# Town of Dracut – Transportation Improvement Prioritization Project

## Introduction

In Federal Fiscal Year 2024 and 2025, the Town of Dracut had requested and was programed to receive technical assistance from the Northern Middlesex Council of Governments (NMCOG) through the agency's Unified Planning Work Program (UPWP) to perform a study of the Bridge St / MA Route 38 corridor. Over this period, the Town communicated that a specific corridor study was no longer a priority, and requested to amend the project to a general request to support local transportation planning efforts by prioritizing local projects and identifying potential resources and options for state and federal funding to support local projects. Specifically, the Town sought clarity around which local projects would be best positioned for future eligibility on the region's Transportation Improvement Program (TIP). On April 23, 2025, the Northern Middlesex Metropolitan Planning Organization (NMMPO) endorsed the change in project scope.

This report is the culmination of that study. The recommendations included in this guide specify immediate or near-term activities that the Town can accomplish to advance local multi-modal transportation planning goals. Existing and new project locations are examined in reference to the developmental and economic geography of Dracut and prioritized according to the NMMPO's Transportation Evaluation Criteria (TEC) that emphasizes safety, equity, multimodal access, project readiness, traffic function, and funding eligibility. The top five highest priority projects are further examined to ensure their eligibility for various funding opportunities. NMCOG remains a resource and will continue collaborating with Town staff to achieve local and regional transportation goals.

## Existing Conditions

### Overview of Dracut

Dracut has a land area of 12,266.36 acres, not including water. Regarding land use, as of 2022, 5.92% of the land area is considered undevelopable; 5.44% developable; 50.43% is residential; 13.31% of land is public; 14.62% of land is reserved for open space, chapter land, forestry, recreation, and agriculture; 5.78% of land is industrial; and 4.50% is commercial. Figure 1 displays land use in Dracut, with most of the open space, undevelopable, and industrial land lying in the eastern half of the town. Commercial land primarily lies along the major corridors that characterize automotive transportation in Dracut – Route 113, Route 38 (Bridge St), and Lakeview Avenue.

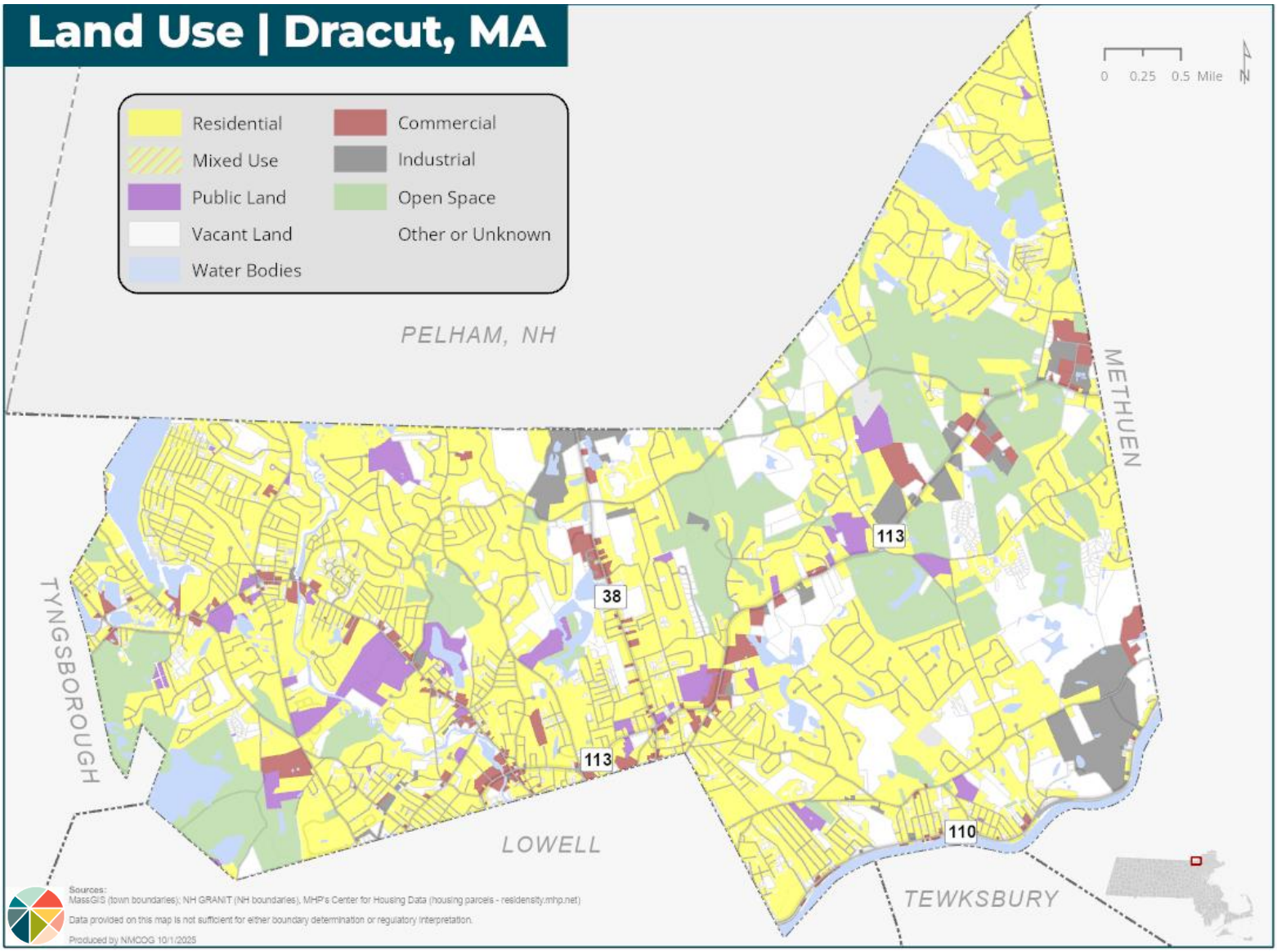


*Figure 1: Land Use in Dracut*

Of residential land in Dracut (Figure 2), the majority (82.31%) of parcels are categorized as single-family residential, and 2.18% as multi-family residential. Beyond the single-family and multi-family residential split, 1.72% of parcels feature apartments, 4.02% condominiums, 0.083% are accessory residential land, 0.62% is controlled by a housing authority, and 0.45% is considered other exempt housing by the state of Massachusetts. Finally, 7.87% of land marked as residential is available for further development and is a subcategory of the developable land in Dracut.

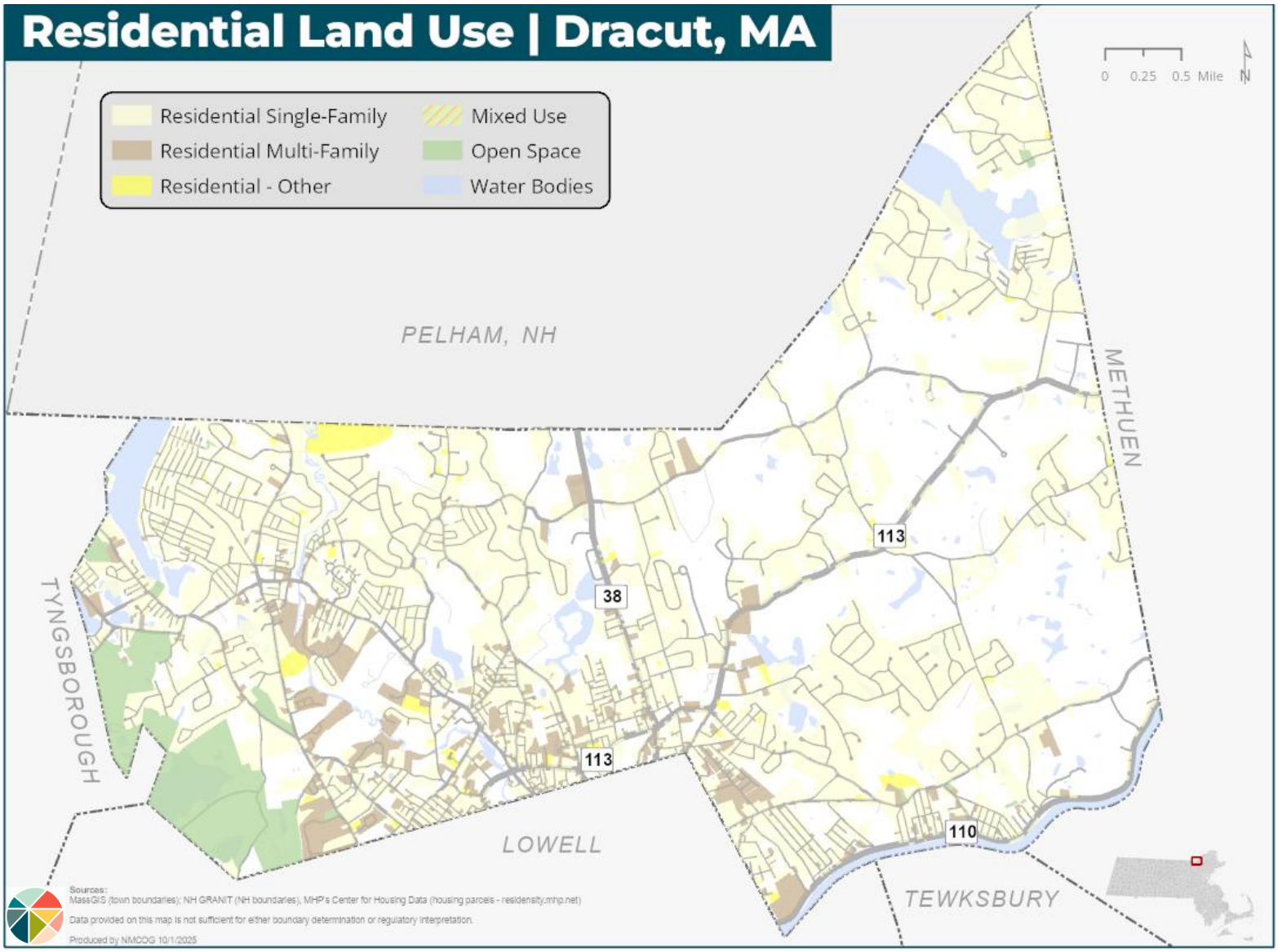


*Figure 2: Residential Land Use in Dracut*

Despite residential properties comprising just over half of all land use, there is a diverse range of land use in Dracut. Beyond accessing public and open space for recreation, Dracut's employment density stretches across the town (Figure 3) and into the rest of the Greater Lowell region. Within Dracut, job density tends to be highest (1,189-1,854 jobs per square mile) along the major corridors of MA Route 113, Route 38, and Lakeview Avenue. This employment density aligns with land with commercial and industrial uses, with the most significant employment density located by the Lowell border at Routes 38 and 113, at the intersection of Lakeview Avenue and Mammoth Road, and at the Methuen border along Route 113.

