

COMPLETE STREETS FUNDING PROGRAM



Photo credit: AARP

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complete streets are for everyone



Complete Streets Funding Program

Presentation Outline

1. Program Objectives
2. Program Snapshot
3. Community Compact
4. Program Framework
 - ❖ *Tier 1, 2 and 3*
5. Eligible Infrastructure
6. Model Policy Development and Scoring System



What is a Complete Street?

Complete Streets Defined: 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.

Complete Streets improvements may be large scale such as corridor wide improvements or focused on the needs of a single mode.



Mass Ave. Arlington

CS Funding Program Objectives for FY16

- Provide technical assistance and incentives for adoption of Complete Streets policies at the municipal level
- Encourage municipalities to adopt a strategic and comprehensive approach to Complete Streets, rather than simply seeking funding for a single project, through Complete Streets prioritization plans
- 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
- In distributing FY16 funding, reward municipalities who have committed to adopting Complete Streets best practices through the Community Compact Cabinet while assuring underserved municipalities are served equitably by the program as stated in the statute



CS Funding Program Snapshot

- Three Tiers for entry into the Program
- Planning Assistance to support CS Prioritization Plan– Up to \$50,000 available to any community (Reimbursable)
- CS Construction – Up to \$400,000 (Reimbursable)
- Eligible list of CS infrastructure and roadways. Design is not an eligible expense
- \$12.5M to be spent over the next two years (2016-17)
- Full Program Guidance and Application Portal – late January



A New Consideration: Community Compacts

- On 1/23/2015 Governor Baker signed his first Executive Order creating the Community Compact Cabinet, to elevate the Administration's partnerships with cities and towns in the Commonwealth
- A Community Compact is a voluntary, mutual agreement entered into between the Baker-Polito Administration and cities and towns; a community agrees to implement at least one best practice selected from across a variety of areas
- Signatories to the Compact receive priority for specific Commonwealth technical assistance resources to help achieve the chosen best practice(s)



A New Consideration: Community Compacts

- Complete Streets are included as one of the listed best practices
- The Community Compact is administered by Mass. Dept. of Revenue's Division of Local Services
- Information can be found at <http://www.mass.gov/governor/administration/groups/communitycompactcabinet/>



CS Funding Program Framework

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



Tier 1 – Complete Streets Policy Development and Training

- **Attend Training** ~ A municipal employee is required to attend MassDOT Complete Streets 101 or 201 Training.
- **Pass a Complete Streets Policy** ~ Municipalities submit a Complete Streets Policy for scoring. The Policy will need to be approved by the highest elected official or board with one public meeting. If policy scores of 80/100 or above, advance to Tier 2.



Tier 2 – Complete Streets Prioritization Plan

- Seeks to have municipalities look holistically at CS needs, safety or network gaps, and develop hierarchy of funding priorities that align with local plans and roadway work.
- Model spreadsheet format will be provided
- Indicate how/why priority (bike, pedestrian, transportation plans, crash data, HSIP crash cluster data, safety audits).
- Develop Schedule and Estimate (Timeline is flexible)
- MassDOT will review for completeness, but not score



DRAFT CS Template



MassDOT Complete Streets (CS) Program Project Prioritization Plan

Date _____ Municipality _____
 Name _____ Gateway City? _____
 Title _____ Below Median Income? _____
 MassDOT District _____

Rank	Project Name	Project Description	Title VI Area?	Environmental Justice Population?	Project Limits	CS Project Type/Origin	CS Needs Addressed?							In Coordination with Other CS Eligible Communities?	Coo Cor (if a
							Safety	ADA accessibility	Pedestrian mobility	Bicycle mobility	Transit operations and access	Vehicular operations	Freight operations		
1															
2															
3															
4															
5															
6															
7															

Tier 2 - Complete Streets Prioritization Plan

Municipalities enter Tier 2 if they have attended training and:

Option 2a

- ✓ Have an eligible policy (>80), and
- ✓ Want to submit their CS Prioritization Plan for review

Option 2b

- ✓ Have an eligible policy (>80), and
- ✓ Want to request Technical Assistance (up to \$50k) to develop the CS Prioritization Plan

Option 2c

- ✓ Commit to adopting a policy (through letter of commitment to MassDOT) and developing a CS Prioritization Plan.
- ✓ Want to request Technical Assistance (up to \$50k) to develop the CS Prioritization Plan



