

Town of Concord

Complete Streets Prioritization Plan
Public Information Meeting



Wednesday, July 24, 2019

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Agenda

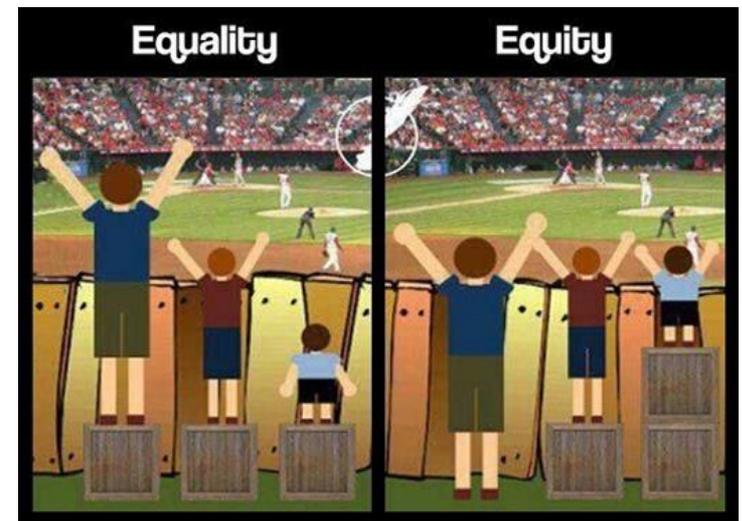
- Program History
- Program Funding
- Scope of Work
- Schedule
- Progress to date
- Wikimap
- Advocacy Involvement
- Next Steps
- Working Groups

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.”

Program History

- The MassDOT Complete Streets Funding Program was created as part of the 2014 Transportation Bond Bill.
- Program Officially opened in February of 2016
- \$50M Funded through its Capital Investment Plan for 5 years (2018-2022)
- Encourage municipalities to adopt a strategic and comprehensive approach to Complete Streets
- Facilitate better pedestrian, bicycle, and transit travel for users of all ages as well as improving safety for all modes
- Equity Rule (33%)



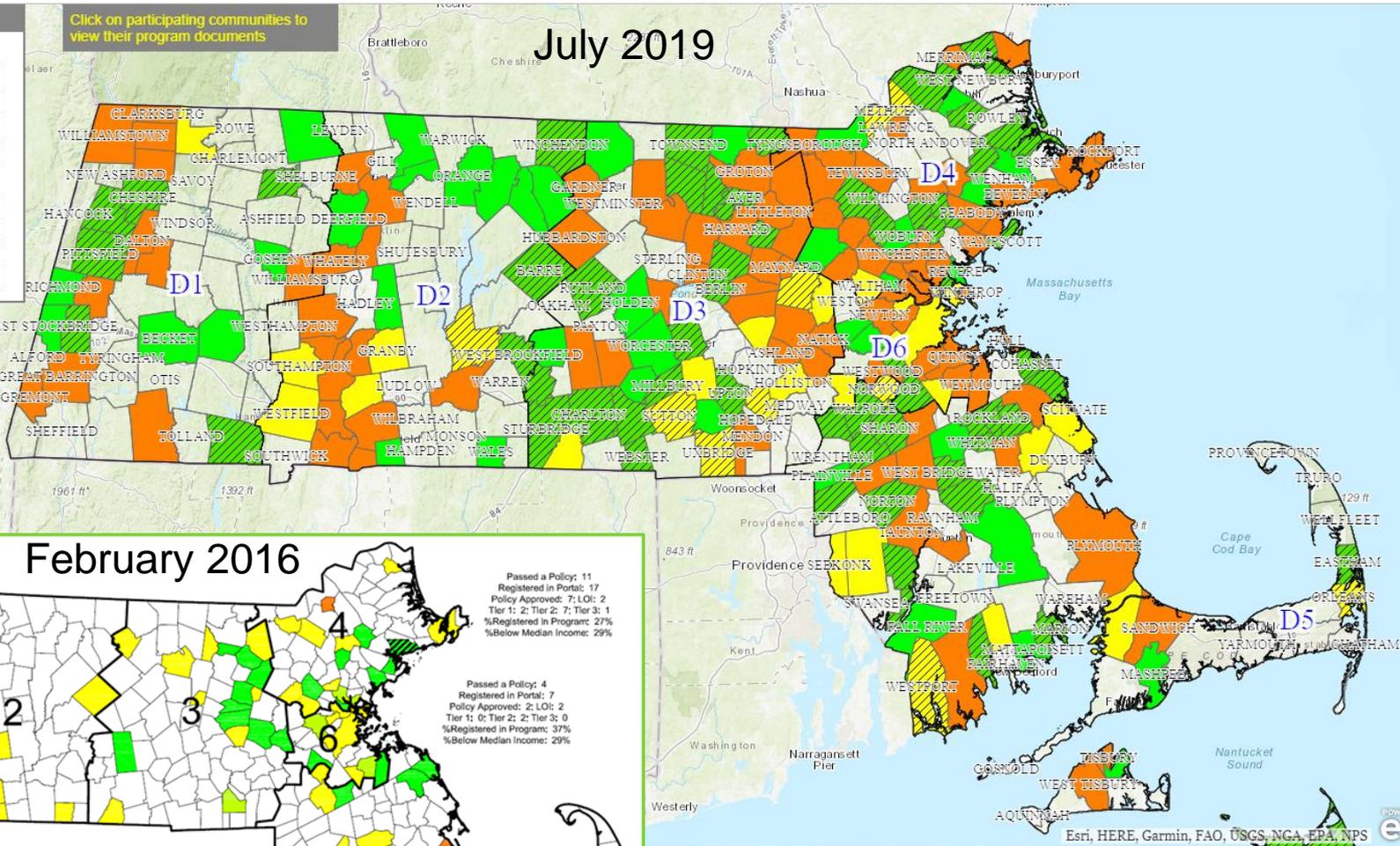
Program History

MAP LEGEND ▲

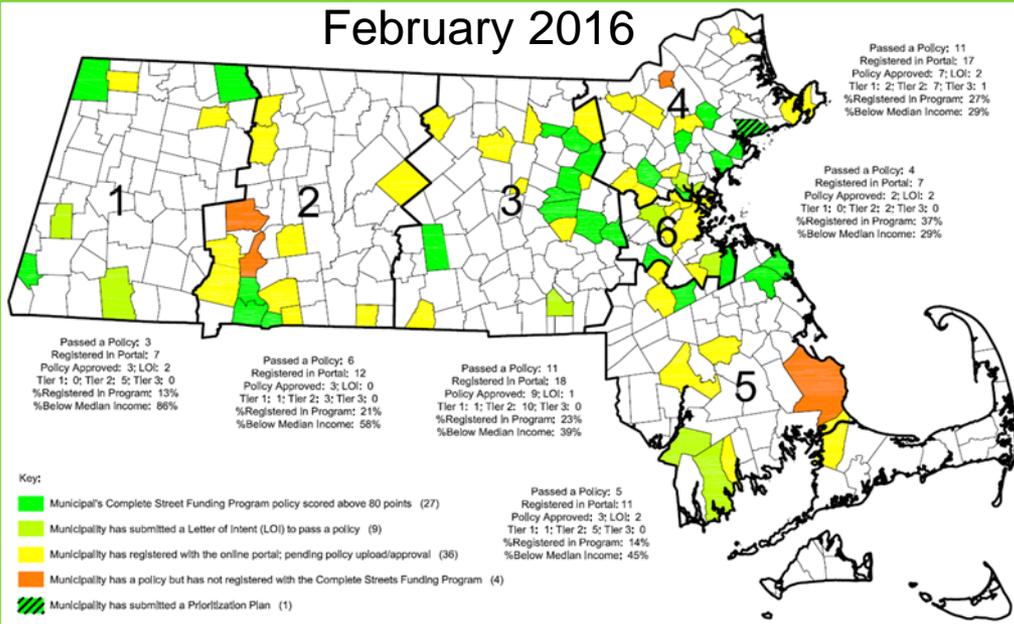
Municipal Status	Count
Registered	230
Letter of Intent (LOI)	9
Approved Policies	201
Approved Prioritization Plan	161
Approved Projects	
2020	0
2019	35
2018	45
2017	26

Click on participating communities to view their program documents

July 2019



February 2016



MassDOT Complete Streets Funding Program

Program Snapshot

- There are 3 steps or Tiers to take advantage of MassDOT CS funding opportunities:
 1. Develop and adopt a Complete Streets Policy (COMPLETE) – Tier 1
 2. Develop a Complete Streets Prioritization Plan (On-going) – Tier 2
 3. Obtain project construction funding (Pending Completion of Tier 2) – Tier 3

Funding

1. Planning Funding for development of Complete Streets Prioritization Plan.
2. Construction Funding up to \$400K for projects selected from Prioritization Plan.
3. To date, MassDOT has provided over **\$30M** to municipalities under this program.

Goal

- Incentivize the town to adopt and implement a Complete Streets approach.
- Identify and prioritize Complete Streets projects in Concord.

Eligible Complete Streets Improvements

ELIGIBLE COMPLETE STREETS INFRASTRUCTURE

[Back to Prioritization Plan sheet](#)

If a project or element does not appear in this list it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable

S - Traffic & Safety	B - Bicycle Facilities	P - Pedestrian Facilities	T - Transit Facilities
S1. Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes	B1. Improvement of shared use paths (non-safety related)	P1. Sidewalk repairs (tree roots, uplifted panels, etc.)	T1. Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
S2. Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)	B2. Designated bicycle lanes	P2. Providing ADA/AAB compliant curb ramps	T2. Improving transit connections for bicyclists, including: providing secure bicycle parking, signing
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 (i.e., lead pedestrian interval)	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 to lower vehicle speeds and/or decrease pedestrian crossing distances	B6. Bicycle boulevards	P6. Providing pedestrian buffer zones	T6. Railroad grade crossings improvements (signs, flange way fill, etc.)
S7. Additional regulatory signing (for existing regulations)	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	T0. Transit Facilities - Other
S11. Speed attenuation devices	B11. Designated Separated Bicycle Lane	P11. Accessible pedestrian signals	
S12. Roadway resurfacing or micro surfacing if restriping for new bicycle lanes	B12. Elimination of hazardous conditions on shared use paths	P12. New or improved crossing treatments at intersections, midblock, etc. including RRFB's and HAWK signals	
S13. Intersection reconstruction – reducing complexity and crossing distance	B13. Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)	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 (major updates/upgrades & new Installation)		P16. Providing medians with ADA/AAB-compliant design	
S17. Traffic calming measures		PO. Pedestrian Facilities - Other	
S18. Roundabouts			
SO. Traffic & Safety - Other			

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.

Potential Evaluation Criteria

Safety Benefits

Network Connectivity

Pedestrian Mobility

Improvements (related to Local Access Score)

Improvement to Crossing

Bicycle Mobility Improvements (related to Local Access Score)

Equity (e.g. low income, senior/disabled housing)

Transit Access Improvements

Degree of Public and Stakeholder Support

Project Readiness

Compatibility with Local and Regional Planning Efforts

Cost

Safety Benefits of Complete Streets

Interventions to reduce pedestrian crashes:

- Sidewalks - 88% (FHWA)
- Shoulders - 71% (FDOT)

Interventions to reduce crashes:

- Medians - 40% (NCHRP)
- Road diets - 8 – 49% (ITE)
- Countdown signals - 25% (FHWA)



Photo: UNC Highway Safety Research Center.

