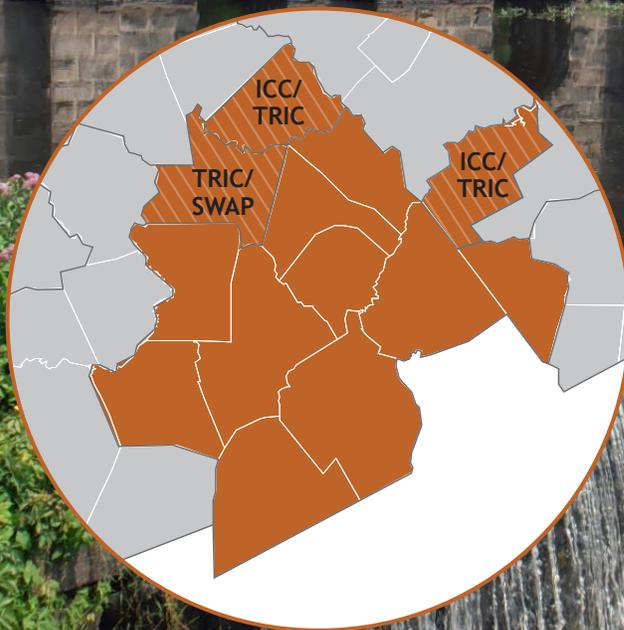


Three Rivers Interlocal Council (TRIC)

Identifying Transportation Needs, Construction Projects,
and Studies in Your Subregion



Canton • Dedham • Dover • Foxborough • Medfield • Milton • Needham • Norwood • Randolph • Sharon • Walpole • Westwood

FALL 2020

WHAT TRANSPORTATION NEEDS DID THE MPO IDENTIFY IN TRIC COMMUNITIES?

The Boston Region Metropolitan Planning Organization (MPO) conducted an assessment of transportation needs in the Boston region to inform the MPO's Long-Range Transportation Plan (LRTP), Destination 2040. The MPO staff identified existing transportation conditions and made projections of future conditions and demand on the system. MPO staff also reached out to various subregional groups to discuss transportation needs and opportunities to improve transportation in the subregional communities. The resulting LRTP Needs Assessment serves as a tool for planning the region's future transportation network and prioritizing the MPO's limited funding for transportation projects and studies.

The information that follows highlights some of the transportation needs identified in the TRIC subregion based on MPO analysis, and past visits to TRIC communities. This information has been updated from Federal Fiscal Year (FFY) 2020 with comments MPO staff heard from fall 2019 to spring 2020.

Projects Programmed in the FFYs 2021–25 TIP in the TRIC Subregion

TIP Identification Number	Project	Category	Municipality	Year Programmed
607899	Pedestrian improvements along Bussey Street	Complete Streets	Dedham	2023
605857	Intersection Improvements at Route 1 and University Avenue/ Everett Street	Intersection Improvements	Norwood	2022
606130	Intersection Improvements at Route 1A and Upland Road/ Washington Street and Prospect Street/Fulton Street	Intersection Improvements	Norwood	2022

FFY = federal fiscal year. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

TRIC Transportation Projects in the TIP Universe of Projects

Project	Category	Municipality	Scored by the MPO
Roadway Improvements on Route 138	Complete Streets	Canton, Milton	No
Interchange Improvements at I-95/I-93/ University Avenue/I-95 Widening	Major Infrastructure	Canton, Westwood	Yes
Intersection Improvements—Squantum Street at Adams Street	Intersection Improvements	Milton	Yes
Reconstruction on Granite Avenue, from Neponset River to Squantum Street	Complete Streets	Milton	No
Adams Street Improvements, from Randolph Avenue to Eliot Street	Complete Streets	Milton	No
Reconstruction of Canton Street and Everett Street	Complete Streets	Westwood	No
Traffic Signal Improvements on Route 109	Intersection Improvements	Westwood	Yes

I-93 = Interstate 93. I-95 = Interstate 95. MPO = metropolitan planning organization. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

