



Town of Groveland

Complete Streets Prioritization Plan



Groveland Complete Street
Prioritization Plan



complete streets are for everyone



Agenda

1. Introduction to Complete Streets Process
2. Benefits
3. Progress toward MassDOT Funding Program
4. Evaluation
5. Potential Project Prioritization
6. Next Steps





Safety Moment

When driving, walking, or biking be considerate and watchful of **all** public road users.

- **Always expect the unexpected.**
- **Watch for movement** all around you.
- **When on the road stay alert,** distracted driving, walking, or biking is hazardous.

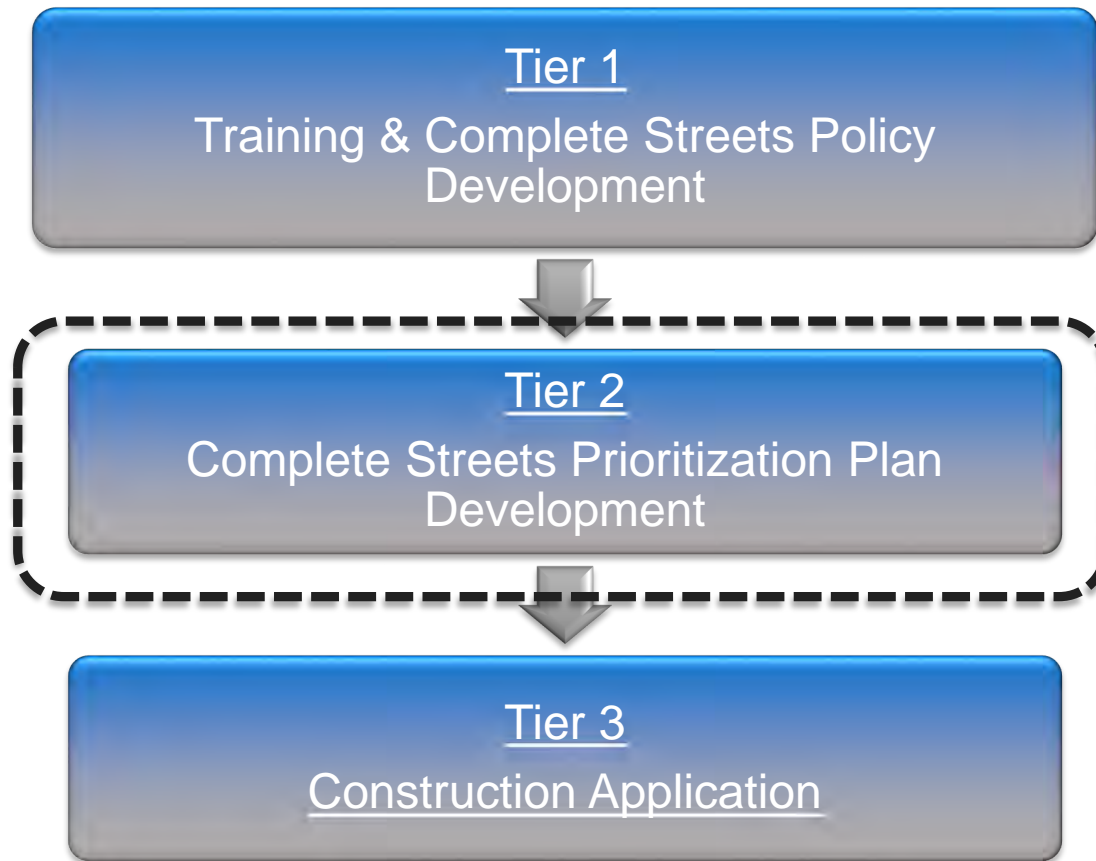


Progress

- Town adopted and MassDOT approved policy, received funding for consultant
- Planner, DPW and Consultant have met & worked on project options (minimum 15 for a MassDOT *priority chart*)
- Committee assessing a DRAFT priority chart. Submit to MassDOT by end of July 2019.



MassDOT Complete Streets Funding Eligibility – 3 Tier Process



MassDOT Eligible Projects

S - Traffic & Safety	B - Bicycle Facilities	P - Pedestrian Facilities	T - Transit Facilities
S1. Pavement markings or signage	B1. Improvement of shared use paths (non-safety related)	P1. Sidewalk repairs	T1. Improving transit connections for pedestrians
S2. Removal of protruding objects	B2. Designated bicycle lanes	P2. Providing ADA/AAB compliant curb ramps	T2. Improving transit connections for bicyclists
S3. Pedestrian signal & timing (minor updates)	B3. Bicycle parking fixtures and/or shelters at transit and other locations	P3. Detectable warning surfaces	T3. Transit shelter
S4. Changing pedestrian signal timing	B4. On-street bicycle parking	P4. Pedestrian wayfinding signs	T4. Transit signal prioritization
S5. Radar speed feedback ("Your Speed") signs	B5. Provide bicycle-safe drain grates and other hardware	P5. Providing new sidewalks	T5. Bus pull-out areas
S6. Reducing corner radii	B6. Bicycle boulevards	P6. Providing pedestrian buffer zones	T6. Railroad grade crossings improvements
S7. Additional regulatory signing	B7. Bicycle wayfinding signs	P7. Pedestrian Refuge Islands	T7. Transit contra-flow lanes
S8. Speed humps/speed tables	B8. Shared lane markings (sharrows)	P8. Curb extensions at pedestrian crossings	T8. Park-n-ride facilities
S9. Street lighting	B9. Bike route signs	P9. Crosswalks	T9. Transit-only lanes
S10. Road diets	B10. New shared use paths	P10. Widening existing sidewalks	TO. Transit Facilities - Other
S11. Speed attenuation devices	B11. Designated Separated Bicycle Lane	P11. Accessible pedestrian signals	
S12. Roadway resurfacing for new bicycle lanes	B12. Elimination of hazardous conditions on shared use paths	P12. New or improved crossing treatments	
S13. Intersection reconstruction	B13. Intersection treatments	P13. New pedestrian accommodations at existing traffic signals	
S14. New curbing or edging on uncurbed streets.	BO. Bicycle Facilities - Other	P14. Interim public plazas	
S15. Addition of or widening of shoulders		P15. Traffic re-routing to create pedestrian zones	
S16. Intersection signalization		P16. Providing medians with ADA/AAB-compliant design	
S17. Traffic calming measures		PO. Pedestrian Facilities - Other	
S18. Roundabouts			
SQ. Traffic & Safety - Other			



Tier FY19 Review Deadlines

Tier 1 – Policy

Progress: Done, Groveland completed and MassDOT approved on **May 24, 2017**

Tier 2 – Prioritization Plan due to MassDOT on or before **Sept 1, 2019**

Progress: Underway

Tier 3 – Construction Applications

Progress: After Tier 2 priority plan is completed. Due on **October 1, 2019**. Groveland intends to submit funding request for its highest priority applications this year. Other Priority list projects to be submitted in subsequent years. Priorities on list may shift over time.



Tier 3 – Project Application

- Groveland identifies projects from its Prioritization Plan for funding
- MassDOT review
- Groveland enters into a contract with MassDOT for reimbursement
- Reimbursement process through District Aid office similar to Chapter 90



What is a Complete Street?

Complete Streets Defined:

Complete streets provide safe and accessible options not only for autos and truck drivers and their passengers, but for all users— pedestrians, bikers, bus riders, and – for people of all ages and physical abilities.

Complete Streets improvements may be large or small scale.



Purpose of Complete Streets

To accommodate **ALL** people

- Pedestrians
- Transit
- Bicyclists
- Drivers
- Goods movement



Benefits of Complete Streets

- Safety
- Equity
- Fitness and health
- Increase demand for environmentally-friendly modes
- Improved mobility for:
 - People with disabilities
 - Children and aging population



Wide Range of Eligible types

- Multi-modal Safety
- Bicycle Enhancements
- Pedestrian Enhancements
- Transit Use Enhancements

Synergy is best – multiple user benefits

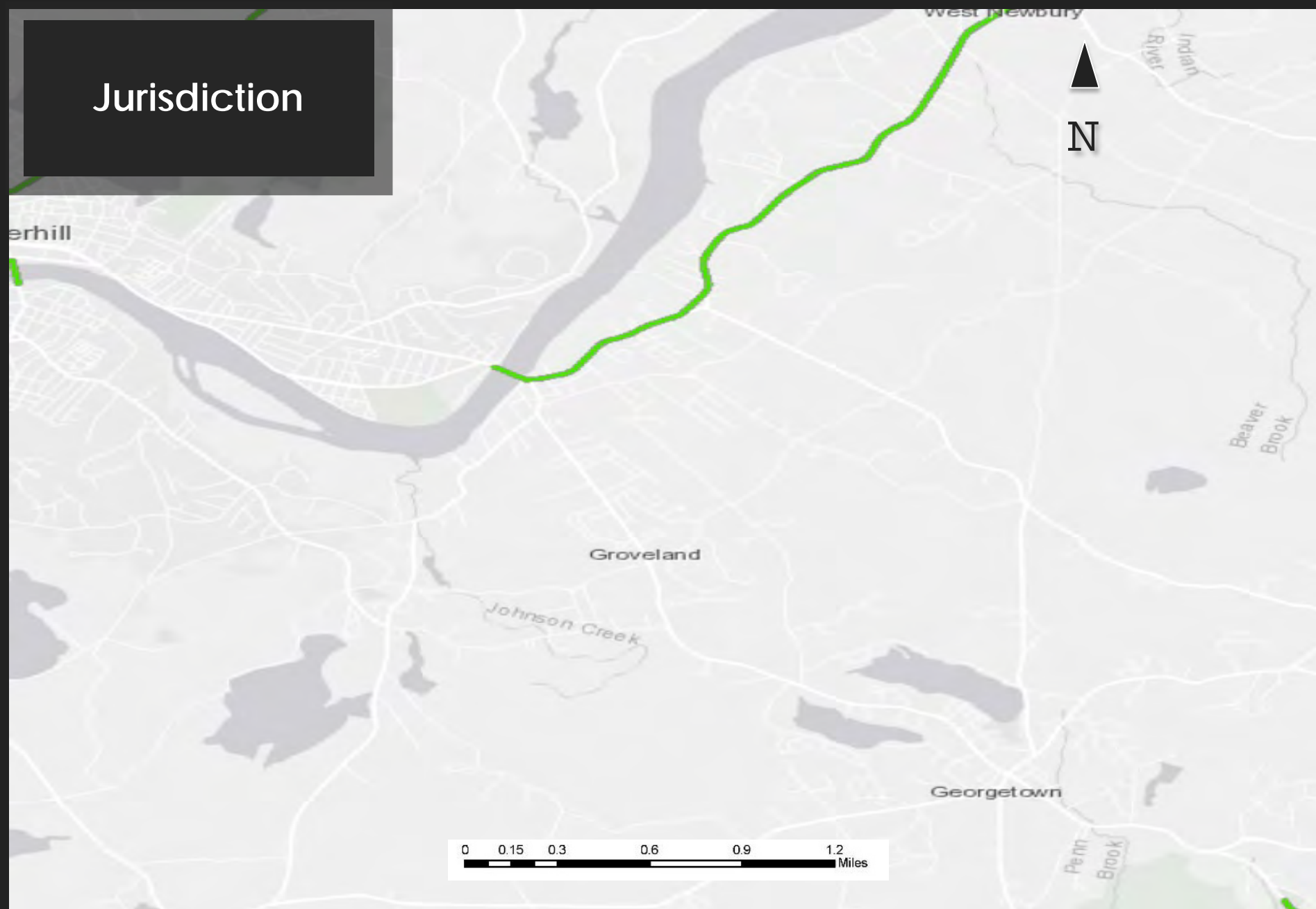


Developing the Complete Streets Priority Plan

- **Identify Deficiencies**
- **Recommend Projects**
- **Create Prioritized list of projects**
- **Discuss and Review with Committee and Community**



