



Complete Streets 201

MassBike & Mass in Motion Salem Bike Summit



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◀ 39 Save Stop

Huntington Ave @ Belvidere St

Route: 39
Tap for other bus lines at this stop

Destination: Forest Hills Station via
Huntington Ave.

Next bus arrives in:
1 minute
(approx. 10:37 pm) - bus 2040

Additional buses:
15 mins (10:51 pm) - bus 2033 ⌚
30 mins (11:06 pm) - bus 2093 ⌚
45 mins (11:21 pm) - bus 2095 ⌚









Update on MassDOT's Complete Streets Initiatives

What can we Do?



Trainings about best practices in roadway design



Update Engineering Design Directive



Update/develop Performance Measures



Improve Complete Streets Review process



Rethink project delivery process to get better projects from the start



Develop pro-active ways to upgrade infrastructure for walking, bicycling, and transit without link to another need



Integrate transit in to roadway projects



Update the Healthy Transportation Policy

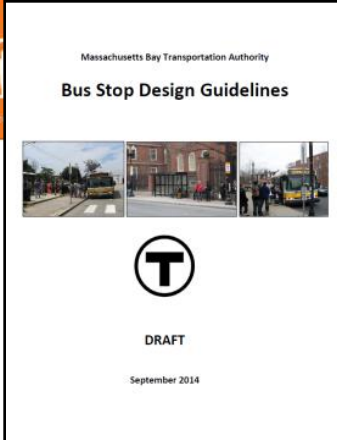
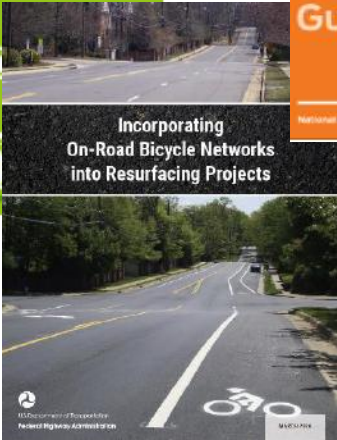
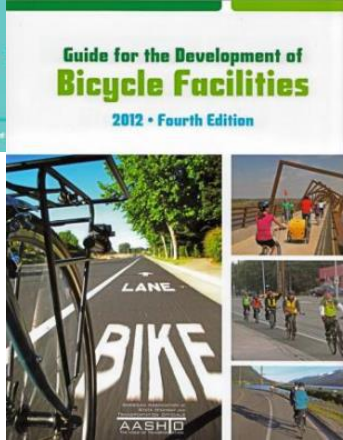
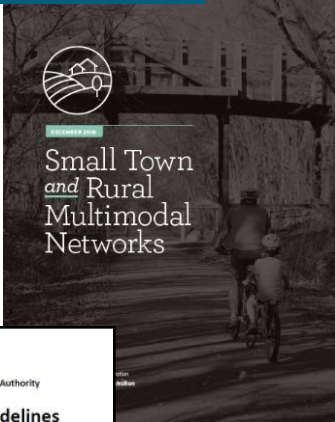
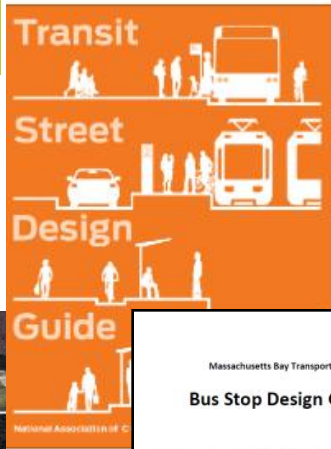
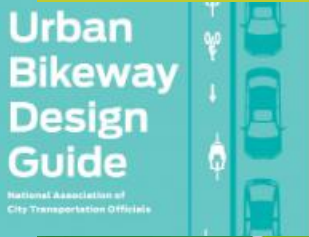
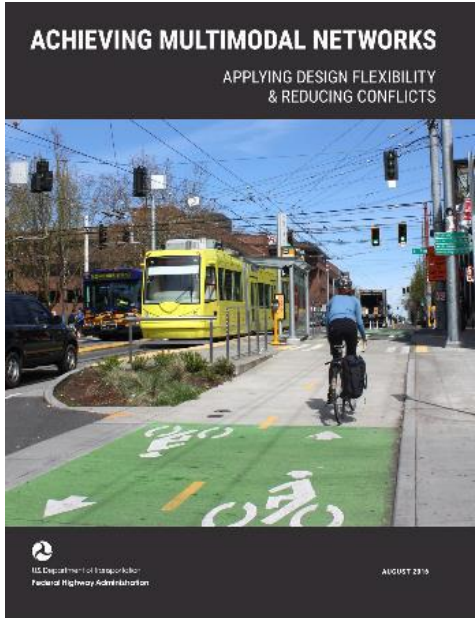
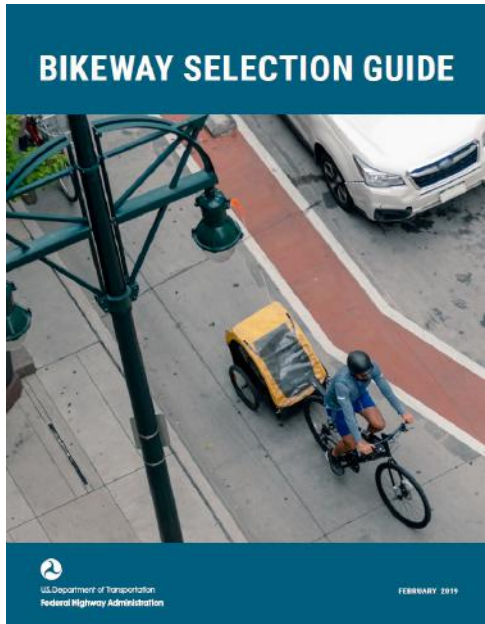
Resources

