



## SIGNS AND LINES PROGRAM GUIDANCE DOCUMENT

2025-2026

**Application Period Opens:** Wednesday, September 3, 2025

**Informational Webinar:** Wednesday, September 3, 2025, at Noon

[Register Now](#)

**Applications Due:** Friday, October 3, 2025, by 5 p.m.

**Project Selection Notification:** after November 3, 2025

**Complete Scoping Meetings and Walk Audits:** by December 15, 2025

**Plan Sets Delivered for Review:** by February 6, 2026

**Project Work Commences:** March/April 2026

**Project Work Completed:** by June 30, 2026

**Invoice Due from Municipality:** by July 15, 2026

**MASSACHUSETTS SAFE ROUTES TO SCHOOL  
SIGNS AND LINES PROGRAM  
GUIDANCE DOCUMENT**

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## I. INTRODUCTION

### Safe Routes to School Program Overview

The Massachusetts Safe Routes to School (SRTS) Program is a federally-funded initiative of the Massachusetts Department of Transportation (MassDOT). The SRTS Program works with schools, communities, students, and families to increase active transportation among public elementary, middle school, and high school students in the Commonwealth. SRTS promotes a collaborative, community-focused approach that fosters mutual partnerships between advocacy groups, law enforcement, education leaders, and public health departments to promote safer routes for elementary, middle, and high school students to get to school. The SRTS Program seeks to reduce air pollution and traffic congestion near schools, while increasing the health, safety, and physical activity of elementary, middle, and high school students.

MassDOT's SRTS team partners with schools and school districts to provide resources that support the mission of active transportation, safety, and congestion mitigation. The Program encourages students to walk and bicycle to school by making bicycling and walking to school a safer and more appealing transportation alternative. The initiatives and resources of the Program promote a healthy and active lifestyle from an early age. The Program also facilitates the planning, development, and implementation of activities and projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS utilizes the "six Es" to implement its Program: education, encouragement, engagement, evaluation, equity, and engineering. Each of the six Es are essential to the Program and are detailed below. Learn more about the SRTS Program and find helpful program materials on the [SRTS website](https://www.mass.gov/safe-routes-to-school)<sup>1</sup>.

### Education

MassDOT's SRTS team provides school communities with the resources to promote, educate, and empower smart and safe pedestrians and bicyclists. This involves teaching children about a broad range of transportation choices and instructing them in important lifelong bicycling and walking safety skills. Educational resources are provided and customized for: students/educators, parents/guardians, and community stakeholders.

### Encouragement

MassDOT's SRTS team assists school communities in organizing programs and events that encourage students, parents, teachers, and the community to choose active, healthy, and safe modes of transportation. These activities include our Flagship Days: iWalk, Winter Walk, Car-Free Campus Day, and Massachusetts Walk, Bike, and Roll to School Day; providing incentives such as safety items; and helping create walking school bus and bike train routes.

### Engagement

MassDOT's SRTS team partners with stakeholders including bike/ped committees, school/district task forces, and local law enforcement officials to promote engagement with the local community to support that proper walking and bicycling behaviors are observed and followed in the vicinity of schools. The Program also initiates

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<sup>1</sup> <https://www.mass.gov/safe-routes-to-school>

community traffic and safety enforcement initiatives such as crossing guard programs and the annual student Yard Sign Contest.

### Evaluation

MassDOT's SRTS Program evaluates the physical transportation environment, as well as, how community members interact with that environment. The evaluation process includes monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after SRTS interventions. Through the family travel survey and zip code mapping, SRTS evaluates travel modes to and from school and provides resources to help increase walk and bike mode share.

### Equity

MassDOT's SRTS team works to support safe, active, and healthy opportunities for children and adults in all communities regardless of ability, socio-economic status, and/or race. This is an all-encompassing "E" that is built into each aspect of the SRTS Program.

### Engineering

This component of the SRTS Program facilitates bicycle and pedestrian infrastructure improvements to benefit students who walk, bicycle, or use a wheeled mobility device to get to school. Infrastructure projects seek to improve safety, access, and mobility for students in kindergarten through twelfth grade, while also encouraging more students to walk and bicycle to school. The SRTS Program facilitates such improvements by providing funding for infrastructure projects of various sizes through its Infrastructure Project Funding Program and Signs and Lines Program. The remainder of this document describes the process and instructions for eligible communities to apply for funding through the Signs and Lines Program.

## II. SIGNS AND LINES PROGRAM

For the 2025 – 2026 program year, MassDOT’s SRTS Signs and Lines Program will provide design services and up to \$10,000 per individual project in construction funding to selected municipalities for low-cost infrastructure projects around public elementary, middle, or high schools. The goal of these projects is to eliminate small barriers that students encounter when walking, bicycling, or using a wheeled mobility device to get to school. Examples of a Signs and Lines Project could include the purchase and installation of new signage such as *No Parking*, *Bus Only*, and *School Zone* signs; installation of new pavement markings such as crosswalks; removal of existing signage and pavement markings; and other low-cost improvements as approved by MassDOT. **This is a reimbursement-based funding program; the Program reimburses the municipality for eligible spending after the project is complete.** This document provides step-by-step guidance on the requirements of the funding, how to apply, and the timeline for project completion and reimbursement.