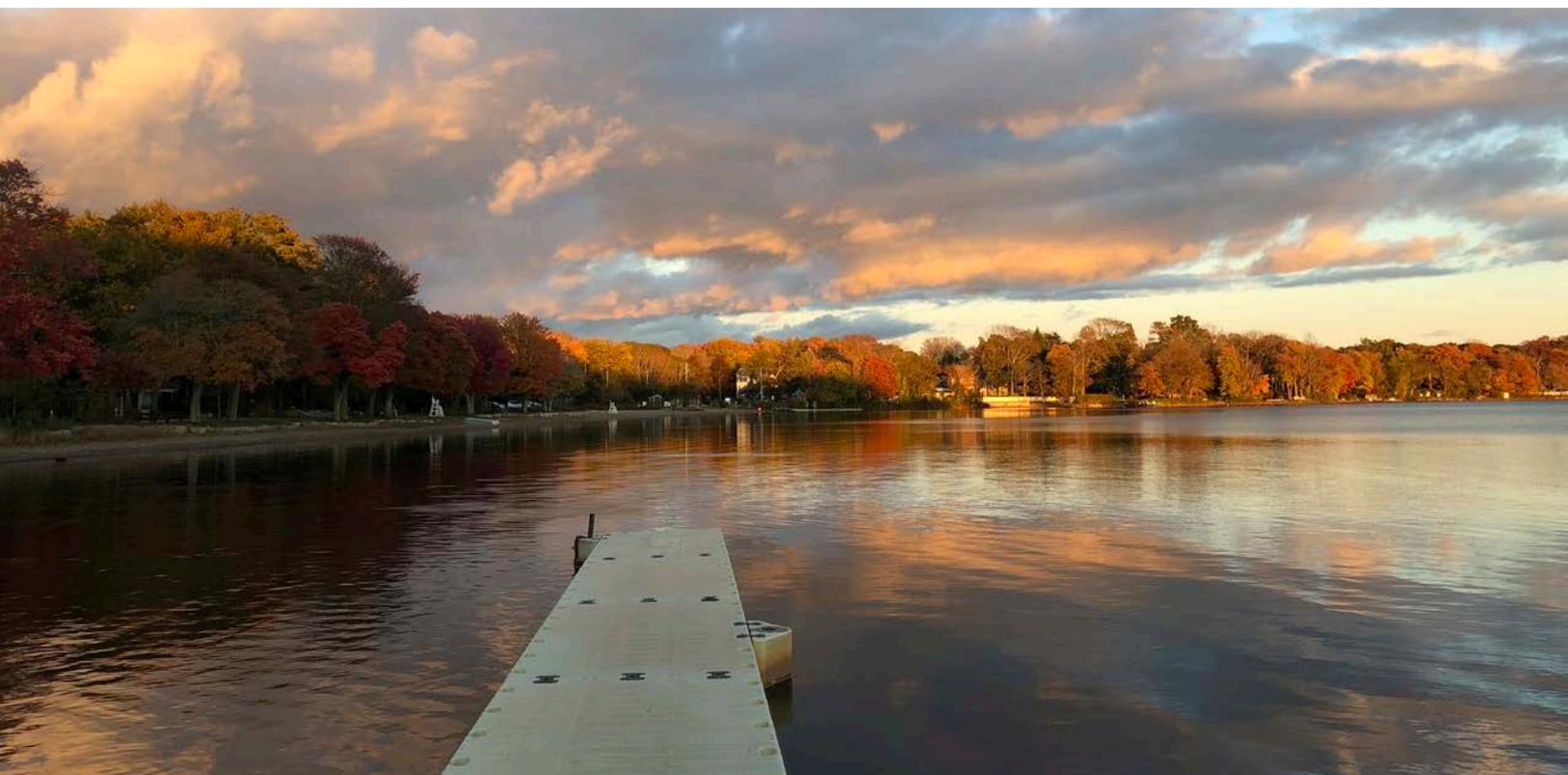
Transportation Studies Conducted in TRIC Subregion through the Unified Planning Work Program (UPWP)

- Safety and Operations Analysis at Selected Intersections:
 - North Meadows Road (Route 27) and West Street in Medfield (FFY 2020) (posted to website when study is complete)
 - [High Street and Nahatan Street/Pond Street in Westwood \(FFY 2014\)](#)
 - [Neponset Valley Parkway and Brush Hill Road/Milton Street in Milton \(FFY 2011\)](#)
 - [Central Street and Pearl Street in Stoughton \(FFY 2010\)](#)
- Addressing Priority Corridors from LRTP Needs Assessment
 - Route 28 in Milton (FFY 2020) (posted to website when study is complete)
 - [Route 138 in Milton \(FFY 2018\)](#)
 - [Route 138 in Canton \(FFY 2017\)](#)
- [Low-Cost Improvements to Express Highway Bottleneck Locations in Randolph, Canton, and Stoughton \(FFY 2017\)](#)

Read more studies on the [Boston Region MPO's Recent Publications webpage](#).

