

## Complete Streets Funding Program Project Prioritization Plan

Municipality  
MassDOT District

Fall River  
5

Date  
Name/Title  
9/24/2019  
William Roth, City Planner

| Project Details |   |  | EJ                               | Complete Streets Location   |  |  | Project Origin and Type   |  | Complete Streets Needs |                   |                     |                  |                               |                      |                    | Complete Streets Funding Request   |                              |                                    | Construction Schedule   |  |  |
|-----------------|---|--|----------------------------------|---|--|--|---|--|------------------------|-------------------|---------------------|------------------|-------------------------------|----------------------|--------------------|--|------------------------------|------------------------------------|---|--|--|
| Rank            | Project Name  | Project Description  | Environmental Justice Population | Project Limits  | Project Start Location: X,Y Coordinates (MA State Plane meter) | Project End Location: X,Y Coordinates (MA State Plane meter) | Complete Streets Project Origin (planning documentation or supporting analysis) | <a href="#">Complete Streets Project Type (refer to the Eligible Projects Worksheet)</a> | Safety                 | ADA Accessibility | Pedestrian Mobility | Bicycle Mobility | Transit Operations and Access | Vehicular Operations | Freight Operations | Will this project be in Coordination with other Communities? (list, if applicable) | Total Estimated Project Cost | Complete Streets Funding Requested | Other Funding Source(s) and Amount (if applicable)                              | Anticipated Construction Duration (number of months) | Desired Construction Start Date (month/year) |
| 18              | WILLIAM S CANNING BLVD IMPROVEMENT PROJECT  | <p>The City of Fall River requests funding for portions of the William S. Canning Boulevard Improvement Project, which is being primarily funded by a MassWorks grant and the Fall River Community Utilities infrastructure improvement fund. The project will enhance multi-modal accessibility by constructing a well-designed street, intersections and sidewalk necessary to increase safe, multi-modal access to the \$65 million private investment redevelopment project that is currently redeveloping the former Harbour Mall site. The project conforms to the City's Master Plan by advancing several Circulation and Transportation goals to include: Complete Streets design, providing an efficient, equitable and safe system for multi-modal transportation; improvement of bicycle and pedestrian access, circulation and safety; and use roadway upgrades as an opportunity to improve the aesthetics and appearance of the City.</p> <p>William S. Canning Boulevard extends from Tucker Street south to the Marketplace. This city-owned roadway is divided with a median. Each side of the median has a double lane and is considered an Urban Minor Arterial roadway. Each side of the roadway has an asphalt surface width of 30 feet, with an overall length of 2,000 linear feet. There are sidewalks along the right side extending in each direction with curbing only along the median. The corridor is located with a half mile of Holy Trinity School, Alfred S. Letourneau Elementary School, and Henry Lord Community School; Niagara Senior Center lies with a quarter mile of the project.</p> <p>The Project will include excavation and replacement of approximately 70 percent of the sidewalks along the right side of the roadway in each direction; new sidewalks will be 6’ wide. A majority of the curb will be adjusted to provide for 5’ wide bicycle lanes adjacent to two 11’ travel lanes. Additional elements of the project include: ADA compliant intersection control at three intersections, crosswalks, and pavement lines. Stormwater enhancements will reduce and/or eliminate periodic flooding occurring in the Tucker St. drainage watershed, and existing ponding occurring in William S. Canning</p> | No                               | Tucker Street to the Marketplace (Amnity Street)  | (228,102, 825,335)   | (228,212, 824,789)   | CS Needs Assessment   | S1, S12, P5, B2, P2, P9, P11   | X                      | X                 | X                   | X                |                               |                      |                    | No   | \$4,749,189                  | \$400,000                          | MassWorks grant, Fall River Community Utilities Infrastructure Improvement Fund | 12   | Apr-2020                                     |
| 2               | BEDFORD STREET ROAD DIET AND BIKE LANE INSTALLATION   | <p>The Fall River Streetscape Project is in design to perform a road diet on Bedford Street from 13th Street to Third Street (~2,750'), reducing two travel lanes to one. This lane reduction will provide space for a buffered bicycle lane in the westbound direction. Metered and unmetered on-street parking could be installed on the southern side of Bedford Street. Stripe two 7' parking lanes, an 11' travel lane, and an 8' buffered bike lane. This route is designated by advocates as part of the Southcoast Bikeway Connection.</p>   | Yes                              | Bedford Street from 13th Street to Third Street   | (228,842 , 827,986)  | (229,519 , 827,820)  | Bicycle/Pedestrian Audit<br>Public Meeting Comment                              | S1, S10, S17, B2   | X                      |                   |                     | X                |                               |                      |                    | No   | \$55,000                     | \$55,000                           | Fall River Bedford Streetscape Project (Project Budget \$2M, Design & Const.)   | 8  | Apr-2021                                     |
| 9               | PLEASANT STREET CROSSWALK AND CURB RAMP UPGRADES AND RELOCATION   | <p>Pleasant Street from 9th west to Troy Street/Fourth Street, and along Fourth Street to the intersection with Hartwell/Jeremiah Sullivan Boulevard has been targeted by the City for pedestrian safety improvements. PrimaCare operates in the mill building opposite Seventh Street, and owns the parking lot directly across Pleasant Street from their building. Due to high pedestrian activity and safety concerns, PrimaCare is actively pursuing a protected pedestrian connection between the parking lot and their building, with long term plans of a pedestrian bridge to connect to a parking structure. This project proposes to relocate the crossing at Corneau Street to 7th Street to follow these pedestrian desire lines, include a curb extension and ADA compliant curb ramps. The east crosswalk at 8th street will be removed as it lands on a driveway and curb ramps will be constructed for the west crosswalk to remain. Also, restripe faded crosswalks at intersection of 6th Street and Pleasant Street (3) and install ADA compliant curb ramps (6), including a curb extension along the parking lane at the northeast corner. There is currently a parking space too close to the crossing which restricts visibility, and a plastic crosswalk sign is located in the street to increase awareness to the crossing.</p>   | Yes                              | Pleasant Street from 9th West to Troy Street/Fourth Street; Forth Street from Pleasant Street to Hartwell/Jeremiah Sullivan Boulevard | (229,206 , 827,729); (228,881 , 827,808)                       | (228,881 , 827,808); (228,811 , 827,752)                     | Bicycle/Pedestrian Audit  | P1, P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$156,000                    | \$75,000                           | PrimaCare Private Funding   | 6  | Apr-2021                                     |
| 12              | ROBESON STREET,13TH STREET, AND BEDFORD STREET INTERSECTION TRAFFIC CALMING, BIKE LANE INSTALLATION, AND PEDESTRIAN SIGNAL UPGRADES | <p>Coordinate project with the proposed Bedford Street Streetscape improvements. The existing curb to curb width on 13th Street is ~50' for three travel lanes - narrow these travel lanes to ~11 to 12' wide, install 5' wide bike lanes and reduce the overall curb to curb width by expanding one or both sidewalks. Reconstruct the islands to provide accessible cut-through's and narrow the travel lanes in order to slow turning vehicles. There are two bus stops at this intersection.</p> <p>Add pedestrian phases and pedestrian signal heads with pedestrian actuated push buttons on 13th Avenue. Evaluate whether the westbound slip lane from 13th Street can be removed and integrated into the signalized intersection so that all crosswalks are protected.</p>   | Yes                              | Intersection of Robeson Street, 13th Street and Bedford Street  | (229,519 , 827,820)  | N/A  | CS Needs Assessment   | S1, S3, S6, S13, S15, S16, S17, B2, P2, P3, P9, P10, P11, P13, P16, T1                   | X                      | X                 | X                   | X                | X                             |                      |                    | No   | \$268,000                    | \$268,000                          | Fall River Bedford Streetscape Project (Project Budget \$2M, Design & Const.)   | 8  | Apr-2021                                     |

