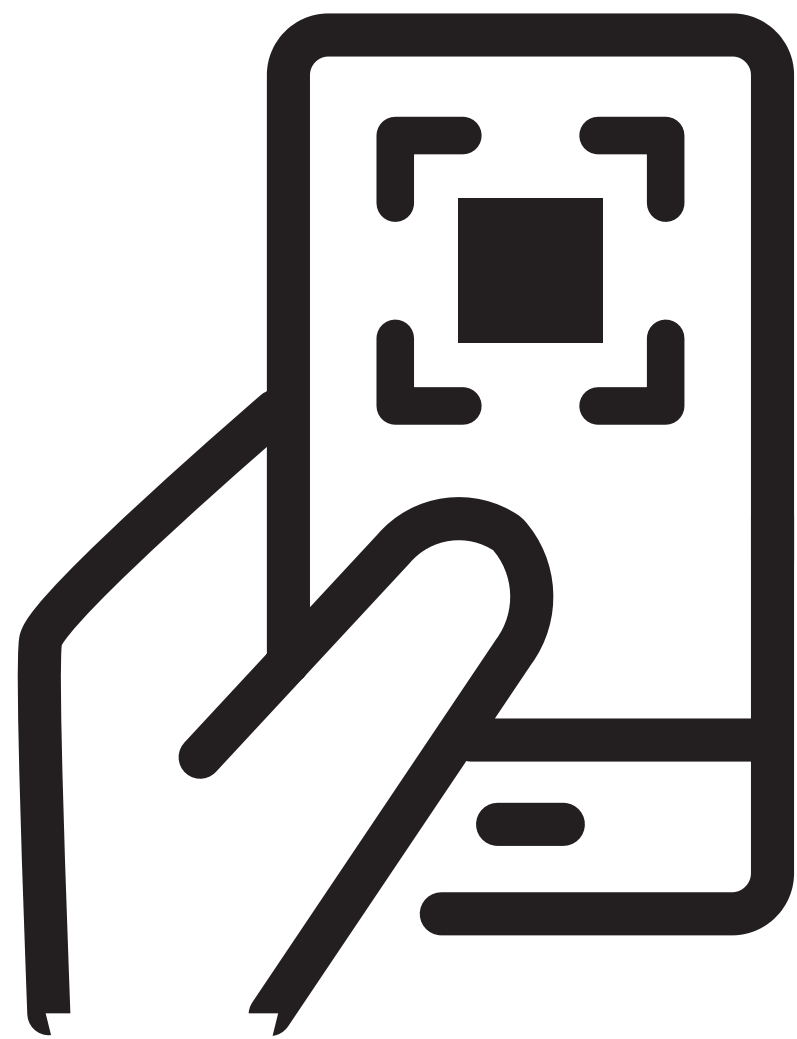




# MALDEN

TRANSIT ACTION PLAN

## Project Website



[tinyurl.com/4pk2r29u](https://tinyurl.com/4pk2r29u)

# Top Strategies by Category



## Transit Operations

- More direct bus service between key destinations that is faster and has fewer deviations.

## Traffic & Safety

- Add a queue jump at the intersection of Main Street and Pleasant Street to give buses priority by allowing them to pull out in front of traffic when exiting the stop.

## Infrastructure

- Coordinate with the MBTA on roadway improvement projects where buses run.

## Wayfinding & Bus Stop Amenities




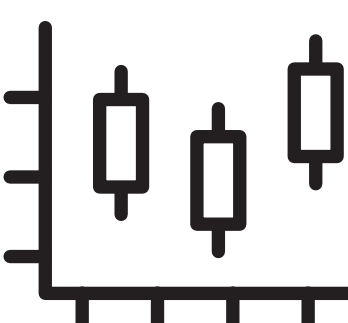
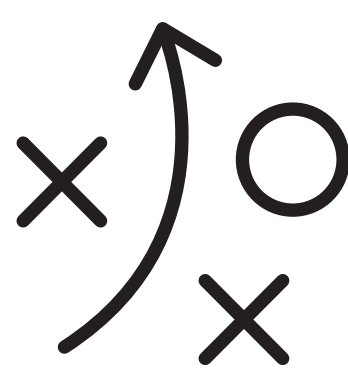
- Conduct an analysis to determine which stops should be consolidated and do not meet the MBTA's spacing guidelines.