Regionwide Transportation Studies

- [How to Operate a Successful Community Shuttle](#)
- [Pedestrian Report Card Assessment Interactive Database](#)
- [New Emerging Metrics](#)



Transportation Needs Identified through Outreach in the TRIC Subregion

The comments below include transportation needs identified in outreach for the LRTP Needs Assessment and new comments heard during MPO outreach from fall 2019 to spring 2020. **The new comments are in orange.**



Roadway

- **Redesign River Road in Canton**
- **Modify design of Massachusetts Department of Transportation (MassDOT) project #608611 (Replacement and Rehabilitation of the Highway Lighting System at Interstate 93 [I-93] and Route 24) in Randolph and Quincy**
- Improve Route 138 corridor using recommendations from the Central Transportation Planning Staff report (2017–18)
- Increase Complete Streets options and shuttles/transit services in anticipation of aging population and development east of Route 138
- Move forward with the Route 139 project in Stoughton and 24-inch water main needs
- Build roadway to potential mall development in Sharon
- Improve Interstate I-93 and Route 138 interchange in Canton
- Fix bridges over Charles River at the town line with Millis
- Reconstruct Main Street (Route 109) incorporating better lights, bike lanes, sidewalks, aesthetic features and underground utilities
- Coordinate traffic impact studies across towns and the region
- Improve Route 1 and Everett Street intersection to connect grocery stores, shopping areas, University Station, and the 34E bus



Transit

- **Extend Massachusetts Bay Transportation Authority (MBTA) Green Line into Needham**
- **Extend MBTA Orange Line to the West Roxbury commuter rail stop**
- Expand bus/shuttle service on Route 1 and 1A in Dedham, Westwood, Walpole
- Increase opportunities for first- and last-mile access to the commuter rail stations in Canton
- Encourage employers to work with the MBTA to provide shuttle buses to MBTA stations
- Add on demand bus or shuttle service within towns and to adjacent towns
- Explore public private partnerships with Uber and Lyft
- Expand transit options and infrastructure in the subregion
- Expand Council on Aging shuttle services
- Provide sheltered bus stops on the Washington Street corridor for the 716 bus route in Canton

- Coordinate between agencies to increase job access, reverse commute options, and transit-oriented development
- Increase transit options for veterans, high school students, and employees of local businesses
- Enhance first- and last-mile options for employees of local businesses near the Canton interchange
- Coordinate private and public funding to supply transportation options
- Improve lighting at transit stations for passengers with low vision
- Reduce the gap between the train and the platform and make it consistent across the network
- Improve bus service from Stoughton to Brockton for workers, for the elderly to senior centers, and for youth to services
- Encourage the MBTA to adopt the Acton shuttle model
- Manage increased travel from new housing developments with transit support
- Provide travel options for commuters not traveling to Boston
- Incorporate a bus route on Main Street (Route 27) in Sharon
- Create places for buses to pull over on Route 138



Bicycle

- Expand bike infrastructure in the subregion
- Improve bicycle and pedestrian facilities on major roads and at unsafe locations
- Add more bike racks at select locations
- Complement Complete Streets projects with Zagster bike sharing opportunities
- Increase bike connections in Canton between employers, housing, and transit on Route 138



Pedestrian

- Expand pedestrian infrastructure in the subregion
- Improve downtown pedestrian-friendly infrastructure
- Establish pavement maintenance for paths and sidewalks as damaged pavement can interfere with trips and can be a safety hazard



Land Use and Technology

- **Develop a regional strategy and policy for shared-use paths on rail trails**
- Expand bike, pedestrian, and transit options for multifamily, elderly, and low-income housing developments
- Provide subsidies for autonomous vehicle (AV) infrastructure
- Study development impacts in Walpole, Foxborough, Wrentham, and Canton



Parking

- Create parking management system at park-and-rides lots and transit stations
- Expand parking near transit stations. Transit park-and-ride lots are more than 85 percent in use at the following stations:
 - Providence/Stoughton Line: Canton Center, Canton Junction, Sharon, Stoughton
 - Franklin Line: Endicott, Walpole
 - Needham Line: Hersey, Highland, Needham Heights, Needham Junction