Jurisdiction



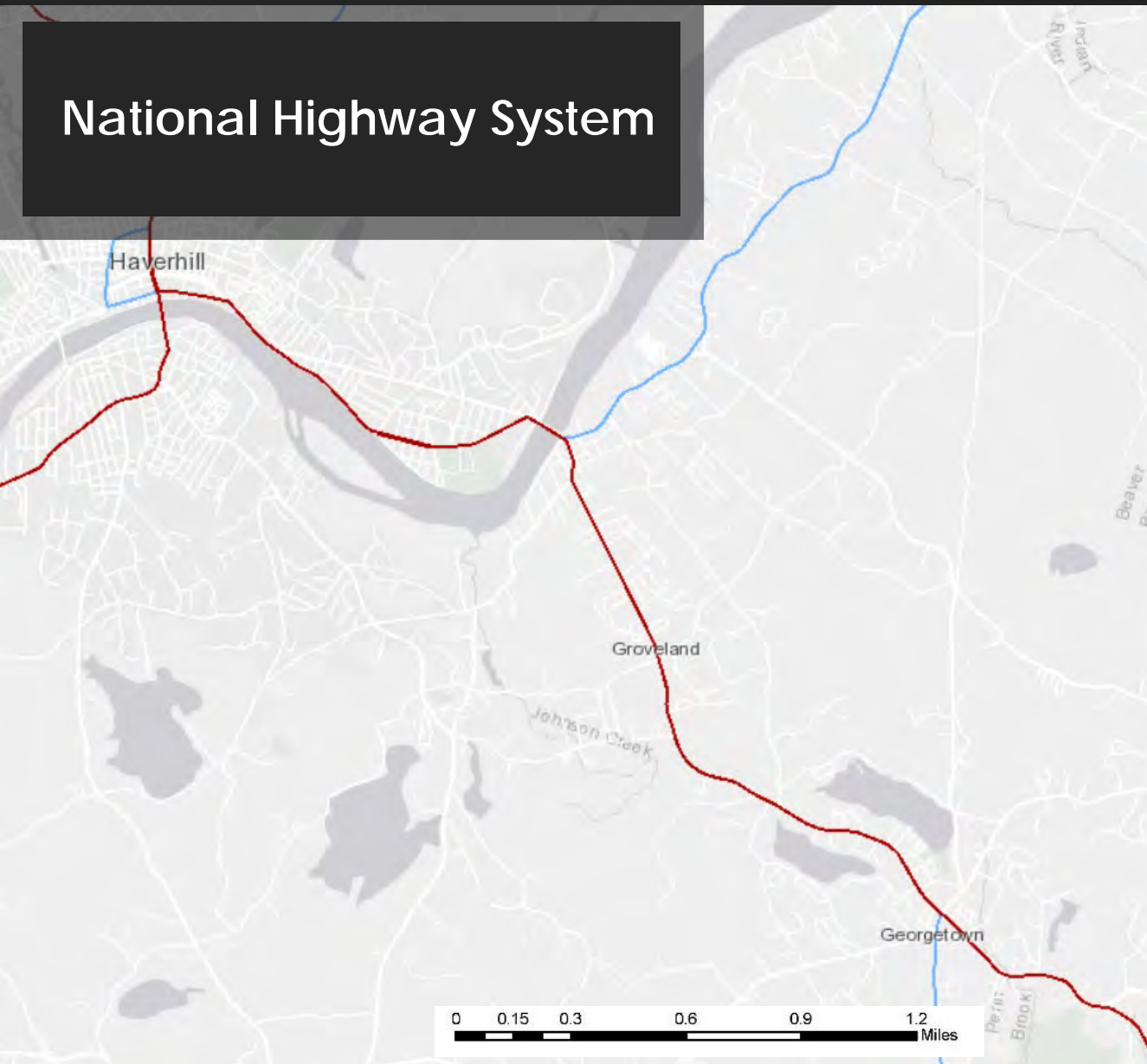
Groveland Complete Street Prioritization Plan



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National Highway System



- ☐ Jurisdiction
- ☒ NHS
 - Highway Shields
 - Mile_Point
 - NHS Status
 - NHS - Interstate
 - NHS - STRAHNET Connector
 - NHS - Other - One-way pair
 - NHS - Other - Truck route exclusion
 - NHS - Major Airport
 - NHS - Major Port Facility
 - NHS - Major Amtrak Station
 - NHS - Major Rail/Truck terminal
 - NHS - Major Intercity Bus terminal
 - NHS - Major Public Transit or Multi-Model Passenger Terminal
 - NHS - Major Ferry Terminal
 - NHS - Other (not in above categories)
 - NHS - MAP-21
 - Non-NHS
- ☐ Functional Classification
- ☐ Federal Functional Classification
- ☐ Federal Aid Roads



Functional Classification

- ▶ ☐ Jurisdiction
- ▶ ☐ NHS
- ▼ ☒ Functional Classification



◆ Highway Shields

◆ Mile_Point

◆ Functional Classification

■ Interstate

■ Rural or urban principal arterial

■ Rural minor arterial or urban principal arterial

■ Urban minor arterial or rural major collector

■ Urban collector or rural minor collector

Local

▶ ☐ Federal Functional Classification

▶ ☐ Federal Aid Roads

0 0.15 0.3 0.6 0.9 1.2 Miles



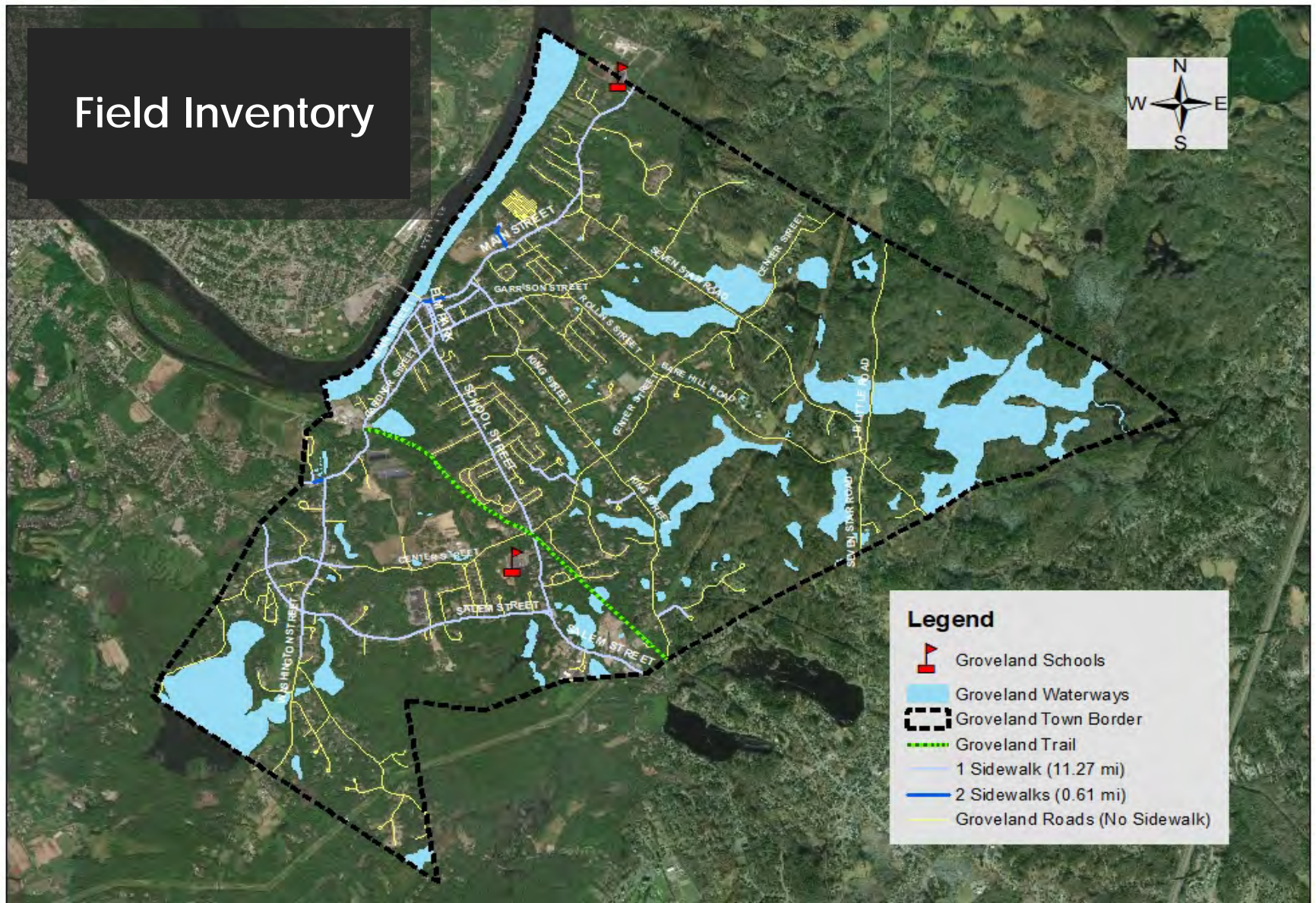
**Groveland Complete Street
Prioritization Plan**





complete streets are for everyone



Field Inventory



Legend

-  Groveland Schools
-  Groveland Waterways
-  Groveland Town Border
-  Groveland Trail
-  1 Sidewalk (11.27 mi)
-  2 Sidewalks (0.61 mi)
-  Groveland Roads (No Sidewalk)