Massachusetts Highway Department

Project Development & Design Guide

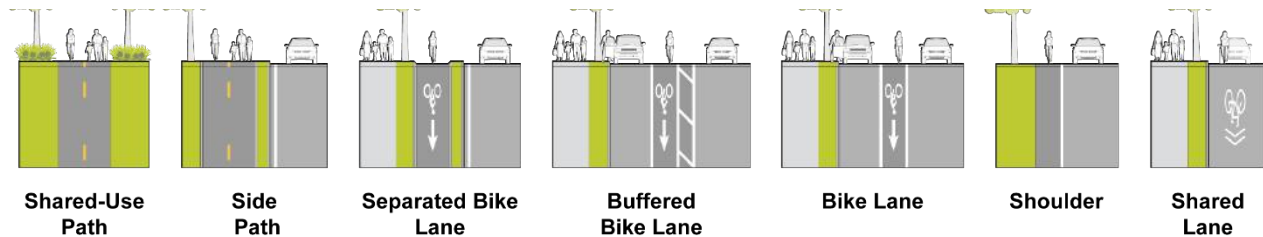


Resources



Design Criteria

- People walking & biking are sensitive to details of the transportation environment
 - Detours, lighting, pavement surface quality, maintenance and snow removal
 - Speed differential
 - Perceived safety and comfort is important
- Transit users experience not just the transit vehicle, but the station and waiting area
- All people start and end their trip walking



+ SEPARATION FROM TRAFFIC **-**



Design Criteria



5 foot minimum



Context sensitive solutions

Trainings



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:

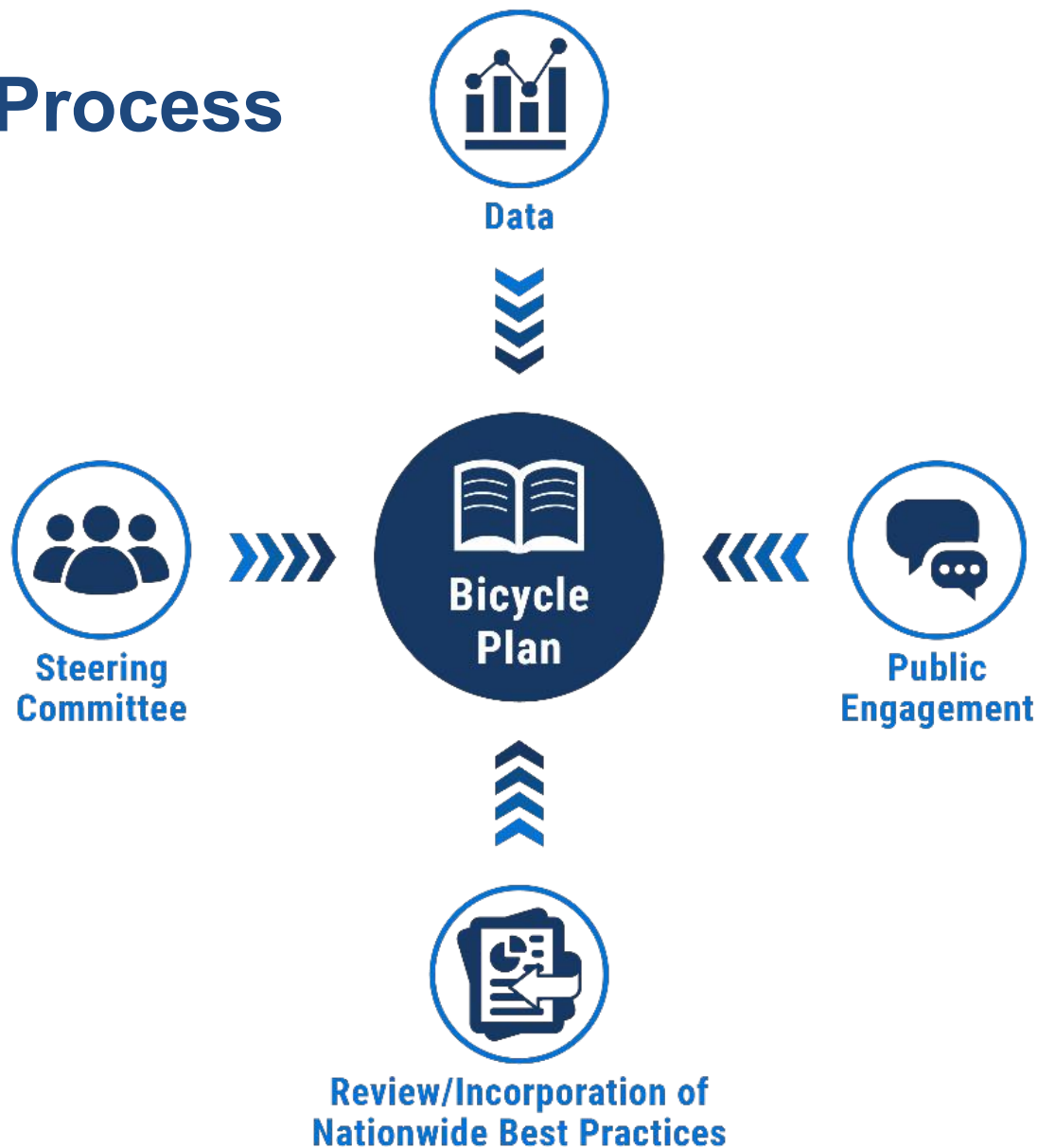
[Municipal Resource Guide for Walkability](#)

[Municipal Resource Guide for Bikeability](#)