Resiliency

- **Implement recommendations from the Municipal Vulnerability Preparedness program report, Hazard Mitigation Plan, and Master Plan to improve transportation resiliency in Canton and Norwood**
- **Apply for technical assistance opportunities to better understand the vulnerabilities of the transportation system and opportunities for protective measures**



In August 2020, the [Blue Hills Regional Coordinating Council \(BHRCC\)](#) released the “Blue Hills RCC Assessment and Action Plan.” BHRCC works to build a healthier community by addressing accessibility barriers and ensuring that residents have equitable access to transportation in the Massachusetts communities of Braintree, Hingham, Hull, Milton, Quincy, Randolph, and Weymouth, two of which are in the TRIC region. Regional Coordinating Councils specifically focus on transportation for older adults and people with disabilities. The purpose of the Action Plan is to highlight inequities in the regional transportation network and present actions that can lead to a more inclusive system.

BHRCC conducted public outreach across the municipalities including listening sessions and focus groups with stakeholders. Some of the transportation needs heard in this outreach include the following:

- Improving public transit access to healthcare facilities
- Supporting the high presence of residents who are more likely to be nondrivers and rely on non-automobile modes of transportation
- Translating train and bus schedule material, including signage, into the multiple languages spoken in the area
- Improving pedestrian safety. Fifty percent of focus groups described being scared as a pedestrian
- Improving the reliability of paratransit
- Increasing the connectivity to critical facilities including the South Shore Hospital, places of worship, elderly facilities, pharmacies, banks and grocery stores
- Exploring a community shuttle service between critical services
- Increasing the frequency and reliability of MBTA bus service
- Improving first- and last-mile connections to transit, pharmacies, and social activities
- Improving the sidewalks around affordable housing locations to increase safety walking
- Improving traffic issues in East Milton: high speeds and congested side streets
- Upgrading the Milton MBTA station to become compliant with Americans with Disabilities Act (ADA) regulations



Study Ideas and Opportunities in the TRIC Subregion



Roadway

- Develop a traffic plan for Routes 27, 138, and 139 in downtown Stoughton
- Reroute through-traffic around downtown Stoughton to allow for development of resident-friendly higher density downtown development, and take advantage of existing train service
- Analyze Route 1 corridor and recommend first- and last-mile connections to relieve congestion and provide alternative transportation options
- Research intersection improvements for the redevelopment of the State Hospital property in Medfield to create better downtown connections
- Connect traffic impact studies across towns and subregion



Transit

- **Study the impact of providing incentives to switch modes of transportation**
- **Explore opportunities to use collected toll fares to fund public transportation projects**
- Study first- and last-mile connections in Dedham for Route 1 corridor study
- Research reverse commute opportunities in the subregion, especially by bus because employment rate is low
- Research light rail systems in other cities, especially in non-United States cities that have modern, well-functioning subway systems
- Compare housing costs in the city with transportation costs outside of the city to support more transit-oriented development for low and moderate income
- Add additional studies around the needs and solutions related to first- and last-mile connections
- Create financial incentives for companies to pass through to their employees to change the commuting habits of single-occupant vehicle drivers



Pedestrian

- Conduct walkability assessments in Dedham Square
- Work with local merchants to help increase people walking to local businesses



Land Use and Technology

- **Research cost effectiveness of surface parking lots and land ownership**
- Study Medfield State Hospital planning consultants' recommendation for autonomous mini-buses for moving people throughout the State Hospital campus
- Analyze pooling Uber and Lyft funds to look at regional microtransit for first- and last-mile studies



Equity

- Explore the Transportation and Climate Initiative investments that may disproportionately impact low-income populations

Public Comments on TRIC Regional Target Funded TIP Projects FFYs 2021–25

Project	Number of Comments	Comment
Intersection Improvements at Squantum Street and Adams Street (Milton)	Municipal: 4 Requests	Requests inclusion of the Intersection Improvements at Squantum Street and Adams Street in the FFYs 2021–25 TIP. The project will provide bicycle and pedestrian accommodations and address congestion at the intersection.
Traffic Signal Improvements on Route 109 (Westwood)	Municipal: 1 Request Organization: 1 Request	Requests inclusion of the Traffic Signal Improvements on Route 109 in the FFYs TIP. The project would provide a full adaptive signal control system at seven intersections along Route 109. The Town of Westwood, and the Towns of Medfield, Dover, Walpole, and Mills, contribute to and experience congestion on the corridor as traffic travel toward Route 128. As such, the proposed improvements would have a regional benefit.
Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street (Norwood)	Municipal: 1 Support	Supports continued inclusion of the Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street in the FFY 2022 TIP element, rather than moving to the FFY 2023 TIP element. The project will benefit all commuters who use the corridor as they travel to and from the Greater Boston area. The Town of Norwood has advocated for this project since a 1996 CTPS study identified intersection deficiencies, and further delays in construction will continue to negatively affect the Town and commuters in the region.