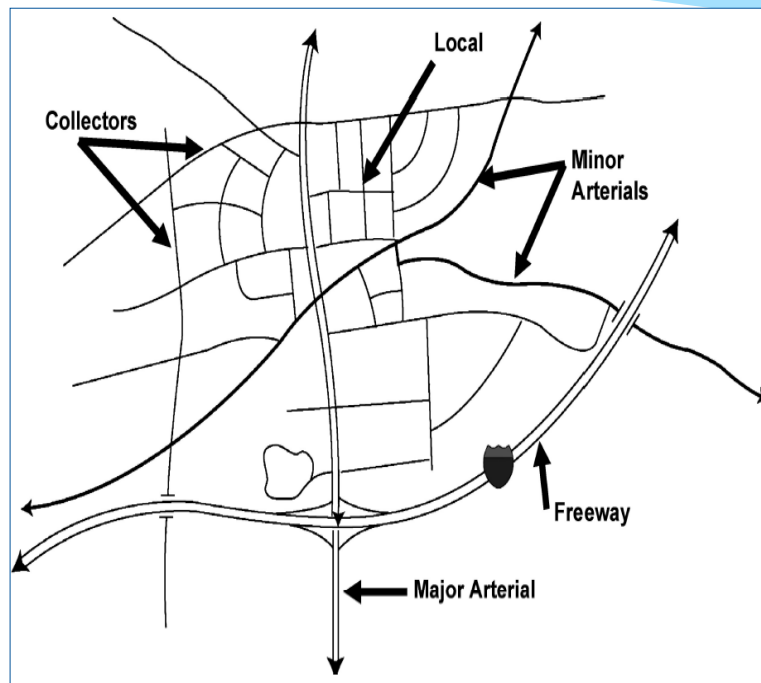
Tier 3 - Project Approval and Notice To Proceed

- Municipality identifies projects from its Prioritization Plan for funding.
- Municipality enters into a contract with MassDOT for reimbursement of funds. *This should happen during Tier 2 if municipalities are seeking TA funding.*
- Municipality and District State Aid office will be notified of approved projects.
- Municipality will then enter process similar to Chapter 90.



Eligible Roadways

- Local Roads
- Arterials
- Collectors



- Note: Project can enhance a programmed TIP project, but for larger projects, Federal aid eligible roads should follow TIP program process.

Eligible Infrastructure - Traffic & Safety

- Street Lighting
- Traffic calming measures
- Intersection Improvements
- Pedestrian signal timing
- Pavement markings or signage that provides guidance for alternative modes
- Addition of or widening of shoulders
- Additional regulatory signing
- Curbing



Eligible Infrastructure -Transit Facilities

- Improving transit connections for pedestrians
- Transit signal prioritization
- Bus pull-out areas
- Railroad grade crossings improvements (signs, flange way fill, etc.)
- Transit-only or Transit Contra-flow lanes
- Transit shelter



Eligible Infrastructure - Pedestrian Facilities

- New sidewalks or sidewalk widening or repairs
- New or improved crossing treatments at intersections, midblock
- ADA/AAB compliant curb ramps
- Pedestrian buffer zones
- Pedestrian Refuge Islands
- Curb extensions at pedestrian crossings
- Crosswalks
- Accessible pedestrian signals
- Detectable Warning Surfaces
- Pedestrian wayfinding signs
- Pedestrian plazas



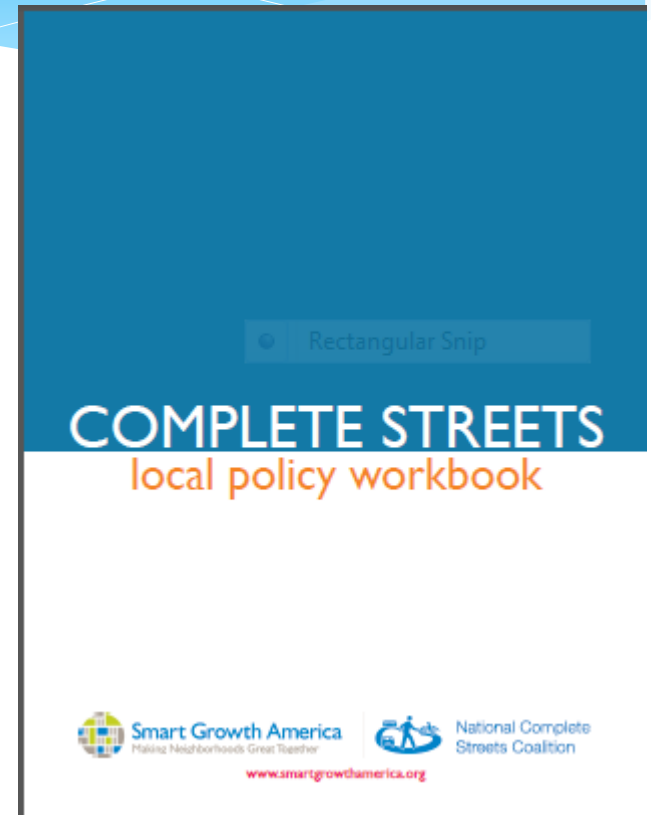
Eligible Infrastructure - Bicycle Facilities