Go to www.mass.gov > search for guides

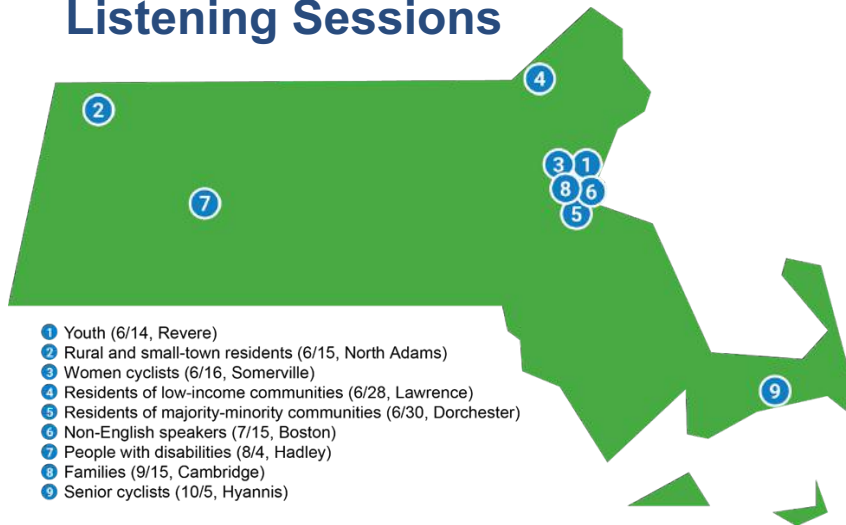


Planning Process



Public Outreach

Listening Sessions



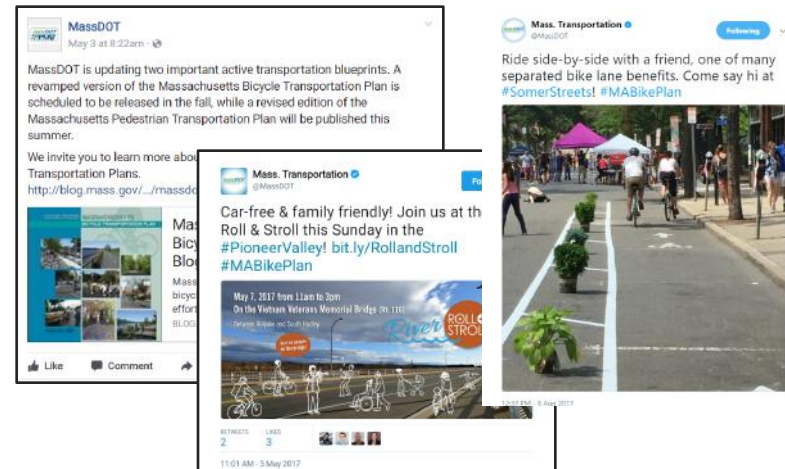
Attending public events



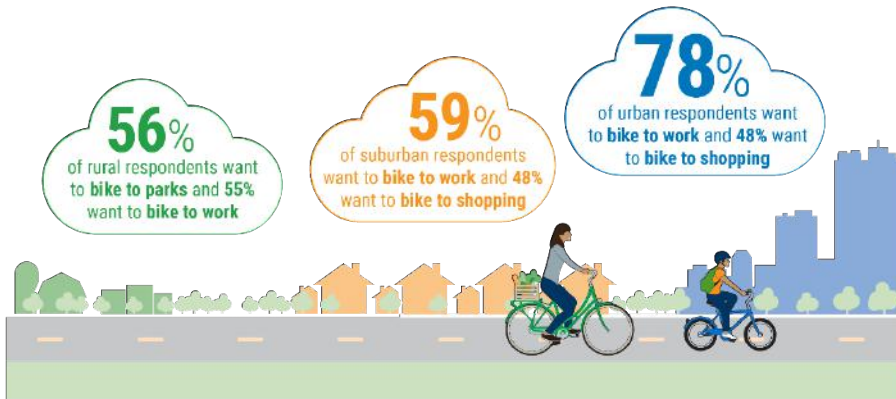
Online and In-Person Surveys



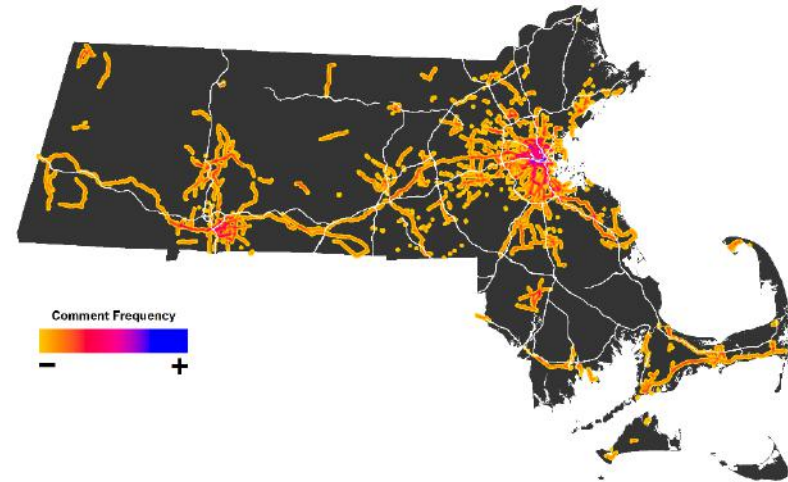
Engaging on Social Media



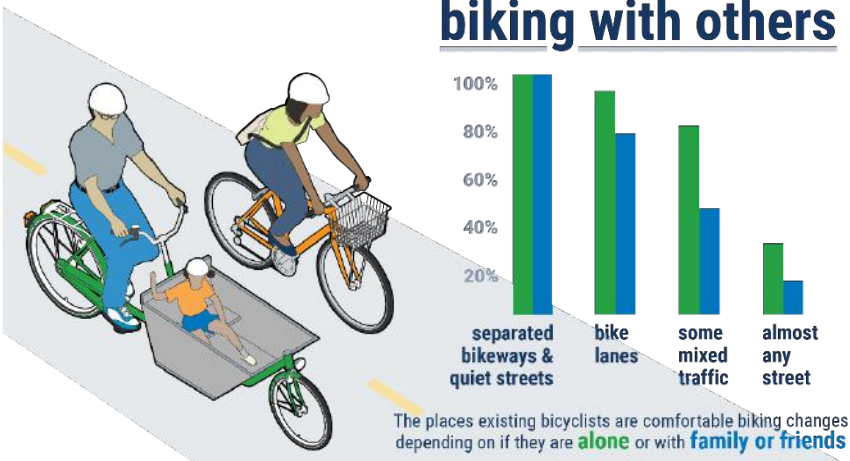
Key Results



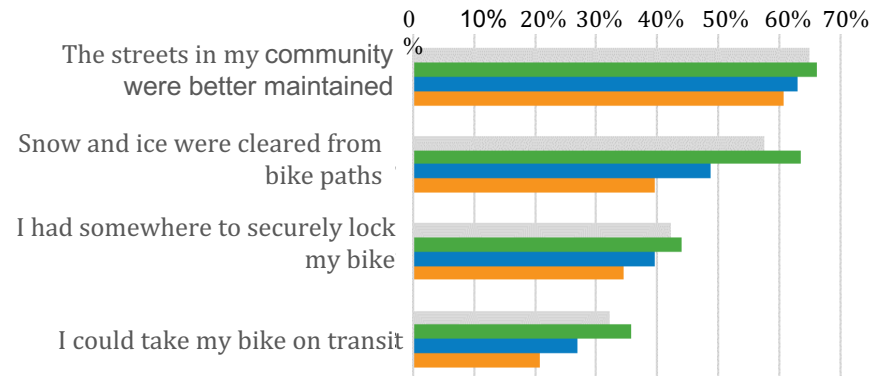
Frequency of “Needs Improvement” Comments on Online Map



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



“I would bike if...” Survey Results



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.