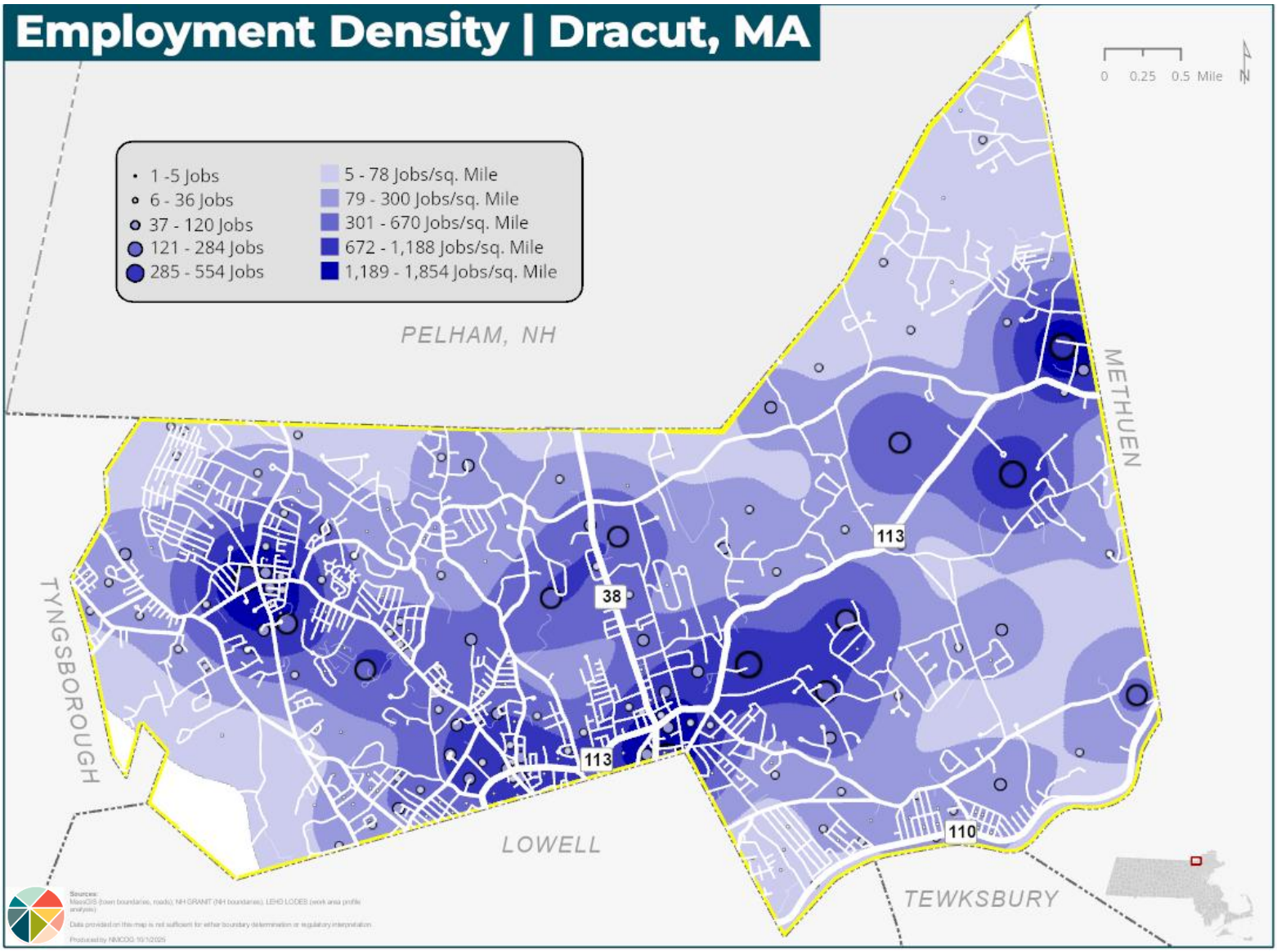


*Figure 3: Employment Density in Dracut*

While Route 110 is a major state route, there is low employment density (5-300 jobs per square mile) along its extent within Dracut as it runs parallel to a residential swath along the Merrimack River. On the other hand, a larger employment hub (672-1,188 jobs per square mile) that does not lie along the major state routes is found in the area at and around Shaw Farm Dairy, an area that is only accessible through personal vehicles (there is no transit access to this location). Shaw Farm Dairy is not the only employer accessed through personal vehicles. As of 2020[1], over 85% of Dracut's residents drove to work in single-occupancy vehicles (SOVs). 7% of residents accessed employment through carpooling, which still relies on motor vehicle access and use. There is a low use of

[1] United States Census Bureau 2020 Census Housing and Demographic Characteristics (DHC) File, accessed at https://www.census.gov/data/tables/2023/dec/2020-census-dhc.html

alternative transportation methods: 1.8% of residents use public transit to get to work, 0.2% bike, 1.2% walk, and 0.3% use a combination of multimodal options. The final 3.3% of residents work from home and do not commute but rely on SOVs to attend in-person events and run errands.

Dracut's wide range of residential, employment, and public/open space land use is almost exclusively accessible by means of automotive transportation. Despite some public transit and sidewalk infrastructure, coverage for both is sparse and does not encourage safe, accessible, and reliable non-vehicular transportation.

## Transportation Existing Conditions

### *Roads, Traffic Volume, and Safety*

The Town of Dracut is not directly served by a limited access highway but is in proximity to Interstate 93 via Routes 110 and 113 (Figure 4). State numbered routes and local roadways are the basis of the town's transportation infrastructure. Arterial roads and high-capacity urban roads, provide the highest level of service, at the greatest speed, and for the longest uninterrupted distance. Within Dracut, these roads are key connections to economic prosperity as Routes 38, 110, and 113 serve as major conduits for travel and commerce.

In addition to state routes, Lakeview Avenue, Mammoth Road, Nashua Road, and Textile Avenue make up 20.13 miles, or 12.5%, of Dracut's road network. Collector roads are generally shorter than arterials and serve to gather trips from local roads and distribute them to arterials. Collectors comprise 18.40 miles (11%) of Dracut's total road centerline miles. Local roadways provide access to land with little or no through movement in the same way arterials and collectors move traffic. Local roads are the majority of Dracut's network at 120.62 miles (76%). All the incorporated roads in the network receive Chapter 90 funding from the Commonwealth, which provides annual funding to cities and towns for transportation infrastructure improvements. Unaccepted roads and private ways make up 0.5% of the road network – these roads do not meet Massachusetts standards for roadway construction and therefore do not receive this infrastructure funding. Dracut currently has a policy to provide snow plowing, trash pickup, and minimal essential maintenance as needed.

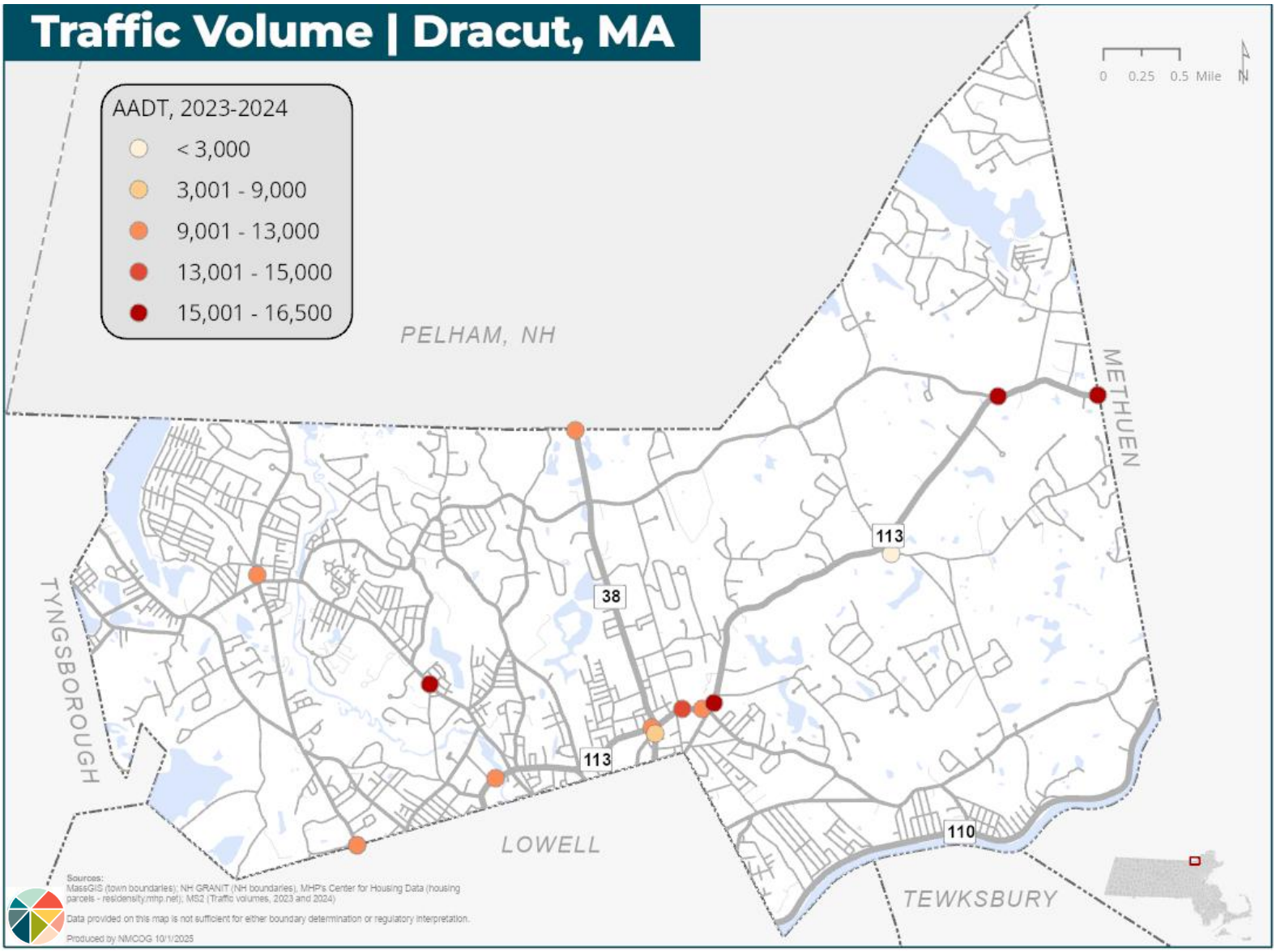


*Figure 4: Average Annual Daily Traffic over the 2023 and 2024 traffic counting seasons in Dracut.*

NMCOG collects traffic volume counts every year across the Greater Lowell region. Data is collected to provide insight into the movement of people and goods along the roadways. Knowing how and where vehicles move within Dracut helps identify high-profile roads and intersections and allows for focused transportation planning studies and traffic improvements. In the last 10 years (2016-2025) there have been 32 locations where traffic data has been collected, five of which are located at high crash intersections. The following table (Table 1) details the location of each traffic station, the average annual daily traffic for years where data collection was conducted, percent change in traffic volume (for locations with three or more years of data), and average percent heavy vehicle traffic.

*Table 1: Traffic volume collection (2016-2025) and associated HRN and HIN Status*

| MS2 ID | Location | High Injury (Town) | High Risk (Regional) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Average Annual Growth Rate | Average % Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 207901 | Mammoth Rd at NH Line | | | 9,322 | | | 9,470 | | | 8,885 | | | | 0.33 | 4 |
| 240398 | Lakeview Ave west of Tennis Plaza Road | Top 5% of Roadway | Moderate | | | | | | | | | | 13,626 | | 10 |
| 240399 | Mammoth Road south of Lakeview Ave | Top 3% of Roadway | Moderate | | | | | | | | | | 8,196 | | 11 |
| 250680 | Marsh Hill Rd east of Bridge Street (Rt 38) | | | 5,041 | | | | | | | | | | | 2 |
| 250683 | Bridge St (Rt 38) south of Marsh Hill Rd | | Moderate | 11,901 | | | | | | | | | | | 5 |
| 251147 | Tyngsborough Road at Tyngsborough | | | | | | | | | 3,970 | | | | | 4 |
| 252315 | Mammoth Rd at Lowell | | High | | | | | 10,833 | 11,205 | | 11,107 | 11,809 | | 0.33 | 5.3 |
| 254054 | Donohue Rd east of Mammoth Rd | | | | | | | | | 5,267 | | | | | 2 |
| 254058 | Phineas St south of Lakeview Ave | | | | | | | | | 3,156 | | | 3,338 | | 6.5 |
| 255102 | Lakeview Ave at Lowell | Top 5% of Roadway | | | | | | | | | | | 7,356 | | 9 |
| 256582 | Colburn Ave east of Hildreth St | | | | | | | | | 2,149 | | | | | 5 |
| 3372248 | Richardson Rd at NH Line | | | | | 1,127 | | | | | | | | | 2 |