Scope of Work

- Task 1 – Evaluate Existing Data and Studies
- Task 2 – Meetings and Site Visits
- Task 3 – Data Collection
- Task 4 – Identification of Projects
- Task 5 – Prioritization Plan
- Task 6 – Conceptual Cost Estimating and Scheduling
- Task 7 – Final Report

Schedule (MassDOT deadline is September 1)

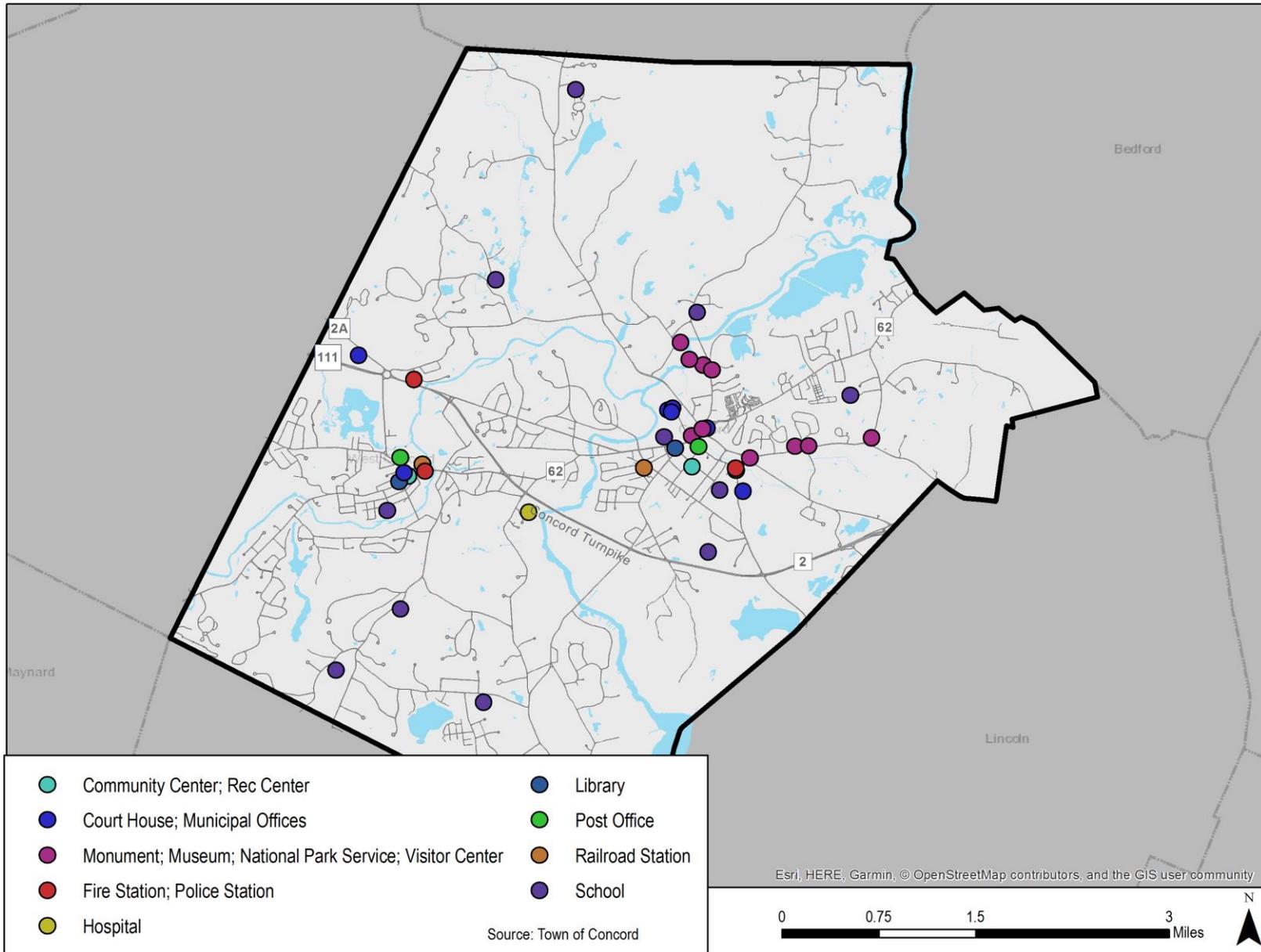
MassDOT Issues NTP to Town of Concord	1/22/2019
Town signs contract with Jacobs	2/22/2019
Task 1 – Compile Existing Data/Studies	In progress
Task 2 – Meetings and Site Visits	Ongoing
Task 3 – Data collection	In progress
Task 4 – Project Identification	6/20 – 7/31
Task 5 – Prioritization Plan	7/31 – 8/15
Task 6 – Conceptual Cost Estimating and Scheduling	7/31 – 8/15
Submit Prioritization Plan to MassDOT	9/1/2019
Task 7 – Submit Final Report	9/15/2019

Progress to Date

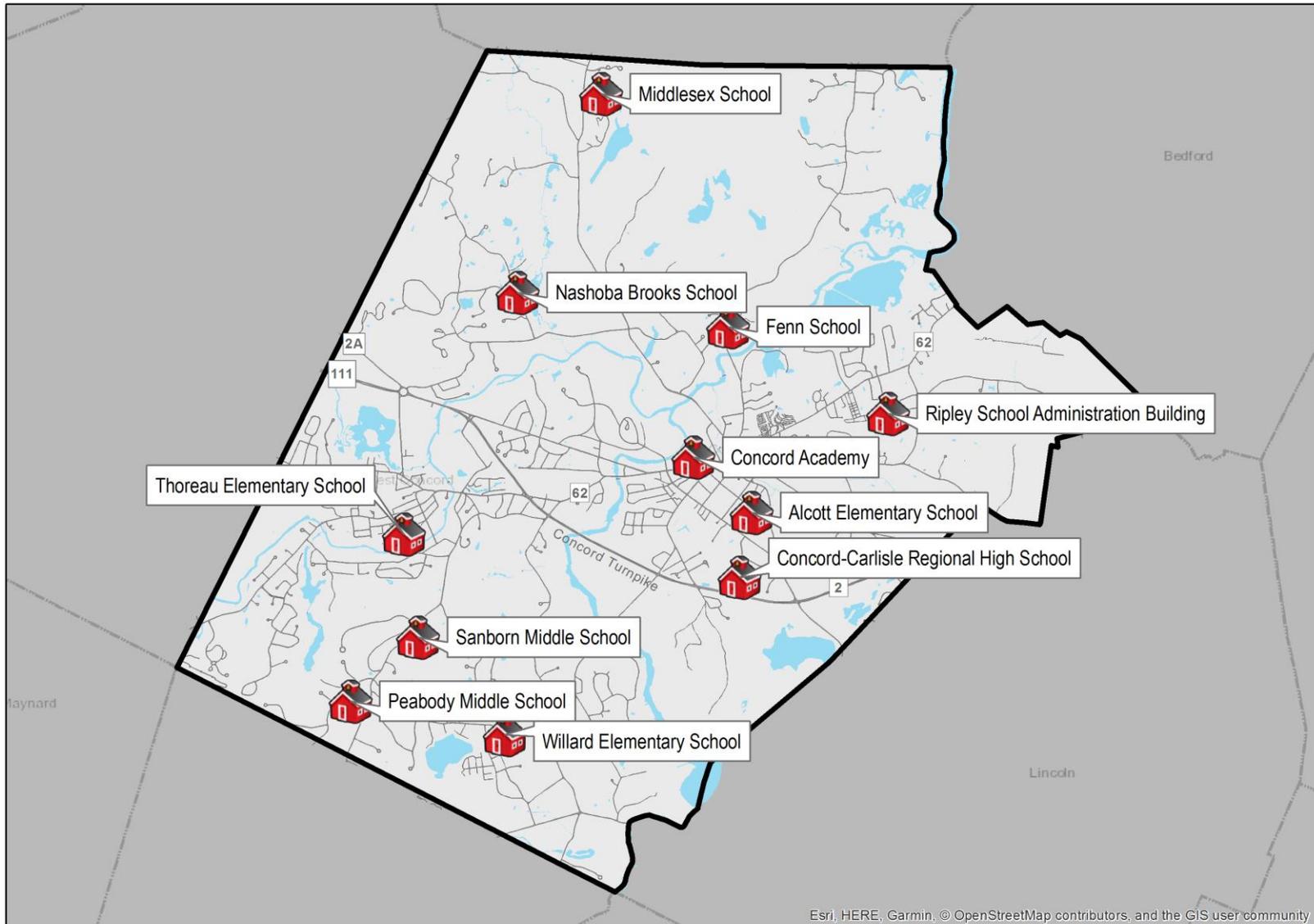
1. Assess Existing Conditions (Tasks 1 & 3)

