City of Revere Walk, Bike, and Roll Plan

June 2026

Acknowledgements

We would like to thank the City of Revere staff, elected officials, members of the Walk, Bike, and Roll Working Group, Bike to the Sea and Revere residents who provided input on this project. Professional technical assistance was provided by the Metropolitan Area Planning Council (MAPC). We'd also like to thank Nitsch Engineering for their work on designs and cost estimates for a select number of projects included in this plan.

This project was undertaken with funding provided by MAPC and a grant from the Massachusetts Executive Office of Energy and Environmental Affairs (EEA).

Metropolitan Area Planning Council

Project Manager and Primary Report Author:
Marah Holland, Senior Transportation Planner

Contributing Staff:
Sasha Parodi, Community Engagement Manager
Julia Wallerce, Assistant Director of Transportation

Former Staff:
Najee Nunnally, Community Engagement Planner II

City of Revere

Lead Staff:
Tom Skwierawski, Chief of Planning and Community Development
Julie DeMauro, Transportation Coordinator

Former Staff:
Lorena Escolero, Planner and Conservation Agent
Juliette Geraghty & Matthew Terrell, Interns

Nitsch Engineering

Lead Staff:
Bryan Zimolka, Senior Project Manager
Madeline Augustine, Transportation Engineer

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CITY OF REVERE

Patrick M. Keefe Jr.
Mayor

June 8, 2026

I'm excited to share the City of Revere's Walk, Bike, and Roll Plan – our first citywide strategy for improving the everyday ways people move through our streets and neighborhoods. Whether you're walking to work, biking to school, pushing a stroller, using a mobility device, or heading to the T, this plan is about making sure our streets work for you.

The goal is simple: to build a safer, more connected Revere. Right now, too many parts of our city lack the simple infrastructure that makes walking, biking, or rolling feel like real options. Many sidewalks are missing or cracked, Bike facilities end abruptly, and some of our busiest intersections can be uncomfortable, or even dangerous to cross. The plan in front of you lays out a thoughtful, practical approach to change that. This is about addressing the things Revere residents experience every day and aligning them with the future we want to build. It is about investing in safer routes to schools, calming traffic on neighborhood streets where kids play, connecting more residents to public transit, and creating streets that are welcoming, whether you are eight or eighty.

While the focus is on making it safer and easier to walk, bike, or roll, these improvements have the potential to benefit those who have no other choice but to drive. When we reduce conflict points at key intersections, make crosswalks more visible, and give people more practical options to leave their car at home, it eases congestion, improves safety for all, and helps traffic flow more predictably. Safer streets are better for all of us, no matter how we get around. The ideas in this plan didn't come from City Hall alone. They were shaped by our residents through surveys, public meetings, and everyday conversations. I'm grateful to all who shared their stories and experiences to help make our city more reflective of the needs of our residents—and more responsive to the ways people move through their neighborhoods, connect to community resources, and experience public space every day.

This plan won't lead to an overnight transformation. But it gives us a clear, coordinated roadmap for what's next. It shows us how we can utilize our streets to improve public health, support local businesses, reduce emissions, and build a stronger sense of connection across our city. Thank you for continuing to be part of these conversations. With your voices, your advocacy, and your partnership, we will continue to move towards a safer, more vibrant, and more walkable Revere for all of our residents.

Regards,

Patrick M. Keefe Jr.

Office of the Mayor • 281 Broadway, Revere, Massachusetts 02151-5051
Tel. (781) 286-8111 • www.revere.org

June 30, 2025
Subject: Letter of Support for the Revere Walk, Bike, and Roll Plan

To the City of Revere,

On behalf of the Revere Walk, Bike, and Roll Working Group, we are honored to share our strong support for the adoption and implementation of the Revere Walk, Bike, and Roll Plan. Formed in 2024, our working group brings together residents, community leaders, and advocates dedicated to creating safer, healthier, and more connected streets for all. Our purpose has always been to ensure that Revere's transportation network reflects the needs and aspirations of the people who live, work, and play here.

Over the past year, our group has been deeply engaged in this planning process. We participated in public meetings and events, convened monthly working group sessions, distributed surveys, and shared plan information widely across the community. Together with City staff, consultants, and partner organizations, we worked to ensure the plan reflects meaningful community input. Outreach was intentionally inclusive, with multilingual engagement and collaboration with trusted community-based organizations to ensure all voices — across ages, backgrounds, and abilities — were heard.

We are enthusiastic about the vision this plan lays out for increased mobility options across Revere. Our collective goal has always been to create streets and trails that are safer, healthier, and more accessible for everyone. The plan's recommendations support inclusivity for Revere's diverse population, reduce barriers to movement, and strengthen connections between neighborhoods. We believe its implementation will bring tangible benefits: safer routes for children and seniors, better access for people of all abilities, expanded opportunities for walking, biking, and rolling, and an improved quality of life for the entire community.

The Revere Walk, Bike, and Roll Plan reflects professional expertise, the lived experiences and hopes of the people of Revere. We support the City adopting and implementing it as a guiding framework for the future of transportation in our city. As a working group, we are committed to continuing our partnership with the City and its partners to advance the plan's recommendations and ensure its long-term success.

With deep gratitude and optimism for the future of Revere,

Josue Vides-Erazo, David Gregory, Michelle Tallman, Stephanie Goulet

Members of the Revere Walk, Bike, and Roll Working Group

Executive Summary

The City of Revere's Walk, Bike, and Roll Plan outlines a vision for a safer, more connected, and more inclusive transportation network that supports and encourages walking, biking, and rolling in and around the city. As Revere continues to grow and change, this plan provides a roadmap for improving mobility options that reduce car dependence, promote public health, support climate goals, and enhance access to key destinations such as schools, parks, transit stations, and Revere Beach.

Grounded in community input and data-driven analysis, the plan identifies infrastructure improvements, policy strategies, and programmatic initiatives that will make active transportation a more accessible, enjoyable, and safe option for people of all ages and abilities.

Key findings from community input include:

Highways divide Revere and severely limit access to key destinations via walking, biking and rolling.

If conditions were safer, easier, and more convenient, more people would choose to walk, bike, and roll regularly in and around Revere.

Maintenance and severe weather conditions, such as heat, snow, and flooding, often limit the ability to use existing sidewalks and crosswalks.

There is a need for greater connection across Revere, especially east to west, for safe, efficient, and enjoyable travel via walking, biking, and rolling

Targeted, smart investment (including small, quick changes) can connect city residents and visitors between neighborhoods and neighboring communities.

The recommendations of this plan are built on community feedback, data analysis, city feedback, and a review of upcoming city projects. The recommendations fall under three distinct categories: (1) corridor-level recommendations, (2) city-wide network recommendations, and (3) policy and program recommendations. The following are the policy and program recommendations listed in this plan:

1. Create a sustainable Walk, Bike, and Roll Advisory Committee that represents Revere's diversity.
2. Align infrastructure changes with Revere's Department of Public Works' annual repaving plan.
3. Increase secure bike parking at key locations, prioritizing economic centers, schools, and recreation areas.
4. Partner with the Massachusetts Department of Transportation's Safe Routes to Schools program to create sustainable transportation plans for each public school.
5. Partner with local community-based organizations to build a culture of walking, biking, and rolling in Revere.
6. Pilot street changes to test designs, collect data, and engage the public.
7. Increase amenities such as street lighting, benches, green infrastructure, wayfinding, and public art throughout Revere, prioritizing economic centers, trails, MBTA stops, and Revere Beach.
8. Create a consistent and reliable process for maintenance and snow clearance on new walking, biking, and rolling routes.
9. Complete 25% designs for the conceptual designs in this plan to submit for regional transportation funding through the Boston MPO's TIP and other funding sources.
10. Include indoor secure bike parking facilities in all new multi-family development projects.
11. Ensure all future development includes onsite mobility options, and possible off-site mitigation to enhance mobility access, increase mobility options, and decrease reliance on car travel.
12. Develop a city-wide policy on e-bike and e-scooter usage, aligning with the new state law and mirroring policies in neighboring municipalities.
13. Work with neighboring communities to expand on-street and off-street regional connections for walking, biking, and rolling.

These recommendations, in conjunction with the corridor-level recommendations and the city-wide network plan, represent a path forward for Revere to increase mobility options, decrease vehicle traffic, and decrease transportation-related emissions. For additional details on the recommendations, refer to Chapter 4 of this plan.

Chapter 1: Introduction

A Walk, Bike and Roll Plan is a strategic framework designed to guide the efforts of municipal staff, elected officials, and volunteer committees to enhance mobility, safety, and accessibility for people of all ages and abilities who walk, bike, or roll*. Developing such a plan was a key recommendation that emerged during the development of Next Stop Revere, the City's Master Plan.

**Note: We use the term "rolling" multiple times in this plan. By "rolling" we refer to using other types of wheeled devices besides bicycles, such as wheelchairs, walkers, scooters, mopeds, skateboards, strollers, and more.*

Next Stop Revere

Strategy 2.4 — Develop a bicycle and pedestrian master plan to document existing local infrastructure, determine gaps in the pedestrian and cycling network, and prioritize future infrastructure investment decisions.

This plan aligns with the Metropolitan Area Planning Council's active transportation and sustainability goals, which prioritize reducing greenhouse gas emissions, improving public health, and creating vibrant, connected communities. By expanding pedestrian and cycling infrastructure, fostering safer streets, and encouraging multimodal transportation options, the plan supports the region's vision for a more sustainable and equitable transportation network.

Revere Walk, Bike, and Roll Public Survey Highlight

Over 76% of survey respondents want to see improvements to walking, biking, and rolling in Revere. This can include infrastructure improvements, policy changes, new programs, and more.

The purpose of this plan is to identify opportunities to foster safe, enjoyable, convenient, and accessible mobility options in the City of Revere, to ensure all residents and visitors, regardless of race, income, ability, gender, or other status, can get where they need to go.

Specifically, this plan outlines three types of opportunities for improvements, including infrastructure improvements, policy changes, and programmatic initiatives to promote walking, biking, and rolling.

The primary goals of this plan are the following:

- Identify **connections to key areas** within the city, including an east-west route, as well as connections to transit and the beach
- Identify **regional connections** between neighboring municipalities such as Chelsea, Everett, Malden and Lynn
- Develop a **city advisory group** of key stakeholders that may include residents, businesses, community-based organizations, and decision makers that will help influence the development of the plan, as well as serve to ensure implementation of the plan recommendations
- Develop **policy recommendations** to ensure future development and construction projects further biking, walking, and rolling improvements
- Develop a **process for collaboratively and efficiently working with state agencies** to continue biking, walking, and rolling improvements on state-controlled roadways within Revere

Overview of Related Planning Initiatives

A variety of related local and state planning initiatives have helped to set a foundation for this plan. Locally, the Revere Master Plan - Next Stop Revere (2020), Revere's Complete Streets Policy and Prioritization Plan (2019), Revere's 3A compliance, and the Beachmont Connector all provide helpful data and recommendations for this plan. Relative state and regional plans include Suffolk Downs off-site mitigation and DCR's Parkways Master Plan.

Next Stop Revere

The City of Revere's Master Plan, Next Stop Revere, is the city's long-range master plan for land-use and planning. With the support of MAPC, and through the sustained engagement of residents and community partners, Revere has developed a policy and planning blueprint to guide action and investment over the next 10-20 years. Two of the top three concerns identified in the Next Stop Revere plan were related to traffic and pedestrian safety.

The Next Stop Revere plan recommended the city develop a bicycle and pedestrian master plan, which this report accomplishes. In addition, there were numerous recommendations related to piloting street changes, improving lighting and other amenities, focusing on safety improvements, partnering with neighboring communities and state agencies to improve regional routes, and integrating changes with new development and land use changes.

Local Planning Initiatives

Plan Name	Plan Overview	Relevant Recommendations
Complete Streets Policy and Prioritization Plan	Approved in 2018, Revere's Complete Streets Policy recognizes the need to increase mobility options and accessibility of walking, biking, and rolling infrastructure in the city, especially for their aging and lower income residents. The policy aims to promote active and equitable transportation, physical activity, and greater connectivity from the east to the west.	Revere's Complete Streets Prioritization Plan lists 22 projects for Complete Streets improvements. Many of these projects were listed in the network plan recommendation for this report.
MBTA Communities Compliance	Revere is one of the 177 MBTA Communities that must comply with this new state law (40A Section 3), which requires cities to allow for multifamily housing production near transit stations.	Revere created two Smart Growth Overlay Districts: Green Street (6.7 acres) and Shirley Avenue (43.8 acres). The Green Street district overlays a former mobile home park about half a mile from the Beachmont Blue Line stop. The Shirley Avenue district encompasses a broader swath of parcels near the Revere Beach Blue Line stop.

Local Planning Initiatives

Plan Name	Plan Overview	Relevant Recommendations
Beachmont Connector	The proposed project is intended to provide multimodal accommodations along the northbound and southbound sides of State Road between Donnelly Square and the intersection of State Road/ Ocean Avenue/ Eliot Circle.	The proposed scope will provide separated bicycle facilities and will improve the sidewalk along both sides of State Road providing a direct, safe and accessible connection for pedestrians and cyclists to the Beachmont MBTA station, Revere Beach and businesses and existing bike lane along Ocean Avenue. Crosswalks with accessible ramps are proposed across all side streets and signalized intersections.
Revere Beach Connector	A recently awarded federal grant will provide funding to improve east-west connections for people walking, biking and rolling from the existing Revere High School to the Wonderland Blue Line MBTA station.	The project will create a paved multi-use path from the existing Revere High School to the Wonderland Blue Line MBTA Station.
Broadway Master Plan	The Broadway Master Plan looks to create a long-term vision for Broadway, the cultural and civic hub of the city.	Recommendation themes include increasing green space, adding public art and wayfinding signage, and expanding safe, enjoyable mobility options throughout the three segments of the Broadway corridor.

State and Regional Planning Initiatives

Plan Name	Plan Overview	Relevant Recommendations
Department of Conservation and Recreation's (DCR) Parkways Master Plan	DCR oversees a network of diverse parkways that provide critical access to our region's parks and natural areas, including Revere Beach. The Parkways Master Plan articulates a vision for an interconnected network of walkways and bikeways throughout metro Boston that provide residents of all ages and abilities with access to recreational destinations and healthy transportation opportunities.	DCR's Parkways Master Plan discusses four parkways within Revere: Revere Beach Boulevard, Ocean Avenue, Revere Beach Parkway, and Winthrop Parkway. DCR recommends multimodal improvements for all four parkways to ensure safe, comfortable access for users of all modes, ages, and abilities.
Suffolk Downs off-site mitigation	As part of the project's state and local permitting, HYM—the developers of Suffolk Downs—have committed to over $100m in off-site mitigation projects to improve traffic and transportation conditions in Revere.	Improvements include: • Creating a pedestrian signal crossing at Harris Street and Route 60 • Building safer pedestrian crossings at Brown and Bell Circles • Improvements in Beachmont Square, linking the Beachmont Connector with Bennington Street

State and Regional Planning Initiatives

Plan Name	Plan Overview	Relevant Recommendations
North Suffolk Zero Carbon Action Plan	The North Suffolk region, comprised of the City of Chelsea, City of Revere, and Town of Winthrop, has developed a region-wide plan to address carbon pollution and create a more sustainable and livable future.	Within the Mobility and Transportation focus area, this plan recommended the following: • Develop neighborhood-scale and community-wide projects to improve safety, access, and convenience for pedestrians walking and bicycling. • Prioritize safe routes for children, seniors, and people with disabilities to key spaces including schools, community centers, parks, and shopping.
Freight Decarbonization Strategies in the North Suffolk	The Boston Metropolitan Planning Organization (MPO) led this study in partnership with the City of Chelsea, the North Suffolk Office of Resilience and Sustainability (NSORS), and the Metropolitan Area Planning Council (MAPC) to investigate the environmental and economic considerations of creating a more sustainable local freight and industry sector.	Investments to improve the safety of pedestrians and bicyclists are necessary to shift away from vehicles. Strategies to support mode shift largely focus on establishing connections to promote active and sustainable modes of transportation. Recommendations include: • Continuous, connected sidewalks • Pedestrian refuge areas • Signalized crossings • Separated, multi-use paths • An electric cargo bike delivery initiative

MAPC's MetroCommon 2050

MetroCommon 2050 is Greater Boston's regional land use and policy plan. Greater Boston is home to a vibrant, diverse population. We're a hub of innovation and tradition, of learning and culture, of sports, of history, of medicine. We also face big challenges. MetroCommon 2050 is a road map for meeting those challenges, and for launching the region into a more equitable, prosperous, and sustainable future. The plan makes specific recommendations for policy changes that can help the region, including the City of Revere, accomplish our shared goals.

The MetroCommon 2050 principles which guide Revere's Walk, Bike and Roll plan are:

- Create a culture where residents and visitors choose to walk, bike, and roll to schools, retail, places of employment, and other points of interest.
- Establish a bicycle and pedestrian network plan connecting local destinations and surrounding communities through safe, comfortable, and convenient routes.
- Reinforce the value of walking and bicycling with initiatives and the installation of supportive infrastructure.
- Institutionalizing bike and pedestrian improvements in all roadway and related projects throughout the city.
- Confront and prioritize improvements in areas where people of color, low-income individuals, households with no vehicle, seniors, children, and other disproportionately affected groups have felt the burden of an obstructive or lacking bike and pedestrian infrastructure.

Chapter 2:
Walking, Biking, and Rolling in Revere Today

Community Character

Revere is a dynamic coastal city of approximately 60,000 residents, spanning 5.7 square miles along the North Shore. The city is home to Revere Beach—the first public beach in the United States and a cultural and recreational asset, drawing thousands of visitors each summer through all modes of travel. Since 1999, the city's population has grown by nearly 35%, creating new challenges and opportunities related to land use, transportation, and housing.

