

COMPLETE STREETS FUNDING PROGRAM

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Complete Streets Funding Program

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Complete Streets Defined

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.

Complete Streets improvements may be large scale such as corridor wide improvements or focused on the needs of a single mode.



Complete Streets Project Examples

Project Types

Traffic & Safety

- Street Lighting
- Addition of or widening of shoulders
- Roundabouts
- Road diets
- Speed attenuation devices
- Intersection reconstruction – reducing complexity and crossing distance
- Intersection signalization (major updates/upgrades & New Installation)
- Pavement markings or signage that provides a separate accommodation for alternative modes
- Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)
- Pedestrian Signal & Timing (minor updates)
- Changing pedestrian signal timing (i.e., lead pedestrian interval)
- Traffic calming measures
- Radar speed feedback (“Your Speed”) signs
- Reducing corner radii
- Additional regulatory signing (for existing regulations)
- Speed humps
- Curbing

Transit Facilities

- Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
- Transit signal prioritization
- Bus pull-out areas
- Railroad grade crossings improvements (signs, flange way fill, etc.)
- Transit-only lanes
- Transit contra-flow lanes
- Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
- Transit shelter

Bicycle Facilities

- New shared use paths
- Elimination of hazardous conditions on shared use paths
- Designated bicycle lanes
- Designated Separated Bike Lane
- Advance stop facilities (bike box)
- Bicycle parking at transit and other locations
- On-street bicycle parking
- Provide bicycle-safe drain grates and other hardware
- Bicycle boulevards
- Improvement of shared use paths (non-safety related)
- Bicycle wayfinding signs
- Shared lanes (sharrows)
- Bike route signs

Pedestrian Facilities

- Providing new sidewalks
- Sidewalk Repairs (tree roots, uplifted panels, etc.)
- Providing ADA/AAB compliant curb ramps
- Providing pedestrian buffer zones
- Providing medians with ADA/AAB-compliant design
- Pedestrian Refuge Islands
- Curb extensions at pedestrian crossings
- Crosswalks
- Widening existing sidewalks
- Accessible pedestrian signals
- Detectable Warning Surfaces
- New or improved crossing treatments at intersections, midblock, etc.
- New pedestrian accommodations at traffic signals
- Pedestrian wayfinding signs
- Interim public plazas
- Traffic re-routing to create pedestrian zones

Complete Streets Project Examples

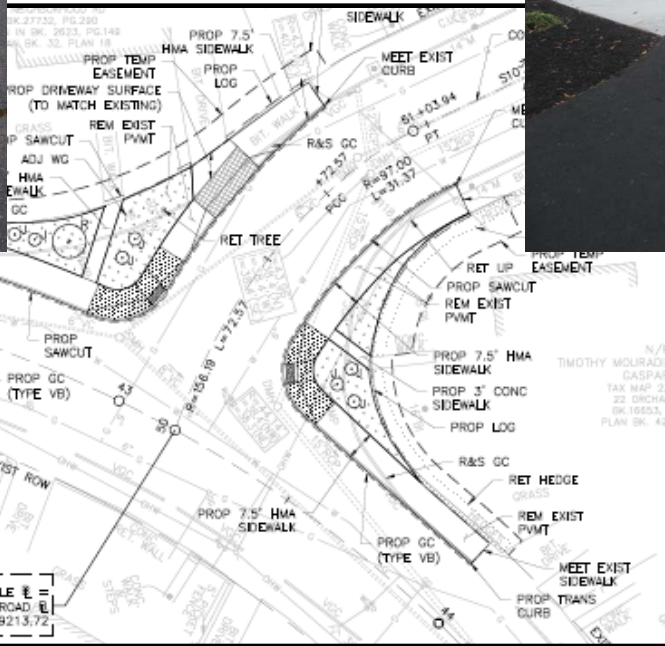
Swampscott – Stanley School Safe Routes to School Project



Before

Cost:

- Curb/Sidewalk – \$20K
- Curb Ramp – \$10K
- Striping/Signage – \$2K
- Landscaping - \$1K
- Total Investment - \$33K



After

Complete Streets Benefits:

- High Visibility Crosswalk
- Shorter Crossing Distance
- ADA Compliant Curb Ramps
- Improved alignment of intersection for improved visibility
- Landscaping Features

Complete Streets Project Examples

Cost for Pedestrian and Bicyclist Infrastructure Improvements
 UNC Highway Safety Research Center & FHWA - Report
 October, 2013

Infrastructure	Description	Median	Average	Minimum Low	Maximum High	Cost Unit	Number of Sources (Observations)
Bikeway	Bicycle Lane	\$89,470	\$133,170	\$5,360	\$536,680	Mile	6 (6)
Chicanes	Chicane	\$8,050	\$9,960	\$2,140	\$25,730	Each	8 (9)
Crosswalk	High Visibility Crosswalk	\$3,070	\$2,540	\$600	\$5,710	Each	4(4)
Curb Extension	Curb Extension/ Choker/ Bulb-Out	\$10,150	\$13,000	\$1,070	\$41,170	Each	19(28)
Curb Ramp	Truncated Dome/Detectable Warning	\$37	\$42	\$6.18	\$260	Square Foot	9 (15)
Curb Ramp	Wheelchair Ramp	\$3000	\$5000	-	\$8,000	Each	MassDOT
Flashing Beacon	RRFB	\$14,160	\$22,250	\$4,520	\$52,310	Each	3 (4)
Pedestrian Hybrid Beacon	Pedestrian Hybrid Beacon	\$51,460	\$57,680	\$21,440	\$128,660	Each	9 (9)
Median	Median	\$6.00	\$7.26	\$1.86	\$44	Square Foot	9 (30)
Pavement Marking Symbol	Pedestrian Crossing	\$310	\$360	\$240	\$1,240	Each	4 (6)
Signal	Audible Pedestrian Signal	\$810	\$800	\$550	\$990	Each	4 (4)
Signal	Countdown Timer Module	\$600	\$740	\$190	\$1,930	Each	14 (18)
Sidewalk	Concrete Sidewalk	\$27	\$32	\$2.09	\$410	Linear Foot	46 (164)
Street Furniture	Bus Shelter	\$11,490	\$11,560	\$5,230	\$41,850	Each	4 (4)

Complete Streets Improvements Safety Benefits

Sidewalks reduce pedestrian crashes 88% (FHWA)

Shoulders reduce pedestrian crashes 71% (FDOT)

Medians reduce crashes 40% (NCHRP)

Road diets reduce crashes 18 – 49% (ITE)

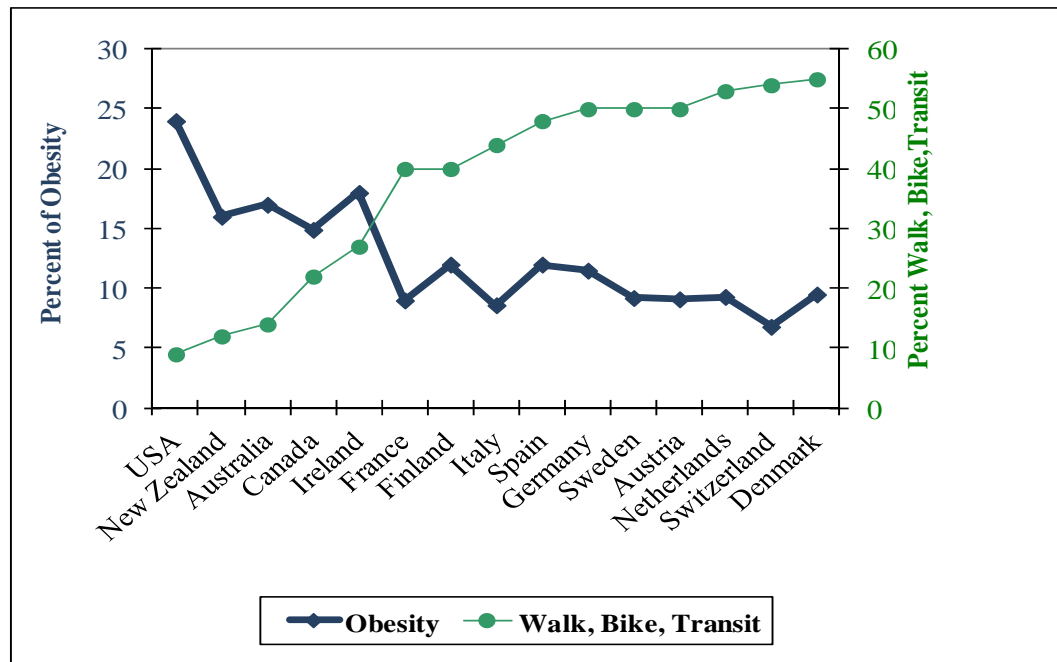
Countdown signals reduce crashes 25% (FHWA)