### Program Eligibility

**Both a school applicant and a municipal co-applicant are required for the Signs and Lines Program.**

Municipalities selected to receive Signs and Lines funding will be required to sign a Memorandum of Understanding (MOU) with MassDOT regarding program terms and conditions. This MOU can be found in the Appendix.

To be eligible for a Signs and Lines project, the receiving school must have already built a partnership with the SRTS Program. Schools must be a partner for at least **six months** prior to applying. All SRTS partners are committed to implementing SRTS initiatives. For more information on becoming a SRTS partner, contact the SRTS Team at 888-426-6688 or complete the school partner enrollment form found at the following link: [https://gis.massdot.state.ma.us/forms/srts\\_partner/](https://gis.massdot.state.ma.us/forms/srts_partner/). If you do not know your partner status, please visit the SRTS Dashboard at <https://experience.arcgis.com/experience/c800f41387264f40b49ac22a21fb58fe> to search for your school and review your school’s SRTS activities.

Only schools which receive public funding are eligible to receive a Signs and Lines Program project. Equity is also an important consideration of the SRTS Program. Communities which represent diverse socio-economic communities in urban, suburban, or rural environments are encouraged to apply.

NEW: Due to a recent policy implemented at the state level, any municipality that is considered noncompliant with the [MBTA Communities Act](#) will not be eligible to receive any MassDOT funding, including Safe Routes to School funding.

### Eligible Projects

Eligible low-cost projects include signage and pavement markings to improve safety and accessibility along key 1/2 mile of schools that serve children in any grade from kindergarten to twelfth grade.<sup>2</sup>

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<sup>2</sup> Projects proposed on state-owned roadways require more time for approval and must go through the MassDOT permitting process. It is advisable to submit for a project on a municipal-owned roadway.

The scope of the project must be intended to improve safety and/or increase the number of children walking and biking to school. The project must be within the public right of way (ROW) or any bicycle or pedestrian pathway or trail. This may include projects on private land that have public access easements or private property that is owned by a public entity.

All potential projects must have local support from community and municipal partners.

- **Installation of new MUTCD-compliant signage**
  - Examples include:
    - School speed limit sign
    - In-street school crossing (yield)
    - School zone sign
    - Pick-up and drop-off sign (only of this signage makes it safer for bicyclists and pedestrians)
    - Bus only zone sign
- **Installation of new pavement markings**
  - Examples include:
    - Thermoplastic high visibility crosswalk in school zone
    - Standard marked crosswalk outside of school zone
    - Stop line
    - Yield lines (“shark’s teeth”)
    - “Bus Only” text
    - “School Zone” text
- **Modification of existing pavement markings**
  - Examples include:
    - Upgrading a standard marking crosswalk to a high visibility crosswalk
    - Removing parking markings near an intersection to improve sightlines
    - Changing the directionality of a street or travel lane
- **Other improvements, as determined appropriate by MassDOT**

The following project elements are **not** eligible for funding through the Signs and Lines Program:

- **Permitting, utility relocation, or temporary and permanent ROW acquisition**  
These costs must be covered by the municipality for any project.
- **Recurring costs:**  
Recurring costs such as salaries for crossing guards and walking school bus leaders.

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<sup>3</sup> Manual on Uniform Traffic Control Devices for Streets and Highways (<https://mutcd.fhwa.dot.gov/>) and Massachusetts Amendments to the MUTCD (<https://www.mass.gov/service-details/mutcd-massachusetts-amendments>)

- **Pavement maintenance:**  
Pavement resurfacing or pavement preservation.
- **School bus improvement projects:**  
School bus safety projects or improvements to school bus stops.
- **Signage not in compliance with MUTCD or not in line with SRTS Program goals:**  
Homemade or informational signage not in compliance with MUTCD and/or not related to improving pedestrian and bicycle safety and mobility.
- **Electronic/solar lit signage that utilizes more than 30% of the Signs and Lines budget:**  
Examples include rectangular rapid flashing beacons and pedestrian crossing assemblies
- **Other:**  
Portable enforcement equipment or gifts.

## Program Funding

Signs and Lines Program projects include a needs assessment, project design, bid package, and up to \$10,000 in reimbursement for costs incurred by the municipality for construction materials and labor. Costs incurred prior to this project are not eligible for reimbursement. All labor and materials for completed work will be reimbursed directly to the municipality up to \$10,000. If the total proposed project cost exceeds \$10,000 the municipality will be required to use local or supplementary funding to make up the remainder. Project payment terms are described in the MOU in the Appendix. The SRTS Program will provide the needs assessment, project design, and bid package with input from the municipality and school at no cost. Below is a sample project budget for a Signs and Lines Project.