Land use across Revere is varied, with compact mixed-use neighborhoods like Shirley Avenue, active commercial corridors such as Broadway and Squire Road, lower-density residential areas in the west and north, and major redevelopment zones like Suffolk Downs and Wonderland. Many of these areas are divided by major highways such as Route 1, Route 1A, and Route 16, fragmenting the city and creating barriers for those walking, biking, and rolling. Figure 1 shows that approximately one third of the roadways in Revere are not locally controlled, which makes people-friendly redesigns challenging. These development patterns, combined with regional growth pressures and transportation divisions, make coordinated investments in safe, multimodal transportation more important than ever.

Revere is one of the most demographically diverse cities in the Commonwealth. Approximately 47% of residents identify as non-Hispanic white, 40% as Latinx, 6% as Asian, and 3% as African American. More than half of all households speak a language other than English at home. In addition, over 87% of residents live in census block groups that meet one or more EJ criteria based on income, race, or English language isolation. These neighborhoods frequently experience disproportionate transportation burdens, including limited access to safe walking and biking infrastructure, longer and more expensive commutes, and elevated exposure to traffic-related air pollution. Three recent planning studies in the area have highlighted equity considerations in the local transportation network, described below.

Key Equity Considerations Identified in Recent Planning Initiatives

Next Stop Revere	North Suffolk Zero Carbon Action Plan	Freight Decarbonization Strategies in the North Suffolk
Among Revere residents that take public transit to work, 13% have a commute time of fewer than thirty minutes, and 31% have a commute time of over thirty minutes. Furthermore, **57% of Revere residents that take public transit to work earn less than $35,000 per year,** underscoring the notable equity implications of investing in high-quality public transit.	The North Suffolk region experiences a disproportionate amount of air pollution due to high levels of traffic, roads, airport, port activity, and other industrial uses. At the same time, **residents struggle to have access to alternatives modes of transportation including safe routes for walking and biking, accessible public transportation, and access to EVs.**	Community advocates and residents have raised concerns about deteriorating local road conditions in addition to **safety for vulnerable roadway users.** People walking and biking are exposed to hazards from sharing the roadways with trucks and vehicles passing through.

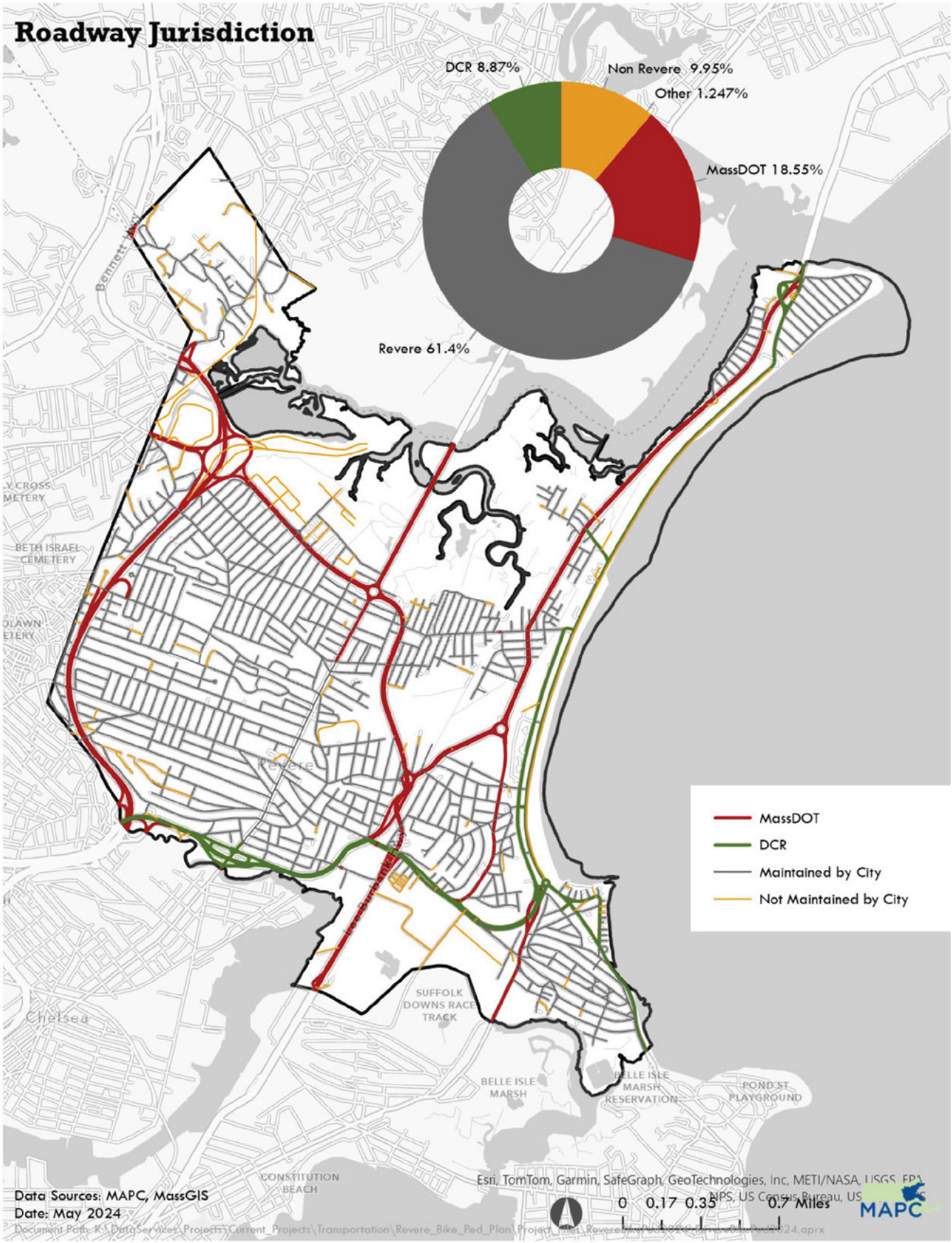


Figure 1: Map of Roadway Jurisdiction in Revere

Boards and Commissions

Revere has multiple relevant boards and commissions that may play a role in implementing the recommendations of this plan. These may include the City Council Climate and Energy Sub-Committee, the Conservation Commission, Council of Elder Affairs, Disability Commission, Parks and Recreation Commission, Planning Board, Traffic Commission and more. Partnerships with the Board of Health, Cultural Council, Historical Commission, and Public Art Commission may be helpful to further create public spaces that are enjoyable as well as reflect the history and culture of Revere.

A goal of this plan is to create a new commission specifically dedicated to active transportation (biking, walking and rolling) as many of the city's surrounding communities have done as well. The newly formed commission will play a key role in advancing a wide variety of policy, programmatic, and infrastructure changes in the city to foster a more inclusive and accessible transportation system. This commission will act as a continuation of the working group that has helped shape this plan, and to ensure that residents of all ages, races, genders, abilities have a voice in shaping and implementing its recommendations.

Walking Infrastructure

Revere's walking infrastructure includes a fairly continuous network of sidewalks and crosswalks, particularly along commercial corridors like Revere Beach Boulevard, Broadway, and Revere Street, which offer direct access to local restaurants, transit stops, and Revere Beach. However, busy arterial roadways, such as American Legion Highway and Revere Beach Parkway create significant barriers for people to walk across. While most intersections include marked crosswalks and curb ramps, many are narrow, in disrepair or in need of upgrades, posing challenges for those with mobility limitations.

Revere has a number of important pedestrian assets. The Christina and John Markey Memorial Bridge, installed in 2013, connects Wonderland Blue Line stations to Revere Beach, creating an easy and accessible connection across Ocean Avenue. Revere Beach Boulevard provides a nearly three-mile route with a wide sidewalk on both sides for residents and visitors to walk, run, or roll along the beach. On the northern end of the city, the Northern Strand Trail serves as an important trail connection to neighboring communities, although access to this trail is challenging from most of Revere.

Maintenance of existing pedestrian assets is a consistent theme in Revere's 311 reports from residents. Recent 311 reports include concerns around flooding, broken or malfunctioning walk signals, obstructions, including illegally parking vehicles, limiting access to walking routes, and crosswalks and sidewalks needing repair. Some of these challenges could be addressed through Revere's annual repaving plan.

Revere Walk, Bike, and Roll Public Survey Highlight

Approximately 63% of survey respondents get around Revere now by walking.

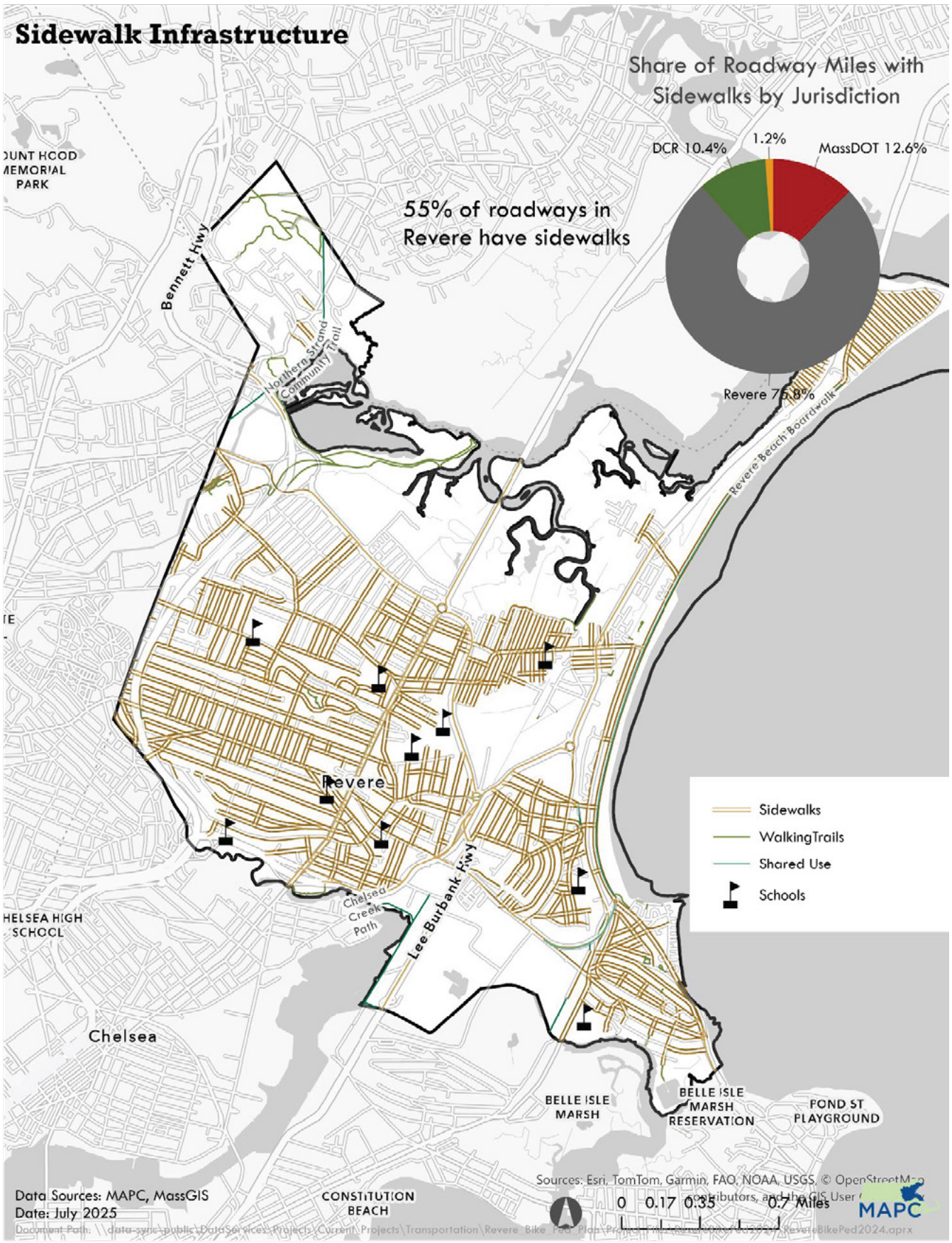


Figure 2: Map of sidewalk coverage and walking trails in Revere

Bicycle Infrastructure

Overall, biking in Revere is challenging and unsafe today, particularly on streets with heavy traffic and no dedicated bike infrastructure. Revere's existing on-street bike infrastructure consists primarily of a few painted bike lanes on Broadway and Revere Street (see figure 2), but lacks safe, protected bike lanes that would provide a more comfortable and secure experience for people of all ages and abilities who bike or roll.

On Broadway, part of the painted bike lane is shared with a morning peak hour bus lane, operational from 4:00am-9:00am. On both Broadway and Revere Street, there are only northbound painted bike lanes with parking on the southbound side of the roadway, leading to a decrease in comfort and safety for those biking southbound.

Major gaps in the network make it difficult to travel safely between key destinations, like Revere Beach, the city's commercial districts, local schools, and transit connections like the two Blue Line stops in Revere. Highways and major arterial roads, such as Route 1A and Route 16 create significant barriers to access, forcing people biking onto high-stress roadways or indirect routes, if they choose to bike at all.

Revere Walk, Bike, and Roll Public Survey Highlight

Approximately 61% of survey respondents would choose to walk, bike, or roll if it were safer, more enjoyable, and easier to do.

The Northern Strand trail runs through the north-west region of Revere and connects the city north to Lynn and South to Everett. The trail is an important regional asset for connectivity and recreation, but many Revere residents find it difficult to access. In order to get to the trail from most of Revere, there needs to be a safe and easy way to cross state roads, including Route 1 and Squire Road.

Revere Walk, Bike, and Roll Public Survey Highlight

Over 35% of survey respondents currently use the off-street trails and paths in and around Revere. In addition, another 25% of survey respondents would use the off-street trails and paths if access or conditions were improved.

In addition to on-street and off-street biking infrastructure, bike parking is a crucial element of a biking city. While some bike parking is available in Revere, particularly near transit stations and recreational areas, it is inconsistent across the city, limiting convenient and secure options for people to bike to their desired destinations. Expanding the bike network, as proposed in this plan, and increasing secure bike parking options would greatly enhance the safety, comfort, accessibility, and enjoyment of biking in Revere.

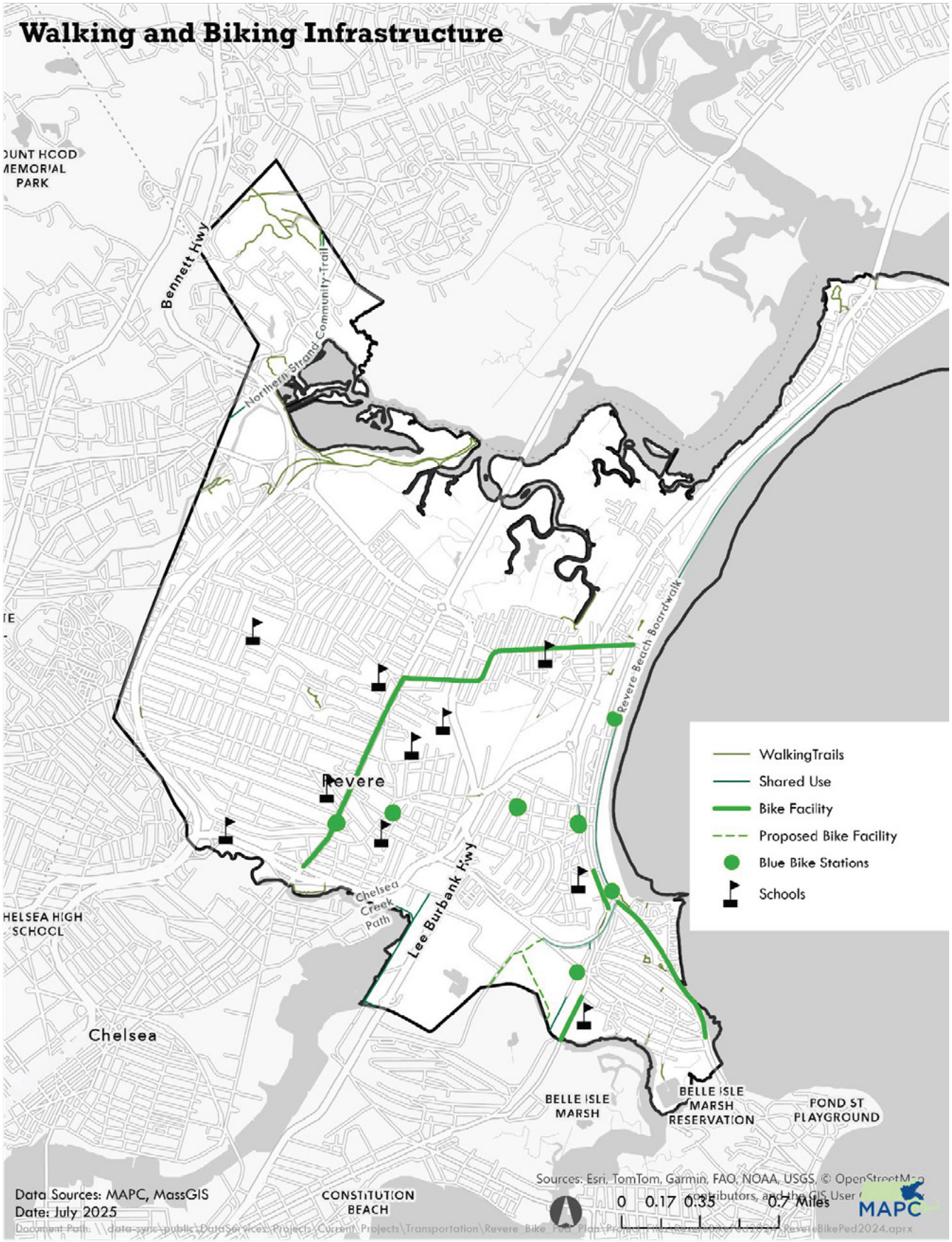


Figure 3: Biking infrastructure in Revere

Bikeshare

The City of Revere is one of thirteen municipal owners of the Bluebikes regional bikeshare system. Bluebikes is the Greater Boston Region's public bikeshare system, and the only public transit service available 24 hours per day, 7 days per week. Boston's original bike share program, Hubway, launched in 2011 and has grown to become an essential part of our region's transportation network. In 2018, Blue Cross Blue Shield of Massachusetts became the title sponsor for the system and the name was changed to Bluebikes.