| MS2 ID | Location | High Injury (Town) | High Risk (Regional) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Average Annual Growth Rate | Average % Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3372249 | Broadway Rd (Rt 113) at Methuen | Top 5% of Roadway | Moderate | | | | | | | | | 15,312 | | | 9 |
| 3372251 | Broadway Rd (Rt 113) north of Arlington St (Rt 113) | | | | | | | | | | | 15,231 | | | 7 |
| 3372325 | Wheeler Rd east of Broadway Rd | | | | | | | | | | 2,602 | | | | 4 |
| 3372442 | Broadway Rd (Rt 113) north of Fox Ave | Top 3% of Roadway | Moderate | 12,384 | | | | | | | | | | | 4.6 |
| 3372443 | Broadway Rd (Rt 113) west of Fox Ave | Top 5% of Roadway | | 12,746 | | | | | | | | | | | 5 |
| 3372444 | Stewart St west of Nashua Rd | | | 2,512 | | | | | | | | | | | 5 |
| 3372812 | Primrose Hill Rd north of Lakeview Ave | | | | | | | 3,765 | | | | | | | 7 |
| 3372959 | Parker Ave south of Lakeview Ave | Top 3% of Roadway | | | | | | | | 4,088 | | | | | 4 |
| 4083 | Mammoth Rd north of Lakeview Ave | Top 3% of Roadway | Moderate | | 10,917 | | | 10,158 | | | 12,924 | | | 2.3 | 3.7 |
| 4102 | Bridge St (Rt 38) at Lowell | Top 3% of Roadway | Moderate | 12,925 | 14,223 | | 12,584 | 11,550 | | | | | 12,304 | -5.8 | 1.8 |
| 4103 | Bridge St (Rt 38) at NH | | Moderate | | 12,485 | 12,158 | 11,152 | 11,363 | 12,697 | | | 12,058 | 11,678 | -1.25 | 3.3 |
| RPA06-079-1033 | Pleasant St west of Lakeview Ave | Top 1% of Roadway | Moderate | | | | | | | | | 11,887 | | | 8 |

| MS2 ID | Location | High Injury (Town) | High Risk (Regional) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Average Annual Growth Rate | Average % Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RPA06-079-1036 | Bridge St (Rt 38) south of Aiken Ave | | Moderate | | | | | | | | | 8,875 | | | 8 |
| RPA06-079-1046 | Arlington St (Rt 113) east of Bridge St (Rt 38) | | High | | | | | | | | | | 12,796 | | 13 |
| RPA06-079-1047 | Bridge St (Rt 38) north of Pleasant/Arlington St (Rt 113) | Top 5% of Roadway | Moderate | | | | | | | | | | 10,373 | | 14 |
| RPA06-079-183 | Lakeview Ave west of Mammoth Rd | Top 3% Roadway | | | | | | | | | | | 10,937 | | 10 |
| RPA06-079-201 | Arlington St (Rt 113) east of Montaup Ave | Top 3% Roadway | | | | | | | | | 13,053 | | | | 2 |
| RPA06-079-206 | Pleasant St (Rt 113) east of Lakeview Ave | Top 1% of Roadway | Moderate | | | | | | | | | | 11,486 | | 23 |
| RPA06-079-207 | Arlington St (Rt 113) west of Broadway Rd | | | | | | | | | | | 12,572 | | | 9 |
| RPA06-079-836 | Lakeview Ave north of Phineas St | Top 3% of Roadway | | | | | | | | | 16,036 | | 16,148 | | 8 |

The table also identifies intersections marked by the Dracut Master Plan as high crash intersections as well as high risk and high injury areas as determined by the region's Vision Zero plan (Figure 5). High crash intersections are eligible for Federal Highway Safety Improvement Program (HSIP) funding to assist with the construction of safety related improvements.2 Pleasant Street and Lakeview Avenue and Mammoth Street at Lakeview Avenue are the two locations most mentioned by the Master Plan, which analyzed three years of crash data for key intersections in Dracut to determine locations with the highest safety concerns. The purpose of using three years of data is to minimize annual variations due to construction, road closures, and miscellaneous crash factors at each location.

2 U.S. Department of Transportation Federal Highway Administration Highway Safety Improvement Program, accessed at https://highways.dot.gov/safety/hsip

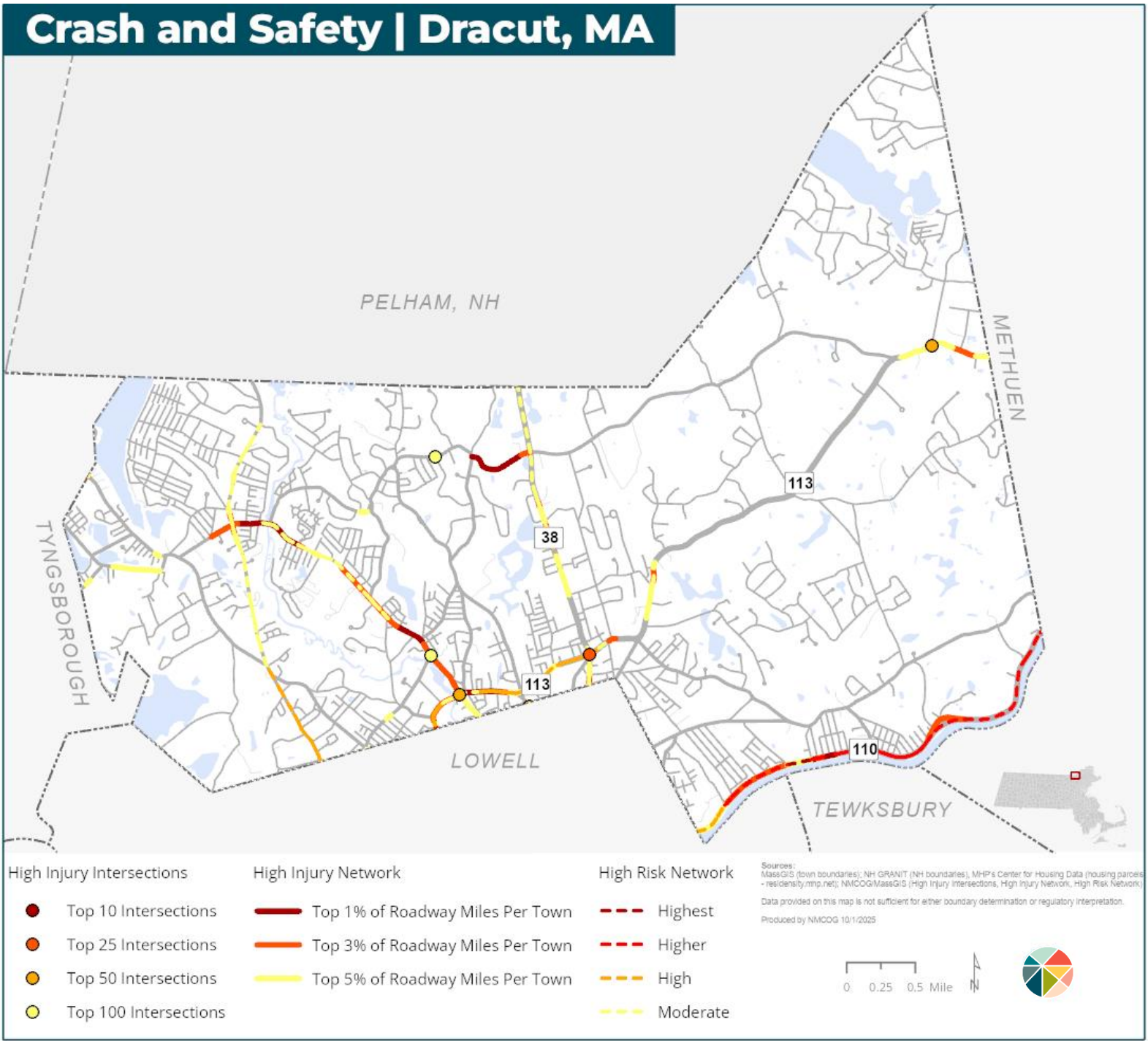


*Figure 5: Crash and safety data in Dracut*

The intersection of Lakeview Avenue and Pleasant St is identified as one of Dracut's top high injury intersections in Greater Lowell Vision Zero as one of the region's top 50 injury intersections (Table 1). While not listed as one of the top 100 injury intersections in the Northern Middlesex region, the intersection at Mammoth St and Lakeview Avenue marks the beginning of a segment along Lakeview Ave designated as part of the High Injury Network (HIN). Two Dracut intersections make the top 100:

the intersection at Crosby Road and Sue Ann Drive as well as the intersection at Parker St and Lakeview Ave. In addition to Pleasant St and Lakeview Ave, the intersection at Route 113 (Pleasant St) and Salem Rd is designated a top 50 injury intersection. The intersection of Route 38 (Bridge St) and Route 113 (Pleasant St) is the highest injury intersection in Dracut, making the top 25 list across the region. There are no intersections in Dracut considered a top 10 injury location.

*Table 2: Regional high-injury intersections within Dracut*

| Intersection | Fatal Injury | Serious Injury | Minor Injury | Possible Injury | No Injury | Total Crashes | High Injury Category |
|---|---|---|---|---|---|---|---|
| Lakeview Avenue & Pleasant St (Route 113) | 0 | 3 | 3 | 3 | 10 | 19 | Top 25 Intersections |
| Broadway Road (Route 113) & Salem Road | 0 | 0 | 12 | 5 | 8 | 25 | Top 50 Intersections |
| Arlington Street/Pleasant Street (Route 113) and Bridge Street (Route 38) | 1 | 0 | 1 | 1 | 5 | 8 | Top 50 Intersections |
| Crosby Road & Sue Ann Drive | 1 | 0 | 1 | 0 | 0 | 2 | Top 100 Intersections |
| Lakeview Avenue & Parker Avenue/Union Street | 0 | 0 | 8 | 0 | 7 | 15 | Tip 100 Intersections |

In addition to injury intersections, *Greater Lowell Vision Zero* identified an HIN (Figure 5) that highlights critical areas of injury crashes. Five years of data was used to determine street segments with high concentrations of fatal and serious crashes using a severity-based weighting scheme into top 1%, 3%, and 5% of roadway miles per town. In Dracut, there are 8.2 miles of roadway classified as part of the HIN, primarily along Route 110 (Merrimack Ave), Route 38 (Bridge St), and Lakeview Ave (Table 3). For additional details on the HIN, please refer to Chapter 6 of Greater Lowell Vision Zero, the regional safety action plan to create safe streets for all.

*Table 3. High Injury Network extents in Dracut, MA*

| Roadway | Extent | Length (mi) | Fatal injury | Serious injury | Minor injury | Possible injury | No injury | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| **Top 1% of Town Miles** | | | | | | | | |
| Cross Rd | Colburn Ave to trail | 0.434 | 1 | 1 | 2 | 2 | 2 | 8 |
| Lakeview Ave | Mammoth Rd to Saint Paul St | 0.505 | 1 | 1 | 11 | 6 | 8 | 27 |
| Lakeview Ave | Birch St to Victory Ln | 0.242 | 1 | 4 | 2 | 2 | 0 | 9 |
| Merrimack Ave | Nassau St to Camden St | 0.045 | 1 | 1 | 2 | 1 | 1 | 6 |
| Merrimack Ave | Kilby St to Percy St | 0.092 | 0 | 0 | 0 | 1 | 4 | 5 |
| Pleasant St | Brookside St to Derosiers St | 0.375 | 0 | 3 | 7 | 8 | 8 | 26 |
| Riverside St | portion of Hampson St to Kent St | 0.030 | 0 | 1 | 0 | 0 | 0 | 1 |
| **Top 3% of Town Miles** | | | | | | | | |
| Bridge St | trail across from Chuck Dr | 0.046 | 0 | 1 | 1 | 1 | 3 | 6 |
| Bridge St | Avis Ave to Frank St | 0.201 | 0 | 1 | 2 | 0 | 2 | 5 |
| Bridge St | Arthur Ave to Lowell TL | 0.079 | 0 | 0 | 2 | 1 | 5 | 8 |
| Broadway Rd | Stanley Ave to Fox Ave | 0.119 | 0 | 0 | 6 | 3 | 4 | 13 |
| Broadway Rd | left of Commercial Dr to Bartlett Ct | 0.182 | 0 | 3 | 4 | 1 | 12 | 20 |
| Cross Rd | trail to Bridge St | 0.067 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeview Ave | Robert St to Mammoth Rd turn | 0.216 | 0 | 0 | 7 | 2 | 2 | 11 |
| Lakeview Ave | Harold Ave to Birch St | 0.586 | 0 | 1 | 9 | 7 | 32 | 49 |
| Lakeview Ave | Doyle Ave to Pleasant St | 0.457 | 0 | 1 | 1 | 1 | 4 | 7 |
| Mammoth Rd | Varnum Rd to Coburn Ave | 0.132 | 0 | 0 | 4 | 4 | 8 | 16 |
| Merrimack Ave | Brook St to Brigham Ave | 0.550 | 0 | 1 | 1 | 7 | 2 | 11 |
| Merrimack Ave | Camden St to Kilby St | 0.046 | 0 | 0 | 2 | 0 | 0 | 2 |
| Old Merrimack Ave | Draycott Ave to Merrimack Ave | 0.352 | 0 | 2 | 1 | 2 | 4 | 9 |
| Park Square | | 0.054 | 0 | 0 | 1 | 0 | 0 | 1 |
| Pleasant St | Derosiers St to Osgood Ave | 0.047 | 0 | 0 | 2 | 0 | 2 | 4 |
| Pleasant St | School St to Beaver Brook | 0.078 | 0 | 0 | 1 | 0 | 0 | 1 |
| Riverside St | School to past Hampson St | 0.147 | 0 | 0 | 2 | 1 | 2 | 5 |
| Riverside St | Kent St to Lowell TL | 0.026 | 0 | 0 | 0 | 0 | 0 | 0 |