**Sample Project Budget<sup>4</sup>**

| Item  | Quantity | Unit | Unit Cost | Amount         |
|---|----------|------|-----------|----------------|
| 30x30 Stop Sign                                     | 2        | Each | \$125     | \$250          |
| 36x36 School Crossing Sign                          | 6        | Each | \$180     | \$1,080        |
| 30x30 Do Not Enter Sign                             | 2        | Each | \$125     | \$250          |
| One Way - Double Sided Sign                         | 2        | Each | \$60      | \$120          |
| 24x48 School Speed Limit Sign                       | 4        | Each | \$100     | \$400          |
| Sign Post Assembly                                  | 4        | Each | \$300     | \$1,200        |
| 4" Single Lines Pavement Marking Removal            | 500      | LF   | \$0.45    | \$225          |
| 4" White Single Line Thermo Pavement Marking        | 500      | LF   | \$0.55    | \$275          |
| 12" Crosswalk and Stop Thermo Line Pavement Marking | 1,300    | LF   | \$4.50    | \$5,850        |
| 4" Double Yellow Thermo Pavement Marking            | 280      | LF   | \$1.10    | \$308          |
| <b>TOTAL</b>  |          |      |           | <b>\$9,958</b> |

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<sup>4</sup> This sample project budget reflects a scenario in which a municipality provides their own labor for construction in order to utilize the funding solely for materials.

## Other Project Considerations

Projects constructed with SRTS funds must be accessible to persons with disabilities, per the Americans with Disabilities Act Accessibility Guidelines (ADAAG) at 28 CFR Part 36, Appendix A, as enforced by the U.S. Department of Justice and FHWA, and as required under Section 504 of the Rehabilitation Act.

Project applicants are encouraged to involve a local official responsible for the maintenance of local roadways (e.g., Public Works Director or Town/City Engineer) either as co-applicant or as a letter of support signatory.

Signs and Lines projects are NOT intended to pay for one singular item, like a Rectangular Rapid Flashing Beacon. The intent of the program is to maximize the use of funds by adding new signage, removing outdated or extraneous signage, and re-striping crosswalks or adding other pavement markings in conjunction with reviewing current arrival/dismissal procedures.

There may be a school need for a project larger than the \$10,000 Signs and Lines Program maximum. This could include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian, and bicycle crossing improvements, on and off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements. These types of projects could be funded through the SRTS Infrastructure Project Funding Program. This is geared towards projects with larger anticipated costs. Please visit the [SRTS website](#) for more information about this funding opportunity. There is also Technical Assistance available for the Infrastructure Project Funding Program. You can access the request form on the [SRTS website under Engineering](#): <https://www.mass.gov/info-details/safe-routes-to-school-engineering#technical-assistance-for-srts-grants->.

## III. APPLICATION PROCESS

MassDOT's Signs and Lines Program utilizes a competitive application process. In collaboration with SRTS partner schools, municipalities must complete a funding application. The application is an Excel document, which can be found in Appendix 1, or on the [SRTS website](#). Interested schools and a representative from their municipality (Director of Public Works, Town or City Engineer, Planning Director, Town Manager, or similar) must complete the application and **submit it in .XLS format** to [Diane.Hanson@aecom.com](mailto:Diane.Hanson@aecom.com) by the deadline on the application (October 3, 2025). The application must be filled out completely and signed (digital signature) by the appropriate individuals authorized to commit resources on behalf of the school and municipality, respectively. As mentioned previously, only SRTS partner schools are eligible to receive a Signs and Lines project. The application must be emailed back in **Excel format** and applicants may include a scanned PDF of the signature page and/or other back-up documents as described in the application.



## Application Instructions

The following table provides step-by-step guidelines for completing the application.

| <b>A. Municipality and School Applicant Information</b> |  |
|---|--|
| 1. Name of Applicant School:                            | <i>What is the official name of the school?</i>  |
| 2. Municipal Applicant Contact:                         | <i>Engineering or Public Works preferred-This person will be the lead on the project and must be a municipal employee authorized to commit resources on behalf of municipality</i> |
| 3. Title/Role:  | <i>Municipal employee's title/role</i>   |
| 4. Phone Number:  | <i>Municipal employee's phone number</i>   |
| 5. Email Address:                                       | <i>Municipal employee's email address</i>  |
| 6. Address:   | <i>Municipal employee's work address</i>   |
| 7. Address 2:   |  |
| 8. Town/City:   |  |
| 9. Zip Code:  |  |
| 10. School Applicant Contact:                           | <i>Must be a school or district employee</i>   |
| 11. Title/Role:   | <i>School or district applicant's title/role</i>   |
| 12. Phone Number:                                       | <i>School or district applicant's phone number</i>   |
| 13. Email Address:                                      | <i>School or district employee's email address</i>   |
| 14. Address:  | <i>School address</i>  |
| 15. Address 2:  |  |
| 16. Town/City:  |  |
| 17. Zip Code:   |  |

