

Gardner Complete Streets



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Objectives:

- *Define Complete Streets*
- *Describe New MassDOT Program*
- *Review Draft Policy*
- *Receive Public Input*
- *Provide Question and Answer Opportunity*



What are Complete Streets?

“Complete Streets are roadways that are safe, comfortable, and accessible for everyone, regardless of age, ability, income, or how they choose to travel.” (MAPC)

Complete Streets ARE:

Context Sensitive in Design - made to fit the community they must serve. There is no one size fits all definition. The design depends on the specific needs of an area, its users and the roadway characteristics.

**Complete Streets DOES NOT MEAN:
Mandatory sidewalks, bicycle lanes, or wide shoulders.**



Expressed another way:

Complete Street Philosophy

Ensure that the entire Right-of-Way (ROW) corridor is planned, designed, constructed, operated, and maintained to provide safe access for all users.

Complete Streets are *Balanced* Streets

- credit to Tony Lionetta, presentation to Town of Clinton

Current Favored Description in Municipal Policy Vision Statements:

“Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities.”

Why are Complete Streets Suddenly so Popular?

Increased awareness of the link between transportation choices and public health outcomes

- Quality of life, livability, economic impact
- Making the case is easier than ever...

Indirect Outcomes for Walkable Communities

- ▶ **Healthier weights:**
 - ▶ Men -10 pounds lighter
 - ▶ Women -6 pounds lighter
- ▶ **47% more likely to get physical activity -**
 - ▶ 5 days a week for 30 minutes

*- Healthier Communities Through Design,
American Institute of Architects (AIA)*

Indirect Outcomes for Walkable Places

- ▶ Complete Streets program can reduce per-capita vehicle travel by 10 - 30% or more.
- ▶ Above-average Walk Score translates into improved local economy.
 - ▶ about \$4,000 - \$34,000 higher RE sales prices
 - ▶ retail sales increase by 30%

*~ Healthier Communities Through Design,
American Institute of Architects (AIA)*

Why are Complete Streets Suddenly so Popular? – *another reason...*

MassDOT has a new funding incentive program

Chapter 90-I & MassDOT's new program

- ▶ <http://www.massdot.state.ma.us/highway/DoingBusinessWithUs/LocalAidPrograms/CompleteStreets/FundingProgram.aspx>

What does a Complete Street look like?

Some Visualization Examples

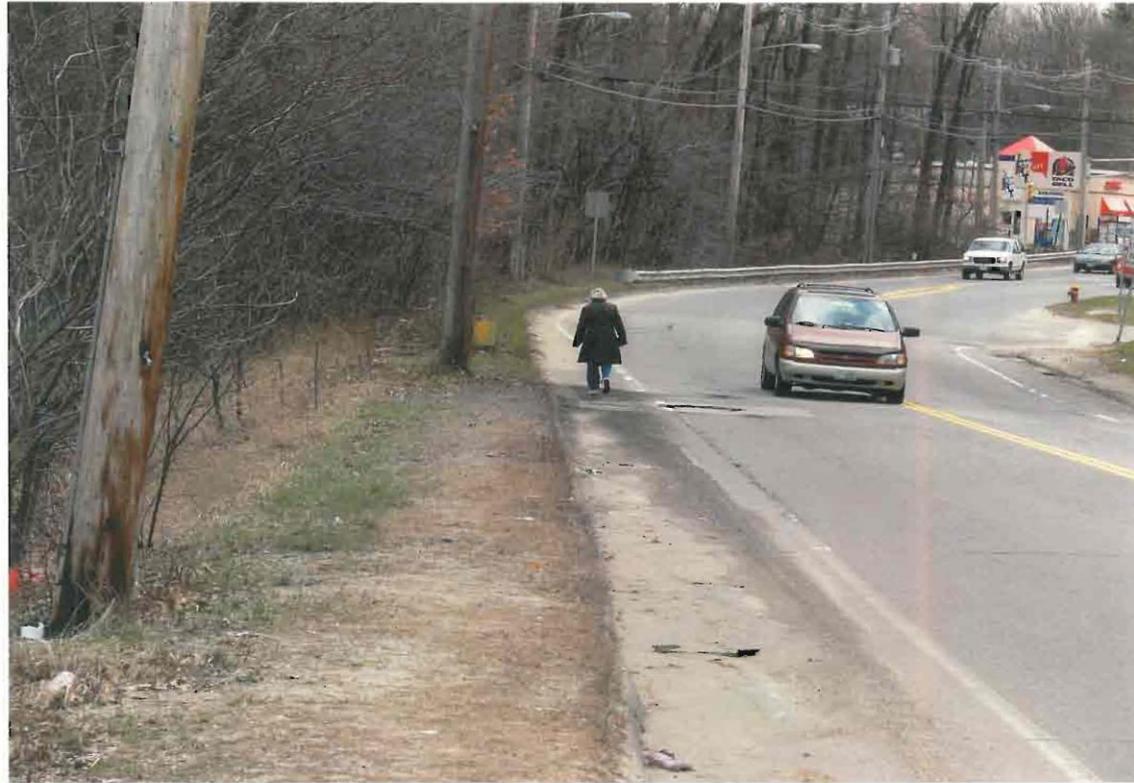
"A city needs to show as much respect for a person riding a \$30 bicycle as it does for someone driving a \$30,000 car."