0 0.5 1 2 3 Miles



Walk Demand

LEGEND

MBTA Commuter Rail Stations



Major Roads



Local_Access_Walk_Scores_c

Walk Utility Score

— Lowest

— Low

— Moderate

— High

— Highest

Local_Access_basemap_Tra

MA Municipalities



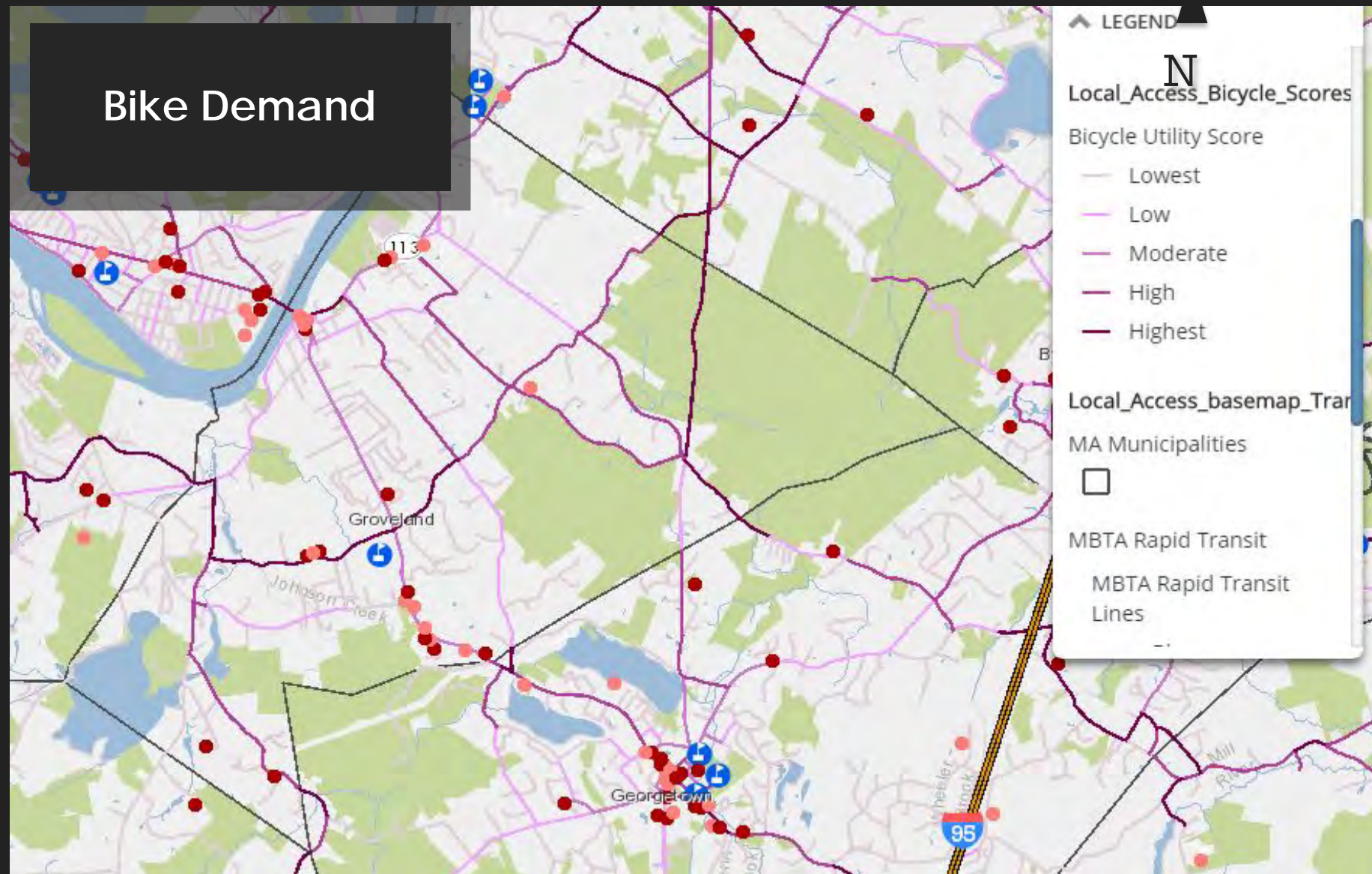
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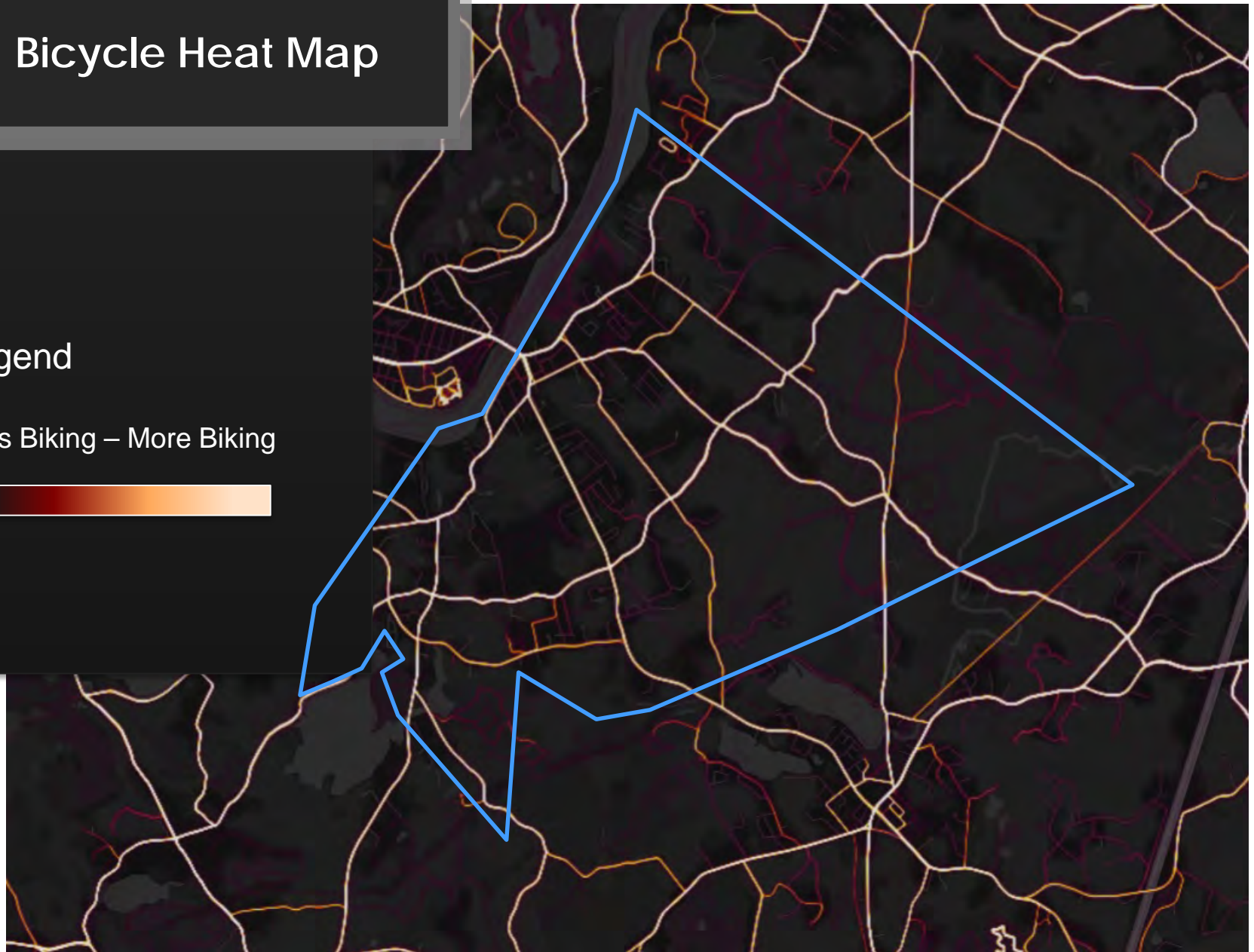
Bike Demand



Bicycle Heat Map

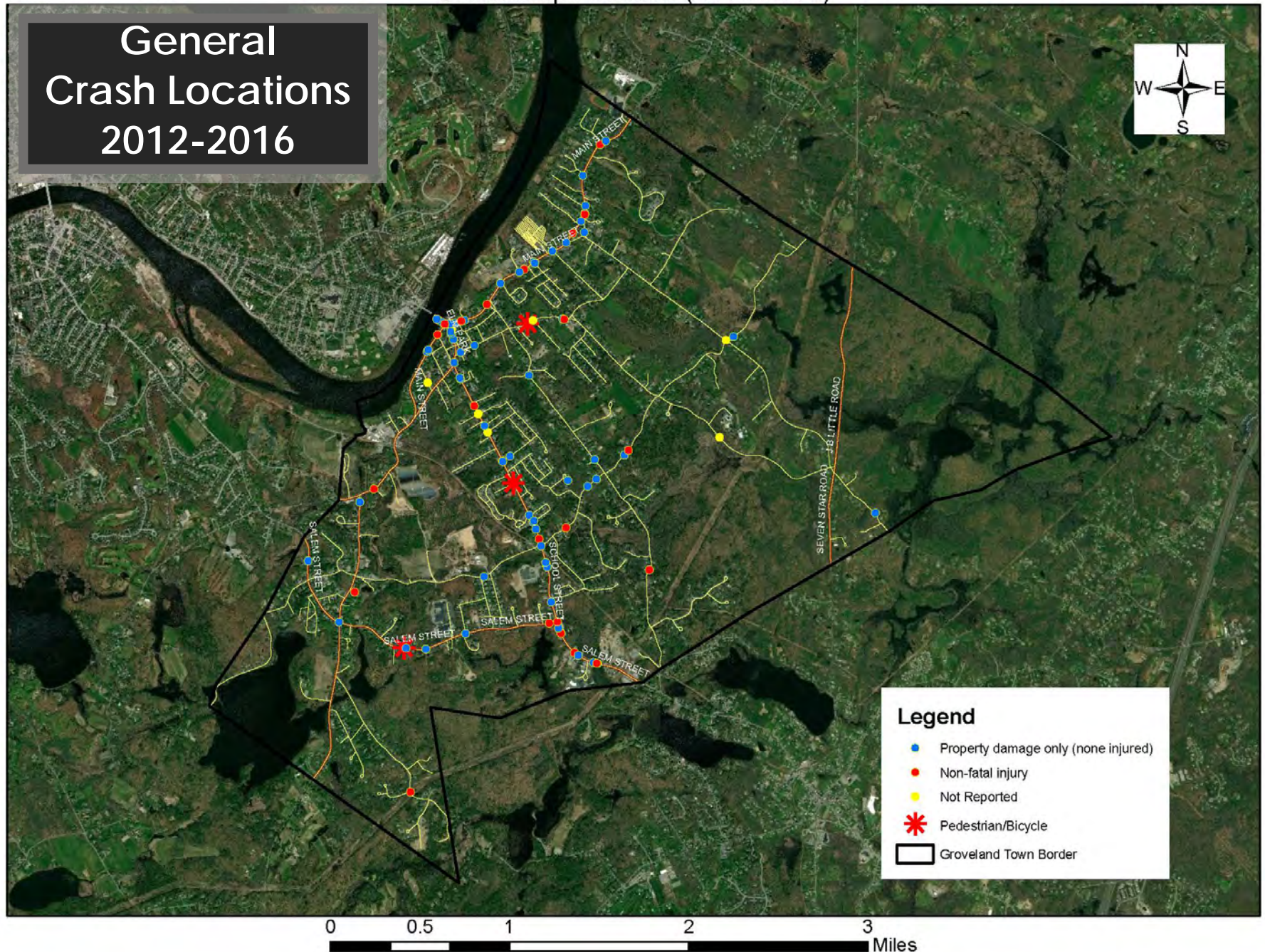
Legend

Less Biking – More Biking



Crash Map Location (2014-2016)

General Crash Locations 2012-2016



<https://wikimapping.com/Groveland.html>



Groveland Complete Street Prioritization Plan



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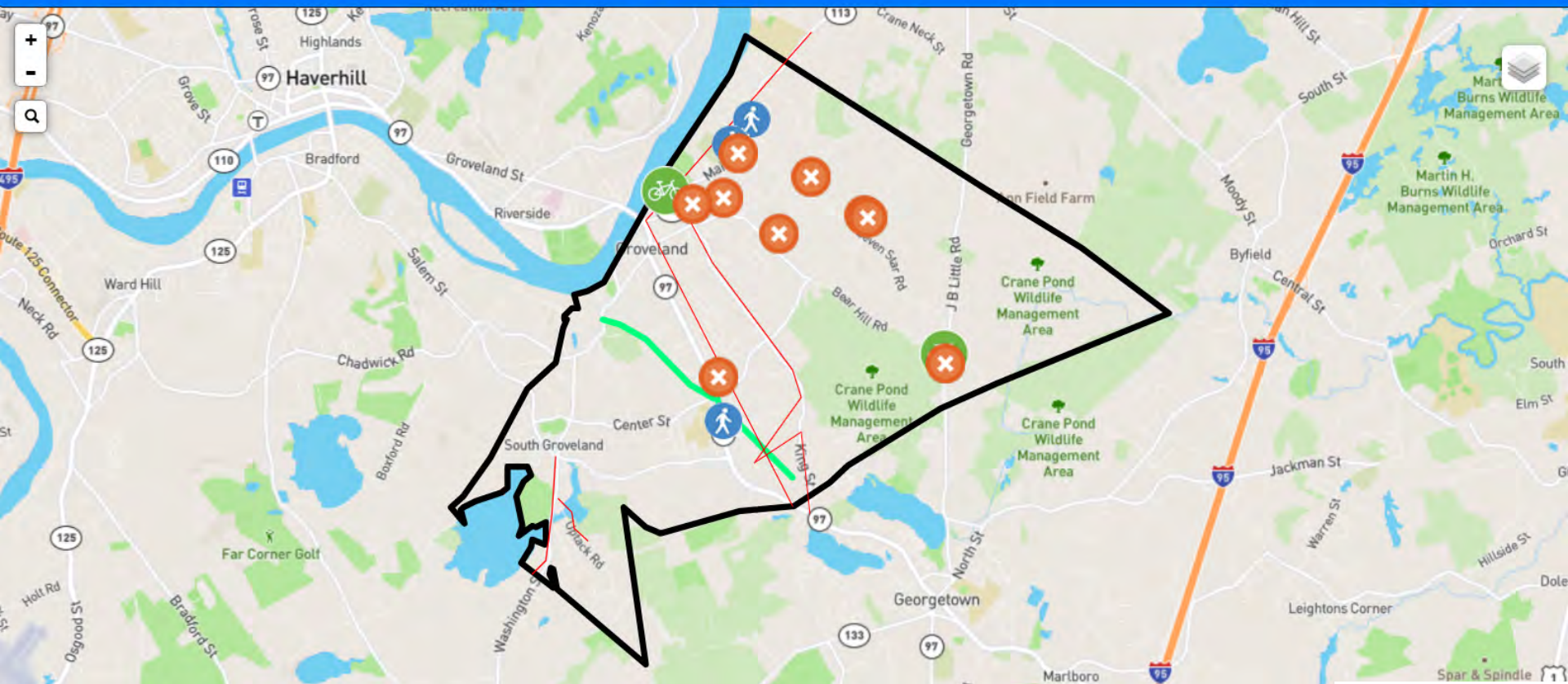
Groveland Complete Streets Prioritization Plan

