Broad Street Street.

cometry to improve northbound right turns and

slower turns for the eastbound right turns.

ment for traffic signal with updated pedestrian

controls, ADA compliant signals and bike

compliant curb ramps in each quadrant.

JACKSON SQUARE

Transportation Master Plan

Project Name	Intersection ID#	Location	Limits	Improvement(
Implement Village District 25 MPH Speed Limit				 Regulate po Village Distr
Lake Street & Shawmut Street Improvement	2	Lake Street	Shawmut Street	 Modify to a t Shawmut St Lake Street/
Lake Street & Shawmut Street Roundabout	2	Lake Street	Shawmut Street	 Convert to F

Kimley **»Horn**



s)

osted speed limit of 25 MPH on roadways within the ict

- traditional "T" type intersection treet (north leg) would be STOP-controlled
- Shawmut Street would be free-flow

Roundabout



The traffic circulation alternatives are shown in **Table 7**, which shows major traffic circulation actions examined. Some of these alternatives are briefly summarized below.

Commercial Street & Broad Street/High Street

Commercial Street & Broad Street/High Street is a signalized intersection, with the north and south leg offset and School Street as an ingress access only. In the southbound approach, it is difficult to discern which traffic light to look at when making a southbound right-turn onto Broad Street. It was observed motor vehicles ran the red light quite frequently, especially heading westbound.

- Modify the intersection with signal and curb ramp changes.
- Convert the intersection to a roundabout as shown in Figure 38. Please note the feasibility of the roundabout will need to be determined during the project development and engineering phase.



Figure 38. Potential Commercial Street & Broad Street/High Street Roundabout



Commercial Street from Water Street to Broad Street

Alternatives along Commercial Street from Water Street to Broad Street were explored and is currently a two-lane undivided roadway, with one (1) lane in each direction. During Stakeholder Advisory Meetings, some of the feedbacks are listed below.

- Motor vehicles would enter Commercial Street and cut-through The Venetian parking lot to enter Broad Street.
- The segment along Commercial Street in front of the United States Postal Service (USPS) is currently a one-way eastbound movement. Therefore, if the Commercial Street is one-way northbound as shown in **Figure 39**, motor vehicles would exit Commercial Street at Pleasant Street. thus, there will be conflicts with motor vehicles exiting Shawmut Avenue by George Washington Toma TV and Appliance. Access to and from Broad Street will be restricted.
- The Commercial Street one-way southbound will keep the traffic flow pattern along Commercial Street in front of USPS and will egress at Water Street as shown in Figure 40. Access to and from Broad Street will be eliminated under this option. While the circulation of this alternative was preferred on its own and it provides an opportunity for a continued sidewalk and additional space for the green area. But some access to and from Broad Street was determined necessary based on input from the stakeholders.
- Therefore, the preferred alternative of the Commercial Street one-way southbound with ingress access only from Broad Street is shown in Figure 41. This will include an estimated 15 to 20 angled on-street parking on the east/north side. This illustration shows an option of NO RIGHT TURN from Broad Street onto Commercial Street as a variation. However, the town review and input prefer full entering access at this point to avoid additional conflicts at the Pleasant Street access in from of the post office as well as potential queuing increases back into the signalized intersection at Broad Street.





Transportation Master Plan



Figure 39. Commercial Street One-Way NB



Figure 40. Commercial Street One-Way SB

Transportation Master Plan





Figure 41. Commercial Street One-Way Southbound from Broad Street

Lake Street & Shawmut Street

In general, the unsignalized intersection at Lake Street & Shawmut Street is extremely confusing for visitors and residents. It is unclear which direction has the right-of-way and will need to stop. Two (2) alternatives were explored for this intersection, and both takes into account residential driveways and Off Lake Street access.

- Modify the intersection to a typical "T" intersection with Shawmut Street as STOP controlled and Lake Street/Shawmut Street as free-flow and is shown in Figure 42. This is the preferred option, which includes greenspace and potentially adding on-street parking for nearby businesses.
- Convert the intersection to a single-lane roundabout as shown in Figure 43. The roundabout is within the right-of-way.







