

**Livable Sudbury: Links to Master Plan**

<b>Item</b>	<b>Master Plan</b>	<b>Select Board Proposed Initiative (Scenario 3)</b>
<b>Rt 20 Corridor</b>	<b>A.7</b> Continue to identify transportation improvement opportunities (policies, amenities, or new infrastructure) that connect Route 20 to other areas of Sudbury by means other than a car, such the proposed rail trails, walkway improvements, or shuttle services for commuters, seniors, and youth (See <b>Transportation and Connectivity</b> Policy B).	<i>SHUTTLE AND OTHER SERVICES (near, medium, long term):</i> <ul style="list-style-type: none"> <li>• In-town, through town, regional short fixed routes</li> <li>• Destination fixed routes</li> <li>• Multi-passenger microtransit spoke-to-hubs</li> </ul> <b>Community Transit Grant submitted for MWRTA Catch-Connect route 20 microtransit service w/in Sudbury</b>
	<b>B.1</b> Provide incentives for private commercial property owners on the Route 20 Corridor to incorporate site elements conducive to transit ridership. These could include interior circulation routes for shuttles and some dedicated parking spaces for shuttle riders.	<i>INTEGRATION OF EMPLOYERs AND OTHER PARTNERS IN TRANSPORTATION IMPLEMENTATION (medium, long term):</i> <ul style="list-style-type: none"> <li>• Workforce development routes include day (child, adult) care, education, training, etc.</li> </ul>
	<b>B.4</b> Revisit the Route 20 commuter shuttle and other regional transit programs to determine if it is meeting commuter needs.	<i>TECHNICAL ASSISTANCE REQUEST TO MPO (near, medium term):</i> <ul style="list-style-type: none"> <li>• Regional fixed routes (rt 20?)</li> <li>• Regional microtransit spoke-to-hubs (rt 20?)</li> </ul>
<b>Tran'n &amp; Connectivity</b>	<b>A.2</b> Coordinate with the state, MassDOT, Metropolitan Area Planning Council (MAPC), Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and adjacent towns to establish and enhance connections between key destinations.  <b>MAPC and Sudbury: meeting with Newton and Salem, to discuss Via microtransit services, 10/23</b>	<i>TECHNICAL ASSISTANCE REQUEST TO MPO (near, medium, long term):</i> <ul style="list-style-type: none"> <li>• In-town and destination fixed routes to RTA, MBTA, commuter rail connections</li> <li>• Microtransit spoke-to-fixed route hubs to RTA, MBTA, commuter rail connections</li> </ul> <b>Community Connections Grant in process: Sudbury, Wayland and MWRTA Boston Hospital shuttle service</b>
	<b>A.3</b> Solicit support from legislators as needed to prioritize and implement regional connectivity projects.	<i>TECHNICAL ASSISTANCE REQUEST TO MPO (near, medium term):</i> <ul style="list-style-type: none"> <li>• RTA policies, incentives, performance measures</li> </ul>
	<b>E.1</b> Identify specific measures to address gaps in transportation services for persons with disabilities and identify funding sources required to ensure access.	<i>MASS DOT CONTACT (medium, long term)</i> <ul style="list-style-type: none"> <li>• Transportation system infrastructure designed, planned, spec'd</li> </ul>

	<b>E.4</b> Continue to work with Community Compact through its Making the Connections micro transit pilot project to identify and fill gaps in connectivity between modes and destinations.	<i>TECHNICAL ASSISTANCE REQUEST TO MPO (near term):</i> <ul style="list-style-type: none"> <li>• MPO route planning taxi, Uber services to date</li> <li>• Nelson/Nygaard regional survey</li> </ul>
	<b>E.5</b> Continue to coordinate with Sudbury Senior Center and Commission on Disability in the evaluation of its transportation services to ensure that needs of the entire community are being met and identify gaps in services. Identify opportunities to expand existing services for older residents and persons with disabilities and investigate new types of services such as ride-share programs. Identify funding sources required to ensure access.	<i>INFRASTRUCTURE PLANNING (near, medium term):</i> <ul style="list-style-type: none"> <li>• Incorporation of (multiple) social service org. partners</li> <li>• Transportation system infrastructure determined</li> </ul>
	<b>E.6</b> Coordinate with MetroWest Regional Transit Authority (MWRTA) to expand accessible service along major roadways in Sudbury wherever possible.	<i>MWRTA OPTIONS FOR SUDBURY (near, medium, long term):</i> <ul style="list-style-type: none"> <li>• In-town fixed routes to RTA connections</li> <li>• In-town and destination fixed routes to RTA, MBTA, commuter rail connections</li> <li>• Microtransit spoke-to-fixed route hubs to RTA, MBTA, commuter rail connections</li> </ul> <p><b>Community Transit and Community Connections grants; see above</b></p>
<b>Town Facilities, Services, Infrastructure</b>	<b>A.1</b> Convene a Livable Sudbury Working Group with leadership from the Council on Aging, Senior Center, and Livable Sudbury Ambassador, and representation from public safety (Police, Fire, EMA), Planning & Community Development, the Library, and the Commission on Disability among other municipal departments, to prioritize and implement the potential action items in Livable Sudbury.	<i>LIVABLE SUDBURY AMBASSADOR:</i> <ul style="list-style-type: none"> <li>• Member Transportation Committee</li> <li>• Lead on MAPC and Community Compact grants, MassDev proposal, <b>and Community Transit and Community Connections grants</b></li> <li>• Author of Scenario 3/Business Plan</li> <li>• Lead on MPO technical request</li> </ul>
	<b>D.5</b> Develop sustainability goals for Town facilities, infrastructure, and operations.	<i>SCENARIO 3:</i> <ul style="list-style-type: none"> <li>• Services must address environmental concerns, including increase in electric vehicles and <i>reduction of single-occupancy vehicles (SOV)</i>. <b>Rt 20 CatchConnect and Boston Hospital shuttle; see above</b></li> <li>• The primary goal is <i>mobility as a service</i>—this means primary emphasis on <i>coverage</i> (including social goals, such as equity and environmental stewardship).</li> </ul>
<b>Resiliency</b>	<b>C.3</b> Continue to upgrade Town facilities and buildings to improve their energy efficiency.	<i>AS ABOVE</i>

<p><b>Public Health, Social Well-Being</b></p>	<p><b>D.1</b> Continue to support the Council on Aging/ Senior Center to enhance transportation services such as Sudbury Connect and FISH (see <b>Transportation and Connectivity</b>).</p> <p>See grants, above</p>	<p><i>SCENARIO 3:</i></p> <ul style="list-style-type: none"> <li>• <u>Special populations</u> (seniors, people with disabilities, veterans, financially vulnerable): reliable, efficient, and attractive on-demand, door-to-door service with subsidies for those meeting affordability criteria; this also assumes appropriate training of drivers to meet the needs of special populations</li> </ul>
	<p><b>D.2</b> Include access to public health resources in the “Making the Connections” pilot study (see <b>Transportation and Connectivity</b>).</p>	<p><i>SCENARIO 3 (proof of concept):</i></p> <ul style="list-style-type: none"> <li>• Targeted transportation pilots (health care, reducing social isolation, developing workforce, smartphone education, etc.)</li> </ul>