CTPS = Central Transportation Planning Staff. FFY = Federal Fiscal Year. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

Transportation Needs Identified in the *Destination 2040* Needs Assessment

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Truck Crash Cluster	Priority Congested Location
Interstate 93 at Route 138 (Washington Street)	Canton	●	●		
Interstate 93 and 95 Interchange	Canton	●			●
Route 138	Canton	●			●
Interstate 95 at Route 135	Dedham	●	●		
Interstate 93 (northbound) at ramp to South Main Street	Foxborough	●	●		
Route 109/27	Medfield				●
Interstate 93 (near ramps to Granite Avenue)	Milton	●	●		
Interstate 93 at Granite Avenue (Exit 11)	Milton	●	●		
Interstate 95 at ramps to Neponset Street	Norwood	●	●	●	
US 1	Norwood	●			●
Interstate 93 Southeast Expressway	Randolph	●			●
US 1	Walpole	●			●

Location of Identified Need	Municipality	MassDOT-Identified HSIP Crash Cluster (all modes)	Intersects MPO Staff-Identified Truck Crash Cluster(s)	Truck Crash Cluster	Priority Congested Location
East Street Rotary at East and Canton Streets	Westwood	●			
Interstate 95 (northbound) at ramps to East Street	Westwood	●	●		
US 1	Westwood	●			●

Note: MassDOT-identified HSIP crash clusters, MPO staff-identified truck crash clusters, and MassDOT Top Crash Locations were identified using crash data collected from 2013–15. Pedestrian crash clusters were identified using data on crashes involving pedestrians collected from 2006–15. More information on these locations is available in the Safety Chapter of the *Destination 2040* Needs Assessment report, while the Capacity Management and Mobility chapter of that report provides details about MPO staff-identified Priority Congested locations.

HSIP = Highway Safety Improvement Program. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization.



FINDINGS FROM BOSTON REGION MPO REGIONWIDE SURVEY ON TRANSPORTATION PRIORITIES FOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CRITERIA

Clean Air/Sustainable Communities

Participants advocated for dramatically reducing emissions and pollution and recommended improving pedestrian and bicycle safety, increasing pedestrian and bike connectivity, and promoting equitable transportation mobility to achieve this goal. Respondents also argued for stronger assessments on air pollution and for addressing the disproportionate health effects on low-income and minority communities living near high-emission roadways. Participants also argued for projects that reduce the number of personal vehicles on the road and for enhancing tree canopy coverage and green space. For additional Clean Air/Sustainable Communities priorities, participants advocated for smart growth, transit-oriented development, supporting active transportation, and prioritizing non-car modes.

Safety

Participants primarily focused on improving pedestrian and bike safety through expanding pedestrian and bike infrastructure, bringing sidewalks up to ADA accessibility standards, increasing connectivity to transit, and reducing automobile speeds to prevent accidents. Participants shared their support for maintaining and expanding the transit system to increase mode shift away from single-occupancy vehicles and to increase bike and pedestrian safety. Many argued for separated bike facilities to make it easier and safer for anyone to bike and not just the experienced bicyclist. Participants advocated for the shifting of spending to focus on Vision Zero projects, improving dangerous crossings, installing light-up crosswalks, and fixing poorly timed lights and poorly painted crosswalks. They also advocated for safe and convenient walkable routes to access jobs, services, and schools. Many advocated for prioritizing areas that primarily serve equity populations, fixing broken sidewalks, and reducing conflicts between pedestrians crossing the street and turning vehicles.

System Preservation and Modernization

Participants were asked about maintaining and improving existing sidewalks, roads, and bridges. Many focused more on improving overall safety rather than on the maintenance and improvement of specific elements of the roadway. However, when asked about maintaining the existing transit system, many picked it as their top priority. Participants advocated for making the transit system reliable, functional, clean, safe, and dependable to increase ridership and reduce congestion. They advocated for transit expansion and prioritizing dedicated bus lanes. They supported investing in the maintenance of the transit system and argued for equitable transportation mobility. Creating connections to jobs and services through transit options was also identified as important and implementing more multimodal infrastructure.

