

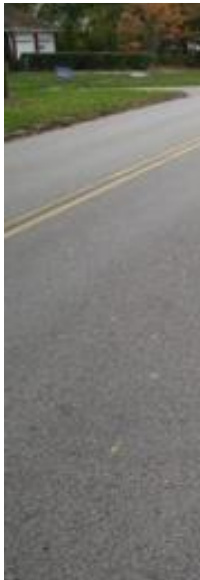


# COMPLETE STREETS TIER 2 PRIORITIZATION PLAN

August 16, 2016



Town of Littleton



**GREEN INTERNATIONAL AFFILIATES, INC.**  
CIVIL AND STRUCTURAL ENGINEERS

**Introduction**

Complete Streets are those that provide for safe and accessible travel alternatives for all modes of travel and for people of all ages and abilities. By providing Complete Streets, a community becomes more walkable, more accommodating for bicycle travel and transit services are enhanced. It means that more attractive and safer connections are created between key areas of activity thereby improving the mobility of all potential users. The overriding philosophy of providing Complete Streets is that they promote more *livable communities*. Research has shown that embracing and implementing the Complete Streets principles contribute toward the safety, health, economic viability and quality of life in a community. Pedestrian and vehicular environments are improved and made safer with Complete Streets and more accessible and comfortable means of travel are provided between home, school, work, recreation and retail destinations. Complete Streets is a philosophy that has evolved over the past 10 to 15 years. A number of programs over this period were developed or became increasingly emphasized such as *traffic calming, safe routes to school, rails to trails* and *transportation enhancements*. The culmination of Complete Streets is essentially bringing together all the previously developed concepts and programs.

To encourage the implementation of Complete Streets, the Massachusetts legislature passed legislation that when implemented by the Department of Transportation (MassDOT) would provide grants to **plan** and **implement** Complete Streets throughout the Commonwealth. The legislation was passed in 2014 and implemented by MassDOT in early 2016. The Complete Streets program is consistent with the State’s *Healthy Transportation Policy*.

As now publicized by various organizations such as Smart Growth America (SGA), the American Planners Association (APA) and the Institute of Transportation Engineers (ITE), there are numerous benefits related to implementing Complete Streets. These include:

- Safety
- System Efficiency
- Public Transportation
- Livable Communities
- Transportation Options
- Health
- Energy
- Environment
- Economic Development

**MassDOT Complete Streets Grant Program**

The MassDOT Complete Streets program is a grant program that is encouraging communities to look at Complete Streets in a holistic, community wide manner. It is a three (3) tier program. The program provides funds to the communities for developing and implementing a Complete Streets plan (Tier 2). Once a plan is in place, the funding program provides grant opportunities to implement the actions (Tier 3). Prior to any grant funds being issued to a community, it must first adopt a Complete Streets Policy (Tier 1) that is reviewed and scored by MassDOT. The program funds a range of actions considered to be part of the Complete Streets including such items as bike racks, new sidewalks, traffic controls for safe pedestrian and bicycle movement, installing curb extensions and transit related actions.

The town of Littleton was one of the first Massachusetts communities to adopt a Complete Streets Policy that was rated the No. 1 Policy instituted in the country in 2013 by Smart Growth

## ***Littleton Complete Streets Tier 2 Prioritization Plan – Executive Summary***

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America. The town made a decision this year to participate in the new MassDOT grant program. As a result, work was advanced to develop the Littleton Complete Streets Tier 2 Prioritization Plan. This document summarizes the community's approach in developing its 2016 Complete Streets Tier 2 Plan. Briefly described is the methodology used in developing the Complete Streets Tier 2 Prioritization Plan, the major highlights from the evaluation and a summary of the Plan. With this Plan, the Town will be eligible to apply for the Tier 3 implementation grant monies. While a competitive process, the Tier 3 grants can fund eligible actions up to \$400,000 per year.

### **Study Process**

The MassDOT outlined in their program guidelines<sup>1</sup> a general scope of work that should be considered in order to identify the needs, opportunities and potential actions. Emphasized in the guidelines is the need to identify critical gaps in the transportation system most notably related to pedestrian, bicycle and transit travel. Safety is another area of emphasis in the overall process. The needs and opportunities were identified through a review of relevant plans and study documents, review of historical safety data and field reviews of key roadways that serve important areas of the communities such as the town center, public buildings, schools and parks. Discussions with town officials and staff as well as accepting public input during the evaluation phase were essential in verifying initial observations.