| <b>B. Safe Routes to School Partnership Information</b> |  |
|---|--|
| 1. Are you a Safe Routes to School Partner?             | <i>Partnership of six months or more is required</i>   |
| 2. Partnership level with Safe Routes to School:        | <i>Provide if known, or <a href="#">contact your Outreach Coordinator</a></i>  |
| 3. Describe your involvement with the SRTS Program:     | <i>Which SRTS activities does your school participate in each year? Information is available on the <a href="#">SRTS Program Dashboard</a>. Please note the frequency of noted activities over the last two years.</i> |

| <b>C. Project Information</b> |   |
|-------------------------------|---|
| 1. Grades Served              | <i>Please indicate which grades the school serves.</i>  |
| 2. Total Number of Students   | <i>Provide the most recent enrollment data.</i>   |
| 3. Daily Number of Walkers    | <i>Provide an estimate based on a recent arrival/dismissal observation or SRTS parent/guardian travel survey.</i> |
| 4. Daily Number of Bikers     | <i>Provide an estimate based on a recent arrival/dismissal observation or SRTS parent/guardian travel survey.</i> |
|                               |   |

|  |  |
|--|--|
| 5. Describe the project: <i>You may include one additional page with a map and/or photo</i>  | <i>Provide a brief description of the project. Please be as specific as possible, including road names and proposed improvements. Briefly note the identified issues that will be addressed by the improvements.</i>   |
| 6. How would this project benefit your students?   | <i>By implementing the project improvements described above, how would your students benefit? Be specific as it relates to the goals of SRTS.</i>  |
| 7. How many additional student walkers and bikers do you anticipate will walk or bike to school as a result of this project?         | <i>Based on all students with the ability to walk or bike to school, how many more students that are currently being driven would choose to walk or bike after the improvements are implemented?</i>   |
| 8. Please describe the school and municipal support of this project: <i>You may include letters of support with this application</i> | <i>Which stakeholders from the school (principal, teachers, parents, etc.) and from the municipality (Engineering, DPW, BOH, Select Board, Mayor, etc.) support this project? <b>Including letters of support in your application is strongly encouraged and will strengthen your application. Including a student radius map and/or family travel survey map will also strengthen your application.</b></i> |

After completing the application, an authorized individual from the municipality must sign the form and agree to the following statements:

- We understand that this is a reimbursement-based project and that the municipality must pay for all costs in advance.
- If our project is selected, we agree to adhere to all the terms and conditions of the Memorandum of Understanding (MOU) and sign the MOU prior to beginning any project-related tasks.
- We understand that the description of the project outlined in our application may not be the actual work approved by MassDOT/SRTS and a needs assessment conducted by the SRTS Program will determine the eligible project components.
- We have read through the Signs and Lines Guidance Document and understand the process and timeline of all project-related tasks.
- If our project is selected, we agree to **complete all work** within the current school year, no later than **June 30, 2026**.
- If our project is selected, we agree to submit an **invoice** for work completed not to exceed \$10,000 and no later than **July 15, 2026**.
- I am authorized to sign below and commit resources on behalf of the municipality.

**Completed applications** must be emailed by the Friday, **October 3, 2025, 5 p.m. Eastern** deadline to:

Diane Hanson, Project Manager, Safe Routes to School  
C/O AECOM  
[Diane.Hanson@aecom.com](mailto:Diane.Hanson@aecom.com)

## Application Review

Applications will be reviewed in a timely manner by a committee specially convened by MassDOT consisting of MassDOT and SRTS Program staff. The committee will review and score applications based on the evaluation criteria detailed below. Based on this evaluation, projects will be selected to move forward in the process.

## Evaluation Criteria

Applications are evaluated based on the extent to which the school is currently involved in the SRTS Program and, more importantly, the extent to which the proposed project may improve safety and accessibility for walking and bicycling based on project scope, the school's population, and information about the school setting and existing bicycle and pedestrian access and safety. The total score for the SRTS application form is 100. Some application responses are for reviewer information only.

A summary of the maximum score for each section of the application form is provided below:

| Section  | Name                                | Maximum Score per Section |
|----------|-------------------------------------|---------------------------|
| <b>B</b> | <b>SRTS Partnership Information</b> | <b>25</b>                 |
| <b>C</b> | <b>Project Information</b>          | <b>75</b>                 |
|          | Questions 2-4                       | 10                        |
|          | Question 5                          | 20                        |
|          | Question 6                          | 20                        |
|          | Question 7                          | 10                        |
|          | Question 8                          | 15                        |
|          | <b>Total Score</b>                  | <b>100</b>                |

## Notification of Application Approval

All applicants will be notified of the final determination of their applications. Successful applicants will be given a list of next steps. Included in Appendix 4 and 5 is guidance for accepted applicants regarding project timelines and tips for project success. Applications not accepted during this application period can be resubmitted during the next application period if desired.