1. Land Use
2. Transportation Safety
3. Equity
4. Roadway Network
5. Transit
6. Bicycling
7. Walking

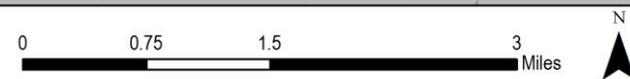
Land Use



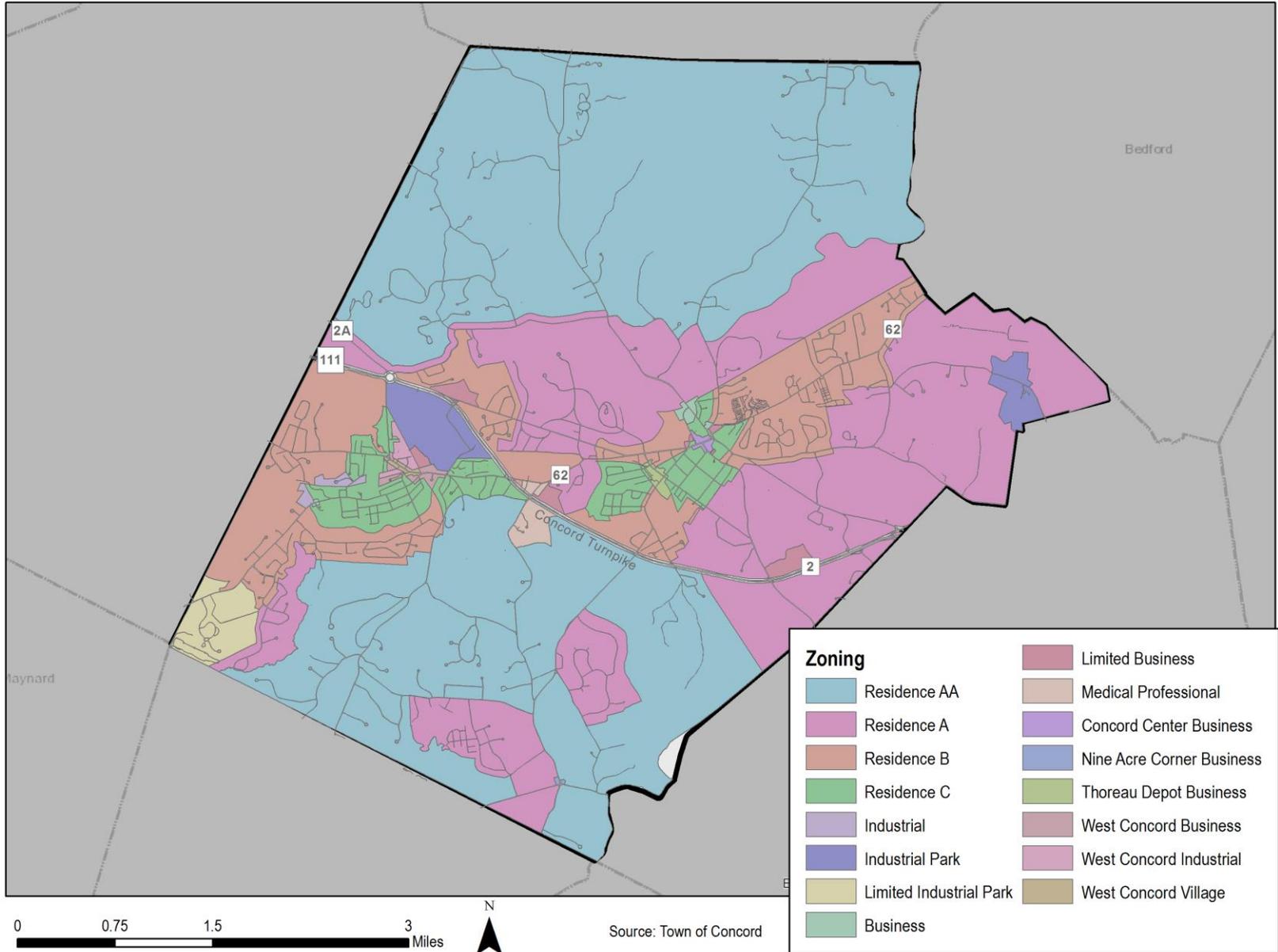
Schools



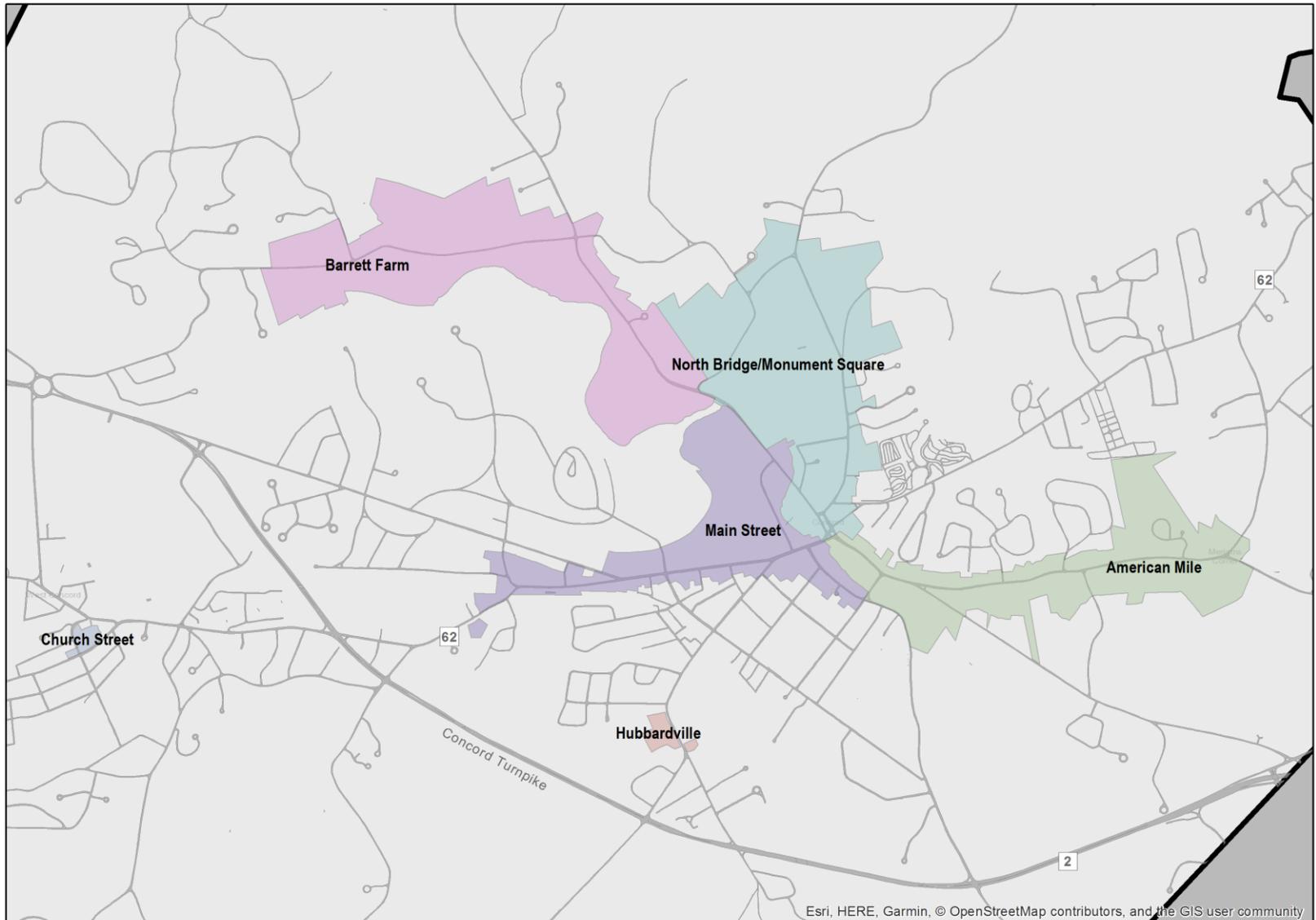
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Zoning