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| 3               | BEDFORD STREET BIKE LANE INSTALLATION   | This project will build off of the work done with Project #2 through the Streetscape Project to expand the bicycle network. East of 13th Street, Bedford Street is two-way with a paved width of ~32'. Implement No Parking regulation along both sides of Bedford Street from 13th Street to Quarry Street (~1,400') where businesses have parking lots. Paint two 5' bike lanes and two 11' travel lanes. At Quarry Street, the paved width widens to around 42'. From Quarry Street to Eastern Avenue (2,500') implement No Parking regulation on one side of Bedford Street. Install two 5' bike lanes, two 11' travel lanes, 7' parking lane, and a 3' buffer between the parking lane the bike lane. Consider alternating the side of parking based on surrounding needs, which also creates a traffic calming chicane effect.  | Yes                              | Bedford Street from 13th Street to Eastern Avenue   | (229,519 , 827,820)  | (230,712 , 827,530)  | Bicycle/Pedestrian Audit<br>Public Meeting Comment                              | S1, S17, B2  | X                      |                   |                     | X                |                               |                      |                    | No   | \$47,000                     | \$47,000                           |   | 4  | Apr-2022                                     |
| 14              | COLUMBIA STREET AND S MAIN STREET INTERSECTION CURB RAMP, CROSSWALK, AND CURB EXTENSION INSTALLATION      | Currently, on-street parking is set back on South Main Street at both sides of the intersection with Columbia Street. Curb extensions will be installed on one or both sides of South Main Street to provide better pedestrian visibility and shorter crossing distances, and to create a traffic calming/gateway effect along South Main Street as this is a primary pedestrian corridor in the downtown district. The existing crosswalks will be reconstructed using stamped pavement to maintain the character of the corridor (4 crosswalks). ADA compliant curb ramps are needed at each crosswalk (8 curb ramps) and pedestrian equipment will be upgraded.  | Yes                              | Intersection of Columbia Street and South Main Street   | (228,410 , 827,619)  | N/A  | Bicycle/Pedestrian Audit  | S3, S6, P2, P3, P8, P9, P11  | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$244,000                    | \$244,000                          | Fall River Columbia Square Streetscape Project (Project Budget \$420K, Design & Const.) | 9  | Apr-2022                                     |
| 46              | COLUMBIA STREET AND BROADWAY INTERSECTION CURB RAMPS, CROSSWALKS, AND PEDESTRIAN SIGNAL HEAD INSTALLATION | ADA compliant curb ramps will be installed on either side of Columbia Street at Broadway. A stamped crosswalk, keeping with the character of Columbia Street, will be installed to improve visibility and better define the pedestrian crossing space. The stamped crosswalk should have MUTCD-compliant outside lines, as seen at South Main Street. A crosswalk and ADA compliant curb ramps will be installed across the northern leg of Broadway. Pedestrian signal heads will be installed (4) and signal timing adjustments made to provide pedestrian actuated phases across Columbia Street and Broadway.   | Yes                              | Intersection of Columbia Street and Broadway  | (227,718 , 827,774)  | N/A  | Roadway Maintenance Plan  | S4, P2, P3, P9, P11, P13   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$109,000                    | \$109,000                          | Fall River Columbia Square Streetscape Project (Project Budget \$420K, Design & Const.) | 4  | Apr-2022                                     |
| 1               | SOUTHCOAST BIKEWAY CONNECTION   | The South Coast Bikeway, which is a piece of the East Coast Greenway, is proposed to connect from Quequechan River Rail Trail over to Somerset via Route 6/Route 138 Veterans Memorial Bridge. Bike advocates already use temporary signage for the East Coast Greenway/South Coast Bikeway to direct users to and along the preferred route during group rides. This route connects from the Quequechan River Rail to 17th Street via the trail access point to the east of Interchange Park. A 5-foot contraflow lane can be implemented on 17th Street for northbound cycling traffic with No Parking on the eastern side of the street. Continue bike route onto Bedford Street (see Bedford Street road diet and bike lane installation project). The route continues on N Main Street before turning on to Brightman St to connect to the Wellington Street access point for the Veterans Memorial Bridge. N Main St is roughly ~34' wide - install 5' wide bike lanes for the portion that is one-way from Pleasant St to Old Colony (4,000 ft) and sharrows and install signs north of that until Brightman St and along Brightman Street (4,600 ft). High friction bicycle crossings should be included as part of the design of the route such as at 17th Street and Pleasant Street and at 17th Street and Bedford Street. | Yes                              | 17th Street from Quequechan River Rail Trail to Bedford Street, North Main Street from Bedford Street to Brightman Street, Brightman Street from North Main Street to Fulton Street, Fulton Street from Brightman Street to Wellington Street | (229,672, 827,307)   | (229,082, 830,476)   | Public Meeting Comments   | S1, B2, B7, B8, B9, B13  | X                      |                   |                     | X                |                               |                      |                    | No   | \$76,000                     | \$76,000                           |   | 4  | Apr-2023                                     |
| 11              | S MAIN STREET BICYCLE LANES FROM MIDDLE STREET TO DIVISION STREET   | Remove the parking lane on the southbound side of S Main Street along the park where the service road provides two lanes of parking. Shift the center line to strip two 5-foot bicycle lanes (existing street width ~41' = two 11' lanes + 8' parking lane + two 5' bike lanes). From Bradford Avenue to Division Street, convert head-in parking to either angled parking or parallel parking – reverse-angle and parallel are preferable for on-road bicycle safety. Shift the centerline and install 5' bike lanes on each side of the street with a painted buffer between the bike lane and the angled parking. Even without adjusting the parking layout, the existing street width allows for installation of 5-foot bicycle lanes without buffers (existing street ~ 58' = two 11' lanes + 8' parking lane + two 5' bike lanes).  | Yes                              | S Main Street from Division Street to Middle Street   | (228,097 , 827,380)  | (227,932 , 827,078)  | CS Needs Assessment   | S1, B2   | X                      |                   |                     | X                |                               |                      |                    | No   | \$16,000                     | \$16,000                           |   | 4  | Apr-2023                                     |
| 25              | EASTERN AVENUE NEAR COUNTY STREET TRAFFIC CALMING   | Install speed display signage on both approaches of Eastern Avenue near Lafayette Park, where children are known to walk between the park and the school, and two middle school students were struck by a vehicle while crossing in a crosswalk earlier this year. Install curb extension at the south crosswalk at Eastern Ave / County Street at the park side to prevent parking and increase visibility. Construct a pedestrian refuge island where the painted median exists today. Both of these treatments narrow the cross section of the road which is ~78' wide. Install ADA compliant curb ramps as no ramps exist today. Install pedestrian signal equipment and incorporate a pedestrian phase into existing signal.   | Yes                              | Eastern Ave from County Street to Gagnon St   | (230, 741 , 827,120)   | (230,752 , 826,910)  | Public Meeting Comments   | S3, S5, P2, P3, P7, P9, P11, P13   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$105,000                    | \$105,000                          |   | 8  | Apr-2023                                     |

