

Recommendations Timeline

#	NEAR-TERM ACTIONS (< 2 years)	P
A1	● Maintain bus only lanes in both direction along Centre St from Malden Center to Main St	29
A2	● Coordinate with the MBTA whenever the city is doing a roadway improvement project where buses run	
A3	● Install signage directing individuals from Winter Street to the Oak Grove Station Entrance, encouraging people to enter on the west side	26
A4	● Use pavement markings to delineate bus stop locations, in conjunction with no parking signs	
A5	● Reroute the 108 to serve Linden Square via Salem St to Beach St and eliminate the eastern end loop	23
A6	● Update Malden Center bus shelter to include current bus routes. Consider installing accessible, e-ink signage that provides real-time information on bus arrivals and departures that is visible when waiting at the busway	
A7	● Install larger scale, covered, and secure bike parking, such as a bike cage or bike locker, at Linden Square to promote bicycle connections to transit, given the direct connection to the Northern Strand Community Trail	
A8	● Install bus signage at Oak Grove that clearly communicates which routes stop where, consider adding e-ink signage that provides real-time information	22
A9	● Do not deviate into Oak Grove on either the 131 or 137	
A10	● Install seating at stops which meet the MBTA thresholds of 50 or more boardings daily and there is sufficient space to add seating and still meet ADA accessibility requirements	21
A11	● Review options for making a Malden Center/Pleasant Street physical crosswalk more safe	
A12	● - Improve pedestrian infrastructure (sidewalks, curb ramps, crosswalks) at identified locations through integration with existing roadway projects and City initiatives - Work with the MBTA to expedite design review for stops planned for accessibility improvements as part of the PATI program and on routes identified as priorities through Bus Network Redesign. Consider upgrading stops in pairs to ensure there are accessible stops in both directions, and prioritizing stops on overlapping routes or at intersections with routes on both sides	
A13	● Install shelters where stops meet the MBTA ridership thresholds and there is sufficient space to comply with ADA accessibility requirements	20
A14	● Provide clear wayfinding signage to Oak Grove station entrances and bike/ped crossing to station entrance. Install a bike/ped crossing from the Spot Pond Brook Greenway to the southern entrance of station for a more direct connection to the Pedal & Park	19
A15	● Increase the station cleaning schedule at Malden Center	
A16	● Explore opportunities to expand bike share service to improve first mile/last mile connections to transit. Malden will have four BlueBike stations by the end of 2023	
A17	● Consider installing additional traffic calming measures at Linden Square including an elevated crosswalk	18
A18	● Work with the MBTA to install ADA compliant curb ramps with tactile warning panels and crosswalks connecting from the Malden Center parking lot to the rear station entrance	

#	MID-TERM ACTIONS (2-5 years)	P
B1	● More direct bus service between key destinations that is faster and has less deviations	28
B2	● Extend service on the Orange Line to 1:30 AM, so that it aligns with the other subway routes	
B3	● Conduct an analysis to determine which stops should be consolidated and do not meet the MBTA's spacing guidelines	27
B4	● Improve frequency of Orange Line service on the weekends	26
B5	● Improve mid-day headways; operate 30-minute or better service all day on all local routes	25
B6	● Add a queue jump at the intersection of Main St and Pleasant St to give buses priority by allowing them to pull out in front of traffic when exiting the stop	24
B7	● Complete a sidewalk inventory and ADA audit to prioritize sidewalks for capital improvements (repaving, curbing, etc.) on corridors that are served by transit. Performing a citywide sidewalk analysis was a recommendation from the city's April 2021 ADA Transition Plan	
B8	● Improve weekday frequency on the 106 to match the 100 and on weekends operate 30 minute headways	
B9	● Repaint the Florence Street bus/bike lane and develop a pavement markings maintenance plan	23
B10	● Create a one-seat ride from Malden to Cambridge/Somerville	
B11	● Re-paint existing bike lane on Commercial Street (south of Medford Street) and extend the bike lane to the Northern Strand Community Trail or directly to the Malden Center station	21
B12	● Complete a bicycle level of traffic stress (BLTS) analysis to identify high stress corridors that provide access to transit and evaluate feasibility of implementing lower stress facilities such as buffered and separated bike lanes	
B13	● Work with MBTA to make the Wesley St @ Lynn St bus stop accessible, which may require relocating the stop	
B14	● Install bike lanes on both sides Commercial Street between Florence Street and Centre Street to connect existing bike lanes (Florence Street, Pleasant Street, Exchange Street, Centre Street) to Malden Center station. Identify opportunities to provide bicycle crossing infrastructure through intersections with Commercial Street, such as bike boxes, turn boxes, and bike signals	
B15	● Develop branded wayfinding signage for pedestrians and bicyclists to points within Malden Center Station, as well as to nearby destinations from station with distance/time by walking/biking from given location	
B16	● Service on Salem St should be staggered to prevent bus bunching and create a high frequency corridor	
B17	● Increase service on the 105, especially in Suffolk Square	
B18	● Conduct an audit of lighting at bus stops and add solar power lighting where lighting is inadequate	20
B19	● Work with the MBTA to implement clear, delineated access points for buses and bikes in the east and west busways at Malden Center, providing better bicycle connections to the Pedal & Park and other bike parking	
B20	● Work with the MBTA to repave sidewalks within each busway at Malden Center to provide a clear, level surface to meet ADA path of travel guidelines	
B21	● Improve frequencies and spans on weekends so that routes are at a minimum meeting MBTA standards	
B22	● Improve weekday frequency on the 108 to match the 109 and on weekends operate 30 minute headways	
B23	● Adjust road geometry at Linden Square to improve the angle of approach from Wesley to Lynn St	