Key Bluebikes Facts

Bluebikes operates in **13 municipalities** in Greater Boston, including Revere. In 2024, the system provided over **4 million trips by bike.** Since its start in 2011, Bluebikes has provided over **25 million trips by bike** in the region. Bluebikes is the **only public transit system available 24/7** in the region.

Bluebikes, like other bike share systems, consists of a fleet of classic bikes and electric bikes that are locked into a network of docking stations throughout the region. The bikes can be unlocked from one station and returned to any other station in the system, making them ideal for one-way trips. People use bike share to commute to work or school, run errands, get to appointments or social engagements, and more. Various pricing models exist for system usage, including single ride passes, day passes, monthly and annual memberships, and an income-eligible pass. More information about Bluebikes pricing can be found on the Bluebikes website here.

Revere joined the Bluebikes system in 2020 and now owns seven stations and 77 classic bikes. In 2024, ridership in Revere continued to grow, with 13,545 trips starting and 15,271 trips ending in the city. Revere plans to continue to expand the Bluebikes system with an additional four stations and 44 classic bikes in 2025. Although Revere does not currently own any electric Bluebikes, other municipalities in the region have purchased e-bikes that are now available to travel throughout the Bluebikes system, including Revere. To view existing stations and bike availability in and around Revere, visit the Bluebikes system map here.

E-bikes and Other Micromobility

In August 2022, the state signed a formal definition of e-bikes into law in the Transportation Bond Bill. This change formally defined Class 1 and Class 2 e-bikes, but failed to define Class 3 e-bikes, which are defined by many states as the fastest category of e-bikes. The following are the state's definitions for Class 1 and Class 2 e-bikes:

Class 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20 mph, with an electric motor of 750 watts or less.

Class 2: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph, with an electric motor of 750 watts or less.

This important change allows e-bikes to be regulated at the local level, including where e-bikes can operate, as well as posting speed limits in certain areas, such as off-street paved trails. Separating out the definition from "motorized bicycles" also clarified that a license is not required to operate an e-bike in Massachusetts.

However, existing regulations in Revere pose challenges for residents to use electric micromobility devices. The city currently has an existing ban on motorized scooters, motorized skateboards, and other similar motorized vehicles on any public way, street, or sidewalk owned by the city. An individual violating this ban may receive a one hundred dollar fine.

Electric scooters are currently a popular personal mode of transportation in Revere, especially for high school students. Due to recent challenges with e-scooter storage during the school day, Revere High School now provides students with a scooter-specific parking rack outside the school to designate scooter parking. As use of personal electric mobility devices continues to grow in Revere, the city should revise its electric micromobility ordinance to allow the use of these devices and work towards regulating their usage, rather than maintaining a complete ban. This revised regulation will not only increase transportation options for residents and visitors, but it will also increase safety on city streets and property.

Complete Streets Policy

According to the Massachusetts Department of Transportation (MassDOT), a Complete Street is one that provides safe and accessible options for all travel modes — walking,

biking, transit and vehicles — for people of all ages and abilities. The MassDOT program provides funding to cities and towns throughout the state to develop a complete streets policy, develop a prioritization plan, and then implement projects through construction funding.

Revere approved a Complete Streets Policy in 2019, and a prioritization plan shortly thereafter, in 2019. Revere's Complete Streets Prioritization Plan includes a list of twenty two projects throughout the city to improve conditions for walking, biking, and rolling including curb extensions, raised crosswalks, ADA-compliant ramps, rapid flashing beacons, bike lanes, and more. In 2023, Revere applied for MassDOT Complete Streets funding for the Washington Avenue Pedestrian Improvements project and received a $500,000 grant for this work.

Learn more about MassDOT's Complete Streets Program here:
https://madothway.my.site.com/GrantCentral/s/complete-streets-public-overview

Although Complete Streets funds can only be used on local roads, MassDOT released updates to their Healthy Transportation Policy in 2020 to update design criteria to help ensure that people of all ages and abilities are afforded the opportunity for safe travel regardless of mode in the design of future projects.

You can read more about MassDOT's design criteria here:
https://www.mass.gov/doc/controlling-criteria-and-design-justification-process-for-massdot-highway-division-projects-e/download

Safe Routes to School

The Massachusetts Safe Routes to School (SRTS) program works to increase safe walking, biking, and rolling among elementary, middle, and high school students by using a collaborative, community-focused approach that bridges the gap between health and transportation. The program is free for municipalities throughout the state and administered by the Massachusetts Department of Transportation.

The SRTS program is focused on providing services across six "E"s, including education, encouragement, engagement, evaluation, equity, and engineering. Some examples of their work include developing arrival/dismissal plans for schools, planning walking school buses, and providing grants for engineering changes around schools. Figures 2 and 3 show existing walk, bike, and roll infrastructure around Revere's schools.

Revere Walk, Bike, and Roll Public Survey Highlight

Over 34% of survey respondents would choose to walk, bike, or roll to school (K-12), childcare centers, colleges, or technical schools if they felt safe and comfortable doing so.

Of the 11 Revere Public Schools, all except the two high schools are partnered with the MassDOT program. These schools partnered with MA SRTS between 2009-2012. When the City had a Department of Public Health Mass in Motion program, Revere's SRTS program was coordinated through their Active Living Coordinator (ALC) position. The ALC served on the school district's wellness committee as a community member, not in an official city capacity.

Safe Routes to School programming managed through the past ALC included:

- Conducting elementary level Pedestrian Safety annually, although the curriculum has not been adopted into the Revere Public Schools Health and Wellness programming.
- Some Revere schools self-registering for 1-2 annual flagship events.
- Revere schools conducting the MA SRTS Family Travel Surveys about every three years at most schools. The last survey was in 2018.

MA SRTS has worked with Revere Public Schools to:

- Award a 2012 MassDOT SRTS Infrastructure grant (#607999) at the Garfield Elementary and Middle School and in 2021 for the Beachmont Veterans Memorial School (#612100)
- Award a FY2022 MassDOT SRTS Signs and Lines grant for the Rumney Marsh Academy
- Conduct Arrival Dismissal Observations
- Bike education
- Circulation planning

Learn more about MassDOT's Safe Routes to School Program here: https://www.mass.gov/safe-routes-to-school

Alongside the SRTS work, Revere is discussing changes to student bussing policy. The state requires municipalities to provide school transportation for students who live two miles or more from the schools they attend. The city currently buses students to public schools who live farther than 1.5 miles from their school. Due to city budget constraints, Revere is considering reducing busing to prioritize transporting students who live two miles or more from the school they attend, aligning with minimum state regulations. However, students who live within a two-mile radius from their school will still need to have safe, efficient, and consistent ways to get to and from school. If the city prioritized walk, bike, and roll improvements within two miles of schools, pick up and drop off traffic would decrease and the city could save, by some estimates, approximately $1.5 million for school busing annually.

In addition to changing bussing policy, Revere is also building a new high school that will be open in 2028. The new location of the high school is adjacent to two major highways, and will require additional planning for walk, bike, and roll access, as well as school bussing. During this transition time, Revere staff have an opportunity to work with school leadership and parent groups to develop efficient and safe school transportation plans to ensure a smooth opening when the new school year begins.

Image 1: Safe Routes to School Program at the May Walk, Bike, and Roll event at Revere High School

Americans With Disabilities (ADA) Infrastructure

The Americans with Disabilities Act (ADA), signed into law in 1990, is a civil rights law that prohibits discrimination based on disability and provides a pathway to enhance accessibility for on public streets, sidewalks, and off-street paths. ADA-compliant infrastructure includes features such as curb ramps, accessible pedestrian signals, wide sidewalks for wheelchairs and other assistance devices, crosswalks with detectable warnings, and more. These provisions ensure that individuals with disabilities can navigate streets safely and independently, promoting equal access to active transportation and recreation infrastructure.

In Revere, the Commission on Disabilities is responsible for ensuring compliance with Title II of the Americans with Disabilities Act. The Commission consists of six members and works to influence public policy regarding issues impacting persons with disabilities and their families. The Commission also works to educate and inform all residents on disability issues and increase local opportunities for persons with disabilities. Members of the public can report accessibility issues (e.g., parking, buildings, sidewalks, roads) through the City's 311 portal or through the city's Disability Accessibility Survey on the City website.

The city is actively working on enhancing the accessibility of its transportation and recreation infrastructure to be compliant with the Americans with Disabilities Act (ADA). ADA infrastructure in Revere is typically installed during new or reconstructed sidewalk work. The city has also improved recreation access, including building several playgrounds with at least one piece of equipment designed for all abilities and incorporating new furniture in municipal parks to allow for ADA access. In addition, Revere's Commission on Disabilities has worked with DCR to place handicap-accessible mats to improve access to this important recreation area. The recommendations in this plan, including the conceptual designs, all work to continue to enhance accessibility within Revere.

Vehicle Crashes

Over the past four years, Revere has experienced some notable trends in vehicle crashes. From 2021-2024, there were over 3,000 total vehicle crashes in Revere. Although crashes per capita were lower in Revere than they were statewide, nearly one third of crashes in Revere resulted in an injury or death, versus less than a quarter of crashes statewide resulted in an injury or death during the same four-year timeframe.

This data shows that severity of crashes (and likely overall street safety) in Revere is more significant than the statewide average and likely creating barriers for all modes of transportation in the city.

Vehicle Crashes in Revere 2021–2024	
Fatal Injury Crashes:	8
Serious Injury Crashes:	78
Minor Injury Crashes:	555
Possible Injury Crashes:	347
No Injury Crashes:	2,008
Other Crashes (unknown, not reported, etc.)	117
Total Crashes 2021–2024:	**3,113**

MassDOT maintains a Top High Crash Intersection Locations database for the state that adds to the broader picture of safety locally and statewide. This database shows clustering of crashes that have been submitted to the statewide crash system at the Registry of Motor Vehicles and located to a geographical point. They have been ranked based on the weighting of the number and severity of crashes. The table below shows the roadways and intersections in Revere that are listed in that database, including Revere Beach Parkway and its intersecting roads, as well as the intersection of Revere Street and North Shore Road.

Revere Walk, Bike, and Roll Public Survey Highlight

When asked about their top five priorities for walk, bike, and roll improvements in Revere, survey respondents listed safety from traffic and on-road vehicles as their top priority, with 73% of respondents choosing this answer.

Learn more about MassDOT's Top Crash Locations here: https://gis.massdot.state.ma.us/topcrashlocations/?data_id=dataSource_8-CrashClusters_6243-1%3A285

Location	Type of Crash Cluster	Total Crash Count, 2019–2021	Crash Severity
Revere Beach Parkway	Top 200 Crash Clusters (2019-2021) Overall rank: 191	24	Fatal & Serious Injury Crashes: 1 Non-Serious & Possible Injury Crashes: 9 Non-Injury Crashes: 14 Equivalent Property Damage Only: 224
Revere Beach Parkway and North Shore Road (1A)	Top 5% Intersection Crash Clusters (2019-2021)	16	Fatal & Serious Injury Crashes: 1 Non-Serious & Possible Injury Crashes: 7 Non-Injury Crashes: 8 Equivalent Property Damage Only: 176
Revere Beach Parkway and Route 16	Top 5% Intersection Crash Clusters (2019-2021)	25	Fatal & Serious Injury Crashes: 0 Non-Serious & Possible Injury Crashes: 7 Non-Injury Crashes: 18 Equivalent Property Damage Only: 165
Revere Street and North Shore Road (1A)	Top 5% Intersection Crash Clusters (2019-2021)	21	Fatal & Serious Injury Crashes: 0 Non-Serious & Possible Injury Crashes: 7 Non-Injury Crashes: 14 Equivalent Property Damage Only: 161

When looking at the distribution of crashes within Revere in Figure 4, additional trends in safety stand out. Many of the main roads with high volumes of vehicles and higher speeds also see the higher number of crashes, such as Broadway, Squire Road, North Shore Road, Revere Beach Parkway and Route 1. These roadways are also the same roadways that divide the city, creating further barriers for residents and visitors to travel across Revere via any mode of travel. Improvements to these roadways and intersections would play a crucial role in improving the safety, comfort, and accessibility of transportation within Revere.

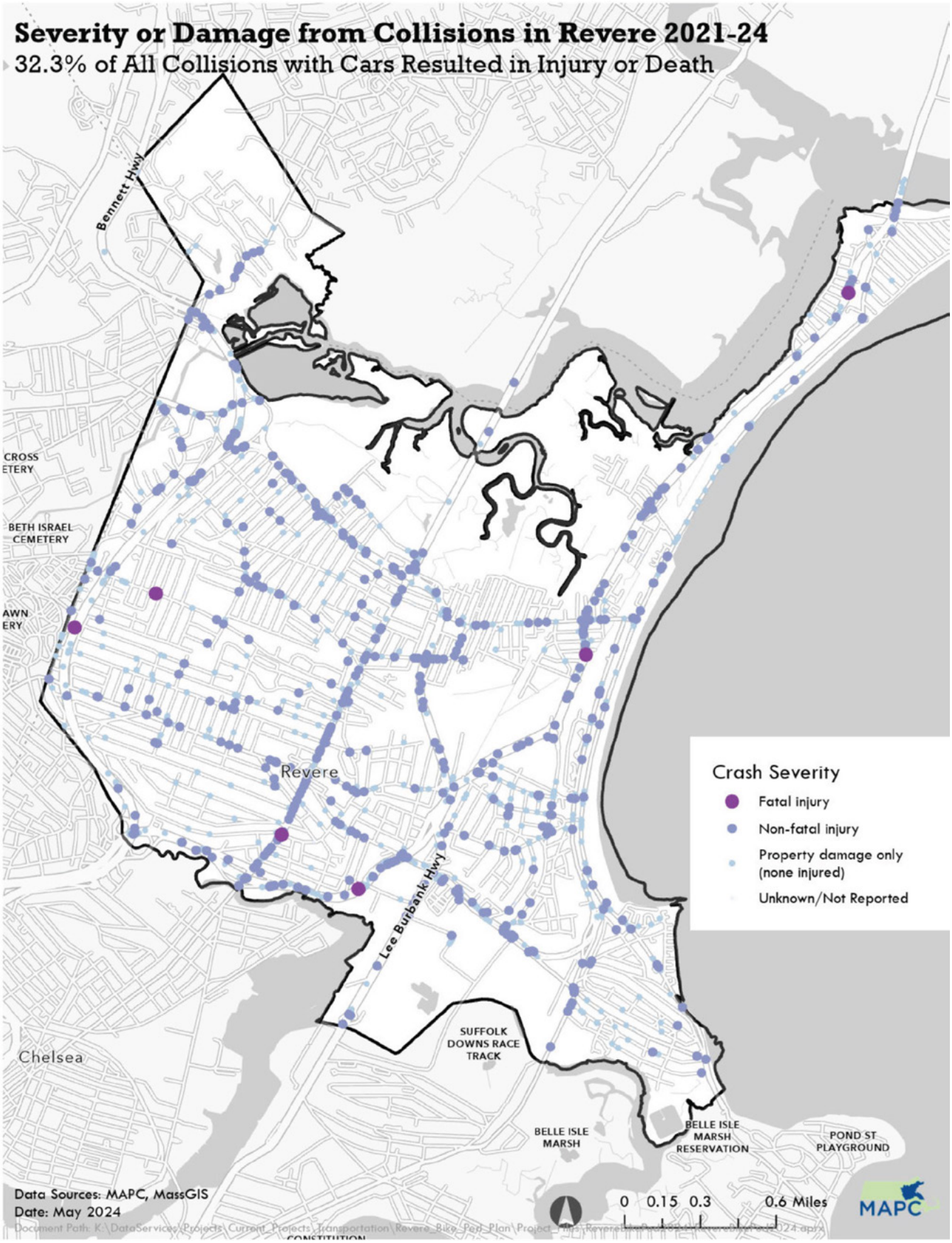


Figure 4: Vehicle crashes in Revere

Bicycle and Pedestrian Crashes

High rates of vehicle crashes and increased rates of crash severity are often indicative of unsafe street conditions that also endanger other roadway users, including people walking, biking or rolling. Streets with frequent crashes typically feature high vehicle speeds, wide crossings, and poor visibility—conditions that increase the risk and severity of crashes involving vulnerable road users.

Crashes for people walking and biking in Revere closely mirror the geographic and safety trends seen in the vehicle crash data. Figure 5 shows bicycle and pedestrian crashes clustering on Broadway, Squire Road, American Legion Highway, and North Shore Road. In addition, crashes near key business districts, such as Shirley Avenue, are especially noteworthy considering their importance for attracting and retaining local businesses and customers.

MassDOT's Top High Crash Intersection Locations database lists one intersection in the Top 5% Bicycle Crash Cluster and three intersections in the Top 5% Pedestrian Crash Cluster, including Broadway, Shirley Avenue, Route 1A, and the area surrounding the Revere Beach Blue Line station. All of these areas are likely to see increased traffic via walking and biking, making them more likely to see higher crash rates and creating important opportunities for safety improvements. Reducing vehicle crashes through traffic calming, safer intersections, and complete street designs can directly improve safety for all road users.