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| 31              | PRESIDENT AVENUE AND N MAIN STREET INTERSECTION REDESIGN, PEDESTRIAN SIGNAL INSTALLATION, AND BIKE BOXES             | Complete redesign and upgrade of intersection/curb ramps/crosswalks to increase clarity and safety. Perform traffic analysis to design new signal timings with exclusive left-turn phasing to protect pedestrians as needed. Install pedestrian countdown signals and pushbuttons/review pedestrian delay, assess signal timing and consider adding Leading Pedestrian Interval (LPI) if feasible for pedestrian movements with known turning conflicts. Bike boxes will be installed on President Avenue in both directions in coordination with the bike lane project. Repaint faded crosswalks (up to 4) and reconstruct curb ramps for ADA compliance as needed.   | Yes                              | Intersection of President Avenue and N Main Street   | (229,040 , 829,573)  | N/A  | MassDOT RSA   | S4, S13, B13, P2, P3, P8, P9, P11, P13   | X                      | X                 | X                   | X                |                               |                      |                    | No   | \$206,000                    | \$206,000                          |  | 10   | Apr-2023                                     |
| 7               | S MAIN STREET ADJACENT TO KENNEDY PARK (BRADFORD AVENUE TO MIDDLE STREET) CROSSWALK INSTALLATION AND SIDEWALK REPAIR | Reposition northern crosswalk across S Main Street, possibly to north side of Park Street, to allow installation of ADA compliant curb ramps; crosswalk entrance on northbound side currently blocked by fire hydrant (1 crosswalk, 2 curb ramps). Move existing crosswalk across carriage road to align with northern crosswalk across S Main Street (1 crosswalk, 2 curb ramps) and create a raised crossing for traffic calming and to discourage through traffic. At both midblock S Main Street crosswalks, install curb extensions on both sides of street (on-street parking on both sides). Install ADA compliant curb ramps across Park Street (2).   | Yes                              | S Main Street from Bradford Avenue to Middle Street  | (228,015 , 827,282)  | (227,932 , 827,078)  | Public Meeting Comments   | S2, S8, S17, P1, P2, P3, P8, P9  | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$297,000                    | \$297,000                          |  | 10   | Apr-2024                                     |
| 8               | ST ANNE'S CHURCH AREA CROSSWALK, CURB RAMP AND SIDEWALK INSTALLATION   | At the intersection of Middle Street and Forest Street, install ADA compliant curb ramps (2) at the north side as the south side has recently been reconstructed; all four crosswalks at this intersection will be re-painted with ladder striping. At the intersection of Forest Street and Park Street, ADA compliant curb ramps will be installed (8) at all four crossings. Two new crosswalks will be installed across Park Street. Portions of the sidewalk on the east side of Forest Street between Middle Street and Park Street will be repaired or replaced (25-50 ft). These improvements lie in or adjacent to the HSIP Pedestrian Cluster and the HSIP Cluster, so an RSA is recommended.  | Yes                              | Forest Street from Park Street to Middle Street  | (228,095 , 827,160)  | (228,072 , 827,044)  | CS Needs Assessment   | P1, P2, P3, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$111,000                    | \$111,000                          |  | 8  | Apr-2024                                     |
| 5               | SOUTH MAIN STREET / POCASSET STREET/ GOVERNMENT CENTER INTERSECTION RECONFIGURATION                                  | Install ADA compliant curb ramps at the eastern crosswalk across South Frontage Road and at the northern crosswalk across South Main Street. Curb ramps at the southern crosswalk across South Main Street appear to be compliant but require the installation of tactile warning pads. Tighten the radius of the southeastern curb to slow turning vehicles, shortening crossing length, and create space for a curb ramp as the existing one conflicts with traffic equipment and a light post. A curb extension can also be added at the northeastern corner of this intersection on South Frontage Road (adjacent to on-street parking) to further reduce crossing distance. Re-align the northern crosswalk to reduce the angle of the crossing and crossing distance, and allow for separation of the apex ramp at the northeast corner. Upgrade pedestrian signal heads and push buttons on existing traffic posts.                                     | Yes                              | Intersection of South Main Street, Pocasset St, and Gov't Center                                       | (228,683 , 827,918)  | N/A  | Public Meeting Comments   | S6, S13, P2, P3, P8, P9, P11   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$159,000                    | \$159,000                          |  | 10   | Apr-2025                                     |
| 17              | COLUMBIA STREET CURB RAMP INSTALLATION AND CROSSWALK UPGRADES FROM BROADWAY TO S MAIN STREET                         | ADA compliant curb ramps and crosswalks are needed along the entire Columbia Street corridor. Consider curb extensions along parking lanes where feasible and where pedestrian crossing volumes are high. The right-turn on to Canal Street currently has a wide radius allowing for high-speed turns and is near the church, so this corner can be tightened up. If a study finds that the corridor would benefit from traffic calming, consider tabling the textured pavement in front of Santo Cristo Parish where there is high pedestrian activity. At most intersections, at least one curb ramp is not compliant or is missing from the crosswalk.  | Yes                              | Columbia Street from Broadway to S Main Street   | (227,718 , 827,774)  | (228,410 , 827,620)  | Bicycle/Pedestrian Audit  | S6, S8, S17, P2, P3, P8, P9  | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$272,000                    | \$272,000                          |  | 12   | Apr-2025                                     |
| 26              | EASTERN AVENUE / COUNTY STREET INTERSECTION RECONSTRUCTION   | Due to the complexity and unusualness of the intersection, the City will conduct a safety audit before proceeding with design. Two middle school students were struck by a vehicle while crossing in a crosswalk towards Talbot Middle School. Full signal reconstruction is required to relocate the southern crosswalk and stop line at County Street up towards the intersection, increasing sightlines and providing more protection to pedestrians crossing the street. All crossings will be constructed or reconstructed with ADA compliant curb ramps. A pedestrian refuge island should be constructed in the landscaped median. If possible, widen County Street inbound to two-way to close off the Country Street outbound lane. If this is not possible due to the "Rolling Rock" and monuments, "Block the Box" pavement markings can be installed to ensure that vehicles traveling eastbound can turn on to County Street even during queuing. | Yes                              | Intersection of Eastern Avenue and County Street   | (230,740, 827,080)   | N/A  | Public Meeting Comments   | S5, S6, S13, S16, P2, P3, P7, P9, P11, P13   | X                      | X                 | X                   |                  |                               | X                    |                    | No   | \$300,000                    | \$300,000                          |  | 16   | Apr-2026                                     |
| 30              | CROSSWALKS, CURB RAMPS, AND CURB EXTENSION FOR PEDESTRIAN ACCESS TO DORAN SCHOOL                                     | At the Ferry Street and Mulberry Street intersection, ADA compliant curb ramps (4) will be installed and ladder crosswalks (4) painted at all approaches. At the mid-block crossing on Fountain Street in front of the Doran School, install curb extension on the eastern side of Fountain Street in the parking lane to improve pedestrian visibility and restrict vehicles from parking too close to the crosswalk. Install ADA compliant curb ramps (2) and School Crossing assembly (S1-1 and W16-7). ADA compliant curb ramps will be installed (8) at all 4 crossings at the intersection of Columbia Street and Fountain Street through Project #16.   | Yes                              | Fountain Street from Columbia Street to Doran School; Intersection of Ferry Street and Mulberry Street | (227,888 , 827,738);   | (227,903 , 827,818);   | Public Meeting Comments   | S7, P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   | \$40,000                     | \$40,000                           |  | 6  | Apr-2026                                     |