Complete Streets Improvements Health Benefits

- The Centers for Disease Control and Prevention identified adoption of Complete Streets policies as a recommended strategy to prevent obesity.
- Massachusetts Department of Public Health in Partnership with Community of Practice (CoP) members stated “Complete Streets policies encourage the creation and operation of road networks that support physical activity...Physical activity is associated with decreased obesity and reduced risk for several chronic diseases, including arthritis and heart disease.”

Pucher, “Walking and Cycling:
Path to Improved Public Health,”
Fit City Conference, NYC, June
2009



Complete Streets Improvements Health Benefits

Benefits for Children in Massachusetts

- 14.5% of 10- to 17-year-olds are obese (2011).
- 10.2% High School students are obese (2013).
- Limited physical activity contributes to the obesity epidemic among children.
- Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence.

Our aging population

- In Massachusetts the population aged 65 and over is estimated to increase by over half a million (548,699) by 2030.
- Increasing from 14% of the state's total population in 2010 to 21% by 2030.
- About ½ of all non-drivers over the age of 65 would like to get out more often.
- *“To accommodate the mobility needs of an aging population, the focus of transportation planning and policy must shift from increasing road capacity to providing more multi-modal solutions. Investments are needed in Complete Streets, ...”* AARP

Chapter 90I Statutory Requirements

“The department shall establish a complete streets certification program to encourage municipalities to regularly and routinely include complete streets design elements and infrastructure on locally-funded roads.”
(2014 Transportation Bond Bill)

- 7 Eligibility Criteria
- Equitable distribution is required: “not less than 33% of the grants awarded shall be issued to cities and towns with a median household income below the average of the commonwealth”

Statutory Eligibility Criteria and Process

1. **File an Application**
2. **Local Policy** - Adopt a complete streets policy – bylaw, ordinance or administrative policy by elected Board.
3. **Baseline Inventory** - Coordinate with MassDOT to confirm baseline inventory of pedestrian and bicycle accommodations in order to identify priority projects.
4. **Procedures to Incorporate CS into Routine Road Work** - Develop procedures to follow when conducting municipal road repairs, upgrades or expansion projects in order to incorporate complete streets elements.
5. **Review Process for Private Development** - Establish a review process for private development proposals in order to incorporate complete streets.
6. **Mode Share Goal** - Set a 5-year municipal mode share goal.
7. **Annual Progress Reports**

A New Consideration: Community Compacts

- On January 23rd, 2015 Governor Baker signed his first Executive Order creating the Community Compact Cabinet, in order to elevate the Administration's partnerships with cities and towns in the Commonwealth
- A Community Compact is a voluntary, mutual agreement entered into between the Baker-Polito Administration and individual cities and towns of the Commonwealth; in a Community Compact, a community agrees to implement at least one best practice selected from across a variety of areas
- Communities that sign a compact receive priority for specific Commonwealth technical assistance resources to help achieve the chosen best practice(s)
- Complete Streets are included as one of the listed best practices and to date 11 communities have selected this as their best practice commitment
- The Community Compact program is administered by Mass. Dept. of Revenue's Division of Local Services and more information can be found at <http://www.mass.gov/governor/administration/groups/communitycompactcabinet/>