Increase the percentage of everyday trips made by bicycling.

Goal 2

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.



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

Principle 2

Principle 3

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



Initiatives

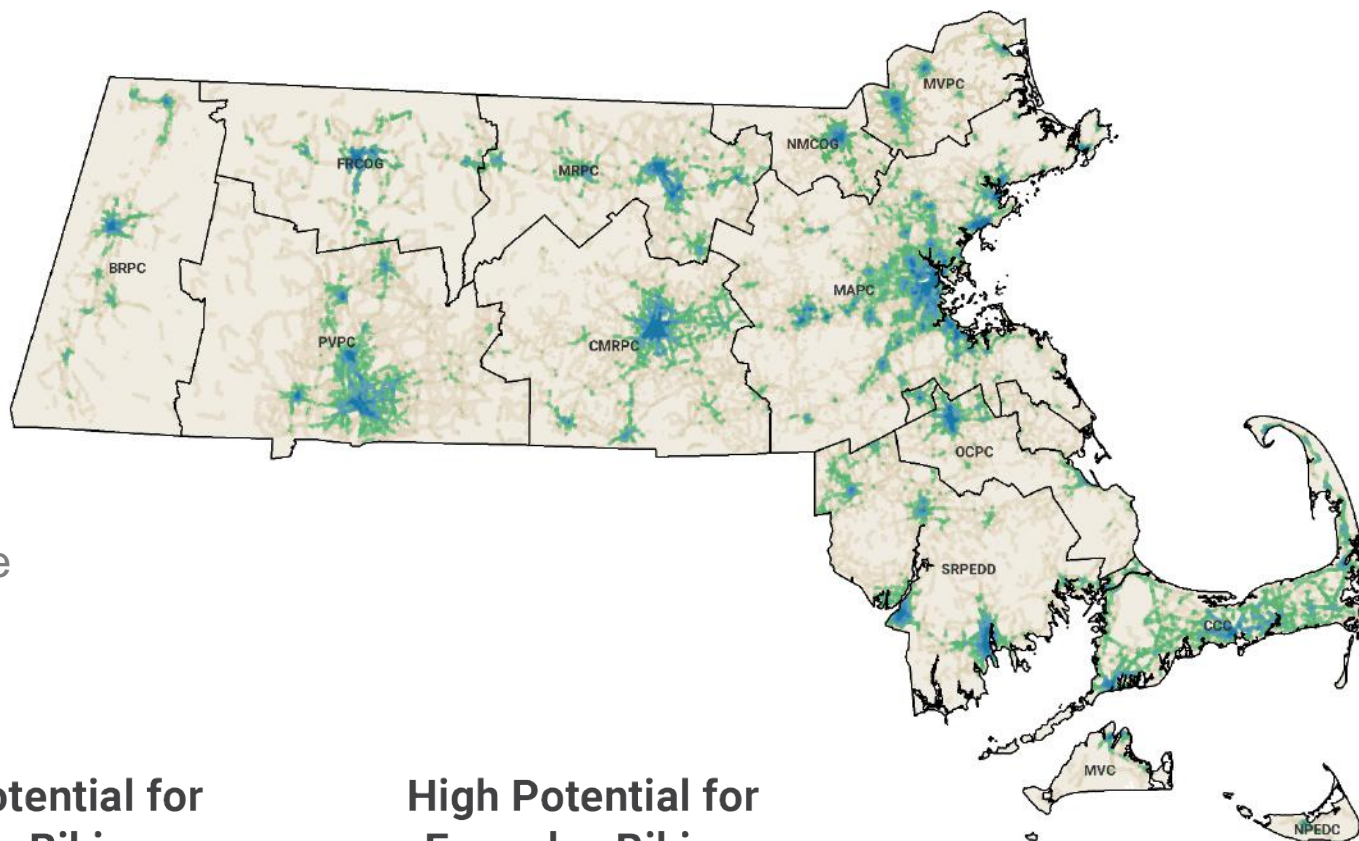
- **Initiative 1:** Build connected, safe, and comfortable bicycle networks
- **Initiative 2:** Provide local, regional, and state partners with the tools needed to integrate the safety, comfort, and convenience of people biking into their transportation and development projects
- **Initiative 3:** Increase 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

Project Prioritization and Selection

Potential for Everyday Biking Analysis

What is it?

Potential for Everyday Biking shows where to implement bicycle infrastructure to best match where **short trips** are made today and where there is the greatest **need** for infrastructure