Once the needs and opportunities were confirmed, potential actions considered eligible for Complete Streets funding were identified and reviewed for potential applicability, preliminary costs, and any implementation issues. The MassDOT Tier 3 implementation grants stress project readiness in order to be awarded. Readiness would be potentially affected by the need for engineering plans, environmental permitting or right of way impacts. Major areas of specific need that were identified in this process for Littleton can be categorized as follows:

- Overall walkability and sidewalk network,
- Connectivity to commuter rail station,
- Russell Street pedestrian movement and safety,
- Town Common walkability and placemaking,
- Foster Street bicycle & pedestrian accommodation
- Goldsmith Street bicycle safety
- Great Road pedestrian safety
- King Street pedestrian movement
- Bicycle storage, and
- Vehicle speed management

Individual actions were then identified and listed for the major areas of need and opportunities. Preliminary costs were also developed for the actions.

### **Setting Priorities**

Once the potential actions and project areas were developed, the Complete Streets Working

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<sup>1</sup> Massachusetts Department of Transportation, Complete Streets Funding Program Guidelines, 2016



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Group discussed at length the priorities of the projects in order that a the first year program could be defined for the next step in the grant program as well as projects outlined tentatively for the 2 to 5 year schedule. Key factors in defining priorities were ownership (local vs. state owned facility), location (near schools or public recreation areas), potential high pedestrian & bicycle demand areas and project readiness (could project be completed by June 30, 2017).

### **The Littleton Tier 2 Plan**

As a result of the evaluation and effort by the Complete Streets Working Group, the Tier 2 Plan was developed. Table 1 summarizes the 2016 Tier 2 Prioritization Plan while highlights are summarized below.

#### **Overall Summary**

In general, 27 different roadways and approximately 40 miles of road were evaluated as well as a townwide review of historic crash experience. Although much of the key areas of need exist along roadways owned and maintained by MassDOT, there were several areas of need identified on local roads including Russell Street, Foster Street, Taylor Street and Goldsmith Street. Table 1 summarizes the 2016 Littleton Complete Streets Tier 2 Prioritization Plan. In total, the Plan is estimated to cost \$4.6 million over approximately five years including the roadways under MassDOT jurisdiction. The entire plan includes the construction or repair of 5.4 miles of sidewalks, 6 new bicycle storage equipment accommodating approximately 60 to 70 bicycles, installation of 16 speed monitoring devices and four (4) high visibility pedestrian crossing signals.

#### **Proposed Year 1 Program**

Based on the needs assessment and considering the costs, level of readiness and needs, the program for the first year was developed. The Working Group used the existing MassDOT Tier 3 funding limit of \$400,000 as the controlling factor in developing the initial year program. As highlighted in Table 1, the initial program is to include a new sidewalk on Russell Street from Route 119 to Delaney Drive; a reconstructed sidewalk along Russell Street from Delaney Drive to the Littleton Middle School drive; school zone beacons along Russell Street; speed display monitoring devices (4 in total) along Russell Street; bicycle pavement markings and signs for Russell Street and bicycle parking equipment for several key locations within the town. The total estimated cost for the Year 1 program is slightly higher than \$400,000.

#### **Future Years**

The remaining program is expected to be accomplished over the following two to five years. The actions will be somewhat related to the Town's already programmed pavement surfacing capital program such as on Foster Street. However, the program also includes sidewalks along Taylor Street, Foster Street and Shaker Lane, safety actions along Goldsmith Street and actions to enhance the town common/town center area. The town expects to embark on design studies where needed including the town common area and Foster Street in the next year in order to be prepared for future year grant applications. Additionally, the Plan includes desired improvements along both King Street and Great Road, which are controlled by MassDOT. The town will need to work with MassDOT in the future to address these particular needs.

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**Table 1. Littleton Complete Streets Tier 2 Prioritization Plan Summary**

