NORFOLK
Complete Streets Prioritization Plan

Presented by
Casey Uy
Project Manager, Transportation Planner

Presented to
Norfolk, Massachusetts

Date
Thursday, December 6, 2018
7:00 to 9:00 PM
Tonight’s Agenda

- Introduction to the Complete Streets Funding Program
- Review of existing conditions
- Review ongoing public input
- Next steps
- Breakout groups
  - Brainstorming opportunities
What is a Complete Street?

- **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.

- Improvements may be large scale, such as corridor-wide, or focused on the needs of a single mode at a single location.

- Context-sensitive
Benefits of Complete Streets

- Safety
- Accessibility
- Equity
- Health
- Economic

For users of all ages and abilities:
- Children
- Seniors
- Those with disabilities
- Those without access to a car
# Safety Benefits of Complete Streets

## Interventions to reduce pedestrian crashes:

<table>
<thead>
<tr>
<th>Intervention</th>
<th>Reduction (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>88% (FHWA)</td>
</tr>
<tr>
<td>Shoulders</td>
<td>71% (FDOT)</td>
</tr>
</tbody>
</table>

## Interventions to reduce all crashes (Vehicle and non-motorized):

<table>
<thead>
<tr>
<th>Intervention</th>
<th>Reduction (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medians</td>
<td>40% (NCHRP)</td>
</tr>
<tr>
<td>Road diets</td>
<td>8 – 49% (ITE)</td>
</tr>
<tr>
<td>Countdown signals</td>
<td>25% (FHWA)</td>
</tr>
</tbody>
</table>
PLANNING/PRIORITIZATION

ADA Benefits of Complete Streets

- 18.7% of Americans have some type of disability that limits mobility (including physical, visual, and hearing Impairments)

- Complete Streets feature curb cuts, high visibility crosswalks, and other designs for travelers with disabilities

- Complete Streets reduce isolation and dependence
PLANNING/PRIORITIZATION
Transit, Equity, and Health Benefits of Complete Streets

Complete Streets provide:
- Improved public transportation options
- Less car-centric communities

Allowing users to:
- Minimize travel costs
- Increase daily exercise
- Safely reach more destinations and opportunities
Economic Benefits of Complete Streets

- Investment in a community’s walkability typically increases land value 70-300%.
- Above-average Neighborhood Walk Score translates into about $4,000-$34,000 higher real estate sale prices.
- Improves the local economy, retail sales increase by up to 30%.
- Complete Streets increase transportation options, lowering direct costs to households.

~ Healthier Communities Through Design, American Institute of Architects (AIA)
Complete Streets Funding Program History

- Program was released February 2, 2016
- The MassDOT Capital Investment Plan (CIP) provides funding for this program set at $50M between FY 2017 and 2021
- Nearly $30 million awarded for project construction to date
CS Funding Program Framework

- **Tier 1:**
  Training and Complete Streets Policy Development

- **Tier 2:**
  Complete Streets Prioritization Plan Development

- **Tier 3:**
  Project Approval and Notice to Proceed for Construction

- **Letter of Intent:**
  Complete Streets Policy and Prioritization Plan Development
**Funding to Date**

- **Letter of Intent (LOI)**
  - 10 municipalities with LOI

- **Tier 2 Prioritization Plan**
  - 130 approved Prioritization Plans

- **Tier 3 Project Funding**
  - FY 17: 26 projects totaling $9M
  - FY 18: 45 projects totaling $13.3M
  - FY 19: 24 projects totaling $6.9M
CS Funding Program Snapshot

- Planning assistance to support CS Prioritization Plan – up to $38,000 available to any community (Reimbursable)

- CS Construction – up to $400,000 annually (Reimbursable)

- Projects must be fully designed or require little/no design to be funded.
  - Funds cannot be used for design

- Tier 3 (construction) cannot be used for projects on State-owned roads.
  - Route 1A and roads surrounding MCI facilities
CS Funding Program Framework

- Tier 1: Training and Complete Streets Policy Development
- Tier 2: Complete Streets Prioritization Plan Development
- Tier 3: Project Approval and Notice to Proceed for Construction
Prioritization Plan Process

- Compile existing studies, plans, projects, etc.
- Map areas of concern and areas with potential demand
- Gather input from the community and from Town officials
- Work with Town to identify a list of potential projects
- Prioritize projects based on potential, need, input from community, and Town officials’ priorities
Crash sites may indicate potentially unsafe design conditions

- (3) MassDOT-reported nonfatal pedestrian crashes between 2012-2016
- (2) MassDOT-reported nonfatal bicycle crashes between 2012-2016
HSH PRIORITIZATION PROCESS

Latent Demand – Destination Points

Points of Interest
- Churches
- Civic Services
- Health Services
- Parks and Open Space
- Restaurants
- Schools
- Senior Destinations
- Transit Stops
HSH PRIORITIZATION PROCESS
Pedestrian Latent Demand

Number of destinations that can be reached within a half mile
- 1 - 2
- 3 - 5
- 6 - 9
- 10 - 13
- 14 - 18
HSH PRIORITIZATION PROCESS

Latent Demand – Town Center
HSH PRIORITIZATION PROCESS

Pedestrian Network

- Shows quality of existing sidewalks and gaps in the sidewalk network

- Criteria considered include:
  - Pavement quality
  - Grade separation
  - Potential vehicle/pedestrian conflict zones
  - Vertical or horizontal buffers
HSH PRIORITIZATION PROCESS

Pedestrian Network

Seekonk Street

Rockwood Road

King Philip Middle School

Town Center
Local roads and trails are comfortable for novice-level cyclists.

