Mobility Action Plan

ANNUAL REPORT

2024-2025

TABLE OF CONTENTS

Note: The Mobility Action Plan (MAP) Annual Report was published by the Department of Transportation & Mobility (DTM). Thank you to DTM staff for their dedication toward implementing the strategies in MAP.

GLOSSARY

American Association of State Highway and Transportation Officials (AASHTO) – national organization that provides transportation design guidelines.

American Disabilities Act (ADA) – Federal law that provides guidance on providing accessible roadway infrastructure such as ramps and sidewalks.

Bike box – Green painted boxes with a bicycle symbol located between the vehicle stop bar and a crosswalk at a signalized intersection. They increase visibility of bicyclists and help them position themselves safely to make a left turn.

Crossbikes – Similar to a crosswalk, crossbikes provide a safe space for bicycles to cross at intersections. They are painted green.

Daylighting – a safety measure to prevent parking near crosswalks to increase sightlines for drivers and pedestrians. This can be done by using paint, flexible bollards or construction of a curb extension.

Institute of Transportation Engineers (ITE) – Provides engineering resources.

Light Detection and Ranging (LiDAR) – is a method of remote sensing that uses pulsed laser light to measure distances to the Earth and create 3D models. It is used to easily scan the street for information on sidewalks, ramps, streetlights, etc.

Micromobility – a range of small, lightweight vehicles designed for short distances, such as bicycles and scooters.

National Association of City Transportation Officials (NACTO) - publishes engineering design guidance for implementing Complete Streets.

Neighborways – a neighborhood scale greenway program on local residential streets that enhances pedestrian—and bike use—through traffic calming and other low-cost street enhancements as well as implement green infrastructure such as rain gardens.

Rectangular Rapid Flashing Beacon (RRFB) lights alert motorists that a pedestrian is crossing or wants to cross the street.

INTRODUCTION

The Mobility Action Plan (MAP) is the City's first long-range transportation plan. MAP was developed to guide the Worcester Department of Transportation & Mobility (DTM) and other associated municipal departments in the implementation of identified policies, programs, strategies, and projects to improve Worcester's transportation system. This document represents the first annual report for the program and outlines the progress made over the 18-month period since MAP's completion in July 2024 through December 2025.

VISION

The City of Worcester envisions a transportation network that supports people of all ages and abilities with safe, equitable, and sustainable mobility choices.

Figure 1: New lane marking treatments and American Disabilities Act (ADA) accessible curb ramps on Stafford Street.

GOALS

SAFETY: Build and operate safe streets for everyone regardless of age, ability, or transportation mode with a goal of zero traffic fatalities or serious injuries. Maintain transportation infrastructure in good condition.

CONNECTIVITY: Develop an integrated and efficient transportation network that offers multiple transportation choices and expands opportunities to access local and regional destinations.

EQUITY: Provide all residents with quality and affordable transportation options to meet their daily needs. Prioritize improvements serving communities that have been historically neglected, underserved, or disproportionately impacted by past transportation decisions, while recognizing and reducing adverse impacts that the transportation system has had on these communities.

SUSTAINABILITY: Reduce impacts of the transportation system on the environment and public health by shifting mode share to sustainable travel choices, reducing the use of fossil fuels, and incorporating green infrastructure to improve air quality, flooding, and urban heat island effect. Align transportation investments with land use regulations to promote walkable, mixed-use neighborhoods with access to transit and micro-mobility travel options.

STRATEGIES

The MAP identifies 46 strategies to advance Worcester's vision for a safe, equitable and sustainable transportation future. Strategies were evaluated across six metrics to gauge how effective they would be at advancing plan goals. Additional factors considered in determining the final prioritization included anticipated funding and whether a strategy is contingent upon another being completed.

A NOTE ABOUT PARTNERS

Improving transportation is collaborative work, and Worcester's progress reflects the dedication of many partners. We are grateful for their insight, expertise, and commitment to strengthening mobility and traffic safety.

In addition to the partners listed, there are many more individuals and groups whose contributions have shaped this work. Community advocates, neighborhood organizations, residents, and others have also made meaningful impacts, and their involvement is deeply appreciated. We look forward to continuing these partnerships and building new ones in the years ahead.

Municipal Partners

Department of Public Works
Department of Parks, Recreation, & Cemetery
Department of Sustainability and Resilience
Division of Public Health
Executive Office of Economic Development
Planning & Regulatory Services
Worcester Fire Department
Worcester Police Department
Worcester Public Schools

Community Partners

Central Massachusetts Regional Planning Commission (CMRPC)
Higher Education Institutions
MassBike
Massachusetts Safe Routes to Schools
Massachusetts Department of Transportation (MassDOT)
Main South Community Development Corp.
Neighborhood and Community Groups
Pleasant St Transformative Development Initiative
Regional Environmental Council
UMass Memorial Health
WalkBike Worcester
Worcester Common Ground
Worcester Downtown Business Improvement District
Worcester Regional Chamber of Commerce
Worcester Regional Research Bureau
Worcester Regional Transit Authority (WRTA)

By The Numbers (Since JULY 1, 2024)[1]

New Bike Lane Miles

13.5

WRTA 2025 Ridership (Systemwide)

5.1 million

New Crosswalk Curb Extensions

13

Traffic & Parking Hearings

558

Safety-related Parking Citations

10,734

Signal Improvements

40 Signal Timing

20 Equipment

New Permanent Speed Humps (65 Piloted)

40

Parking Garage Patrons

920,000

New RRFB Locations

22

New Bike Racks Installed (182 total)

96

New Crosswalks

14

Quick Build Projects

3

A FOCUS ON SAFETY

Safety is a cornerstone goal of the Mobility Action Plan and is a priority in the design, construction, and maintenance of the city's roadways. Read on to learn how safety is incorporated into all aspects of DTM's activities, from engaging the public to designing roadways to managing traffic signals.

SAFE SPEEDS

In 2024, the City of Worcester reduced the statutory speed limit that applies to most streets city-wide from 30 mph to 25 mph **(Strategy 6.4).** Installation of new speed limit signs at jurisdictional boundaries, in accordance with MassDOT standards, was completed in January 2025. To help inform the public, a social media campaign was launched, and lawn signs were made available to residents and businesses (435 signs were distributed). In addition, the Worcester Police Department 'issued' educational flyers (in multiple languages) to speeding drivers for three months prior to issuing citations for the lower speed limit.

POP-UP SAFETY PROJECTS

Pop-up and demonstration projects allow the City – often in collaboration with community members - to "try out" safety and mobility measures on a trial basis prior to committing to more costly reconstruction **(Strategy 2.2).** These short-term demonstration projects use temporary or easy to install materials like paint to create changes to the roadway to test traffic calming and safety measures like curb extensions, narrowing travel lanes, etc.

Following the successful Vision Zero demonstration project discussed on the next page, DTM participated in two separate projects led by the Main South Community Development Corporation (CDC) and the other by Worcester Common Ground and Pleasant Street Transformative Development Initiative (TDI) district. Both projects focused on highlighting crosswalks and creating painted curb extensions.

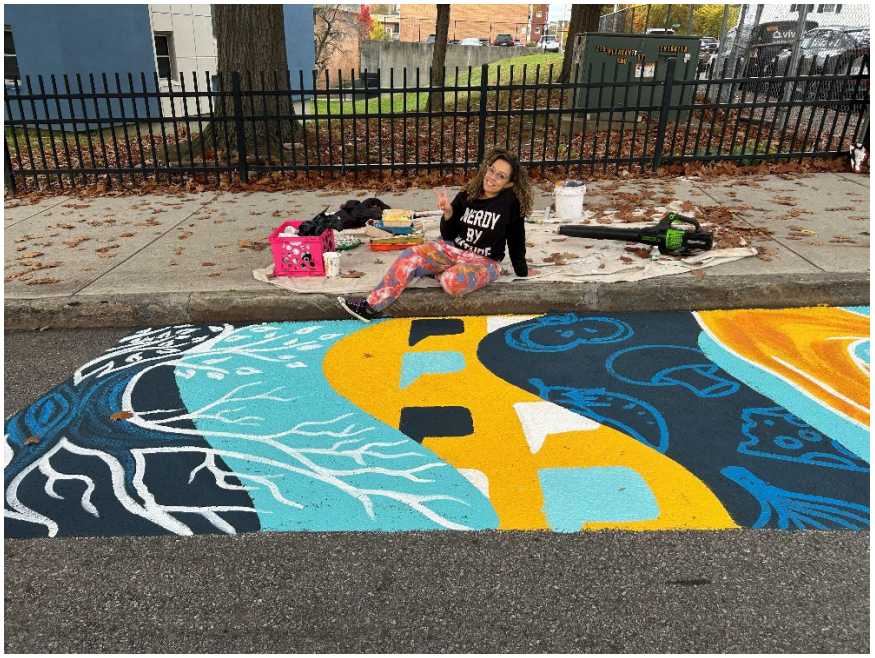


Figure 2: Artist working on Pleasant St street mural.

VISION ZERO SAFETY ACTION PLAN

Funded by a US Department of Transportation Safe Streets for All grant, DTM launched the Vision Zero (VZ) Safety planning process in February 2024 to evaluate the safety of Worcester's street network and map out steps for the city to reduce – and ultimately eliminate – deaths and serious injuries from roadway crashes by 2035. Using a data intensive process, the plan identifies a Priority Injury Network where 56% of all fatal and severe injuries occur and where the city can have the greatest impact in reducing these crashes. A robust outreach effort featured a kick-off forum with Jeff Speck (author of *Walkable City*), an on-line survey and interactive mapping activity, tabling at 10 community events, eight walk audits and one safety day and quick-build project at the Vernon Hill Elementary School. Visit Worcester Vision Zero to learn more about the 80+ recommendations **(Strategy 7.3).** The VZ annual report will be issued in July.