Location	Type of Crash Cluster	Total Crash Count, 2019–2021	Crash Severity
Broadway (Eastern Ave to Pleasant Street)	Top 5% Bicycle Crash Cluster	18	Fatal & Serious Injury Crashes: 1 Non-Serious & Possible Injury Crashes: 11 Non-Injury Crashes: 6 Equivalent Property Damage Only: 258
Broadway & nearby side streets (Eastern Ave to Herman St)	Top 5% Pedestrian Crash Cluster	61	Fatal & Serious Injury Crashes: 10 Non-Serious & Possible Injury Crashes: 36 Non-Injury Crashes: 15 Equivalent Property Damage Only: 981
Shirley Avenue & Route 1A (Bell Circle to Walden Street)	Top 5% Pedestrian Crash Cluster	19	Fatal & Serious Injury Crashes: 3 Non-Serious & Possible Injury Crashes: 13 Non-Injury Crashes: 3 Equivalent Property Damage Only: 339
Revere Beach T Stop (Inc. North Shore Rd, Shirley Ave, Centennial Ave, Ocean Ave, and Revere Beach Blvd)	Top 5% Pedestrian Crash Cluster	21	Fatal & Serious Injury Crashes: 6 Non-Serious & Possible Injury Crashes: 10 Non-Injury Crashes: 5 Equivalent Property Damage Only: 341

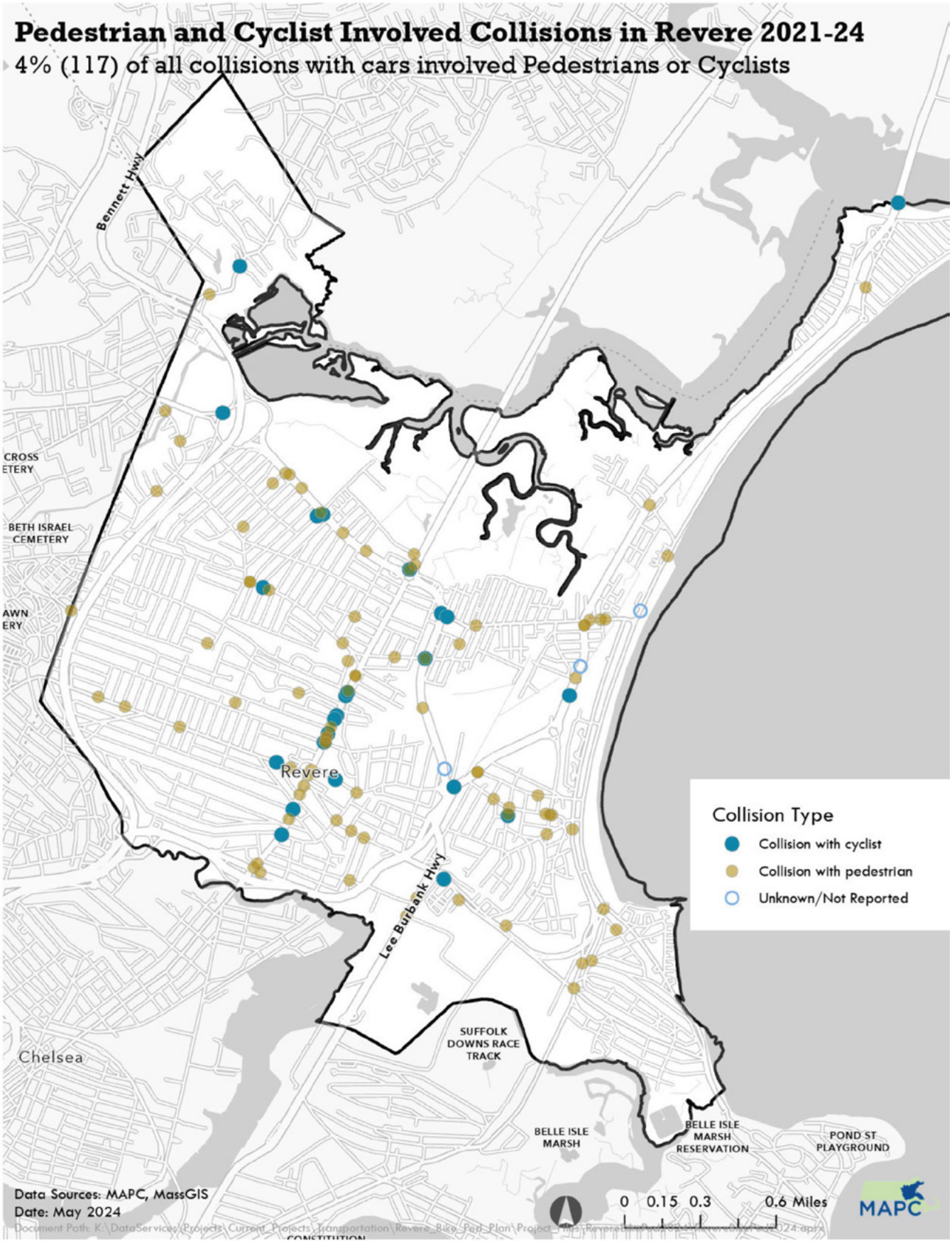


Figure 5: Bicyclist- and Pedestrian-involved crashes in Revere

Connections to Transit

Connectivity to transit is one of the most valuable features of a strong walking, biking and rolling network. Not only does this reduce demand for parking at transit stations and offer solutions to the "last mile gap", but it also makes it possible for more people to access destinations throughout the region without reliance on a vehicle. The Next Stop Revere Master Plan found that 57% of Revere residents that take public transit to work earn less than $35,000 per year, highlighting the equity implications of investing in high-quality public transit and ensuring access to existing stations.

Revere is served by three MBTA subway stations, including Wonderland, Revere Beach, and Beachmont on the Blue Line. Seven MBTA bus lines, two of which were recently upgraded to "high frequency routes" under the MBTA's Bus Network Redesign, offer service every 15 minutes or better. While the Newburyport/Rockport MBTA commuter rail line runs through Revere, it does not currently provide a stop to the city. In 2024, the state, with the support of a federal earmark, authorized a $5 million design study to explore the placement of a commuter rail stop at the former Wonderland Dog Track site in Revere.

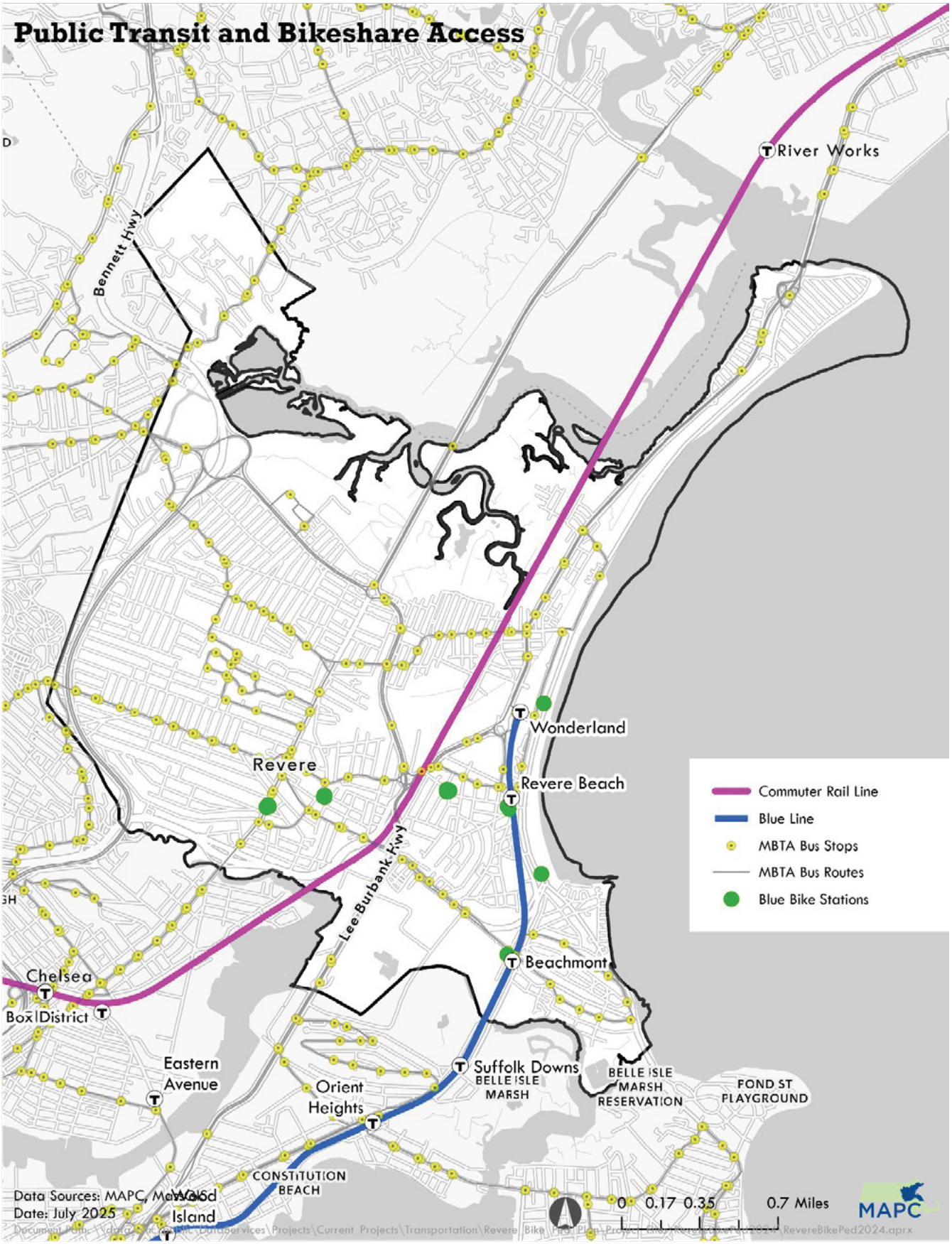


Figure 6: Public transit infrastructure in Revere

The MBTA Blue Line provides service from 5:08 am until 12:24 am every day with some of the highest frequencies with peak service trains departing every 4 – 5 minutes and off-peak service trains departing every 7 – 12 minutes. While the Blue Line is the shortest line in the subway system, running just 6 miles between Wonderland Station in Revere and Bowdoin Station in Boston, it is also often the most reliable. During the COVID-19 pandemic, ridership on the Blue Line saw the lowest decrease in the system, a reflection of the high volume of transit dependent people and essential workers who rely on this service. Increasing the safety and convenience of connections to the Blue Line by walking, biking and rolling will help thousands of Revere residents and workers travel without a vehicle both throughout the city and the region.

In addition to its three Blue Line subway stations, Revere hosts seven bus routes, some of which see the highest levels of ridership in the system and all of which offer connections to the subway system (Blue Line or the Orange Line). Broadway in Revere hosts one of the Boston region's growing network of dedicated bus lanes, providing faster, more reliable service to bus riders on the 116 line. This dedicated bus lane also allows people biking to use the lane, providing additional safety for people biking on Broadway. The project fulfills a critical need for bus priority improvements identified by the MBTA in their Transit Priority Vision and uses design guidance from the MBTA's Transit Priority Toolkit. A robust, reliable, accessible bus system makes biking, walking and rolling even more convenient by connecting residents to more people and places, and reducing reliance on vehicles.

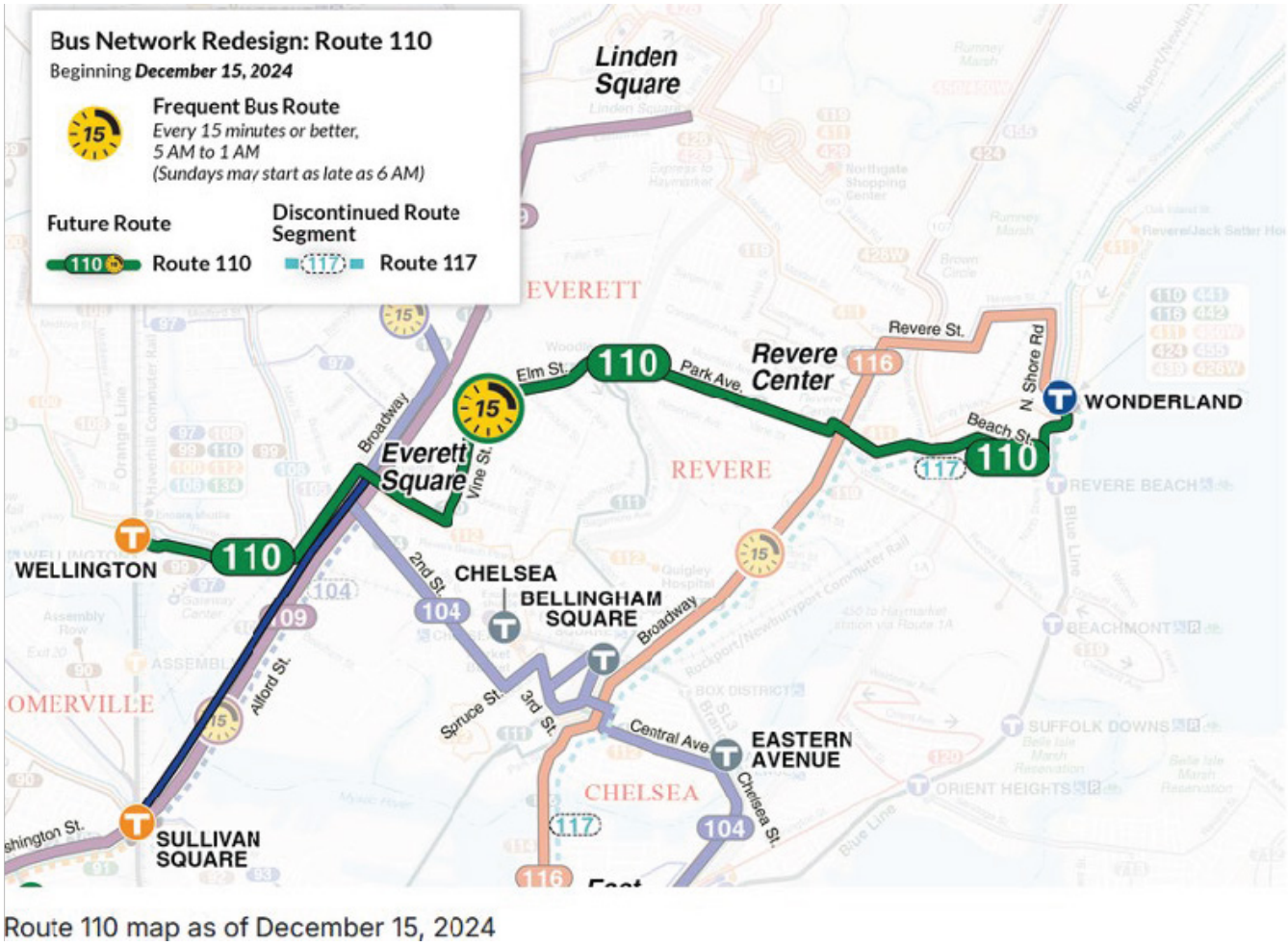
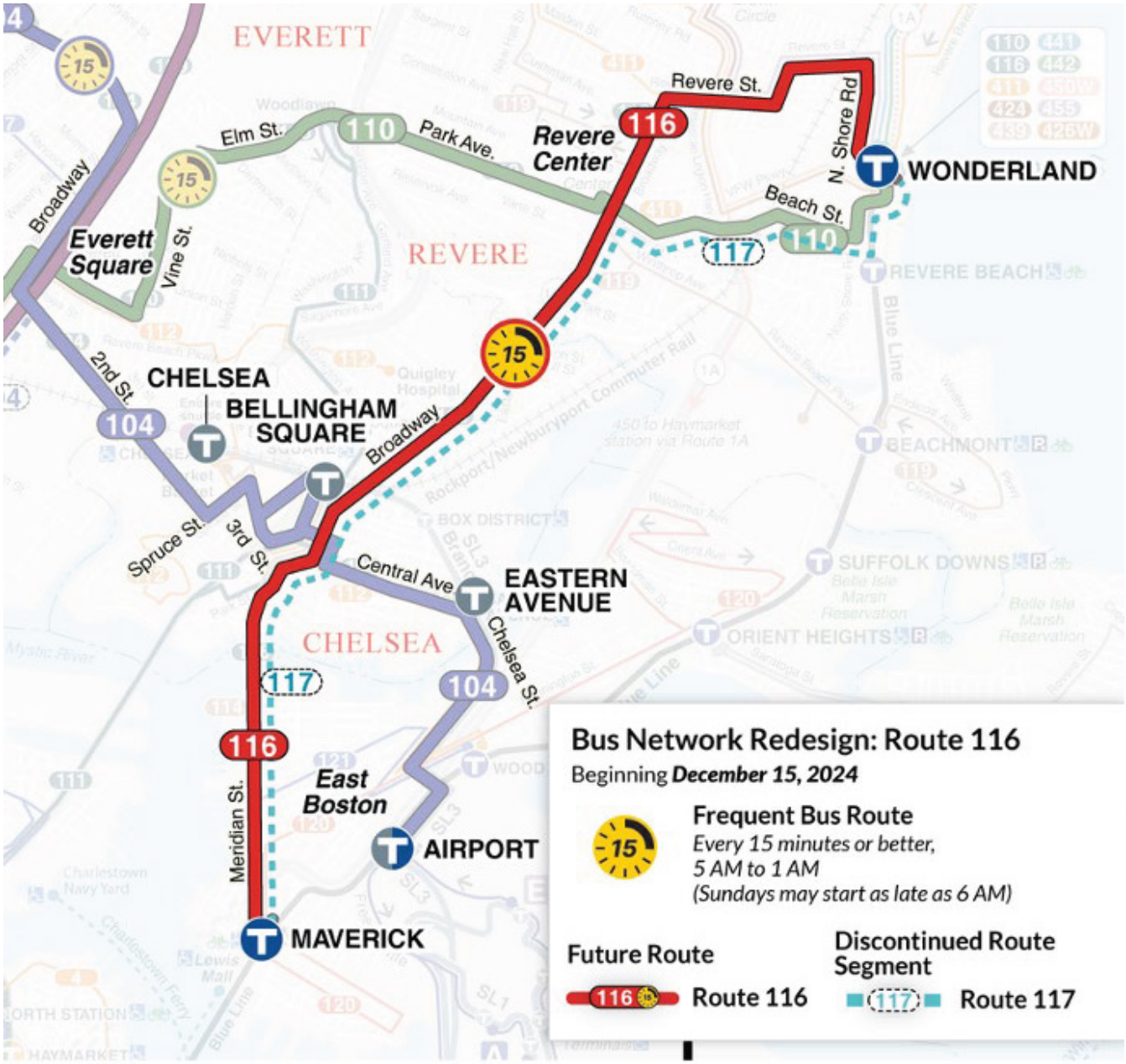


Figure 7: Bus Network Redesign Plans in Revere from the MBTA



Route 116 map as of December 15, 2024

Figure 8: Bus Network Redesign Plans in Revere from the MBTA

All MBTA buses are equipped with secure front racks for bikes. Bikes can also be brought on board the MBTA Blue Line trains at all times except between 7:00 am – 9:00 am on weekday inbound trips (towards Boston) and between 4:00 am – 6:00 pm on weekday outbound trips (away from Boston). All Blue Line stations in Revere have some form of covered bike parking available, although only the most highly trafficked Wonderland Station offers the MBTA's "Pedal and Park facilities" which are secure, enclosed parking areas for from 50 to 150 bikes. Pedal and Parks have surveillance cameras and controlled door access, and they're free to use for CharlieCard holders. There are also Bluebikes bikeshare stations located directly outside the stations at Beachmont and Revere Beach and just over the pedestrian bridge at Wonderland.