Capacity Management and Mobility

Many participants advocated for creating new connections in the bike network and argued for enhanced connections to the transit system. Participants argued for more separated shared-use paths to increase bike usage. They saw increased bike infrastructure as a tool to reduce emissions, reduce congestion, and promote public health by enhancing exercise and recreation options. Many participants highlighted the idea of implementing more dedicated bus lanes as a way to increase reliability, enhance access to jobs and services, increase equity in the transit system, and reduce emissions. Participants argued that dedicated bus lanes have a high impact for less investment and can be more flexible to meet community needs. Bus frequency and reliability can increase ridership and reduce the number of single-occupancy vehicles on the road. Bus lanes can also be combined with bike lanes, which increase mobility options for residents. To reduce congestion, participants argued for more parking at commuter rail stations, enhancing walking options to commuter rail stations, and increasing safety for walking and biking. They advocated for prioritizing person throughput rather than vehicle throughput. To reduce congestion and conflicts with pedestrians and bicyclists, participants argued for implementing curb allocation policies for trucks and delivery vehicles.

Transportation Equity

Transportation equity was one of the most selected priorities in both the online survey and focus groups. To promote more equitable transportation mobility, participants argued for many of the other priorities with a focus on directing resources to those most overburdened by transportation emissions and underserved by a lack of adequate transportation options. They argued for enhancing transportation opportunities to jobs, food, education, services, and civic engagement opportunities. They advocated for safer connections to transit options and increased transit reliability. Expanding and fixing sidewalk infrastructure was also frequently mentioned. Many argued for prioritizing projects near affordable housing, supporting transit-oriented development, and incorporating more public health criteria.

Economic Vitality

To increase economic vitality, participants argued for more transportation access to jobs, services, and small businesses with increased transit, bicycle, and pedestrian infrastructure. Expanding the transit system and incorporating greater consideration for affordable housing and inclusionary zoning were frequently mentioned. Participants also advocated for supporting projects that serve multiple municipalities and maximizing mobility for all using the most efficient means possible. Participants also argued for climate resiliency and safety to enhance access to jobs and services.

SELECT FINDINGS FROM BOSTON REGION MPO REGIONWIDE NEEDS ASSESSMENT

Safety Needs

- Identify fatal and serious roadway crash factors and countermeasures. Consider capital investment, education, enforcement, and other approaches to improve safety
- Address the MassDOT-identified Top 200 high crash intersections in the Boston region (66 total), such as those on Route 9 in Framingham, Route 107 in Lynn and Salem, and Route 16 in Chelsea, Everett, and Medford
- Improve pedestrian connections at intersections, especially in top-ranking pedestrian crash cluster locations, including those in downtown areas in Chelsea, Lynn, Quincy, Boston, and Framingham
- Expand well-maintained and connected sidewalk and bicycle networks
- Develop separated shared-use paths for pedestrians and bicyclists
- Address top-ranking bicycle crash cluster locations, including those in Boston, Cambridge, and Somerville
- Modernize obsolete interchanges, such as Interstate 90 and I-95 interchange in Weston and the I-95 Middlesex Turnpike interchange in Burlington, to reduce truck crashes
- Incorporate Complete Streets design and traffic calming principles in roadway projects
- Identify strategies to manage roadway user priority, parking, and curb space
- Identify and invest in priority transit state-of-good-repair and modernization projects. For instance, positive train control and rapid transit vehicle upgrades
- Monitor advancements in AV technology and analyze the safety impacts of AV deployments, particularly in the Boston region

System Preservation and Modernization Needs

- Maximize the number of bridges in the region considered to be in good condition and minimize the number of bridges considered to be in poor condition
- Monitor the MassDOT Pavement Management program
- Identify the location of sidewalks and their condition, specifically sidewalks around transit stations
- Support investments that improve the accessibility of transit stations, bus stops, and paratransit services
- Support investments that upgrade transit fleets, facilities, and systems to provide more efficient, reliable, and sustainable service
- Support climate vulnerability assessments and invest in projects and programs resulting from these processes
- Improve connections between intermodal facilities and the regional road network
- Improve resiliency of the region's transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding

Capacity Management and Mobility Needs

- Reduce congestion on expressways, interchanges and arterials
- Reduce congestion at bottleneck locations on the regional roadway network
- Continue to monitor car sharing as it is poorly integrated with other modes and not accessible in all areas
- Continue to monitor Transit Demand Management (TDM) services
- Research strategies for TDM as relatively few municipalities in the Boston region have TDM ordinances
- Reduce congestion on regional roadways to facilitate the movement of freight
- Reduce conflicts between automobiles and delivery trucks that are competing for curb space
- Improve access to transit service that runs frequently, and increase capacity at park-and-ride lots that are at or approaching capacity
- Improve the reliability of bus service as bus speeds are projected to decline due to increased congestion. The introduction of more dedicated bus lanes could be a potential solution
- Address increased transit delays resulting from the system's aging rapid transit infrastructure
- Address crowding on rapid transit lines and bus routes. According to a 2040 no-build scenario, crowding is projected to increase to unacceptable levels in some locations
- Address the need for sufficient MBTA garage space to fully modernize and expand the fleet
- Examine off-peak and reverse commute options between suburban areas and the Boston Central Business District as the commuter rail mostly serves peak-period travel
- Identify challenges to making first- and last-mile connections, which are major barriers to transit usage
- Expand pedestrian and bicycle infrastructure so that residential areas and employment locations are close to facilitates that are conducive to regular use
- Connect the disjointed elements of the bicycle network to create a cohesive network
- Create a comprehensive inventory of existing sidewalk data, including sidewalk coverage and condition

Clean Air and Sustainable Community Needs

- Reduce carbon dioxide emissions from MPO-funded transportation projects and programs to help meet the requirements of the Global Warming Solutions Act, particularly projects that help to reduce vehicle-miles traveled
- Prioritize transportation projects that meet the Green Communities certification and assist municipalities in meeting or maintaining these certifications
- Provide data and assistance to municipalities in developing their greenhouse gas inventories and energy reduction plans
- Reduce volatile organic compounds, nitrogen oxides, carbon monoxide, and particulate matter emissions from MPO-funded transportation projects and programs (particularly those that help to reduce vehicle-miles traveled) to help maintain the air quality standards in the region
- Identify projects and programs that can meet criteria established to protect wetlands, cultural resources, open space, and wildlife
- Ensure that infrastructure to reduce storm water pollution and impacts from natural hazard events (for example, flooding or winter storms) is incorporated in project design

Transportation Equity Needs

- Address the lack of transit service for transportation equity (TE) populations compared to service available to non-TE populations
- Increase reliability of rapid transit and bus service for populations whose only option is transit
- Address inadequate access to safe bicycle facilities for elderly and youth populations
- Increase docked bikeshare facilities in the Inner Core for some communities with a high share of low-income or minority populations
- Increase off-road active transportation routes in communities with a high share of TE populations that live near congested roadways
- Improve coordination of schedules, routes, and services between towns and the MBTA and other regional transit authorities
- Expand transit service (late night, early morning, and reverse commute) between job-rich centers, such as Longwood Medical Area, the Seaport, suburban job centers, and underserved neighborhoods
- Provide new transit service between low-income suburban residential communities and suburban job centers
- Consider building transit-oriented developments that provide affordable housing near transit hubs and employment centers to meet the needs of TE populations
- Improve sidewalks and street crossings, especially around schools, so that they are safe for children and elderly adults
- Document potential exposure of TE populations to climate change impacts and determine how the ability to access transportation may be affected

Economic Vitality Needs

- Administer infrastructure improvements to support growth in the priority development areas, including improving equitable access to employment and housing via public transit, walking, and biking options
- Arrange better commuter rail scheduling including more frequent, reliable off-peak, late-night, and weekend service to support reverse commuting, especially for service workers
- Coordinate with regional transit authorities to address the needs of customers who travel between different regional transit authority service areas
- Provide funding sources to connect regional transit authority services



WELCOME. BEM VINDA. BIENVENIDO. AKEYI. 欢迎. 歡迎.

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background. Read our full notice of rights and protections at www.bostonmpo.org/mpo_non_discrimination.

To request special accommodations, or if you need this information in another language, contact the MPO at 857.702.3700 (voice), 617.570.9193 (TTY) or civilrights@ctps.org (please allow 14 days).



Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700.

繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700.

Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.



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