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| 4               | BEDFORD STREET / EASTERN AVENUE INTERSECTION AND N EASTERN AVENUE SIDEWALK CONSTRUCTION                             | Install pedestrian scale lighting throughout intersection. Reconstruct curb ramps at the northwest corner (N Eastern Avenue southbound and Bedford Street westbound) to allow for a more perpendicular crosswalk configuration which shortens pedestrian crossing distances. Install pedestrian signal heads and add pedestrian phase to signal timing - will likely require a new controller. Install 5' bike lanes through the intersection to connect existing facilities and provide bicycles with a dedicated space to travel in.<br>Close off the carriage road that serves the driveways north of the intersection on the northbound side from the intersection. Currently the crosswalk does not have an accessible ramp at this corner. Extend the buffer south and build a wheelchair ramp and a concrete pedestrian space. Provide an entrance to the road ~100' north of the intersection via a right turn. This will also prevent cut-through traffic form using this road.<br>There is an existing gap in the sidewalk networking along Eastern Avenue between Bedford Street and Locust Street. Construct a sidewalk along the southbound side of N Eastern Avenue (~1/4 mile).  | Yes                              | N Eastern Ave from Bedford Street to Locust Street  | (230,718, 827,530)   | (230,882, 828,023)   | Bicycle/Pedestrian Audit  | S3, S4, S9, S13, B2, P2, P3, P5, P9, P15   | X                      | X                 | X                   | X                |                               |                      |                    | No   |                              |                                    |  |  |  |
| 6               | CENTRAL STREET BICYCLE NETWORK CONNECTION   | To connect the westbound bicycle lane on Bedford Street and the bicycle lane on Water Street, a connection is needed on Central Street which is the straight route continuation between the two (~1,400'). This street can also close the network gap restricting travel between downtown and the waterfront, a goal outlined in the Fall River Master Plan and recent revitalization plans. Given the high speed of vehicles accelerating towards the highway, install a 5' bike lane with 3' buffer and flex posts to this block. Provide a safe, accessible crossing across Green Street and then construct a 12' wide shared use path along the city-owned park behind the housing development. At intersections, install bike box at westbound approach to Milliken Boulevard/Durfee Street intersection. Install bike box at westbound approach to Western Fall River Expressway intersection.  | Yes                              | Central Street from Bedford Street to Water Street  | (228,692, 828,019)   | (228,068, 828,035)   | Master Plan   | S1, B2, B10, B11, B13, P2, P3, P9  | X                      | X                 | X                   | X                |                               |                      |                    | No   |                              |                                    |  |  |  |
| 10              | CARDINAL MEDEIROS TOWERS AREA ADA IMPROVEMENTS  | The Cardinal Medeiros Towers provide housing for seniors and disabled residents and is located at Robeson Street and Stanley Street. Install ADA compliant curb ramps and repaint faded crosswalks at all surrounding intersections. Robeson Street and Stanley Street (8 curb ramps, 4 crosswalks), midblock crossing on Robeson Street (2 curb ramps, 1 crosswalk – existing curb ramp is within a residential driveway), Robeson Street and Hood Street (8 curb ramps, 4 crosswalks), Stanley Street and Ray Street (8 curb ramps, 4 crosswalks). Consolidate the three mid-block crossings on Stanley Street connecting Cardinal Medeiros Towers and Truesdale Clinic facilities to the one at the clinic entrance, and consider a curb extension on the clinic side.   | Yes                              | Stanley Street from Robeson Street to Ray Street. Robeson Street from Stanley Street to Hood Street | (229,912, 829,501)   | (230,468, 829,508)   | Public Meeting Comments   | P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 13              | BEDFORD STREET / S MAIN STREET INTERSECTION RECONFIGURATION, PEDESTRIAN CROSSING UPGRADES AND BIKE BOX INSTALLATION | Bedford Street has two major HSIP Bicycle Crash Clusters along the corridor. Coordinate this project with the proposed streetscape improvements.<br>The intersection of Center Street/Bedford Street and S Main Street has 3 lanes on Bedford Street, which is one-way in the westbound direction. Right turns on red are not allowed; evaluate removing right turn lane, maintaining through and left turn lanes and continuing the bike lane through the intersection. Install bike box at Bedford Street approach to allow cyclists to turn left toward City Hall. Install curb extension on both sides of N Main Street at intersection (on-street parking lanes) - creating additional space for the bus stop. Extend median on S Main Street to intersection, creating pedestrian refuge island and calming turning traffic by tightening intersection. Move S Main Street northbound stop line close to intersection.  | Yes                              | Intersection of Bedford Street and S Main Street  | (228,691, 828,018)   | N/A  | Public Meeting Comments   | S6, B2, B13, P2, P3, P8, P9, P16, T1   | X                      | X                 | X                   | X                |                               | X                    |                    | No   |                              |                                    |  |  |  |
| 15              | PRESIDENT AVENUE BIKE LANE INSTALLATION FROM DAVOT STREET TO HIGHLAND AVENUE  | President Avenue (Route 6) is a key east-west connector for cyclists, connecting the Heritage State Park Bicentennial Park Trail, North Park, BMC Durfee High School and Spencer Borden Elementary School, and the shops at the eastern end of President Avenue. The corridor has a low level of comfort and the intersection of President Avenue and N Main Street is an HSIP Bicycle Crash Cluster. Design will determine the final configuration of a corridor-wide bicycle facility.<br>From N Davol Street to N Main Street: narrow travel lanes and widen the shoulder to install a 5' bike lane in the eastbound direction where parking is restricted. The westbound side includes parking but is only one lane for much of its length and has width for a bike lane. Narrow the center gore as needed to fit 5' bike lanes. Use green paint to clearly and safely bring bikes to the Davol Street intersection and carry the bike lanes through to the park.<br>From N Main Street to Highland Avenue, existing width is ~48', so 5' bike lanes can be installed adjacent to on-street parking. Alternatively, the sidewalk along North Park can be widening, paved, and striped to create a formalized two-way 12' wide shared use path to bring cyclists off the busy road. Signage and safe crossings should bring bicycles to this path.<br>North of Highland Avenue, the paved width narrows significantly. Transition to shared lane markings and signage. | Yes                              | President Avenue from Davol Street to Highland Avenue   | (228,668, 829,656)   | (229,632, 829,440)   | CS Needs Assessment   | S1, B1, B2, B7, B9, B13  | X                      |                   |                     | X                |                               |                      |                    | No   |                              |                                    |  |  |  |
| 16              | BRAYTON AVENUE BIKE LANE FROM STAFFORD ROAD TO EASTERN AVENUE   | Install 5' bicycle lanes on Brayton Avenue in both directions; this will require either the removal of on street parking or a road diet, taking the outside travel lane in each direction. ~4,300' from Stevens Street to Stafford Road, ~3,600' from Stevens Street to Eastern Avenue. Traffic analysis should be performed to determine feasibility.  | Yes                              | Brayton Avenue from Stafford Road to Eastern Avenue   | (228,461, 826,137)   | (230,762, 825,833)   | Public Meeting Comments   | S1, S10, B2  | X                      |                   |                     | X                |                               |                      |                    | No   |                              |                                    |  |  |  |

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Municipality  
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Fall River  
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Date  
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9/24/2019  
William Roth, City Planner