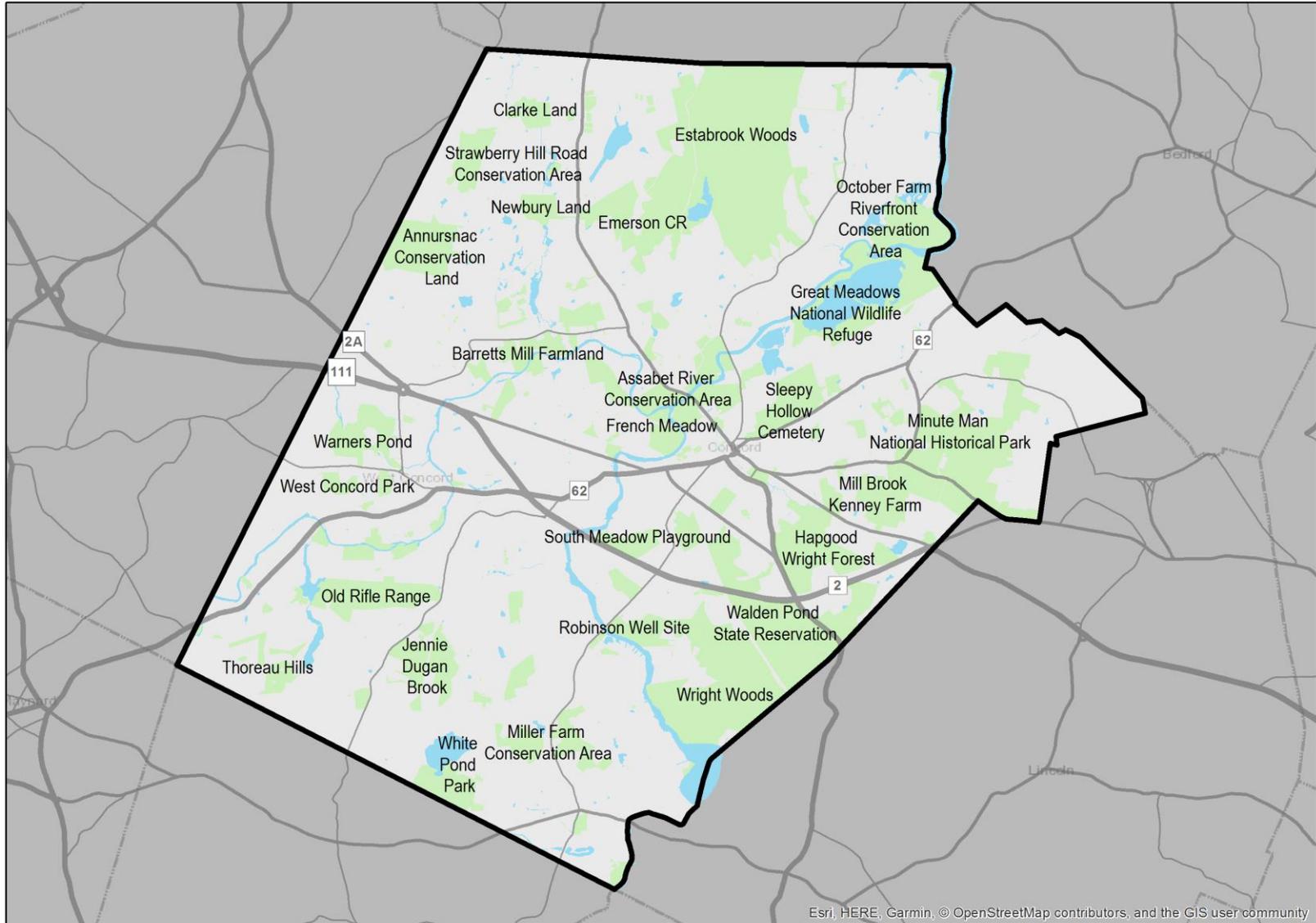
Historic Districts



Source: Town of Concord

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Open Space and Recreation



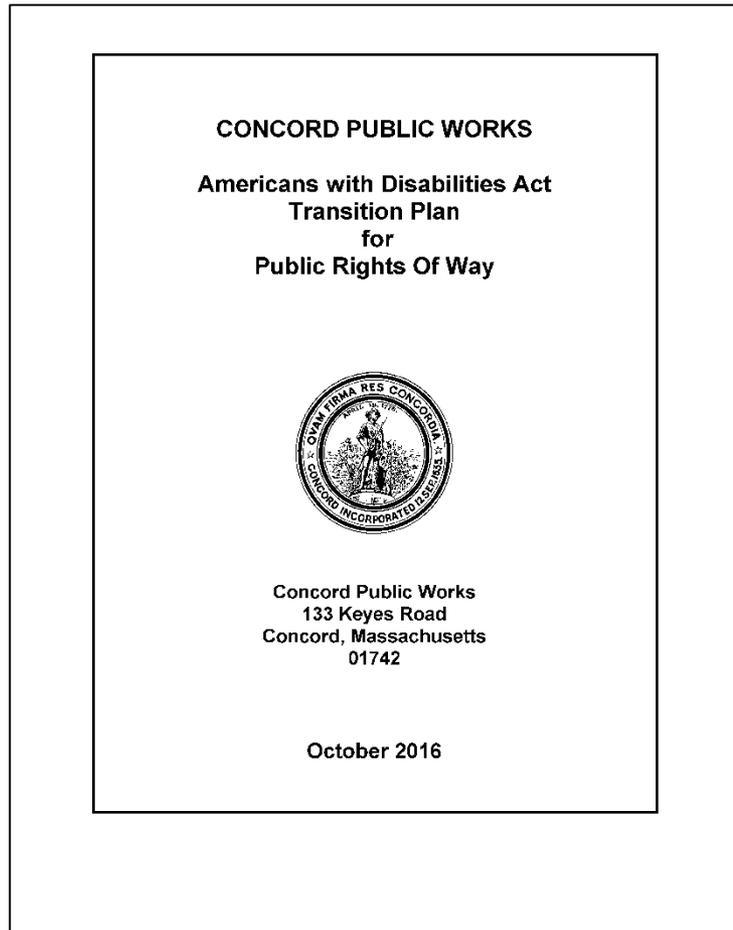
Source: Town of Concord, MassGIS

 Open Space and Recreation Areas

0 0.75 1.5 3 Miles

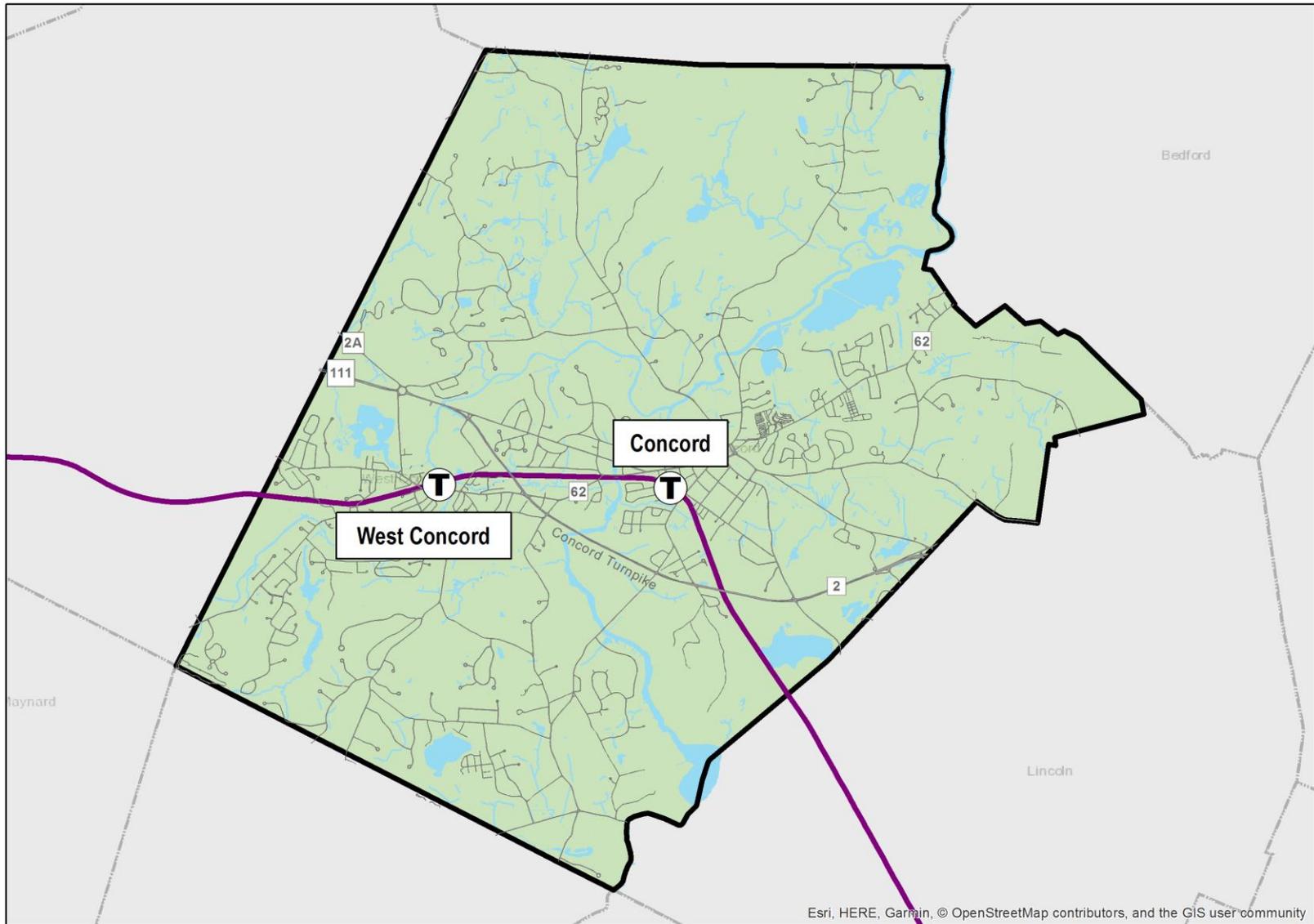


Equity



- There are no Minority, Income, or English Isolation populations in Concord (2010 Census).
- Concord Housing Authority notes that more than 1 in 5 households qualify as low income.
- Public Works Department maintains the ADA Transition Plan.

Commuter Rail

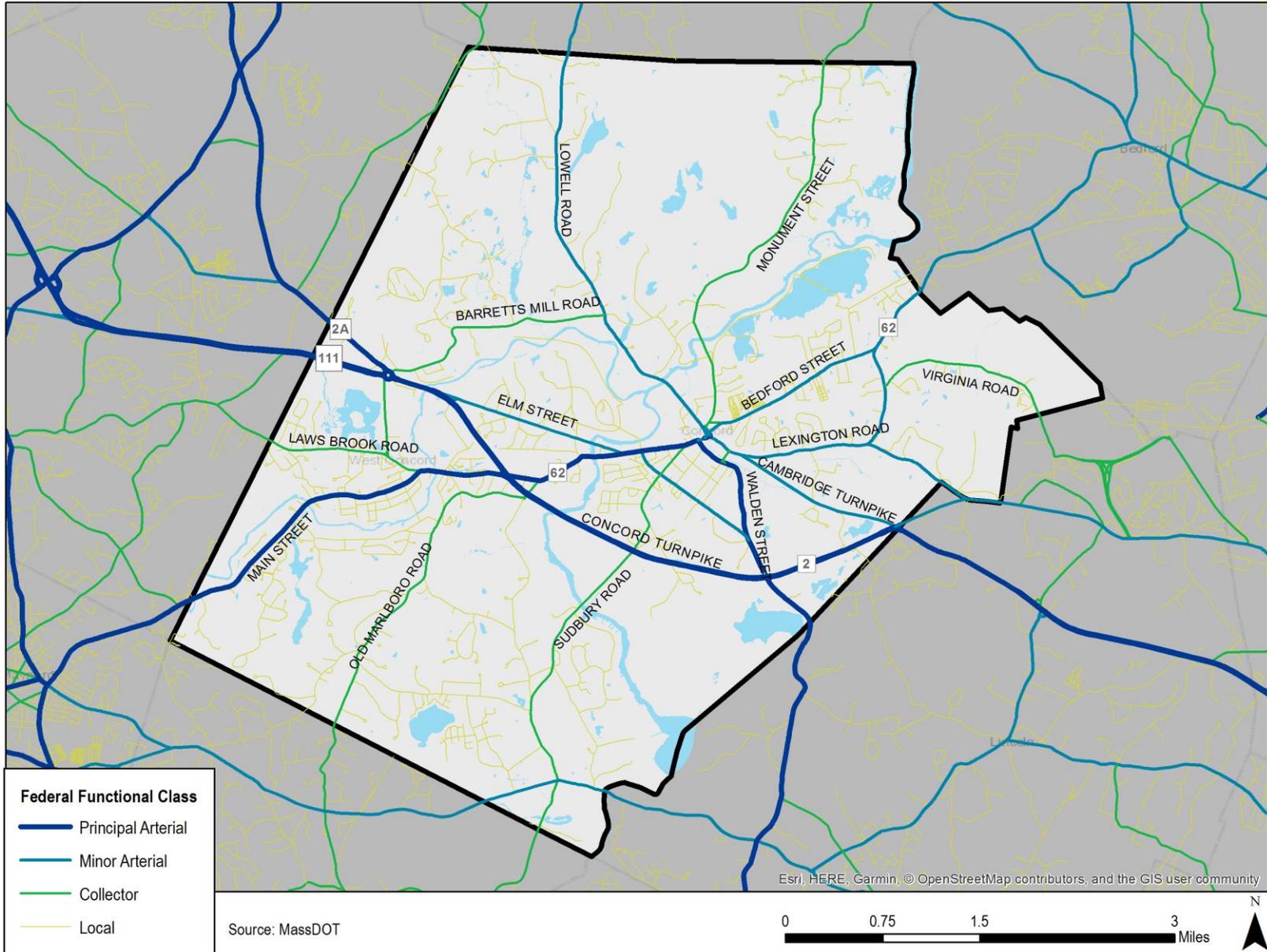


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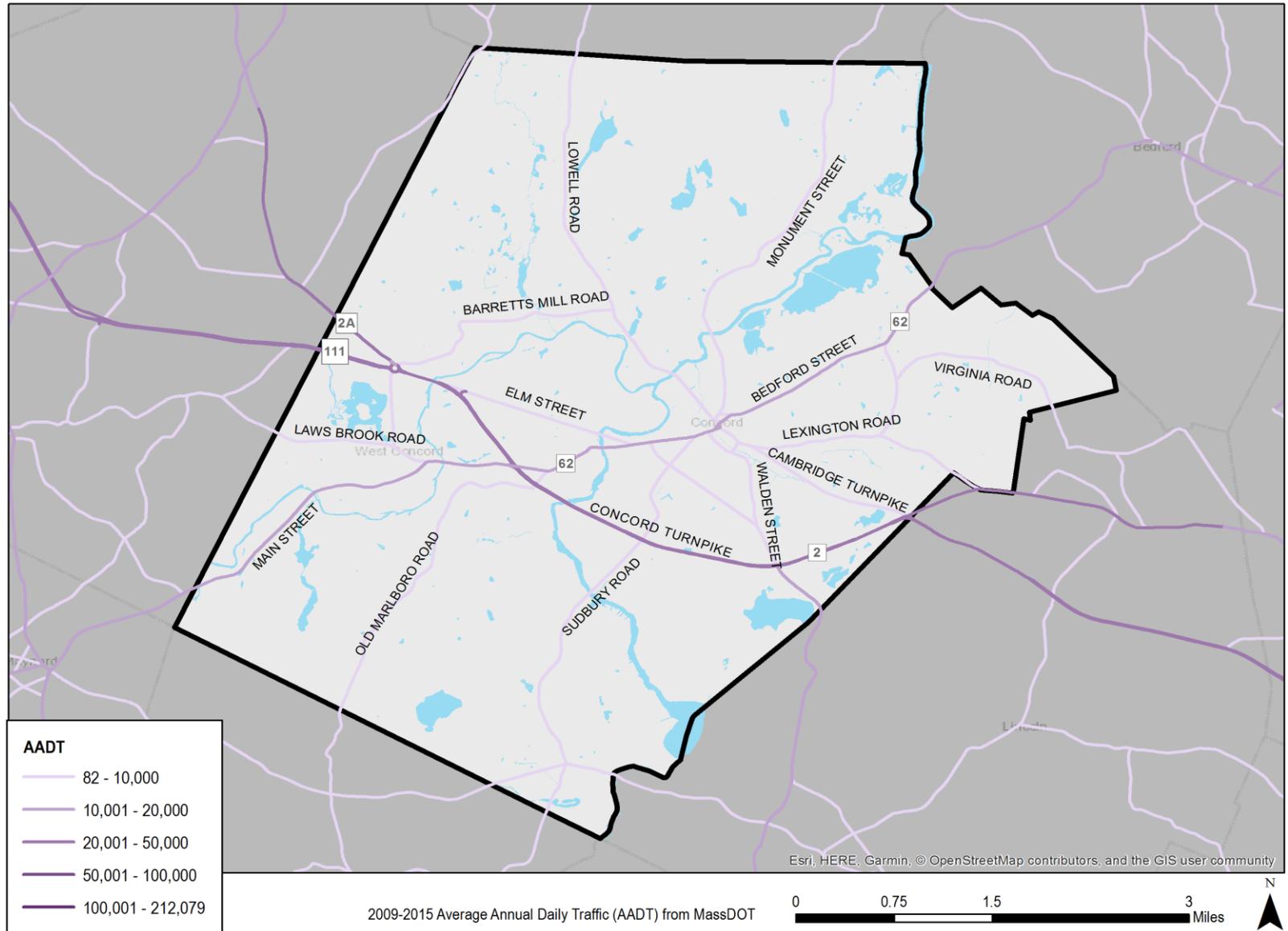
 Railroad Station  Commuter Rail