## IV. APPENDIX

### Signs and Lines Application

|   |  |
|---|--|
| <p style="text-align: center;">Safe Routes to School (SRTS) Signs and Lines Program<br/>2025-2026 Project Application<br/><b>Applications Due: Friday, October 3, 2025, 5:00 p.m. Eastern</b><br/>Please see the 2025 – 2026 Signs and Lines Guidance document for additional application background and instructions</p> |  |
| <b>A. School and Municipality Applicant Information</b>   |  |
| 1. Name of Applicant School:  |  |
| 2. Municipal Applicant Contact:   |  |
| 3. Title/Role:  |  |
| 4. Phone Number:  |  |
| 5. Email Address:   |  |
| 6. Address:   |  |
| 7. Address 2:   |  |
| 8. Town/City:   |  |
| 9. Zip Code:  |  |
| 10. School Applicant Contact:   |  |
| 11. Title/Role:   |  |
| 12. Phone Number:   |  |
| 13. Email Address:  |  |
| 14. Address:  |  |
| 15. Address 2:  |  |
| 16. Town/City:  |  |
| 17. Zip Code:   |  |
| <b>B. Safe Routes to School Partnership Information</b>   |  |
| 1. Are you a Safe Routes to School Partner?   |  |
| 2. Partnership level with Safe Routes to School:  |  |
| 3. Describe your involvement with the SRTS Program:   |  |

| C. Project Information   |  |
|--|--|
| 1. Grades Served   |  |
| 2. Total Number of Students  |  |
| 3. Number of Daily Walkers   |  |
| 4. Number of Daily Bikers  |  |
| 5. Describe the project: <i>You may include one additional page with a map and/or photos</i>   |  |
| 6. How would this project benefit your students?   |  |
| 7. How many additional student walkers, bikers, and rollers do you anticipate will walk or bike to school as a result of this project?   |  |
| 8. Please describe the school and municipal support of this project: <u><b>Including letters of support in your application is strongly encouraged and will strengthen your application. Including a student radius map and/or family travel survey map will also strengthen your application.</b></u> |  |

|  |   |
|--|---|
| Name of Applicant School:  | 0 |
|  |   |
| School Applicant Signature (insert image file of signature or sign and attach signature page to email application)   |   |
| Date   |   |
| <input type="checkbox"/> We understand that this is a reimbursement-based project and the municipality must pay for all costs in advance.<br><input type="checkbox"/> If our project is selected, we agree to adhere to all the terms and conditions of the Memorandum of Understanding (MOU) and sign the MOU prior to beginning any project-related tasks.<br><input type="checkbox"/> We understand that the description of the project outlined in our application may not be the actual work approved by MassDOT/SRTS and a needs assessment conducted by the SRTS Program will determine the eligible project components.<br><input type="checkbox"/> We have read through the Signs and Lines Guidance Document and understand the process and timeline of all project-related tasks.<br><input type="checkbox"/> If our project is selected, we agree to complete all work within the current school year, no later than June 30, 2026.<br><input type="checkbox"/> If our project is selected, we agree to submit an invoice for work completed not to exceed \$10,000 and no later than July 15, 2026.<br><input type="checkbox"/> I am authorized to sign below and commit resources on behalf of the municipality. |   |
|  |   |
| Municipal Applicant Signature (insert image file of signature or sign and attach signature page to email application)  |   |
| Date   |   |
| Please email completed form to <a href="mailto:diane.hanson@aecom.com">diane.hanson@aecom.com</a> (email in XLS format)  |   |

## Memorandum of Understanding (MOU)

### SAFE ROUTES TO SCHOOL PROGRAM - SIGNS AND LINES PROJECT

#### MEMORANDUM OF UNDERSTANDING

This **Memorandum of Understanding** (“MOU”) is entered into and made effective this day of , 2025 (“Effective Date”) by and between the Massachusetts Department of Transportation (“MassDOT”) and the [Municipality Name] (“Municipality”). MassDOT and the Municipality are collectively referred to herein as the “Parties.”

WHEREAS, MassDOT administers the statewide Safe Routes to School Program (“SRTS”), which is a program that works to increase safe biking and walking for elementary, middle, and high school students by using a collaborative, community focused approach toward health and transportation;

WHEREAS, as part of its SRTS, MassDOT created a “Signs and Lines Project” (“SLP”) to identify infrastructure challenges for students walking and biking to and from the [School Name] (the “School”) in the Municipality;

WHEREAS, the goal of the SLP is to design and implement low-cost improvements, including signage and pavement markings, to improve safety and accessibility along key walking and biking routes to the School;

WHEREAS, the Parties intend to work collaboratively in the design and construction of said low-cost improvements; and

WHEREAS, the Parties wish to execute this MOU to set forth the guidelines, roles and responsibilities of the Parties with respect to the execution of said SLP goals.

NOW, THEREFORE, to set forth the expectations for participation in the SLP, the Parties mutually agree to the following.

#### **RESPONSIBILITIES OF THE PARTIES**

1. MassDOT or its contractors shall conduct a needs-based assessment to identify certain infrastructure barriers near the School. Municipality and School staff will be invited to attend the assessment. The Municipality’s participation in said assessment shall be required.
2. MassDOT’s contractor shall produce a technical memorandum summarizing the issues identified during the needs-based assessment referenced in paragraph 1 herein, and shall offer potential design solutions, which shall be submitted to the Municipality for review. The Municipality shall provide written comments, if any, to the technical memorandum within seven (7) days of the Municipality’s receipt of the memorandum, unless the Parties mutually agree to another date.