Figure 42. Lake Street & Shawmut Street – Modify "T" Intersection Alternative



Figure 43. Lake Street & Shawmut Street - Roundabout Alternative

Parking Supply

Table 8. Parking Supply Alternatives

Project Name	Location	Limits	Improvement(s)
Commercial Street Angle Parking	Commercial Street	Commercial Street to Broad Street	 Convert Commercial Stree Include up to 15 angled on Designate one (1) loading z
Commercial Street Surface Lot	Commercial Street	1545 Commercial Street	 Convert underutilized prop the public; up to 45 parking
Convert 20% of the Standard Parking Space to EV Parking Spaces in Off-Street Public Parking Lots	Lovell Field, Upper Broad Parking Lots		 Convert 20% of the standa off-street public parking lo park in the EV parking spa
Convert 10% of the Standard Parking Space to EV Parking Spaces in On-Street Parking Spaces	Broad Street, Commercial Street		 Convert 10% of the standar off-street public parking lo EV parking spaces
Upper Broad Parking Deck	Large Public Lot	Shawmut Street, Broad Street & Pleasant Street	 Construct a parking deck t Stairs on either side to con 70 parking spaces
Lovell Field Parking Supply Addition	Along drive on northwest side of field	In front of concession stand	 Requires minor extension for 90 degree parking; add eliminates vehicle drop off

Kimley **»Horn**



et to one-way southbound n-street parking on the east side zone on north side near Water Street

perty to additional off-street parking for ng spaces provided

ard parking space to EV parking spaces in ots. Non-EV parker would be allowed to aces.

rd parking space to EV parking spaces in ots. Non-EV can park in the designated

to increase off-street parking nnect upper and lower levels; adds up to

of the curb to provide sufficient length ds about 13 to 15 parking spaces; f-pick up area



As shown in **Figure 44** is the conversion of the underutilized lot at 1545 Commercial Street, which is directly across from Dunkin Donuts. This option could create an additional 45 parking space and access will be provided along Commercial Street. Within 600 feet walking radius, pedestrians can reach the signalized intersection of Commercial Street & High Street offering a good long term parking option.



Figure 44. Commercial Street Surface Lot



As one of the alternatives, creating a structured parking deck over the existing Public Lot will add approximately 71 parking spaces with a total of 132 parking spaces as shown in **Figure 45**. Stairs will be on either side to connect upper and lower levels.



Figure 45. Upper Broad Parking Deck

Parking Management

Table 9. Parking Management Alternatives

Project Name	Location	Limits	Improvement(s)
After Hours Off-Street Parking at Former Library & Teen Center			 Convert the Former Library for the public between 6:0
Allow Valet Parking with Permit			 Valet parking spaces (alloc spaces) on the MBTA south
Allow/Create Resident Overnight Parking Program	Potentially Lovell Field and the Upper Broad Lot		 Identify/allocate parking sp Lot. for residents overnight Weekdays/Saturday Sundays/Holidays: A
Designate On-Street Parking Spaces for Loading Zones & Curbside Pickup	Broad Street, Commercial Street (Broad to Water)		 Provide on-street parking s pickup
Enhance Lovell Field Public Off-Street Parking Use			 Enhance Lovell Field public effective wayfinding signage notices
On-Street Parking Space Markings & Signage			 Mark all on-street parking. where parking is not perm
Resurface & Restripe the Public Off-Street Parking South of George Washington Toma			 Resurface & restripe the so the eastern entrance.
Wayfinding Signage Plan for Off-Street Parking			Improve wayfinding signa

Kimley **»Horn**



y & Teen Center for off-street parking 0 PM to 1:00 AM

- cate approximately 20 parking hern end
- paces at the Major Public Parking t parking at
- vs: Between 8:00 PM to 9:00 AM All day/evening
- spaces for loading zones & curbside
- c off-street parking use with ge, entry information and online
- . Include signage or mark locations nitted.
- buth side of the upper Broad lot by

ge plan for off-street public parking.