## Ped/Bike Access

- Complete a sidewalk inventory and ADA audit to prioritize sidewalks for capital improvements (repaving, curbing, etc.) on corridors that are served by transit.

# Top Transit Operations Strategies



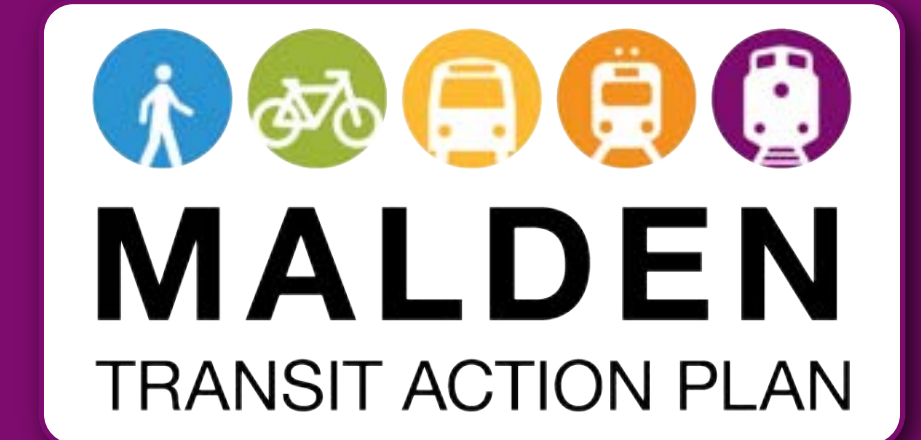
	More direct bus service between key destinations that is faster and has fewer deviations.
	Extend service on the Orange Line to 1:30 AM, so that it aligns with the other subway routes.
	Improve frequency of Orange Line service on the weekends.
	Improve mid-day headways and operate 30-minute or better service all day on all local routes.
	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 better connections between the train station and downtown.

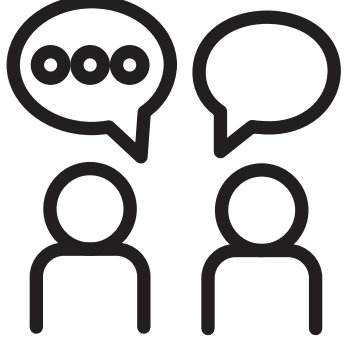
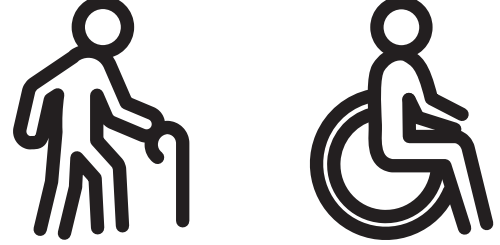
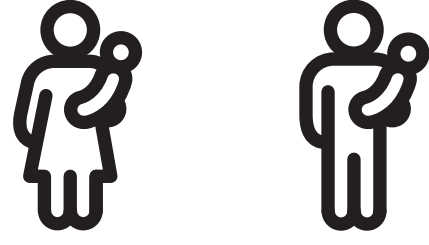