**Highest Potential for
Everyday Biking**

3% of land area

**High Potential for
Everyday Biking**

10% of land area

Remaining **87%** of land area

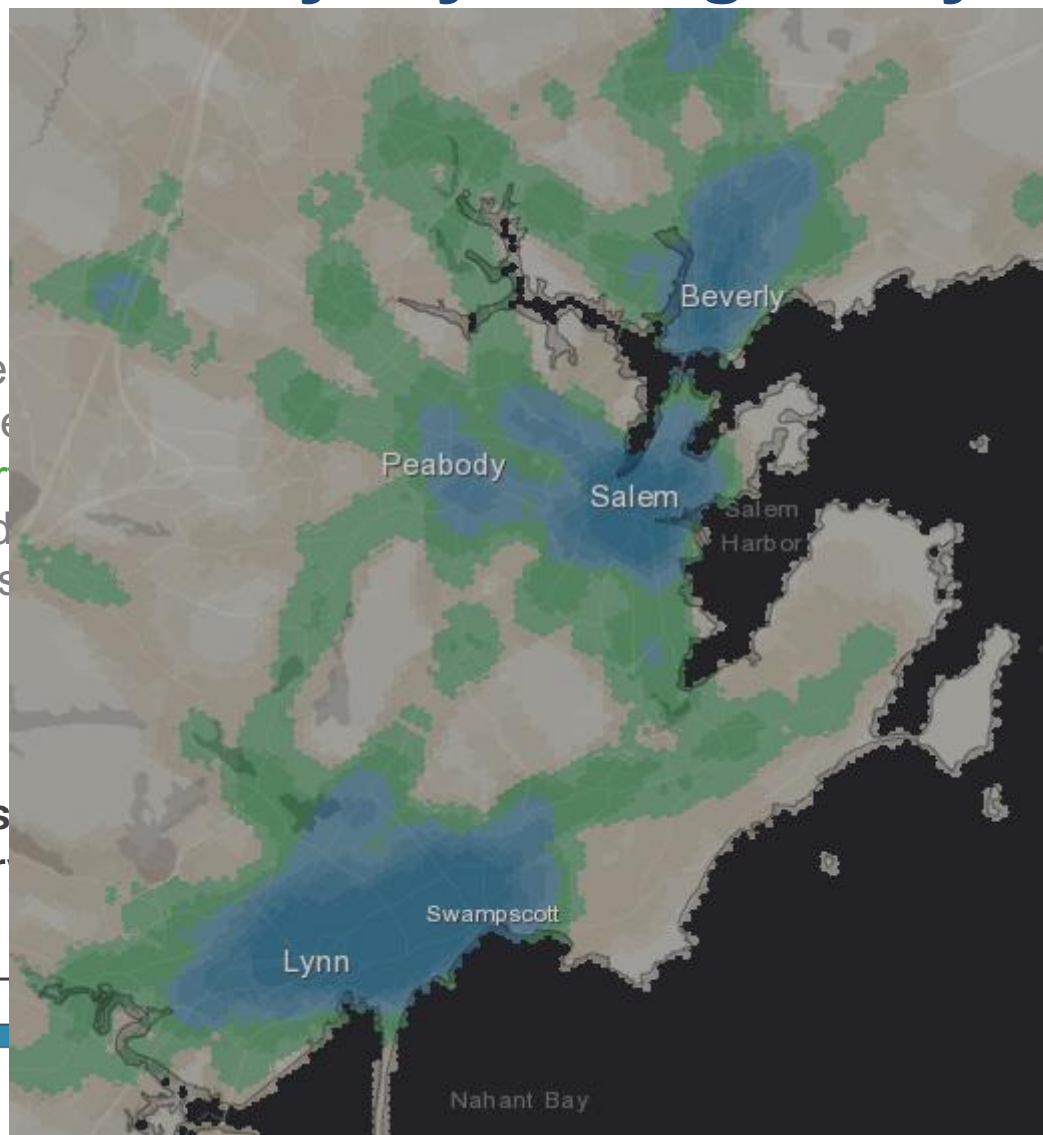


Potential for Everyday Biking Analysis

What is it?

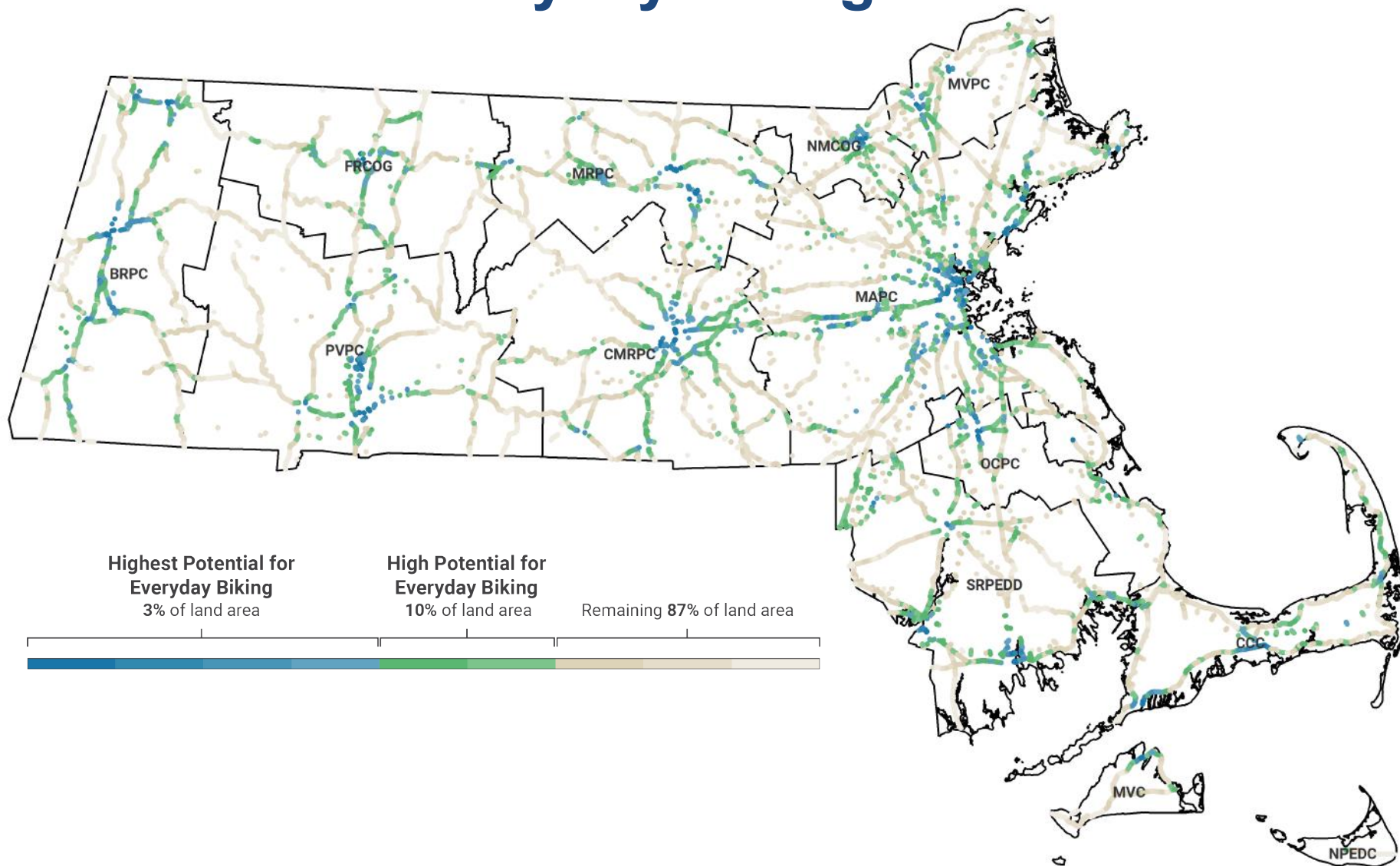
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Highest
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3%