Pedestrian and Bicycle Accommodations

Table 10. Pedestrian and Bicycle Accommodations Alternatives

Project Name	Intersection ID#	Location	Limits	Improvement(s
Option to Enhance the Pedestrian Environment in Placemaking (I.E. Parklets)				Be Open to 0 Placemaking
Broad Street & Shawmut Street Curb Ramp	4	Broad Street	Shawmut Street	 Modify curb
Broad Street, east of Cottage Street Realign Crosswalk		Broad Street	East of Cottage Street	 Realign mar
Broad Street, west of Lovell Field RRFB & Mid- Block Crosswalk		Broad Street	West of Lovell Field	 Install Solar crosswalk
Broad Street, west of Shawmut Street Realign Crosswalk		Broad Street	West of Shawmut Street	 Realign mar ramp
Cedar Street from Myrtle Street to High Street Sidewalk Facilities		Cedar Street	Myrtle Street to High Street	► Reconstruct
Commercial Street & Broad Street/High Street Ped/Bike Improvement	13	Commercial Street	Broad Street/High Street	 Install bicycl upgrade is t
Commercial Street & Pleasant Street Traffic Signal & Ped Countdown	9	Commercial Street	Pleasant Street	Upgrade traInstall bicycl
Cottage Street from Broad Street to Commercial Street Sidewalk Facilities		Cottage Street	Broad Street to Commercial Street	 Reconstruct Install ADA c
Grant Street from High Street to Commercial Street Sidewalk Facilities		Grant Street	High Street to Commercial Street	 Reconstruct Install sidew east side
Hill Street from Commercial Street to Grant Street Sidewalk Facilities		Hill Street	Commercial Street to Grant Street	 Reconstruct
Install Bike Racks		Varied within the Square		Install Bike F
Lake Street Marked Crosswalk		Lake Street	Off Lake Street	 Marked cross
Lower Broad Street Sidewalk Widening Project		Broad Street	Pleasant Street to Water Street/ High Street	 Widen sidev Pleasant Street

Kimley **»Horn**



5)

Option to Enhance the Pedestrian Environment in g (I.E. Parklets)

ramp

ked crosswalk

Rectangular Rapid Flash Beacons and mid-block

ked crosswalk, may require new ADA compliant

sidewalk facilities on both sides

le detection & pedestrian countdown (if the signal he action)

ffic signal.

le detection and pedestrian countdown

sidewalk facilities on both sides compliant ramp (2)

t sidewalk facilities on the west side /alk facilities with ADA compliant ramps (6) on the

sidewalk facilities on the north side

Racks

sswalk crossing Lake Street by Off Lake Street

walk on both sides along Broad Street from eet to Water Street/High Street

Project Name	Intersection ID#	Location	Limits	Improvement(s
Myrtle Street from Water Street to Cedar Street Sidewalk Facilities		Myrtle Street	Water Street to Cedar Street	 Reconstruct
Pedestrian Bridge to Connect Lovell Field & MBTA Parking Lot		Lovell Field/MBTA Parking Lot		 Create a peoparking lot
Pleasant Street & Water Street Bicycle Detection	6	Pleasant Street	Water Street	Install bicycl
Pleasant Street & Shawmut Street RRFB	7	Pleasant Street	Shawmut Street	Install Solar I
School Street from Myrtle Street to Commercial/High Street Sidewalk Facilities		School Street	Myrtle Street to Commercial/High Street	 Reconstruct
Shawmut Street from Lake Street to Broad Street Sidewalk Facilities		Shawmut Street	Lake Street to Broad Street	 Reconstruct
Upper Broad Lot Ped Access Improvement		Major Public Lot/Broad Street		 Improve peo Street (veget
Water Street & Herring Run Pool Park Mid-Block Crosswalk		Water Street	North of Commercial Street/Herring Run Pool Park	 Mid-block cr



s)

- sidewalk facilities on north side
- destrian bridge to connect Lovell Field & MBTA
- le detection
- Rectangular Rapid Flash Beacons
- sidewalk facilities on both sides
- sidewalk facilities on both sides
- destrian access from the major public lot to Broad station, lighting, new signage)
- rosswalk



Evaluation Criteria

The following evaluation criteria were considered when evaluating the potential major traffic flow and traffic safety options that would be part of the Action Plan.