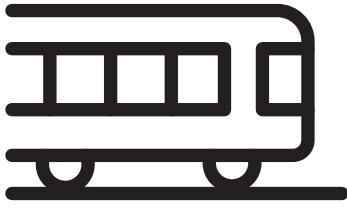

# Strategies Aligning w/BNRD



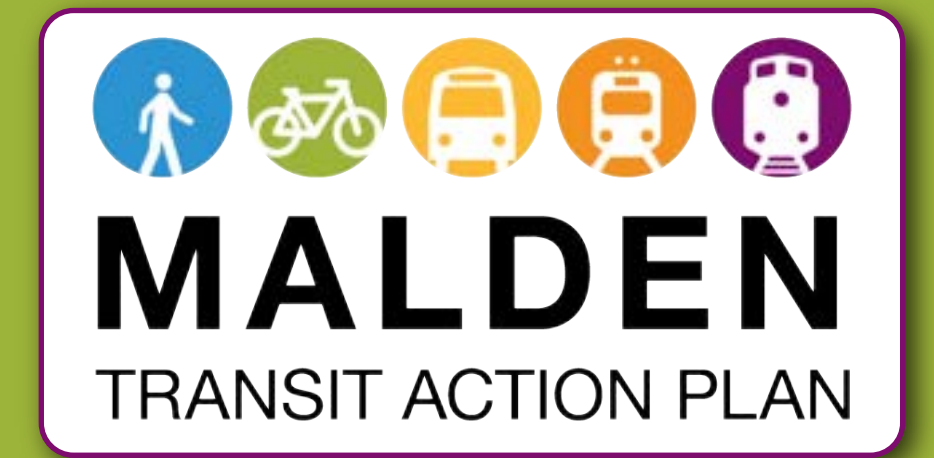
- Do not deviate into Oak Grove on either the 131 or 137.
- Improve weekday frequency on the Route 106 to match that of the 100 and on weekends operate 30-minute headways.
- Increase service on the 105, especially in Suffolk Square.
- Create a one-seat ride from Malden to Cambridge and Somerville.
- Improve frequencies and spans on weekends so that routes are at a minimum meeting the MBTA standards and guidelines.
- Create high frequency service on Ferry Street from 6 AM to 10 PM.
- Increase service to Kennedy Drive by providing all day service from 6 AM to 10 PM, seven days a week with 30-minute or better headways.
- Increase service to Suffolk Square by providing all day service from 6 AM to 10 PM, seven days a week with 30-minute or better headways.

# Top Infrastructure Strategies



	<p>Coordinate with the MBTA whenever the city is doing a roadway improvement project where buses run. Seek potentials for upgrades and ADA compliance. Require developers to coordinate with the MBTA and include bus stop amenities where appropriate with access improvements.</p>
 	<p>Improve pedestrian infrastructure (sidewalks, curb ramps, crosswalks) at identified locations through integration with existing roadway projects and City initiatives.</p> <p>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.</p>
	<p>Maintain bus only lanes in both directions along Centre Street from Malden Center to Main Street.</p>
	<p>Work with the MBTA to make structural improvements that bring the Commuter Rail platform to a state-of-good-repair.</p>
	<p>Use pavement markings to delineate bus stop locations, in conjunction with no parking signs.</p>

# Top Bicycle and Pedestrian Strategies



**LEGEND**

- MBTA Station
- MBTA Orange Line
- MBTA Commuter Rail
- Existing MBTA Bus Route

## CITYWIDE

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.

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.

**EXISTING** **STRATEGY**

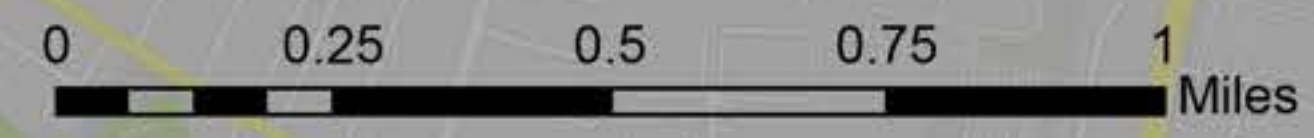
Re-paint existing bike lane on Commercial Street (south of Medford Street) and extend the bike lane to the Northern Strand Community Trail or directly to the Malden Center station.

**EXISTING**

Work with the MBTA to implement clear, delineated access points for buses and bikes in the east and west busways, providing better bicycle connections to the Pedal & Park and other bike parking.

**EXISTING** **STRATEGY**

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.