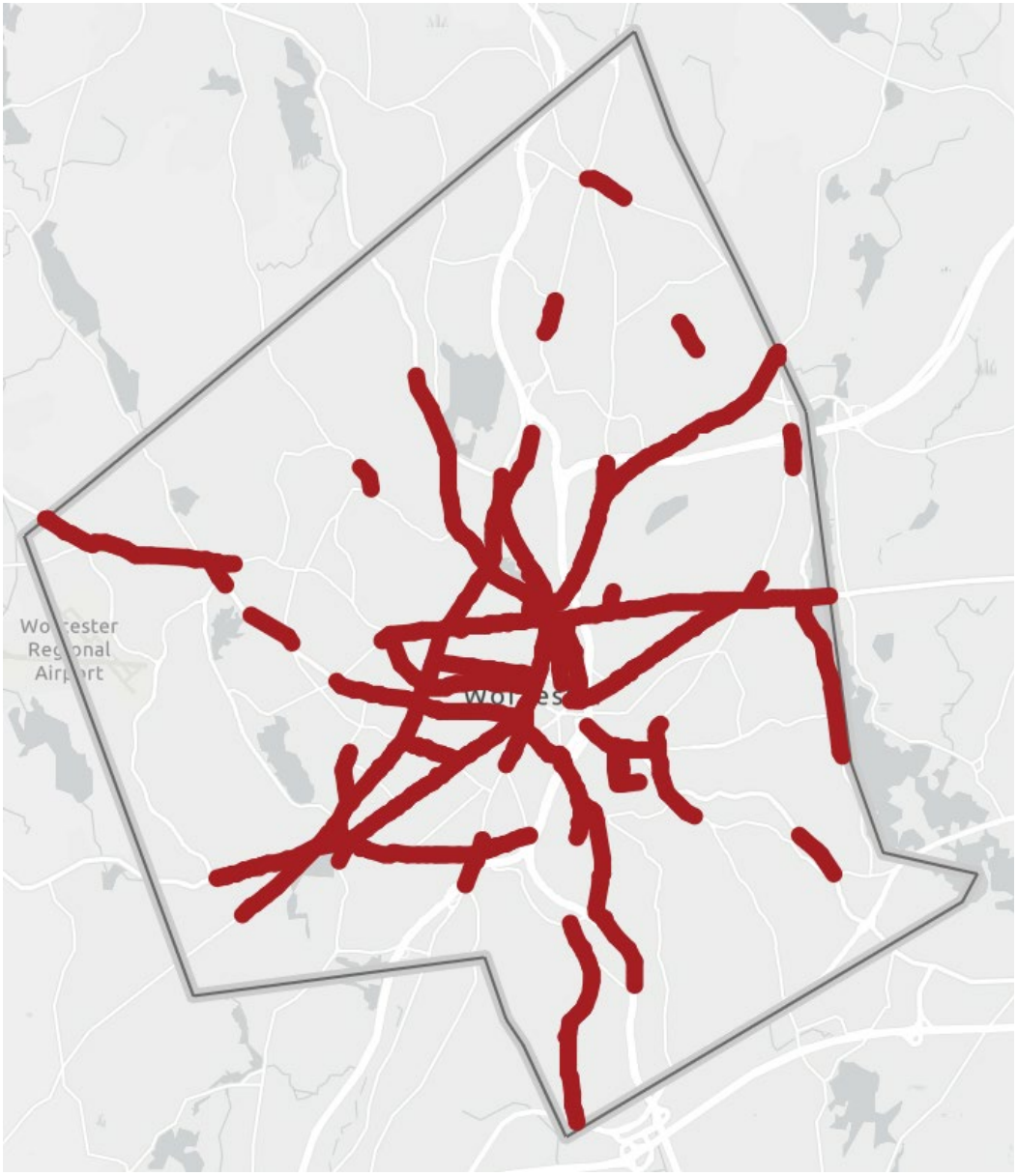


Figure 3: Vision Zero Priority Injury Network

PUBLIC OUTREACH & ENGAGEMENT

Public outreach and engagement are essential components of the transportation planning and implementation processes. DTM uses a variety of tools and methods to inform and engage the public. Since July 2024, DTM staff have talked to over a thousand people about transportation issues:

- Tabled at 10 events
- Organized 8 walk audits
- Held 8 public meetings on plans and projects

The planning team is currently working on an engagement toolkit to ensure a coordinated, transparent, inclusive, and thoughtful process for current and future staff **(Strategy 1.7)**.

STAY INFORMED!

DTM launched a quarterly e-newsletter to keep residents informed about transportation projects and initiatives. Highlighted topics included the Vision Zero Safety Action Plan, traffic calming measures, improvements to the traffic signals, and pedestrian safety. The inaugural newsletter received an open rate of 73.8% with the link to the Traffic Calming Speed Hump page being most popular. Sign up for DTM's e-newsletter.

Figure 4: People participating in public outreach including a walk audit, tabling event, indoor traffic garden and a public visioning meeting for a roadway project.

SOCIAL MEDIA OUTREACH

DTM collaborated with the City's communications team to publish 27 posts between July 2024 and July 2025 across multiple platforms including Facebook, Instagram, LinkedIn, and Twitter/X. Outreach focused on informing the public about upcoming projects, ongoing project updates, or other initiatives. Social media was also used as an educational tool to inform the public of new and unfamiliar road striping, such as crossbikes. The Main South CDC roadway art post was viewed the most with over 41,822 views on Facebook.

Figure 5: Examples of social media posts included the topics of speed humps, walk audits, crossbikes, speed limits and bike racks.

TRANSPORTATION QUIZ

During the summer of 2025, DTM created a transportation safety quiz as a fun way to engage with the public and gain a better understanding of general knowledge of transportation topics. The quiz consisted of 20 questions and covered four safety topic areas: pedestrians, motor vehicles, cyclists, and traffic calming elements. The quiz received a total of **269 online responses** with an average score of 15.2 out of 20 correct answers (some questions had multiple correct options).

Figure 6: Rotary

The question that stumped most participants – only 26% answered correctly - asked whether Washington Square is a roundabout, traffic circle, or rotary. It is, in fact, a roundabout. So what's the difference? Although the terms are often used interchangeably in New England, rotaries and roundabouts operate quite differently.

Rotaries are older, legacy circular intersections that proliferated in the early 20th century. Safety was not a primary design consideration, and their large configurations, poor lane definition, and inadequate traffic control often led to high-speed operations and vehicular conflicts. As traffic volumes increased, these characteristics contributed to frequent and often severe collisions, giving rotaries a reputation for being hazardous.

Roundabouts, developed decades later, aim to preserve the efficiency of circular intersections while prioritizing safety. They are smaller, designed to slow entering and circulating traffic, and reduce conflict points. Drivers entering must yield to those already in the roundabout, and multilane designs include clear lane assignments that require motorists to choose the correct lane for their intended movement.

Figure 7: Roundabout

GIS: USING DATA FOR ANALYSIS, PROJECT MANAGEMENT AND PUBLIC INFORMATION

Geographic Information Systems (GIS) allow the city to make information easily accessible and interactive while also providing geographic context for our work.

TRAFFIC CALMING

The City launched a pilot seasonal speed hump program in 2021 that involved the placement of 20 temporary speed humps across the five City Council districts. In 2023, the program evolved to follow a "Pilot to Permanent" model where locations are initially trialed using temporary seasonal speed humps prior to installing permanent, year-around speed humps. Since that time, the program has expanded to begin incorporating other elements, such as raised crosswalks and speed tables, resulting in over 100 traffic calming elements installed on Worcester's streets in 2025.

In an effort to increase access to information, an online webmap was created that includes the location of both pilot and permanent speed humps for the construction year 2025, along with other vertical treatments including raised crosswalks, raised intersections, and speed tables. Each point on the map includes information about the approximate location of the treatment, year of pilot or permanent installation, city council district, and construction status.

Learn more about traffic calming.

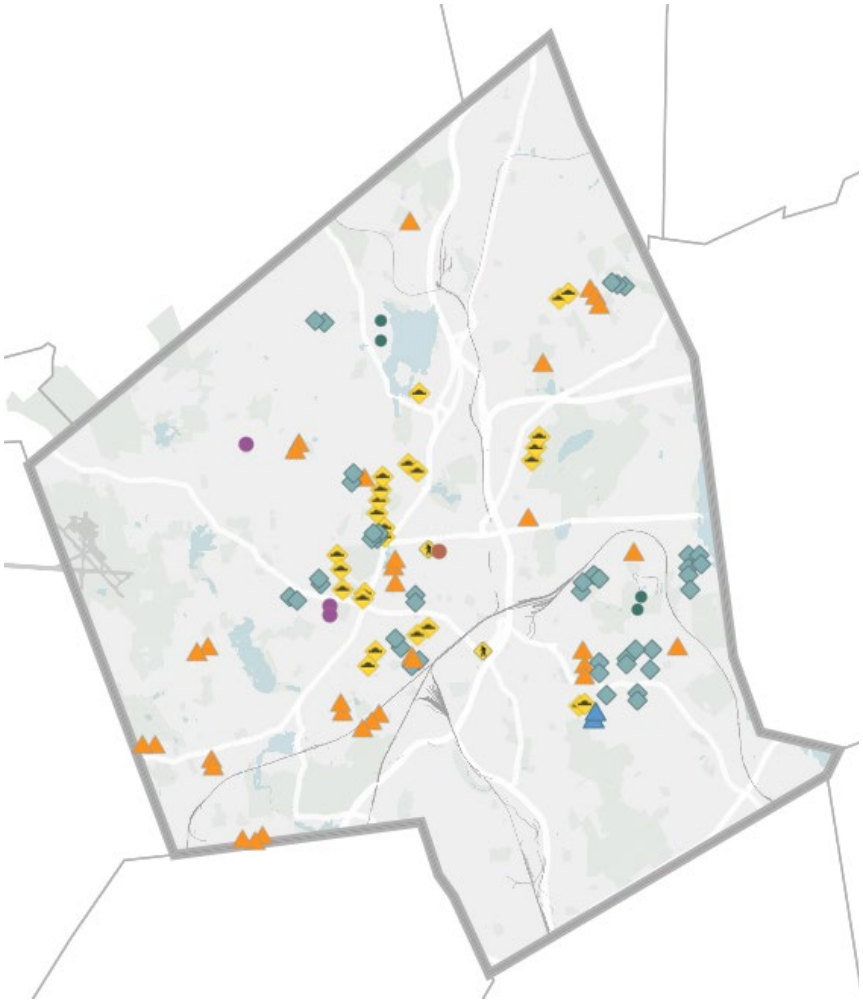


Figure 8: Map of traffic calming installations.

PAVEMENT MANAGEMENT PROGRAM

In 2024, DTM and the Department of Public Works (DPW) partnered to modernize the City's Pavement Management Program. The effort included scanning 467 miles of public streets using roadway photography and LiDAR sensors to generate block-by-block Pavement Condition Index (PCI) scores. These assessments were then used to develop a GIS-based pavement condition database that maps and tracks the condition of every City-maintained street. This system provides an objective, regularly updated foundation for planning roadway reconstruction, resurfacing, and pavement preservation work.