In addition to the MBTA's public transportation options in Revere, the city provides free transportation for Senior Center Members to travel anywhere within the City on weekdays between 9:00 am - 4:00 pm and Fridays between 9:00 am – 12:00 pm.

In 2025, the City is partnering with the City of Chelsea to launch a new on-demand shuttle service with Via that will provide connections between the two neighboring cities. This new, three-year micro transit pilot program is expected to begin in August 2025. The on-demand shuttle service will operate from 7:00 am – 7:00 pm Monday through Friday at a cost per ride of $2.00 per rider. If the 3-year pilot program is successful, weekend service will be incorporated into the program. While shuttles and microtransit do not accommodate bikes, they can add significantly to the convenience of living and/or traveling in and around Revere without a private vehicle by offering car-free connections throughout town and to neighboring destinations.

Community Engagement

Engaging the public in the planning process is a key component of creating a plan that meets the needs of all residents and visitors and works to address historical inequities that have led to present day disparities in transportation access. The Revere Walk, Bike, and Roll plan included multiple different ways for city staff to hear from residents and visitors about their wants and needs around expanding mobility access in the city.

In the spring of 2024, MAPC and the City of Revere conducted outreach to develop a Walk, Bike, and Roll Working Group to help advise the creation of the plan and eventually lead into a formal advisory committee for the City to advance the plan's implementation. The group consisted of residents, city staff, and elected officials and met bi-monthly to discuss key milestones related to the plan, help engage the broader community in developing the plan, and contribute to creating a stronger culture of walking, biking, and rolling in Revere.

Timeline

June 2024	Revere Walk, Bike, and Roll Working Group meets for the first time
	First Public Meeting, held virtually
	Public Survey opens
	June – October 2024: Public Survey outreach
July 2024	Revere Walk, Bike and Roll Working Group meets
September 2024	Revere Walk, Bike and Roll Working Group meets
October 2024	Public Survey closes
November 2024	Revere Walk, Bike and Roll Working Group meets
January 2025	Revere Walk, Bike and Roll Working Group meets
March 2025	Revere Walk, Bike and Roll Working Group meets
April 2025	Revere Walk, Bike and Roll Working Group meets
May 2025	Second Public Engagement event, held in-person at Revere High School
June 2025	Revere Walk, Bike and Roll Working Group meets
	Revere Walk, Bike, and Roll Plan is completed

In June 2024, a public survey was released to learn more about the public's priorities for changes, challenges they're currently experiencing, and their current and future mobility patterns. Through an extensive outreach process, the survey received nearly 800 responses across four languages (English, Spanish, Portuguese, and Arabic). Some highlights from the survey include:

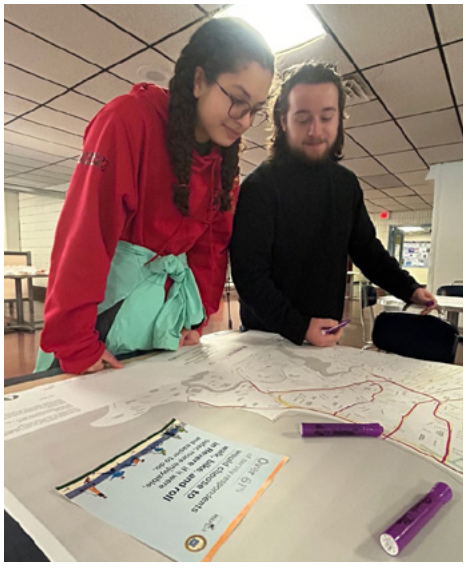
- Of the nearly 800 responses, 86% of people responded in English, 12% in Spanish, 1% in Arabic, and 1% in Portuguese
- Nearly 40% of respondents were youth
- Approximately 54% of respondents identified as non-white, which aligns with the demographics of Revere
- Over 76% of respondents want to see improvements for walking, biking, and rolling in Revere
- Over 61% of respondents said they would walk, bike, or roll more often if it were safer, more enjoyable, and easier to do in Revere
- Revere Beach was highlighted in a number of questions related to where people want to go, and where they currently go via walking, biking, and rolling

The full survey results can be found in the appendix.

This planning process also included two public meetings, one virtual public meeting in June 2024, and one in-person public event in May 2025. The virtual public meeting served to introduce the community to the plan, review existing conditions data, discuss ways to participate in the planning process, and discuss challenges and opportunities in and around Revere. The following questions were used as guides for breakout sessions during the meeting:

- What challenges do you experience getting around Revere via walking, biking, or rolling?
- What are the most important changes to make it better to walk, bike, or roll around the city?
- How would your daily life be impacted if it were better to walk, bike, or roll in Revere?

In May 2025, an in-person public event was held at Revere High School to share the draft recommendations with the public and hear feedback before the plan was finished. All of the recommendations were showcased at the event, including the full network plan, the ten concept designs for specific areas throughout the city, and the policy and program recommendations. A variety of local partners joined the event, including MassDOT's Safe Routes to Schools program, Bike to the Sea, Green Streets Initiative, Mass in Motion, Revere TV, Revere Liaisons, Bluebikes, Chocolaffe, and more. Nitsch Engineering and Howard Stein Hudson joined the event to discuss specific projects proposed in the plan, and other upcoming projects for the city. A visual summary of the event is included below.




BIKE TO THE SEA DAY 2025

Chapter 3:

Walk, Bike and Roll Conceptual Designs and Cost Estimates

As part of this plan, MAPC hired a design and engineering consultant, Nitsch Engineering, to develop conceptual designs and cost estimates for up to ten on- and off-street segments in Revere. These design concepts and cost estimates can then be used by the city to apply for various funding opportunities, such as state and federal grants, to advance them through construction and final implementation.

**Budget considerations are discussed below the list of projects and include estimates from MassDOT.*

Washington Avenue (Squire Road to Park Avenue)

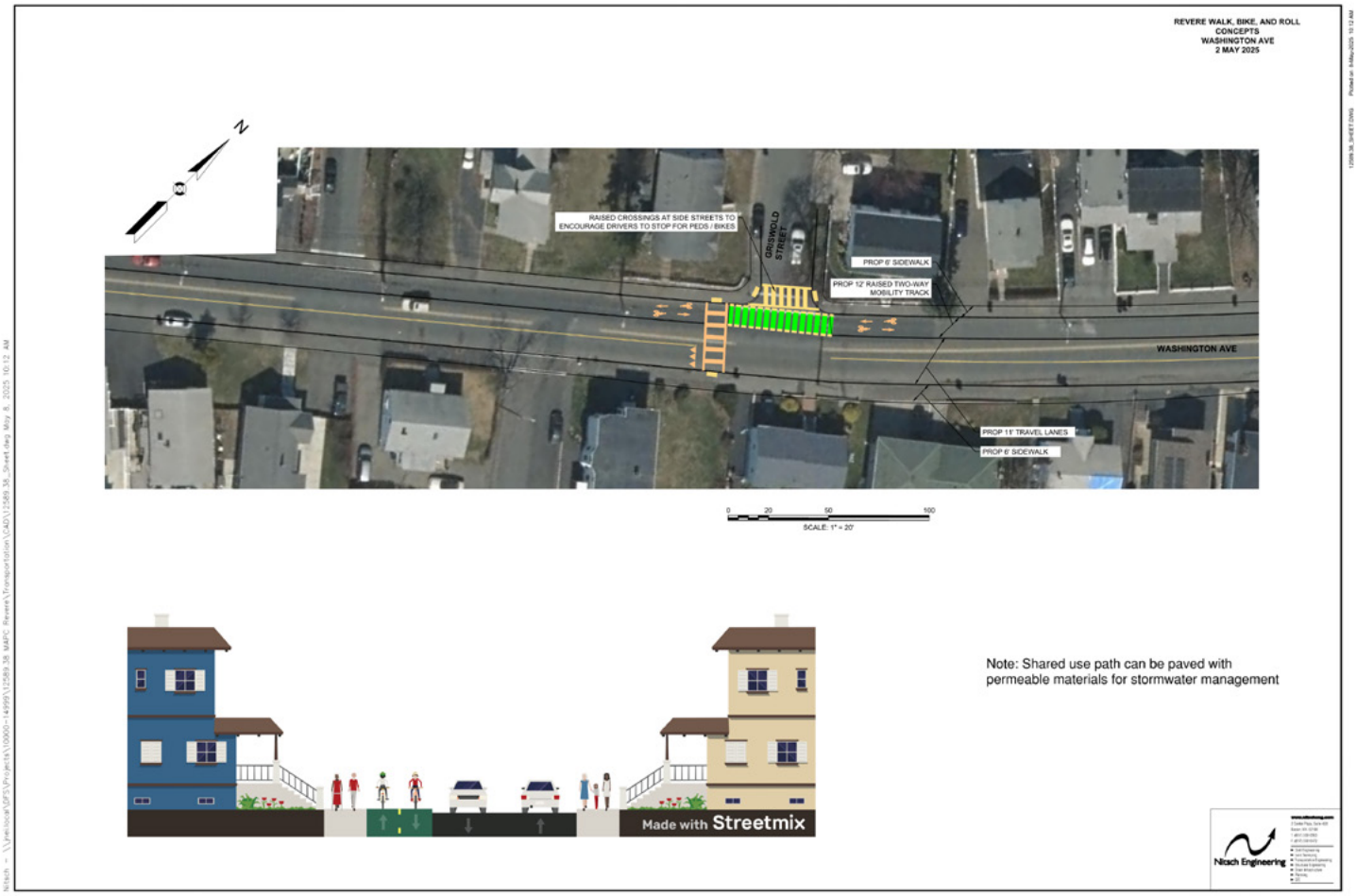


Figure 10: Washington Avenue design concept

Washington Avenue (Squire Road to Park Avenue) *continued*

Public Feedback

Public feedback indicated that two-way mobility lanes on the west side of the roadway would offer greater continuity and reduce pedestrian crossings and conflict points, compared to one-way facilities on either side or a combined path on the east side. The community also highlighted the potential for this route to connect residential neighborhoods to the Northern Strand Community Trail and the adjacent City of Malden.

Key Considerations

- Increased bicycle traffic is anticipated along the northern end of the corridor due to its connection to the Northern Strand Community Trail.
- The existing cross-section does not include on-street parking, allowing more space for dedicated biking and walking facilities.
- Consider raising the crossings of side streets to sidewalk level for both the sidewalk and mobility lanes to enhance continuity and pedestrian safety.

Budget Considerations*

Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Squire Road (Patriot's Parkway to Charger Street)

Figure 11: Squire Road design concept

Squire Road (Patriot's Parkway to Charger Street) *continued*

Public Feedback

Public feedback highlighted the wide pavement and lack of pedestrian crossings to access shopping destinations north of the roadway. The community requested extending the project limits to the Market Basket at Sigourney Street and potentially beyond the rotary. Concerns were also raised about litter accumulation and flooding, the latter supporting the need for green infrastructure.

Key Considerations

- Additional pedestrian crossings would improve connectivity across Squire Road.
- The existing vehicle lanes and median offer opportunities to reallocate pavement for walking, biking, rolling, and green infrastructure to manage stormwater and mitigate the urban heat island effect.
- This corridor would enhance connections between residential areas south of the roadway and commercial destinations to the north, and vice versa.
- As a MassDOT-owned roadway, coordination with the agency will be required for any modifications.
- The proposed cross section can be extended west of Charger Street to improve access to the shopping center north of the roadway.
- Ensure integration with any improvements planned along Patriot's Parkway.

Budget Considerations*

Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000

Park Avenue (Washington Avenue to Broadway)

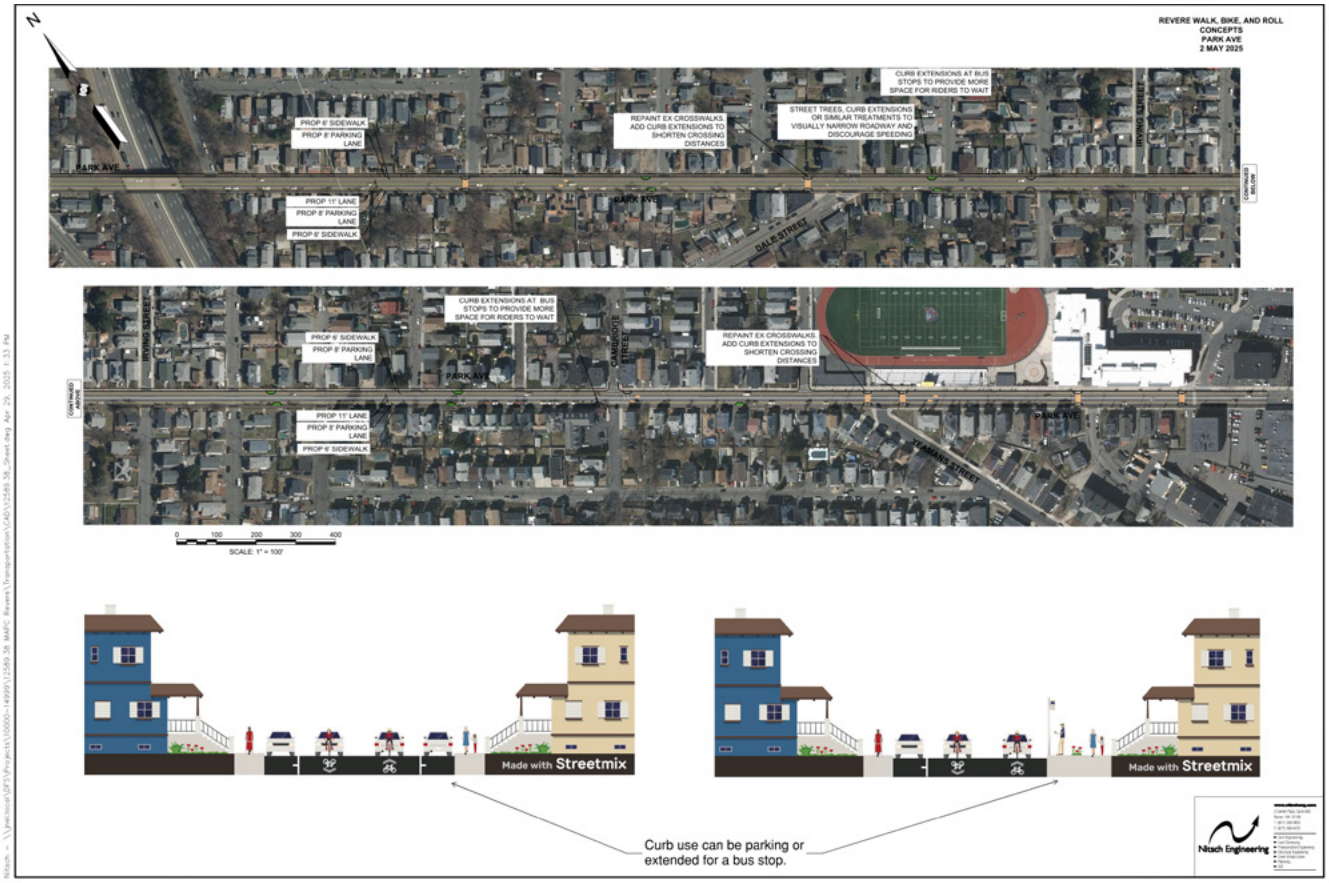


Figure 12: Park Avenue design concept

Park Avenue (Washington Avenue to Broadway) *continued*

Public Feedback
Public feedback emphasized this corridor's potential as a key east-west connector, linking parks and residential neighborhoods.
Key Considerations
• MBTA Bus Route 110 operates along this corridor; coordination with the MBTA is necessary. Speed humps are not proposed due to the bus route. • Curb extensions should be coordinated with bus stops and crosswalks. Where bus stops are not present, curb extensions can incorporate plantings. These features reduce crossing distances and visually narrow the roadway. • On-street parking is retained due to the high number of residences along the corridor. • This corridor is recommended as a pilot project. Many improvements can be implemented using quick-build materials such as flexposts and pavement markings for curb extensions.