ing 87% of land area

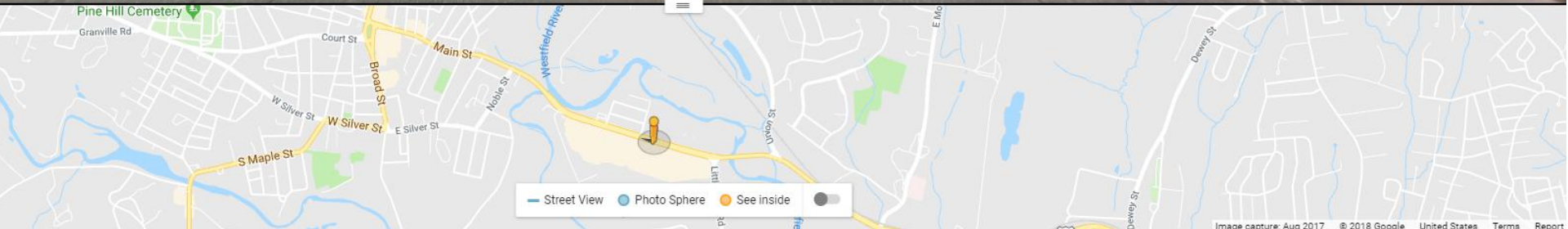
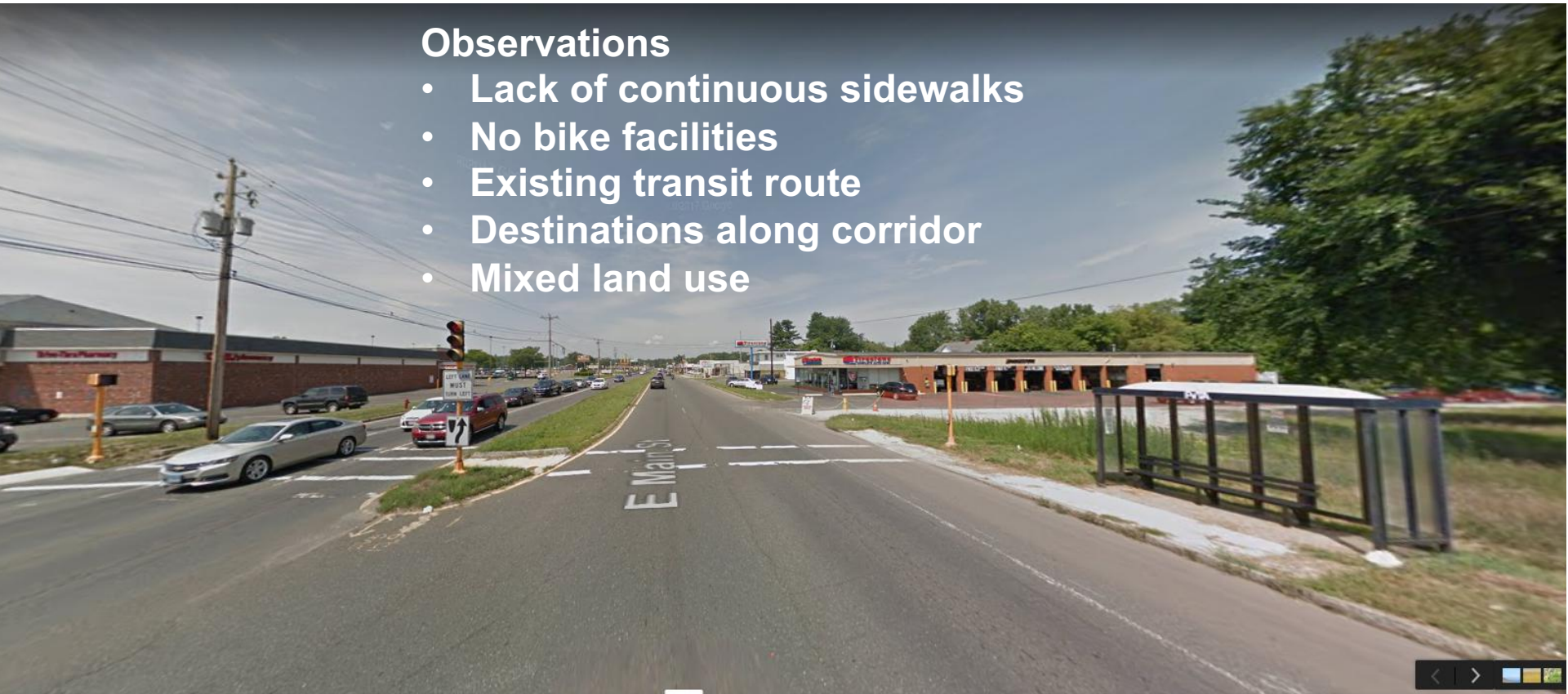
Potential for Everyday Biking



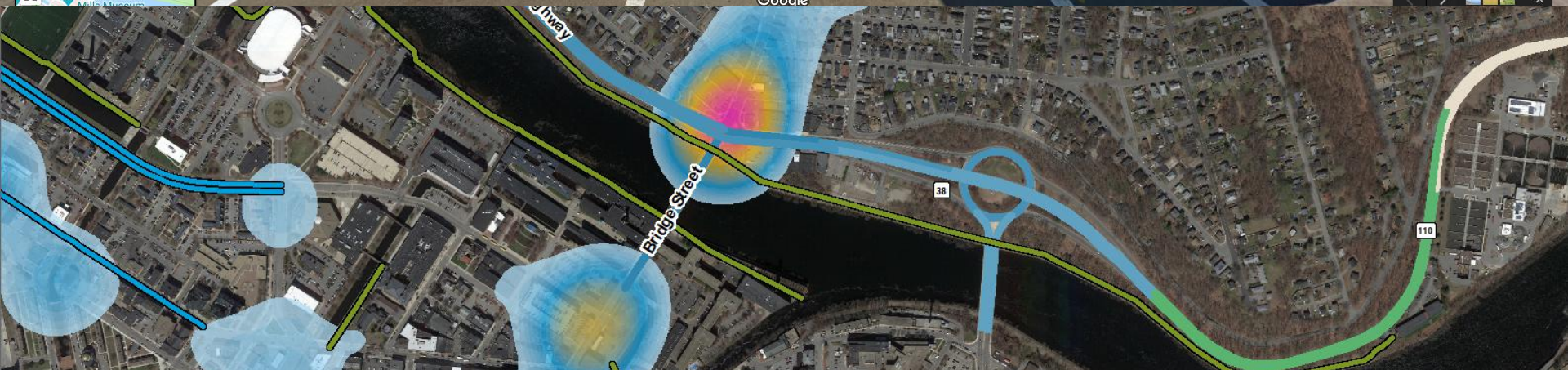
High Demand for Walking and Biking Example