3. MassDOT or its contractor shall promptly review the Municipality's comments and shall develop plans which may include sign installation by location, pavement marking details, pavement marking locations, and schedules for each ("Plan Set"). MassDOT or its contractor shall submit the Plan Set to the Municipality for review. The Municipality shall provide written comments, if any, to MassDOT within seven (7) days of its receipt of the Plan Set, unless the Parties mutually agree on another date. If the Municipality requests any change(s) to the Plan Set, the Parties shall meet and confer in order to discuss whether the change(s) is appropriate and shall make a good effort to reach a mutual agreement concerning the requested change(s). If the Parties are unable to reach a mutual agreement, however, the incorporation of any proposed change(s) shall be at MassDOT's sole discretion.
4. Upon the development of a mutually agreed upon Plan Set, if required, MassDOT or its contractors shall develop a bid package that includes the approved Plan Set. The Municipality agrees to issue said bid package in accordance with its procurement process and applicable Massachusetts laws, which may include G.L. c. 30, § 39M, G.L. c. 30B, and G.L. c. 149.

#### **PROJECT ADMINISTRATION, COSTS, AND PAYMENT**

5. **Project Administration.** The Municipality, at its sole expense, shall manage the timely completion of all of the improvements contained in the agreed upon Plan Set ("Project") and shall complete the Project prior to **June 30, 2026**.
6. **Project Costs and Payments.** MassDOT shall reimburse the Municipality for all eligible costs in connection with the Project up to ten thousand dollars (\$10,000.00) ("**Maximum Reimbursement**"), subject to the following terms:
  - a. MassDOT will reimburse the Municipality for construction costs associated with the Project, subject to the invoice submission and approval procedures contained herein. Reimbursable costs ("**Eligible Construction Costs**") shall include the following as contained on the agreed upon Plan Set:
    - i. Installation of new signage,
    - ii. Installation of new pavement markings,
    - iii. Modification of existing pavement markings, and
    - iv. Other improvements, as determined by MassDOT.
  - b. The Municipality shall submit a single invoice for actual expenses no later than the 15<sup>th</sup> day of the month after the completion of the Project or by **July 15, 2026**, whichever comes first. ("Invoice"). Any and all Invoices submitted after July 15, 2026 shall be ineligible for reimbursement by MassDOT. The Invoice shall include a copy of the invoice from the Municipality's contractor or vendor with a description of work performed and materials ordered, the date of the billing cycle, and the vendor number.

- c. Reimbursement will only be for work completed and/or items purchased. All Eligible Construction Costs associated with the Project must be distinctly identified on the contractor invoice, separate from work performed for other projects. The Invoice must be issued and submitted directly from the Municipality to MassDOT's designated contractor for the Safe Routes to School Program, in the manner prescribed by MassDOT. **The Invoice shall be sent to:**
    - i. **Leon Papadopoulos, MA Safe Routes to School C/O AECOM, 1 Federal St., 8<sup>th</sup> Floor, Boston, MA 02110**
    - ii. **Or via email: [Leon.Papadopoulos@aecom.com](mailto:Leon.Papadopoulos@aecom.com)**
    - iii. **Invoice must contain the follow information**
      - 1. **Bill to: AECOM-Safe Routes to School Project, 1 Federal Street, 8<sup>th</sup> Floor, Boston, MA 02110**
      - 2. **AECOM Project #: 60725915.2.22**
      - 3. **AECOM P.O. # and Vendor # (to be assigned)**
  - d. MassDOT will use its best efforts to ensure that its contractor reimburses the Municipality within ninety (90) days of receipt of an Invoice, although reimbursement within ninety (90) days is not guaranteed. All reimbursement for Eligible Construction Costs will be made through MassDOT's contractor and will be made solely based on invoices properly submitted in accordance to the requirements contained herein.
  - e. If MassDOT objects to charges identified on the Invoice, it shall notify the Municipality of its objection in writing within forty-five (45) days of receipt of said Invoice. Within thirty (30) days thereafter, the Municipality will provide MassDOT or its contractor with additional documentation and/or explanation as required, to support the accuracy of the charges. Any decisions or determinations regarding reimbursements pursuant to this MOU are at MassDOT's sole discretion and shall be final.
  - f. The Municipality agrees to use any and all funds provided by MassDOT and/or its contractor for this Project only.
7. **Maximum Reimbursement.** The Parties agree that MassDOT has no obligation to increase the Maximum Reimbursement contained in Paragraph 6 herein for any reason, including but not limited to, a change in the Project's budget.
8. **Obligations of the Municipality.** In addition to any other requirements of this MOU, the Municipality, by accepting any or all MassDOT funding, shall ensure compliance with any and all applicable local, state and federal rules, regulations and laws with respect to the Project.
9. **Ownership and Maintenance.** Once completed, MassDOT shall have no obligations relating to the Project including but not limited to future operations, maintenance, or replacement. All improvements made as part of the Project shall be owned and maintained solely by the Municipality.