As is the case in many communities across the country, the cost of addressing the backlog of street repairs is daunting. The Pavement Management Program report found that 170 miles of Worcester's streets are in need of rehabilitation at an estimated cost of $200 million. An additional $61 million in preventative maintenance needs were identified. To maximize progress on reducing this backlog, the program emphasizes matching the right type of treatment – whether full reconstruction, resurfacing, or pavement preservation – to the specific condition of each roadway. This approach helps extend pavement life, improve ride quality, and make the most of available funding. The program also coordinates roadway work with traffic safety, sidewalk, and curb-ramp upgrades, supporting broader mobility and accessibility goals in a cost-effective manner.

To improve communication about upcoming roadway work, a public-facing webmap was deployed showing the roadways selected for pavement preservation or reconstruction during the 2025 construction season. In addition to enhancing cross-department coordination through GIS, the map gives residents easy access to project details, including the type of pavement treatment, project limits, anticipated start and end dates, construction status, and contact information for the project engineer and contractor. The map also links to webpages that describe each treatment in greater detail.

Learn more about pavement management.

Figure 9: Mill and overlay pavement treatment.

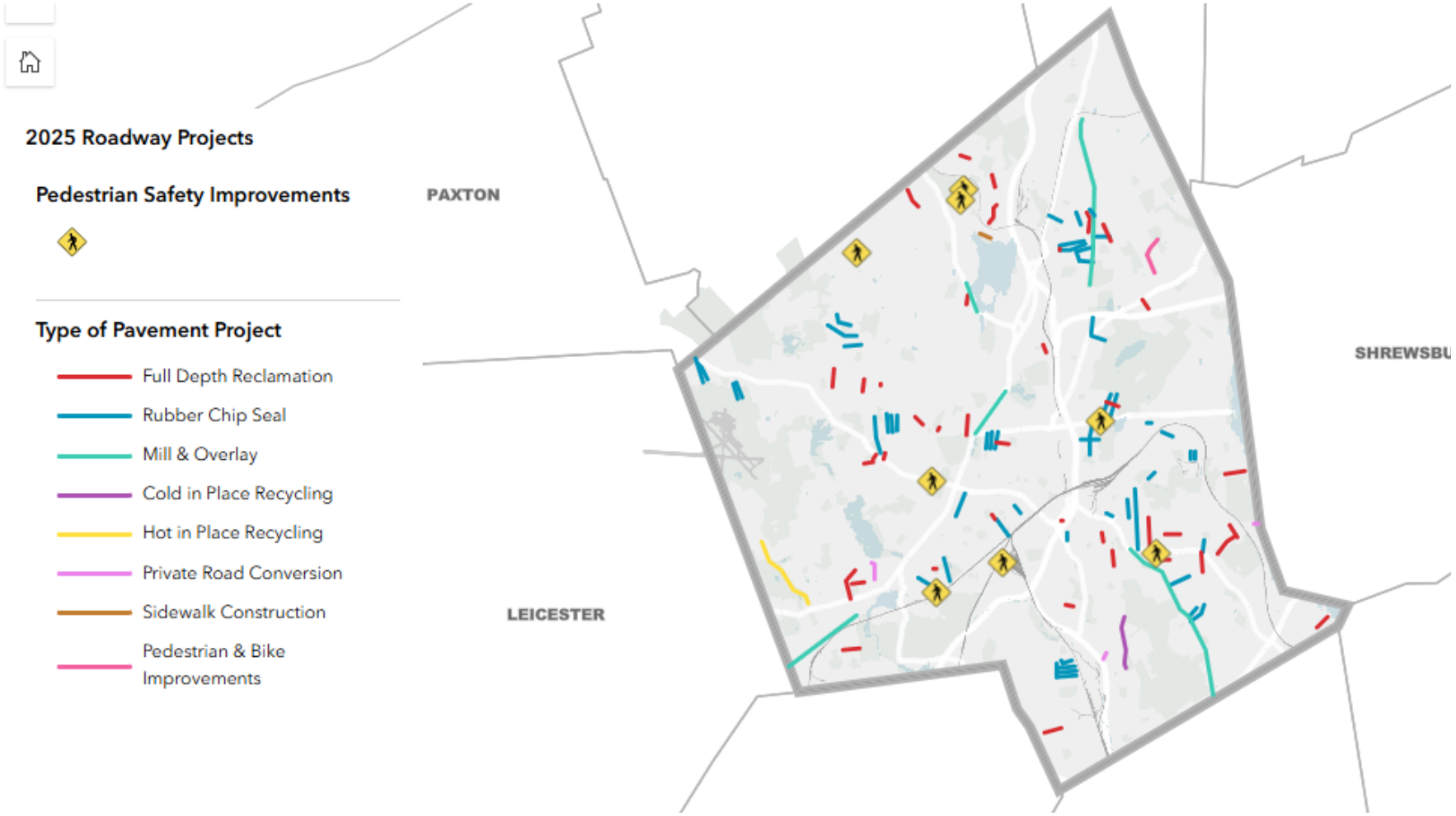


Figure 10: On-line map of pavement management projects shows the location and types of pavement projects as well as sidewalk construction and other pedestrian and bicycle improvements.

IMPLEMENTING COMPLETE STREETS

Complete Streets refers to a comprehensive approach to planning, designing, and operating streets that prioritizes safe access for everyone, including pedestrians, cyclists, transit riders, and motorists. Complete streets projects may be implemented as stand-alone improvements or integrated into the DPW through the pavement management program as a cost-effective and efficient way to make high-impact changes to roadway design when streets are reconstructed.

A key component of the Complete Streets program is the development of a safe and connected micromobility network that supports bicycles, scooters, and other similar wheeled devices. Worcester's micromobility network remains significantly underdeveloped compared to peer cities both regionally and nationally. For instance, Walk Score® currently ranks Worcester 19th out of the 20 largest New England cities for bikeability.

In 2024-25, Worcester added 13.5 miles of micromobility lanes, nearly doubling the existing network **(Strategy 3.1).** As the system expands, currently isolated segments will become increasingly interconnected, creating a more cohesive and functional network.

The following pages highlight major 2024–25 projects that incorporate Complete Streets principles and enhance safety, comfort, and accessibility for people using all modes of travel.

Learn more about Complete Streets and specific projects.

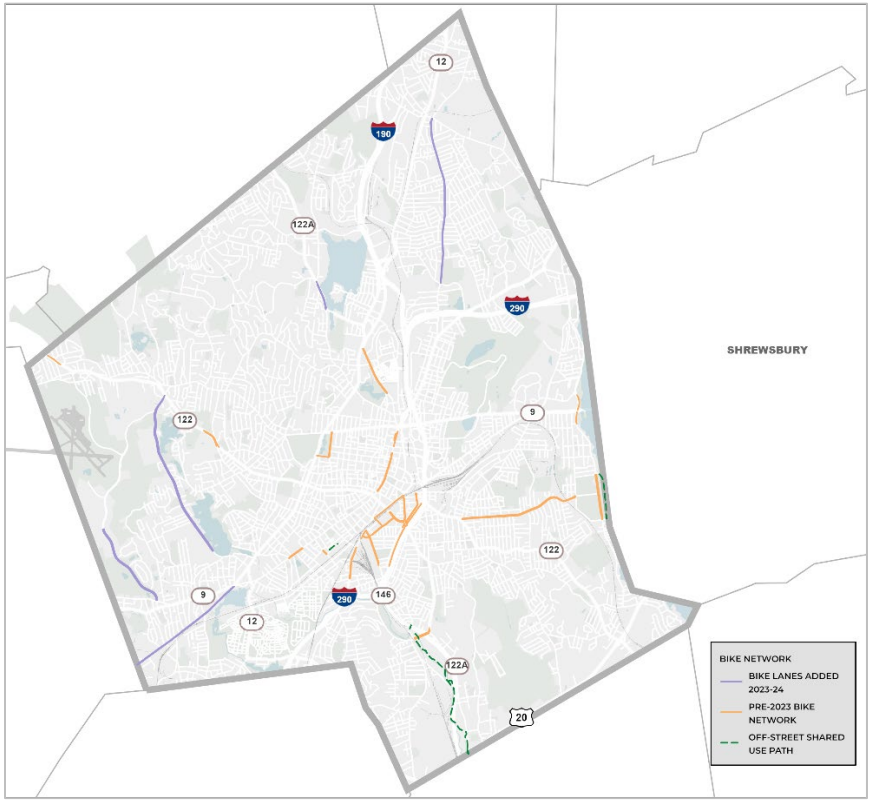


Figure 11: Map of bike lanes and off-street shared use paths.

STAFFORD STREET

When Stafford Street was selected for resurfacing, Complete Streets design components were introduced to improve safety and expand mobility options along the corridor. By creating more reliable facilities for transit riders, pedestrians, and cyclists, the project provides options for shorter trips other than only motor vehicles. This is consistent with analysis conducted for the Mobility Action Plan that identified Webster Square Plaza (located between Main Street and Stafford Street) as an activity center with a high number of daily trips within a three-mile radius. Its concentration of nearby destinations makes it a strong candidate for enhanced walking, biking, and transit access.

Stafford Street experiences a very high rate of crashes and was identified as part of the City's VZ Priority Injury Network. The redesigned corridor therefore also includes a number of safety improvements, such as curb extensions, RRFBs, improved lane markings with delineated parking, accessible bus stops, new crosswalks, and micromobility lanes with crossbikes at intersections.

Project Information:
Approximately two-mile minor arterial street.

Issues:

- Sidewalk gaps and in poor condition
- 22' travel lanes with no defined parking lane
- High speeds (31 mph avg; 37 mph 85th percentile speed)
- Few crosswalks and no crosswalk safety enhancements
- No bike accommodations
- Not ADA compliant

Crashes:

- Averaged 55 crashes annually; 27% resulted in injury
- 1 pedestrian fatality in a crosswalk
- 4 crashes involving cyclists and pedestrians
- History of pedestrian crashes

Improvements:

- ADA compliant sidewalks & curb ramps
- Curb extensions and RRFBs at crosswalks
- Lane markings establishing 10.5 to 11 ft wide travel lanes
- Buffered bike lanes with bike boxes and crossbikes.
- New turn lanes at Heard Street/Curtis Parkway (left) and at James Street (right)
- Updated traffic signal timing at James Street.

GROVE STREET

Figure 12: Before and after photos of Grove Street showing changes to intersections and the addition of bike lanes

Project Information

0.4-mile section of principal arterial roadway between Forest Street and Holden Street.