- New shared use paths or improvement of shared use paths (non-safety related)
- Designated bicycle lanes/Separated Bike Lane/Bicycle boulevards
- Shared lanes (sharrows)
- Advance stop facilities (bike box, two-stage turn box)
- Bicycle parking on-street, at transit or other locations
- Provide bicycle-safe drainage grates
- Elimination of hazardous conditions on shared use paths
- Bicycle wayfinding signs/Bike route signs



Model Policy Development

- **Ten Key Policy Elements**
- **MassDOT provides guidance on the elements that should be addressed, however allows for flexibility in the specific language and commitment level.**
- **Adopted policies are scored based on their stated level of commitment to aligning transportation infrastructure planning, design, construction and maintenance practices to CS principles.**
- **Policies must achieve 80/100 possible points or above to be eligible for funding.**



MassDOT Guidance adapted from Smart Growth America



Model Policy – Ten Elements

1. **Vision & Intent** – *What do you want your community to look like? Definitive intent.*
2. **Users and Modes** – *Defining who the system serves, all ages and abilities*
3. **Projects and Phases** – *Design, construction, maintenance?*
4. **Exceptions** – *Where does the policy not apply?*
5. **Network** – *Importance of connectivity*
6. **Jurisdiction** - *Who/what does it apply to? All funded projects Coordination with other entities?*
7. **Context Sensitivity** – *One size does not fit all. Maintain community character*
8. **Design Guidance** – *Committing to best practice and flexibility*
9. **Performance Measures** - *How do you measure progress?*
10. **Implementation** – *Concrete steps to embed Complete Streets in procedures and practice*

Complete Streets Policy Scoring (100pts)

Vision	<ul style="list-style-type: none">• 1. Vision and Intent (10 points)
Core Commitment	<ul style="list-style-type: none">• 2. Users and Modes (20 points)• 3. Projects and Phases (15 points)• 4. Exceptions (10 points)
Best Practices	<ul style="list-style-type: none">• 5. Network (10 points)• 6. Jurisdiction (5 points)• 7. Design Guidance (10 points)• 8. Context Sensitive (5 points)• 9. Performance Measures (5 points)
Implementation Next Steps	<ul style="list-style-type: none">• 10. Implementation (10 points)



Example

MODEL POLICY LANGUAGE: EXCEPTIONS

“Exceptions to the Complete Streets Policy may be granted by the Town of East
Anywhere Planning Board. Exceptions to the policy are as follows:

1. *Transportation networks where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations elsewhere.*
2. *Where cost or impacts of accommodation is excessively disproportionate to the need or probable use.*
3. *Documentation of an absence of current and future need.*
4. *Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.”*

4. Exceptions	Total Points: 10
<i>Core points:</i>	
— No mention	0
— Lists exceptions, but at least one lacks clarity or allows loose interpretation	2
— Lists exceptions, none are inappropriate	4
<i>Additional points available:</i>	
— Specifies an approval process	6

