Complete Streets
PUBLIC INFORMATION
& INPUT SESSION

Groton, Massachusetts
Complete Streets Committee

February 2, 2017
Today’s Objectives

- Introduction to the *Complete Streets Program* and Groton’s Complete Streets Policy

- Identification of the *palette of Complete Streets tools* that may be applicable to Groton

- *Feedback from you* on the Complete Streets Committee’s Draft Priority Project List
Why are Complete Streets important?

Streets are inadequate
- No sidewalks
- Too dangerous to cross on foot

Streets are inadequate
- Inaccessible for wheelchair users

- Unsafe for people on bicycles
What is a Complete Street? Complete Streets offer all users service.
What makes a **Complete Street**?

- Respects *all* of its intended users
- Can include features associated with ‘Traffic Calming’, ‘Safe Routes to School’, and *transit service enhancements*
- Can involve *re-designating existing paved areas without* altering paved widths
- Can involve *altering (widening or narrowing) paved areas or features within* existing layouts to encourage walking and cycling and ADA compliant access
- Are *environmental/historic context-sensitive and sustainable*
Complete Streets include a wide range of pedestrian crossing enhancements.
Complete Streets include a wide range of bicycling enhancements.
Complete Streets include a wide range of ADA accessibility enhancements.
Americans with Disabilities Act (ADA)
Selected Public Sidewalk Criteria (2010 DOJ)

- Maximum 1/48 or 2% cross-slope and 5% running slope
- Minimum headroom 6 2/3 feet
- Minimum 3 feet wide accessible route; 5-feet wide recommended for 2-way travel or every 200 feet if 3-5 feet
- Maximum ¼-1/2 inch variation in grade
- Ramps at crossings must have no more than a 8.33% grade (1/12) minimum 3 feet wide leveling area
The many types of Complete Streets

Restriping a busy multi-modal thoroughfare
The many types of Complete Streets

Main streets
Complete Street Examples
(other communities)

Before

After

After
Complete Street Examples (other communities)
The many types of Complete Streets

Residential street with sidewalk and unmarked shoulder for bikes
The many types of Complete Streets

*There are no ‘typical’ Complete Streets strategies*

*Proponents should design to fit the environment and user needs*
Benefits of Complete Streets

- Streets with dedicated space for bicycling and walking help people of all ages and abilities become more physically active;
- Gives people more control over expenses and opportunities for exercise;
- Reduces air pollution by encouraging alternate modes of travel;
- Reduces isolation and dependence for people with disabilities;
- Accomplishes Groton Master Plan goals;
- Money!!!
**Complete Streets Funding Program**

- **Tier 1** – Staff training & adoption of Complete Streets Policy
- **Tier 2** – Development of Complete Streets Prioritization Plan
  - 12 potential projects identified by Complete Streets Committee;
  - Priority project list DOES NOT include privately-funded projects or those under jurisdiction of MassDOT;
  - Deadline for submission – April 1, 2017
- **Tier 3** – Project Approval & Notice to Proceed
  - Up to $400,000 available for construction;
  - Town identifies projects from Prioritization Plan for funding;
  - Town responsible for engineering costs;
  - Construction projects must be completed within one year;
  - Town enters into contract with MassDOT for funds reimbursement;
  - Town & District 3 Office are notified of approved projects;
  - Town enters process similar to Chapter 90.
Groton’s Complete Streets Policy

- **ADOPTED** by the Board of Selectmen on 7/11/16.
- Includes a communitywide **VISION**.
- Specifies the broad range of **USERS** for each road category.
- Applies to **NEW AND RETROFIT** streets.
- Specifies **EXCEPTIONS**.
- Encourages **TRAVEL CONNECTIVITY** for all modes.
- Uses the **BEST DESIGN CRITERIA APPLICABLE TO THE SETTING** while incorporating flexibility. One size does not fit all!
- **RESPECTS** Groton’s tree-friendly, rural context.
- Identifies **MEASURABLE PERFORMANCE STANDARDS**.
- Identifies **NEXT STEPS** for policy implementation, including establishment of **COMPLETE STREETS COMMITTEE**.
Challenges to Implementing ‘Complete Streets’ throughout Groton