Issues:

- 4 travel lanes (instead of 2 lanes as exists on the rest of the corridor)
- High Speeds (32 mph avg; 40 mph 85th percentile speed)
- High speed exit at Grove Street/Holden Street slip ramp
- No bike accommodations
- No on-street parking

Crashes:

- Modest historical crash rate averaging between 2 and 3 crashes annually

Improvements:

- ADA compliant sidewalks & curb ramps
- Reconfigured to two-lane cross section, matching the rest of the corridor
- Lane markings establishing 10.5 to 11 ft wide travel lanes.
- Buffered bike lanes with bike boxes and crossbikes.
- Revised right turn at Holden Street to slow turning traffic
- New on-street parking at Morgan Park
- New protected crosswalk at Grove Street/Forest Street intersection
- Updated traffic signal timing at Forest Street.

BURNCOAT STREET

While initiated through the pavement management program, the Burncoat Street project also supported the goal of promoting Safe Routes to School by improving safe access to Burncoat Middle and High Schools, Burncoat Street Prep, Thorndyke Road, and Quinsigamond Community College (QCC). Below, the top image shows the pedestrian desire line where people had been frequently walking adjacent to the QCC campus, despite a lack of sidewalks. The bottom image shows roadway changes including new sidewalks, painted bike lanes, crosswalks, and crossbikes in the same area of the street.

Figure 13: Before and after construction of sidewalk along Burncoat Street.

Project Information:

Burncoat Street is a collector roadway located in a residential area. The project focused on 1.9 miles between Mountain Street East to Randolph Road/North Parkway.

Issues:

- Gaps in sidewalk network
- 15-19' unmarked travel lanes
- Bus stop spacing and safety
- Few crosswalks
- No bike accommodations
- Not ADA compliant

Crashes:

- Averaged 16 crashes annually; 31% resulted in injury
- 4 involved pedestrians (50% resulted in injury)
- Majority angle or rear-end crashes

Improvements:

- ADA compliant sidewalks & curb ramps
- Established 10.5 to 11 ft wide travel lanes with lane markings.
- Established bike lanes with crossbikes
- Established 29 new marked crosswalks. (58 total); installed 5 RRFBs.
- Established drop off/pick up lane at BHS & BMS school
- Resurfaced roadway

EARLY SAFETY RESULTS

Complete Streets projects on Burncoat Street, Grove Street, and Stafford Street were designed to create safer, more comfortable, and more predictable travel for all roadway users. These corridor redesigns – along with the Mill Street reconfiguration completed the previous year and enhanced with additional improvements in 2024 – incorporate design features that better accommodate people walking, biking, riding transit, and driving, while reducing conflicts between travel modes and improving overall street safety.

The inclusion of these design elements reflects tangible progress toward creating safer, more accessible streets. Each feature directly supports project goals related to multimodal mobility and safety, and their effectiveness is backed by decades of regional and national research and best practices.

While data is being collected to monitor safety performance, these findings should be considered preliminary indicators given the short timeframe since implementation. It typically takes time and multiple projects implemented across a broader network before the full effects on safety, travel behavior, and overall performance can be meaningfully measured. As more projects are completed and data accumulates over time, long-term outcomes can be evaluated with greater confidence.

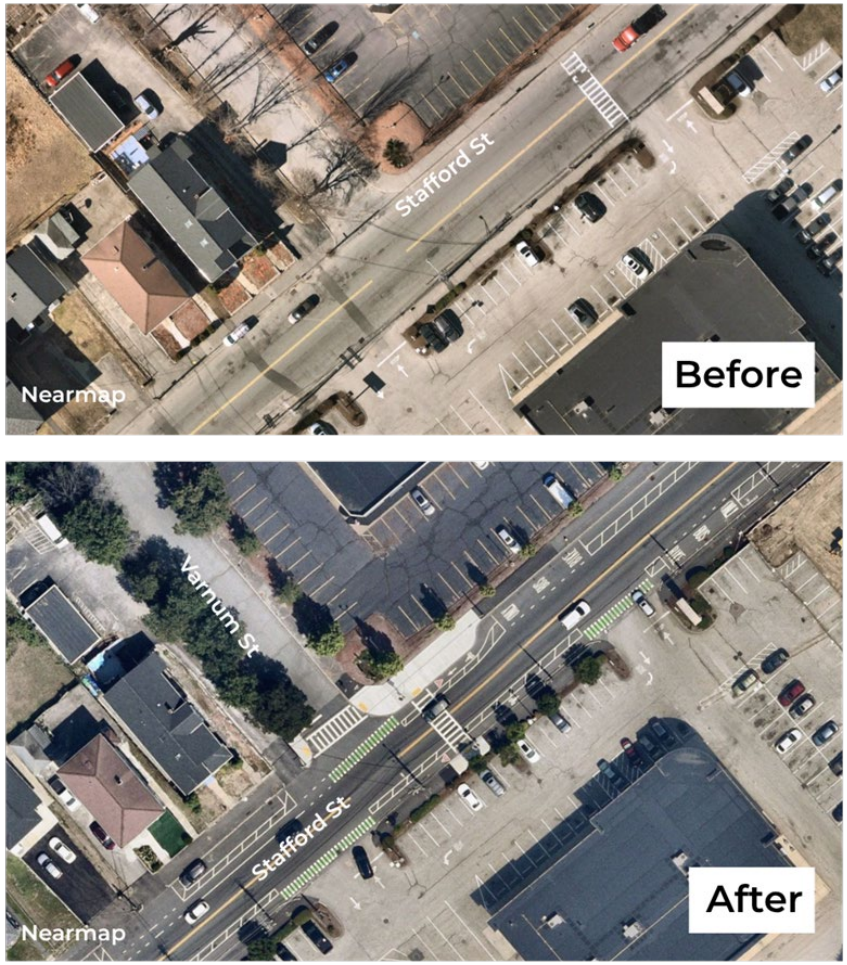


Figure 14: Stafford Street before and after roadway safety improvements including buffered bike lanes, bus stops, crosswalks, curb extension, and RRFBs.

Crash Experience

Comparison of 2025 crash data (post-project completion) recorded at MassDOT's *Crash Impact Portal* with the 3-year average prior to construction shows reductions in the number of reported crashes on the reconstructed portions of Burncoat Street (14 after vs 16 before), Mill Street (17 after vs. 26 before) and Stafford Street (47 after vs 55 before). When accounting for any changes in traffic volumes using these corridors, crash rates decreased as well: a 15% decrease on Burncoat Street, a 26% decrease on Mill Street and a 19% decrease on Stafford Street.

The short segment of Grove Street between Forest Street and Holden Street experienced 3 crashes in 2025, slightly higher than the average annual rate of 2.3 crashes annually prior to the reconfiguration.

While very preliminary, these findings collectively show evidence of safer operating outcomes, consistent with national experience for similar projects.

Speeding

The statutory 25 mph citywide speed limit applies to Burncoat Street, Grove Street and Mill Street, whereas Stafford Street operates under regulatory speed limits ranging from 25 mph to 35 mph.

Pedestrians have accounted for 35% of traffic fatalities in Worcester over the past decade, and speed is one of the most significant factors influencing the severity of crashes. Keeping vehicle speeds at or close to 25 mph is therefore critical, as even small reductions in speed greatly improve a pedestrian's (or other vulnerable road user's) chance of surviving a collision and reduces the likelihood of severe injury.

Preliminary data for the major 2024–25 Complete Streets projects show a modest but positive trend toward reduced speeding. On Burncoat Street and Stafford Street—where changes were limited to lane markings and selective roadside modifications—average and 85th-percentile speeds have decreased by 1-2 mph (approximately 3% to 4%), depending on the location and time of day.

Grove Street and Mill Street incorporated more substantial changes, including lane reductions that reallocated underutilized roadway space for bicycle lanes and parking. On Grove Street, average and 85th-percentile speeds have decreased by 2 to 3 mph (5%), with an even greater reduction for vehicles turning right onto Holden Street. Mill Street has experienced the sharpest decline, with speeds reduced by 4 to 6 mph (12% to 13%). Further, travel delay data shows that congestion was essentially unaffected by the changes, including road diets on Mill Street and Grove Street.

While trending in the right direction, average speeds on these streets remain above target levels, ranging from 29 mph on Burncoat Street to 32 mph on Mill Street during daytime hours. This underscores that additional work is needed and highlights the importance of a multifaceted approach that combines roadway design, public education, and targeted traffic enforcement to achieve meaningful and sustained speed reduction.

PEDESTRIAN MOBILITY, SAFETY AND ACCESSIBILITY

Nearly every trip involves walking; people walk to jobs, school, errands, play with friends, exercise and more. Ensuring that they can safely navigate the city streets is imperative to the quality of life for thousands of people, including those with mobility challenges who use walkers, canes, and wheelchairs.

Understanding Pedestrian Needs

During the Mobility Action Plan outreach process, residents highlighted numerous challenges to safe and comfortable walking in Worcester. In response, DTM conducted a comprehensive inventory and condition assessment of all sidewalks and curb ramps on city-owned streets. This analysis provides a clear picture of where accessibility barriers exist and how widespread they are, which is essential for prioritizing improvements.

The results of this inventory are being used to develop Worcester's first ADA Self-Assessment and Transition Plan for the Public Right-of-Way **(Strategies 2.6 & 2.7)**, a federally required document that identifies accessibility deficiencies and establishes a plan for addressing them. The inventory also supports decision-making for sidewalk and curb-ramp repairs and new construction. DTM and DPW continue to coordinate these improvements through the pavement management program, as demonstrated by the Complete Streets projects described previously.

Figure 15: Improved pedestrian crossing at Cambridge Street and Exeter Street.

Safer Pedestrian Crossings

Curb extensions and pedestrian refuge islands are two key pedestrian safety enhancements identified in MAP **(Strategy 2.4).** Curb extensions shorten the distance pedestrians need to cross and prevent vehicles from parking too close to crosswalks, improving visibility for drivers and pedestrians alike. Pedestrian refuge islands provide a protected space for pedestrians at the midpoint of a street, which is especially helpful on multilane roadways. Between July 2024 and December 2025, 11 new permanent curb extensions and two pedestrian refuge islands were installed.

Interim safety projects **(Strategy 2.2)** allow the City to deploy improvements quickly using low-cost materials. Pavement markings were used along Shrewsbury St and other high activity pedestrian areas to "daylight" crosswalks by clearly delineating the required 20 ft statutory No Parking zones at crosswalks. Yield lines are being deployed in advance of crosswalks to show drivers where to stop for

pedestrians in a way that preserves clear sightlines and maintains a comfortable, safe distance between vehicles and people crossing.