| Roadway | Extent | Length (mi) | Fatal injury | Serious injury | Minor injury | Possible injury | No injury | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| **Top 5% of Town Miles** | | | | | | | | |
| Bridge St | Elise Ave to Arthur Ave | 0.062 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge St | Mary Ave to Fox Ave | 0.264 | 0 | 1 | 2 | 1 | 3 | 7 |
| Bridge St | trail to Avis Ave | 0.106 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broadway Rd | Bartlett Ct to Methuen TL | 0.096 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broadway Rd | Methuen Rd to left of Commercial Dr | 0.401 | 0 | 1 | 1 | 0 | 1 | 3 |
| Broadway Rd | trail to Stanley Ave | 0.037 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broadway Rd | Fox Ave to Loon Hill Rd | 0.254 | 0 | 0 | 0 | 2 | 5 | 7 |
| County Rd | Prides Crossing Rd to Eastland Rd | 0.042 | 0 | 0 | 4 | 0 | 0 | 4 |
| Lakeview Ave | Vinal St to Tennis Plaza Rd | 0.052 | 0 | 0 | 5 | 0 | 0 | 5 |
| Lakeview Ave | Pleasant St to Lowell TL | 0.213 | 0 | 1 | 2 | 0 | 2 | 5 |
| Mammoth Rd | Lannon Ave to Vandette Ave | 0.051 | 0 | 1 | 1 | 0 | 2 | 4 |
| Mammoth Rd | Brudette St to Varnum Rd turn | 0.023 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mammoth Rd | Coburn Ave to Omega Circle | 0.066 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merrimack Ave | Brook St to Lowell TL | 0.292 | 0 | 2 | 6 | 1 | 5 | 14 |
| Merrimack Ave | Bringham Ave to Nassau St | 0.179 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nashua Rd | Fairview Ave to Pare Ave | 0.037 | 0 | 0 | 1 | 3 | 1 | 5 |
| Old Meadow Rd | Gilmore St to Harlem St | 0.042 | 0 | 0 | 1 | 1 | 0 | 2 |
| Pleasant St | Osgood Ave to Harris St | 0.822 | 0 | 2 | 1 | 5 | 9 | 17 |
| Primrose Hill Rd | Alexander Ave to trail | 0.055 | 0 | 1 | 0 | 1 | 0 | 2 |
| Riverside St | between Hampson St and Kent St | 0.011 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tyngsboro Rd | Beacon St to Fellows Ln | 0.343 | 0 | 3 | 2 | 0 | 5 | 10 |

The High-Risk Network (HRN, Figure 5) provides additional information on where long-term investments could be made to reduce the occurrence of fatal and serious injury crashes. *Greater Lowell Vision Zero* used HRN as a predictive modeling tool to find that Route 110 (Merrimack Ave) and Mammoth Rd are two of the roads in Dracut that would most benefit from a Complete Streets redesign or other planning with a multimodal focus. The whole HRN is laid out in Table 4, with the categorization process described in Chapter 6 of Greater Lowell Vision Zero.

*Table 4. High Risk Network, Dracut, MA*

| Street | Extent | Length (mi) | Category |
|---|---|---|---|
| Bridge St | Lafayette St to Lowell TL | 0.316 | Moderate |
| Bridge St | Frank St to NH Line | 1.208 | Moderate |
| Broadway Rd | Fox Ave to trail | 0.157 | Moderate |
| Broadway Rd | east of Methuen Rd | 0.012 | Moderate |
| Broadway Rd | east of Barlett Ct to Methuen TL | 0.056 | Moderate |
| Lakeview Ave | Gerard St to Litchfield Ave | 0.315 | Moderate |
| Lakeview Ave | Turgeon Ave to Saint Paul St | 0.485 | Moderate |
| Lakeview Ave | Elm St to Mill St | 0.296 | Moderate |
| Mammoth Rd | Turtle Hill Rd to Nashua Rd | 0.807 | Moderate |
| Pleasant St | west of Champlain St to west of Arlington Ave | 0.054 | Moderate |
| Pleasant St | west of Roland Ave to Huron Ave | 0.139 | Moderate |
| Pleasant St | School St to Upland St | 0.263 | Moderate |
| Mammoth Rd | Nashua Rd to Lowell TL | 0.807 | High |
| Merrimack Ave | Lowell TL to Brook St | 0.293 | High |
| Pleasant St | Desrosiers St to west of Erie Ave | 0.457 | High |
| Pleasant St | west of Roland Ave to west of Champlain St | 0.328 | High |
| Riverside St | Kent St to School St | 0.189 | High |
| Merrimack Ave | Brook St to Brigham Ave | 0.550 | Higher |
| Merrimack Ave | Nassau St to Kilby St | 0.091 | Higher |
| Merrimack Ave | Percy St to York St | 0.092 | Higher |
| Merrimack Ave | Hemlock St to Methuen TL | 1.692 | Higher |
| Merrimack Ave | Brigham Ave to Nassau St | 0.179 | Highest |
| Merrimack Ave | Kilby St to Percy St | 0.092 | Highest |
| Merrimack Ave | York St to Hemlock St | 0.194 | Highest |
| Riverside St | Kent St to Lowell TL | 0.026 | Highest |

The HRN and HIN also communicate information on bicycle and pedestrian crashes and safety issues. Between the Master Plan and *Greater Lowell Vision Zero*, it has been determined that approximately 0.8% of crashes involve cyclists and 1.2% involved pedestrians. Of these bicycle

crashes, 66% resulted in serious injuries and 73% of crashes occurring at intersections. Within the proportion of bicycle crashes at intersections, 82% occurred at intersections without signals. Of the pedestrian crashes, injuries most often occurred when non-motorized users interacted with a moving vehicle, at 77%. 36.4% of these crashes occurred at intersections, and 62.5% of those intersections were unsignalized.

### *Pedestrian and Bicycle Facilities*

Bicycle and pedestrian crashes occur because of the lack of facilities available for safe multimodal transportation in Dracut. A 2016 inventory of sidewalks in the town (Figure 6) shows that sidewalk access is limited to a few residential neighborhoods, with few pedestrian accommodations along the major commercial centers. The Town has not updated the sidewalk inventory since the 2016 data was collected.

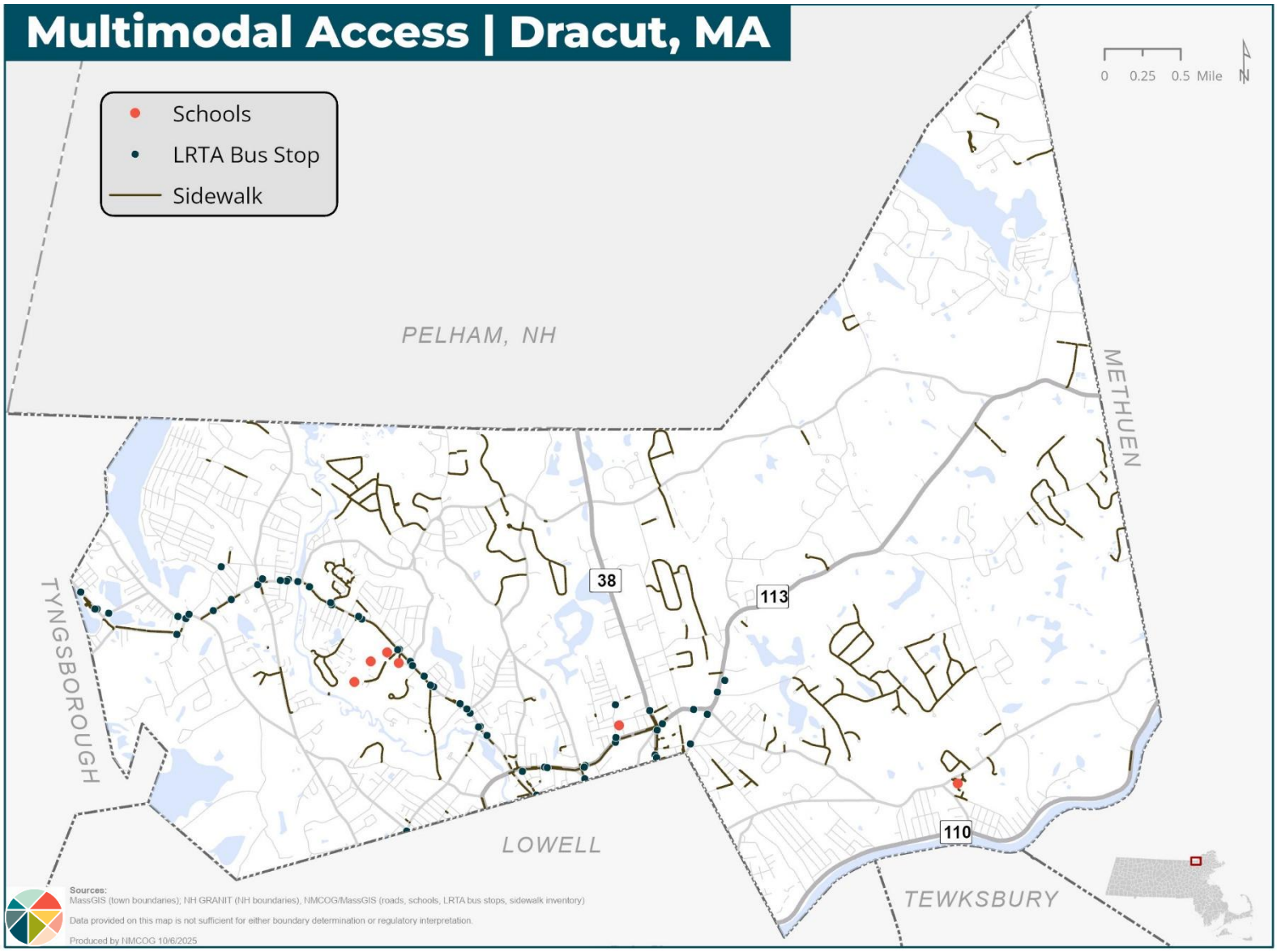


*Figure 6: Multimodal access considerations in Dracut*

There are no bicycle facilities within Dracut. While there are signs that encourage motorists to share the road along major roadways, there are no designated bicycle lanes—painted, buffered, or separated—within Dracut. For other multimodal mobility purposes, closed-circuit trails, multi-use paths, and walkways can be found in open space and recreational areas, but these paths do not connect with a larger network. The Master Plan notes the lack of connected sidewalk and trail systems as one of the most notable deficiencies in Dracut and recommends that future planning initiatives close the gap beginning with linking neighborhoods to Town Center.

#### *Public Transit*

The Lowell Regional Transit Authority (LRTA) provides services in Dracut (Figure 6), but its bus routes are limited to Lakeview Avenue and the very southern reaches of Routes 38 and 113. These corridors are on the Christian Hill, Centralville, and Dracut/Tyngsboro routes. Route 38 extends from the Lowell border to Blanche Street for a total of 0.3 miles of transit service. While there is limited sidewalk infrastructure, the Greenmont Avenue stops are walking accessible, adding 0.4 miles of transit access along Route 38 for a total of 0.7 miles. On Route 113, transit services stretch from Lakeview Avenue up to just south of Florry Drive for a total of 1.7 miles. The bus stops on Routes 38 and 113 are sparser than those located on Lakeview Ave, which cover 3.5 miles along Lakeview Ave, Nashua Rd, and Tyngsboro Rd.