B24	● Keep the Spot Pond Brook bridge open 24/7 and add ADA accessibility improvements	19
B25	● Increase all day service to Suffolk Square by providing service from 6:00 AM to 10:00 PM, seven days a week with 30-minute or better headways	
B26	● high frequency service on Ferry St from 6:00 AM to 10:00 PM	
B27	● Coordinate with MBTA to re-design the Linden Square bus bay to reduce the curve using saw toothe bus bays which would improve stop access and egress	
B28	● Repaint Linden Square crosswalks and update pedestrian infrastructure, including installing audible pedestrian push buttons and signals to improve pedestrian visibility and safety	18
B29	● Make structural improvements that bring the Malden Center Commuter Rail platform to a state-of-good-repair	
B30	● Repaint crosswalks and upgrade pedestrian infrastructure at the Pleasant and Summer St intersection	17
B31	● Work with the MBTA to install fencing at Malden Center with opportunities for public art and updated wayfinding signage that encourages non-parking individuals from walking through the parking lot, creating safer paths of travel between the parking lot and the station	
B32	● Increase all day service to Kennedy Drive by providing service from 6:00 AM to 10:00 PM, seven days a week with 30-minute or better headways	
B33	● Implement the recommended alignment from the Spot Pond Brook Greenway Feasibility Study to extend the greenway from Oak Grove to Malden Center and the Northern Strand Community Trail, closing an important gap in the city's bicycle infrastructure network	16
B34	● Add e-ink signage that provides real-time information at high usage stops and at low usage stops information promoting where to find real-time information for routes on the MBTA website	15
B35	● Evaluate the feasibility of: (1) extending the Fellsway bike lanes to connect with the Highland Avenue bike lanes, and (2) installing bike lanes along Glenwood Street and Washington Street to connect Fellsway/Highland Avenue bike lanes to Oak Grove station	
#	LONG-TERM ACTIONS (> 5 years)	P
C1	● Replace the bus stop sign at Linden Square and relocate away from the curb. New signage could include e-ink technology that provides real-time information	24
C2	● Coordinate with MBTA to relocate the bus way to the west side of Malden Center (utilizing the current parking area) in order to improve bus circulation, expand bay capacity, create safe layover places, consolidate bus operations into a single location, and create a better connections between the train station and downtown	
C3	● Use bus priority treatments, such as transit signal priority and/or bumpouts at bus stops, on Salem Street from Main Street to Lebanon Street	20
C4	● Reconfigure the Washington and Winter St intersection	19
C5	● Consider full reconstruction of Centre Street to improve drainage and create a more multimodal corridor	

KEY

- Bus Ops
- Ped / Bike
- Wayfinding & Amenities
- Infrastructure
- Traffic & Safety