| Project Details |   |  | EJ                               | Complete Streets Location   |   |   | Project Origin and Type  |   | Complete Streets Needs |                   |                     |                  |                               |                      |                    | Complete Streets Funding Request  |                              |                                    | Construction Schedule                                 |   |   |
|-----------------|---|--|----------------------------------|---|---|---|--|---|------------------------|-------------------|---------------------|------------------|-------------------------------|----------------------|--------------------|---|------------------------------|------------------------------------|---|---|---|
| Rank            | Project Name  | Project Description  | Environmental Justice Population | Project Limits  | Project Start Location: X,Y Coordinates<br>(MA State Plane meter) | Project End Location: X,Y Coordinates<br>(MA State Plane meter) | Complete Streets Project Origin<br>(planning documentation or supporting analysis) | Complete Streets Project Type<br>(refer to the Eligible Projects Worksheet) | Safety                 | ADA Accessibility | Pedestrian Mobility | Bicycle Mobility | Transit Operations and Access | Vehicular Operations | Freight Operations | Will this project be in Coordination with other Communities?<br>(list, if applicable) | Total Estimated Project Cost | Complete Streets Funding Requested | Other Funding Source(s) and Amount<br>(if applicable) | Anticipated Construction Duration<br>(number of months) | Desired Construction Start Date<br>(month/year) |
| 19              | EASTERN AVENUE PROTECTED BIKE LANES   | South of Bedford Street, evaluate reducing the median buffer width or removing it to create space on each side of the street for parking protected bicycle lanes. Removing the ~14' wide buffer would allow for 5' bike lanes with a 2' buffer on each side of the road. Reducing the buffer by 10' would create space for unprotected 5' bike lanes, which is less appropriate for a road with this volume, speed, and number of lanes. This project would be appropriate for the 1 mile stretch between McGowan Street and Bedford Street where on-street parking is present. Restrict parking north of Bedford Street so that the shoulders can serve as bicycle lanes and add flex posts for increased protection given the vehicular conditions of the road.  | Yes                              | Eastern Avenue from McGowan Street to New Boston Road   | (230,768, 825,851)  | (231,240, 828,849)  | CS Needs Assessment  | S1, S15, B2, B11  | X                      |                   |                     | X                |                               |                      |                    | No  |                              |                                    |   |   |   |
| 20              | BRADFORD AVENUE AND S MAIN STREET INTERSECTION RECONFIGURATION  | Intersection is part of pedestrian HSIP crash cluster corridor along S Main Street. Extend median to intersection, creating pedestrian refuge island and eliminating option for U-turns from carriage road onto Bradford Avenue. Install tabled crosswalk from Kennedy Park to median and add curb extension on southwest corner (adjacent to Kennedy Park). Install crosswalk across S Main Street from median to 674 Main Street. Install curb extensions with curb ramps on north corner of Bradford Avenue to shorten pedestrian crossing distance and better daylight the intersection where parked vehicles on both S Main St southbound and Bradford Avenue westbound may block waiting pedestrians. Install a curb extension with curb ramp on S Main Street northbound at existing crosswalk. Eight (8) ADA compliant curb ramps are needed in total. Coordinate project with S Main St bike lanes project. | Yes                              | Intersection of Bradford Avenue and S Main Street   | (228,012, 827,281)  | N/A   | CS Needs Assessment  | S1, S8, P2, P3, P8, P9, P16   | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 21              | BROADWAY AND MIDDLE STREET INTERSECTION SIGNAL RECONFIGURATION  | The intersection is being realigned through the water and sewer work being completed in 2019. Pedestrian equipment will need to be upgraded after the project is complete. To complete the high comfort loop around the eastern half of Kennedy park, direct bicyclists to use the shared path along Broadway Street in the park as an off-street facility. Repair the uneven, brick diagonal path through the park by paving and widening it to 12' feet wide to create a formalized shared use path that is accessible and bicycle-friendly. Install a crosswalk, curb ramps, and RRFB midblock between Middle Street and Bradford Avenue to better connect the two halves of the park. This facilitates safer crossing to the bus stop at Middle & Broadway. Some fence removal required. Sidewalk extension from crosswalk to inner path network in western half of park needed to complete connection (~80').   | Yes                              | Intersection of Broadway and Middle Street  | (227,577, 827,162)  | N/A   | Bicycle/Pedestrian Audit   | S3, B1, P1, P2, P3, P5, P9, P12   | X                      | X                 | X                   | X                |                               | X                    |                    | No  |                              |                                    |   |   |   |
| 22              | S MAIN STREET / DIVISION STREET / HUNTER STREET INTERSECTION REALIGNMENT                                  | Realign the curb on S Main St SB in front of Gilda's Bridal to follow the centerline of the roadway and bump out the corner to improve crossings. Parking may need to be relocated and spots must be restricted within 20' of the crosswalk. Study pedestrian desire lines and evaluate whether the crosswalk at Cottage Street should be relocated to the new curb extension for improved pedestrian visibility. All curb ramps that are non-compliant will be reconstructed and pedestrian warning signage will be added along S Main Street.  | Yes                              | Intersection of S Main Street, Division Street and Hunter Street  | (228,095, 827,377)  | N/A   | CS Needs Assessment  | S6, S7, S13, P2, P3, P8, P9, P10  | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 23              | QUEQUECHAN STREET NEAR PATH CROSSING ADA COMPLIANCE   | This project will relocate the RRFB push button in the eastbound direction closer to the path so it possible for cyclists to reach from the path. Much of Quequechan Street is part of a either a pedestrian or vehicle HSIP crash cluster. ADA compliance improvements are needed throughout the corridor. The intersection of Quarry and Quequechan Street needs ADA compliant ramps and a utility pole creates a pinch point.   | Yes                              | Quequechan Street from Quarry Street to River Rail Trail  | 230,037, 826,573)   | (229,985, 826,524)  | Public Meeting Comments Bicycle/Pedestrian Audit                                   | S2, B1, P2, P3, P9  | X                      | X                 | X                   | X                |                               |                      |                    | No  |                              |                                    |   |   |   |
| 24              | GREENE ELEMENTARY SCHOOL AND PULASKI PARK SIDEWALK, RAISED CROSSWALK, SIGNAGE, AND CURB RAMP INSTALLATION | Along Warren Street, paved width is ~25' with two-way vehicle traffic and on-street parking on the westbound side of the street. Speed limit 30mph. Upgrade the faded crosswalk and curb ramps across Warren Street at Pulaski Street to connect students to Pulaski Park. Install Crosswalk Warning signage (W11-2). A safer route for students at the Greene Elementary School on Cambridge Street to the nearby Pulaski Park is needed (~500'). A tabled crosswalk will be installed across Cambridge Street at Williston Street. Install School Crosswalk Warning assembly (S1-1 and W16-7). Install ADA compliant curb ramps at existing crosswalks across Williston Street (4). Construct missing sections of sidewalk (5'-wide) on northbound side of Williston Street (~150').   | Yes                              | Williston Street from Cambridge Street to Warren Street, Intersection of Pulaski Street and Warren Street | (228,942, 826,303)  | (228,909, 826,461)  | WalkBoston Walk Audit - Greene Elementary School Public Meeting Comments           | S7, S8, S17, P2, P3, P4, P5, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 27              | TUCKER SIDEWALK RECONSTRUCTION FROM STAFFORD ROAD TO WILLIAM S CANNING BOULEVARD                          | Repair or reconstruct sidewalk (5'-wide) as needed to ensure level surface along both sides of Tucker Street from Stafford Road to William S Canning Boulevard (max 4,400'). Consider striping the parking lane to create definition for the travel lanes, which is also a traffic calming measure.  | Yes                              | Tucker Street from Stafford Road to William S Canning Boulevard   | (228,758, 825,174)  | (228,110, 825, 330)   | CS Needs Assessment  | S17, P1   | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 28              | WALMART ENTRANCE TO THE QUEQUECHAN TRAIL CURB EXTENSION, CURB RAMP INSTALLATION, AND SIDEWALK WIDENING    | The intersection of the Walmart entrance on Quequechan Street (~650' north of Warren Street) is an HSIP Cluster. Extend curb on south side of entrance to slow vehicles entering the Walmart parking lot and decrease pedestrian crossing distance, while maintaining adequate truck turning radius. ADA compliant curb ramps will be installed on both sides of this intersection (2). Clear vegetation at northern corner of entrance to improve sightlines for vehicles existing onto Quequechan Street. Reconstruct and widen sidewalk on the northbound side of Quequechan Street between the entrance to Walmart and the Quequechan Rail Trail to ensure ADA compliance at pinch points created by utilities poles. The ROW extends ~5.5 feet to the southeast (away from the street) beyond the existing narrow paved path and the community has raised issues regarding accessibility.                       | Yes                              | Quequechan Street from Walmart to River Rail Trail  | (229,840, 826,378)  | (229,982, 826,523)  | CS Needs Assessment  | S2, S6, S17, P1, P2, P3, P9, P10  | X                      | X                 | X                   |                  |                               | X                    |                    | No  |                              |                                    |   |   |   |