MassDOT Concerns

- MassDOT was unable to find sufficient “bond cap” room in the FY16 Capital Investment Plan for the Complete Streets program so instead allocated \$12.5 million from available gaming funds for the first two years of the program
- MassDOT is concerned that the statutory goal of encouraging municipalities, including those with a below average median income, to incorporate Complete Streets into municipal practice would not be met by strictly adhering to the statute this year
 - Less than two dozen communities have adopted the prerequisite Complete Streets policy
 - Communities may be unable to meet other criteria, particularly the requirement that Complete Streets elements be incorporated into municipal road work not being done with grant funds
- Because bond funds are not being used for FY16, MassDOT has the flexibility to design a program that fulfills the statutory objectives without necessarily following all of the details of the statutory framework
- We therefore undertook a robust stakeholder engagement process and held meetings with 19 municipalities represented by DPW Directors and Planning Officials as across the state to inform program development



Program Municipal Outreach Meetings

- Met with 19 municipalities over a period of a month to discuss the program.
- Municipalities we visited consisted of Gateway Communities, Communities below the median income and some with EJ and Title VI areas.

#	Mtg Date	Name	Affiliation	Community
1	8/17/2015	Tristan Israel	Chair, Board of Selectmen	Tisbury
		Dan Seidman	Planning	Tisbury
		Jay Grande	Town Administrator	Tisbury
		Robert Whitenour	Town Administrator	Oak Bluffs
2	8/20/2015	Jerry Navarra	Executive Director, Public Works	Everett
		Kevin Noonan	Operations Manager	Everett
		Bill O'Rourke	Engineer	Everett
		Tony Souza	Community Development	Everett
		Jay Monty	Community Development	Everett
3	8/20/2015	Lynn Duncan	Director of Planning & Community Development	Salem
		Erin Shaeffer	Planning and Community Development	Salem
		Jeff Elje	Bike and Ped Coordinator	Salem
4	8/20/2015	Theresa Park	Director, Planning and Development	Lawrence
		John Isensee	Director of Public Works	Lawrence
		Theo Rosario	City Engineer	Lawrence
5	8/25/2015	Wayne Feiden	Director of Planning and Sustainability	Northampton
		Ned Huntly	Director, DPW	Northampton
		Maggie Chan	DPW	Northampton
		David Veleja	DPW	Northampton
6	8/25/2015	Guilford Mooring	Superintendent Public Works	Amherst
		Chris Brestrup	Senior Planner	Amherst
7	8/25/2015	Doug Albertson	Town Planner	Belchertown
		Steve Williams	Director, DPW	Belchertown
8	8/27/2015	Ron Labelle	Commissioner, Public Infrastructure	New Bedford
		Stephanie Dupras	Department of Public Infrastructure	New Bedford
		Manuel Silva	Department of Public Infrastructure	New Bedford
		Jennifer Gonet	Planning Department	New Bedford
		Kim Ferreira	Mass in Motion Coordinator	New Bedford
9	8/27/2015	Tom Hoye	Mayor	Taunton
		Kevin Shea	Economic and Community Development	Taunton
		Kevin Scanlon	Planning	Taunton
		Fred Comaglia	DPW	Taunton
10	9/11/2015	Kathy Williams	DPW Director	Yarmouth
11		Clay Schofield	DPW Director	Barnstable
12		Neil Andres	DPW Superintendent	Eastham
13		David Johansen	DPW Director	Dennis
		Tom Andrade	Engineering	Dennis
14		Mark Vincent	DPW Director	Wellfleet
15		George Sala	DPW Superintendent	Bourne
16		Catherine Laurent	DPW Director	Mashpee
17		Jeff Colby	DPW Director	Chatham
18		Paul Tilton	DPW Director/Town Engineer	Sandwich
19	9/18/2015	Mike Smith	former DPW Superintendent	Heath
	8/25/2015	D1 and D2 District Aid Engineers ~ Kathy Stevens, Daryl Amaral		

- Municipalities varied in size and location. We went as far south as New Bedford and Tisbury; as far west as Amherst and Belchertown; and as far north as Lawrence.
- Some municipalities have already passed a Policy.



