Existing Conditions & Project Development Meeting
October 8, 2019 - 6:30 PM
Middleborough Town Hall
10 Nickerson Avenue, Middleborough, MA 02346
Agenda

MassDOT Complete Streets Funding Program
   Basic Information, Eligible Projects, Deadlines

How is SRPEDD Helping Middleborough?
   Project Scope, Timeline, Deliverable

Current Status
   Recap of Kick-off Meeting
   Public Input Received
   Findings
   Potential Projects Discussion

Next Steps
   Voting Exercise
   Where are the Issues and/or Projects?
What is a “Complete Street”? 

A “Complete Street” is a facility that safely and comfortably accommodates all users, regardless of age and ability or mode of transportation.

*Users* include, but are not limited to:

Motorists, bicyclists, pedestrians, public transportation providers and riders, emergency response vehicles, freight operators, and school buses.

*Designed to balance the safety and convenience of all road users.*
MassDOT Complete Streets Funding Program

“The Basics”

The program is divided into the following three tiers:

**Tier 1**
- Attend a Complete Streets Training (Introductory or Advanced)
- Adopt a Complete Streets Policy

**Tier 2**
- Complete a Five Year Prioritization Plan  *Middleborough is here!*
  
  Up to $50,000 in technical assistance funding is available to communities

**Tier 3**
- Apply for Construction Funding for selected projects
  
  Each community can apply for up to $400,000 in construction funding to implement the projects on their Prioritization Plan. A community may apply more than once provided that there isn’t a construction project underway.
MassDOT Complete Streets Funding Program

Eligible Projects

Rapid Rectangular Flashing Beacons (RRFBs)

Curb Ramps

Bike Lanes

Transit Shelters
### MassDOT Complete Streets Funding Program

#### Eligible Projects

<table>
<thead>
<tr>
<th>S - Traffic &amp; Safety</th>
<th>B - Bicycle Facilities</th>
<th>P - Pedestrian Facilities</th>
<th>T - Transit Facilities</th>
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</thead>
<tbody>
<tr>
<td>S1 Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes</td>
<td>B1 Improvement of shared use paths (non-safety related)</td>
<td>P1 Sidewalk repairs (tree roots, uplifted panels, etc.)</td>
<td>T1 Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing</td>
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<td>S2 Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)</td>
<td>B2 Designated bicycle lanes</td>
<td>P2 Providing ADA/AAB compliant curb ramps</td>
<td>T2 Improving transit connections for bicyclists, including: providing secure bicycle parking, signing</td>
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<td>S3 Pedestrian signal &amp; timing (minor updates)</td>
<td>B3 Bicycle parking fixtures and/or shelters at transit and other locations</td>
<td>P3 Detectable warning surfaces</td>
<td>T3 Transit shelter</td>
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<td>S4 Changing pedestrian signal timing (i.e., lead pedestrian interval)</td>
<td>B4 On-street bicycle parking</td>
<td>P4 Pedestrian wayfinding signs</td>
<td>T4 Transit signal prioritization</td>
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<td>S5 Radar speed feedback (&quot;Your Speed&quot;) signs</td>
<td>B5 Provide bicycle-safe drain grates and other hardware</td>
<td>P5 Providing new sidewalks</td>
<td>T5 Bus pull-out areas</td>
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<td>S6 Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances</td>
<td>B6 Bicycle boulevards</td>
<td>P6 Providing pedestrian buffer zones</td>
<td>T6 Railroad grade crossings improvements (signs, flange way fill, etc.)</td>
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<td>S7 Additional regulatory signing (for existing regulations)</td>
<td>B7 Bicycle wayfinding signs</td>
<td>P7 Pedestrian Refuge Islands</td>
<td>T7 Transit contra-flow lanes</td>
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<td>S8 Speed humps/speed tables</td>
<td>B8 Shared lane markings (sharrows)</td>
<td>P8 Curb extensions at pedestrian crossings</td>
<td>T8 Park-n-ride facilities</td>
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<td>S9 Street lighting</td>
<td>B9 Bike route signs</td>
<td>P9 Crosswalks</td>
<td>T9 Transit-only lanes</td>
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<td>S10 Road diets</td>
<td>B10 New shared use paths</td>
<td>P10 Widening existing sidewalks</td>
<td>T10 Tansit Facilities - Other</td>
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<tr>
<td>S11 Speed attenuation devices</td>
<td>B11 Designated Separated Bicycle Lane</td>
<td>P11 Accessible pedestrian signals</td>
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<td>S12 Roadway resurfacing or micro surfacing if restriping for new bicycle lanes</td>
<td>B12 Elimination of hazardous conditions on shared use paths</td>
<td>P12 New or improved crossing treatments at intersections, midblock, etc. including RRFB’s and HAWK signals</td>
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<td>S13 Intersection reconstruction – reducing complexity and crossing distance</td>
<td>B13 Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)</td>
<td>P13 New pedestrian accommodations at existing traffic signals</td>
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<tr>
<td>S14 New curbing or edging on uncurbed streets.</td>
<td>B14 Bicycle Facilities - Other</td>
<td>P14 Interim public plazas</td>
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<td>S15 Addition of or widening of shoulders</td>
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<td>S16 Intersection signalization (major updates/upgrades &amp; new Installation)</td>
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<td>S17 Traffic calming measures</td>
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<td>S18 Roundabouts</td>
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<td>S19 Traffic &amp; Safety - Other</td>
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Approximately 60 projects