Functional Class

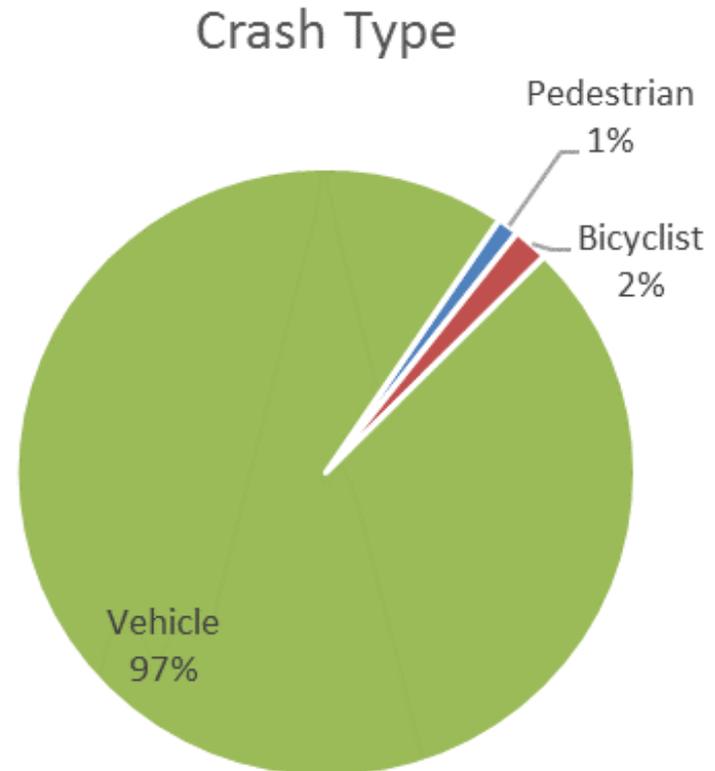
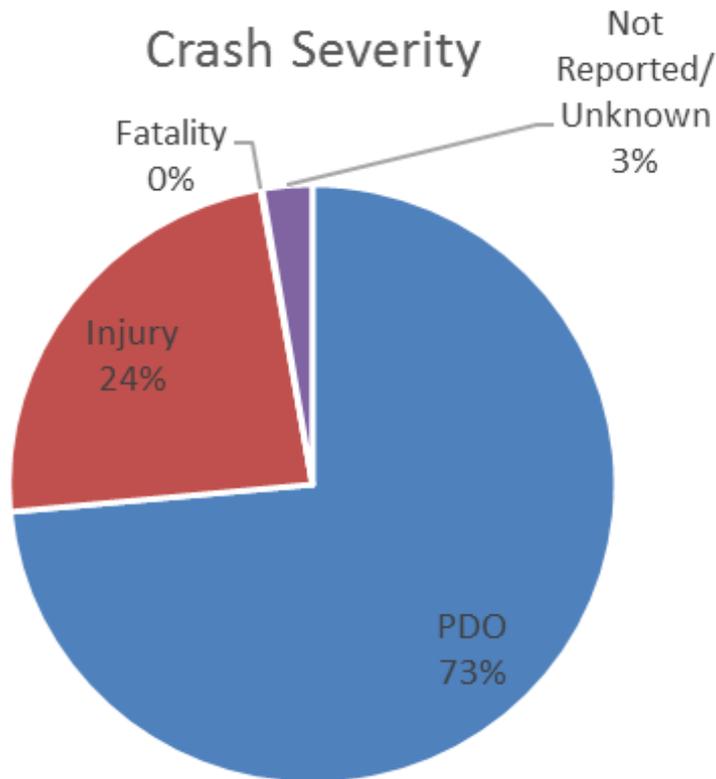


Average Annual Daily Traffic



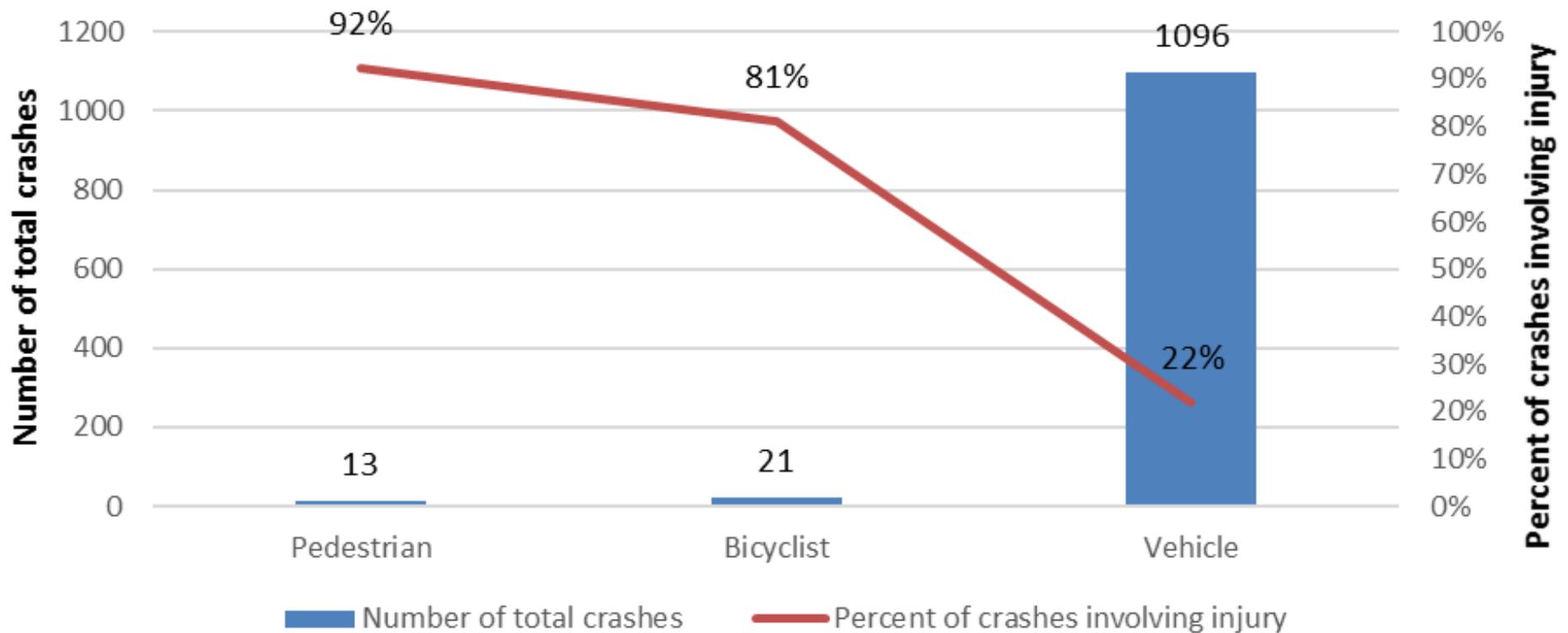
Crashes in Concord 2014-2016

Total Crashes	1130
Property Damage Only (PDO)	831
Injury	268
Fatality	1
Not Reported/ Unknown	30