About & Help ▾

Routes

Points

Share 0 Guest



Groveland Complete Street
Prioritization Plan



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Tentative Groveland Complete Streets High Priority Projects



Field Inventory

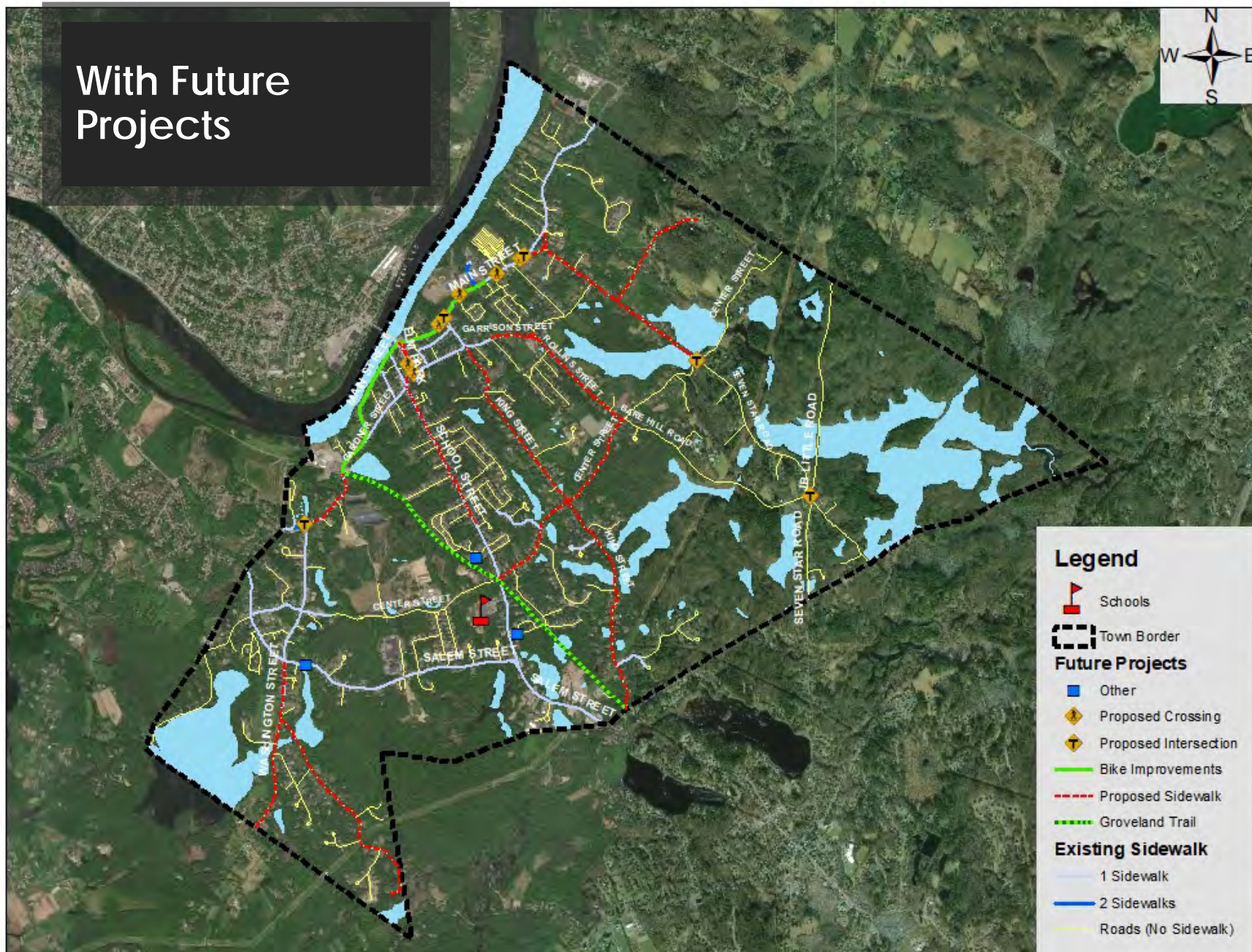
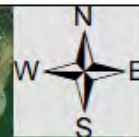


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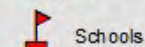
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-  Groveland Roads (No Sidewalk)

0 0.5 1 2 3 Miles

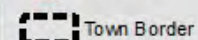
With Future Projects



Legend

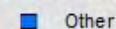


Schools



Town Border

Future Projects



Other



Proposed Crossing



Proposed Intersection



Bike Improvements



Proposed Sidewalk



Groveland Trail

Existing Sidewalk



1 Sidewalk



2 Sidewalks

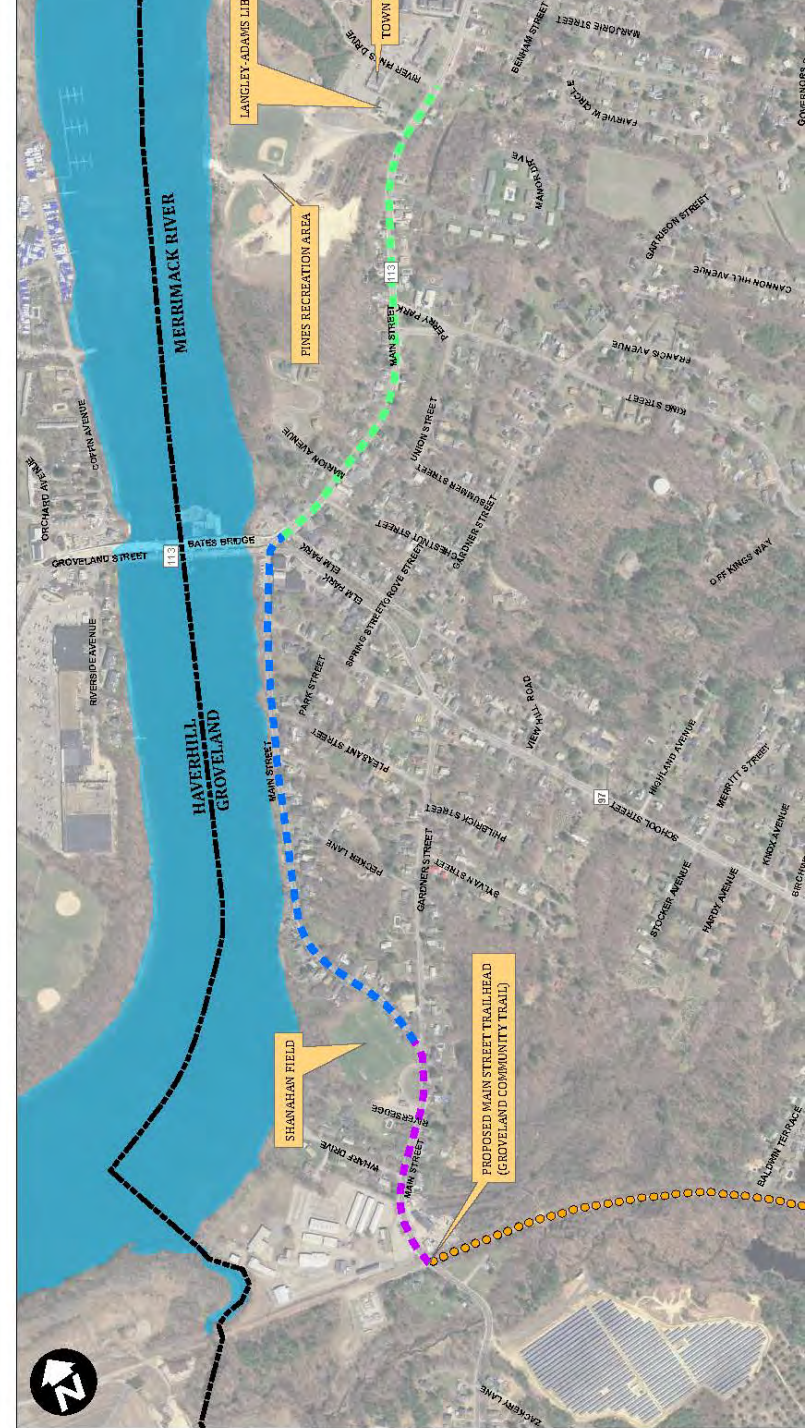


Roads (No Sidewalk)

0 0.5 1 2 3 Miles

Project 1 – Main Street Bicycle Accommodation

- Connection Between Groveland Trail, Town Center, Recreation and Town Hall



Project 2 – Main Street Pedestrian crossing / ADA Improvements

- Provide consistent crossing approaches and signs
- Rectangular Rapid Flashing Beacon (RRFB's) at King Street and Broad Street
- **RRFBs:**
 - Motorist yielding rates of 87.8% for 4 beacons (TRB)
 - Pedestrian activated (pushbutton or passive)
 - Warning device
 - Can be solar powered or hard wired
 - Nearest in Salem at extension of Groveland Rail Trail Crossing



Project 3 – Downtown Sidewalks – King Street

- Construct Sidewalk on one side of roadway
- Gardner Street to Center Street



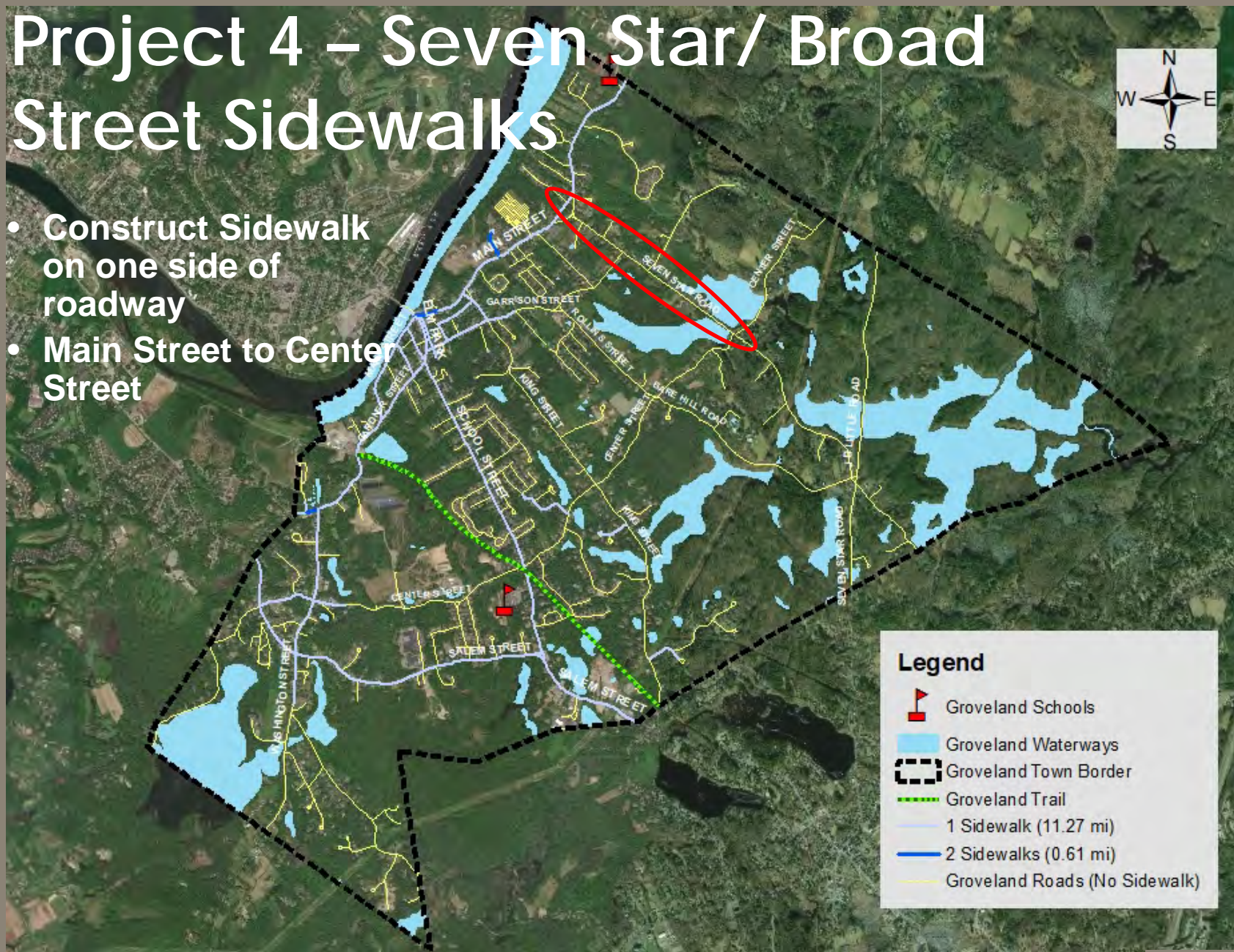
Project 3 – Downtown Sidewalks – King Street