Lessons Learned from Municipal Outreach

- Municipalities were very clear that while they acknowledge the need include more Complete Streets elements on all project types, the current Chapter 90 funding does not reach far enough to do more than address immediate needs which may or may not allow them to address Complete Streets and the needs of users of multiple modes.
- Municipalities are concerned that the additional funding required to meet the Complete Streets commitment required by the statute on all municipal road projects reduces their overall spending ability.
- The example of the Safe Routes to School program was cited – in trying to meet the requirements of the Healthy Transportation Policy Directive and Engineering Directive E-14-006, several SRTS projects had to be re-scoped and the result was an average increase in project cost of 30%.
- Municipalities are also concerned that they cannot meet the Mode Share goal and lack the baseline data needed to even develop such a goal.



Cities and Towns with Policies in Place

COMPLETE STREETS LOCAL POLICIES

<u>MUNICIPALITY</u>	<u>ENACTMENT DATE</u>	<u>TYPE OF MEASURE</u>	<u>2010 POPULATION</u>
1. Acton*	7/28/14	Policy Approved by <u>BoS</u> /PB	22,599
2. Beverly*	3/9/15	Policy Approved by CC	40,286
3. Boston*		Design Manual/Guide	636,479
4. Cambridge	1992-2013	Exists in Multiple Plans	106,471
5. Everett*	3/10/14	Resolution Approved by CC	42,567
6. Framingham*	1/6/15	Policy Approved by <u>BoS</u>	70,068
7. Holyoke*	12/16/14	City Ordinance	40,135
8. Littleton*	12/16/13	Policy Approved by <u>BoS</u>	9,132
9. Lowell	2015	Policy Approved by CC	108,522
10. Maynard*	11/5/13	Resolution Approved by <u>BoS</u>	10,106
11. Middleton*	11/18/14	Policy Approved by <u>BoS</u>	8,987
12. Natick	3/23/15	Policy Approved by <u>BoS</u>	33,760
13. Northampton*	2005	Transportation Plan	28,549
14. Norwell	5/13/15	Policy Approved by <u>BoS</u>	10,574
15. Reading*	7/29/14	Policy Approved by <u>BoS</u>	24,747
16. Plymouth	5/7/13	Policy Approved by <u>BoS</u> /PB	56,468
17. Salem*	6/28/14	Policy Approved by CC	41,340
18. Somerville*	5/8/14	City Ordinance	75,754
19. Springfield	10/6/15	Resolution Approved by CC	153,703
20. Stoughton*	10/7/14	Policy Approved by <u>BoS</u>	26,962
21. Waltham	9/18/14	Departmental Administrative Policy	61,918

POPULATION TOTAL: 1,609,127 (24.6% of state's 6,547,629 residents) Cities in Bold

* = listed on the Smart Growth America/National Complete Streets Coalition website
 CC = City Council
BoS = Town Board of Selectmen
 PB = Planning Board

Creating a Program Framework for FY16

- Given the expressed municipal concerns and the relatively small number of communities that have Complete Streets policies in place, MassDOT does not want to limit the FY16 program to cities and towns that can meet all statutory requirements
- One goal of the FY16 version of the Complete Streets program should be to provide technical assistance so that in future years more communities have adopted policies and the ability to compete for project funding
- MassDOT has committed to giving Community Compact members scoring priority for this funding program and would also like to increase the number of communities participating in the Compact
- Communities that have adopted policies should be able to compete for project funding without fulfilling all of the statutory requirements as long as they can make demonstrations that indicate sufficient municipal commitment to advancing a Complete Streets program rather than just the one funded project – one mechanism for achieving this objective is the municipal adoption of a Complete Streets prioritization plan

Proposed CS Program Objectives for FY16

- Provide technical assistance and incentives for adoption of Complete Streets policies at the municipal level so that a broader range of communities are eligible for project funding in future years
- Encourage municipalities to adopt a strategic and comprehensive approach to Complete Streets, rather than simply seeking funding for a single project, by providing technical assistance to communities to create Complete Streets prioritization plans
- Facilitate better pedestrian, bicycle, and transit travel for users of all ages and abilities by addressing critical gaps in pedestrian, bicycle, and transit infrastructure by funding Complete Streets projects in cities and towns that have already adopted policies and undertaken planning
- In distributing FY16 funding, reward municipalities who have committed to adopting Complete Streets best practices through the Community Compact program while assuring underserved municipalities are served equitably by the program as anticipated by statute

Program Framework

1. Tier 1 – Complete Streets Policy Development

This first tier of the program is for municipalities that need technical assistance with the development of their Complete Streets Policy. MassDOT will provide this assistance through workshops conducted as part of the Baystate Roads program, rather than through grants.

