Complete Streets 201

MassBike and Mass in Motion Bike Summit
Worcester
June 25, 2019

Thomas A. DiPaolo, P.E., Assistant Chief Engineer
Today’s Topics

1. The Road to Complete Streets

2. Overview of MassDOT Statewide Bike Plan

3. Update on MassDOT’s Complete Streets Funding Program
The Road to Complete Streets
Chapter 87
Acts 1996

Bicycle-Pedestrian Coordinator

Design Issues Working Group

Design Manual Task Force

5m desirable
4.5m minimum

Rural and Historic Roads Task Force

E-97-004

2003

2001

1999
Overview of MassDOT Statewide Bicycle Plan
Overview

Two separate plans
• Statewide Bicycle Plan
• Statewide Pedestrian Plan

2016 Request for Proposals
2016-2018 Planning Process
2018 Draft Plans Released
2019 Release Final Plans

$60 million Bicycle and Pedestrian Capital Program to support implementation (2019-2023)

Companion documents:
Municipal Resource Guide for Walkability
Municipal Resource Guide for Bikeability

Go to www.mass.gov > search for guides
Planning Process

Data

Bicycle Plan

Steering Committee

Public Engagement

Review/Incorporation of Nationwide Best Practices
Public Outreach

Listening Sessions

1. Youth (6/14, Revere)
2. Rural and small-town residents (6/15, North Adams)
3. Women cyclists (6/16, Somerville)
4. Residents of low-income communities (6/28, Lawrence)
5. Residents of majority-minority communities (6/30, Dorchester)
6. Non-English speakers (7/15, Boston)
7. People with disabilities (8/4, Hadley)
8. Families (9/15, Cambridge)
9. Senior cyclists (10/5, Hyannis)

Attending public events

Online and In-Person Surveys

Engaging on Social Media
Key Results

- 56% of rural respondents want to bike to parks and 55% want to bike to work
- 59% of suburban respondents want to bike to work and 48% want to bike to shopping

Comments on Online Map

The streets in my community were better maintained.
Snow and ice were cleared from bike paths.
I had somewhere to securely lock my bike.
I could take my bike on transit.

Bicyclists have a lower tolerance for stressful conditions when biking with others:

- 100% separated bikeways & quiet streets
- 80% bike lanes
- 60% some mixed traffic
- 40% almost any street

The places existing bicyclists are comfortable biking changes depending on if they are alone or with family or friends.

“Go to www.mass.gov” search for ‘bike plan public engagement results’
Vision

Biking in Massachusetts will be a safe, comfortable, and convenient option for everyday travel.

Goal 1

Eliminate bicyclist fatalities and serious injuries.

Goal 2

Increase the percentage of everyday trips made by bicycling.
Principle 1

Value people bicycling and their travel needs, especially the most vulnerable - children, elderly, and people with disabilities - to ensure they can bicycle safely.

Principle 2

Prioritize improvements for people bicycling by proactively addressing gaps and barriers that discourage bicycling and are known to increase the likelihood of crashes.

Principle 3

Lead the Commonwealth in meeting the bicycle plan goals by supporting municipalities and other agencies to advance everyday biking.
Initiatives

- **Initiative 1**: Build connected, safe, and comfortable bicycle networks
- **Initiative 2**: Provide local, regional, and state partners with the tools needed to integrate the safety, comfort, and convenience of people biking into their transportation and development projects
- **Initiative 3**: Increase roadway safety for people currently bicycling, potential everyday bicyclists, and people driving
- **Initiative 4**: Increase access to bicycles and the convenience of biking as an everyday travel option for people of all ages and abilities
- **Initiative 5**: Launch the development of a year-round maintenance and operations plan for MassDOT-owned bikeways and support municipalities to do the same
- **Initiative 6**: Invest in data collection and evaluation to inform initiatives 1 through 5 and to measure performance
Capital Investment Plan

- Bicycle and Pedestrian Plan Implementation Program – new $60m Program
- Municipal Complete Streets Funding Program
- Municipal Safe Routes to School Funding
- Shared Use Path Program
- MassTrails grants
- Chapter 90
- Roadway and bridge projects

Welcome to the Massachusetts Complete Streets Funding Program Portal
Update on MassDOT’s Complete Streets Funding Program
92% of roadways in Massachusetts are under municipal jurisdiction.
Complete Streets Funding Program

**Tier 1**
Training & Complete Streets Policy Development

**Tier 2**
Complete Streets Prioritization Plan Development

**Tier 3**
Construction Application

Somerville - Hancock Street- Two-way Bikeway

Littleton Common
Complete Streets Funding Program
Complete Streets Funding Program

Before

Dalton, MA

Littleton, MA

Framingham, MA

After
Complete Streets Funding Program

Before

Lynn, MA

Natick, MA

Taunton, MA

After
Flexible Multimodal Accommodation Framework

- **Type 1:** Independent Accommodation
- **Type 2:** Partial Bicycle/MV Sharing
- **Type 3:** Bicycle/MV Sharing
- **Type 4:** Pedestrian/Bicycle Sharing
- **Type 5:** Shared by All Users
Discussion