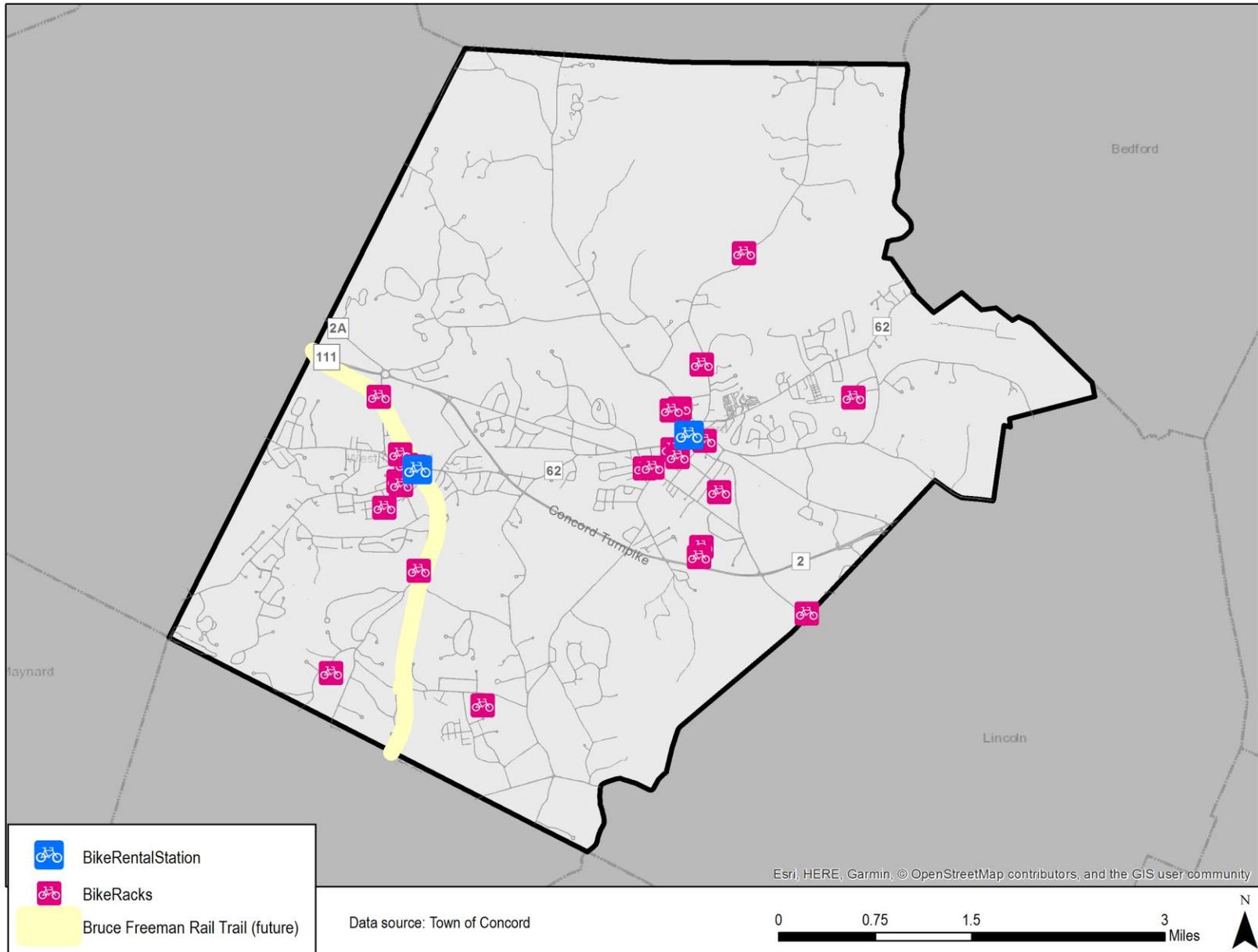


Vulnerability of People Walking & Biking

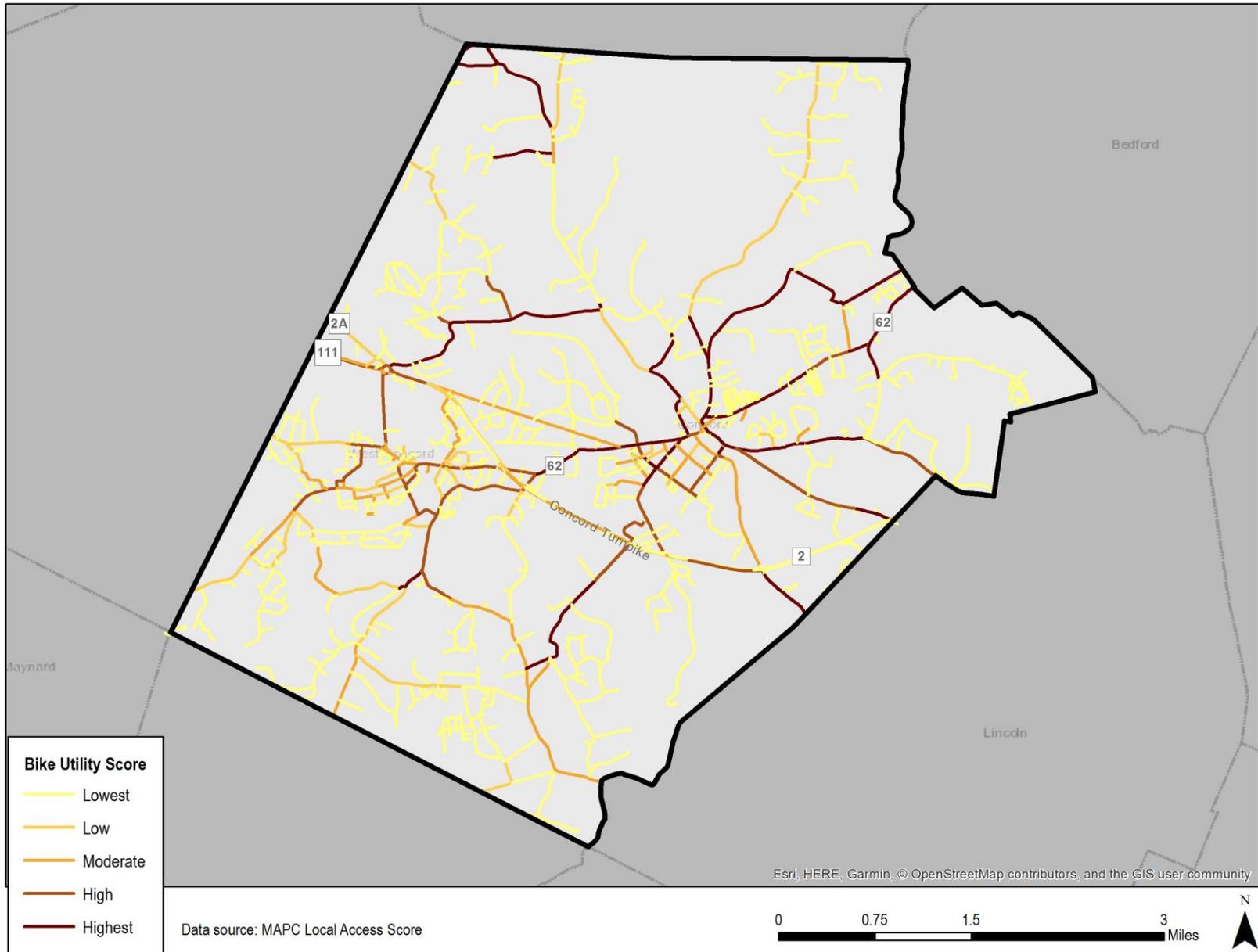
Type of Crash vs. Percent Involving Injury



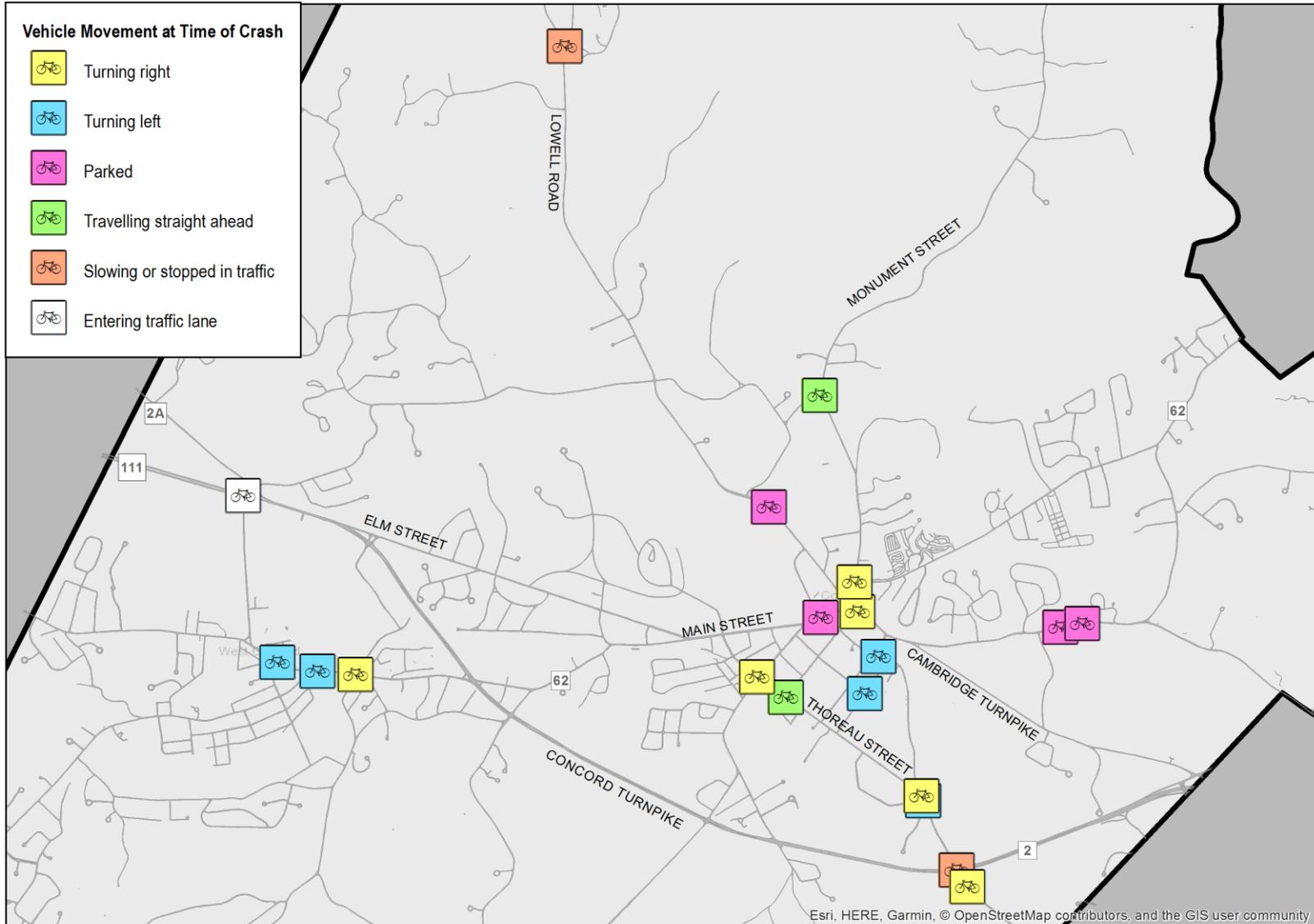
Bicycling



Bike Utility Scores



Bicycle Crashes

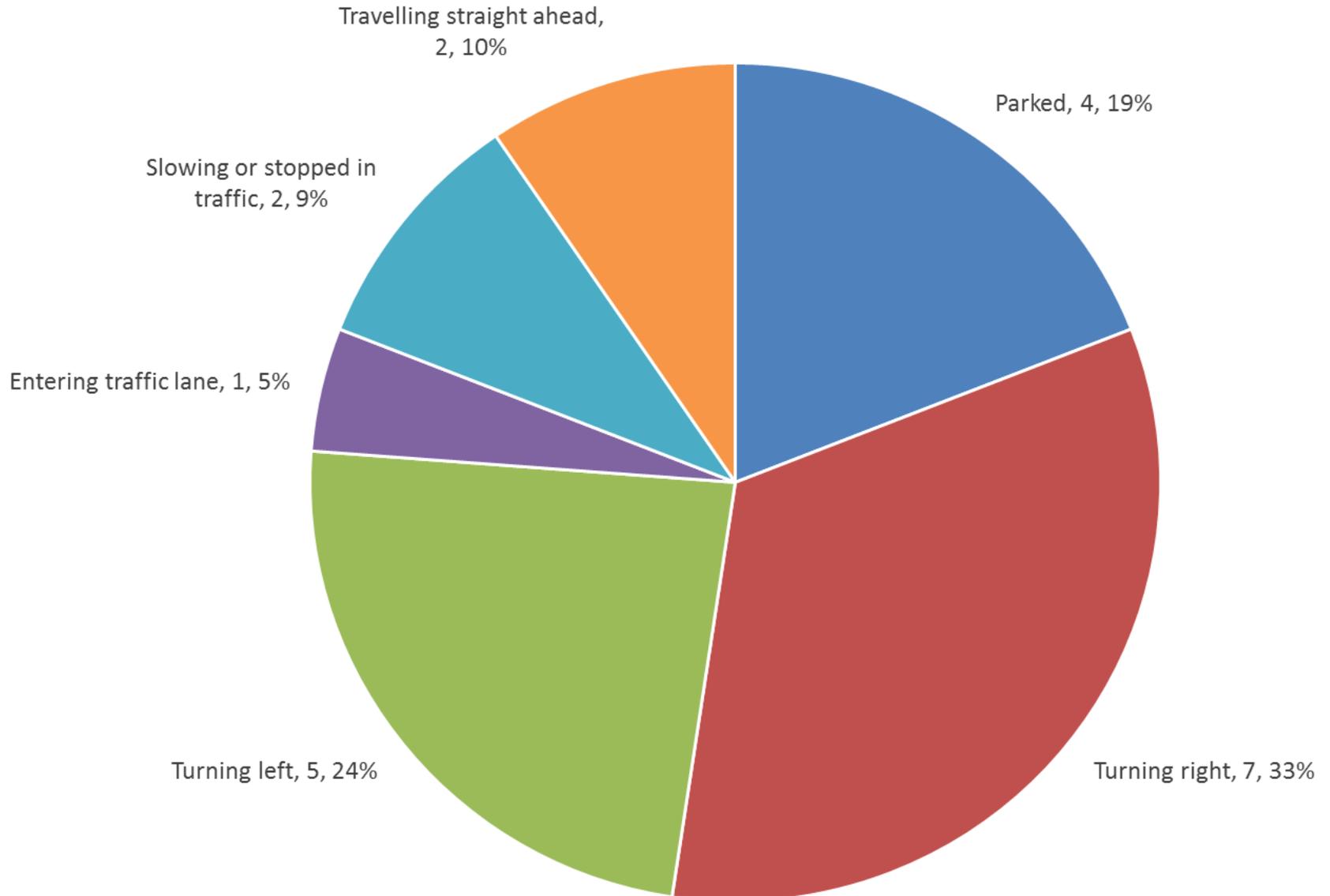


Data source: MassDOT (2014-2016 crashes)