Budget Considerations*	
Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Quick Build Bump Out (Flex posts and pavement markings)	$3,000
Crosswalk with Curb Extension	$14,000
Crosswalk with Quick Build Curb Extends	$7,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Sargent Street & Cushman Ave (Washington Avenue to Broadway)

Figure 13: Sargent Street and Cushman Avenue design concept

Sargent Street & Cushman Ave (Washington Avenue to Broadway) *continued*

Public Feedback

Public feedback identified this corridor as a valuable east-west connection to parks and schools. Residents noted frequent speeding and poor driver compliance at crosswalks.

Key Considerations

- Speed humps are recommended, except along the block served by MBTA Bus Route 119.
- Some on-street parking may be reallocated to create a shared-use path for walking, biking, and rolling.
- Curb extensions can reduce crossing distances and provide space for street trees.
- Raised crossings at side streets should be considered to maintain a continuous pedestrian and bicycle path.
- This corridor is also suggested as a pilot project, with many improvements feasible using quick-build materials, such as flexposts and pavement markings for curb extensions at crossings. Speed humps can be installed using standard details without full roadway repaving.

Budget Considerations*	
Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Quick Build Bump Out (Flex posts and pavement markings)	$3,000
Crosswalk with Curb Extension	$14,000
Crosswalk with Quick Build Curb Extends	$7,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Patriot's Parkway (Malden Street to Squire Road)

Figure 14: Patriot's Parkway design concept

Patriot's Parkway (Malden Street to Squire Road) *continued*

Public Feedback

Public feedback emphasized the presence of nearby schools and the need for safer connections to the shopping center at the corridor's north end. Concerns about high vehicle speeds and a desire for additional crossings were also noted. Working group members expressed a preference for a shared-use path in the median over a two-way cycle track.

Key Considerations

- The existing median can be converted into a shared-use path with planted buffers, minimizing impacts on parking.
- Planted buffers and bump-outs will help mitigate the urban heat island effect and visually narrow the roadway.
- Ensure connectivity with improvements along Squire Road.

Budget Considerations*

Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Newhall Street (Sargent Street to Malden Street)

Figure 15: Newhall Street design concept

Newhall Street (Sargent Street to Malden Street) *continued*

Public Feedback

Public feedback emphasized the importance of the adjacent park and school. Residents requested that the shared-use path be paved with porous asphalt or similar materials and expressed a preference for wider sidewalks over dedicated bike lanes.

Key Considerations

- The existing roadway is narrow, limiting opportunities for pavement reallocation.
- Narrower lane striping can visually calm traffic.
- MBTA Bus Route 119 runs along this corridor, requiring coordination with the MBTA for major changes.
- Coordinate upgrades with the Malden Street conceptual plans (by others).
- Include bump-outs at intersections to reduce crossing distances.

Budget Considerations*

Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Winthrop Avenue (Broadway to Bennington Street)

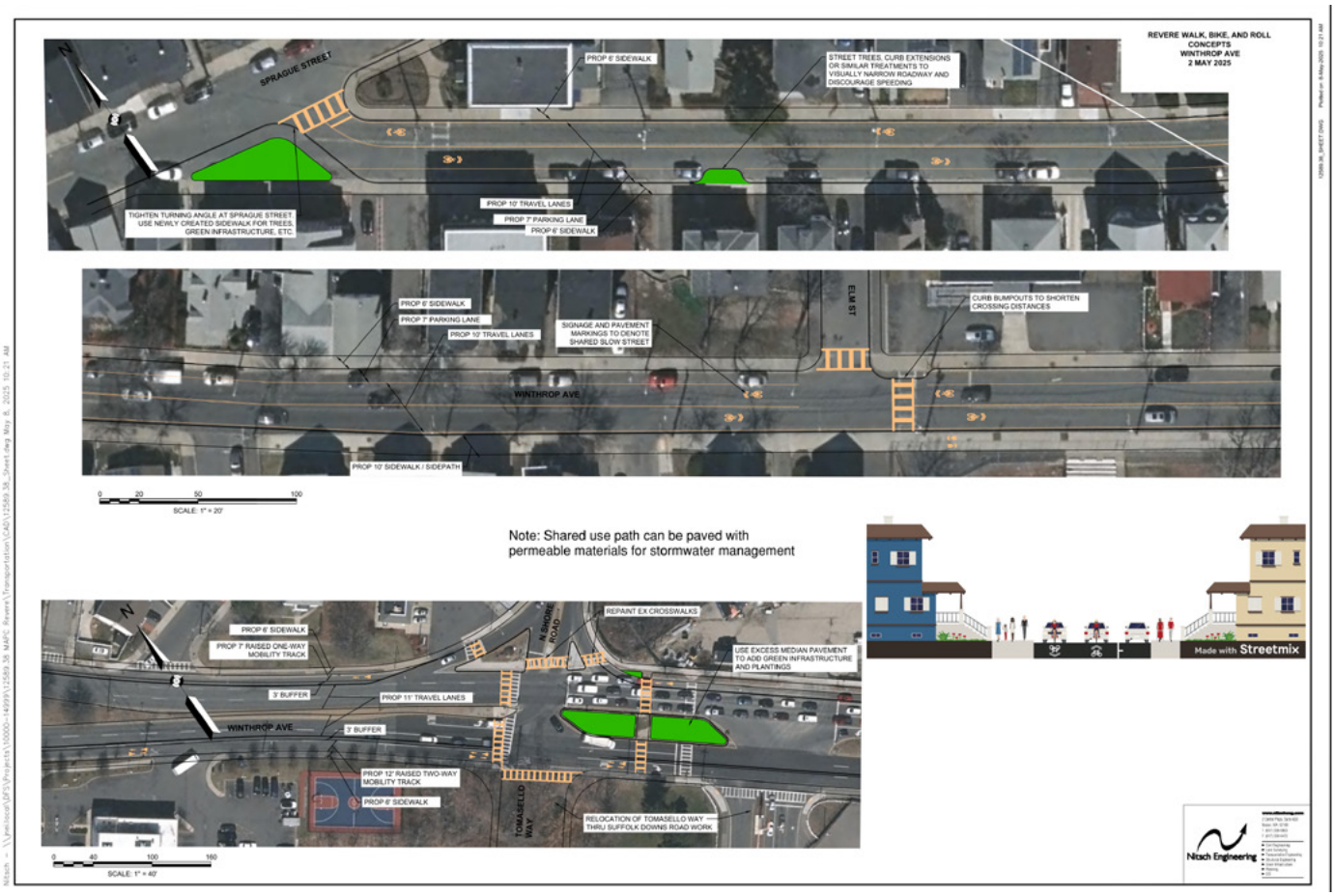


Figure 16: Winthrop Avenue design concept

Winthrop Avenue (Broadway to Bennington Street) *continued*

Public Feedback

Public feedback supported clear connections to the Beachmont MBTA Blue Line Station.

Key Considerations

- The corridor varies significantly in width along its length.
- On the western end:
  - Expanded sidewalks can accommodate walking, biking, and rolling.
  - Parking can be maintained along the northern curb.
  - Curb extensions should be used to shorten crossings and provide space for plantings, coordinated with bus stops.
- On the eastern end:
  - Wide pavement allows for reallocation to non-vehicular uses.
  - This segment overlaps with Revere Beach Parkway, a DCR-owned roadway included in the 2020 Parkways Master Plan.
  - The Suffolk Downs development may affect project timelines. The City of Revere should advocate for a cross section that prioritizes walking, biking, and rolling.

Budget Considerations*

Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Roadway Re-striping	$25,000
Colored surface through intersection	$5,000

Beach Street (Broadway to Harris Street)

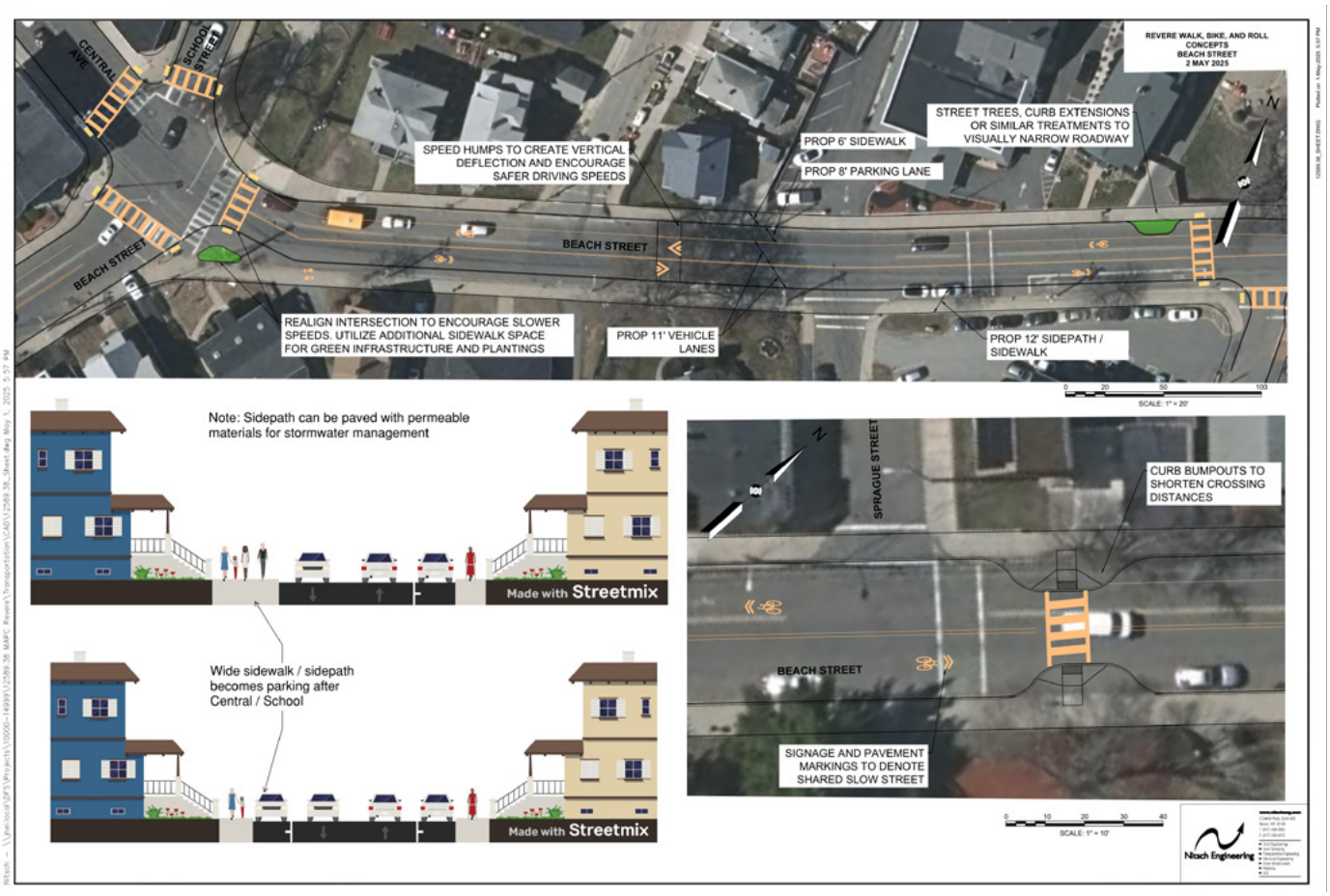


Figure 17: Beach Street design concept

Beach Street (Broadway to Harris Street) *continued*

Public Feedback

Public feedback emphasized the need for improved pedestrian connections to Broadway and the Route 1A rotary.

Key Considerations

- Curb extensions should be used to shorten crossings and create space for plantings.
- These features also help visually narrow the roadway and reinforce a shared, slow-street environment.
- Parking is maintained along the north side of the street.
- This corridor is recommended as a pilot project. Many improvements can be implemented using quick-build materials, such as flexposts and pavement markings. Speed humps can be installed using standard details without full repaving.
- Raised crossings at side streets should be considered to maintain a continuous pedestrian and bicycle path.

Budget Considerations*

Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Quick Build Bump Out (Flex posts and pavement markings)	$3,000
Crosswalk with Curb Extension	$14,000
Crosswalk with Quick Build Curb Extends	$7,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000
300 Yard Roadway Re-striping	$25,000

Harris Street (Winthrop Avenue to American Legion Highway/ Route 60)

Figure 18: Harris Street design concept

Harris Street (Winthrop Avenue to American Legion Highway/ Route 60) *continued*

Public Feedback
Public feedback noted frequent sidewalk parking and the corridor's potential to connect Revere High School via Erricola Park. Connections to the new high school site were also mentioned.
Key Considerations
• Curb extensions can reduce crossing distances and provide space for street trees. • Installing vertical granite curbing along the sidewalk edge would reinforce pedestrian space. • Coordinate intersection realignment with American Legion Highway (by others). • Speed humps are recommended to reduce vehicle speeds.

Budget Considerations*	
Concrete Bump Out	$7,000
Planted Bump Out	$9,000
Crosswalk with Curb Extension	$14,000
300 Yard Concrete Sidewalk Extension	$42,000
300 Yard Roadway Re-striping	$25,000

Narrow Gauge Trail (Wonderland Station to General Edwards Bridge)

Figure 19: Narrow Gauge Trail design concept

Narrow Gauge Trail (Wonderland Station to General Edwards Bridge) *continued*

Public Feedback	
Public feedback emphasized the importance of connections at the trail's north end to Gibson Park and other regional paths. Working group members suggested separating lanes for walkers and cyclists.	
Key Considerations	
• The existing right-of-way extends north from Wonderland Station behind waterfront properties, with potential to connect to the General Edwards Bridge and future bicycle infrastructure. • Interpretive signage could enhance the trail's identity and connection to the marsh and waterfront. • Environmental permitting will likely be required due to proximity to wetlands, and cross section adjustments may be necessary to minimize impacts. • Precedent projects include the Northern Strand (Malden, Everett) and the Mary Ellen Welch Greenway (East Boston).	
Budget Considerations*	
Construction	$4,000,000

Budget Considerations

These budget considerations are intended to provide general cost expectations based on current MassDOT bid prices and recent work by the City of Boston, particularly in the areas of green infrastructure and traffic calming. These estimates are approximate and should not be used as the basis for construction bids.

Bump outs

- As drawn in the concept plans, the bump outs utilize approximately 30 linear feet of street space and are 8 feet wide. With the transition areas, the concrete bump outs are approximately 140 square feet, with approximately 40 feet of granite curbing.
    - Using recent MassDOT District 4 and City of Boston construction prices, each concrete curb extension would cost approximately $7,000.
    - A similarly sized planted bump out would cost approximately $9,000 to include additional required soil and plantings.
    - A quick build version with only pavement markings and flex posts would cost approximately $3,000. This approach is recommended for pilot projects.
    - Applicable streets: Washington Avenue, Park Avenue, Patriot's Parkway, Newhall Street, Sargent Street/Cushman Avenue, Winthrop Avenue, Beach Street, Harris Street

Speed humps

- Speed humps involve milling of the existing roadway surface, two 3-inch asphalt lifts, and warning pavement markings to alert drivers.
- For a speed hump that measures 12 feet along the roadway, each would cost approximately $4,000.
- Applicable streets: Sargent Street/Cushman Avenue, Winthrop Avenue, Beach Street, Harris Street

Re-striping

- Re-striping a roadway can occur as a standalone traffic calming treatment or in conjunction with other treatments.
- Re-striping here considers parking lane lines, double yellow center lines, bus stops, and shared road pavement markings. This estimate does not consider repaving costs, but repaving is recommended prior to re-striping.
- Re-striping 300 yards of roadway with a parking lane, double yellow center lines, and shared road pavement markings would cost approximately $25,000.
- Adding colored surface treatment, such as green thermoplastic for dedicated bike facilities, would cost approximately $1.2 million for 300 yards of roadway. Given this high cost, it is recommended that colored surface treatment be installed only at intersections or other conflict points. Within an intersection, colored surface treatment for two bicycle lanes would cost approximately $5,000.
- Applicable streets: Washington Avenue, Squire Road, Park Avenue, Sargent Street/Cushman Avenue, Patriot's Parkway, Newhall Street, Winthrop Avenue, Beach Street, Harris Street

Crosswalk with curb extensions

- As with the bump outs described above, the two curb extensions would cost approximately $13,000, with an additional $1,000 for the pavement markings required for the crosswalk and yield lines.
- A quick build version with flex posts and pavement markings as curb extensions would cost approximately $7,000. This approach is recommended for pilot projects.
- New and additional warning signage may add additional costs.
- For raised crossings, additional drainage work and asphalt adds to an approximate total of $21,000 for each raised crossing.
- Applicable streets: Washington Avenue, Park Avenue, Patriot's Parkway, Newhall Street, Sargent Street/Cushman Avenue, Winthrop Avenue, Beach Street, Harris Street

Sidewalk extension / Shared Use Path

- This preliminary estimate assumes that sidewalk extensions will be approximately 6 feet wide, from an existing 6-foot sidewalk to 12 feet in total sidewalk / shared use path width. Vertical granite curbing is assumed to be in adequate condition to remove and reset at the new sidewalk width.
- Every 100 yards of 6-foot wide concrete sidewalk extension would cost approximately $42,000.
- For porous materials, 100-yards of sidewalk extension would cost approximately $40,000.
- These estimates do not include costs associated with drainage rework.
- Applicable streets: Washington Avenue, Squire Road, Sargent Street/Cushman Avenue, Patriot's Parkway, Newhall Street, Winthrop Avenue, Beach Street

New Narrow Gauge Trail

- The Northern Strand Community Trail is 10.5 miles long and cost approximately $14 million for construction. Technical design of this trail cost approximately $1.5 million, for a total of approximately $1.5 million per mile in 2018.
- The trail was supported at the state level through the Gateway City Parks Program. This project's success would likely require partnerships with state agencies, similar to the Northern Strand Community Trail.
- Given increased construction costs since 2018 and the approximate 2 mile length of the proposed Narrow Gauge Trail, this project is estimated to cost approximately $4 million.
- Additional expenses should be anticipated for environmental permitting considerations.