-Enrique Peñalosa



Is this a Complete Street?

Is this a Complete Street?



Visualization Example - Before



Visualization Example - After







What about Complete Streets in different settings?

Even within the same community, Complete Streets elements differ from one road type to another.

Is this a Complete Street?

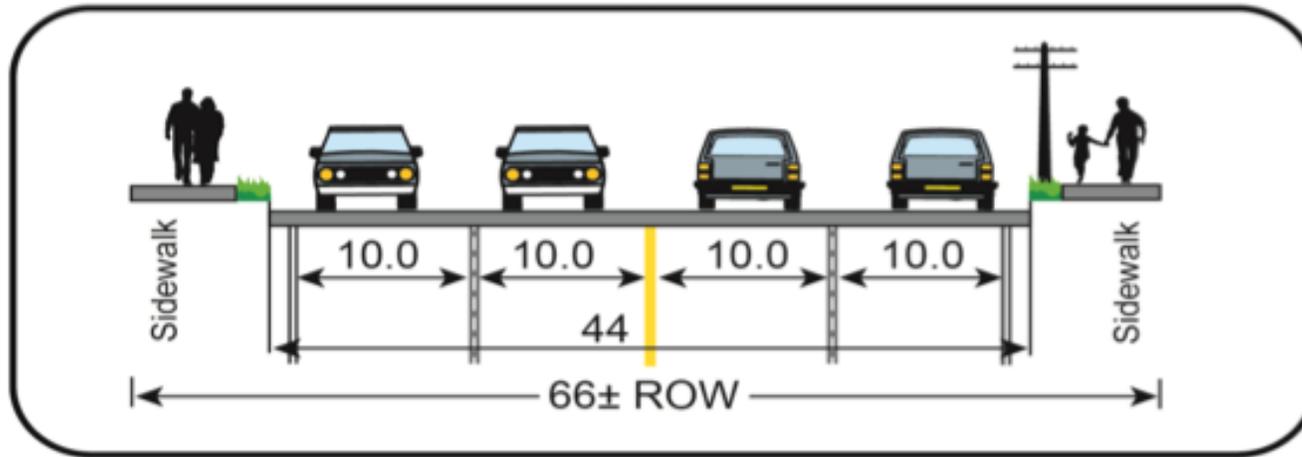


Source: Smart Growth America

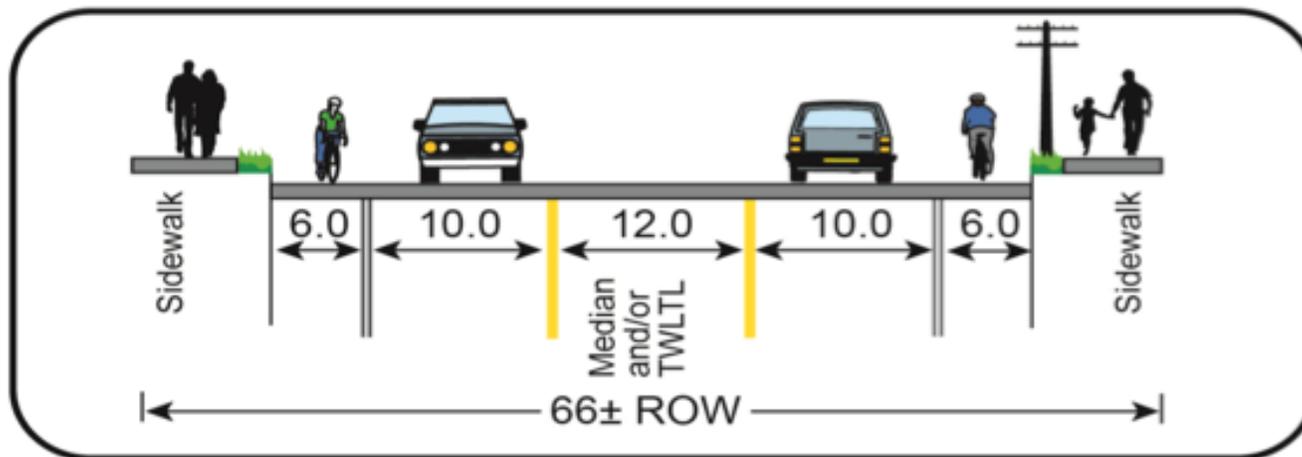


Road Diets - Reallocating existing space for other uses

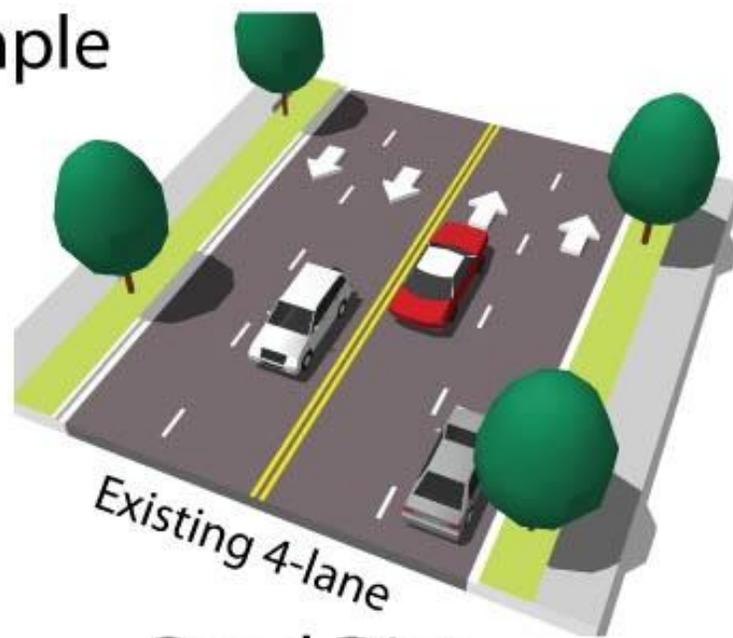
Cross Section - Typical Main Street