Solar power, LED technology, and wireless communication have enabled widespread installation of Rectangular Rapid Flashing Beacon (RRFB) signals at key crossings, even in locations without access to electrical service. Research from the Federal Highway Administration (FHWA) shows that RRFBs significantly improve driver yielding rates and can reduce pedestrian crashes by up to 47 percent. Worcester now has 87 RRFBs citywide, including 22 installed over the past 18 months. Of these new signals, 17 are located along transit routes and 10 are near schools, supporting safer crossings for some of the city's most frequent walkers.

RRFB systems in Worcester include Accessible Pedestrian Signal (APS) pushbuttons with locator tones to assist people with visual impairments, along with an audible "Warning: Lights Are Flashing" message when activated. High visibility light bars and bright pedestrian signage enhance safety in all weather conditions, and newer installations feature supplemental spotlights that illuminate the crosswalk at night.

As described elsewhere in this report, improved asset management and more regular inspections of traffic signals and RRFBs **(Strategy 6.3)** are allowing staff to more quickly identify and address malfunctioning pushbuttons and countdown displays. These efforts also have improved our ability to evaluate and adjust pedestrian crossing times to ensure people of all ages and abilities have sufficient time to safely cross busy intersections.

Figure 16: New RRFBs installed at the North Lake Avenue roundabout.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a nationwide program created to increase safe walking, biking, and rolling among elementary, middle, and high school students. This collaborative, community-centered approach to school safety focuses on the "6 E's"-Education, Encouragement, Engagement, Evaluation, Engineering, and Equity and bridges the gap between public health and transportation.

Over the past few years, DTM has worked with our partners, the Worcester Public Schools, Worcester's Division of Public Health, Department of Public Works, Worcester Police, and the MassDOT SRTS to restart and expand the Worcester SRTS program **(Strategy 1.1).** Work began with the development of a two-year strategic work plan and the enrollment of all public schools in the program, qualifying them for SRTS services and grants.

Among the accomplishments over the past two years include:

- Conducted Walk Assessments at Jacob Hiatt Magnet School and Vernon Hill School.
- Conducted arrival and dismissal evaluations at Midland Street School, Roosevelt School, and West Tatnuck Elementary.
- Provided DESE-accredited Health & Wellness professional development training to Worcester Public Schools' physical education teachers.
- Received honorable mention for Community Collaboration at the 2025 Safe Routes to School awards ceremony.

Figure 17: Worcester received a SRTS honorable mention for Community Collaboration.

Figure 18: City and school staff walk audit to review transportation infrastructure around Jacob Hiatt Magnet School.

City View Elementary School

City View Elementary School has been a partner in the MassDOT SRTS program since 2008. In 2024, with renewed interest in the program, the school requested assistance from the SRTS program to conduct an evaluation of the school's arrival and dismissal procedures and survey parents about their family's travel habits to and from school. DTM, in partnership with City View School and Worcester Public Schools, applied for a SRTS Signs and Lines grant to implement safety recommendations from the assessment.

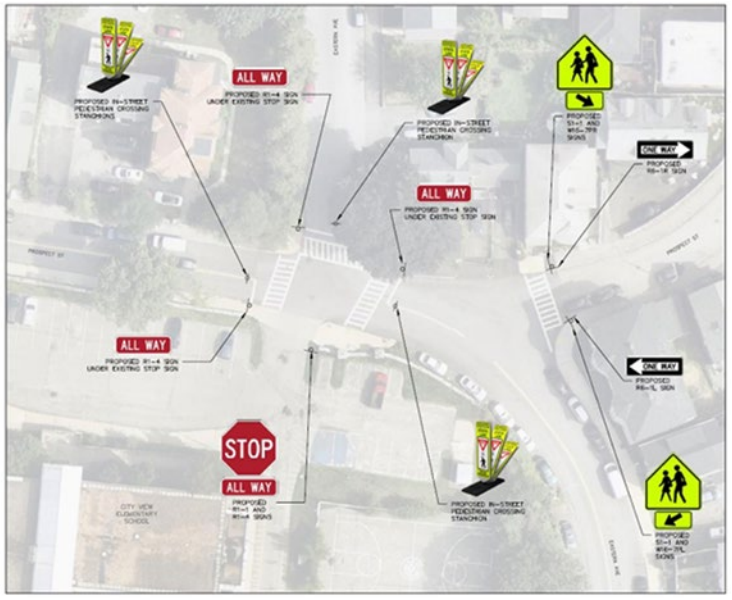


Figure 19: Map of sign changes around the City View Elementary School.

Project Information:

The City View School sits atop a steep hill in the densely developed lower Bell Hill neighborhood. The school has 477 pre-K through 6th grade students, 52% who are daily walkers to school.

Issues

- Visibility near crosswalks was poor due to roadway geometry and parked vehicles near crosswalks
- Drivers often failed to yield to pedestrians in the crosswalk
- Signage was inadequate or not visible
- Better definition of safe passage through parking area needed

Improvements

- All-way stop controls
- Pedestrian crossing signs
- In-street crosswalk signs
- New one-way directional signage
- Traffic cones for safe parking lot passage
- New signage and pavement markings delineating 'No Parking' zones near crosswalks
- Improved 'School Zone' signage

BICYCLE PARKING

Bicycle parking is a necessary, yet often overlooked, component of the transportation network. It helps remove a key barrier to biking and supports economic development by providing secure and convenient places for people to lock their bikes while working at or visiting local businesses (**Strategy 3.3**). To strengthen bike parking across the city, DTM has undertaken a three-part effort. The first step, completed in partnership with the Central Massachusetts Regional Planning Commission (CMRPC), was to create an inventory of all bike racks on public property. This helps residents locate secure bike parking and allows the City to identify gaps where additional racks are needed. The inventory is available through an interactive online map on the City's website and includes information such as rack locations, rack type, quantity, and photos.

Second, DTM developed guidelines for bike parking placement. The guidelines detail acceptable rack

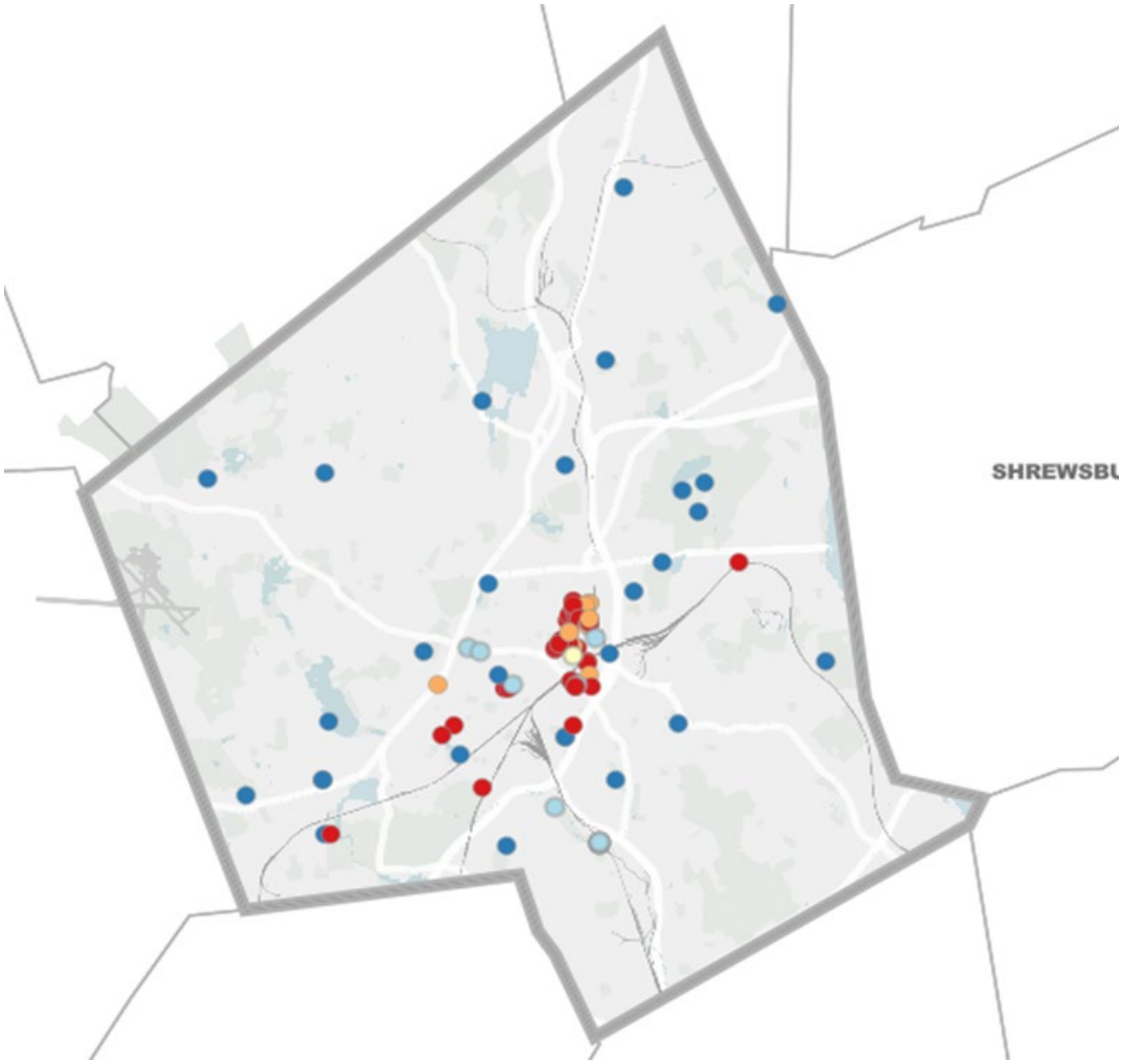


Figure 20: On-line map shows locations and type of public bike racks found around the city.

styles, based on functionality and ease of use, and appropriate placement to ensure an accessible path of travel for pedestrians. The graphic to the left shows proper placement on sidewalks.

Third, in advance of installing new bike racks, DTM undertook a two-part process to identify new rack locations that included community-based input and an internal analysis. The department received 76 responses regarding public-preferred locations. Staff also compared gaps in the network with likely trip-making destinations in current and future economic development areas, parks and the like. All proposed locations were reviewed against bike parking guidelines and an in-field review of pedestrian accessibility.