Treatment	Unit Cost	Applicable Streets								
		Washington Ave	Squire Rd	Park Ave	Sargent St/ Cushman Ave	Patriot's Pkwy	Newhall St	Winthrop Ave	Beach St	Harris St
Concrete Bump Out	$7,000	X		Xmj	X	X	X	X	X	X
Planted Bump Out	$9,000	X	X	X	X	X	X	X	X	X
Quick Build Bump Out (Flex posts and pavement markings)	$3,000			X	X				X	
Crosswalk with Curb Extensions	$14,000	X	X	X	X	X	X	X	X	X
Crosswalk with Quick Build Curb Extends	$7,000			X	X				X	
300 Yard Concrete Sidewalk Extension	$42,000	X	X		X	X	X	X	X	X
300 Yard Porous Sidewalk Extension / Shared Use Path	$40,000	X	X		X	X	X		X	
300 Yard Roadway Re-striping	$25,000	X		X	X	X	X	X	X	X
Colored surface through intersection	$5,000	X		X	X	X		X		

Chapter 4:
Recommendations

The following recommendations aim to enhance the safety, accessibility, and enjoyment of walking, biking and rolling in Revere. Developed through a comprehensive community engagement process, these recommendations encompass infrastructure improvements, policy initiatives, and programmatic strategies. Infrastructure recommendations focus on creating and upgrading sidewalks, crosswalks, bike lanes, and shared-use paths, while policy recommendations address regulatory measures to support active modes of transportation. Programmatic recommendations support education, encouragement, and safety initiatives to foster a culture of walking, biking, and rolling city-wide.

These recommendations were developed through existing conditions research, community engagement initiatives, and feedback from the plan's working group, city staff, and stakeholders. This process has helped create recommendations that reflect the diverse needs and values of the community, supporting a more connected, vibrant, and healthy city for everyone.

Network Plan

The proposed walking, biking, and rolling network plan for the City of Revere outlines a set of priority routes designed to improve safety, accessibility, and connectivity for people of all ages and abilities. Developed with extensive input from community members, the plan reflects local priorities and lived experiences, identifying key corridors and connections to important destinations that will greatly increase active transportation opportunities. While the plan does not include every street that could benefit from improvements, it serves as a focused roadmap for where the city should concentrate its efforts and resources of the next several years to build a more equitable and multimodal transportation system.

Figure 20: City of Revere Walk, Bike, and Roll Network Plan

Policy and Program Recommendations

The policy and program recommendations listed here are built on this plan's data collection, data analysis, and community feedback. Implementing these recommendations along with the network plan and corridor improvements will work cohesively to increase transportation options and decrease vehicle traffic in and around Revere.

Recommendation #1

Create a sustainable Walk, Bike, and Roll Advisory Committee that represents Revere's diversity.

Description	Key Implementors
Building off this plan's working group, create a committee or commission for the city to implement plan recommendations, continue to build a culture of mobility choices in Revere, and regularly hear from users of the network; determine core goals and responsibilities for the group, and the define a path for implementation.	Department of Planning & Community Development, City Council

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
6 months – 1 year	• Annual City budget for stipends	Local community-based organizations, traffic commission, and local businesses	Potentially combine with the traffic/parking commission

Recommendation #2

Align infrastructure changes with Revere's Department of Public Works' annual repaving plan.

Description	Key Implementors
Create an annual process for working with DPW to align repaving & maintenance plans with the Complete Streets Plan and street changes recommended in this plan that increase safety and expand mobility options; begin conversations 6 months – 1 year out from repaving.	Department of Planning & Community Development, Department of Public Works

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
1 year – 2 years	• MassDOT's Complete Streets Funding Program • MassDOT's Shared Streets and Spaces Program	Local businesses, neighborhood associations, and other groups along the route	Aligned with Recommendation 2.6 from Next Stop Revere

Recommendation #3

Increase secure bike parking at key locations, prioritizing economic centers, schools, and recreation areas.

Description	Key Implementors
Identify key locations for bike parking and evaluate the need for additional secure (and potentially covered) bike parking on publicly owned property as well as partnering with local organizations to expand bike parking on private property.	Department of Planning & Community Development, Department of Public Works

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
1 year – 2 years	• MassDOT's Complete Streets Funding Program • MassDOT's Shared Streets and Spaces Program • Boston MPO's Community Connections Program	Local community-based organizations, traffic commission, and local businesses, schools	Bike parking has been requested on Shirley Ave, Northgate/Squire Rd, Broadway, Suffolk Downs, Revere Beach, and local parks

Recommendation #4

Partner with the Massachusetts Department of Transportation's Safe Routes to Schools program to create sustainable transportation plans for each public school.

Description	Key Implementors
Work with Revere's schools to build a stronger partnership with MassDOT's SRTS program, increasing education, safety, programming, and access for students and their families, and slowly increase the number of students having access to and being willing and able to walk, bike, and roll to school.	Department of Planning & Community Development, Revere Public Schools

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
1 year – 3 years	• MassDOT's Safe Routes to Schools Program	Schools, parent/ teacher organizations, local businesses	Conduct arrival/dismissal audits & identify school-based champions to create sustainable initiatives.

Recommendation #5

Partner with local community-based organizations to build a culture of walking, biking, and rolling in Revere.

Description	Key Implementors
Build relationships with local organizations that serve diverse populations within Revere to plan events, attend existing events, and engage the public in various mobility initiatives. Examples of events may include food tours, Ciclovia's, outdoor dining initiatives, placemaking, and more.	Department of Planning & Community Development

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
1 year – 3 years	• MassDOT Shared Streets and Spaces, • City budget, Community Development Block Grant (CDBG)	Local community-based organizations, local businesses, city departments, service providers	Couple events and initiatives with upcoming projects to build public engagement

Recommendation #6

Pilot street changes to test designs, collect data, and engage the public.

Description			Key Implementors
Pilot potential project ideas to build support for additional walking and biking infrastructure and to test ideas with the public; work with the traffic commission, stakeholders, local businesses, ward councilors, and neighbors to inform and educate the public about the pilot as well as define the parameters for the pilots.			Department of Planning & Community Development, Public Works
Time to Implement	**Potential Funding Opportunities**	**Potential Partners**	**Other Considerations**
1 year – 3 years	• MassDOT Shared Streets and Spaces; • CDBG	Local community-based organizations, local businesses, neighborhood associations	Recommendation 2.1 from Next Stop Revere

Recommendation #7

Increase amenities such as street lighting, benches, green infrastructure, wayfinding, and public art throughout Revere, prioritizing economic centers, trails, MBTA stops, and Revere Beach.

Description			Key Implementors
In all future projects, look for opportunities to increase amenities that enhance the safety and enjoyability of the area, as well as address urban heat, flooding, and climate concerns.			Department of Planning & Community Development, Public Works
Time to Implement	**Potential Funding Opportunities**	**Potential Partners**	**Other Considerations**
1 year – 3 years	• MassDOT's Shared Streets and Spaces Program, • CDBG	Local businesses, City departments, business associations	Aligned with Recommendation 2.3 from Next Stop Revere

Recommendation #8

Create a consistent and reliable process for maintenance and snow clearance on new walking, biking, and rolling routes.

Description	Key Implementors
Work with Public Works to determine a process (or new policy) to ensure consistent, reliable, and adequate maintenance and snow clearance on all routes used for walking, biking, and rolling.	Public Works

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
1 year – 3 years	• MassDOT's Shared Streets and Spaces Program	Revere 311	Potentially purchase a smaller snowplow or street sweeper specifically for sidewalks and bike lanes.

Recommendation #9

Complete 25% designs for the conceptual designs in this plan to submit for regional transportation funding through the Boston MPO's TIP and other funding sources.

Description	Key Implementors
Apply for local, state, and federal grant funds to incrementally advance the design process for all ten design concepts included in this plan to get them to a construction phase.	Department of Planning & Community Development, Public Works

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
2 years – 3 years	• Boston MPO's TIP Program, • Massachusetts Gaming Commission Community Mitigation Funds, • CDBG	Private engineering companies, DPW, traffic commission	Continue to incorporate street trees, green space, and public amenities where possible in designs

Recommendation #10

Include indoor secure bike parking facilities in all new multi-family development projects.

Description	Key Implementors
In all future multi-family development, evaluate the ability of the project to include indoor, secure bike parking facilities for residents, as well as safe e-bike charging.	Department of Planning & Community Development, Planning Board

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
3 years – 5 years	• MassDOT's Shared Streets and Spaces Program • Boston MPO's Community Connections Program	Private developers, local businesses	Aligned with Recommendation 3.1 from Next Stop Revere

Recommendation #11

Ensure all future development includes onsite mobility options, and possible off-site mitigation to enhance mobility access, increase mobility options, and decrease reliance on car travel.

Description			Key Implementors
In all new developments, require Transportation Demand Management initiatives through the zoning process, such as Bluebikes stations, walkability improvements, transit passes, and more.			Department of Planning & Community Development, Planning Board
Time to Implement	**Potential Funding Opportunities**	**Potential Partners**	**Other Considerations**
3 years – 5 years	• Developer Mitigation	Revere Select Board and Planning Board	Consult with neighboring communities to reference their policies and mobility plans

Recommendation #12

Develop a city-wide policy on e-bike and e-scooter usage, aligning with the new state law and mirroring policies in neighboring municipalities.

Description	Key Implementors
Clarify through a formal policy that residents and visitors are allowed to ride e-bikes and e-scooters anywhere where non-electric pedal bikes are allowed. Speed limit signage may be added to off-street paths to enhance safety.	Department of Planning & Community Development, City Council

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
3 years – 5 years	• N/A	Revere Select Board and Planning Board	Share information about the statewide e-bike rebate program to increase access for local residents

Recommendation #13

Work with neighboring communities to expand on-street and off-street regional connections for walking, biking, and rolling.

Description	Key Implementors
Continue to work with neighboring communities, including Saugus, Malden and Lynn, to expand upon regional off-street cycling connections, such as the Northern Strand Trail.	Department of Planning & Community Development

Time to Implement	Potential Funding Opportunities	Potential Partners	Other Considerations
3 years – 5 years	• Mass Trails Grants • MassDOT's Complete Streets Program • MassDOT's Shared Streets and Spaces Program	Neighboring communities, local advocacy organizations, land owners (for off-street trails)	Recommendation 2.2 from Next Stop Revere

Funding Resources and Opportunities

- Discuss federal funding opportunities
  - MPO funds
- Discuss state funding opportunities
  - Ex: Shared Streets and Spaces, MassDOT Safe Routes to School
- Discuss local funding opportunities
  - TNC fees, ARPA funds, CDBG funds, Chapter 90 funds, etc.

For a comprehensive list of funding opportunities, refer to this list from WalkBoston.

Appendix 1

Pedestrian and Bicycle Facility Design Guidelines and References

- MA Municipal Resource Guide for Walkability
- MA Municipal Resource Guide for Bikeability
- MassDOT Bicycle and Pedestrian Update 2021
- MassDOT Capital Investment Plan
- NACTO Urban Bikeway Design Guide

Appendix 2

Complete Streets Policy

- City of Revere Complete Streets policy/prioritization plan (include link here)
- More information about the MassDOT Complete Streets Status and Program

Appendix 3
Community Survey Summary

1.	In what language would you feel most comfortable reading and responding to this survey?	
a.	English	86%
b.	Spanish	12%
c.	Portuguese	1%
d.	Arabic	1%

2.	How do you typically get around Revere now? (Check all that apply)	
a.	Walk	62.6%
b.	Bike	17.6%
c.	Bikeshare	1.8%
d.	Roll (using a wheelchair, walker, scooter, moped, skateboard, stroller, etc.)	6.6%
e.	Drive	64.8%
f.	Carpool	7.5%
g.	Commuter Rail	5.4%
h.	Blue Line	32.5%
i.	Bus	25.3%
j.	Rideshare, such as Uber or Lyft	11.1%
k.	Shuttle	2.3%
l.	Other	9.9%

3.	Would you like to see improvements to walking, biking and rolling in Revere? This can include infrastructure improvements, policy changes, new programs, and more.	
a.	Yes	76.3%
b.	No	8.4%
c.	Unsure	15.3%

4.	Would you and your family choose to walk, bike, or roll in Revere if it were safer, more enjoyable, and easier to do?	
a.	Yes, we would walk, bike, or roll often	33.0%
b.	Yes, we would walk, bike, or roll occasionally	28.0%
c.	Maybe	16.8%
d.	No, we would not walk, bike, or roll	21.5%

5.	What places do you currently walk, bike, or roll to? (Choose all that apply)	
a.	School (K-12) or childcare center	45.1%
b.	College or technical school	4.4%
c.	Work	25.7%
d.	Shopping center, grocery store, or other food store	45.8%
e.	Restaurants, bars, movie theater	33.9%
f.	Places of worship	10.9%
g.	Community events	29.8%
h.	Visiting family or friends	38.3%
i.	Revere Beach	63.1%
j.	Parks including natural areas and conservation lands	37.7%
k.	Around my local neighborhood	59.7%
l.	Transit station (Commuter rail, Blue Line, or bus stop)	40.7%
m.	Other	10.8%

6.	Where would you and/or your family choose to walk, bike, or roll if you felt safe and comfortable doing so? (Please only select places you don't already walk, bike, or roll to.)	
a.	School (K-12) or childcare center	26.1%
b.	College or technical school	8.0%
c.	Work	24.2%
d.	Shopping center, grocery store, or other food store	39.4%
e.	Restaurants, bars, movie theater	33.2%
f.	Places of worship	15.5%
g.	Community events	28.4%
h.	Visiting family or friends	26.8%
i.	Revere Beach	46.7%
j.	Parks including natural areas and conservation lands	38.0%
k.	Around my local neighborhood	32.2%
l.	Transit station (Commuter rail, Blue Line, or bus stop)	22.7%
m.	Other	11.7%
n.	We would not choose (or are not able) to walk, bike, or roll	8.2%

7.	Which of these would encourage you to walk, bike, or roll more in Revere? (Check all that apply)	
a.	Less motor vehicle traffic, including large trucks	46.8%
b.	More connected multi-use trails and sidewalks	50.6%
c.	More traffic calming to lower speeds, such as flashing crosswalk lights, bump outs, raised crosswalks, etc.	38.6%
d.	Shorter distance/time between destinations	31.3%
e.	Safer routes for walking, biking, and rolling	58.2%
f.	Improved street crossings	48.3%
g.	Better maintained sidewalks, crosswalks, bike lanes, and other infrastructure	49.3%
h.	More supportive amenities, such as lighting, signage, public art, or benches along the route	34.2%
i.	Paths and trails through enjoyable areas to walk, bike, and roll	46.9%
j.	More connections to walk, bike, and roll to key destinations such as schools, recreation areas, businesses, transit stops, etc.	34.9%
k.	More bike parking options (such as bike racks)	22.0%
l.	More designated spaces (bike lanes, sidewalks, etc.) to reduce conflicts on-street	32.5%
m.	Other	7.3%
n.	I don't want to (or can't) walk, bike, or roll more in Revere	6.9%

8.	Do you use the current off-street trails and paths in and around Revere? You can find local trails on MAPC's Trailmap website.	
a.	Yes, I use them frequently to walk, bike, or roll	14.3%
b.	Yes, I have used the trails before	21.1%
c.	I'm not sure	23.9%
d.	No, but I would like to if it were easier to get there (or another reason)	24.6%
e.	No, I'm not able to use the local trails	5.0%
f.	No, I'm not interested in using the local trails	12.1%

9.	How would you like to use Revere's current and future off-street trails? (Check all that apply)	
a.	Walking	73.9%
b.	Cycling for recreation or transportation	41.1%
c.	Rolling (using wheelchairs, walkers, scooters, mopeds, skateboards, or other personal wheeled mobility device)	15.3%
d.	Running	33.7%
e.	Using an outdoor gym	16.7%
f.	Winter activities such as snowshoeing or cross-country skiing	12.5%
g.	Picnicking or cook outs	23.8%
h.	Sitting on benches	32.6%
i.	Bringing children to play	22.7%
j.	Outdoor learning	18.4%
k.	Outdoor working	10.7%
l.	Exploring nature	40.1%
m.	Community gatherings for public events	26.7%
n.	Gatherings for family, friends, or a designated group	25.8%
o.	Visiting outdoor vendors that may include local businesses, artists, food vendors, etc.	31.4%
p.	Other	10.9%

10.	What are your top five priorities for walk, bike, and roll improvements in Revere?	
a.	Safety from traffic and on-road vehicles	73.0%
b.	Personal safety from other people	41.9%
c.	Connecting people to nature	33.5%
d.	Creating more opportunities for exercise and physical activity	44.3%
e.	Connecting to key destinations such as schools, businesses, etc.	32.4%
f.	Encouraging more people to travel car-free	33.0%
g.	Equitable access to active transportation and recreation	18.8%
h.	Access for various groups, including seniors, people with mobility challenges, children, etc.	23.1%
i.	Creating connections between existing on-street and off-street routes	22.4%
j.	Developing more off-street trails through parks and natural areas	29.6%
k.	Creating greater access to social spaces for people to spend time together	22.2%
l.	Other	7.4%