- Construct Sidewalk on one side of roadway
- Gardner Street to Center Street



Project 4 – Seven Star/ Broad Street Sidewalks

- Construct Sidewalk on one side of roadway
- Main Street to Center Street



Project 5 – Garrison Street Sidewalks

- Construct Sidewalk on one side of roadway
- King Street to Rollins Street



Legend

- Groveland Schools
- Groveland Waterways
- Groveland Town Border
- Groveland Trail
- 1 Sidewalk (11.27 mi)
- 2 Sidewalks (0.61 mi)
- Groveland Roads (No Sidewalk)










Project 6 – Main Street Sidewalk – King Street

- Reconstruct Sidewalk
- Gardner Street to Washington Street



Legend

-  Groveland Schools
-  Groveland Waterways
-  Groveland Town Border
-  Groveland Trail
-  1 Sidewalk (11.27 mi)
-  2 Sidewalks (0.61 mi)
-  Groveland Roads (No Sidewalk)



Project 7 – Main Street / Washington Street

- Reconstruct Intersection



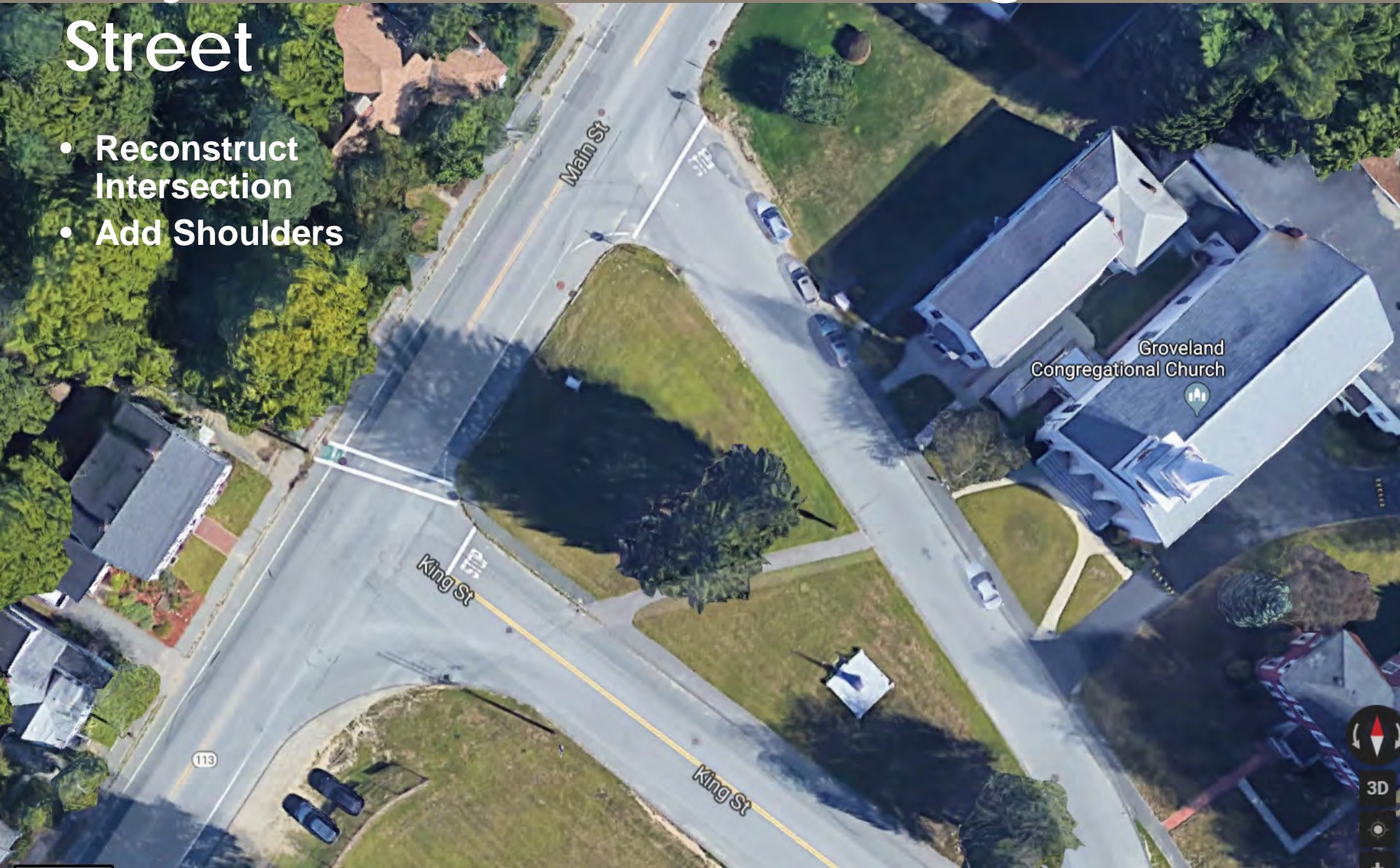
Project 7 – Main Street / Washington Street

- Reconstruct Intersection



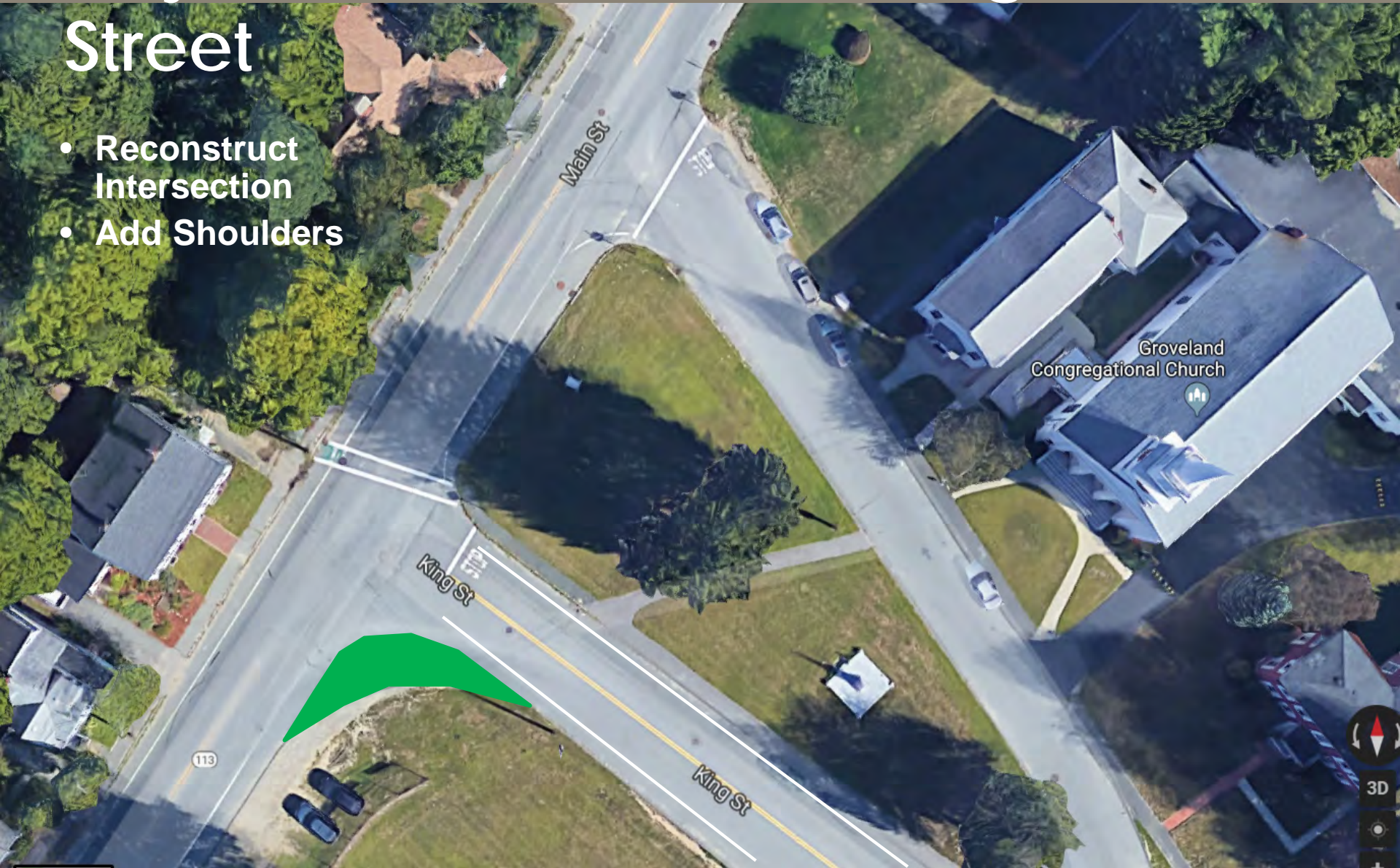
Project 8 – Main Street / King Street

- Reconstruct Intersection
- Add Shoulders



Project 8 – Main Street / King Street

- Reconstruct Intersection
- Add Shoulders



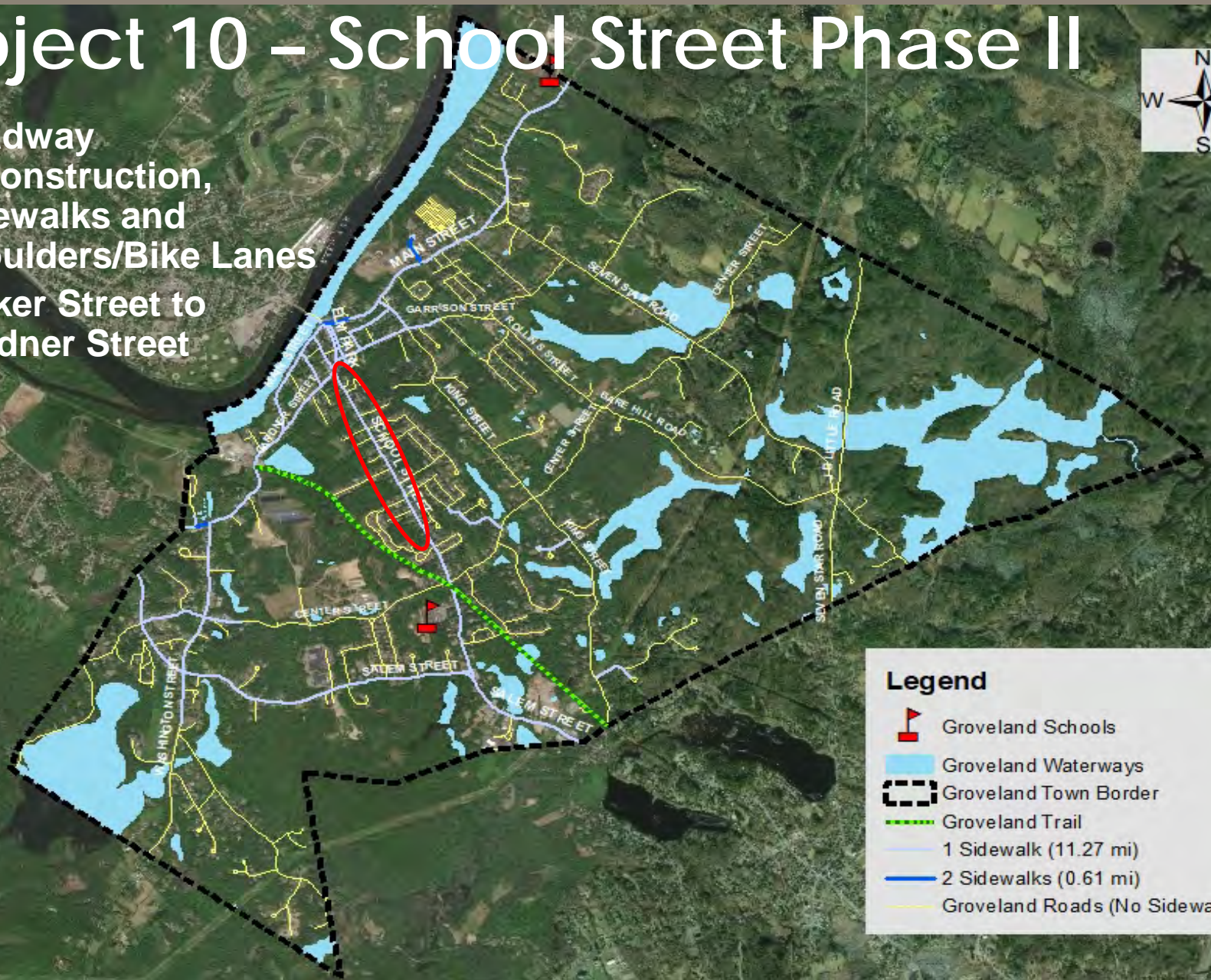
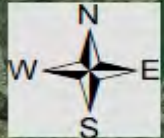
Project 9 – Main Street / Broad Street