Road Diet Cross Section

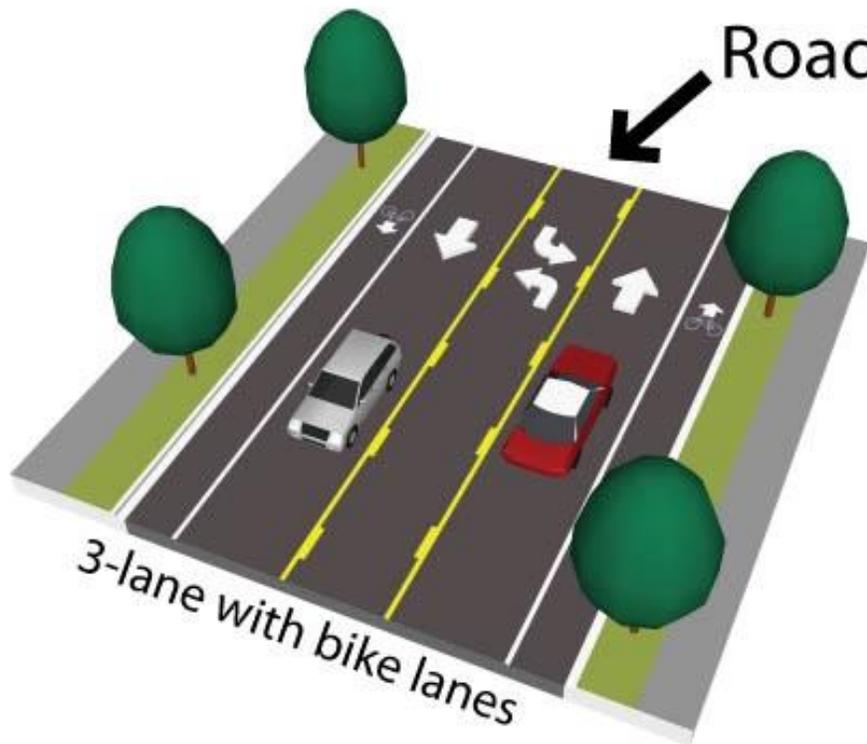


Road Diet Example

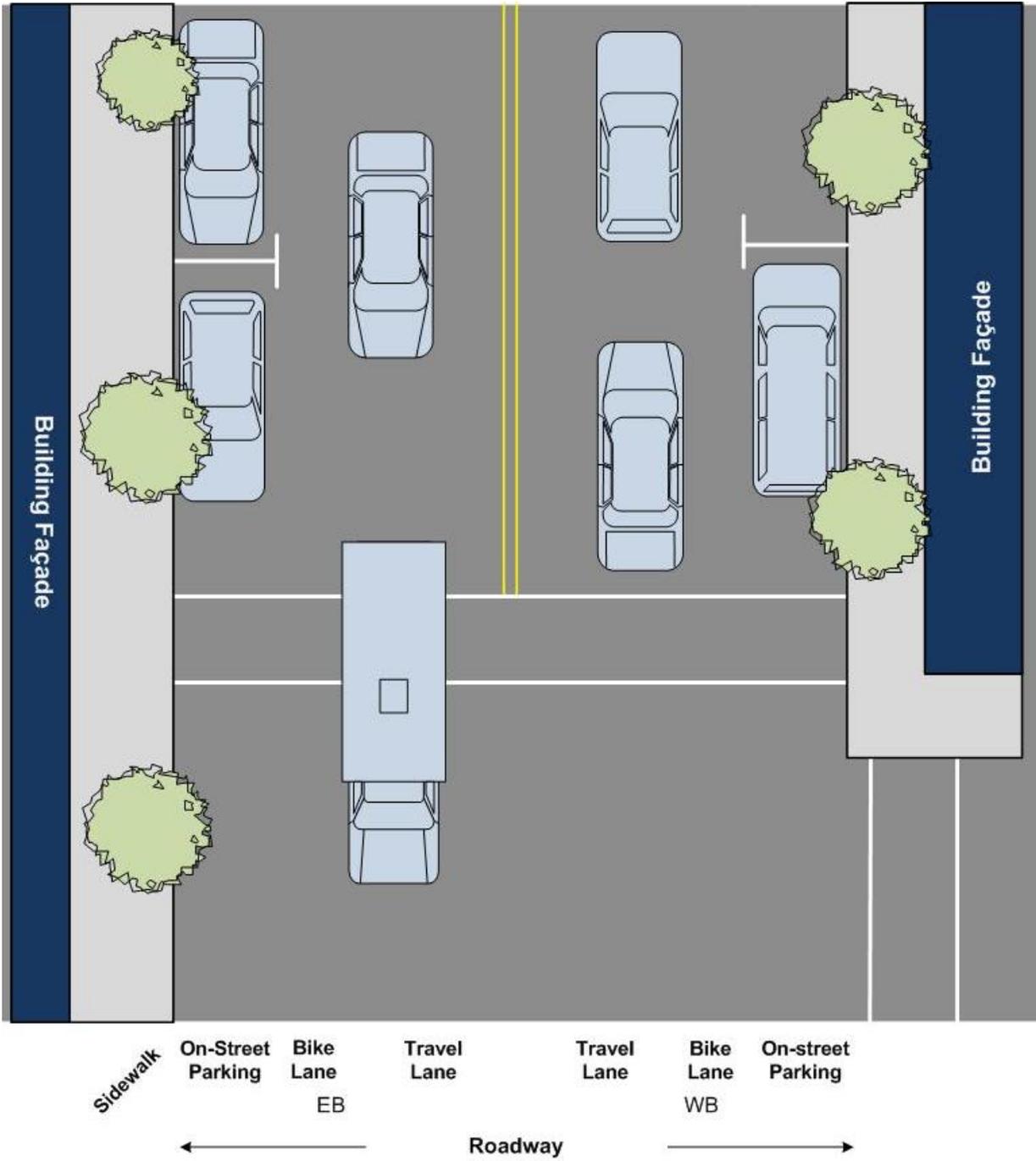


Existing 4-lane

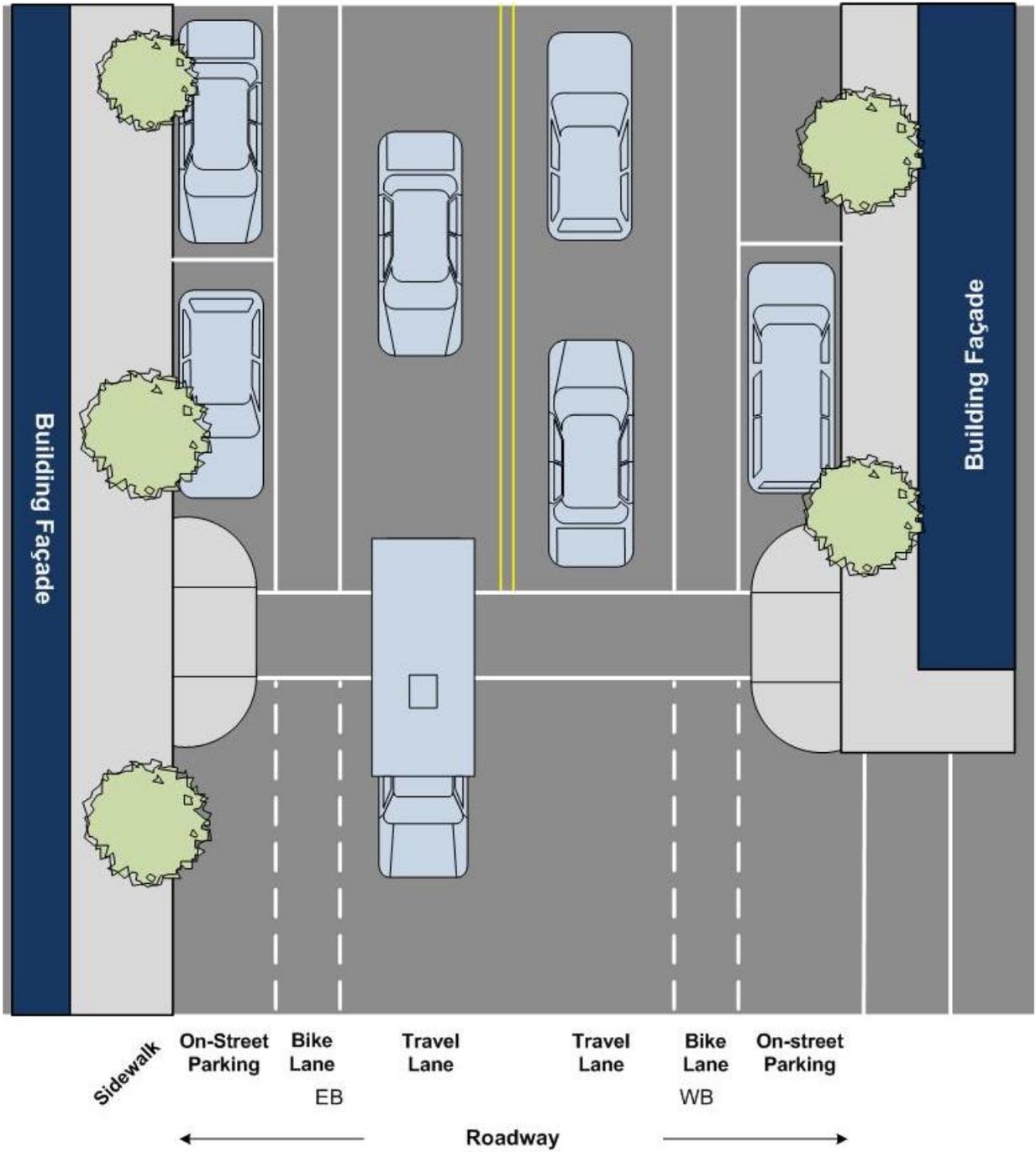
Road Diet



3-lane with bike lanes



Reallocating Spacing- Before



Reallocating
spacing -
After

Best practices for your community when advancing Complete Streets

- Policy Creation
- Update Existing Regulations
- Prioritizing Implementation
- Identify Sources of Funding
- Incorporate Complete Streets into Routine Maintenance
- Design & Construct

Elements in a good CS Policy

MassDOT's new program requires your policy be ranked according to 10 key elements which must be included:

1. Vision & Intent
2. All Users & Modes
3. All Projects & Phases
4. Exceptions
5. Network
6. Jurisdiction
7. Design
8. Context Sensitivity
9. Performance Standards
10. Implementation Steps

MassDOT Program Deadlines

Program Info:

<http://www.massdot.state.ma.us/Portals/8/docs/CompleteStreets/ProgramDueDates.pdf>

- ▶ Tiers 1-3 depending on community readiness
- ▶ Fiscal Year 2017-2020 funding of \$50 million statewide
- ▶ On-Line Application Portal to streamline process
 - ▶ <https://www.masscompletestreets.com/>

MassDOT Program Objectives:

- Provide incentive for adoption of municipal Complete Streets policies and best practices
- Encourage municipalities to adopt a strategic and comprehensive approach to Complete Streets
- Facilitate better pedestrian, bicycle, and transit travel for users of all ages and abilities by addressing critical gaps in pedestrian, bicycle, and transit infrastructure, and safety
- Achieve equity in program participation and award distribution