- Grading/drainage/flooding/right-of-way constraints
- Costs of construction and maintenance
- Signs and markings – balance aesthetics/safety tradeoffs
- Identification of priority projects
Eligible Infrastructure Projects

- Street lighting
- *Traffic calming*
- Intersection improvements
- *Pavement markings & stenciling*
- Addition of or widening of shoulders
- Curbing & curb cuts
- *Crosswalks & ADA/AAB compliant curb ramps*
- Removal of protruding objects
- Wayfinding signs
- *New or improved sidewalks*
- Pedestrian refuge islands
- *New or shared use paths*
- Designated bicycle lanes
- *Sharrows*
- *Bicycle racks*
- Bike route signage
Sandy Pond Road - Complete?
Sandy Pond Road Project

- Install ± 275 l.f. sidewalk between townhouses and Robin Hill Road

- Install 4 ADA ramps & 2 crosswalks

- Completes pedestrian link between Shaws Plaza & Rocky Hill Estates

- Low cost project with minor grading
Forge Village Road - Complete?
Forge Village Road Project

- Install ± 2,300 l.f. sidewalk between Four Corners and Woitowicz Field

- Install 4 ADA ramps & 2 crosswalks

- Completes pedestrian link between Four Corners, subdivisions & playing field

- Medium cost, easy to construct
Main Street - Complete?
Main Street Project

- Install 32 ADA ramps, 6 decorative crosswalks, 6 flashing lights & signage
- Traffic calming project that enhances pedestrian safety
- High cost project

Traffic Calming on Main Street
West Main Street Project

- Install + 1,500 l.f. sidewalk from current terminus to Senior Center entrance and sharrow along driveway

- 2 ADA ramps, 1 crosswalk, 1 flashing light & signage

- Provides safe pedestrian accessibility to Senior Center

- Medium cost project, involves shifting road to avoid significant tree
Long Hill Road - Complete?
Long Hill Road Project

- Install ± 900 l.f. sidewalk from River Bend Drive to Groton Place
- 4 ADA ramps & 2 crosswalks
- Provides safe pedestrian accessibility to a popular destination
- Low cost project when taking advantage of abandoned railroad bed

Sidewalk to Groton Place
Lowell Road- Complete?
Lowell Road Project

- Install + 1,000 l.f. sidewalk from current terminus to Gibbett Hill Grill
- Provides safe pedestrian connection between Main Street & popular destination
- Low cost project
Lovers Lane - Complete?
Lovers Lane Project

- Construct ± 1,900 l.f. multi-use trail between Boston Road and the Country Club

- 4 ADA ramps, 2 crosswalks

- Provides dedicated pedestrian link between Boston Road, homes & Country Club

- High cost project due to grading issues and wetlands mitigation

Multi-use trail to Country Club
Chicopee Row - Complete?
Chicopee Row Project

- Install + 3,100 l.f. sidewalk from current terminus at Blossom Lane to Williams Barn

- 2 ADA ramps, 1 crosswalk

- Provides safe pedestrian connection between Hollis Street, the cemetery & Williams Barn

- High cost project due to limited ROW width, large embankment, and 2 wetland crossings
Rail Trail Linkage Project
Rail Trail Linkage Project

- Temple Drive - low cost
  Pave existing dirt path

- Whistle Post Lane - low cost
  Pave existing dirt path

- West Street - low cost
  Construct new path

- Route 119 - high cost
  Construct new path, grading issues/embankment

Formalize public connection to Nashua River Rail Trail from West St.
Road Sharing Project

Paved shoulders on bridges
Bike Facilities Project
Speed Limit Mitigation Project

Making roads safer
WE WANT YOUR FEEDBACK!

QUESTIONS?