Thanks to funding received through the Central Massachusetts Metropolitan Planning Organization, the City purchased and installed 113 new bike racks in 2025, the locations of which can be found in the online bike parking map.

[Learn more about bike racks](#).

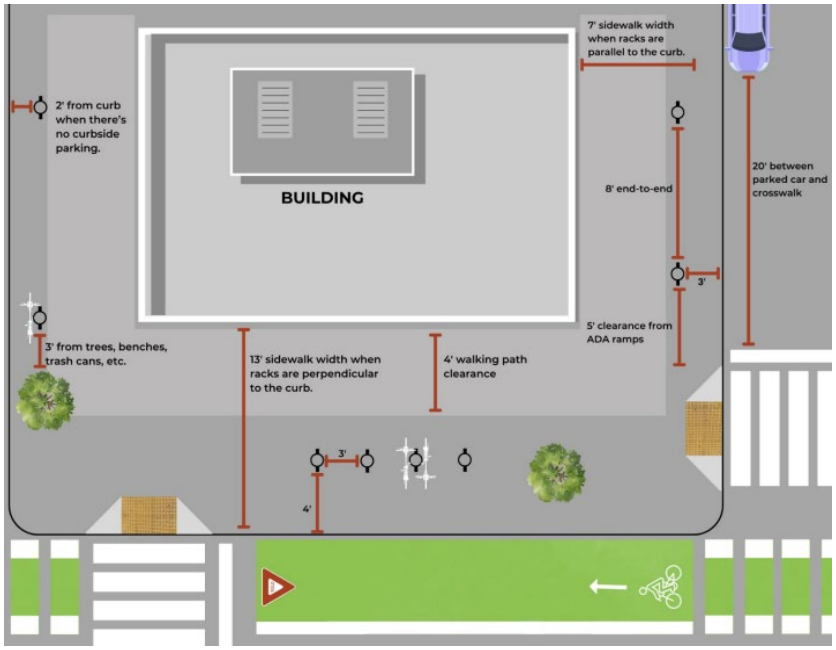


Figure 21: Bike rack installation guidance.

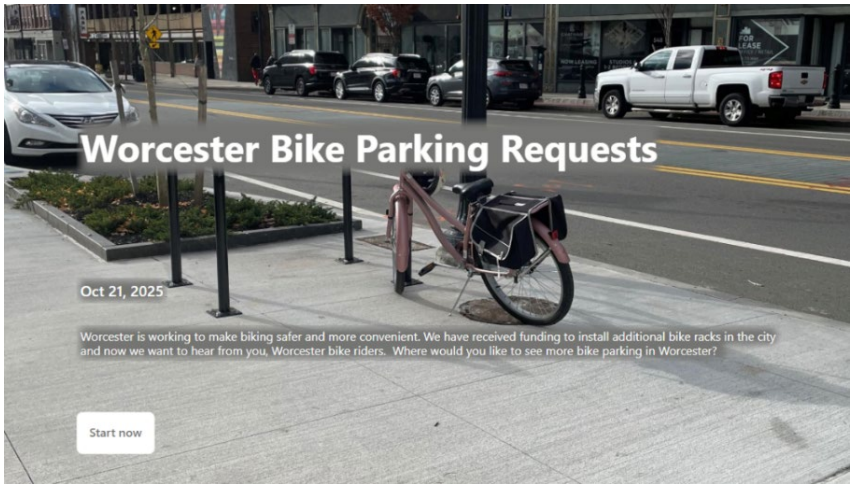


Figure 22: On-line bicycle parking request form.

KEEPING WORCESTER MOVING

Movement through Worcester's street network is managed by 208 traffic signals. The municipality operates and maintains 175 of these signals, while the remaining locations are managed by MassDOT. In addition to traffic signals, Worcester manages 88 Rectangular Rapid Flashing Beacons (RRFBs) at key crosswalks along with 17 other powered traffic control devices throughout the city.

Travel Trends

As was the case across the country, trip-making fell sharply during the COVID-19 pandemic as many people worked from home and curtailed other travel. Since then, however, the amount of travel on Worcester's streets has rebounded and now exceeds pre-COVID levels (Figure 17). Vehicle Miles Traveled (VMT) — the total amount of travel occurring citywide — is 4.3% higher than in 2019, outpacing Worcester's population growth of 2.5% over the same time period. Longer commutes, changing work patterns, and increased use of delivery services may be contributing to the higher per-capita rate of driving. A more encouraging trend is that Vehicle Hours of Delay (VHD) – a measure of congestion – has increased by 1.1% over the same period, growing at a slower rate than either population or VMT.

MAP's longer-term strategies focus on strengthening transit, improving walkability and bike access, and encouraging development patterns that shorten everyday trips – steps that are essential to maintaining mobility as the city grows. At the same time, traffic operations strategies remain important tools for reducing avoidable travel delays and maintaining reliable travel conditions. These operational efforts help the transportation network perform effectively today, even as the city works toward a more balanced and sustainable mobility future.

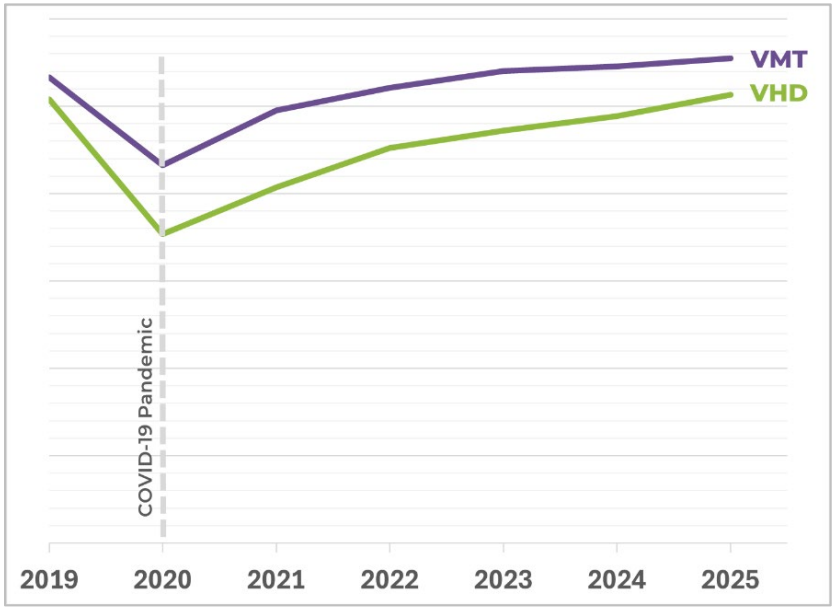


Figure 23: Vehicle Miles Travelled (VMT) and Vehicle Hours of Delay (VHD) 2019 (Covid Pandemic) to 2025.

Figure 24 Example of technology used to manage traffic signals.

Traffic Signal Management

Well-managed traffic signals play a central role in how reliably and efficiently people can travel through Worcester. Traffic signals that are well timed and coordinated help to minimize unnecessary stops and reduce travel times for drivers, transit riders, cyclists, and pedestrians alike. Good signal management also enables the city to adapt to changing conditions during construction, special events, or other periods of atypical congestion. Conversely, a signal system that is poorly managed or not regularly maintained can increase congestion and limit the transportation network's overall performance.

DTM has developed a traffic signal management program to improve the condition and reliability of signal equipment and to ensure signal operations are periodically evaluated and adjusted. The goal is to optimize the network to provide safe and efficient movement for all users. Additionally, signal timing components are reviewed and adjusted to ensure safe operations for all users, including adequate vehicle clearance times and pedestrian crossing intervals.

As part of this program, adjustments to traffic signal operations have been made at several locations across Worcester:

Upper Lincoln Street Signal Coordination: In November 2025, traffic signals at five intersections on upper Lincoln Street (Beverly Road to Lincoln Plaza east driveway) were reprogrammed to use exclusive pedestrian crossing phasing, optimize signal timings, reestablish coordination between the five intersections so that platoons of vehicles traveling the speed limit are able to progress efficiently along Lincoln Street, encountering fewer red lights.

Lincoln Square Signal Timing: In August 2025, the timing sequence for these closely spaced intersections was revised to better accommodate traffic progression and reduce intersection blocking. In addition, emergency vehicle preemption was reestablished on this critical EMS corridor after many years of non-functionality.

Signal Timing Adjustments: Tools implemented by DTM since its inception have improved the ability to evaluate and update signal timings across Worcester. The process involves updating signal timing parameters. Analytical models are used to determine optimal timings, which are then implemented, reviewed in field, and adjusted as necessary. As part of this process, parameters that ensure safety at the

intersection are also reviewed and adjusted as necessary. Longer-term, the effectiveness of these adjustments is evaluated by comparing before and after travel delay data. Including the aforementioned Lincoln Street intersections, 40 traffic signal timing adjustments were implemented.

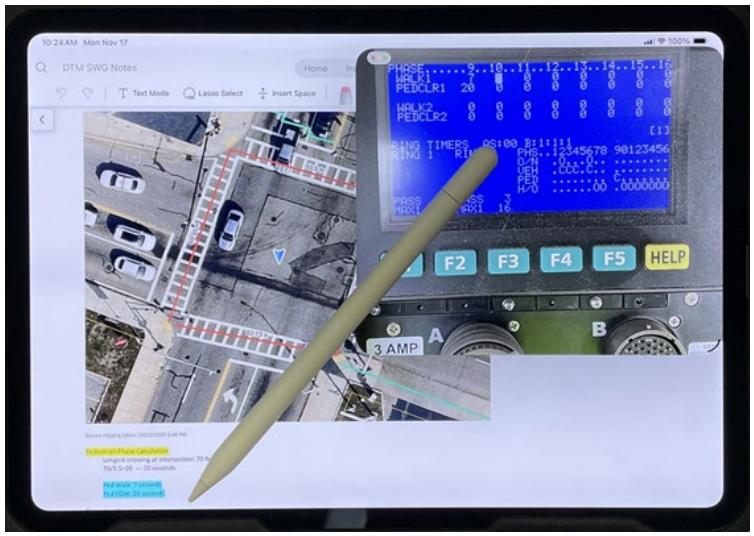


Figure 25: City engineers are able to monitor some intersections remotely.

Network and Connectivity Improvements

Traffic signals equipped with modern technology and connected to the City's IT network allow technicians to monitor and adjust their operation remotely in real time. This capability reduces the need for time-consuming field visits and enables staff to identify and address issues more quickly, helping maintain safe and reliable travel.