Observations

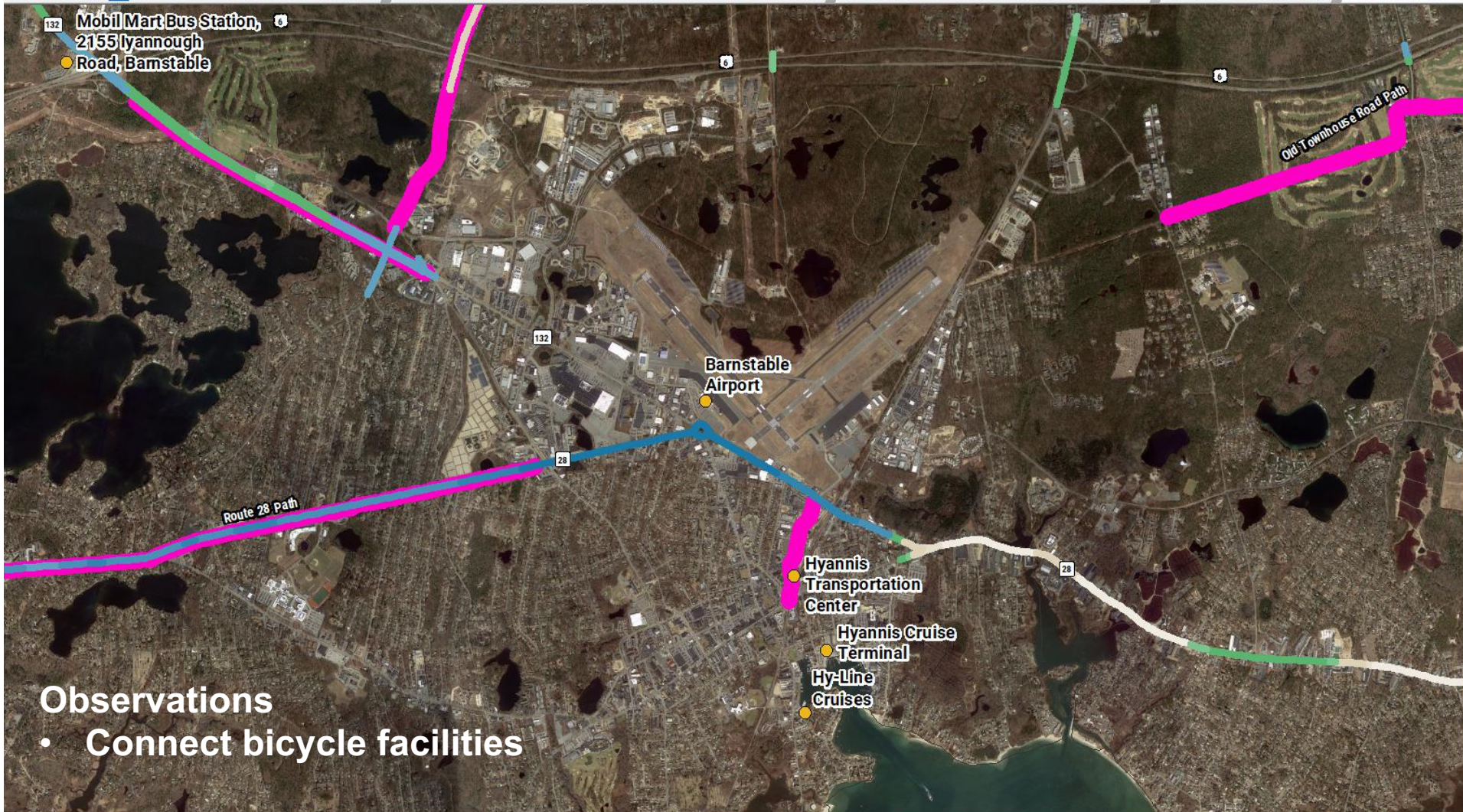
- Lack of continuous sidewalks
- No bike facilities
- Existing transit route
- Destinations along corridor
- Mixed land use