# City-wide Solutions – Bus Stop Improvements



## City-wide strategies for bus stop improvements

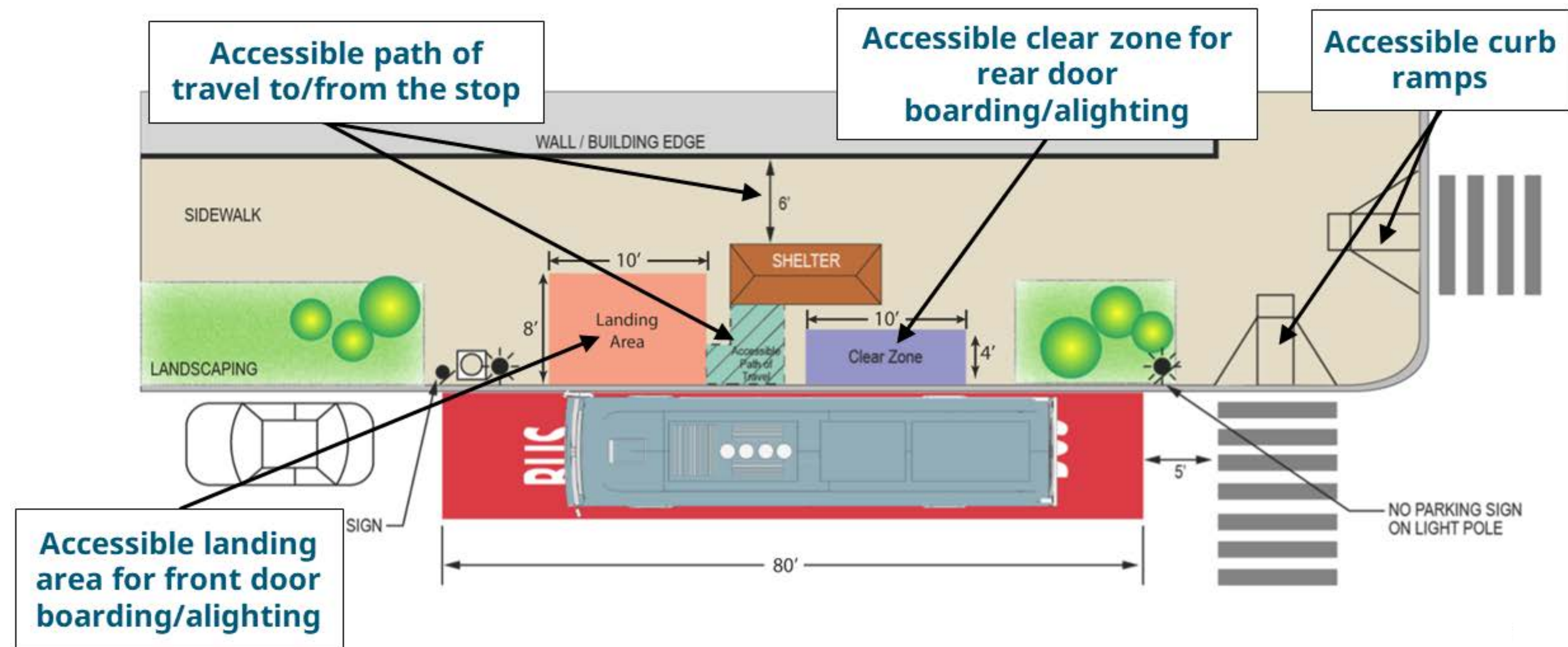
Infrastructure	<ul style="list-style-type: none"> <li>Improve pedestrian infrastructure (sidewalks, curb ramps, crosswalks) at identified bus stops through integration with existing roadway projects and City initiatives.</li> <li>Work with the MBTA to expedite improvements at stops included in the MBTA's accessibility program.</li> </ul>	Score: 21 pts (moderate)
Wayfinding & Bus Stop Amenities	<ul style="list-style-type: none"> <li>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.</li> </ul>	Score: 21 pts (moderate)
Wayfinding & Bus Stop Amenities	<ul style="list-style-type: none"> <li>Install shelters where stops meet the MBTA ridership thresholds and there is sufficient space to comply with ADA accessibility requirements.</li> </ul>	Score: 20 pts (moderate-low)

## Why are bus stop improvements important?

- Removing barriers to transit access
  - Achieving compliance with the Americans with Disabilities Act (ADA)
  - Improving passenger comfort and overall experience
    - Shelters, benches, signage, etc.
- ➔ Improvements support the overall goal to encourage more people to ride the bus