- Change in Traffic Pattern
- Safety Concerns
- ► Connectivity/Accessibility
- Consistent with the Town's Land Use and Design Plan
- Level of Difficult (Constructability)
- Potential Costs
- Impact on Neighborhoods

Some of this analysis has been presented in previous sections of the report. Some actions such as improving sidewalks did not require extensive evaluation but were compared to other actions in setting priorities. As a result of the evaluation as well as reviewing the options with the Stakeholder Advisory members and the feedback from the Public Information Meeting, the recommended plan was prepared, which is presented in the next section.



Jackson Square Action Plan

Action Plan Potential Funding



Kimley **»Horn**

Pg. **97**



Action Plan

As a result of the evaluation and the input received from the Stakeholder Advisory Group as well as the public during the Public Information Meeting, a final set of recommendations has been developed. The set of recommendations have been categorized by the four (4) major components, traffic circulation, parking supply, parking management, and pedestrian and bicycle accommodations. Some of the actions are process oriented while the majority will involve some level of construction. The construction type actions range from relatively minor, low-cost actions to more major, higher-cost projects. Some of the major actions such as the potential parking deck over the Upper Broad parking lot or the proposed improvement at Intersection ID# 13. Commercial Street & High Street will require some additional level of study to determine the feasibility or most appropriate improvement alternative to implement.

Major principles and highlights behind the recommendations include the following:

- Represents a multimodal approach to improving safety and circulation within the Square for all modes of travel.
- ▶ Intended to encourage and accommodate the reinvestment in the Square.
- Will facilitate implementing over the ten year period for scheduling and budget purposes. For example, a number of sidewalk projects are identified but would be programmed for construction over several years.
- Process oriented such as parking regulations, overnight resident permit parking, valet parking, or traffic speed regulations will require actions by the Town Departments to develop regulations or changes to current regulations and then obtain approvals of the relevant governing bodies.
- The set of construction options will require a varying level of engineering as well as identifying the potential funding sources that the Town can begin to initiate applications and procurements.
- There will also be opportunities for the Town to work with private entities for implementing actions and gaining support for both the process and constructionoriented Plan actions.

The following set of tables identify all the recommended actions and projects that make up the Ten Year (2033) *Jackson Square Transportation Master Plan* by timeframes, Immediate (1-2 Years) as shown in **Table 11**, Short-Term (2-5 Years) as shown in **Table 12**, and Long-Term (5-10 Years) as shown in **Table 13**. Information includes the project location, brief description of the project, general schedule

Transportation Master Plan



anticipated for the respective actions, planning level opinion of cost and next steps. In total, the *Action Plan* not including the process time actions with their associated costs is anticipated to cost more than \$10M not including any land acquisitions that could be necessary for some actions.



Figure 46. Parking /Traffic Improvements – Action Plan





Figure 47. Pedestrian and Bicycle Accommodations – Action Plan



Immediate (1-2 Years)

Table 11. Immediate (1-2 Years) – Action Plan

Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
Traffic Circulation	Commercial Street/Pleasant Street & Broad Street EBL Restriction	Commercial Street/Pleasant Street	Broad Street	 Restrict eastbound left-turn movements from Broad Street to Commercial Street. Reroute the eastbound left-turn movements from Broad Street to Cottage Street. 	<\$5,000	 Traffic Ordinance Modification
Parking Management	After Hours Off-Street Parking at Former Library & Teen Center			 Convert the Former Library & Teen Center for off-street parking for the public between 6:00 PM to 1:00 AM 	<\$2,000	 Obtain Town approval, if needed Install signage identifying the hours
	Enhance Lovell Field Public Off- Street Parking Use			 Enhance Lovell Field public off-street parking use thru signage and public information 	<\$2,000	 Define signage plan and public outreach
	Resurface & Restripe the Public Off-Street Parking South of George Washington Toma			 Resurface & restripe the south side of the Upper Broad Lot along the eastern entrance (approx. 4,300 square feet) 	<\$20,000	 DPW Maintenance work
	Wayfinding Signage Plan for Off-Street Parking			 Wayfinding signage plan for off-street parking. 	\$8,000 eng \$20,000 const	 Prepare a wayfinding signage plan for off-street parking, which will include the design and messaging. Begin implementing/ installing the wayfinding signage
	Broad Street & Shawmut Street Curb Ramp	Broad Street	Shawmut Street	 Modify curb ramp 	\$10,000	Engineering & Design
Pedestrian and Bicycle Accommodations	Broad Street, east of Cottage Street Realign Crosswalk	Broad Street	East of Cottage Street	 Realign marked crosswalk 	<\$2,000	Engineering & Design
	Broad Street, west of Lovell Field RRFB & Mid-Block Crosswalk	Broad Street	West of Lovell Field	 Install Solar Rectangular Rapid Flash Beacons and mid-block crosswalk 	\$45,600	Engineering & Construction
	Install Bike Racks – single loop; total approximate 20 capacity	Varied within the Square on all block faces with room		Procure & Install bike racks	\$2,200 per loop; estimate total \$22,000	Engineering & Construction