Project Name	Project Description	Total Implementation Cost <sup>2</sup>	Anticipated Schedule (month/year)	MassDOT Approval Needed
Russell St Improvements	<ul style="list-style-type: none"> <li>Sidewalk Construction</li> <li>Sidewalk Reconstruction</li> <li>Speed Monitoring Signs (2 per direction)</li> <li>Sharrows</li> <li>“Bikes May Use Full Lane” Signage (3 per direction)</li> </ul>	\$350,000	3/17-6/17	NO
Bicycle Accommodation: Storage	Install bike racks at the following locations: <ul style="list-style-type: none"> <li>Littleton Common</li> <li>#300 King Street</li> <li>Littleton Town Beach</li> <li>Fay Park</li> <li>Littleton Town Hall</li> <li>Littleton / I-495 Commuter Rail Station</li> </ul>	\$18,000	3/17-6/17	NO
Flashing School Zone Signs along Shaker Lane	<ul style="list-style-type: none"> <li>Install flashing school zone signs (1 per direction) along Shaker Lane for the Shaker Lane Elementary School.</li> </ul>	\$8,000	3/17-6/17	NO
Shattuck Street Pedestrian Midblock Crosswalk	<ul style="list-style-type: none"> <li>Pedestrian crossing across Shattuck Street.</li> </ul>	\$12,000	3/17-6/17	NO
Goldsmith Street Improvements	<ul style="list-style-type: none"> <li>“Share the Road” signage (4 per direction)</li> <li>Increased Pedestrian Crossing Warning Signage</li> <li>Rectangular Rapid Flashing Beacon (RRFB)</li> <li>Speed Monitoring Signs (2 per direction)</li> </ul>	\$66,000	7/17-10/17	NO
Foster Street Improvements: Phase 1	<ul style="list-style-type: none"> <li>Sidewalk Construction from Taylor St to Littleton / I-495 Commuter Rail Station</li> <li>Sidewalk Reconstruction</li> </ul>	\$230,000	9/17-12/17	NO
Jennifer Street Sidewalk Repair	<ul style="list-style-type: none"> <li>Sidewalk Reconstruction</li> </ul>	\$120,000	7/17-10/17	NO

<sup>2</sup> Total Implementation Costs do not include costs for engineering services.

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Newtown Road Pedestrian Midblock Crosswalk	<ul style="list-style-type: none"> <li>• Pedestrian crossing across Newtown Road</li> </ul>	\$12,000	7/17-10/17	NO
Taylor Street Improvements	<ul style="list-style-type: none"> <li>• Sidewalk Construction</li> <li>• Speed Monitoring Signs (2 per direction)</li> <li>• Sharrows</li> <li>• “Bikes May Use Full Lane” Signage (4 per direction)</li> <li>• New Pedestrian Crosswalks across Route 2 E ramps and Taylor St at Foster Street</li> </ul>	\$570,000	7/18-1/19	NO
Foster Street Improvements: Phase 2	<ul style="list-style-type: none"> <li>• Roadway Resurfacing/Reconstruction</li> <li>• Sidewalk Construction</li> <li>• Speed Monitoring Signs (2 per direction)</li> <li>• Sharrows</li> <li>• “Bikes May Use Full Lane” Signage (6 per direction)</li> <li>• New Pedestrian Crosswalks</li> </ul>	\$1,170,000	7/19-4/20	NO
Littleton Common Improvements	<ul style="list-style-type: none"> <li>• Pedestrian, vehicle, and streetscaping improvements to the Littleton Common Area.</li> </ul>	\$500,000	7/20-7/21	YES
Shaker Lane Sidewalk Construction	<ul style="list-style-type: none"> <li>• Sidewalk Construction</li> <li>• Pedestrian crossing across Goldsmith Street at Shaker Lane.</li> </ul>	\$330,000	7/21-1/22	NO
Harwood Ave Sidewalk Construction	<ul style="list-style-type: none"> <li>• Sidewalk Construction</li> <li>• Sharrows</li> <li>• “Bikes May Use Full Lane” Signage (3 per direction)</li> <li>• New Pedestrian Crosswalk</li> </ul>	\$470,000	7/22-4/23	NO
Great Road (Rt 2A/119) Improvements	<ul style="list-style-type: none"> <li>• Sidewalk Construction–North Side</li> <li>• Sidewalk Reconstruction–South Side</li> <li>• New Pedestrian Crossings</li> <li>• Rectangular Rapid Flashing Beacon (RRFB)</li> </ul>	\$245,000	To be determined	YES
King Street (Route 2A/110) Improvements	<ul style="list-style-type: none"> <li>• Sidewalk Construction</li> <li>• Sidewalk Reconstruction</li> <li>• Rectangular Rapid Flashing Beacon (RRFB)</li> <li>• Flashing School Zone Signs</li> <li>• Increased Pedestrian Crossing Warning Signage</li> <li>• New pedestrian crossing across Russell St at King St (Rt 2A/110)</li> </ul>	\$450,000	To be determined	YES

<sup>2</sup> – costs for implementation do not include engineering costs if applicable