Create more walkable /
bikeable environments

3 Level Program:

- **Tier 1 – Training & Complete Streets Policy Development**
- **Tier 2 – Municipality Develops Complete Streets Prioritization Plan**
- **Tier 3 – Project Approval and Notice To Proceed for reimbursable construction up to \$400,000**

Complete Street Funding Program Highlights

- Launched February 1, 2016 ~ Reimbursable Municipal Funding Program
- MassDOT provides training on Program requirements, Complete Streets Basics and Advanced Design
- Eligibility Requirements to incentivize best practice ~ 3 Tiers
- Reward ~Planning Assistance – Up to \$50,000, Construction – Up to \$400,000
- Full Program Guidance & Online Portal developed for municipal transactions
- \$12.5M to be spent first two years (FY 2016-17)

CS Funding Program Framework

- **Tier 1 – Training & Complete Streets Policy Development**
- **Tier 2 – Complete Streets Prioritization Plan Development**
- **Tier 3 – Project Approval and Notice To Proceed for construction**

Tier 1 - Requirements

- ▶ Submit a policy which the community has adopted; or
- ▶ Submit policy with the intent to pass a policy *(and then proceed to pass it)*
- ▶ Attend a required CS Training - offered from BayState Roads
- ▶ MassDOT - Review/Score Complete Streets Policy (monthly) Policy must score 80 or better

Tier 2

- ▶ Municipality files contract request for Technical Assistance up to \$50k
- ▶ Municipality submits CS prioritization plan
- ▶ MassDOT must accept sufficiency of prioritization plan

Tier 3

- ▶ Municipality submits Project Funding Application of up to 5 separate projects totaling no more than \$400,000 per year.
- ▶ MassDOT reviews and approves applications on a bi-annual basis.
- ▶ Municipality eligible for ongoing competitive funding, subject to future MassDOT CIP investment in the program.

What kinds of projects will MassDOT fund?

Traffic & Safety

- Street Lighting
- Addition of or widening of shoulders
- Roundabouts
- Road diets
- Speed attenuation devices
- Intersection reconstruction – reducing complexity and crossing distance
- Intersection signalization (major updates/upgrades & New Installation)
- Pavement markings or signage that provides a separate accommodation for alternative modes
- Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)
- Pedestrian Signal & Timing (minor updates)
- Changing pedestrian signal timing (i.e., lead pedestrian interval)
- Traffic calming measures
- Radar speed feedback (“Your Speed”) signs
- Reducing corner radii
- Additional regulatory signing (for existing regulations)
- Speed humps
- Curbing

Transit Facilities

- Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
- Transit signal prioritization
- Bus pull-out areas
- Railroad grade crossings improvements (signs, flange way fill, etc.)
- Transit-only lanes
- Transit contra-flow lanes
- Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
- Transit shelter

Bicycle Facilities

- New shared use paths
- Elimination of hazardous conditions on shared use paths
- Designated bicycle lanes
- Designated Separated Bike Lane
- Advance stop facilities (bike box)
- Bicycle parking at transit and other locations
- On-street bicycle parking
- Provide bicycle-safe drain grates and other hardware
- Bicycle boulevards
- Improvement of shared use paths (non-safety related)
- Bicycle wayfinding signs
- Shared lanes (sharrows)
- Bike route signs

Pedestrian Facilities

- Providing new sidewalks
- Sidewalk Repairs (tree roots, uplifted panels, etc.)
- Providing ADA/AAB compliant curb ramps
- Providing pedestrian buffer zones
- Providing medians with ADA/AAB-compliant design
- Pedestrian Refuge Islands
- Curb extensions at pedestrian crossings
- Crosswalks
- Widening existing sidewalks
- Accessible pedestrian signals
- Detectable Warning Surfaces
- New or improved crossing treatments at intersections, midblock, etc.
- New pedestrian accommodations at traffic signals
- Pedestrian wayfinding signs
- Interim public plazas
- Traffic re-routing to create pedestrian zones