JACKSON SQUARE

Transportation Master Plan

						A MAGANATING
Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
	Lake Street Marked Crosswalk	Lake Street	Off Lake Street	 Marked crosswalk crossing Lake Street by Off Lake Street 	<\$500	 Install marked crosswalk
	Myrtle Street from Water Street to Cedar Street Sidewalk Facilities	Myrtle Street	Water Street to Cedar Street	 Reconstruct sidewalk facilities on north side (approx. 1,000 feet) 	\$175,000	Engineering & Construction
	Pleasant Street & Shawmut Street RRFB	Across Pleasant Street	At Shawmut Street	 Install Solar Rectangular Rapid Flash Beacons 	\$44,400	 Ascertain the optimum location of the crossing considering location of Teen Center Engineering & Construction
	Upper Broad Lot Ped Access Improvement	Major Public Lot/Broad Street		 Improve pedestrian access from the major public lot to Broad Street (vegetation clearing, lighting, new signage) 	\$15,000	 Maintenance work; obtain approval of building owners abutting walkway for stringing lights
	Water Street & Herring Run Pool Park Mid-Block Pedestrian Crossing	Water Street	North of Commercial Street/Herring Run Pool Park	 Mid-block crosswalk with Solar Rectangular Rapid Flash Beacons 	\$45,000	 Engineering & Design; wait for Metri development

¹ Unless noted, the opinion of cost does not include, engineering, easement/right-of-way acquisition and environmental assessment estimates.

Short-Term (2-5 Years)

Table 12. Short-Term (2-5 Years) – Action Plan

Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
Traffic Circulation	Commercial Street & Broad Street/High Street Roundabout	Commercial Street	Broad Street/High Street	Upgrade and improve safety; roundabout potential but needs to be evaluated in detail <u>; if roundabout proves infeasible</u> , then traffic signal requires update with some geometry modifications	\$50,000 eng study; \$0.75M to \$1.5M construction depending on alternative	 Conduct engineering feasibility study of roundabout Obtain consensus from the Town officials & public
	Commercial Street/Pleasant Street & Broad Street Traffic Signal Upgrade/Pedestrian Countdown	Commercial Street/Pleasant Street/Broad Street	Broad Street	 Upgrade full signal with bike detection, pedestrian countdown and audible signals; ornamental posts and poles 	\$500,000	Engineering & Design

Kimley **»Horn**

AGUSSE
Tra

Isportation Master Plan							
Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps	
	Commercial Street One-Way Southbound from Broad Street	Commercial Street	Broad Street to Water Street	 Ingress access from Pleasant Street and left-in access from Broad Street. Egress access to Water Street. One-way southbound along Commercial Street. Curb extensions and alternative surface treatment. Provide a midblock crosswalk Increase green landscape area at the Broad Street access. Mark short left turn lane at Water Street Designate short delivery zone near Water Street 	\$25,000 engineering, \$250,000 construction	 Traffic Ordinance Modification Engineering & Design 	
	Implement Village District 25 MPH Speed Limit			 Posted speed limit of 25 MPH on roadways within the Village District 	<\$2,000	 Traffic Ordinance Modification Rescind from MassDOT existing speed regulations along portions of Pleasant Street, Broad Street and Commercial Street Notification to MassDOT of new Village District limit 	
	Lake Street & Shawmut Street Improvement	Lake Street	Shawmut Street	 Modify to a traditional "T" type intersection Shawmut Street (north leg) would be stop- controlled Lake Street/Shawmut Street would be free-flow 	\$50,000 eng \$125,000 const	 Plans Engineering & Design 	
Parking Supply	Commercial Street Angle Parking	Commercial Street	Commercial Street to Broad Street	 Convert Commercial Street to one-way southbound Include 13 angled on-street parking on the east side Designate one (1) loading zone on north side near Water Street 	\$153,600	 Traffic Ordinance Modification Engineering & Design 	
	Convert 20% of the Standard Parking Spaces to EV Parking Spaces in Off-Street Public Parking Lots and On-Street			 Convert 20% of the standard parking space to EV parking spaces in off-street public parking lots. Non-EV can park in the designated EV parking spaces 		 Engineering & Design Secure implementation funds 	
Parking Management	Allow Valet Parking with Permit	Lovell Field Lot and/or MBTA Lot		 Valet parking spaces (could use Lovell Field or potentially the MBTA lot 		 Develop a permit process for Council approval 	