- Curb Extension



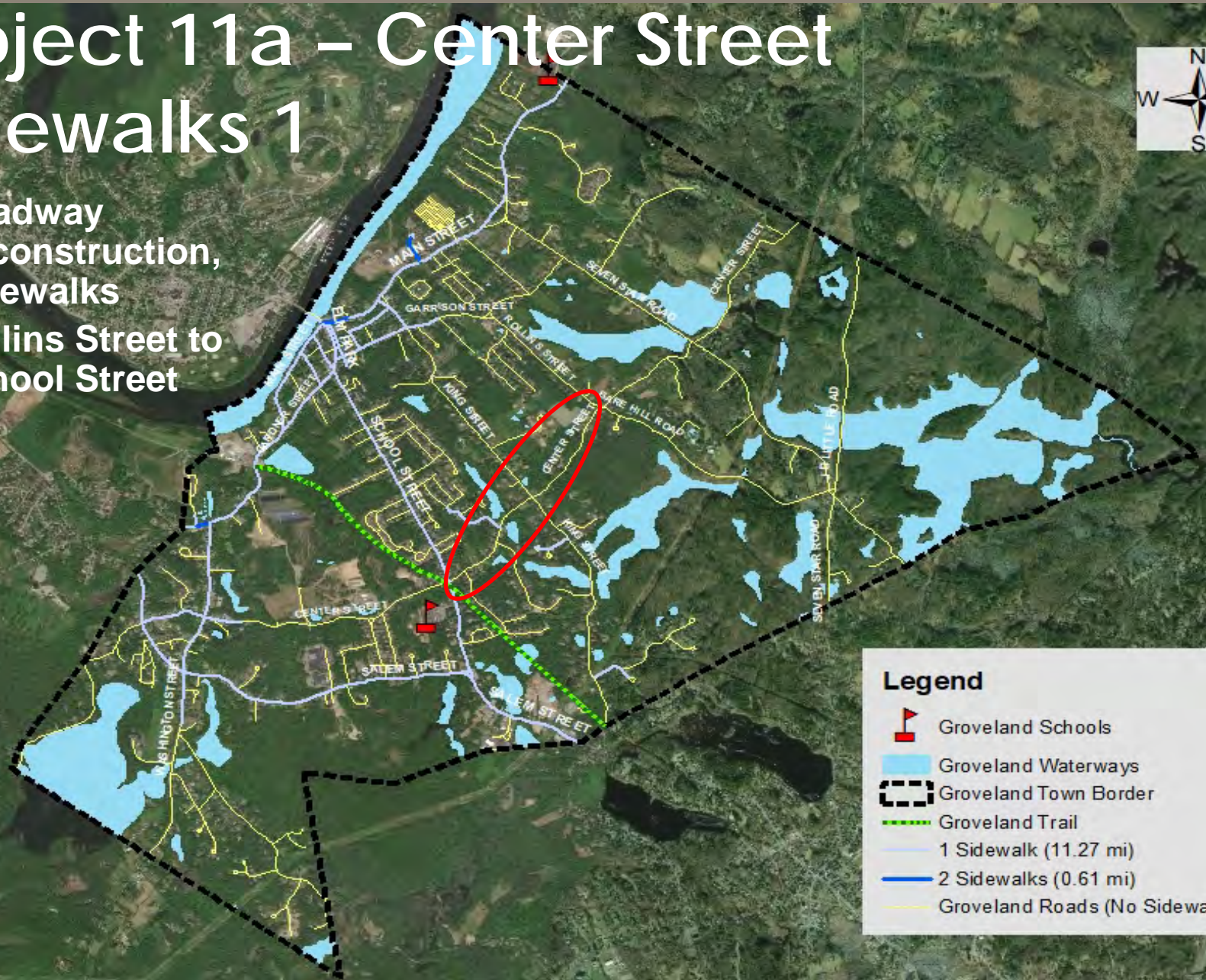
Project 10 – School Street Phase II

- Roadway Reconstruction, Sidewalks and Shoulders/Bike Lanes
- Parker Street to Gardner Street



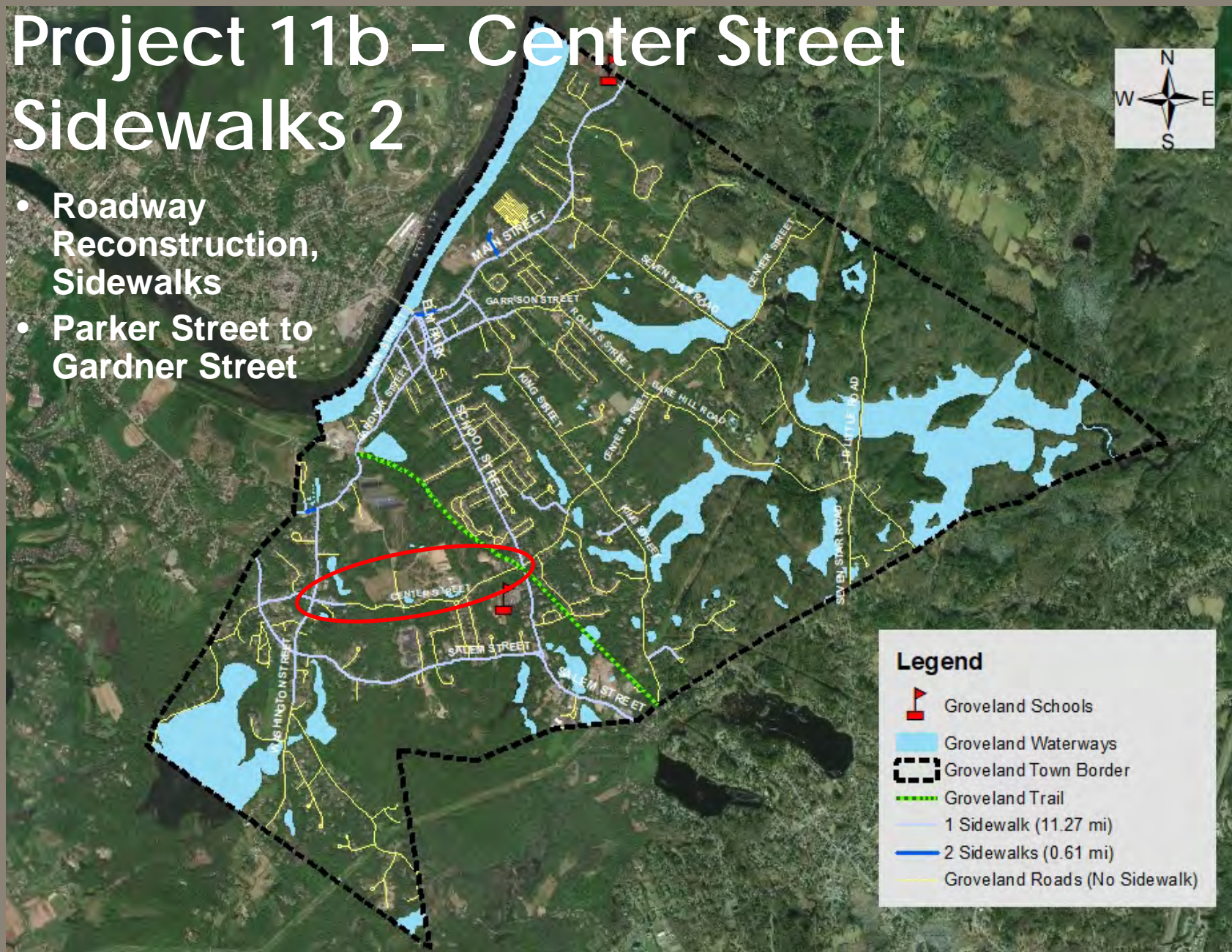
Project 11a – Center Street Sidewalks 1

- Roadway Reconstruction, Sidewalks
- Rollins Street to School Street



Project 11b – Center Street Sidewalks 2

- Roadway Reconstruction, Sidewalks
- Parker Street to Gardner Street



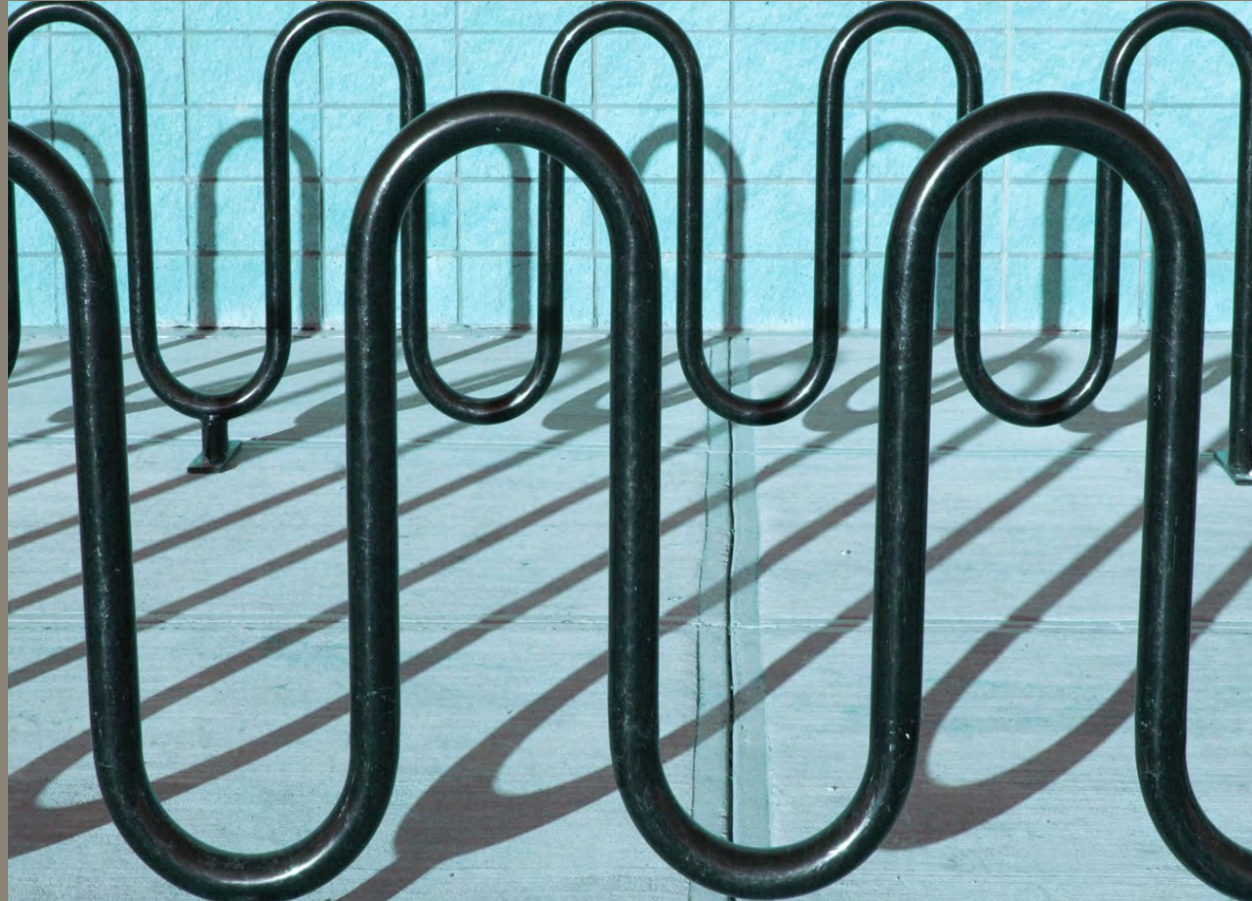
Project 12 – Radar Speed Feedback Signs – School Street (Rte. 97)