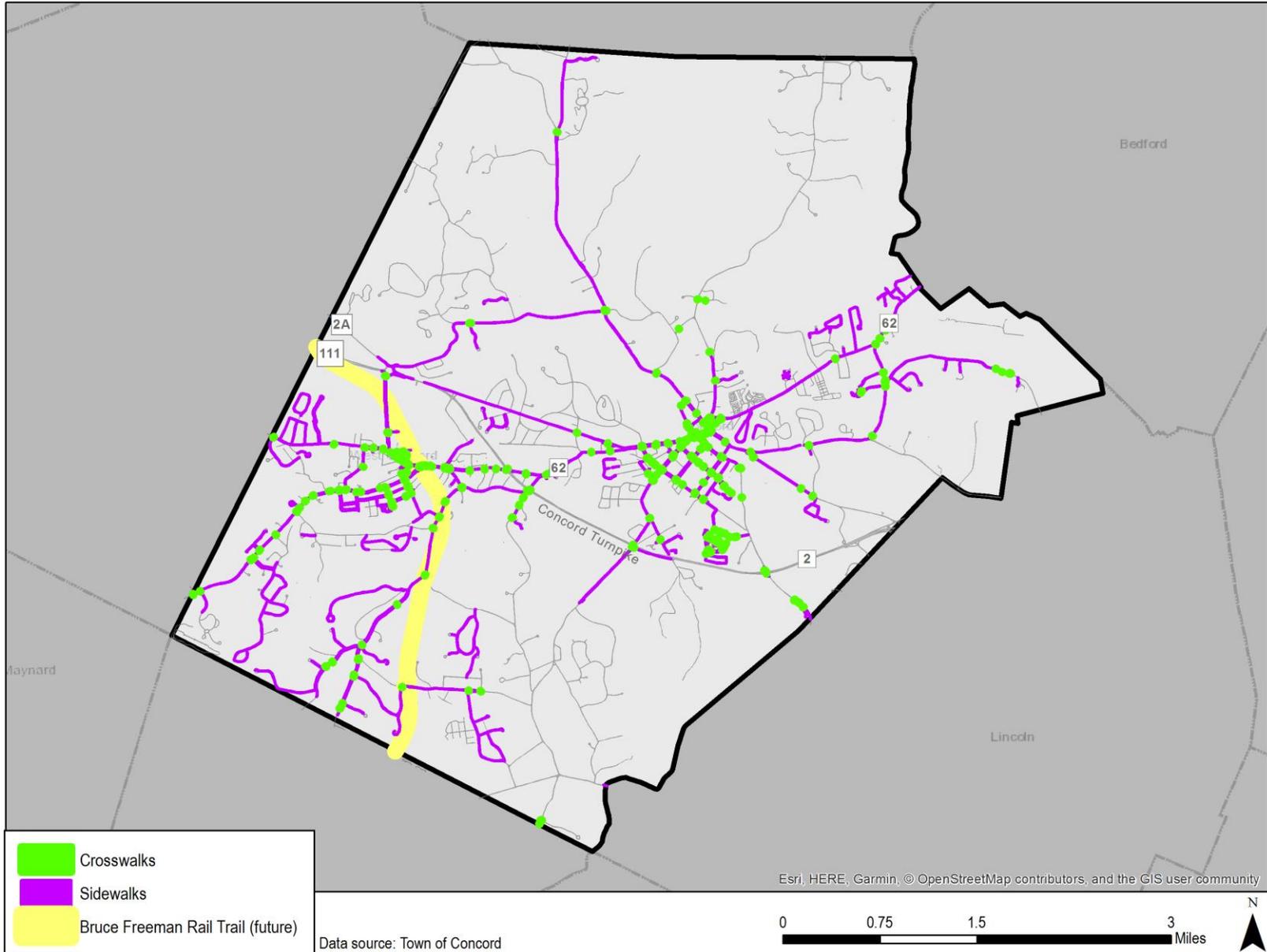


Bicycle Crashes

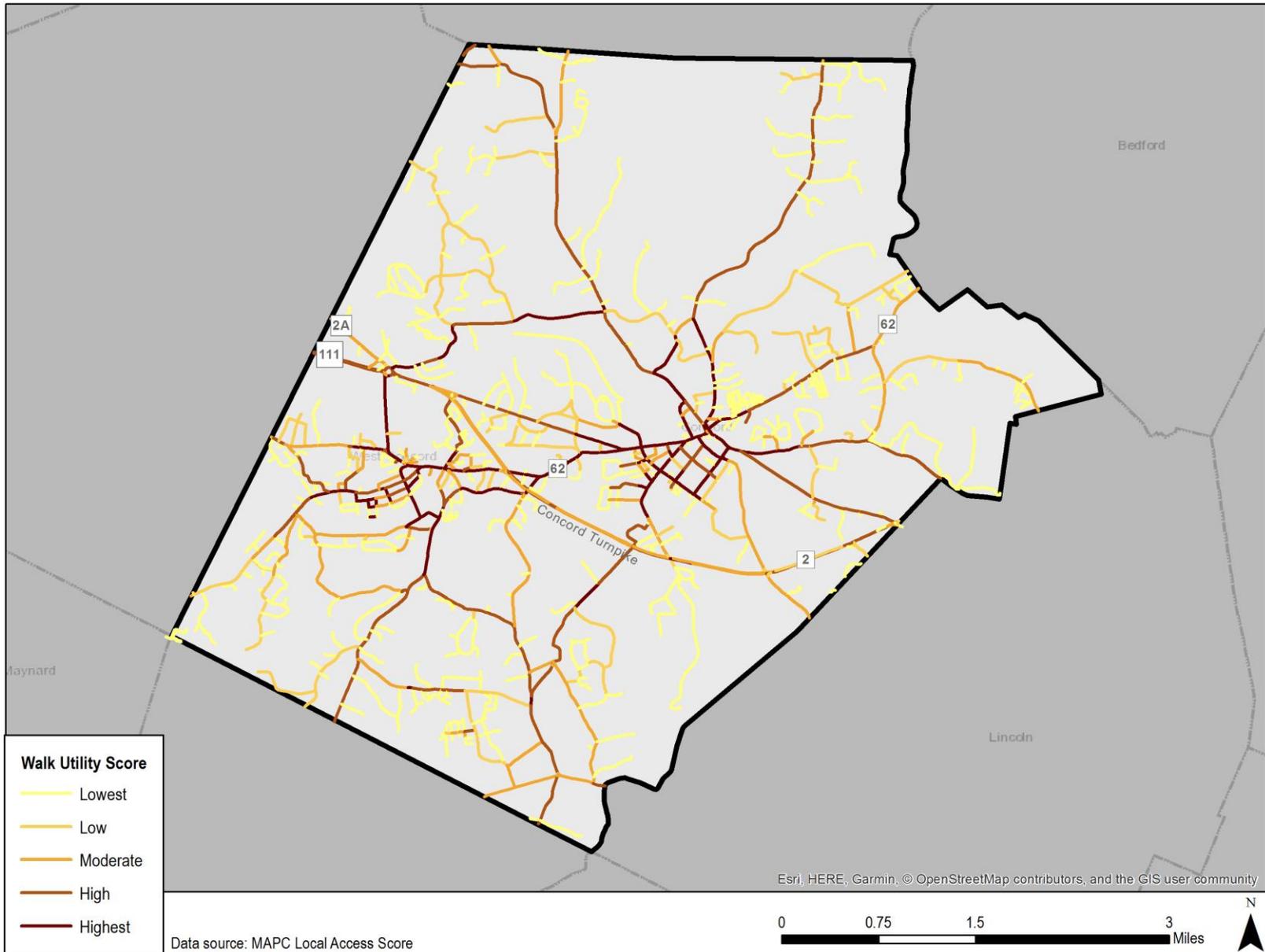
Vehicle Movement at Time of Crash with Bicyclist