Kimley »Horn

Transportation Master Plan

Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
						 Coordinate with MBTA if the parking lot will be used for valet
	Allow/Create Resident Overnight Parking Program			 Identify/allocate parking spaces at the Major Public Parking Lot. for residents overnight parking at Weekdays/Saturdays: Between 8:00 PM to 9:00 AM Sundays/Holidays: All day/evening 	<5,000	 Develop a permit process for Council approval
	Designate On-Street Parking Spaces for Loading Zones & Curbside Pickup			 Provide on-street parking spaces for loading zones, curbside pickup, transportation network companies (TNC) 	<5,000	Coordinate with the Town and Business Owners on the location of the on-street parking spaces, approximately 2-4 on-street parking spaces with time restrictions
	On-Street Parking Space Markings & Signage			 Mark all on-street parking. Include signage or mark locations where parking is not permitted. 	\$33,000	 Provide details & guidelines to DPW and markings contractor Engineering input
	Be Open to Option to Enhance the Pedestrian Environment & Experience in Placemaking (I.E. Parklets)	Potentially Herring Run Brook, Memorial Park, curbspace along Broad Street		 Allow & encourage parklets if adjacent businesses request and will maintain Accommodate temporary street closures for special events & activities 	\$5-20,000 per parklet	 Develop Town standard for layout and installation develop permit process for allowing
	Broad Street, west of Shawmut Street Realign Crosswalk	Broad Street	West of Shawmut Street	 Realign marked crosswalk, may require new ADA compliant ramp 	\$16,700	Engineering & Design
edestrian and	Cedar Street from Myrtle Street to High Street Sidewalk Facilities	Cedar Street	Myrtle Street to High Street	 Reconstruct sidewalk facilities on both sides (approx. 1,200 feet both sides) 	\$108,000	Engineering & Design
Accommodations	Commercial Street & Broad Street/High Street Ped/Bike Improvement	Commercial Street	Broad Street/High Street	 Install bicycle detection & pedestrian countdown (if the signal upgrade is the resultant action) 	\$25,000	Engineering & Design
	Cottage Street from Broad Street to Commercial Street Sidewalk Facilities	Cottage Street	Broad Street to Commercial Street	 Reconstruct sidewalk facilities on both sides (approx. 500 feet both sides) Install ADA compliant ramp (2) 	\$219,000	Engineering & Design
	Grant Street from High Street to Commercial Street Sidewalk Facilities	Grant Street	High Street to Commercial Street	 Reconstruct sidewalk facilities on the west side (approx. 1,600 feet) Install sidewalk facilities with ADA compliant ramps (6) on the east side 	\$548,500	Engineering & Design

Kimley »Horn

Transportation Master Plan

Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
	Hill Street from Commercial Street to Grant Street Sidewalk Facilities	Hill Street	Commercial Street to Grant Street	 Reconstruct sidewalk facilities on the north side (approx. 500 feet) 	\$87,400	Engineering & Design
	Lower Broad Street Sidewalk Widening Project	Broad Street	Pleasant Street to Water Street/ High Street	 Widen sidewalk on both sides along Broad Street from Pleasant Street to Water Street/High Street (approx. 1,700 feet both sides) 	\$125,000	Engineering & Design
	Pleasant Street & Water Street Bicycle Detection	Pleasant Street	Water Street	 Install bicycle detection 	\$20,000	Engineering & Design
	School Street from Myrtle Street to Commercial/High Street Sidewalk Facilities	School Street	Myrtle Street to Commercial/High Street	 Reconstruct sidewalk facilities on both sides (approx. 1,400 feet both sides) 	\$214,000	Engineering & Design
	Shawmut Street from Lake Street to Broad Street Sidewalk Facilities	Shawmut Street	Lake Street to Broad Street	 Reconstruct sidewalk facilities on both sides (approx. 2,000 feet both sides) 	\$290,600	Engineering & Design