One of the greatest limitations of LRTA services in Dracut is the 60-minute wait time between buses, which often leads to potential transit users opting for other modes of transportation. Pedestrian access is challenging within Dracut, as there is minimal sidewalk infrastructure (Figure 4). Among roadways that feature sidewalks, there is still a prevalence of disconnected and deteriorated sidewalks, leading to sidewalks that lack connections to a larger network. In high speed and/or high traffic volume areas, poor sidewalk network connections and inadequate crosswalk safety measures make road crossings and general walkability dangerous.

LRTA also coordinates with the Merrimack Valley Regional Transit Authority (MVRTA) to utilize MVRTA Route #24 for local service. Route #24 provides limited access as there is a no-stop zone between Methuen and Lowell Hospital except between Draycott Ave and Intervale Ave along Route 110.

## Existing Plans and Projects

### Master Plan

In terms of transportation and circulation, a stated goal in the Dracut Master Plan is to address the transportation needs of all residents, including seniors and disabilities. This includes incorporating bicycle and pedestrian accommodations in future transportation projects wherever possible and increasing ease of use and safety on the LRTA. Multimodal transportation has been identified as essential to Dracut's vitality as it provides access to housing, employment centers, local services, retail establishments, and recreational amenities.

Based on public input gathered in 2019, the Town aimed to prioritize the following from 2020-2030:

- Adding bicycle infrastructure, including signage and pavement design;
- Implementing sidewalk improvements long major routes, especially those closing gaps in the existing network;
- Installing sidewalks on both sides of the road at locations that only have one sidewalk;
- Addressing traffic congestion on Lakeview Ave, including bottlenecks at the school complex;
- Improving walkability around the school complex on Lakeview Ave;
- Participating in the Complete Streets program to address multimodality deficiencies;
- Creating a trail or paved path near Tennis Plaza Road; and
- Addressing school-related congestion through the Safe Routes to Schools (SRTS) program.

Residents also noted a need to better disseminate information regarding public transportation services, especially the Roadrunner Paratransit Service provided by the LRTA. The greatest issue noted by Dracut residents was the lack of a connected system for pedestrian and bicycle transportation. The lack of sidewalks near senior housing and low walkability at the school complex on Lakeview Avenue were the two most highlighted issues by residents. Strong support was expressed for increasing non-motorized transportation options for residents. In 2020, sidewalk improvements were planned at Broadway Rd, Parker Ave, Methuen St, and along Pleasant St. Residents also desired sidewalks along Bridge St, Arlington St, and the Town Center area, creating a link with Loon Hill Rd. They additionally noted opportunities to develop off-road trails to enhance walkability in Dracut.

The Master Plan also noted the need to amend parking requirements as an opportunity for change. Reviewing the current parking requirements and updating the related zoning bylaws to reflect the current standard for types of land use would likely convert unused or underutilized parking space to green space or provide room for multimodal transportation.

### Multimodality Plans

To address multimodality, the town of Dracut and NMCOG developed guiding documents to reconstruct various intersections, address the lack of bicycle infrastructure, expand the pedestrian network, and promote safe and accessible transportation. In 2024, NMCOG prepared the 2024 *Dracut Transportation Planning Guide* (DTPG), a document that outlined planning, programming, and funding for potential projects in Dracut. The largest projects, seen in Figure 5, are along MA Route 110, MA Route 113, and Methuen Rd/Marsh Hill Rd. Smaller projects address sidewalk gaps along Mammoth Road and Lakeview Avenue. In addition to identifying cyclist and pedestrian gaps along key roadways, the DTPG identifies 18 intersections that require crossing, sightline, and turn radius improvements. Intersection improvements located near Dracut's educational facilities—Brookside Elementary School, George H. Englesby Elementary, Greenmont Avenue Elementary School, Joseph A. Campbell Elementary School, Justus C. Richardson Middle School, and Dracut High School—are also marked as qualifying for Safe Routes to School projects.

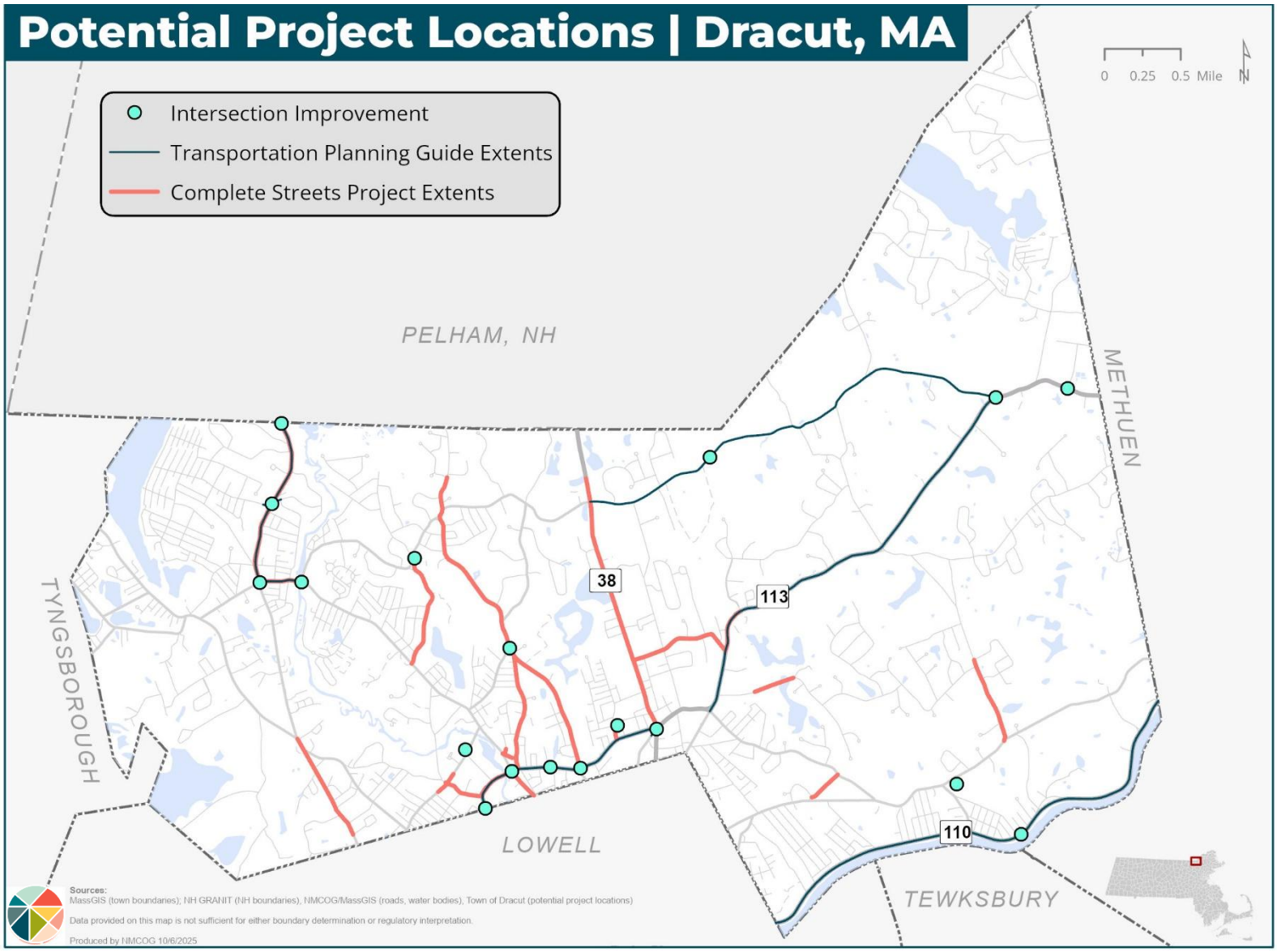


*Figure 7: Location and extent of Complete Streets Policy projects and priority project locations identified in the 2024 Transportation Planning Guide*

The DTPG outlines five steps in project planning and programming: visioning and prioritization, project planning, project programming, project design, and construction. These steps were identified through establishing a transportation vision for Dracut using the Dracut Master Plan (March 2020) and *Envision 2050: A Long-Range Transportation Plan for Northern Middlesex County, Massachusetts*. Projects identified in Step 1, visioning and prioritization, were compiled by Town Staff in a meeting during the planning process and can be seen in the DTPG's Appendix E: Project Priority List.

In addition to the DTPG, the Town of Dracut has adopted a Complete Streets Policy (CSP), effective March 12, 2019. The purpose of Dracut's CSP is to provide improved mobility and accessibility

opportunities for all users regardless of their age, income, or ability. The policy envisions enhancing the community's health, economic vitality, and quality of life by improving multimodal environments throughout the community. The CSP recognizes that Dracut's unique and diverse commercial nodes and neighborhoods require context-sensitive solutions that preserve and enhance their character.

The CSP outlines a core commitment to pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders. Legitimizing safe user facilities can be accomplished by applying Complete Streets design principles through new construction, regular maintenance, or roadway reconstruction. Despite the Town's adoption of the CSP, exemptions can be made by the Board of Selectmen for a variety of reasons, given sufficient data and documentation that the existing right-of-way (ROW) is insufficient to accommodate all modes of transportation safely.

## Current Projects

### *MassDOT Route 110 Project*

Currently under construction, the MassDOT-initiated Lowell – Dracut – Methuen Resurfacing and Related Work on Route 110 (Project #608816) expands non-motorized transportation in Dracut. The resurfacing project is occurring on Route 110 from just west of I-93 in Methuen to just east of Route 38 (Bridge Street) in Lowell, where the reconstruction on VFW Highway ends. As a MassDOT owned, non-interstate road, Complete Streets Designs have been applied to the redesign of the 5.9-mile portion of Route 110 to provide overall improvements to the existing infrastructure. The project focuses on new pedestrian and bicycle accommodations and upgrading existing infrastructure to be ADA compliant. The proposed cross-section was designed as follows:

- 11-foot travel lanes in the eastward and westward directions
- two foot shoulder to accommodate a 5.5-foot reconstructed sidewalk
- ten foot, graded shared use path, separated from the vehicle travel lane by a two- to six-foot buffer containing a guardrail or flex posts
- Breaks provided along the buffer for driveways and at pedestrian crossings and access points

The original proposed design has mostly carried over into the final design, with notable differences between the Lowell and Dracut shared use paths. In Lowell, the redesign includes the designated shared use path, as designed with guardrails, while the Dracut path relies on a narrower buffer with rumble strips and occasional flex posts to create separate facilities. Despite this difference, the Route 110 resurfacing will introduce bicycle and pedestrian facilities over a nearly six-mile stretch between Methuen and Lowell, increasing bicycle and pedestrian access in a portion of Dracut ranked highly in the High Risk and High Injury networks.

In addition to the reconstructed sidewalk, the redesign and resurfacing of Route 110 in Dracut will include

- bicycle lanes in both the eastward and westward bound directions,

- intersections with high friction green bicycle facility surface treatment and high-visibility pedestrian sidewalks, and
- a rumble-strip buffer between vehicle travel lanes and bicycle travel lanes, with flex posts along areas with a narrow buffer.

As of August 2025, the project was at ten percent construction between Methuen and Lowell. Creating multimodal access along Route 110 in Dracut not only contributes to safer roads, but creates more opportunities for recreation, access to open space along the Merrimack River, and additional economic opportunities between Methuen, Lowell, and Dracut as multimodal users explore the corridor.

### *SRTS – Lakeview Avenue Complex*

Under design at the time of writing is the Safe Routes to School (SRTS) project at the school complex on Lakeview Avenue. SRTS is a free, federally funded program that works to increase safe multimodal access among public elementary, middle, and high school students. Titled "Improvements at George Englesby Elementary School (Project #609510)," the proposed improvements consist of connecting sidewalks along Lakeview Avenue, from Old Road to Primrose Hill Road and Turgeon Avenue and New Boston Road. To further improve access to the school complex, new crosswalks will be added pending design, as well as a pedestrian signal and various crossing signs at key intersections. Under 25% design, the project spans 1.4 miles and closes 4,000 feet of sidewalk gaps in Dracut.