11. Click on up to 5 areas on the map where you'd like to walk, bike, or roll to.

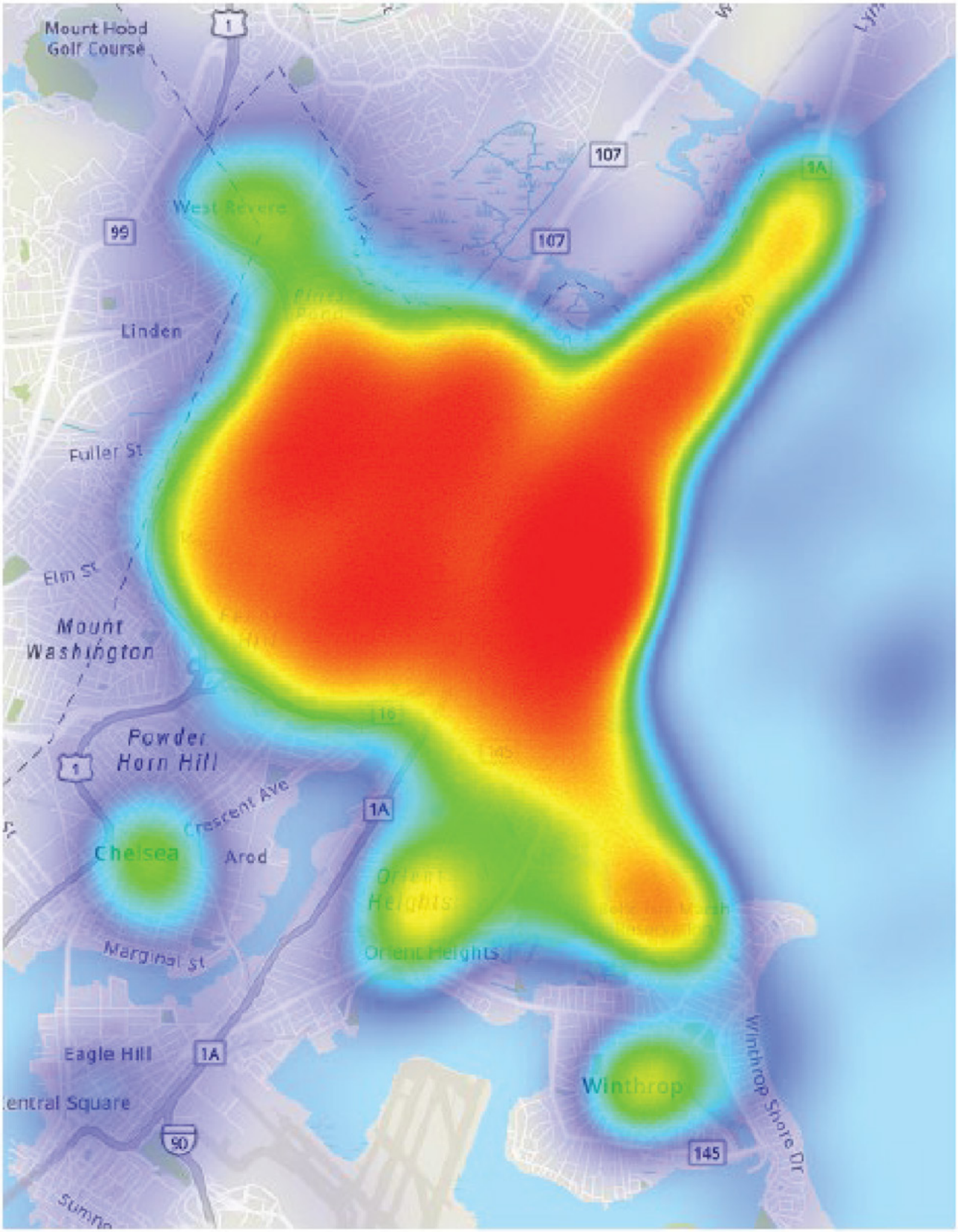


Figure 21: Heat map for survey question #11 – English responses

11. Click on up to 5 areas on the map where you'd like to walk, bike, or roll to.

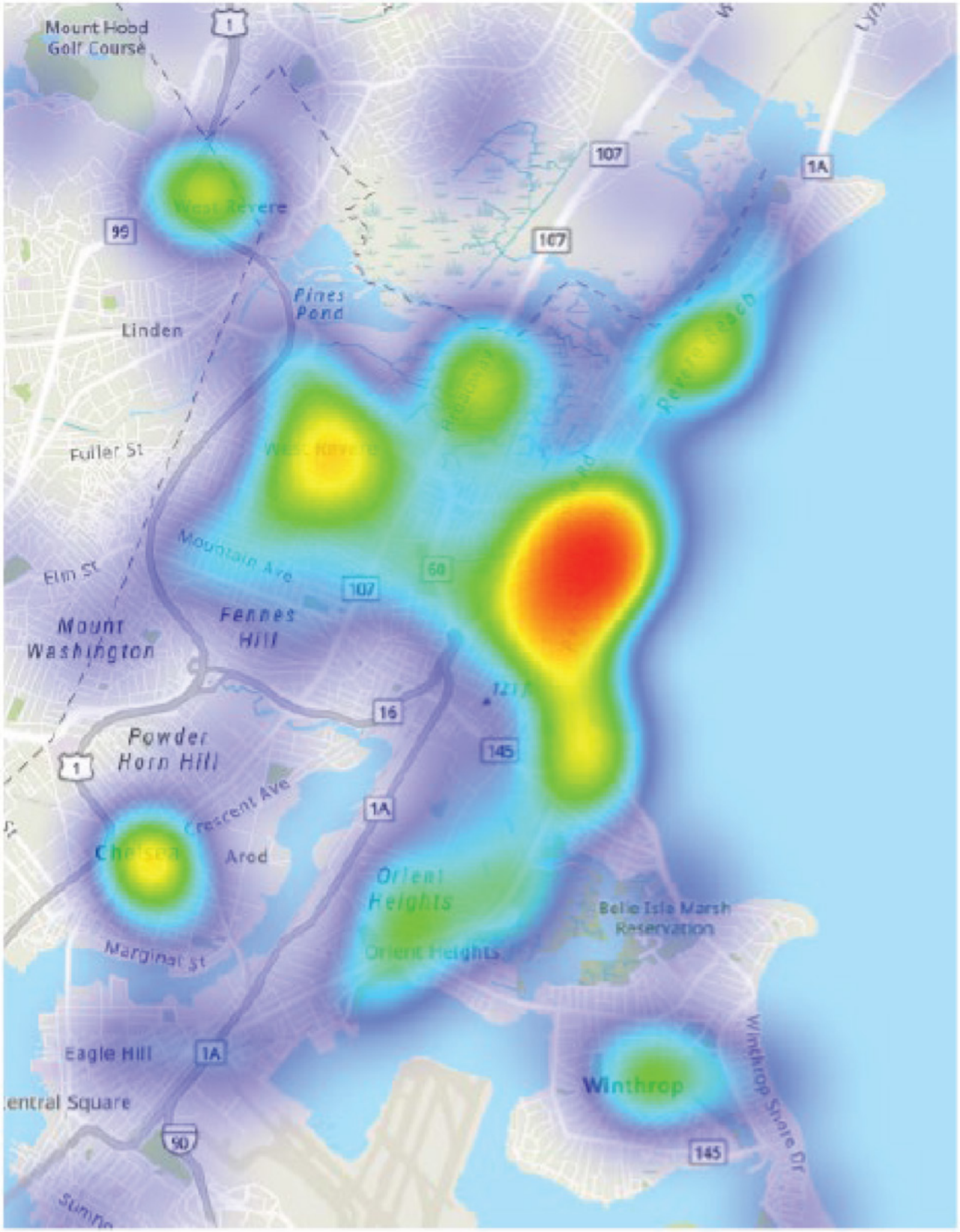


Figure 22: Heat map for survey question #11 – Spanish responses

11. Click on up to 5 areas on the map where you'd like to walk, bike, or roll to.

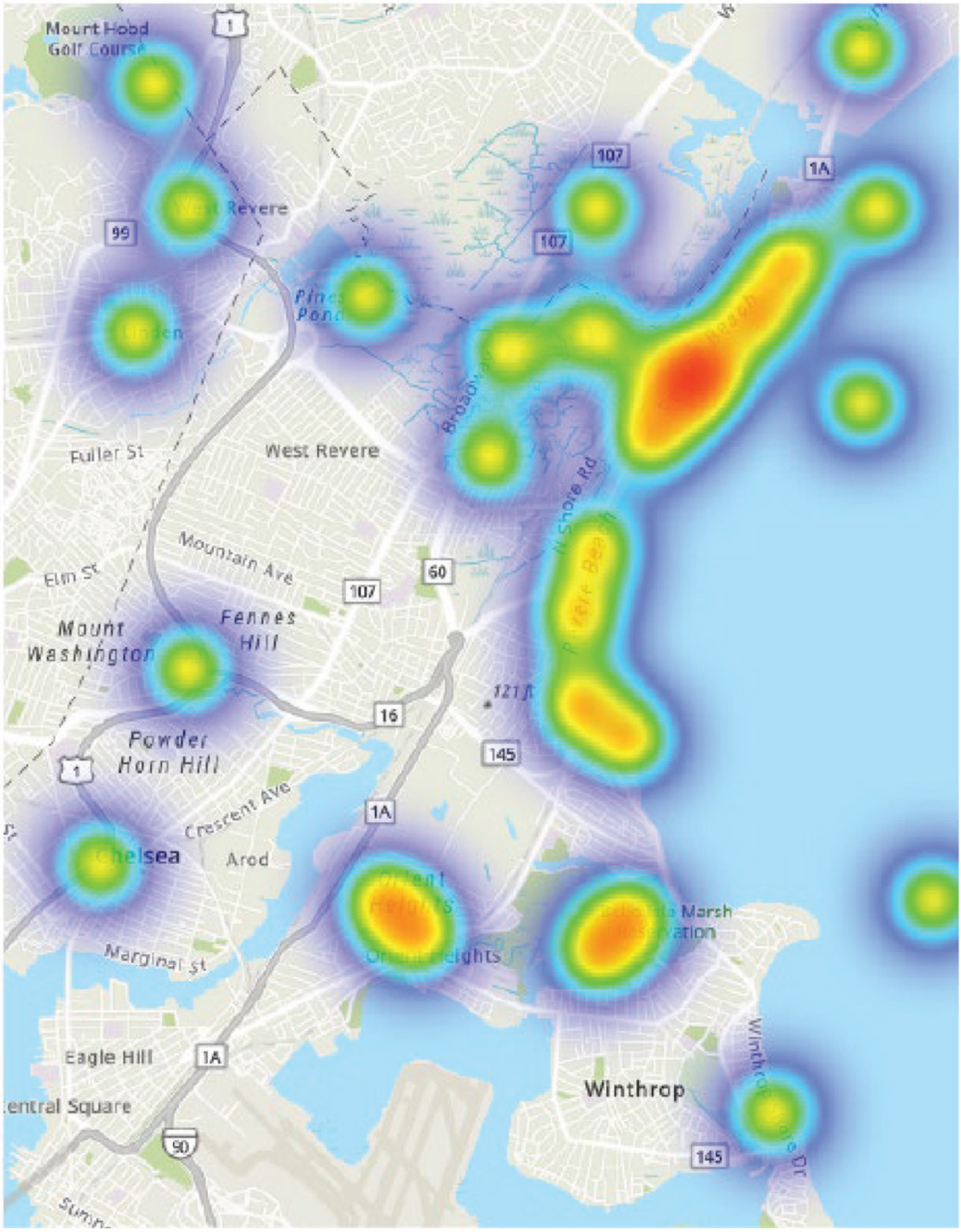


Figure 23: Heat map for survey question #11 – Portuguese responses

11. Click on up to 5 areas on the map where you'd like to walk, bike, or roll to.

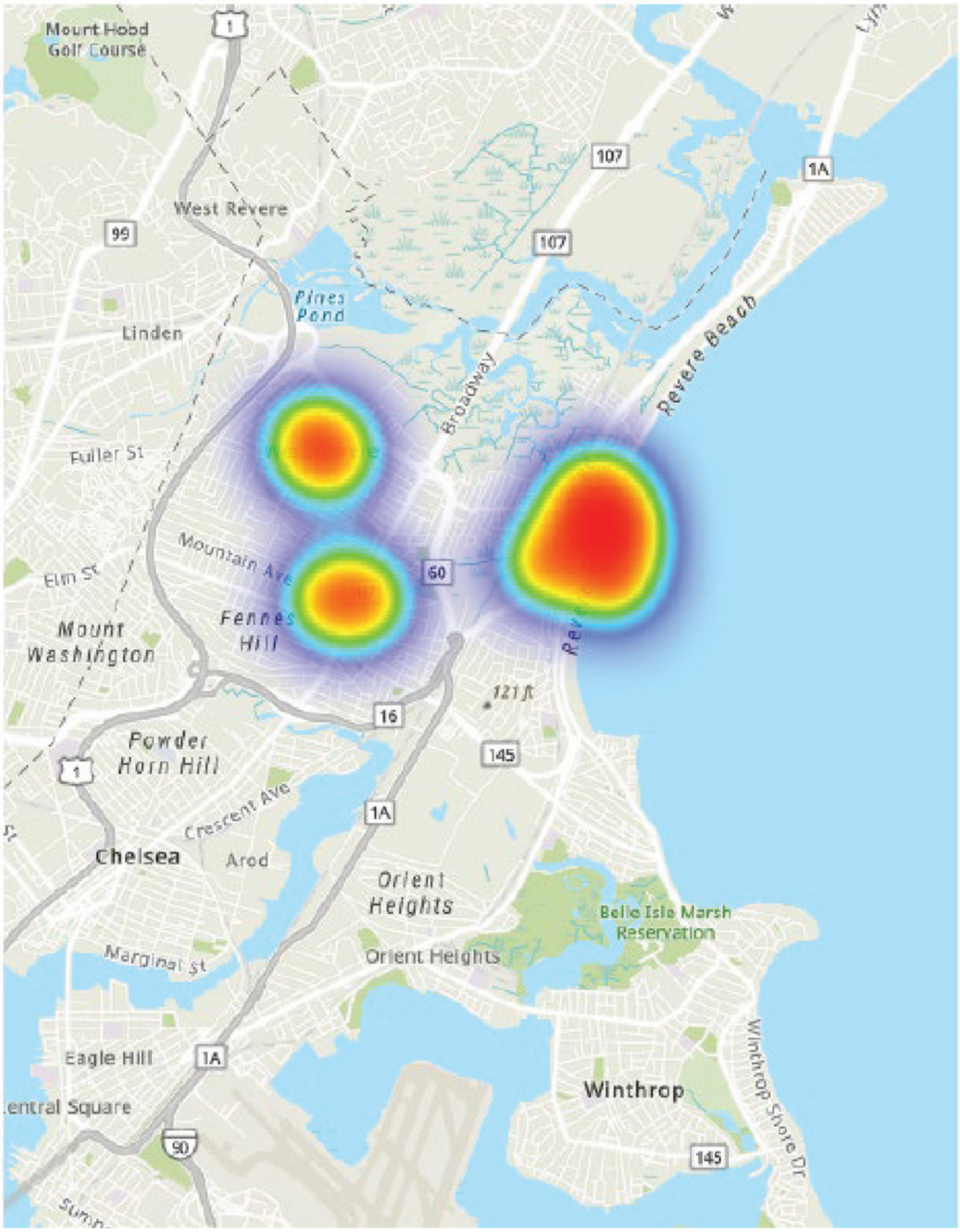


Figure 24: Heat map for survey question #11 – Arabic responses

12.	Can you suggest any local groups we should reach out to about this project?	
a.	Yes (input)	14.4%
b.	No	85.6%

13.	What best describes you?	
a.	I'm a resident of Revere	81.3%
b.	I own property or a business in Revere	17.0%
c.	I frequently travel to Revere for work, school, shopping, or something else	21.9%
d.	I frequently travel through Revere	24.4%
e.	Other	4.7%

14.	How do you identify your gender?	
a.	Male	33.2%
b.	Female	62.1%
c.	Non-binary/third gender	1.4%
d.	Other	1.1%
e.	Prefer not to say	2.3%

15.	Select your age range from the list below	
a.	12 or under	1.1%
b.	13-18	37.4%
c.	19-29	10.8%
d.	30-49	27.1%
e.	50-64	14.0%
f.	65 or over	10.5%

16.	How do you identify your race or ethnicity? (Check all that apply)	
a.	Black or African American	8.6%
b.	Asian	4.7%
c.	Native American or Alaskan Native	0.3%
d.	White	45.8%
e.	Native Hawaiian or Other Pacific Islander	0.4%
f.	Hispanic, Latino, or of Spanish origin	39.0%
g.	Multiracial	3.3%
h.	Other	8.1%

17. Do you or any members of your household match any of the following descriptions? (Check all that apply)		
a.	Child(ren) 5 years old or younger	15.9%
b.	Child(ren) 6-12 years old	27.6%
c.	Child(ren) 13-18 years old	37.3%
d.	Senior(s) age 65 or older	26.8%
e.	Primary language other than English	30.4%
f.	Person(s) with a disability	13.0%
g.	Prefer not to answer	8.6%

18. What is your zip code?		
a.	Revere zip codes	90.3%
b.	Non-Revere zip codes	9.7%