¹ Unless noted, the opinion of cost does not include engineering, easement/right-of-way acquisition and environmental assessment estimates.

Long-Term (5-10 Years)

Table 13. Long-Term (5-10 Years) – Action Plan

Plan Components	Project Name	Location	Limits	Improvement(s)	Opinion of Cost ¹	Next Steps
Traffic Circulation	Commercial Street & Broad Street/High Street Roundabout	Commercial Street	Broad Street/High Street	 Implement roundabout 	\$1,500,000	 Design and construct roundabout
Parking Supply	Commercial Street Surface Lot	Commercial Street	1545 Commercial Street	 Convert underutilized property to additional off-street parking for the public 	\$288,000	Engineering & Design
	Upper Broad Parking Deck	Large Public Lot	Shawmut Street, Broad Street & Pleasant Street	 Construct a parking deck to increase off- street parking Stairs on either side to connect upper and lower levels 	\$3,700,000	 Feasibility Study Property assessments Engineering & Design
Pedestrian and Bicycle Accommodations	Pedestrian Bridge to Connect Lovell Field & MBTA Parking Lot	Lovell Field/MBTA Parking Lot		 Create a pedestrian bridge to connect Lovell Field & MBTA parking lot providing access to 200+ spaces convenient to Lovell Field and to the Square 	\$700,000	 Engineering & Design ongoing Construction is anticipated to start in 2024

¹ Unless noted, the opinion of cost does not include engineering, easement/right-of-way acquisition and environmental assessment estimates.

Kimley **»Horn**

WESSAGUSSET .



Potential Funding

Key to implementing most items that the *Jackson Square Transportation Master Plan* will be securing funds for further analysis, design, and implementation. At the present time, the Commonwealth of Massachusetts has a plethora of grant programs that could potentially go a long way towards implementing the long range transportation plan. Grant programs that exist within Massachusetts Department of Transportation (MassDOT), the Department of Housing and Community Development (DHCD) would likely be the most applicable and successful. The new federal programs issued under the Infrastructure Investment and Jobs Act (IIJA) programs could also provide opportunities such as building off the recent award the Town received through the Safe Streets and Roads for All (SS4A) program to develop a Townwide Action Plan with specific safety projects identified. **Table 15** provides a listing of the current high potential funding sources to consider when implementing the long range transportation plan for Jackson Square. Online links to the programs are also provided to facilitate further reading.

	Program	Source	Potential Amount	Applies To	Notes
State	<u>Complete</u> <u>Streets</u> <u>Funding</u> <u>Program</u>	MassDOT	Up to \$500,000 per 4 years	Implementation	Provides technical assistance and construction funding
	<u>Shared Streets</u> <u>and Spaces</u> <u>Grant Program</u>	MassDOT	Typically, no more than \$200,000	Engineering and Implementation	Quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce.
	<u>Local</u> <u>Bottleneck</u> <u>Reduction</u> <u>Program</u>	MassDOT	Up to \$500,000; Town funds above	Engineering and Construction	Innovative solutions to address congestion bottlenecks on local roadways to improve traffic flow. MassDOT assumes project lead and engineering.
	<u>Community</u> <u>Planning Grant</u> <u>Program</u>	DHCD	Up to \$100,000	Planning and Feasibility Studies	