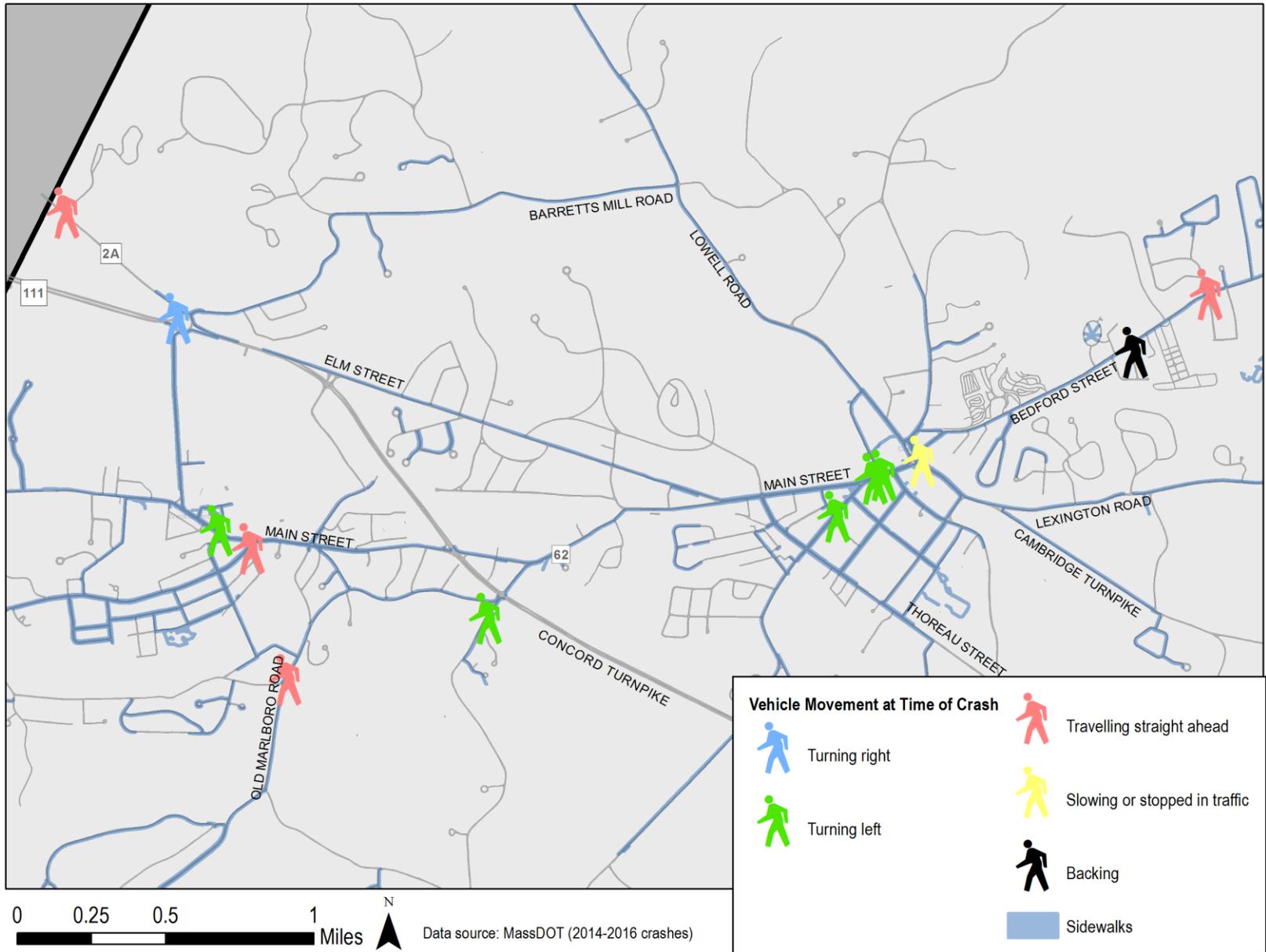
Walking



Walk Utility Scores

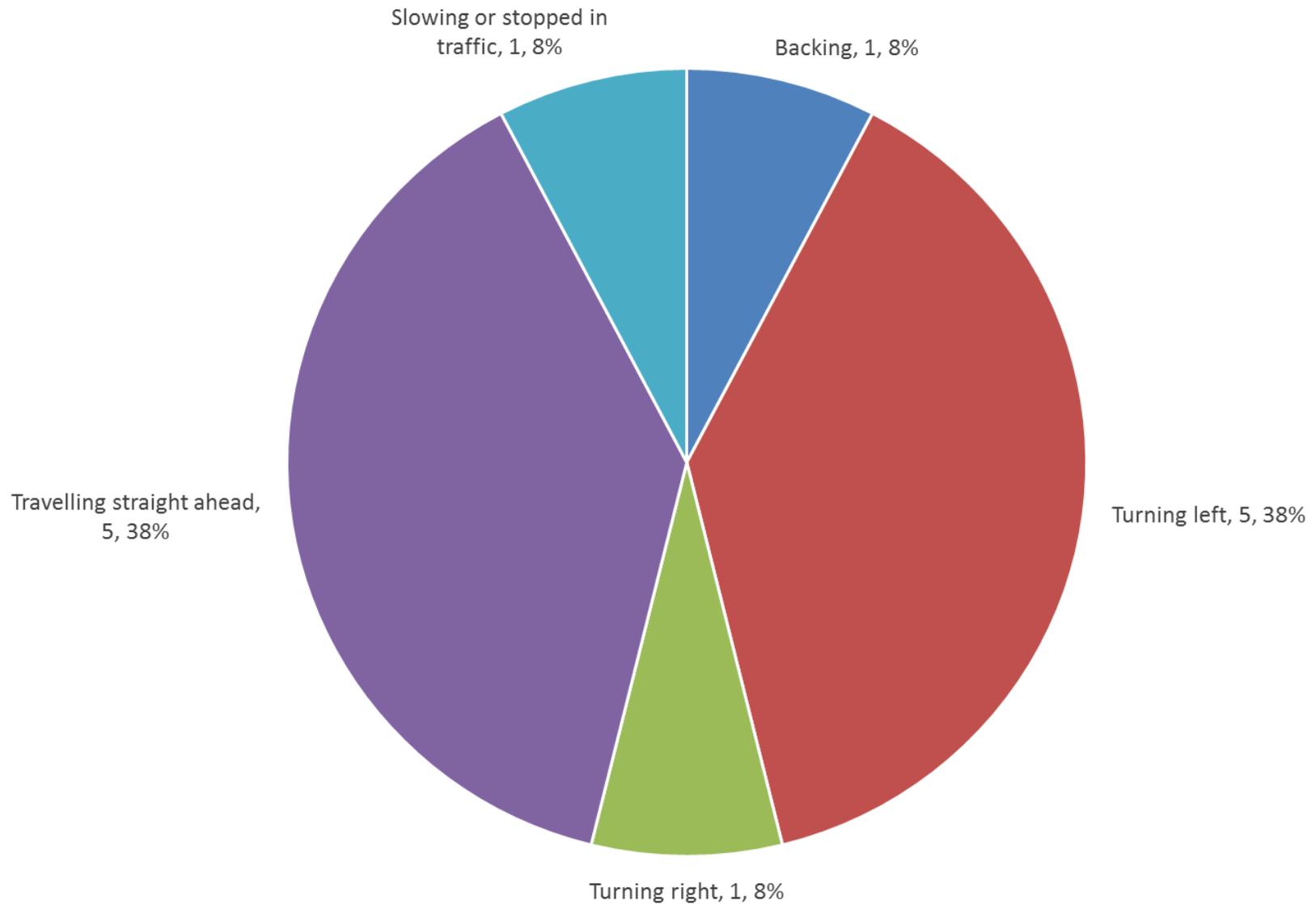


Walking Crashes



Walking Crashes

Vehicle Movement at Time of Crash with Person Walking



Potential Evaluation Criteria

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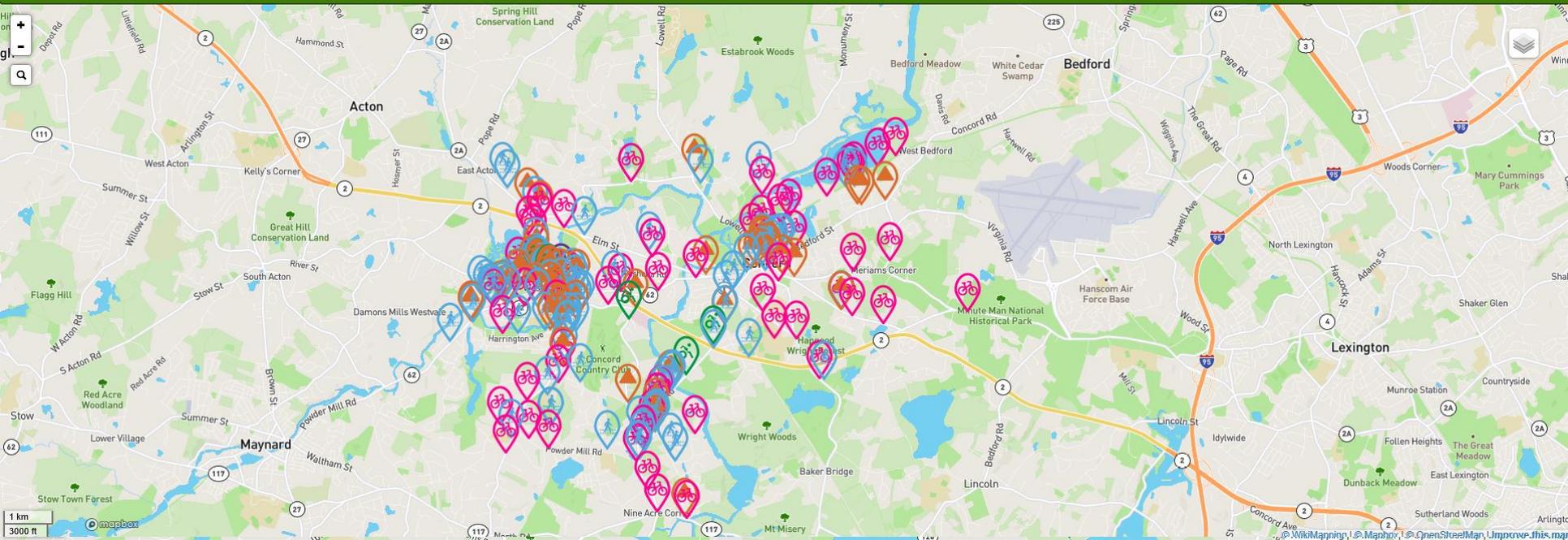
Compatibility with Local and Regional Planning Efforts

Cost

Complete Streets Prioritization Plan Wikimap



Complete Streets Prioritization Plan Welcome



- <https://wikimapping.com/Complete-Streets-Prioritization-Plan.html>



We are an inclusive, enthusiastic, and informal road cycling club based in West Concord, Massachusetts. Cycling at all levels is most fun when shared with others. We have four groups of riders to accommodate different speeds:

Street(s)	Comment
Monument St	Rough patches need a LOT of attention on southbound side between the town line and the area repaved in 2018
Commonwealth Ave / Laws Brook Rd	Especially bad going west out of W. Concord at the intersection of these two roads.
LawsBrook Road into WestConcord	Two really bad holes in the middle of the downhill into West Concord. About 0.5 mile west of West Concord. Really dangerous if one is not aware of these.
Lowell Rd	
Strawberry Hill Rd	When descending from the Acton/Concord town line, right before the sharp right-hand bend in the road, there is a hard-to-see 'dip' across the full width of the road which seems to be getting deeper.
Barretts Mill Rd	
Bedford Rd	
Old Bedford Rd	
Lexington Rd	
Rt 62: Commonwealth Ave, Main St to Monument Square	
Sudbury Rd.	Lots of troublesome potholes and rough patches, especially on the descent from ORNAC to the river
ORNAC	
Rt 126 / Walden St.	Stoptlight on Walden St northbound across Rt 2 is not triggered by bikes
Baker Ave extension	
Elm Street	Quite ripped up. makes it impossible to cut through Baker ave&Extension to head into CCenter
Westford rd	many potholes while heading up to Westford

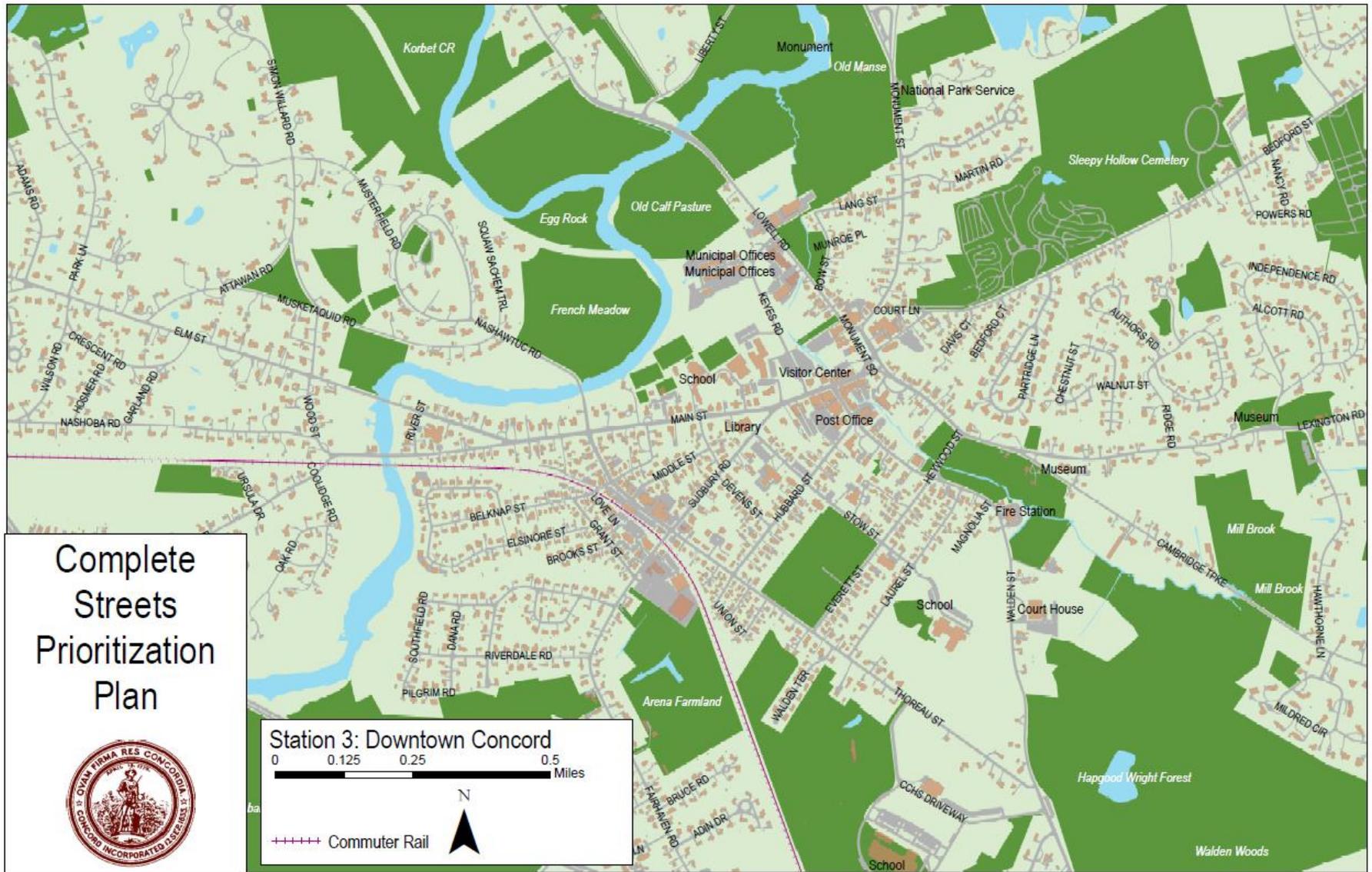
Next Steps

- **Breakout Groups**
 - Town divided into 4 Stations
 - Identify potential areas of concern related to Complete Streets
- **Begin to build project list**
 - Findings of Tasks 1 & 3
 - Public input (Meeting & wikimap)
 - Municipal Input
- **Finalize Project List**
 - Create Prioritization Plan to submit to MassDOT
 - Finalize Complete Streets Prioritization Plan Report

Breakout Group



Breakout Group



Breakout Group



Station 4: North Concord

Thank You

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