Eligible Infrastructure and Sample Costs

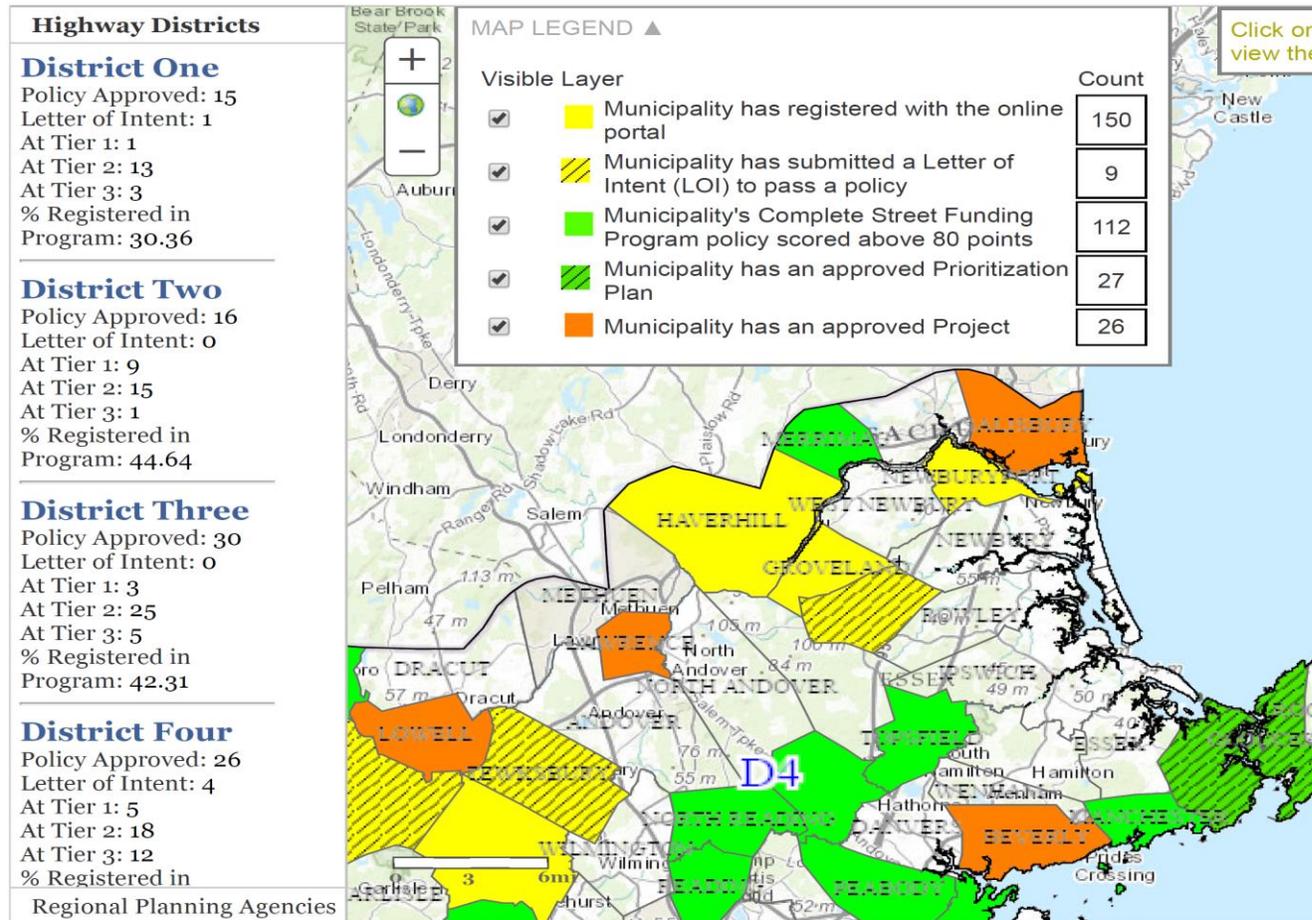


Eligible Infrastructure, sample costs

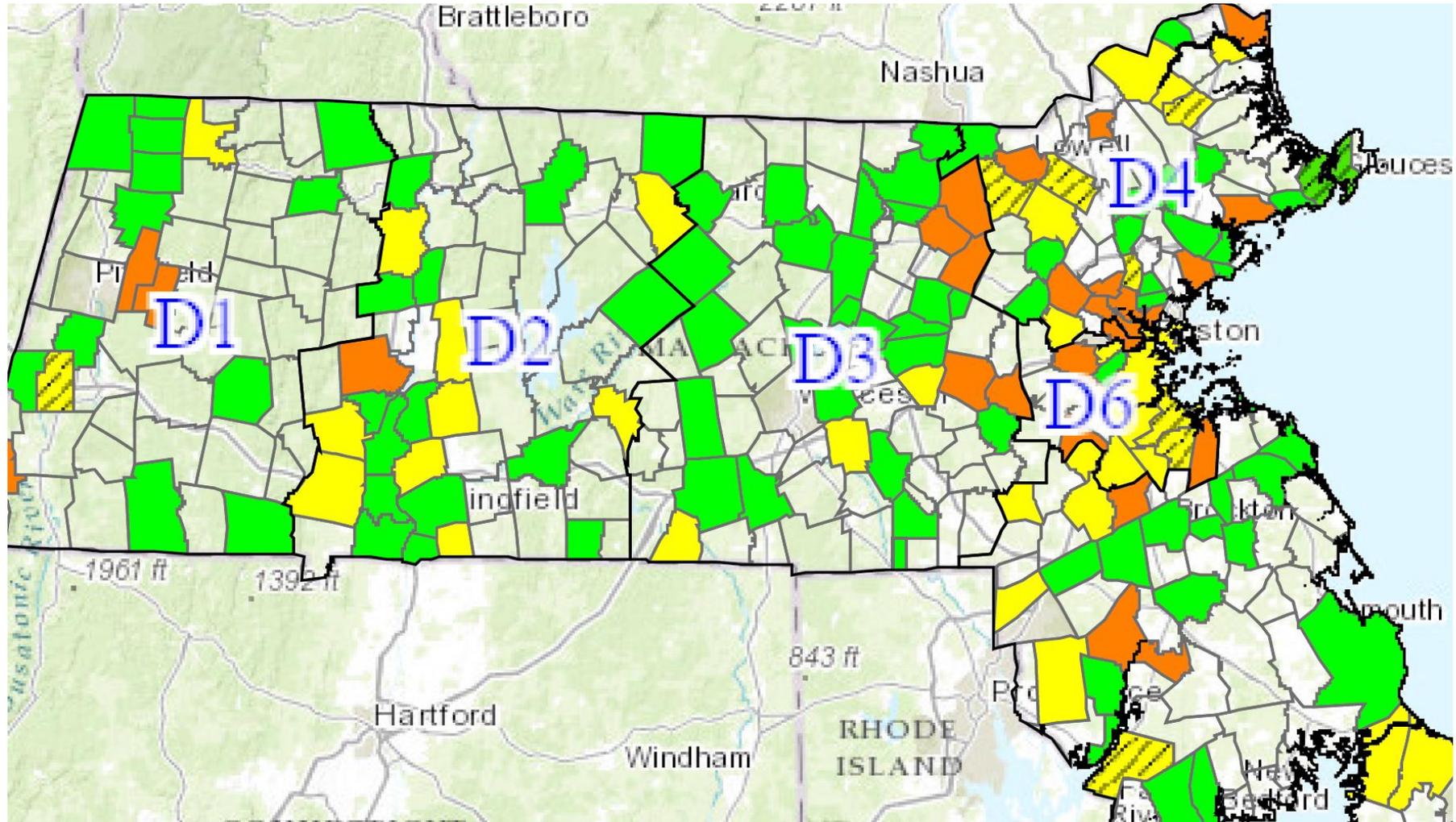
1. **Traffic Signals** (Equipment only W/ Peds)- \$200k+
 2. **Separated Bike Lane** (1-way)-
(Retrofit - Street Level - \$1.0M/mile)
(Reconstruction - Street Level - \$700k/Mile)
 3. **Roadway Reconstruction** (signals, sidewalks, pavement, etc. - ½ mile) - \$1M+
 4. **Resurfacing Roadway** (w/bike accommodations)- \$150k/Lane Mile
 5. **Curb Ramp** - \$5k-\$7.5k
 6. **Bike Rack**-\$100-\$500
 7. **Crosswalk** (paint)- \$5-\$20/LF
 8. **Lighting**- LED Conversion \$500/light.
New lights w/pole, conduit, power connection \$1,000 -1,500/Light
 9. **Sidewalk** (5' width)- \$75/LF
 10. **Median**-(6' min. width) - \$100/LF
 11. **Detectable Warning Surface**- \$100-\$250
 12. **Bus Shelter**-\$1.5k-\$5k
 13. **Shared Lane Markings** \$250
 14. **Re-Striping** - \$15k - \$20k/Mile
 15. **Way-finding Signs**-\$25-\$100
- Supporting Elements
16. **Street Trees** \$350-\$500
 17. **Bio Swales** (w/drainage)- \$2K+
 18. **Informational Kiosk**-\$1k-\$5k

How has the program been received by other communities?

Massachusetts Complete Streets Funding Program Participation



How has the program been received by other communities?



TIME LINE



Complete Street Funding Program Deadlines

Fiscal Year 2018	Tier 1 Policy	Tier 2 Prioritization Plan	Tier 3 Construction Application
Round One	Ongoing	April 1, 2017	May 1, 2017
Round Two		September 1, 2017	October 1, 2017
MassDOT Response time	Three weeks for Policy Score	Three weeks for Plan Review	Two months for Application Review

For questions email CompleteStreetsProgram@dot.state.ma.us



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