- Vicinity of Bagnall School



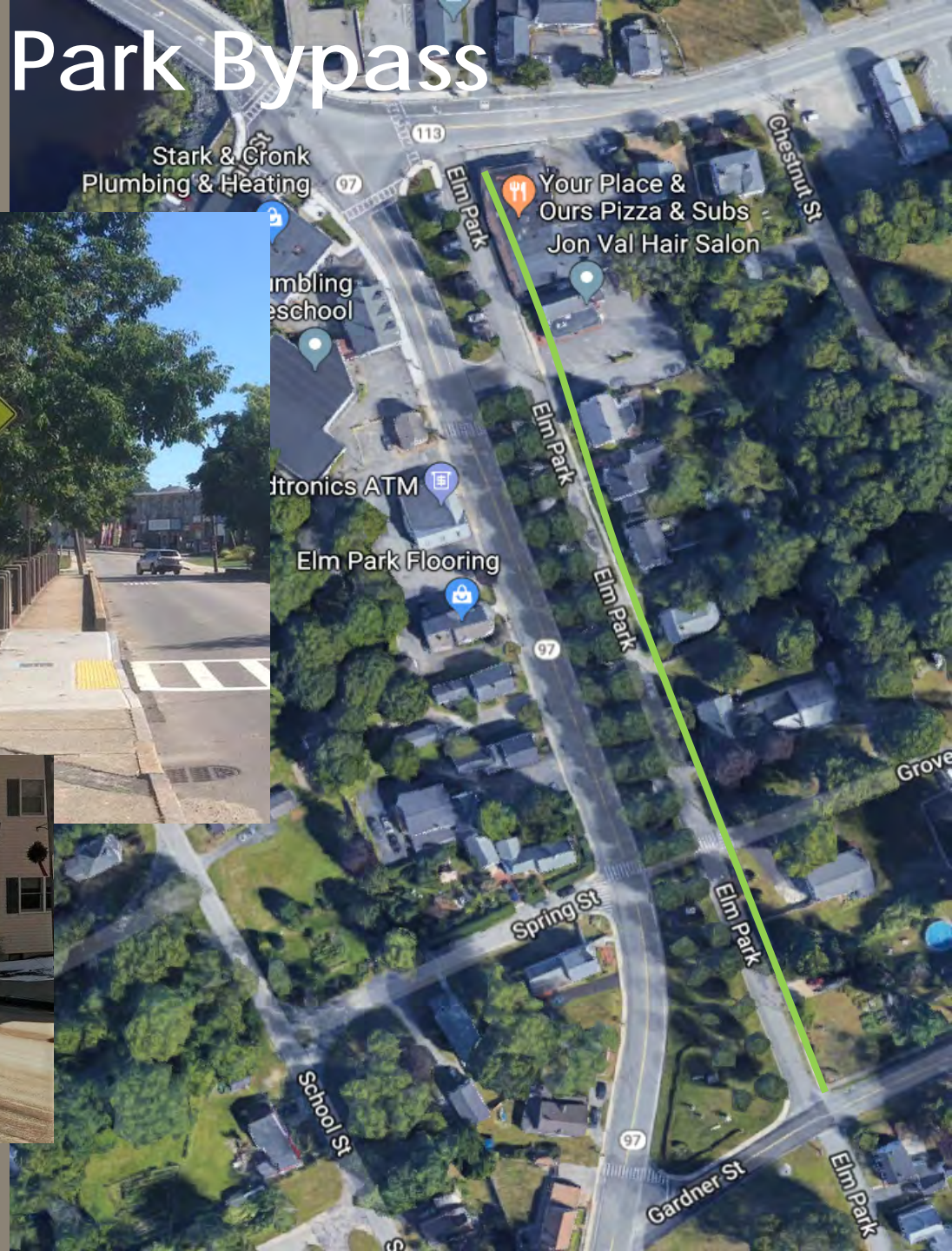
Project 13 – Bike Racks

- Elm Park
- Pines Recreation Area



Project 14 – Elm Park Bypass

- Bike Lane/Shoulder on Elm Park
- Improve Crossings across Main Street with RRFB










Project 15 – King Street Sidewalk

- Center Street to Town Line



Legend

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-  Groveland Waterways
-  Groveland Town Border
-  Groveland Trail
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-  2 Sidewalks (0.61 mi)
-  Groveland Roads (No Sidewalk)



Project 16 – Salem Street Culvert

- Culvert Replacement
- Includes Roadway Reconstruction



Project 17 – Seven Star Road at JB Little

- Realign Intersection



Project 18 – Center Street at Seven Star Road

- Realign Intersection



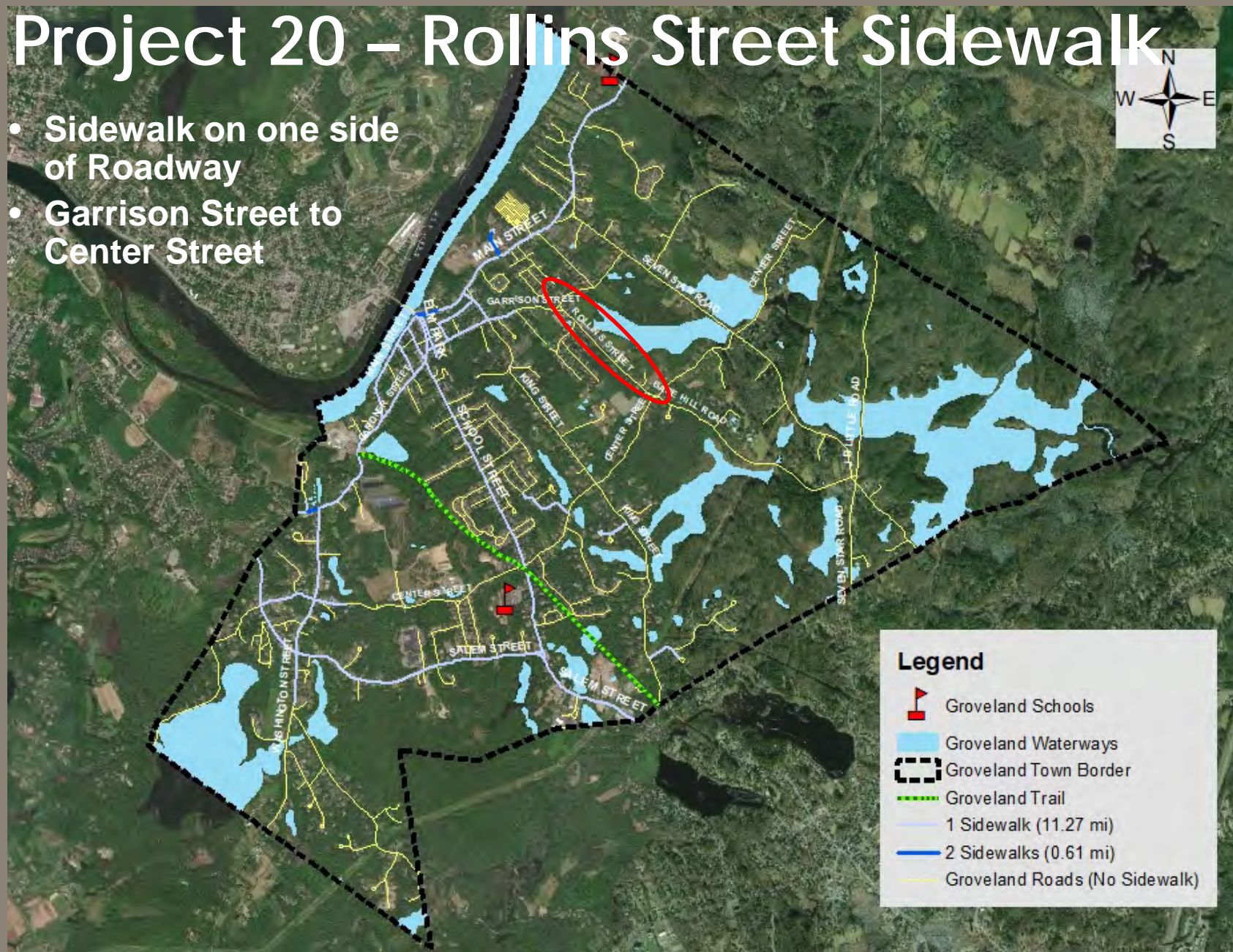
Project 19 – Pedestrian Wayfinding Signage