Over the past year, DTM partnered with the Department of Innovation & Technology to upgrade and connect nine additional traffic signals to the City's secure network. Of the 175 traffic signals, 51 signals are now connected and monitored remotely, with 39 fully capable of being controlled and adjusted remotely.

Improved Asset Management

Each traffic signal contains many different components, such as lenses, various types of computer equipment, communications hardware, and detectors that identify when vehicles, pedestrians, and even bicyclists are present. Each signal operates according to a specific set of programmed instructions, which determines the sequence and timing of each red, yellow and green light. Keeping these systems functioning properly requires accurate, up-to-date records of both equipment and programming.

DTM committed to a more proactive approach to traffic signal management by completing a comprehensive inventory of all traffic-signal system components. Organizing this information into a custom-built GIS Traffic Signal Inventory marked an important step toward actively managing the City's transportation infrastructure.

MUNICIPAL PARKING & CURBSIDE MANAGEMENT

DTM's parking division manages on- and off-street parking with seven surface parking lots, five public parking garages, approximately 1,200 on-street metered parking spaces, the resident parking program, and parking enforcement.

The DTM Parking Division has improved parking services, enforcement, curb management and upgraded technology within Worcester's parking environment. These parking-program elements are key factors in maximizing the balanced use of available on and off-street parking for scheduled special events while protecting residential neighborhoods from parking infiltration and nearby commercial district areas who rely on regular turnover of on-street parking spaces for customers around downtown and the Canal District.

CURBSIDE MANAGEMENT

Curb space is a valuable and limited asset in an urban setting, where competing demands often exceed available supply. Effective management of this space is essential to support diverse access and mobility needs, including metered parking, commercial and passenger loading, transit stops, bike facilities, accessibility accommodations, and pedestrian amenities. A clear and well-regulated curbside management system enhances safety, reduces congestion, strengthens economic activity, and helps ensure equitable access for all users.

Figure 26: Parking meter in the Canal District.

DTM is initially prioritizing updates to curbside ordinances and signage within the metered environment (primarily downtown and in the Canal District), where parking demand and turnover are greatest. This work includes a street-by-street audit of existing regulations and signage; revising rules to better align with access needs and operational realities; supporting higher priority uses such as loading, short-term passenger pickup, and transit; and incorporating flexibility to accommodate evolving mobility services. This effort (**Strategy 6.5**) will strengthen the City's ability to manage limited curb space more efficiently, transparently, and sustainably.

PARKING ENFORCEMENT

Responsible for enforcing parking regulations throughout the City, DTM's Parking Control Officers inform the public about parking regulations and may, when necessary, issue tickets for being in violation of those regulations. Parking enforcement is also necessary to aid in the efficient implementation of services such as the winter parking ban, street sweeping, and leaf collection.

During the development of the MAP, DTM launched its first parking safety campaign directed at changing the unsafe parking behaviors of parking on sidewalks (that blocks safe use of the sidewalks) and parking facing the wrong direction along the curb. The program started with 'issuing' information flyers to cars violating these long-standing rules. Since July 1, 2024, parking enforcement officers issued 10,734 citations for these safety related parking violations.

Learn more about parking.

Figure 27: Educational flyer about not parking on sidewalks or parking facing the wrong direction.

PUBLIC TRANSIT

Figure 28: WRTA bus picking up a passenger.

The Worcester Regional Transit Authority (WRTA) provides fixed-route bus and paratransit service throughout Worcester and 36 surrounding Central Massachusetts communities, with the majority of service and ridership concentrated within Worcester. The WRTA operates independently from the City of Worcester, but DTM and WRTA staff collaborate closely to coordinate service planning, infrastructure improvements, and overall rider experience.

Since 2024, Worcester has seen several positive developments related to its public transit system.

- In 2025, the WRTA Advisory Board voted to keep the system fare-free for a fifth consecutive year **(Strategy 4.7)**.
- WRTA provided a record **5,107,431 passenger trips in FY25**.
- The City and WRTA entered into a license agreement to expedite bus shelter location review and installation.
- The WRTA implemented a beta version of onboard real-time bus tracker launched in November 2025, and partnered with Transit App on January 2, 2026, giving riders full access to schedule, route planning and real-time bus information. **(Strategy 4.5)**
- The WRTA is undertaking an inventory of existing bus stops and exploring opportunities to rebalance those stops **(Strategy 4.10)**. As part of this effort, WRTA is developing guidelines for bus stop signing and amenities. **(Strategy 4.6)**
- The WRTA improved frequency on Saturdays and Sundays for Routes 19 and 33 improving weekend service between Webster Square Plaza and City Hall. Full service on Fridays was reestablished in 2025 resolving reductions in service caused by residual Covid-related staff shortages. **(Strategy 4.11)**

The Massachusetts Bay Transit Authority (MBTA) provides commuter rail service to Worcester Union Station, linking Worcester with Boston and other metro-west communities. Stakeholders continue to advocate for expanded express service with travel times of one hour or less between Worcester and Boston, along with improved reliability and more frequent service. Continued coordination and advocacy among community stakeholders will be essential to strengthening this important regional connection.

PROGRESS ON MAP STRATEGIES

This progress report focuses on those strategies prioritized for implementation in the first two years. Strategies are grouped under seven categories corresponding with the plan. Note that some strategies, such as 'develop a traffic calming toolkit', are short-term projects that can be accomplished in one year, while the action of implementing traffic calming is an on-going strategy/program.

The table provides information including:

- No.: Indicates strategy number. Below are graphics that indicate if they were public favorites and or one of the top 15 strategies based on criteria.

   Public Favorite! This strategy received highly favorable responses during public engagement activities

   One of the top 15 strategies

- Strategy: Strategy name that corresponds with the Mobility Action Plan
- Partners: Other departments or organizations that worked on a strategy

  PARTNER ACRONYMS:

EOED	Executive office of Economic Development
DPW&P	Department of Public Works & Parks
DSR	Department of Sustainability & Resilience
MassDOT	Massachusetts Department of Transportation
WPS	Worcester Public Schools
WRTA	Worcester Regional Transit Authority

- Progress
  - Initiated: Describes what has been started for this strategy.
  - Completed: Describes if all or portions of a strategy have been completed.

ACCESS FOR ALL

Ensuring Complete Streets and access for all ages and abilities.

No.	Strategy	Partners	Progress
1.1 ★	Expand Safe Routes to School (SRTS) Program	WPS Mass SRTS	Initiated: • School zone signs were ordained at all public schools and are being implemented in Spring 2026. • Walk/bike assessments and arrival/dismissal analyses scheduled for 2026 at two schools. Completed: • All public schools are now participating in the state's SRTS program, which makes them eligible for technical assistance and grants. • Roadway safety improvements were made at the Belmont Community School (2024) and the City View Elementary School (2025) through the SRTS Signs and Lines grant program. • WPS held a walking safety curriculum training for physical education teachers in 2025.
1.5 ★	Identify and Address Transportation Barriers by Past Transportation Decisions	CMRPC, MassDOT	Initiated: • Vernon Connected is a CMRPC-led project investigating barriers and solutions between Canal District/Green Island and Grafton/Union/Vernon Hill (in progress).
1.7	Develop Public Engagement Toolkit	DTM	Initiated: • Public engagement toolkit draft is under development.

WALKING & ACCESSIBILITY

Enhancing pedestrian connections and improving accessibility

No.	Strategy	Partners	Progress
2.1 ★	Conduct Corridor and Intersection Studies in Advance of Pavement Management Projects	DPW	Initiated: • Massasoit Road, Highland Street/Newton Square, College Street. Completed: • Stafford Street, Burncoat Street and Grove Street.
2.2	Execute Interim or Pop-Up Safety Projects	CMRPC Main South CDC Pleasant St TDI	Initiated: • Launched a Vision Zero demonstration project along Beacon Street. Completed: • Vernon Hill Elementary School Vision Zero temporary safety project at the intersection of Providence Street and Upsala Street. (June 2024). • Pop-up project on Main Street using street murals and painted crosswalks conducted by Main South CDC (2025). • Pop-up project on Pleasant Street coordinated by Pleasant Street TDI (2025) included street murals and painted crosswalks to increase safety and support economic development. • Intersection daylighting was installed at King Street/Main Street (2024). • Daylighting at crosswalks on Shrewsbury Street (2024).
2.5 ★	Create a Neighborways Program		Initiated: • Initial screening and analysis of candidate streets underway.

No.	Strategy	Partners	Progress
2.6 ★	Complete ADA Transition Plan for the Right-of-Way		Initiated: • Draft ADA Self-Evaluation presented to Accessibility Advisory Commission.
2.7 ★	Create a Sidewalk and Curb Ramp Implementation Plan		Completed: • ADA Self-Evaluation inventory completed and mapped in 2025.

BIKE & MICROMOBILITY

Expanding the bike and micro-mobility network and amenities.

No.	Strategy	Partners	Progress
3.1 ★	Develop Bike and Micro-mobility Facility Standards that comply with contemporary design standards	DPW	Initiated: • The city will follow recommendations established by NACTO, AASHTO, ITE, MassDOT, and Federal Highway Administration.
3.2 ★	Develop Bike & Micromobility Network	DPW	Initiated: • Prioritization analysis based on safety, job and resident density, connectivity, and more underway. Completed: • Added 13.5 miles of bike lanes, bike boxes, left turn queue boxes, and cross bike markings.

No.	Strategy	Partners	Progress
3.3	Inventory Bike Parking, Develop Guidelines, and Deploy Additional Parking	CMRPC	Completed: • GIS map of existing bike parking inventory posted on the DTM web site. • Bike guidelines completed and posted online. • Installed 96 new bike racks.

PUBLIC TRANSPORTATION & TRANSIT

Improving transit speed, reliability, access, and connections.

Public transit is a critically important aspect of Worcester's transportation network. During all phases of public outreach for the MAP, nearly everyone we spoke with emphasized the need to improve existing transit service.

Note that while the Worcester Regional Transit Authority (WRTA) and the City of Worcester are partners who work closely and collaborate with one another, the WRTA is an independent agency charged with providing transit service in 37 communities in the Central Massachusetts region. Actions recommended in MAP are therefore advisory in nature, as their implementation would be at the discretion of the WRTA unless otherwise noted.