2. Tier 2 – Prioritization Plan Development

This second tier of the program will be available to municipalities that either have a policy which has been reviewed and scored above “80”, or commit to adopting a policy (through Compact Communities or otherwise) AND to the development of a Complete Streets Prioritization Plan. This will allow a broader group of cities and towns to access up to **\$50,000** in **technical assistance funding** and accelerate progress in broadening the group of municipalities that will be eligible for project funding in FY17 and beyond. Prioritization Plan will be evaluated as part of the application process.

3. Tier 3 – Project Funding for Construction

As municipalities have already passed policies, some in anticipation of the funding, MassDOT will provide the opportunity to fund priority projects in cities and towns with adopted Complete Streets policies. For year 1, funding can range up to \$750,000. The application process will be based on the statutory objectives but will not strictly adhere to the statutory requirements.

Program Response to Eligibility Criteria

1. File an Application

Municipalities will be required to fill out an application for inclusion into the Complete Streets Funding Program. Additionally, communities may also want to file to be part of the Community Compact Cabinet in order to receive additional points in the scoring of the application.

2. Local Policy - Adopt a complete streets policy – bylaw, ordinance or administrative policy by elected Board.

Municipalities will be required to submit a Complete Streets Policy for Tier 3 project funding. The policy will need to be approved by a chief elected official and vetted by through the municipality by one public meeting. Municipalities seeking technical assistance under Tier 2 which have not adopted a policy will need to commit to adopting a policy before the completion of the grant period; those that already have policies may choose to seek Technical Assistance Funding rather than project funding in order to develop a Prioritization Plan.

3. Baseline Inventory - Coordinate with MassDOT to confirm baseline inventory of pedestrian and bicycle accommodations in order to identify priority projects.

Municipalities will not be required to submit a full baseline inventory as part of the application but would be required to submit any baseline data they have (bike & ped Plan, Gap Analysis, accident history, etc.) which may be used by MassDOT to expand on our GIS data. This data will help in the development of prioritization plans for Tier 2 and identify a need to support Tier 3 project funding.

Program Response to Eligibility Criteria

- 4. Procedures to Incorporate CS into Routine Road Work - Develop procedures to follow when conducting municipal road repairs, upgrades or expansion projects in order to incorporate complete streets elements.**

MassDOT continues to seek feedback on the best way to implement the objective of this statutory language without incorporating requirements that municipalities cannot meet. Development of and commitment to implementing a prioritization plan is one pathway by which cities and towns can commit to a broader Complete Streets program without committing to incorporating Complete Streets elements into every municipal road repair or upgrade project.

- 5. Review Process for Private Development - Establish a review process for private development proposals in order to incorporate complete streets.**

MassDOT plans to require municipalities to include language regarding the review of Private Development Projects and how they will incorporate Complete Streets.

Program Response to Eligibility Criteria

6. Mode Share Goal - Set a 5-year municipal mode share goal.

For Tier 2 technical assistance applicants, municipalities can incorporate some form of mode share goal into the development of their Prioritization Plan, incorporating some means of showing a year to year improvement in mode share or available bicycle and pedestrian infrastructure. MassDOT plans to be flexible for communities applying for Tier 3 project assistance and will require sufficient information in available baseline inventories to demonstrate that the proposed project addresses an identified gap or need.

7. Annual Progress Reports

The annual progress report can be specific to the projects that have been planned and or constructed for that given year. Here we may be able to ask for before and after data to look at project specific mode shift or safety improvement data.