## Prioritization Framework and Project Scoring

As the primary goal of this study was to evaluate which local projects would be best positioned for future eligibility on the region's Transportation Improvement Program (TIP), staff focused on evaluating the Town's list of projects through the TIP framework. A Prioritization Framework (PF) for projects in Dracut was developed to mimic the current Transportation Evaluation Criteria (TEC) used by NMCOG to determine project prioritization on the TIP. The PF takes the TEC categories of condition, mobility, safety, community effects and support, land use and economic development, and environmental effects and simplifies their subcategories to create a single category per criteria to evaluate. From the TEC, the PF additionally draws the Transportation Bonus Equity Score. Unique to the PF, a bonus point is awarded to a project according to the existing plan it appears in; a point for Complete Streets, a point for the DTPG, or two points if the project appears in both. Table 5 delineates the criteria used for evaluating projects in the PF. For additional information on the TEC categories, please see the 2025 TEC Update Memo.

Note: This scoring is designed to assess which of the Town's potential projects best align with regional priorities and would thus rank highly using the regional TEC, however it is a simplified scoring system as the projects below are not yet in design. As any individual project is advanced, the official TEC scoring will vary from the PF scores assigned below.

*Table 5: Dracut project Prioritization Framework*

| TEC Criteria | | | |
|---|---|---|---|
| **TEC Category** | **Data Used** | **Scoring Criteria** | **Metropolitan Transportation Plan Regional Goal** |
| **Condition** | Regional Pavement Condition, Bridge Condition (MassDOT) or other sources | Poor to good with extent > 1/2 mile: 3<br>Poor to good with extent < 1/2 mile: 2<br>Poor to good at location only: 1<br>No improvement: 0<br>Good to poor at location: -1<br>Good to poor with extent < 1/2 mile: -2<br>Good to poor with extent > 1/2 mile: -3 | Improvement of infrastructure elements |
| **Mobility** | Magnitude of congestion, access and connectivity improvements, roadways of significance | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on travel, connectivity, and access |
| **Safety** | High-Injury Network, High-Risk Network, effect on bicycle and pedestrian safety | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on the HRN, HIN, and multimodal safety |
| **Land Use and Economic Development** | Housing data, land use, zoning designation | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2 | Sustainable development effects |

| | | | |
|---|---|---|---|
| | | Major detriment: -3 | |
| **Community Effects and Support** | Project effects on residential areas, community support | Significant improvement, support: 3<br>Moderate improvement, support: 2<br>Minor improvement, support: 1<br>No change, support: 0<br>Minor detriment, support: -1<br>Moderate detriment, support: -2<br>Major detriment, support: -3 | Public, local, government, legislative, and regional support/advancement |
| **Environmental Effects** | Greenhouse gas emissions analysis, wetlands and conservation land data, endangered species presence | Significant positive effect: 3<br>Moderate positive effect: 2<br>Minor positive effect: 1<br>No effect: 0<br>Minor negative effect: -1<br>Moderate negative effect: -2<br>Significant negative effect: -3 | Water, air, land, and climate effects |
| **Transportation Equity (Bonus Score)** | Proximity to Environmental Justice Community | Within: 2<br>Within 1/4 mile: 1<br>Other: 0 | Transportation Equity |
| **Additional Considerations** | | | |
| **Cost** | | | |
| **Prioritization Plan** | | | |
| **Complete Streets** | | | |
| **Funding Source** | | | |
| **Scoring** | | | |
| **Unweighted** | | | |
| **Weighted** | | | |

Every project was scored according to information provided in the DTPG, Complete Streets Documents, Master Plan, and any other relevant documents related to the project.

- **Condition** was scored on proximity to existing sidewalk and bicycle facilities, with projects receiving a 1 if sidewalks existed in its extent, 2 if there were limited sidewalks with large gaps, 3 if no sidewalks existed. In this evaluation it was noted that there is no bicycle infrastructure within any of the project extents.

- **Mobility** was scored on project connections to public transportation, housing, economic centers, green space, and so forth. Projects that greatly improve connectivity scored a 3, while projects that filled network gaps scored 1.
- **Safety** was scored based on additions to the bicycle and pedestrian network *as well as* the project's relationship to the HIN and HRN. Projects on the HIN and HRN received a 3, projects with increased safety (i.e. installation of sidewalks and bicycle facilities) received a 2, and intersection projects focused on realignment for vehicular traffic received a 1.
- **Land use and economic development** was scored on what the project created access to, similarly to mobility. The more economic opportunities created by the project, the higher the score.
- **Community effects and support** received a cursory score based on how many plans besides the DTPG and CS a project appeared in. As the DTPG and CS scores were treated as bonus scores, a project's inclusion in these plans was not considered as part of this category.
- **Environmental effects** focused on the impacts a project is estimated to have on greenhouse gas (GHG) emissions, with projected emissions reductions receiving higher scores. The official TEC used for TIP projects considers proximity and impact on wetlands and endangered species, but for simplification purposes, these were not considered in the Dracut PF. The **Transportation Equity Bonus Score** remained the same from the TEC: projects within an Environmental Justice community received 2 points, projects with ¼ mile received 1, and projects beyond ¼ mile did not receive bonus points. Bonus points were also awarded for presence in DTPG and CS documents: 1 point for each plan a project appeared in, for a total maximum of 2 points. No projects received negative scores in any category.

Like the TEC used to score TIP projects, the categories are weighted. The PF follows the same weighting system as the TEC to gauge how these projects might score in a regional context. All categories have a weight of 14%, except safety, which has a weight of 30%. The bonus categories remain unweighted. The final score is a sum of the weighted scores and any bonus points received. The final project scores are laid out in Table 3, sorted by highest to lowest score.

As noted above, should the Town advance design work on any of the projects below and submit them as potential TIP projects, the official TEC scores will vary from the scores assigned through the PF framework.

*Table 6. Dracut project scores using the Dracut TEC*

| Project Name | Score |
|---|---|
| Improvements at Pleasant St and Lakeview Ave | 19.48 |
| Pleasant St/Route 113 Sidewalk Improvements | 18.64 |
| Roadway Improvements on Mammoth Rd from Lakeview Ave to NH | 18.32 |
| Mammoth Road Sidewalks (Lakeview to Lowell) | 17.64 |
| Bridge Street (Route 38) Improvements | 16.64 |
| Lakeview Ave at Collinsville Area Streetscape improvements / between Primrose Hill and Mammoth Roads | 16.64 |
| New Boston Rd Sidewalks | 14.16 |
| Broadway Rd Sidewalk | 14 |
| Parker Ave Sidewalk Improvements - SRTS Campbell School | 13.48 |
| Hildreth Street Sidewalks - includes Old Road Intersection | 13.36 |
| Loon Hill Road Sidewalk | 13.16 |
| Route 113/Methuen St Sidewalk Improvements | 13.16 |
| Hampson St, Parker Ave, Old Meadow Rd, Phineas St Intersection Improvements | 12.48 |
| Intersection Improvements at Route 113 and Route 38 | 11.6 |
| Hampson Street Sidewalk | 11.52 |
| Kelly Road Sidewalk | 11.52 |
| Sladen St Sidewalk | 11.36 |
| Intersection improvements at Route 113 and Hildreth St | 10.8 |
| Fox Ave Sidewalk Improvement | 10.68 |
| Greenmont Ave Sidewalk | 9.68 |
| Mammoth Road Intersection Improvements at Pine Valley Rd and Passaconway Dr | 9.64 |
| Intersection Improvements at Primrose Hill Rd and New Boston Rd | 9 |
| Hamblet Ave, Dinley St, Lakeview Ave Intersection | 8.96 |
| Intersection improvements at Lakeview Ave & Mammoth Rd | 8.92 |
| Complete Streets Design - Marsh Hill Road | 7.84 |

A full scoring explanation is available for each project in Appendix A.

### Finalization and Recommendations

The top scoring projects recommended for further development are:

- Improvements at Pleasant St and Lakeview Avenue;
- Pleasant St/Route 113 Sidewalk Improvements;
- Roadway Improvements on Mammoth Rd from Lakeview Ave to New Hampshire Line;
- Mammoth Road Sidewalks, from Lakeview Ave to Lowell Line; and
- Lakeview Ave at Collinsville Area Streetscape improvements (between Primrose Hill and Mammoth Roads).

The Collinsville Area Streetscape improvements is recommended over the Bridge Street (Route 38) Improvements for development as cost estimates are lower for the Lakeview Ave project, allowing the NMMPO greater flexibility in programming its funding in future TIP years.

To advance these projects to the TIP, NMCOG recommends referring to the DTPG's Steps 2 and 3, Project Planning and Project Programming, respectively. This project prioritization document fulfills the recommendations of Step 1, Visioning and Prioritization, which focuses on identifying and scoring projects of interest within Dracut. During the Project Planning step, the Town of Dracut should meet with NMCOG and the staff of the MassDOT District 4 office before a formal concept or scope is developed (DTPG, 11). Preparing questions and determining potential issues will help in MassDOT's approval of the project in its initial phases.

As this project prioritization plan focused on scoring projects for the TIP, NMCOG's recommendations generally focus on helping the Town program projects onto the NMMPO TIP. Projects receiving lower TEC scores may still be of interest to the Town, and projects with shorter extents, such as the Fox Ave Sidewalk Improvement project, would benefit from non-TIP funding. Other means of funding can be applied through grants and programs such as the Safe Routes to School initiative, HousingWorks, MassWorks, Complete Streets, or other various state or federal initiatives.