High speed or high volume roads are low comfort except for strong and fearless riders.

Criteria considered include:
- Road speed and traffic volumes
- Vehicle travel and parking lanes
- Intersection characteristics

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HSH PRIORITIZATION PROCESS

Persons with Disabilities

- Our equity assessment includes identifying underserved communities and vulnerable populations.
- Persons with disabilities are less likely to have access to motor vehicles and have greater need for walking, biking, and transit options.
- Hillcrest Village
HSH PRIORITIZATION PROCESS

GATRA Tri-Town Connector

Norfolk MBTA Commuter Rail Station

2018 Tri-Town Ridership

<table>
<thead>
<tr>
<th>Month</th>
<th>Ridership</th>
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</thead>
<tbody>
<tr>
<td>January</td>
<td>386</td>
</tr>
<tr>
<td>February</td>
<td>347</td>
</tr>
<tr>
<td>March</td>
<td>258</td>
</tr>
<tr>
<td>April</td>
<td>185</td>
</tr>
<tr>
<td>May</td>
<td>284</td>
</tr>
<tr>
<td>June</td>
<td>267</td>
</tr>
<tr>
<td>July</td>
<td>291</td>
</tr>
<tr>
<td>August</td>
<td>373</td>
</tr>
</tbody>
</table>

Existing GATRA Routes

- Franklin Area Bus
- Medway Shuttle
- Tri-Town Connector
- Extension to Council on Aging
- MBTA Commuter Rail
- MBTA Station

GATRA reserves the right to cancel Tri-Town Connector bus runs to the stadium on game days or during major concert events. Please check the website for schedule alerts.
HSH PRIORITIZATION PROCESS

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2018 Tri-Town Ridership
- January: 386
- February: 347
- March: 258
- April: 284
- May: 267
- June: 291
- July: 373
- August: 347

2015-2017 Tri-Town Ridership
- 2015: 3,094
- 2016: 3,736
- 2017: 3,581
Prioritization Plan Process

- Compile existing studies, plans, projects, etc.
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- Prioritize projects based on potential, need, input from community, and Town officials’ priorities
HSH PRIORITIZATION PROCESS
Community and Municipal Input: WikiMap

Go to: http://wikimapping.com/wikimap/Norfolk.html
High vehicular speeds along narrow roadways used by all users

- Miller Street
- Union Street
- Medway Branch (adjacent to The Senior Center)
Residents are concerned about traffic safety and dangerous intersections throughout the Town.
More sidewalks are wanted throughout the Town
HSH PRIORITIZATION PROCESS
Community and Municipal Input

- Input from community mapping session – **Tonight**!
- Input from Norfolk Town officials – Ongoing
- WikiMap – Active and Ongoing
Prioritization Plan Process

- Compile existing studies, plans, projects, etc.
- Map areas of concern and areas of potential
- Gather input from the community and from Town officials
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- Prioritize projects based on potential, need, input from community, and Town officials’ priorities
Key Points

- Projects may only receive Tier 3 funding if they’re included in the Prioritization Plan.

- Projects must be fully designed or require little/no design to be funded.
  - Funds cannot be used for design

- Currently, funds cannot be used on state-owned roads.
  - Route 1A, roads surrounding MCI
CS Funding Program Framework

- **Tier 1:**
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DESIGN AND IMPLEMENTATION
Tier 3 Project Example: Lancaster, MA

Main Street- Sidewalk reconstruction between Thayer Memorial (South) and Neck Road- East
Main Street- Sidewalk reconstruction between Thayer Memorial (South) and Neck Road- West
Curb ramp construction along Main Street from Seven Bridge Road to Clinton Town Line
Construction of an accessible landing for crosswalk across Main Street at Bigelow Gardens
Pedestrian connections between Main Street and Center Bridge Road
Bicycle racks at Mary Rowlandson Elementary School and Luther Burbank Middle School
Bicycle racks at Lancaster Community Center & Bicycle rack at Thayer Memorial Library
DESIGN AND IMPLEMENTATION
Tier 3 Project Example: Lancaster, MA (Before)
DESIGN AND IMPLEMENTATION

Tier 3 Project Example: Lancaster, MA (After)
Next Steps

1. Continue stakeholder and community input
2. Project identification and prioritization
3. MassDOT’s Complete Streets portal deadlines:
   - April 2019 – Tier 2 (Prioritization Plan)
   - May 2019 – Tier 3 (Funding Application)

For more information:

Casey Uy
Project Manager
Howard Stein Hudson
CUy@hshassoc.com
Questions?