**MISCELLANEOUS**

10. **Notice.** Unless otherwise explicitly set forth in this MOU, all notices or other communications required or permitted to be given hereunder, shall be in writing and shall be delivered by email:

**To MassDOT:**

Diane Hanson, Project Manager, Massachusetts Safe Routes to School

[Diane.Hanson@aecom.com](mailto:Diane.Hanson@aecom.com)

**To the Municipality:**

[Name, Title, Municipality]

[email]

11. **Amendments.** This MOU may be amended only by written agreement of both Parties.
12. **Term.** This MOU and all of the obligations thereunder, shall expire 1 (one) year from the Effective Date of this MOU. The Parties may, by written agreement, agree to extend this MOU for 1 additional 1-year term.

IN WITNESS WHEREOF, as of [redacted], 2025, the Parties hereto have caused this MOU to be duly executed as a sealed instrument as of the date first written above.

**Dated:**

**Dated:**

\_\_\_\_\_  
**David Mohler**

\_\_\_\_\_  
**[Name]**

Executive Director

**[Title]**

MassDOT Office of Transportation Planning

**[Municipality]**

## Sample list of acceptable signage and pavement markings

Signage and marking must be compliant with the [11th Edition of the Manual on Uniform Traffic Control Devices \(MUTCD\)](#) and the [Amendments for the MUTCD for Streets and Highway of Massachusetts](#) (2022), including Part 7 – Traffic Control for School Areas. Acceptable signage and markings include but are not limited to the following:

### Sample of Acceptable Signage

| Sign                                     | MUTCD Sign Designation            | MUTCD / MA Amendment Section |
|--|-----------------------------------|------------------------------|
| Stop                                     | R1-1                              | n/a / 2B.05                  |
| Yield                                    | R1-2                              | 2B.05                        |
| In-street school crossing (yield)        | R1-6b                             | 7B                           |
| No left/right turn                       | R3-1 (No Right) or R3-2 (No Left) | 2B.26                        |
| Do not enter                             | R5-1                              | 2B.46                        |
| One-way                                  | R6-2                              | 2B.49 / 2B.40                |
| No parking any time                      | R7-1                              | 2B.53                        |
| No parking (symbol) (times)              | R7-2                              | 2B.53                        |
| No parking (times)                       | R7-2a                             | 2B.53                        |
| No parking except (days)                 | R7-3                              | 2B.53                        |
| No standing any time                     | R7-4                              | 2B.53                        |
| No parking loading zone                  | R7-6                              | 2B.53                        |
| No parking bike lane                     | R7-9                              | 9B.09                        |
| No turn on red                           | R10-11a/b                         | 2B.60 / 2B.54                |
| Turning vehicles yield to pedestrians    | R10-15(L&R)                       | 2B.59 / 2B.53                |
| School zone                              | S1-1                              | 7B*                          |
| School bus stop ahead                    | S3-1                              | 7B                           |
| (20 M.P.H Speed Limit) School zone ahead | S4-5a                             | 7B*                          |
| School speed limit sign when flashing    | S5-1                              | 7B*                          |
| Advance pedestrian crossing sign         | W11-2                             | 2C.55 / 2C.50                |
| Pick up and drop off                     | n/a                               | n/a                          |
| Bus only zone                            | n/a                               | n/a                          |

### Examples of Acceptable Signage



Figure 1 School zone speed limit (MUTCD-S5-1)



Figure 2 In-street school crossing (yield) (MUTCD R1-6b)

### Examples of Acceptable Signage



Figure 3 No parking any time (MUTCD R7-1)



Figure 4 No turn on red (MUTCD R10-15)

### Sample of Acceptable Markings

| Marking   | Standard   | MUTCD /<br>MA Amendment<br>Section |
|---|--|------------------------------------|
| Stop line   | Used with a STOP sign (R1-1) and striped no less than 4' from the crosswalk at controlled crosswalks or 20' to 50' from the crosswalk at uncontrolled crosswalks | 3B.19 / 3B.16                      |
| Yield line ("shark's teeth")                            | Used with a YIELD sign (R1-2) at unsignalized crosswalks   | 3B.19 / 3B.16                      |
| Thermoplastic high visibility crosswalk ("continental") | 12" to 24" wide bars spaced 12" to 60" on center perpendicular to the path of travel, and two 6" to 24" wide transverse lines placed 6' apart.                   | 3C / 3B.18                         |
| Thermoplastic standard marked crosswalk ("transverse")  | Two 6" to 24" wide transverse lines placed 6 to 8' apart, parallel to the pedestrian path of travel  | 3C / 3B.18                         |
| Directional arrows                                      | Used for parent pick-up and drop-off, bus only lane, or one-way travel lane.   | 3B.20                              |
| "Bus Only" text   | Used with a Bus only sign  | 3B.20                              |
| "School" text   | Used with School zone ahead sign   | 7C.02 / 3B.20*                     |
| "No parking" text markings                              | May be used with No parking sign   | 2B.52                              |