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

Technical Assistance Project Scope of Work

1. Document Review/Data Compilation
   Review of available studies and/or data from the town or other sources

2. Existing Conditions Evaluation
   Network Gap Analysis (*location & feasibility to fill gaps*)
   ADA Survey (*sidewalk obstructions & slopes, curb ramps*)
   Bicycle, Pedestrian, and Transit Infrastructure Evaluation (*presence & condition*)
   Roadway & Intersection Crash Analysis (*number & severity*)

3. Project Selection & Prioritization
   Comprehensive evaluation criterion (*scoring system*)
   Draft list of projects
   Final list of projects (*with cost estimates & construction schedule*)

4. Final Report
   Needs Assessment & Prioritization Plan
How is SRPEDD helping Middleborough?

Project Timeline

1. Document Review
   - April 2019
   - May 2019
   - Team Meeting

2. Data Compilation
   - October 2019
   - Existing Conditions Evaluation

3. Project Selection/Prioritization
   - January 2020
   - Public Meeting #1

4. Final Report
   - June 2020
   - Public Meeting #2
How is SRPEDD helping Middleborough?

Deliverable

Once approved by MassDOT, Middleborough moves on to Tier 3!

Construction funds can only be used on town-owned roads
Current Status

Recap of Kick-off Meeting (May 2019)

Known Issues
- Lack of sidewalks
- ADA concerns
- Narrow roadways
- Intersection geometries
- Truck traffic
- Lack of street lighting

Areas of Focus
- North Main Street
- East Main Street
- Oak Street
- North Street
- Courtland Street
- Downtown Area
Current Status

Public Input Received

Over 75 comments received!
Current Status

Public Input Received

Where are street improvements needed?
Current Status

Public Input Received

What should be done?
How is SRPEDD helping Middleborough?

Existing Conditions Evaluation - “Where”

Key Data:

~ 129 miles of roadway

Sidewalks
3.4 miles (right side)
4.9 miles (left side)
9.0 miles (both sides)
17.3 miles (total)

Pavement Width
1.9 miles (< 34 feet)
127.3 miles (> 34 feet)

Lane widths = 11 feet
Edge Lines = most did not
How is SRPEDD helping Middleborough?

Existing Conditions Evaluation - “What”

Presence, Measurements, Materials, Condition
Current Status

SRPEDD’s Findings

Deficiencies/Issues Categories

Network Gap (NG)
  *Gap in the existing network (pedestrian or bicycle)*

Priority Location (PL)
  *Located in close proximity to Schools, Businesses, Civic Uses, etc.*

Poor Infrastructure Conditions (PI)
  *Infrastructure is in poor condition (sidewalks, roadways, curbing, etc.)*

No Facility (NF)
  *There wasn’t a facility in place (no sidewalk, bike lane, etc.)*

ADA Non-Compliance (ADA)
  *Infrastructure didn’t meet ADA standards (clearance widths, slope, trip hazards, etc.)*
Potential Project

Traffic & Safety

Wareham Street & Thomas Street

- Confusing traffic controls
- Area of bicycle & pedestrian activity
- Residential neighborhood
- Close to the Village Market
Potential Project

Bicycle Facilities

Oak Street
*Courtland Street to North Street*

- Connection to Oliver Mills Park
- Access to GATRA Downtown Shuttle route
- Higher density residential development
- Close proximity to Downtown
Potential Project

Pedestrian Facilities

Webster Street
*Clifford Street to Benton Street*

- Access to GATRA Downtown Shuttle route
- Higher density residential development
- Close proximity to Downtown and Town Hall
Potential Project

Transit Facilities

Wood Street
*Middlebury Arms*

- GATRA bus pull-off
- GATRA Downtown Shuttle route
- Higher density residential development
- Close proximity to High School
Exhibit 5-6
Summary of Multi-modal Accommodation Options

Case 1: Separate Accommodation for All Users
- Often the preferred option to provide safe, convenient, and comfortable travel for all users.
- Appropriate for areas with moderate to high levels of pedestrian and bicycle activity.
- Appropriate for roadways with moderate to high motor vehicle speeds.
- Appropriate in areas without substantial environmental or right-of-way constraints.

Case 2: Partial Sharing for Bicycles and Motor Vehicles
- Used in areas where the width necessary to provide Case 1 accommodation is not available.
- Under Case 2, pedestrians are provided with a sidewalk or separate path while space for bicyclists and drivers overlap somewhat.
- Appropriate in areas with low motor vehicle speeds and low to moderate motor vehicle volumes.

Case 3: Shared Bicycle/Motor Vehicle Accommodation
- Under Case 3, pedestrians remain separate but bicycle and motor vehicle space is shared.
- Used in densely developed areas where right-of-way is constrained.
- Also applicable to most residential/local streets where speeds and traffic volumes are low.

Case 4: Shared Bicycle/Pedestrian Accommodation
- Under Case 4, pedestrians and bicyclists share the shoulder.
- Common in rural or sparsely developed areas.
- Appropriate for areas with infrequent pedestrian and bicycle use.

Case 5: Shared Accommodation for All Users
- Under Case 5, all users share the roadway.
- Appropriate where user demands and motor vehicle speeds are very low or when severe constraints limit the feasibility of providing separate accommodation.

Source: MassHighway

Vote for your favorite!
One vote per person
Next Steps

Where are the Issues? Where are potential projects?

- Bicycle
- Pedestrian
- Bus
- Train
- Car
- Truck
- ADA

Middleborough Complete Streets: Base Map

Data sources: Town of Middleborough, MassGIS and MassDOT. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use.

October 2019
Questions?

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