COMPLETE STREETS LOCAL POLICIES

MUNICIPALITY	ENACTMENT DATE	TYPE OF MEASURE	2010 POPULATION
1. Acton*	7/28/14	Policy Approved by <u>BoS</u> /PB	22,599
2. Beverly*	3/9/15	Policy Approved by CC	40,286
3. Boston*	N/A	Design Manual/Guide	636,479
4. Cambridge	1992-2013	Exists in Multiple Plans	106,471
5. Everett*	3/10/14	Resolution Approved by CC	42,567
6. Framingham*	1/6/15	Policy Approved by <u>BoS</u>	70,068
7. Holyoke*	12/16/14	City Ordinance	40,135
8. Lawrence	12/8/15	Policy Approved by CC	77,657
9. Littleton*	12/16/13	Policy Approved by <u>BoS</u>	9,132
10. Lowell	2015	Policy Approved by CC	108,522
11. Lynn	12/15/15	Policy Approved by CC	91,589
12. Marlboro	10/19/15	Policy Approved by CC	39,414
13. Maynard*	11/5/13	Resolution Approved by <u>BoS</u>	10,106
14. Middleton*	11/18/14	Policy Approved by <u>BoS</u>	8,987
15. Natick	3/23/15	Policy Approved by <u>BoS</u>	33,760
16. Northampton*	2005	Transportation Plan	28,549
17. Norwell	5/13/15	Policy Approved by <u>BoS</u>	10,574
18. Reading*	7/29/14	Policy Approved by <u>BoS</u>	24,747
19. Plymouth	5/7/13	Policy Approved by <u>BoS</u> /PB	56,468
20. Salem*	6/28/14	Policy Approved by CC	41,340
21. Somerville*	5/8/14	City Ordinance	75,754
22. Spencer	9/28/15	Policy Approved by <u>BoS</u>	11,766
23. Springfield	10/6/15	Resolution Approved by CC	153,703
24. Stoughton*	10/7/14	Policy Approved by <u>BoS</u>	26,962
25. Waltham	9/18/14	Departmental Administrative Policy	61,918
26. Westwood	10/1/15	Policy Approved by <u>BoS</u>	14,876
27. Weymouth	11/9/15	Policy Approved by PB	55,419

POPULATION TOTAL: 1,939,262 (29.6% of state's 6,547,629 residents) **Cities in Bold**

* = listed on the Smart Growth America/National Complete Streets Coalition website

CC = City Council --- BoS = Town Board of Selectmen --- PB = Planning Board

12/16/15

Resources and Links



Pedestrian Infrastructure:
Strategies for improving pedestrian safety through
low-cost traffic calming

August 2005

Prepared for Mass In Motion, an initiative of the MA Department of Public Health



MAKING MASSACHUSETTS MORE WALKABLE

Old City Hall | 45 School Street | Boston, MA 02108 | T: 617.337.9225 | F: 617.337.9475 | info@walkboston.org | www.walkboston.org

<http://walkboston.org/resources/publications/low-cost-pedestrian-improvements>

<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx>

[ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx](https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/SeparatedBikeLanePlanningDesignGuide.aspx)

Resources and Links

MassDOT Project Development and Design Guide

<https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/ProjectDevelopmentDesignGuide.aspx>

Community Compact Cabinet

<http://www.mass.gov/governor/administration/groups/communitycompactcabinet/>

Design your own streets! - Streetmix.net

Smart Growth America/National Complete Streets Coalition (Policy guidance)

<http://www.smartgrowthamerica.org/>

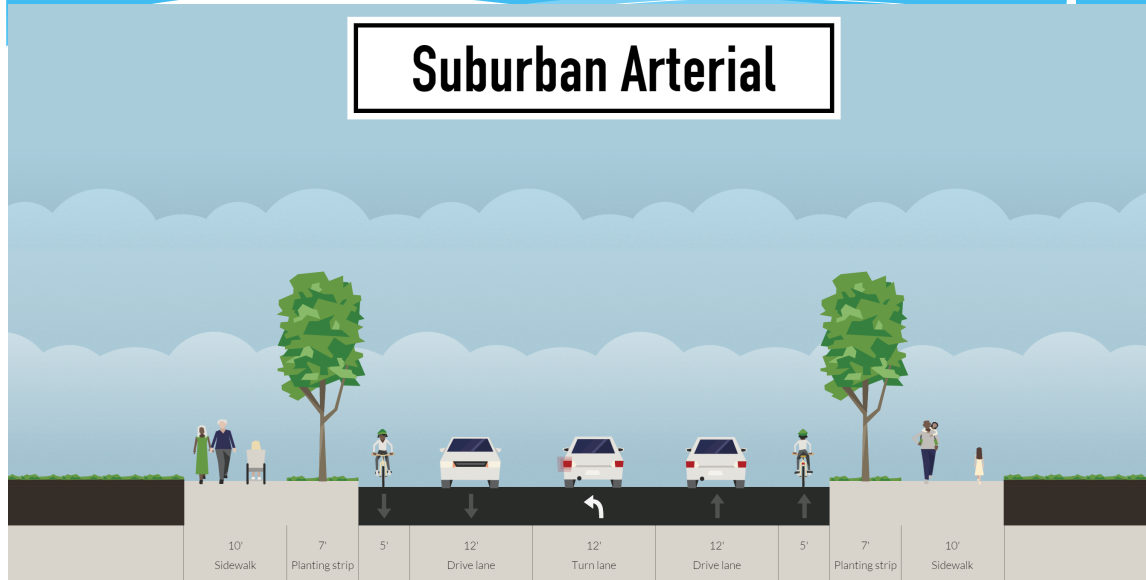
Walk Score information:

<https://www.walkscore.com/cities-and-neighborhoods/>

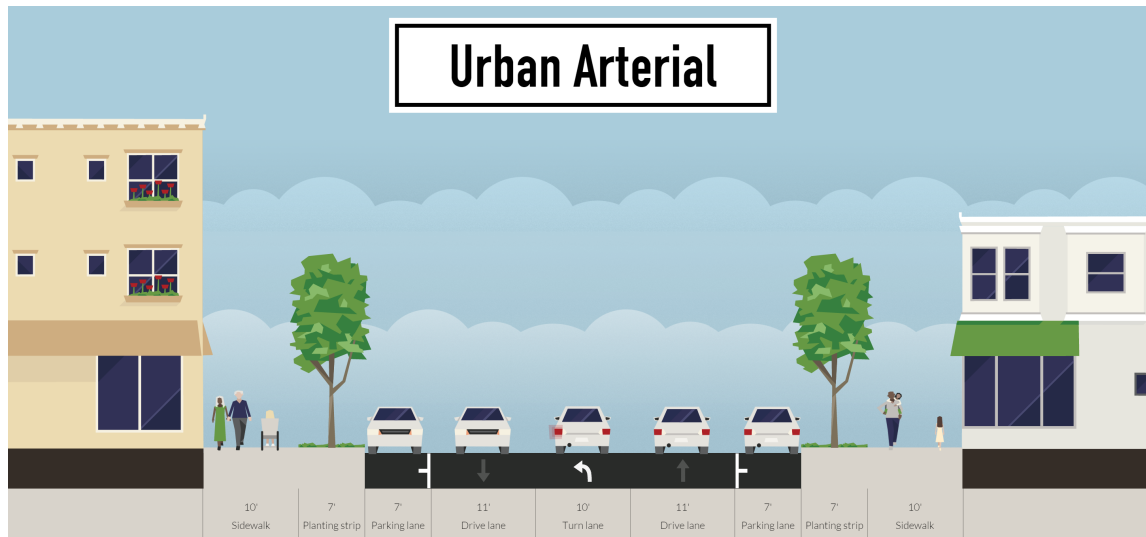
Department of Public Health Mass in Motion Program -<http://www.mass.gov/eohhs/gov/departments/dph/programs/community-health/mass-in-motion>

Build your own Complete Street!

Suburban Arterial



Urban Arterial



A context-sensitive design should begin with analysis of the contextual elements, such as environmental and community resources, of the area through which the roadway passes. 2006 PD&DG

Free website tool
go to:
www.streetmix.net



complete streets are for everyone

Complete Streets Program Timeline

- Complete Streets 101 Training December - March 2016
- Complete Streets 201 Training Spring 2016
- Final Program Guidance and Application Portal End of January 2016
- Tier 1 Rolling Policy Review and Scoring 2016 February – Early June
- Enter into Tier 2 Contract with MassDOT (4-8 weeks) Early March 2016
- Tier 2 CS Prioritization Plan review begins June - Nov 2016
- Tier 3 Project Review and Approval Early June 2016
- Enter into Tier 3 Contract with MassDOT and Begin Process with District State Aid Office (4-8 weeks) Early August 2016
- Projects under Tier 3 receive NTP (FY17) (about 11 months to complete work) Early August 2016

Example : Submit and get policy approved
Finalized Tier 2 Contract with NTP to Prioritization Plan
Finalize Tier 3 Contract after Prioritization Plan approval
Project receives NTP for construction
(Leaves about 9 months to complete project)

May 1, 2016
July 1, 2016
September 10, 2016
September 17, 2016



District Contacts

Project Need Form and Project Initiation Form assistance:

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