### **Examples of Acceptable Markings**



*Figure 5 Thermoplastic high visibility crosswalks*



*Figure 6 "School Zone" text*



*Figure 7 Standard crosswalk (outside of school zone)*



*Figure 8 Yield line ("shark's teeth")*

## 2025-2026 Timeline

| <b>Approx.<br/>Duration<br/>in<br/>Calendar<br/>Days</b> | <b>Signs and Lines Task</b>  | <b>Due Dates/<i>Approximate Dates</i></b> |
|--|--|---|
|  | Launch Signs and Lines Program via Webinar and Press Release   | <b>Wednesday, September 3, 2025</b>       |
| 30   | Applications are due   | <b>Friday, October 3, 2025</b>            |
| 14   | Selection committee meets to select up to five projects  | <i>Friday, October 17, 2025</i>           |
| 10   | MassDOT approval of selected projects  | <i>Monday, October 27, 2025</i>           |
| 16   | Selected Schools/Municipalities are notified   | <i>Wednesday, November 12, 2025</i>       |
| 1  | Begin scheduling scoping meetings and walk audits  | <i>Thursday, November 13, 2025</i>        |
| 6  | Signed MOUs are due back from Municipalities   | <i>Wednesday, November 19, 2025</i>       |
| 19   | Complete all Walk Audits and Scoping Meetings by this date   | <i>Monday, December 15, 2025</i>          |
| 25   | Needs assessment/technical memo is sent to school/Municipality for review                                    | <i>Friday, January 9, 2026</i>            |
| 14   | Written comments due from school/Municipality  | <i>Friday, January 23, 2026</i>           |
| 14   | Plan sets delivered to school/Municipality   | <i>Friday, February 6, 2026</i>           |
| 17   | Written comments due from school/Municipality  | <i>Monday, February 23, 2026</i>          |
| 25   | Final plan sets and bid packages are delivered   | <i>Friday, March 20, 2026</i>             |
| 3  | Project work commences   | <i>Monday, March 23, 2026</i>             |
| 97   | Work Completed (last day to complete to be eligible for reimbursement)<br><b>No later than June 30, 2026</b> | <b>Tuesday, June 30, 2026</b>             |
|  | Invoice from Municipality due to AECOM (with back-up from vendors)<br><b>No later than July 15, 2026</b>     | <b>Wednesday, July 15, 2026</b>           |

## Planning for success

The following guidelines should be used by successful applicants to ensure successful completion of each project:

- Stakeholders for the project should include:
  - School principal, property manager, or designee
  - Municipality's Department of Engineering – or equivalent (for design and regulations)
  - Municipality's Department of Public Works – or equivalent (for construction)
  - School District's Facilities Department, where applicable (for construction)
  - MassDOT District Staff (visit <https://www.mass.gov/service-details/find-your-highway-district-office> for a listing of district offices)
  - Depending on each community, also include:
    - Planning Department
    - School District's Assistant Superintendent for Business and Finance (school safety readiness and school bus/van contracts) or school transportation manager
    - School's Safe Routes representative (PTO or staff)
    - Your local Metropolitan Planning Organization (MPO)

*The initial scoping meeting and walk audit should be attended in-person (or virtually) by all the stakeholders listed above as applicable.*

- An approved arrival and dismissal plan that considers the proposed infrastructure design should be agreed upon by both the school and municipality.
- The school and municipality must communicate to ensure compliance of any proposed regulatory signage and marking changes to the area. This includes abutters, neighboring businesses, school bus/van drivers, parents, faculty, and staff, as well as public safety officials. MassDOT and SRTS will not be responsible for communicating regulatory signage and marking changes to the community.
- Municipal staff will need to bring changes requiring Council or Board approval, such as altering the directionality of streets or removal of parking spaces, to the governing body in advance of the anticipated construction period. Such changes should be identified by Stakeholders during the needs assessment. MassDOT and SRTS will not prepare or present materials to governing bodies for approval.
- In order to develop the plan set, within five days of submitting the signed MOU, the Municipality should provide the SRTS Program with GIS base layer data for the project area if available.

- SRTS will not develop a plan set with more than \$10,000<sup>5</sup> estimated in suggested improvements and can only provide one round of edits on the plan set (after receiving comments from the municipality and MassDOT).
- When proposing the project, keep in mind the long-term viability of the project at the proposed location. If any signage needs to be moved (or is upgraded) after the project is complete, MassDOT requires that it remain in a school zone.
- It is important to disclose if the school is planning to merge, close, relocate, or change the grades served within the next two to three years of the project year
- To minimize payment delays to the Municipality, all selected Municipalities will be issued a Purchase Order from AECOM for \$10,000 and must invoice against that purchase order before the 7/15/2026 deadline.

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<sup>5</sup> In some cases, the plan set may have more than \$10,000 in suggested improvements, in which case the municipality may select the improvements totaling \$10,000. The municipality may also elect to make all improvements and cover the difference with municipal or other funding sources.