No.	Strategy	Partners	Progress
4.5	Improve Real-Time Information	WRTA	Completed: • WRTA upgraded ITS hardware and rider information systems on all buses.
4.6	Develop and Implement Bus Shelter and Bench Policy	WRTA	Initiated: • WRTA is developing guidelines for bus shelters. Completed: • WRTA/citywide executed new license agreement for placement of bus shelters.
4.7	Continue Fare-Free WRTA Transit Service	WRTA	Initiated: • City continues to advocate for fare free service through its representative on the WRTA Board. Completed: • WRTA Advisory Board voted to approve fare free for FY2026.

Public Transportation continued.

No.	Strategy	Partners	Actions Completed
4.8	Implement Transit Signal Priority on Key Corridors	MassDOT, WRTA	Initiated: • Lincoln St. Transit Priority pilot in early planning stages. • Coordination with WRTA as they update onboard ITS hardware.
4.9	Coordinate Scheduling Between Key WRTA Buses & MBTA		Initiated: • City to continue advocacy. WRTA is undertaking a comprehensive service analysis.
4.10	Rebalance Bus Stops and Consider In-Line Stops where Appropriate	WRTA	Initiated: • WRTA bus stop inventory and rebalancing project began April 2025. Completed: • Rebalanced bus stops as part of Stafford Street project.
4.11	Improve Transit Headways and Hours of Service	WRTA	Initiated: • Analysis underway. Completed: • Implemented initial schedule changes April 2025 to improve headways, on-time performance and bus bunching.

SHARED MOBILITY

Enhancing and expanding access to shared mobility options.

No.	Strategy	Partners	Actions Completed
5.1 ★	Implement a Bikeshare and/or Micro-mobility Share Program	Metro Mobility, WRTA, CMRPC	Initiated: • Pilot e-bike share for transit and second location on track for 2026. Completed: • One bike share rack installed at WRTA Hub.

E-bike Share Pilot

2025 saw the launch of a pilot e-bikeshare program in Worcester. Metro Mobility, a Cambridge, Mass. based bike share operator was awarded grant funding from the Massachusetts Clean Energy Center to test how shared e-bikes could support riders making first-mile and last-mile connections to transit in Lawrence, Lowell, and Worcester.

In partnership with the WRTA, the City of Worcester, and CMRPC, the first e-bike station was placed at the WRTA hub in August with a second station to be installed in Worcester before the end of 2025.

Metro Mobility's operating model allows for riders to rent e-bikes for up to 24 hours. Income-eligible riders can rent them for just $1 per day, making shared mobility available to people who would otherwise be priced out of more traditional systems.

Metro Mobility will share ridership data, transit connections, and greenhouse gas reductions with the program partners who will use this information to inform possible future shared mobility deployments in Worcester.

Figure 29: Launch of Metro Mobility bike share program.

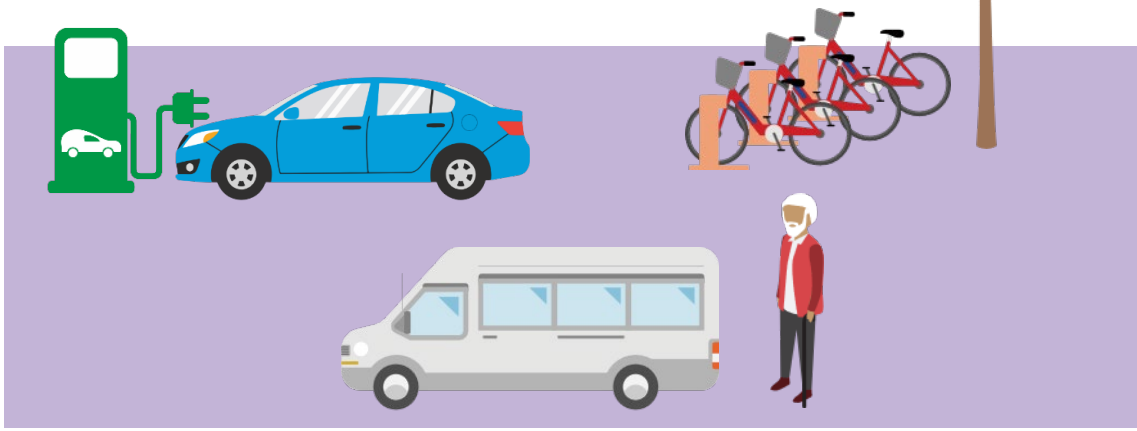
VEHICULAR NETWORK, PARKING & CURB MANAGEMENT

Improving efficiency of traffic control systems and advancing traffic calming and appropriate use of right-of-way spaces.

No.	Strategy	Partners	Actions Completed
6.1	Develop a Traffic Calming Toolkit		Initiated: • Draft toolkit currently under review Completed: • Inventory of existing traffic calming treatments.
6.2	Rightsizing Roadways	DPW	Initiated: • Chandler Street (Main St. to Park Ave.) under design Completed: • Road diet (reduction of four lanes to 2-3 lanes) on Grove St. • Formalized three-lane sections at intersections on Stafford St.
6.3	Develop & Launch Traffic Signal Improvement Program	DPW	Initiated: • Upgrading signal equipment at Main St at Hammond St, Main St. at King St. and Park St at Salisbury St. Completed: • Inventory and GIS database of all traffic signals completed. • Installed 23 new RRFB systems • Replaced pedestrian countdown timers and push buttons at five locations. • Pedestrian-focused traffic signal improvements at 16 intersections, including push buttons, pedestrian signal, pedestrian phasing. • Reestablished coordinated signal timings on Upper Lincoln St. • Restored coordination and emergency vehicle preemption in Lincoln Square • Updated traffic signal timings at 20 intersections

Vehicular Network, Parking & Curb Management continued.

No.	Strategy	Partners	Actions Completed
6.4	Lower Statutory Speed Limit Citywide	WPD/City Council	Completed: • City Council adopted 25 mph citywide on Sept 24, 2024 • Signage changes completed Jan 2025 • Education/enforcement began Feb 2025
6.5/ 6.6	Study & Prioritize Curb Space Conduct Parking & Curbside Management Studies in Key Districts Parking & Curbside Studies for Better Management		Initiated: • Creating downtown (50 streets) & Canal District (20 streets) curbside signage plan. • Digitizing Residential Parking Permit Program for streamlined management. Completed: • Inventory of parking signage in downtown complete.
6.7	Expand Publicly Accessible Electric Vehicle Charging	DSR	Initiated: • Install 22 new electric vehicle street charging station ports.



GETTING IT DONE

Supporting coordination to advance mobility.

No.	Strategy	Partners	Actions Completed
7.1	Design & Process Standardization	DPW	Initiated: • Cross-departmental updates to engineering standard specifications. Completed: • Cross-departmental Complete Streets 101 training completed. • Pavement Management Plan & Program completed and implementation began in 2025.
7.3 ★	Create and Implement Vision Zero Safety Action Plan	CMRPC	Initiated: • Beacon Street Demonstration Project underway. • Installation of six flashing pedestrian signs on Grove St. • Five intersections with flashing all-way stop signs. Completed: • Final Vision Zero plan completed June 2025
7.4 ★	Prioritize Active Transportation and Transit in Corridor and Network Planning	MassDOT	Initiated: • Lincoln St Transit Priority pilot in early planning stages. • Ongoing projects with bus, bike and pedestrian improvements: Chandler St, Pleasant St (MassDOT), Massasoit Rd, Country Club Blvd. Completed: • Burncoat St, Stafford St, Grove St pavement management projects completed. Each incorporated pedestrian, bicycle, and (where applicable) bus stop improvements.

Getting it Done continued.

No.	Strategy	Partners	Actions Completed
7.5	Incorporate Green Infrastructure in Roadway Projects	DSR EOED DPW	Initiated: • Endicott St/Bigelow St Project construction starting 2026. • Phase 1 of Stormwater plan to identify top 10 green infrastructure locations. Completed: • DSR Miyawaki Forest project at McGrath parking lot. • Urban Forestry Master Plan adopted January 2025.

Figure 30: Vision for Endicott Street project at Crompton Park.

ENDNOTES

1. **By The Numbers**

   The numbers represented in this section come from data between July 1, 2024 and December 31, 2025 unless otherwise noted.

   - Miles New Bike Lanes: Includes bike lanes on both sides of roadway, including Goddard Memorial Dr (2.1 mi); Stafford St (2.9mi), Grove St (0.7 mi), Burncoat St (3.9 mi), and Mill St (3.9). The total number of bike lane miles includes only on-street bike lanes (not shared-use paths).
   - Parking Safety Citations: Includes citations issued for parallel parking in the wrong direction, on the sidewalk, in front of a fire hydrant, and within 20' of an intersection or a crosswalk.
   - New RRFB Locations: Rapid Flashing Beacon Lights (RRFBs) are used to improve safety at unsignalized crosswalks, alerting drivers of pedestrians crossing. RRFBs were installed at 22 new locations.
   - WRTA Ridership: The WRTA provided a record high 5,107,431 passenger trips in 2025.
   - Signal Timing/Equipment Improvements: Signal timings were adjusted 40 times to ensure safe and efficient operations. Optimizing signal timing reduces delay for all travel modes and increases pedestrian safety. Signal equipment was upgraded at 20 locations, including detection and controller updates, installation of countdown pedestrian signal heads, accessible push buttons that include locator tones, etc. (data July 1, 2024-November 2025).
   - City-owned Bike Racks Installed: 182 total, 96 new in 2024-25.
   - New Crosswalk Curb Extensions: 13 new crosswalk curb extensions were installed, each with ADA compliant curb ramps.
   - New Permanent Speed Humps: Includes permanently installed, year-round asphalt speed humps. 65 pilot or seasonal speed humps were also installed and removed before winter in 2024 and 2025.
   - New Crosswalks: 14 new crosswalks were installed, each with ADA compliant curb ramps.
   - Traffic & Parking Committee Items: From July 2024 through December 2025, DTM reviewed 558 items presented to the Traffic & Parking Committee. This work included providing technical and regulatory evaluations, conducting traffic analyses, and offering recommendations for Committee action. Items

reviewed covered a range of topics, including on-street parking modifications, traffic control and regulatory signage, traffic calming requests, and matters related to roadway design and operations.

- Public Garage Transactions: Transactions at the five municipal operated garages (Union Station, Worcester Common, Federal Plaza, Pearl-Elm, Major Taylor).
- Quick Builds Projects: Quick builds, or pop up, projects are temporary road safety installations created using paint, flexible bollards and other materials. Quick build projects were installed on Vernon St, Main St and Pleasant St.

The Department of Transportation & Mobility

Mobility@worcesterma.gov
www.worcesterma.gov/mobility
508-929-1300