Biking Safety Example



Biking Facility Gaps Example



Observations

- Connect bicycle facilities

Biking Facility Gaps Example



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

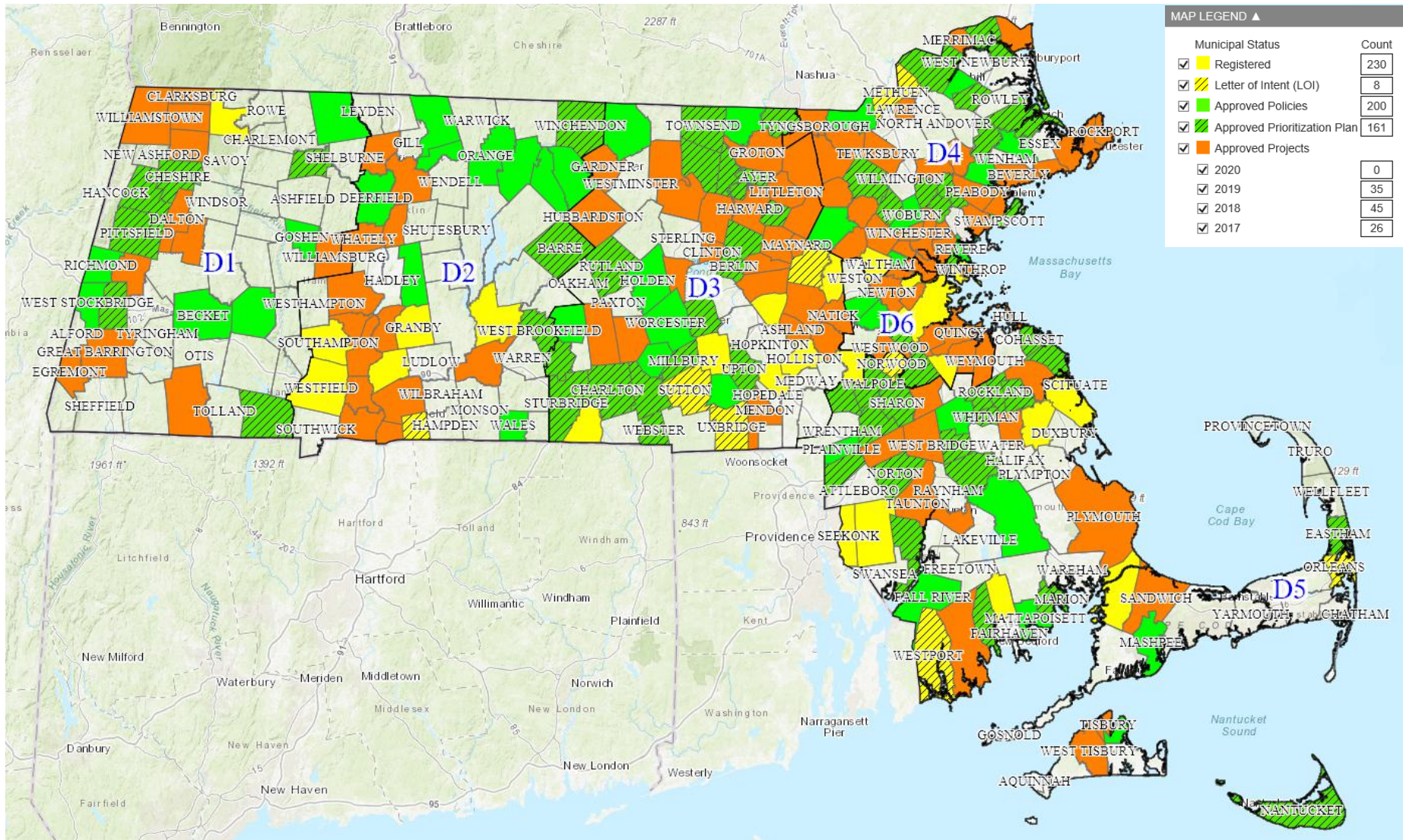


Somerville - Hancock Street- Two-way Bikeway

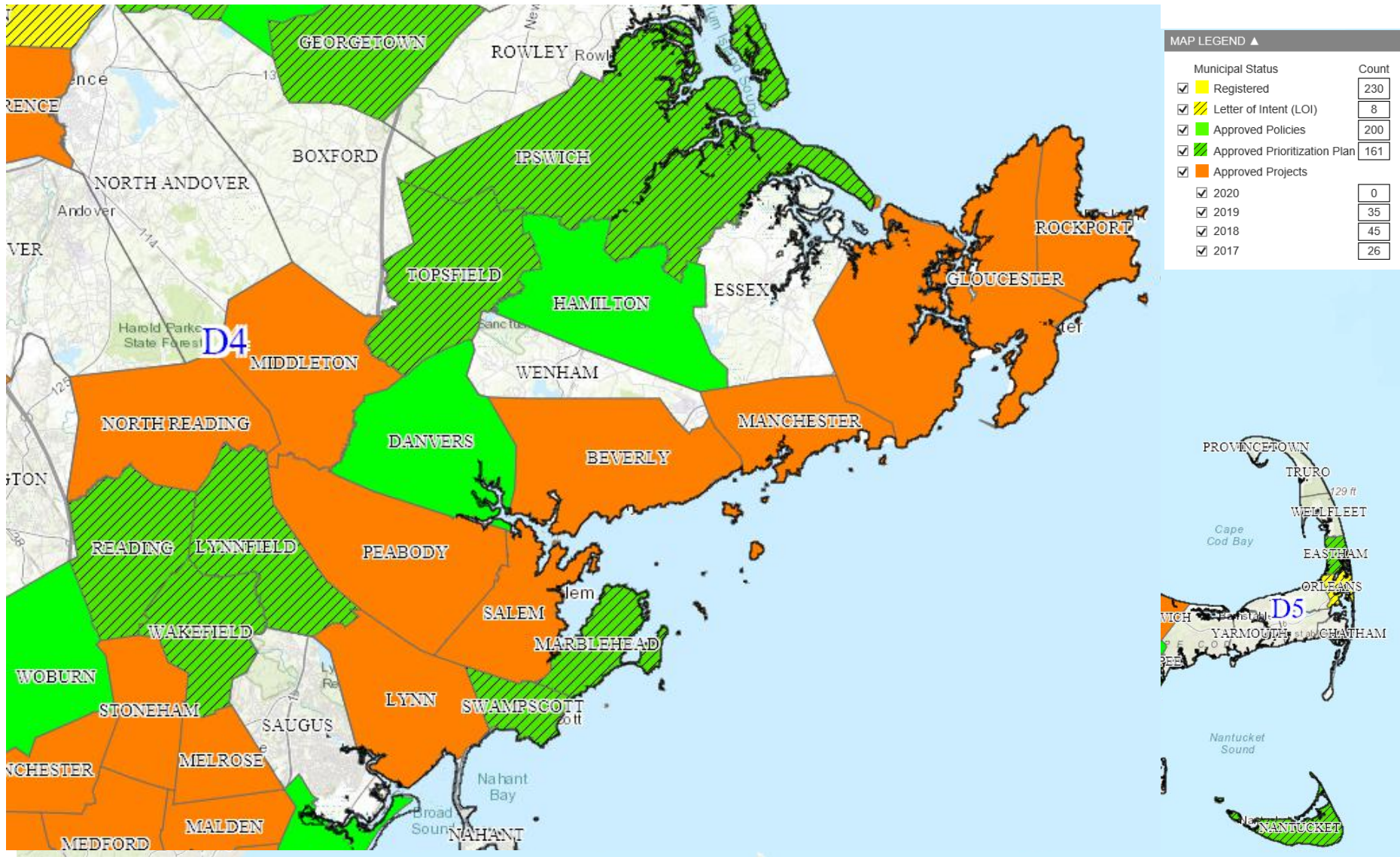


Littleton Common

Complete Streets Funding Program



Complete Streets Funding Program



Complete Streets Funding Program

Before



After



Dalton, MA

Littleton, MA

Framingham, MA

Complete Streets Funding Program

Before



After



Lynn, MA



Natick, MA



Taunton, MA

Discussion