## What makes a bus stop accessible?



## How to decide where to place shelters?

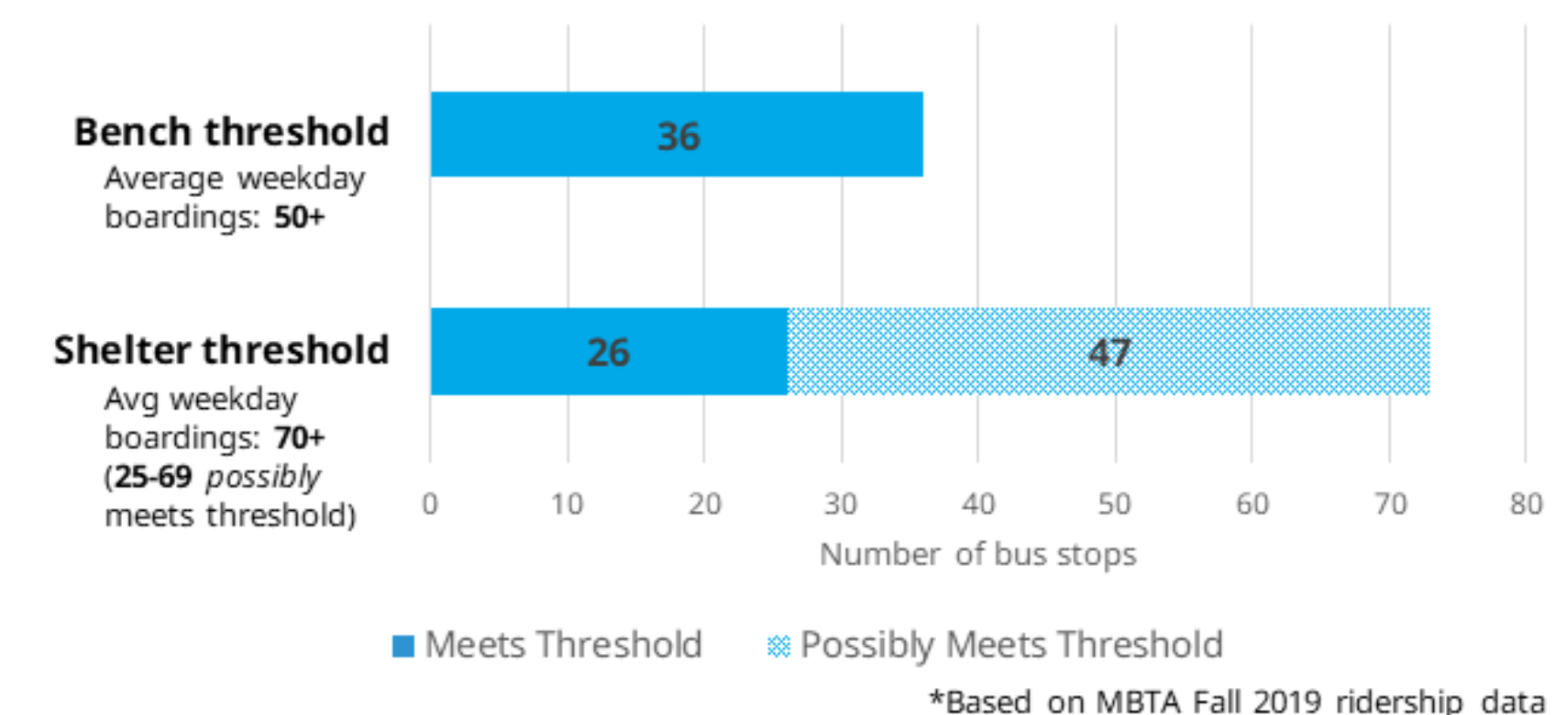
The MBTA uses a combination of factors, including:

- The number of average weekday boardings
- Location of nearby facilities for seniors, disabled, medical, or social services
- Neighborhood demographics
- Site conditions (e.g., weather exposure)

Source: MBTA Bus Stop Planning and Design Guidelines (2018)