Table 14. Potential Funding Sources

Kimley »Horn

Transportation Master Plan

Program	Source	Potential Amount	Applies To	Notes
Housing Choice Designation and Grants	DHCD	Up to \$200,000	Can be used for planning, design and construction for Infrastructure grants that increase safety/mobility between residential & commercial areas to increase & promote alternative modes of transportation	Provides incentives, rewards, technical assistance and targeted legislative reform to encourage and empower municipalities to plan and build the diverse housing stock
<u>MassWorks</u> Infrastructure Program	DHCD	Typically up to \$2,000,000		Provides the largest and most flexible source of capital funds to municipalities and other eligible public entities primarily for public infrastructure projects that support and accelerate housing production, spur private development, and create jobs throughout the Commonwealth.
<u>MassTrails</u>	Department of Conservation & Recreation (DCR)	\$60,000 for "local" projects and up to \$500,000 for projects demonstrating critical network connections of regional or statewide significance	Engineering and Construction	Include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared use pathways, and the amenities that support trails.
Massachusetts Electric Vehicle Incentive Program (MassEVIP) Workplace & Fleet Charging Incentives	Massachusetts Department of Environmental Protection (MassDEP)	60% of the funding to a maximum of \$50,000 per street address for hardware and installation costs		Provides incentives for employers and fleet operators to acquire and install Level 1 and Level 2 EV charging stations. Applicants with 15 or more employees in non- residential places of business are eligible.
<u>Municipal</u> <u>Americans with</u> <u>Disabilities Act</u> <u>Grant</u> <u>Improvement</u> <u>Grant Program</u>	Massachusetts Office on Disability (MOD)		Planning (updating or creating a Self- Evaluation and/or Transition Plan and/or Project (removal of architectural or communication barriers that are present)	Supports capital improvements specifically dedicated to improving access for persons with disabilities

Kimley **»Horn**

GUSSET

Transportation Master Plan

	Program	Source	Potential Amount	Applies To	Notes
	<u>Transportation</u> <u>Network</u> <u>Company (TNC)</u> <u>Disbursements</u>	Funds collected from TNC fees and provided to the municipalities	Depends on the amount of funds collected and accumulated by Weymouth	Can be used to study or implement actions that address the impact of transportation network services and serve to improve transportation mobility	Municipalities receive annual funding based on the number of TNC rides originating there
	<u>Community</u> <u>Development</u> <u>Block Grant</u> <u>Program</u> (<u>CDBG</u>)		\$100,000 – \$1,350,000	Can cover sidewalk and ADA curb ramp projects	Helps eligible cities and towns to meet a broad range of community development needs in housing, infrastructure, revitalization, economic development and public social services.
	<u>Chapter 90</u> <u>Program</u>		Amount of funding a municipality receives is based on local road mileage (58.33%), population (20.83%), and employment (20.83%), Weymouth currently receives \$1,157,304.80	Construction, preservation, equipment, and engineering services on locally owned, or accepted, roadways.	Provide municipalities with an annual funding source for improvements; majority of funds focus on roadway surface maintenance transportation networks.
	<u>Federal Aid –</u> <u>Transportation</u> <u>Improvement</u> <u>Program (TIP)</u>	Federal Aid Highway System	Using the TIP process for federal aid system roadways can fund significant projects (i.e. Main Street) but one competes with other communities for the funds and timeframe	Construction; Municipalities must typically cover design and in most cases, right of way acquisition in order to advance the project in a more timely manner	Must be processed through MassDOT and region's TIP; can take up to 10+ years to implement; applicable to roadway projects
Federal	<u>Safe Streets</u> and Roads for <u>All (SS4A)</u>	IIJA	Implementation Grants: \$2,500,000 – \$25,000,000	If SS4A Plan exists, grant can cover Engineering and Implementation	Requires a SS4A Safety Action Plan; Weymouth was awarded Round 1 Plan grant and work to begin in 2023
	Reconnecting Communities and Neighborhoods Grant Program	IIJA	Can fund significant project	Planning, Engineering and Construction	Potentially could be used for enhancing walking and bicycle access to transits
	<u>Charging and</u> <u>Fueling</u> Infrastructure	IIJA	Up to \$15,000,000	Engineering & Implementation	Strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the

Kimley **»Horn**

USSE

Transportation Master Plan

Program	Source	Potential Amount	Applies To	Notes
<u>Discretionary</u> <u>Grant Program</u>				places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs)

Kimley **»Horn**

GUSSET



JACKSON SQUARE

Transportation Master Plan