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|-----------------|--|--|----------------------------------|--|--|--|---|--|------------------------|-------------------|---------------------|------------------|-------------------------------|----------------------|--------------------|--|------------------------------|------------------------------------|--|--|--|
| Rank            | Project Name   | Project Description  | Environmental Justice Population | Project Limits   | Project Start Location: X,Y Coordinates (MA State Plane meter) | Project End Location: X,Y Coordinates (MA State Plane meter) | Complete Streets Project Origin (planning documentation or supporting analysis) | Complete Streets Project Type (refer to the Eligible Projects Worksheet) | Safety                 | ADA Accessibility | Pedestrian Mobility | Bicycle Mobility | Transit Operations and Access | Vehicular Operations | Freight Operations | Will this project be in Coordination with other Communities? (list, if applicable) | Total Estimated Project Cost | Complete Streets Funding Requested | Other Funding Source(s) and Amount (if applicable) | Anticipated Construction Duration (number of months) | Desired Construction Start Date (month/year) |
| 29              | BRAYTON AVENUE CROSSWALK, CURB RAMP, AND RRFB INSTALLATION FROM STAFFORD ROAD TO STEVENS COART   | Repaint faded crosswalks and upgrade any non-compliant curb ramps at Stevens Court, Jefferson Street, and Stafford Street. There is almost a ½ mile distance between signalized crosswalks at Stafford Road and Rodman Street. Relocate existing midblock crossing with ADA compliant curb ramps near Smith Street to a mid-way point, such as Lapham Street. This would also serve students walking to Greene Elementary. The crosswalk would require a pedestrian refuge island and RRFBs due to number of lanes and vehicular conditions. Repaint crosswalks and upgrade any non-compliant curb ramps at Rodman Street and install pedestrian signal heads. Coordinating with Brayton Avenue bike facility plans, install curb extensions on either side of Brayton Avenue, eastbound and westbound (current on-street parking lanes) with ADA compliant curb ramps. Extend medians to create pedestrian refuge islands.  | Yes                              | Brayton Avenue from Stafford Road to Stevens Court   | (228,460, 826,138)   | (229,729, 825,821)   | WalkBoston Walk Audit - Fall River QRRRT Intersections                          | S3, S17, P2, P3, P7, P8, P9, P11, P12, P13, P16                          | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 32              | QUEQUECHAN STREET FROM LEBANON STREET TO WASMUTTA STREET CROSSWALK RELOCATION, AND CURB RAMP, CURB EXTENSION, AND RRFB INSTALLATION              | Install ADA complaint curb ramps across Lebanon Street, Reuben Street, Hargraves Street, and Wamsutta Street (8). Relocate the mid-block crossing and curb ramps between Lebanon Street and Rueben St to Ruben Street and add a bump-out to prevent parking at the crosswalk and improve visibility. Since Quequechan Street is uncontrolled at this intersection and the crosswalk connects to a school and serves a bus stop, consider installing RRFB signals.  | Yes                              | Quequechan Street from Lebanon Street to Wasmutta Street   | (230,126, 826,762)   | (230,184, 826,967)   | CS Needs Assessment   | P2, P3, P8, P9, P12  | X                      | X                 | X                   |                  | X                             |                      |                    | No   |                              |                                    |  |  |  |
| 33              | STONE ELEMENTARY CROSSWALK, RRFB, AND SIGNAGE INSTALLATION   | Install RRFBs across Maple Street at intersection with June Street. The intersection of Prospect Street and June Street is located on a hill. Pedestrian Crossing signage (W11-2 and W16-7) will be installed for both approaches on Prospect Street as well as advanced signage. At School Street and Maple Street, install ladder striped crosswalk. Curb ramps appear compliant.  | Yes                              | June Street from Maple Street to Prospect Street; Intersection of School Street and Maple Street | (228,818, 828,737)   | (228,937, 828,900)   | Public Meeting Comments   | P4, P8, P9, P12  | X                      |                   | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 34              | PRESIDENT AVE / HIGHLAND AVE INTERSECTION SIGHT LINE CLEARANCE, CURB EXTENSION, AND CURB RAMP INSTALLATION                                       | Remove or trim tree closest to southeast corner of intersection to improve sightlines for vehicles heading uphill (northbound) on President Avenue or westbound on Highland Avenue. Consider curb extension to tighten southwest corner of the intersection along Highland Avenue, which would have drainage implications. ADA compliant curb ramps needed at all crosswalks (8).  | Yes                              | Intersection of President Avenue and Highland Avenue   | (229,635, 829,433)   | N/A  | Public Meeting Comments   | S6, SO (sightlines), P2, P3, P8, P9                                      | X                      | X                 | X                   |                  |                               | X                    |                    | No   |                              |                                    |  |  |  |
| 35              | QUEQUECHAN STREET SIDEWALK WIDENING, BUS STOP ACCESSIBILITY AND SHETLER, CROSSWALK AND CURB RAMP INSTALLATION FROM QUARRY STREET TO ALDEN STREET | Currently, Quequechan Street has a paved width of ~25ft at its intersection with Quarry Street, widening to ~42 ft as it approaches the intersection with Alden Street. The sidewalk along this northbound side of Quequechan Street will be expanded to improve pedestrian conditions and maintain a consistent width of 25'. There is also a bus stop located at this corner so the project will create an accessible landing zone and can create potential for a bus shelter. ADA compliant curb ramps will be installed across Alden Street and the northern leg of Quequechan Street (4 total), and both crosswalks will be repainted as ladder crosswalks. Because Quequechan Street is uncontrolled at this intersection and the crossing serves a church, Pedestrian Crossing signage (W11-2 and W16-7) will be installed at the Quequechan crossing to alert vehicles. Evaluate extending the curb at the southbound side of Quarry Street to t-up the intersection, decreasing the radius of the turn and allowing the set-back crosswalk to be brought to the intersection. If not feasible, re-paint the crosswalk across Quarry Street and install pedestrian crossing signage. | Yes                              | Quequechan Street from Quarry Street to Alden Street   | (230,036, 826,575)   | (230,114, 826,705)   | CS Needs Assessment   | S6, P2, P3, P8, P9, P10, T1, T3  | X                      | X                 | X                   |                  | X                             |                      |                    | No   |                              |                                    |  |  |  |
| 36              | HIGHLAND AVE / NEW BOSTON ROAD INTERSECTION PEDESTRIAN REFUGE ISLANDS, CROSSWALK, CURB RAMP, AND CURB EXTENSION INSTALLATION                     | Extend the median on Highland Avenue to create a pedestrian refuge island to shorten the 125' long crosswalk. Narrow the median island in order to bump out the southeastern curb and t-up the intersection. Install ADA-compliant curb ramps at all three crosswalks. Evaluate a curb extension on the northeastern corner into Highland Avenue to create a shorter crossing distance for pedestrians crossing to the hospital, allow straightening of the New Boston Road crosswalk, and slow down turning vehicles. Currently, Pedestrian Crossing signage (W11-2) is in place at the uncontrolled New Boston Road crossings.   | No                               | Intersection of Highland Avenue and New Boston Road  | (229,477, 828,994)   | N/A  | CS Needs Assessment   | S6, S7, S13, P2, P3, P7, P8, P9  | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 37              | HARTWELL / 4TH STREET INTERSECTION SIDEWALK WIDENING, CURB EXTENSION, AND SIGNAL PHASING OPTIMIZATION  | The City has requested a limited scope technical evaluation of the Hartwell/Fourth Street intersection to be completed by SRPEDD this Spring/Summer. Potential improvements following this study include widening the sidewalk area on the bridge where the yellow gore exists today to at least 5'. A curb extension can be added along the parking on N Frontage Road. The signal phasing should be evaluated to reduce pedestrian delay and the addition of a crosswalk across the eastern leg of the intersection should be evaluated.   | Yes                              | Intersection of Hartwell Street and 4th Street   | (228,811, 827,753)   | N/A  | CS Needs Assessment   | S3, P2, P3, P8, P9, P10  | X                      |                   | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 38              | GLOBE FOUR CORNERS CURB EXTENSIONS, PEDESTRIAN REFUGE ISLANDS, CROSSWALK, AND CURB RAMP INSTALLATION   | Globe Corners is a bicycle, pedestrian, and vehicle HSIP crash cluster. The crosswalk across Globe Street is over 70'. Design and traffic analysis will be required to determine the best configuration of intersection. There does not appear to be adequate ROW and space for a roundabout without significant land takings. To improve pedestrian safety, install curb extensions on both sides of Globe Street (southern leg) and in addition to a 6' wide pedestrian refuge island. The corner of S Main Street and Broadway can be extended to tighten the intersection. The resulting space could be used as an opportunity for installing greenery or other streetscaping elements. ADA compliant curb ramps are needed throughout the intersection (10).  | Yes                              | Intersection of Globe Street, S Main Street, and Broadway  | (227,365, 826,398)   | N/A  | Bicycle/Pedestrian Audit  | S6, S13, P2, P3, P7, P8, P9  | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |

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| 39              | BRADFORD AVENUE AND BROADWAY INTERSECTION PEDESTRIAN REFUGE ISLAND, TABLED CROSSWALKS, CURB EXTENSIONS, CROSSWALK REALIGNMENT, AND CURB RAMP INSTALLATION | Intersection is a pedestrian and vehicle HSIP crash cluster. Extend center median on Bradford Avenue west of intersection to intersection to create pedestrian refuge island. Table crosswalk from Kennedy Park to median, clarifying that roadway adjacent to the park is not for through traffic and slowing entering vehicles. Add another raised crossing midway along the service road to discourage through travel.<br>Install curb extensions on Broadway and Bradford Street on the northeast corner of the intersection (on-street parking on both streets) and southwest corner on Bradford Street. These will shorten pedestrian crossing distances and improve pedestrian visibility where on-street parking may limit sight distance. Reconstruct sidewalk (min 5') at northwest corner to add curbing/close curb cut in front of gas station sign, install curb ramps, and make crosswalk more perpendicular. Install ADA complaint curb ramps at all crosswalks (12 needed in total).   | Yes                              | Intersection of Bradford Avenue and Broadway  | (227,626, 827,378)   | N/A  | Bicycle/Pedestrian Audit  | S8, S14, S17, P1, P2, P3, P8, P9, P16  | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 40              | PRESIDENT AVENUE / DAVOT STREET / LINDSEY STREET INTERSECTION RESTRIPIING, CROSSWALK, CURB RAMP, SIGNAGE, AND BIKE LANE INSTALLATION                      | Upgrade all crosswalks to ladder striping (5) and install ADA compliant curb ramps (10) at President Avenue and the crosswalk and two curb ramps across Lindsey Street. At channelized right turn, install Pedestrian Crossing assembly (W11-2 and W16-7) and yield "teeth" pavement markings prior to crosswalk. Use pavement markings to narrow the travel line and carry the gore further back to slow vehicles down as they approach the turn. Cut throughs are needed to make the island accessible. Perform traffic analysis to determine whether the slip lane should be signalized as well, which would be safer for pedestrians crossing. Evaluate signal timing and reduce pedestrian delay if possible. Ensure that bicycle lanes are striped through the intersection to safely bring bicyclists to the park.  | Yes                              | Intersection of President Ave, Davol Street, and Lindsey Street   | 228,773, 829,632)  | N/A  | MassDOT RSA   | S1, S3, S15, S16, S17, B2, B13, P2, P3, P9, P13  | X                      | X                 | X                   | X                |                               | X                    |                    | No   |                              |                                    |  |  |  |
| 41              | QUARRY STREET AND COUNTY STREET / PLEASANT STREET INTERSECTION RECONFIGURATION AND CROSSWALK, CURB RAMP, AND PEDESTRIAN SIGNAL INSTALLATION               | Intersection is a top 200 HSIP crash cluster. Design will be required for this project to determine best configuration. Traffic analysis should be used to determine how traffic can be re-routing and if any movements can be restricted to decrease the footprint of the intersection. Install ADA compliant curb ramps throughout intersection (8). Repaint existing crosswalks (4). Close the second driveway curb cut to Happy Garden in order to shift the stop line on Pleasant Street westbound back, avoid conflicts with through traffic on Quarry Street. This also allows for realignment of the crosswalk and curb ramps that currently cuts through traffic, so that it is within the controlled intersection. Also consider installing a signalized pedestrian crossing diagonally through the middle of the intersection from the shopping center corner to Happy Garden. Pedestrian phasing will be added to the intersection and pedestrian signal heads with countdown timers will be installed.<br>One of the options for intersection reconstruction is to close the slip lane and route Quarry Street traffic into one intersection at Pleasant / County. Another option would be to create two t-intersections by closing off the Quarry Street north approach and forcing that traffic into the slip lane. In this case, the center island or sidewalk should be expanded to narrow the slip lane, tighten turning radius, and slow vehicles. There is currently no way to cross on this side of the intersection. Consider adding a crosswalk with ADA compliant crosswalks across the western leg of the intersection. | Yes                              | Intersection of Quarry Street, County Street, and Pleasant Street   | (229,972, 827,306)   | N/A  | Bicycle/Pedestrian Audit  | S3, S4, S6, S13, S16, P2, P3, P7, P9, P11, P13   | X                      | X                 | X                   |                  |                               | X                    |                    | No   |                              |                                    |  |  |  |
| 42              | HOLY TRINITY SCHOOL AND PARISH AREA CROSSWALK, CURB RAMPS, AND CURB EXTENSION INSTALLATION  | ADA compliant curb ramps are needed at all crossings adjacent to Holy Trinity School on Field Street, Tucker Street, Stafford Road, and Lamphor Street (15 crosswalks, 30 curb ramps). Install curb extension at Field Street at Stafford Street. The existing crosswalk across Field Street is 63 feet across two lanes, so this crossing distance can be improved by tightening the turn radii, which also slows vehicles down.  | Yes                              | Intersections of Field Street and Lamphor Street, Field Street and Stafford Road, Tucker Street and Lamphor Street, and Tucker Street and Stafford Road | (228,610, 825,130)   | (228,758, 825, 175)  | CS Needs Assessment   | S6, P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 43              | QUEQUECHAN STREET / JEFFERSON STREET / WARREN ST INTERSECTION CROSSWALK, CURB RAMP, AND CURB EXTENSION INSTALLATION                                       | Install curb extension on northwest corner of Warren Street/Quequechan Street intersection to t-up the intersection, slowing vehicle speeds and increasing clarity for drivers. Upgrade faded crosswalks to high visibility ladder configuration (2) and re-paint stop lines. Upgrade any non-compliant curb ramps.  | Yes                              | Intersection of Quequechan Street, Jefferson Street, and Warren Street  | (229,703, 826,257)   | N/A  | CS Needs Assessment   | S6, P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |
| 44              | BORDEN STREET AND S MAIN STREET INTERSECTION DAYLIGHTING, PEDESTRIAN SIGNAL RELOCATION, AND BUS STOP RECONFIGURATION                                      | Evaluate crossing times and distances at this intersection; elderly and disabled residents reportedly have difficulty crossing in allotted time. Currently, illegal parking occurs along S Main St in the SB direction in front of the coffeeshop where gore lines restrict parking. When vehicles park between the crosswalks to run inside, this creates an unsafe condition for pedestrians. Either add flex posts to prevent this occurring or install a 60-foot curb extension spanning both crosswalks to shorten crossing distances and improve visibility. At the south crosswalk on this south, a pedestrian signal will need to be added at the curb ramp instead of remaining on the mast arm. On the north side, the signal head will have to be relocated out with the extension.<br>Coordinate with SRTA regarding whether an in-lane bus stop in front of the courthouse can be constructed by extending the curb out by 6', allowing the crosswalk along the southern leg to be straightened out into a shorter, perpendicular crossing, and creating space for a bus shelter.   | Yes                              | Intersection of Borden Street and S Main Street   | (228,594, 827,820)   | N/A  | Bicycle/Pedestrian Audit<br>Public Meeting Comments                             | S3, P2, P3, P8, P9, P10, P11, P13, T1, T3  | X                      | X                 | X                   |                  | X                             |                      |                    | No   |                              |                                    |  |  |  |
| 45              | NIAGRA SENIOR CENTER CROSSWALK, CURB RAMP, AND CURB EXTENSION INSTALLATION  | At Niagara Senior Center midblock crossings, install curb extension on westbound side of Tucker Street and install ADA compliant curb ramps (2).   | Yes                              | Tucker Street at the Niagara Senior Center  | (228,463, 825,248)   | N/A  | WalkBoston Walk Audit - Niagara Senior Center                                   | P2, P3, P8, P9   | X                      | X                 | X                   |                  |                               |                      |                    | No   |                              |                                    |  |  |  |