Integration into Chapter 90 Process

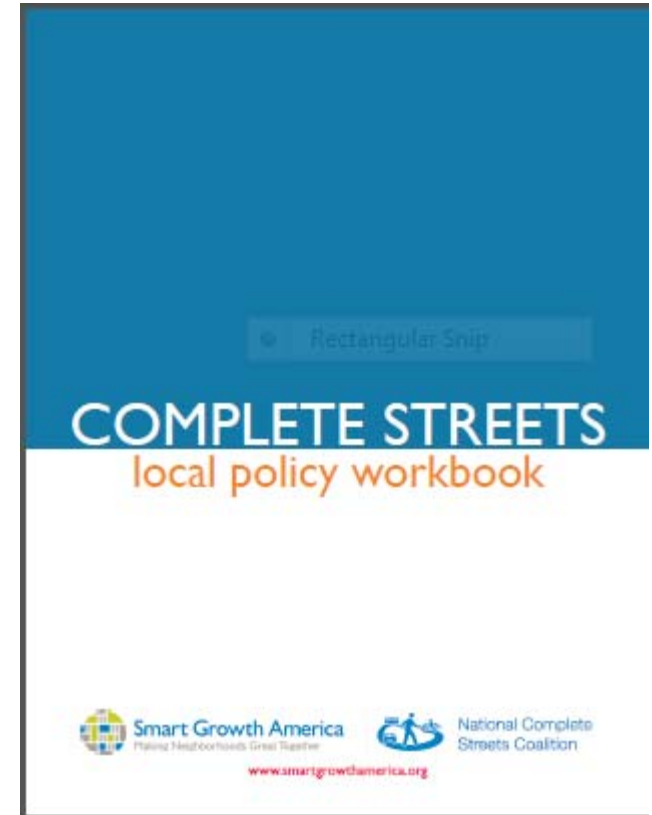
Process once a project has been approved under Tier 3:

- 1. Enter into a Contract with MassDOT in order for MassDOT to be able to approve and release funds.
- 2. Municipality will submit to MassDOT signed copy of Policy and Prioritization Plan.
- 3. MassDOT will notify State Aid Engineer in appropriate District Office that a project or projects have been approved for funding under the Complete Streets Funding Program.
- 4. Municipality will be responsible for filling out appropriate forms per the Chapter 90 process.



Model Policy Development

- Ten Key Policy Elements
- MassDOT provides guidance on the policy elements that should be addressed in a policy, however allows for flexibility in the specific language and commitment level.
- Adopted policies are scored based on their stated level of commitment to aligning transportation infrastructure planning, design, construction and maintenance practices to CS principles.
- Policies are scored based 100 possible points and must achieve 80 points or above to be eligible for funding.



MassDOT Guidance adapted from Smart Growth America



Model Policy – Ten Elements

1. **Vision & Goals** – *What do you want your community to look like?*
2. **Users and Modes** – *Defining who the system serves*
3. **Projects and Phases** – *Design, construction, maintenance?*
4. **Exceptions** – *Where does the policy not apply?*
5. **Network** – *Data on gaps*
6. **Jurisdiction** - *Who does it apply to?*
7. **Context Sensitivity** – *One size does not fit all*
8. **Design Guidance** – *Committing to best practice*
9. **Performance Measures** - *How do you measure progress?*
10. **Implementation** – *Concrete steps to embed Complete Streets in procedures and practice*

Model Policy Development

Possible 100 points

Vision

- 1. Vision and Intent (10 points)

Core Commitment

- 2. Users and Modes (20 points)
- 3. Projects and Phases (15 points)
- 4. Exceptions (10 points)

Best Practices

- 5. Network (10 points)
- 6. Jurisdiction (5 points)
- 7. Design Guidance (10 points)
- 8. Context Sensitive (5 points)
- 9. Performance Measures (5 points)

Implementation Next Steps

- 10. Implementation (10 points)

