Complete Streets 201

MassBike & Mass in Motion
Salem Bike Summit

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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
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
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

- **Data**
- **Steering Committee**
- **Public Engagement**
- **Review/Incorporation of Nationwide Best Practices**
Public Outreach

Listening Sessions

- Youth (6/14, Revere)
- Rural and small-town residents (6/15, North Adams)
- Women cyclists (6/16, Somerville)
- Residents of low-income communities (6/28, Lawrence)
- Residents of majority-minority communities (6/30, Dorchester)
- Non-English speakers (7/15, Boston)
- People with disabilities (8/4, Hadley)
- Families (9/15, Cambridge)
- 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
- 78% of urban respondents want to bike to work

Frequency of “Needs Improvement” Comments on Online Map

“I would bike if…” Survey Results

- 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

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.
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.

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?

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

Highest Potential Everyday Biking: 3%
Potential for Everyday Biking

Highest Potential for Everyday Biking
3% of land area

High Potential for Everyday Biking
10% of land area

Remaining 87% of land area
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

- High number of pedestrian crashes
- No crosswalks from existing sidewalk to destinations
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

- Lynn, MA
- Natick, MA
- Taunton, MA

After

Lynn, MA

Natick, MA

Taunton, MA
Discussion