- Various Locations in Town Center



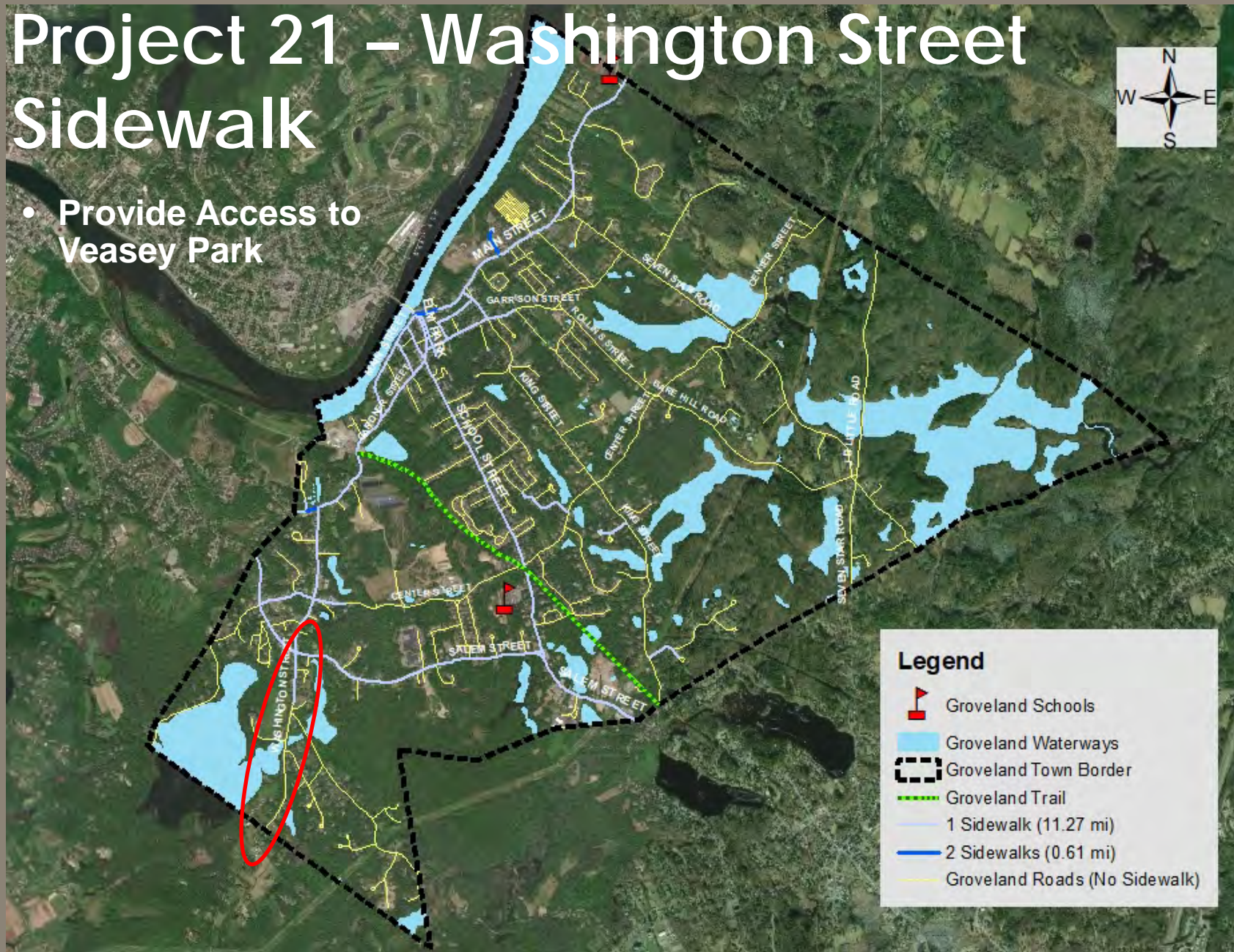
Project 20 – Rollins Street Sidewalk

- Sidewalk on one side of Roadway
- Garrison Street to Center Street



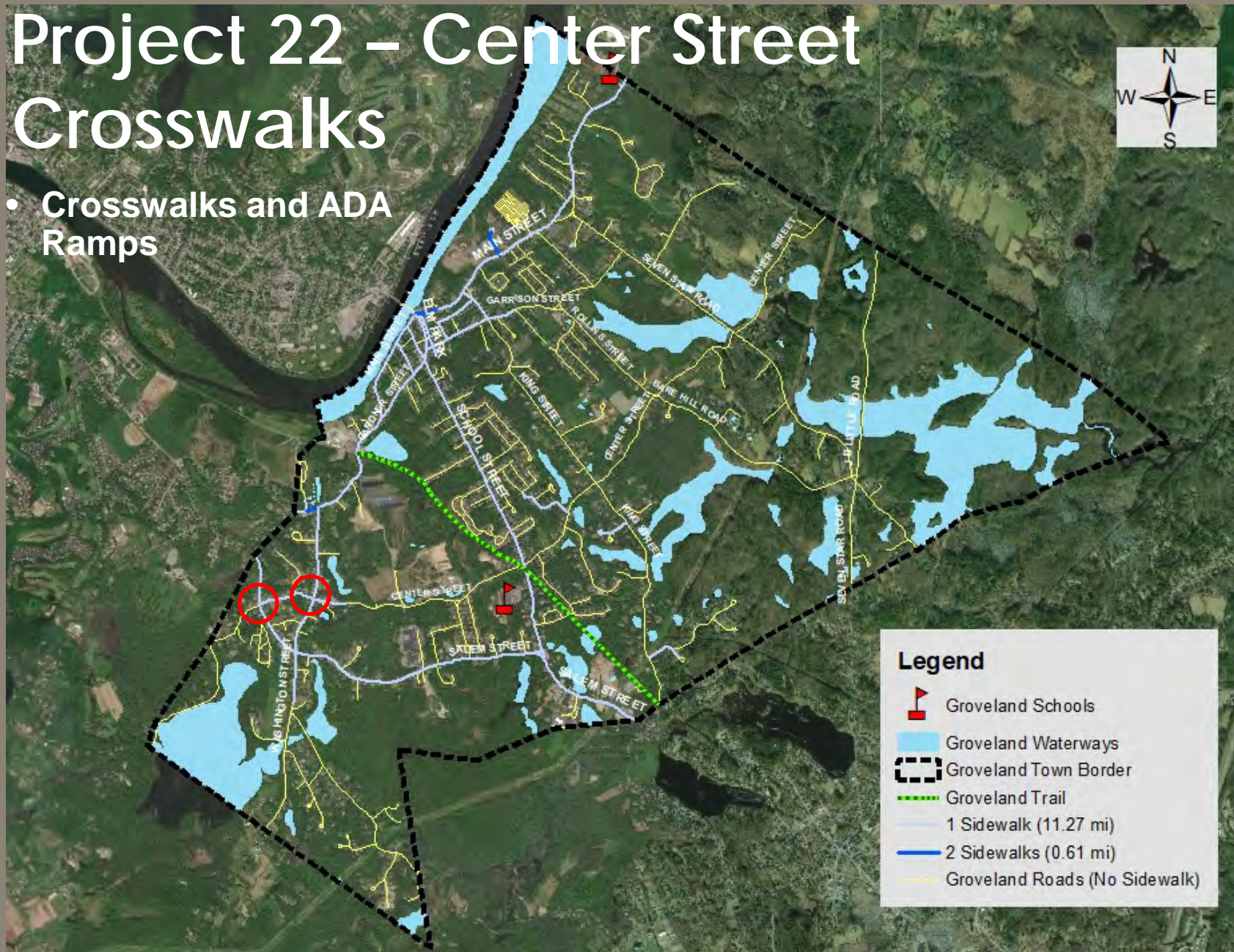
Project 21 – Washington Street Sidewalk

- Provide Access to Veasey Park



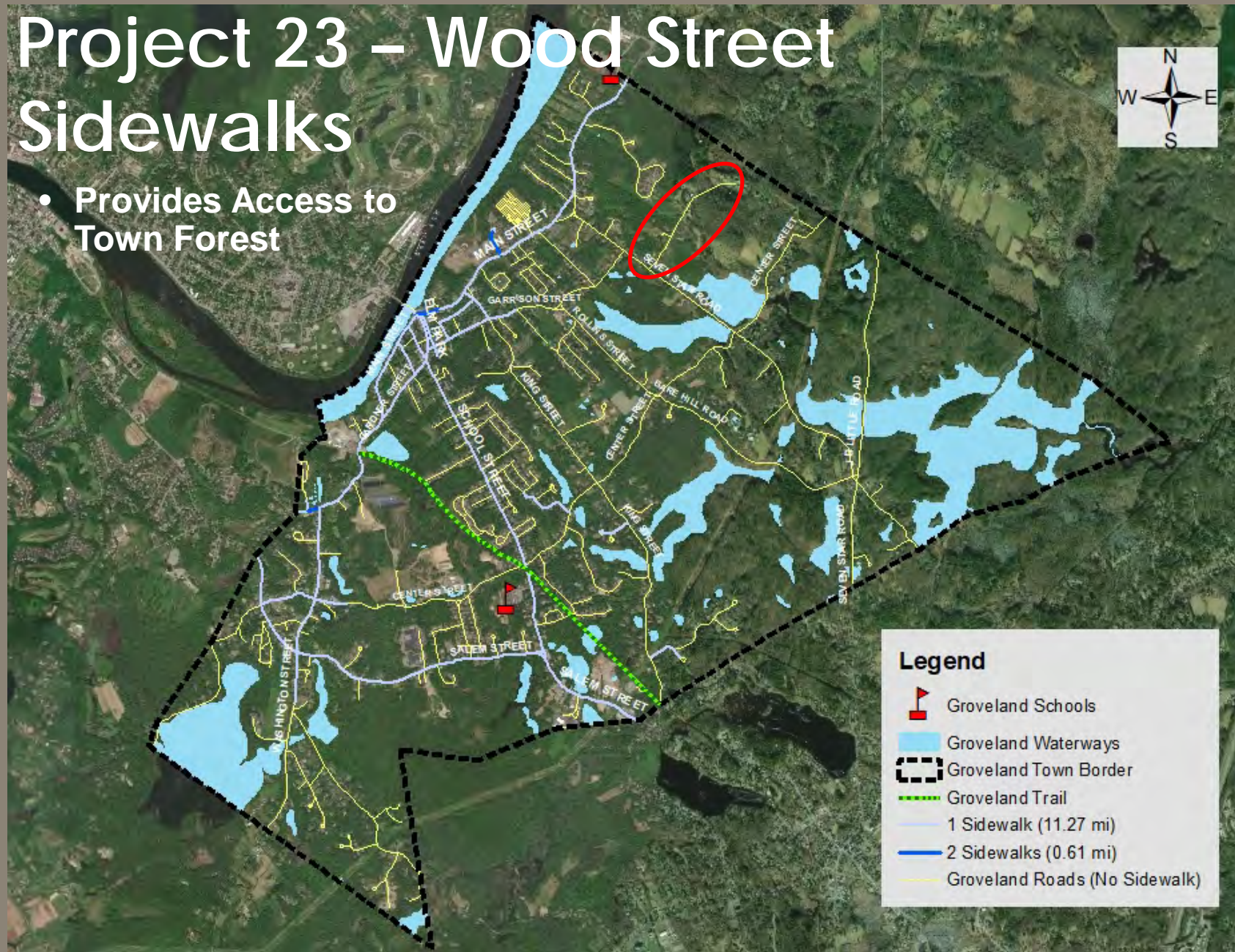
Project 22 – Center Street Crosswalks

- Crosswalks and ADA Ramps

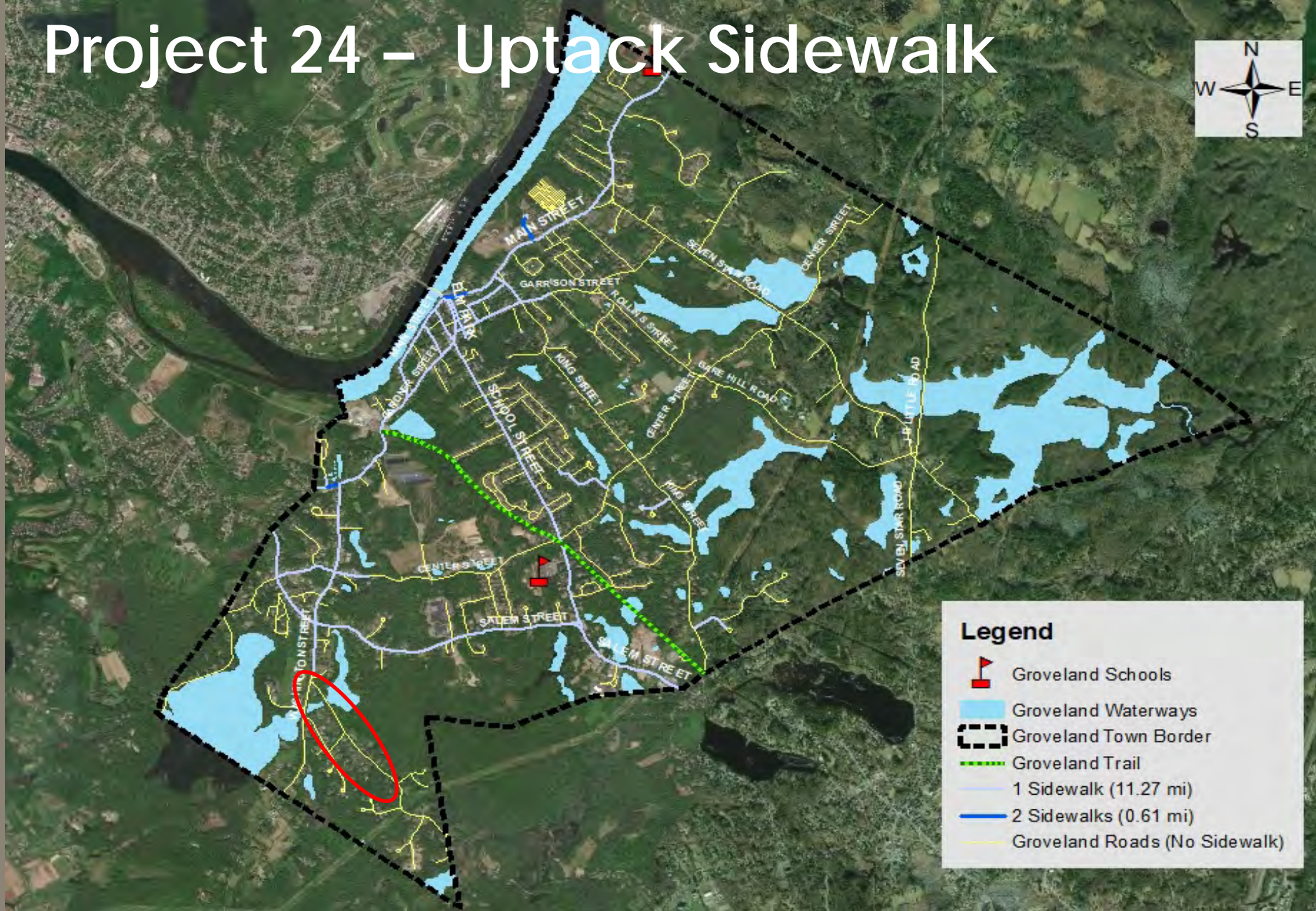
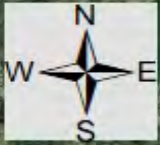


Project 23 – Wood Street Sidewalks

- Provides Access to Town Forest



Project 24 – Uptack Sidewalk



Next Steps

- **Add Additional Projects**
- **Prioritize Order**
- **Finalize Priority Listing/Develop Cost Estimates**
- **Submit Plan to MassDOT**
- **Request Construction Funding**



Questions/ Additions