| TEC Criteria | | | | Project | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TEC Category** | **Data Used** | **Scoring Criteria** | **Metropolitan Transportation Plan Regional Goal** | **Bridge Street (Route 38) Improvements** | **Broadway Rd Sidewalk** | **Complete Streets Design - Marsh Hill Road** | **Fox Ave Sidewalk Improvement** | **Greenmont Ave Sidewalk** | **Hamblet Ave, Dinley St, Lakeview Ave Intersection** | **Hampson St, Parker Ave, Old Meadow Rd, Phineas St Intersection Improvements** | **Hampson Street Sidewalk** | **Hildreth Street Sidewalks - includes Old Road Intersection** |
| **Condition** | Regional Pavement Condition, Bridge Condition (MassDOT) or other sources | Poor to good with extent > 1/2 mile: 3<br>Poor to good with extent < 1/2 mile: 2<br>Poor to good at location only: 1<br>No improvement: 0<br>Good to poor at location: -1<br>Good to poor with extent < 1/2 mile: -2<br>Good to poor with extent > 1/2 mile: -3 | Improvement of infrastructure elements | 2<br>No existing sidewalk or bike infrastructure, minor access within 0.1 mile to sidewalk on southern end of Bridge St | 2<br>No bike/ped/accessible infrastructure | 2<br>Access to sidewalks off side roads, but none on MHR itself | 2<br>No bike/ped/accessible infrastructure | 1<br>Accessible via public transit and has sidewalk access along 113 and Bridge St even thoguh Greenmont itself doesn't - needs to close gaps | 1<br>Has minimal sidewalks but primarily requires intersection realignment with accessible components added in. | 2<br>No ability to cross intersection safely, no connections to bike/ped infrastructure or public transit along busy corridor. | 1<br>Continuation of Hapson/Parker/OldMeadow/Phineas intersection improvement, would currently connect no sidewalk to no sidewalk | 2<br>Currently has no sidealks but would create connections across existing infrastructure |
| **Mobility** | Magnitude of congestion, access and connectivity improvements, roadways of significance | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on travel, connectivity, and access | 3<br>Increases ADA accessibility, pedestrian and cyclist mobility, better access to transit, and greater vehicular safety | 2<br>Increases ADA/ped/cyclist access to/from recent housing developments, businesses, Veterans Park, and Town offices | 2<br>Connecting Broadway Rd/Route 113 to residential and green spaces, does not specify bike or other multimobility infrastructure | 2<br>Construction of 6' sidewallks on the north side of Fox Avenue to provide pedestrian access and safety for area residents to Bridge Street | 2<br>Connection to/from Schoool | 1<br>Intersection improvements with crosswalks to improve vehicle and pedestrian safety | 2<br>Pedestrian, cyclist, and ADA access to adjacent School area on Phineas St through intersection improvements | 2<br>Pedestrian and cyclist access leadig from Pleasant St (Route 113), a major corridor | 2<br>Bike and ped, does not expand on other multimodal access |
| **Safety** | High-Injury Network, High-Risk Network, effect on bicycle and pedestrian safety | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on the HRN, HIN, and multimodal safety | 3<br>Closes gap in sidewalk network, improved safety across all modes of transportation | 2<br>Closes sidwalk gap, design focused on bike/ped/transit. Overlaps very slightly with top 5% HIN | 1<br>Marked as Complete Streets project, does not clarify expansion to bike use along roadway. Neither HIN or HRN | 1<br>Marked as Complete Streets project, does not clarify expansion to bike use along roadway. Neither HIN or HRN | 1<br>Sidewalk only proposed on eastern side of Greenmont Ave - improve pedestrian safety and access to school. Neither HIN or HRN. | 2<br>Not a HIN intersection but promotes vehicle and pedestrian safety at a complicated intersection | 2<br>Not a HIN intersection but improves access to school facilities through safe pedestrian crossing and traffic control | 1<br>Cyclist, pedestrian, and ADA compliance connecting landmarks leading to and from Route 113/Pleasant St, not HIN or HRN | 1<br>Safety increases for bike/ped, not HIN or HRN |
| **Land Use and Economic Development** | Housing data, land use, zoning designation | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Sustainable development effects | 3<br>Provides access to local businesses, public town parks, Town offices, and assisted living offices | 3<br>Connection to/from recent housing developments, area businesses, Veterans Park, and Town offices | 1<br>Residential and economic connections | 2<br>Connecting Route 38 and Route 113 in a pedestrian-friendly manner, adding additonal route for residences and businesses. | 1<br>Residential and school connections | 1<br>Close the gap to Boule Park and local area businesses | 1<br>Primarily a safert improvement, connects to School on Phineas St | 3<br>Connects Pleasant St areas businesses and Umass Lowell campus | 2<br>Connects residential, Matty's Way, Cinderella Circle, etc - increased opportunity for business, green space, residential connection |
| **Community Effects and Support** | Project effects on residential areas, community support | Significant improvement, support: 3<br>Moderate improvement, support: 2<br>Minor improvement, support: 1<br>No change, support: 0<br>Minor detriment, support: -1<br>Moderate detriment, support: -2<br>Major detriment, support: -3 | Public, local, government, legislative, and regional support/advancement | 0<br>receives CS points | 0<br>receives CS points | 0<br>receives PP points | 0<br>receives CS points | 1<br>SRTS options | 0<br>receives CS points | 1<br>SRTS options | 0<br>receives CS points | 1<br>In multiple plans |
| **Environmental Effects** | Greenhouse gas emissions analysis, wetlands and conservation land data, endangered species presence | Significant positive effect: 3<br>Moderate positive effect: 2<br>Minor positive effect: 1<br>No effect: 0<br>Minor negative effect: -1<br>Moderate negative effect: -2<br>Significant negative effect: -3 | Water, air, land, and climate effects | 3<br>Provides multimodal access along Bridge St Road which has long-term GHG reduction impacts | 3<br>Closes sidewalk gap, long term GHG reduction through bike/ped/transit facilitation | 1<br>Overall would reduce GHG emissions, does not connect other multimodal transit and does not support bike infrastructure | 1<br>Overall would reduce GHG emissions, does not connect other multimodal transit and does not support bike infrastructure | 2<br>Reduced GHG to and from school - includes teachers, students, families, etc | 1<br>Closes the gap in sidwalk connection, primarily confused on vehicular safety | 1<br>Closes sidewalk gap, focus on vehicular traffic calming | 2<br>Increased bike/ped access to major business hubs in Town Center and connecction to Lowell | 2<br>Reduces GHG between commercial, residential, green space |
| **Transportation Equity (Bonus Score)** | Proximity to Environmental Justice Community | Within: 2<br>Within 1/4 mile: 1<br>Other: 0 | Transportation Equity | 1 | 1 | 0 | 2 | 1 | 1 | 2 | 2 | 2 |
| **Additional Considerations** | | | | | | | | | | | | |
| **Cost** | | | | | | | | | | | | |
| **Prioritization Plan** | | | | | | 1 | | | | | | 1 |
| **Complete Streets** | | | | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 |
| **Funding Source** | | | | Complete Streets, Chapter 9 | Complete Streets | potential TIP | Complete Streets | Complete Streets | Complete Streets | Complete Streets, potential SRTS funding | Complete Streets | Complete Streets, Chapter 90 |
| **Scoring** | | | | | | | | | | | | |
| **Unweighted** | | | | 16 | 14 | 8 | 11 | 10 | 8 | 12 | 12 | 14 |
| **Weighted** | | | | **16.64** | **14** | **7.84** | **10.68** | **9.68** | **8.96** | **12.48** | **11.52** | **13.36** |
| | | Condition | 14% | 1.68 | 1.68 | 1.68 | 1.68 | 0.84 | 0.84 | 1.68 | 0.84 | 1.68 |
| | | Mobility | 14% | 2.52 | 1.68 | 1.68 | 1.68 | 1.68 | 0.84 | 1.68 | 1.68 | 1.68 |
| | | Safety | 30% | 5.4 | 3.6 | 1.8 | 1.8 | 1.8 | 3.6 | 3.6 | 1.8 | 1.8 |
| | | Land use and economic development | 14% | 2.52 | 2.52 | 0.84 | 1.68 | 0.84 | 0.84 | 0.84 | 2.52 | 1.68 |
| | | Community effects and support | 14% | 0 | 0 | 0 | 0 | 0.84 | 0 | 0.84 | 0 | 0.84 |
| | | Environmental Effects | 14% | 2.52 | 2.52 | 0.84 | 0.84 | 1.68 | 0.84 | 0.84 | 1.68 | 1.68 |
| | | Equity bonus score | | 1 | 1 | 0 | 2 | 1 | 1 | 2 | 2 | 2 |
| | | Plan bonus score | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |

| TEC Criteria | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TEC Category** | **Data Used** | **Scoring Criteria** | **Metropolitan Transportation Plan Regional Goal** | **Intersection improvements at Lakeview Ave & Mammoth Rd** | **Improvements at Pleasant St and Lakeview Ave** | **Intersection Improvements at Primrose Hill Rd and New Boston Rd** | **Intersection improvements at Route 113 and Hildreth St** | **Intersection Improvements at Route 113 and Route 38** | **Kelly Road Sidewalk** | **Lakeview Ave at Collinsville Area Streetscape improvements / between Primrose Hill and Mammoth Rds** | **Loon Hill Road Sidewalk** | **Mammoth Road Intersection Improvements at Pine Valley Rd and Passaconway Dr** |
| **Condition** | Regional Pavement Condition, Bridge Condition (MassDOT) or other sources | Poor to good with extent > 1/2 mile: 3<br>Poor to good with extent < 1/2 mile: 2<br>Poor to good at location only: 1<br>No improvement: 0<br>Good to poor at location: -1<br>Good to poor with extent < 1/2 mile: -2<br>Good to poor with extent > 1/2 mile: -3 | Improvement of infrastructure elements | 2<br>Has some sidewalk access but is very disconnected, services LRTA stops | 2<br>similar to Lakeview & Mammoth intersection, has some access but this would focus on closing gaps | 2<br>No bike/ped infrastructure but does not service any LRTA stops | 1<br>Has LRTA stops but generally would be closing gaps in the network | 1<br>Closing network gaps and improving condition | 2<br>no bike/ped infrastructure in any capacity | 1<br>Has some sidewalk access and does service LRTA stops but generally would be a gap-filling project | 1<br>connecting gaps in network | 3<br>No multimodal accessibility |
| **Mobility** | Magnitude of congestion, access and connectivity improvements, roadways of significance | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on travel, connectivity, and access | 1<br>Signal upgrade and reconfiguration of approaches, no bike/ped considerations unless as part of other Lakeview/Mammoth Rd project | 3<br>Improved bike/ped, ADA accessibility, transit operations and access, and freight operations | 1<br>Increased Pedestrian access through residential areas | 1<br>Signal intersection upgrade, mostly pedestrian access | 1<br>Signal intersection upgrade, mostly pedestrian access | 2<br>Increases pedestrian and cyclist mobility but does not direactly impact access to public transit | 3<br>Redesign of Lakeview Ave (major corridor) to improve vehicular, pedestrian, and cyclist safety | 2<br>Increases pedestrian and cyclist mobility but does not direactly impact access to public transit | 1<br>Intersection reconfiguration, primarily for pedestrian crossing |
| **Safety** | High-Injury Network, High-Risk Network, effect on bicycle and pedestrian safety | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on the HRN, HIN, and multimodal safety | 3<br>Top 3% HIN leading into top 1% HIN, moderate on HRN. | 3<br>1% HIN, top 3% HIN, top 5% HIN, moderate regional risk, regional top 50 intersection | 1<br>Not on HIN, HRN but does contribute to bike/ped safety | 2<br>Top 5% HIN, High HRN | 3<br>Regional High, Moderate on HRN, top 50 intersection | 1<br>Improved pedestrian and cyclist safety through CS designs, not HIN or HRN | 3<br>Includes 6' sidewalks along boath sides of the roadway, bike lanes, and reduced curb cuts. Top 1% and 3% HIN, moderate regional HRN | 2<br>Improved pedestrian and cyclist safety through CS designs, additional access for Town of Dracut Emergency Services. Not HIN or HRN | 2<br>Moderate on HRN, increase pedestrian safety and connection across residential areas currently split by major roadway |
| **Land Use and Economic Development** | Housing data, land use, zoning designation | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Sustainable development effects | 0<br>Signal upgrade and reconfiguration of approaches - maintaines vehicle forward approach | 3<br>Expanded access to and along two of Dracut's major corridors | 1<br>Improving residential connections | 1<br>Increased pedestrian access and safety along Route 113 and Hildreth St - access to grocery, green space, small business | 2<br>Connections to Lowell, residential, and economic hubs | 2<br>Pedestrian and cyclist access to Arlington Street and Town Center amenities | 3<br>Redesign of a major corridor with high vehicle volumes along a HIN/HRN road promoting ease of access to recreation and business | 3<br>Access to Parker Village area roads, Town emergency services, public parks, Town of Dracut offices, and local businesses along | 1<br>Improving residential connections |
| **Community Effects and Support** | Project effects on residential areas, community support | Significant improvement, support: 3<br>Moderate improvement, support: 2<br>Minor improvement, support: 1<br>No change, support: 0<br>Minor detriment, support: -1<br>Moderate detriment, support: -2<br>Major detriment, support: -3 | Public, local, government, legislative, and regional support/advancement | 0<br>receives PP points | 1<br>Multiple plans | 0<br>receives PP points | 1<br>In multiple plans | 0<br>receives PP points | 0<br>receives CS points | 1<br>In multiple plans | 0<br>receives CS points | 0<br>receives PP points |
| **Environmental Effects** | Greenhouse gas emissions analysis, wetlands and conservation land data, endangered species presence | Significant positive effect: 3<br>Moderate positive effect: 2<br>Minor positive effect: 1<br>No effect: 0<br>Minor negative effect: -1<br>Moderate negative effect: -2<br>Significant negative effect: -3 | Water, air, land, and climate effects | 0<br>Signal upgrade and reconfiguration of approaches - maintaines vehicle forward approach | 3<br>Long term reduction of GHG due to increased access for cyclists and pedestrians, providing alternative to driving. Increased access to public transit | 1<br>Improving residential connections | 1<br>Improved GHG emissions from increased pedestrian access at a key intersection | 1<br>Improved GHG emissions from increased pedestrian access at a key intersection | 2<br>Enhanced bike/ped allows for a long-term reduction in GHG emissions by vehicles | 3<br>Long term reduction of GHG due to increased access for cyclists and pedestrians, providing alternative to driving. Increased access to public transit | 3<br>Reduction in GHG through bike/ped access to key aspects of Town operation and services, but does not directly impact access to Transit | 1<br>Improving residential connections |
| **Transportation Equity (Bonus Score)** | Proximity to Environmental Justice Community | Within: 2<br>Within 1/4 mile: 1<br>Other: 0 | Transportation Equity | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 1 | 0 |
| **Additional Considerations** | | | | | | | | | | | | |
| **Cost** | | | | | | | | | | | | |
| **Prioritization Plan** | | | | 1 | 1 | 1 | 1 | 1 | | 1 | | 1 |
| **Complete Streets** | | | | | 1 | | 1 | | | 1 | 1 | |
| **Funding Source** | | | | potential TIP | potential TIP | potential TIP | potential TIP | potential TIP | Complete Streets | Complete Streets, Chapter 90, Potential TIP | Complete Streets | Complete Streets |
| **Scoring** | | | | | | | | | | | | |
| **Unweighted** | | | | 7 | 19 | 9 | 10 | 10 | 12 | 16 | 13 | 9 |
| **Weighted** | | | | **8.92** | **19.48** | **9** | **10.8** | **11.6** | **11.52** | **16.64** | **13.16** | **9.64** |
| | | Condition | 14% | 1.68 | 1.68 | 1.68 | 0.84 | 0.84 | 1.68 | 0.84 | 0.84 | 2.52 |
| | | Mobility | 14% | 0.84 | 2.52 | 0.84 | 0.84 | 0.84 | 1.68 | 2.52 | 1.68 | 0.84 |
| | | Safety | 30% | 5.4 | 5.4 | 1.8 | 3.6 | 5.4 | 1.8 | 5.4 | 3.6 | 3.6 |
| | | Land use and economic development | 14% | 0 | 2.52 | 0.84 | 0.84 | 1.68 | 1.68 | 2.52 | 2.52 | 0.84 |
| | | Community effects and support | 14% | 0 | 0.84 | 0 | 0.84 | 0 | 0 | 0.84 | 0 | 0 |
| | | Environmental Effects | 14% | 0 | 2.52 | 0.84 | 0.84 | 0.84 | 1.68 | 2.52 | 2.52 | 0.84 |
| | | Equity bonus score | | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 1 | 0 |
| | | Plan bonus score | | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |

| TEC Criteria | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TEC Category** | **Data Used** | **Scoring Criteria** | **Metropolitan Transportation Plan Regional Goal** | **Mammoth Road Sidewalks (Lakeview to Lowell)** | **Merrimack River Trail Construction** | **New Boston Rd Sidewalks** | **Parker Ave Sidewalk Improvements - SRTS Campbell School** | **Pleasant St/Route 113 Sidewalk Improvements** | **Roadway Improvements on Mammoth Rd from Lakeview Ave to NH** | **Route 110 Redesign and Resurfacing** | **Route 113/Methuen St Sidewalk Improvements** | **Sladen St Sidewalk** |
| **Condition** | Regional Pavement Condition, Bridge Condition (MassDOT) or other sources | Poor to good with extent > 1/2 mile: 3<br>Poor to good with extent < 1/2 mile: 2<br>Poor to good at location only: 1<br>No improvement: 0<br>Good to poor at location: -1<br>Good to poor with extent < 1/2 mile: -2<br>Good to poor with extent > 1/2 mile: -3 | Improvement of infrastructure elements | 3<br>Fills large gaps in network along major residential/economic corridor | **Part of Route 110 Resurfacing**: Bicycle and pedestrian accomodations with buffered protection from vehicle travel | 3<br>No accessibility to/from Lakeview, would expand network significantly along green space and residential areas | 2<br>Closing sidewalk gaps and access to LRTA | 1<br>Best sidewalk infrastructure across the prioritization network, would require closing the gap to insure safe access from lowell to Bridge St | 3<br>Has LRTA bus stops, no sidewalks, no bike infrastructure | **Under construction** | 2<br>No bike/ped, but no LRTA | 3<br>Has a few sidewalk offshoots and in walking distance (less than 0.1 mi) from LRTA stops, Pleasant St/Rt 113 connector |
| **Mobility** | Magnitude of congestion, access and connectivity improvements, roadways of significance | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on travel, connectivity, and access | 3<br>Improves ADA accessibilty, pedestrian mobility, and bicycle mobility | | 2<br>Increased Bike/Ped, ADA access, no direct impact on public transit options | 2<br>Increased bike/ped access to Parker School, ADA compliance. Does not have a direct impact on public transit | 3<br>Contributes to access in ADA accessibility, pedestrian mobility, bike mobility, and access to transit options | 3<br>Contributes to access in ADA accessibility, pedestrian mobility, bike mobility, and access to transit options | | 2<br>Increased Bike/Ped, ADA access on major roads, no direct impact on public transit options | 2<br>Increased Bike/Ped, ADA access, no direct impact on public transit options |
| **Safety** | High-Injury Network, High-Risk Network, effect on bicycle and pedestrian safety | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on the HRN, HIN, and multimodal safety | 3<br>Installataion of sidewalks and bike lanes for multimodal safety. High and moderate regional risk, stretches of top 3% HIN | | 2<br>Construction of sidewalks to close existing gaps - improve ped safety in connection to school complex and businesses. Not on HIN or HRN | 2<br>Safe access to school complex in addition to connections to Methuen St and Parker Village residences. Not on HIN or HRN | 3<br>Provides ease of access along a state route. Top 1, 3, 5% on HIN, moderate and high risk on HRN. Covers multiple HIN intersections | 3<br>Top 3% of HIN, moderate risk. Increases ped/bike safety by providing separate facilities/building sidewalks | | 2<br>no sidewalks/multimodal access along major roads, but not on HIN or HRN | 1<br>no sidewalks/multimodal access, but not on HIN or HRN |
| **Land Use and Economic Development** | Housing data, land use, zoning designation | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Sustainable development effects | 2<br>Increased safety and mobility on a major corridor, profives multimodal access to Beaver Brook Farm | | 2<br>Close gap to exissting local businesses and school complex | 1<br>Residential and school connections | 3<br>connection to UMassLowell and Dracut businesses along the corridor | 3<br>Redesign of a major corridor with high vehicle volumes along a HIN/HRN road promoting ease of access to recreation and business | | 2<br>Primarily connecting green space and residential areas | 2<br>Connecting residential and econoic areas through additional access between major roads |
| **Community Effects and Support** | Project effects on residential areas, community support | Significant improvement, support: 3<br>Moderate improvement, support: 2<br>Minor improvement, support: 1<br>No change, support: 0<br>Minor detriment, support: -1<br>Moderate detriment, support: -2<br>Major detriment, support: -3 | Public, local, government, legislative, and regional support/advancement | 0<br>receives CS points | | 1<br>receives CS points, multiple funding options | 1<br>SRTS options, multiple funding options | 1<br>In multiple plans | 1<br>In multiple plans | | 0<br>receives PP points | 0<br>receives CS points |
| **Environmental Effects** | Greenhouse gas emissions analysis, wetlands and conservation land data, endangered species presence | Significant positive effect: 3<br>Moderate positive effect: 2<br>Minor positive effect: 1<br>No effect: 0<br>Minor negative effect: -1<br>Moderate negative effect: -2<br>Significant negative effect: -3 | Water, air, land, and climate effects | 3<br>Provides multimodal access along Mammoth Road which has long-term GHG reduction impacts, contributes to greater transit options access on | | 1<br>Closing pedestrian access gap, impacts GHG emissions | 1<br>Pedestrian access between residences and school | 3<br>Reduction in GHG through bike/ped access to major corridor | 3<br>Provides multimodal access along Mammoth Road which has long-term GHG reduction impacts, contributes to greater transit options access on | | 3<br>Reduction in GHG through bike/ped access to major corridor and collector road | 2<br>Enhanced bike/ped allows for a long-term reduction in GHG emissions by vehicles |
| **Transportation Equity (Bonus Score)** | Proximity to Environmental Justice Community | Within: 2<br>Within 1/4 mile: 1<br>Other: 0 | Transportation Equity | 2 | | 2 | 2 | 2 | 0 | | 1 | 1 |
| **Additional Considerations** | | | | | | | | | | | | |
| **Cost** | | | | | | | | | | | | |
| **Prioritization Plan** | | | | | | | 1 | 1 | 1 | | 1 | |
| **Complete Streets** | | | | 1 | | 1 | 1 | 1 | 1 | | | 1 |
| **Funding Source** | | | | Complete Streets | | Complete Streets, Chapter 9 | potential TIP, Chapter 90, SRTS, Complete Streets | potential TIP, complete streets | potential TIP | | potential TIP | Complete Streets |
| **Scoring** | | | | | | | | | | | | |
| **Unweighted** | | | | 17 | | 14 | 13 | 18 | 18 | | 12 | 11 |
| **Weighted** | | | | **17.64** | | **14.16** | **13.48** | **18.64** | **18.32** | | **13.16** | **11.36** |
| | | Condition | 14% | 2.52 | | 2.52 | 1.68 | 0.84 | 2.52 | | 1.68 | 2.52 |
| | | Mobility | 14% | 2.52 | | 1.68 | 1.68 | 2.52 | 2.52 | | 1.68 | 1.68 |
| | | Safety | 30% | 5.4 | | 3.6 | 3.6 | 5.4 | 5.4 | | 3.6 | 1.8 |
| | | Land use and economic development | 14% | 1.68 | | 1.68 | 0.84 | 2.52 | 2.52 | | 1.68 | 1.68 |
| | | Community effects and support | 14% | 0 | | 0.84 | 0.84 | 0.84 | 0.84 | | 0 | 0 |
| | | Environmental Effects | 14% | 2.52 | | 0.84 | 0.84 | 2.52 | 2.52 | | 2.52 | 1.68 |
| | | Equity bonus score | | 2 | | 2 | 2 | 2 | 0 | | 1 | 1 |
| | | Plan bonus score | | 1 | | 1 | 2 | 2 | 2 | | 1 | 1 |

| TEC Criteria | | | | |
|---|---|---|---|---|
| **TEC Category** | **Data Used** | **Scoring Criteria** | **Metropolitan Transportation Plan Regional Goal** | **SRTS Sidewalk improvements on Lakeview Ave around School Complex** |
| **Condition** | Regional Pavement Condition, Bridge Condition (MassDOT) or other sources | Poor to good with extent > 1/2 mile: 3<br>Poor to good with extent < 1/2 mile: 2<br>Poor to good at location only: 1<br>No improvement: 0<br>Good to poor at location: -1<br>Good to poor with extent < 1/2 mile: -2<br>Good to poor with extent > 1/2 mile: -3 | Improvement of infrastructure elements | |
| **Mobility** | Magnitude of congestion, access and connectivity improvements, roadways of significance | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on travel, connectivity, and access | |
| **Safety** | High-Injury Network, High-Risk Network, effect on bicycle and pedestrian safety | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Effect on the HRN, HIN, and multimodal safety | |
| **Land Use and Economic Development** | Housing data, land use, zoning designation | Significant improvement: 3<br>Moderate improvement: 2<br>Minor improvement: 1<br>No change: 0<br>Minor detriment: -1<br>Moderate detriment: -2<br>Major detriment: -3 | Sustainable development effects | **in Design process**: at 25% submittal as of 4/25/2025 |
| **Community Effects and Support** | Project effects on residential areas, community support | Significant improvement, support: 3<br>Moderate improvement, support: 2<br>Minor improvement, support: 1<br>No change, support: 0<br>Minor detriment, support: -1<br>Moderate detriment, support: -2<br>Major detriment, support: -3 | Public, local, government, legislative, and regional support/advancement | |
| **Environmental Effects** | Greenhouse gas emissions analysis, wetlands and conservation land data, endangered species presence | Significant positive effect: 3<br>Moderate positive effect: 2<br>Minor positive effect: 1<br>No effect: 0<br>Minor negative effect: -1<br>Moderate negative effect: -2<br>Significant negative effect: -3 | Water, air, land, and climate effects | |
| **Transportation Equity (Bonus Score)** | Proximity to Environmental Justice Community | Within: 2<br>Within 1/4 mile: 1<br>Other: 0 | Transportation Equity | |
| **Additional Considerations** | | | | |
| **Cost** | | | | |
| **Prioritization Plan** | | | | |
| **Complete Streets** | | | | |
| **Funding Source** | | | | |
| **Scoring** | | | | |
| **Unweighted** | | | | |
| **Weighted** | | | | |
| | | Condition | 14% | |
| | | Mobility | 14% | |
| | | Safety | 30% | |
| | | Land use and economic development | 14% | |
| | | Community effects and support | 14% | |
| | | Environmental Effects | 14% | |
| | | Equity bonus score | | |
| | | Plan bonus score | | |