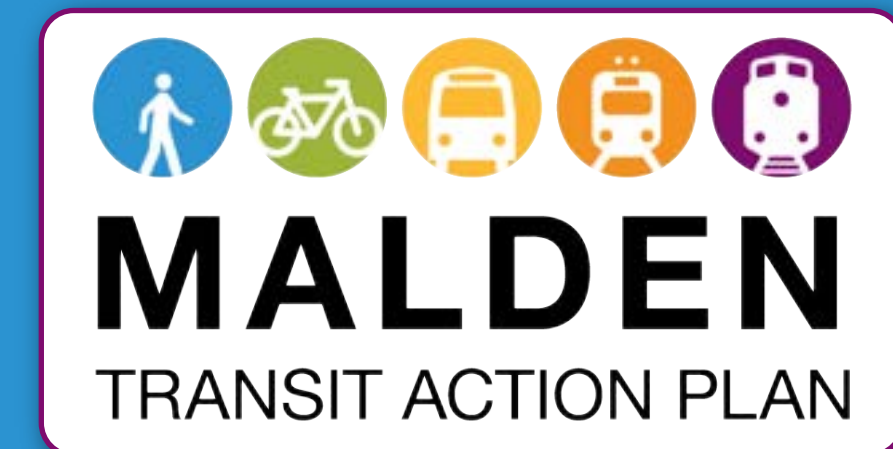
### Of the 265 MBTA Bus Stops in Malden...

Stops that meet MBTA ridership thresholds\*



> Currently, there are 17 stops with shelters in Malden

# Top Traffic & Safety Strategies



**LEGEND**

- MBTA Station
- MBTA Orange Line
- MBTA Commuter Rail
- Existing MBTA Bus Route

**CENTRE STREET CORRIDOR**

Consider full reconstruction of Centre Street to improve drainage and create a more multimodal corridor.

**SALEM STREET CORRIDOR**

Use bus priority treatments, such as transit signal priority and/or bumpouts at bus stops, on Salem Street from Main Street to Lebanon Street.

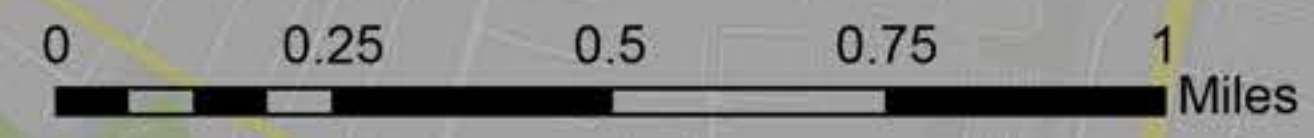
**MALDEN CENTER**

Add a queue jump at the intersection of Main and Pleasant to give buses priority by allowing them to pull out in front of traffic when exiting the stop.

Review options for making a Malden Center/Pleasant Street physical crosswalk more safe.

**LINDEN SQUARE**


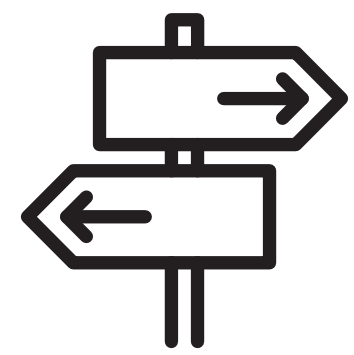
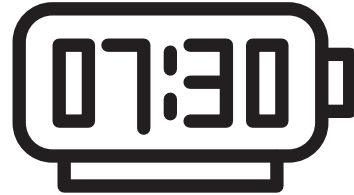
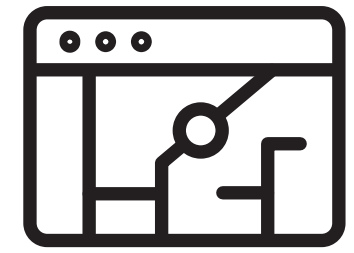

Consider installing additional traffic calming measures including an elevated crosswalk at Linden Square.





# Top Wayfinding & Bus Stop Strategies



	Conduct an analysis to determine which stops should be consolidated and do not meet the MBTA's spacing guidelines.
	Install signage at Malden Center directing individuals from Winter Street to the Station Entrance.
	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.
	Update the west side of Malden Center to include signage with 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.
	Install bus signage citywide that clearly communicates which routes stop where, consider adding e-ink signage that provides real-time information.