## Complete Streets Funding Program Project Prioritization Plan

Municipality  
MassDOT District

Fall River  
5

Date  
Name/Title

9/24/2019  
William Roth, City Planner

| Project Details |  |  | EJ                               | Complete Streets Location  |   |   | Project Origin and Type  |   | Complete Streets Needs |                   |                     |                  |                               |                      |                    | Complete Streets Funding Request  |                              |                                    | Construction Schedule                                 |   |   |
|-----------------|--|--|----------------------------------|--|---|---|--|---|------------------------|-------------------|---------------------|------------------|-------------------------------|----------------------|--------------------|---|------------------------------|------------------------------------|---|---|---|
| Rank            | Project Name   | Project Description  | Environmental Justice Population | Project Limits   | Project Start Location: X,Y Coordinates<br>(MA State Plane meter) | Project End Location: X,Y Coordinates<br>(MA State Plane meter) | Complete Streets Project Origin<br>(planning documentation or supporting analysis) | Complete Streets Project Type<br>(refer to the Eligible Projects Worksheet) | Safety                 | ADA Accessibility | Pedestrian Mobility | Bicycle Mobility | Transit Operations and Access | Vehicular Operations | Freight Operations | Will this project be in Coordination with other Communities?<br>(list, if applicable) | Total Estimated Project Cost | Complete Streets Funding Requested | Other Funding Source(s) and Amount<br>(if applicable) | Anticipated Construction Duration<br>(number of months) | Desired Construction Start Date<br>(month/year) |
| 47              | PRESIDENT AVENUE AND BOOMER STREET INTERSECTION DAYLIGHTING  | Daylight intersections to increase sightline distances by posting No Parking regulations at intersection approaches on President Avenue.   | Yes                              | Intersection of President Avenue and Boomer Street                   | (228,866, 829,617)  | N/A   | MassDOT RSA  | SO (sightlines)   | X                      |                   |                     |                  |                               | X                    |                    | No  |                              |                                    |   |   |   |
| 48              | KING STREET AND WOODMAN STREET INTERSECTION CROSSWALK AND CURB RAMP INSTALLATION AND SIDEWALK ADA COMPLIANCE       | Install ADA compliant curb ramps at all four crossings (8). Ladder striped crosswalks appear to be recently painted. Install 5' sidewalk on both sides of King Street (approximately 100 feet on the west side and 70 feet on the east side) to fill network gaps. A utility pole on the southeastern corner and a mail receptacle on the northeast corner are located within the wheelchair ramps, making them non-compliant. Relocate the mail receptacle and extend the southeastern curb at least three feet into both adjacent roads to provide adequate room next to the utility pole while also calming traffic on both streets.  | Yes                              | Intersection of King Street and Woodman Street                       | (226,592, 825,486)  | N/A   | Public Meeting Comments  | S2, S14, S17, P2, P3, P5, P8, P9  | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 49              | LANGLEY STREET AND ELSBREE STREET INTERSECTION REALIGNMENT AND CURB RAMP, SIGNAGE, AND RRFB INSTALLATION           | Install ADA compliant curb ramps at all four crossings (8) and evaluate tightening curb radii while minimizing impacts to bus operations. An RRFB should be considered for both Elsbree Street crossings, as many residents report high vehicle speeds on this road and many Durfee and Connolly students utilize these crossings; currently, Pedestrian Crossing signage (W11-2) is in place at these crossings.  | Yes                              | Intersection at Langley Street and Elsbree Street                    | (231,261, 829,878)  | N/A   | Public Meeting Comments  | S6, S17, P2, P3, P9, P12  | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |
| 50              | PRESIDENT AVENUE AT POST OFFICE PEDESTRIAN REFUGE ISLAND, CURB RAMP, AND RRFB INSTALLATION AND BUS STOP RELOCATION | Install an RRFB signal at the crosswalk across President Avenue at the Post Office and shopping center entrance. Install ADA compliant curb ramps at all 3 crosswalks (across shopping center entrance, President Avenue, Post Office entrance; 6 curb ramps). Construct a pedestrian refuge island in between the two turning lanes as pedestrians must cross more than four uncontrolled lanes. The crossing is heavily used by students in the area, people running errands at the various stores, and patrons accessing the SRTA bus stops on either side of the street – coordinate with SRTA to relocate the stops closer to the crosswalk. Perform a warrant analysis to see if the crossing meets warrants for a signal. | Yes                              | President Avenue at the Post Office and the shopping center entrance | (231,005, 829,152)  | N/A   | Bicycle/Pedestrian Audit   | S17, P2, P3, P7, P8, P9, P12, T1  | X                      | X                 | X                   |                  | X                             |                      |                    | No  |                              |                                    |   |   |   |
| 51              | SHOVE STREET AND S MAIN STREET INTERSECTION RECONFIGURATION AND CROSSWALK AND CURB RAMP INSTALLATION               | Close off the slip line from Shove Street on to S Main Street to expand the pedestrian space around the monument. Remove the splitter island and turn Shove Street toward South Main Street to create a standard t-intersection which creates better sight lines. Install ADA curb ramps at the pedestrian crosswalk to the monument. Traffic conflicts on Shove Street would need to be studied ahead of implementation.  | Yes                              | Intersection of Shove Street and S Main Street                       | (226,651, 825,333)  | N/A   | CS Needs Assessment  | S6, S13, P2, P3, P9, P10, P15   | X                      | X                 | X                   |                  |                               |                      |                    | No  |                              |                                    |   |   |   |

Please see information below for requirements that will be met for all projects that contain the specified treatments.

- Wayfinding signs should comply to the MUTCD.
- The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, separated bike lanes, or other exclusive bicycle facility. The MUTCD outlines guidance for shared lane markings in section 9C.07.
- Adjacent to a proposed bus shelter, a boarding/alighting area shall be provided, with an 8.0' depth (from edge of curb) and 5.0' width.
- When designing a new sidewalk segment, the project limits must meet an existing sidewalk network or terminate with compliant curb ramps. If terminating at an intersection, include a reciprocal curb ramp and crosswalk.
- At marked crossings, the bottom of the ramp run (4'-0" by width of ramp opening), exclusive of flared sides, shall be wholly contained within the marked crossing. Refer to AAB 521 CMR: 21.2.1.
- Pushbuttons/Pedestrian Beacons/RRFBs/HAWKS should be accessible from a level landing. Refer to AAB 521 CMR 21.10.4 for reach and clearance guidance.