Model Policy and Scoring

1. Vision and intent Total Points:	10
<i>Core points:</i>	
• Indirect: Indirect statement (“shall” etc.)	2
• Average: Direct statement with equivocating or weaker language (“consider,” “may”)	5
• Direct: Direct statement of accommodation (“must,” “shall,” “will”)	10
2. All users and modes Total Points:	20
<i>Core points:</i>	
• “Bicyclists and pedestrians” (required for consideration)	0
• “Bicyclists, pedestrians, and transit”	4
• “Bicyclists, pedestrians, transit,” plus one more mode	8
• “Bicycles, pedestrians, transit,” plus two more modes	12
<i>Additional points available - awarded independently of each other:</i>	
• Including reference to “users of all ages”	4
• Including reference to “users of all abilities”	4

Model Policy and Scoring

3. All projects and phases Total Points:	15
<i>Core points:</i>	
• Policy does not apply to projects beyond newly constructed roads, or is not clear regarding its application.	0
• Policy clearly applies to municipal road repairs, upgrades or expansion projects on public right-of-way.	10
<i>Additional points available:</i>	
• Policy requires procedures be developed to incorporate complete street elements when conducting municipal road repairs, upgrades or expansion projects on public right-of-way.	5
4. Exceptions Total Points:	10
<i>Core points:</i>	
• No mention	0
• Lists exceptions, but at least one lacks clarity or allows loose interpretation	2
• Lists exceptions, none are inappropriate	4
<i>Additional points available:</i>	
• Specifies an approval process	6
5. Network Total Points:	10
<i>Core Points:</i>	
• Policy does not reference networks or connectivity.	0
• Policy simply acknowledges the importance of a network approach.	10

Model Policy and Scoring

6. Jurisdiction Total Points:	5
<i>Core points:</i>	
• A municipalities policy clearly notes that projects receiving any funding (state, federal, private) are expected to follow a Complete Streets approach.	3
• Policy is restricted in its jurisdiction and applicability.	2
• Policy does not clearly state its jurisdiction and applicability.	0
<i>Additional points available:</i>	
• Policy recognizes the need to work with other agencies, departments, or jurisdictions.	2
7. Design Total Points:	10
<i>Core points - awarded independently of each other:</i>	
• References specific design criteria or directing use of the best and latest designs	8
• References design flexibility in the balance of user needs	2
• Policy does not address design guidance, balancing of user needs, or design flexibility.	0
8. Context sensitivity Total Points:	5
<i>Core points:</i>	
• No mention	0
• Mentions community context as a factor in decision-making	5

Model Policy and Scoring

9. Performance standards Total Points:	5
<i>Core points:</i>	
• Policy does not include any performance measures or next steps.	0
• Policy includes at least one performance measure.	5
10. Implementation steps Total Points:	10
<i>Core points:</i>	
• No implementation plan specified	0
• Addresses implementation in general	2
• Addresses two to four implementation steps	6
<i>Additional points available - awarded independently of each other:</i>	
• Policy assigns oversight of implementation to a person or advisory board or for establishing a reporting requirement	2
• Policy directs changes to project selection criteria	2

Complete Streets Prioritization Plan

1. Project Location(s)

2. Project Infrastructure

3. Project Goals: Briefly describe the current conditions you are seeking to improve and the goals of the project to increase bicycling, walking or transit use or safety?

4. How has this project been determined to be a priority for your community?

5. This work will be conducted

- As a separate project initiated for this funding
- In conjunction with routine maintenance or road repairs
- As part of a new construction project

6. Identify a Performance Measure

7. Estimated Project Costs

8. Submit your bicycle or sidewalk inventory to MassDOT, if available.

9. Reporting Requirements

Complete Streets Program Preliminary Timeline

- Complete Streets Training (to include Policy Building Training) December 2015 thru March 2016
- Final Program Guidance and Application Materials late January 2016
- Municipality submits Complete Streets Policy early February 2016
- Tier 1 Policy Review and Scoring February thru June 2016
- Tier 2 CS Prioritization and Spending Plan Deadline early June 2016
- Tier 3 Project Review and Approval end of June 2016
- Enter into Contract with MassDOT and Begin CH90 Process through District Office early July 2016
- Projects under Tier 3 receive NTP (FY17) July 2016
- Evaluate Program Performance Consider Second Round for municipalities that passed Policies and Prioritization Plans after end of June depending on remaining funds July 2016



complete streets are for everyone