

TOWN OF PRINCETON

Complete Streets Prioritization Plan

Presented by

Aysha Minot

Project Manager

Presented to

Town of Princeton, MA

Tuesday, February 16, 2021

6:00 p.m. – 8:00 p.m.



HOWARD STEIN HUDSON

Engineers + Planners

Agenda

- Introduction to the Complete Streets Funding Program
- Review existing conditions
- Open House
 - Get your feedback on problem areas and transportation issues in Princeton



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
- Improvements may be large scale, such as corridor-wide, or focused on the needs of a single mode at a single location
- Context-sensitive

North Main Street, Cohasset



Shared use path in Hudson, MA



Benefits of Complete Streets

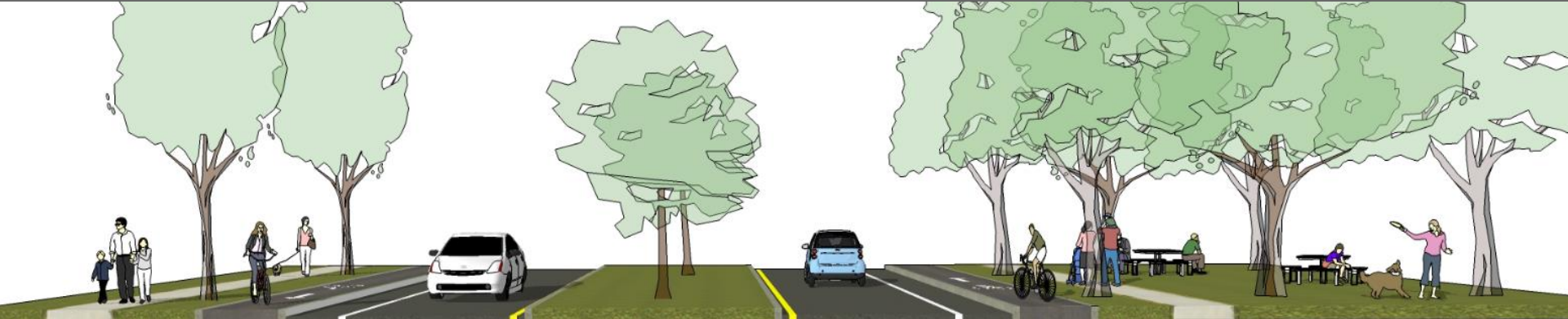
- Safety
- Accessibility
- Equity
- Health
- Economic
- For users of all ages and abilities:
 - Children
 - Seniors
 - Those with disabilities
 - Those without access to a car



Complete Streets Funding Program History

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- Program was released February 2, 2016 and renewed in January 2021
- The MassDOT Capital Investment Plan (CIP) provides funding for this program set at \$50M between FY 2022 and 2026
- \$50 million in funding available over the 5-year period

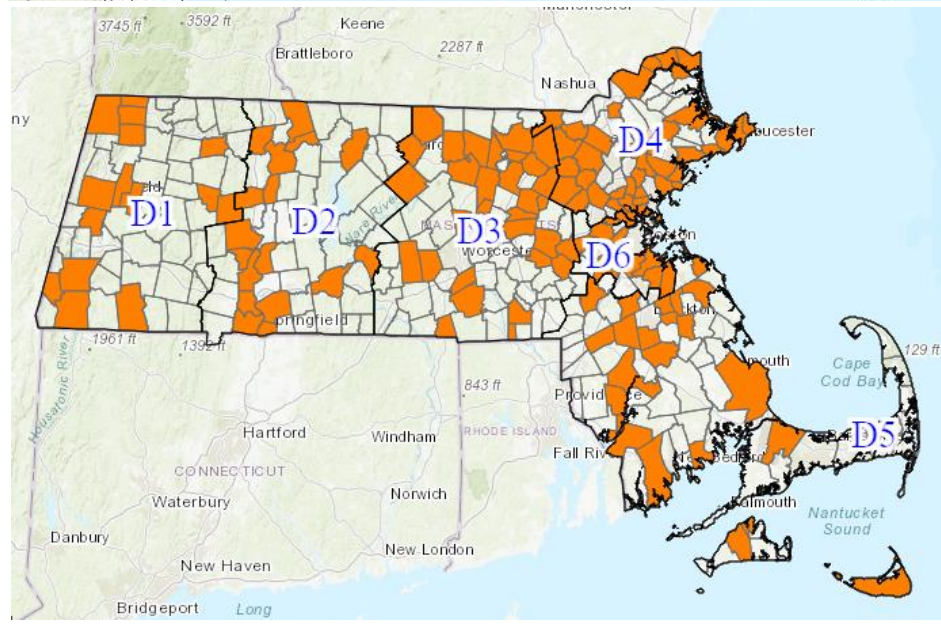
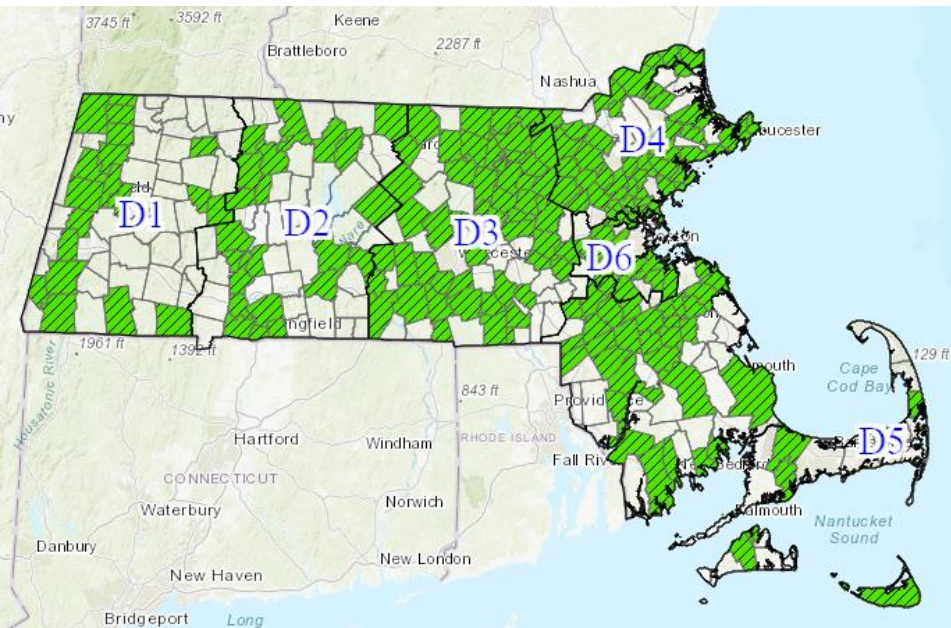
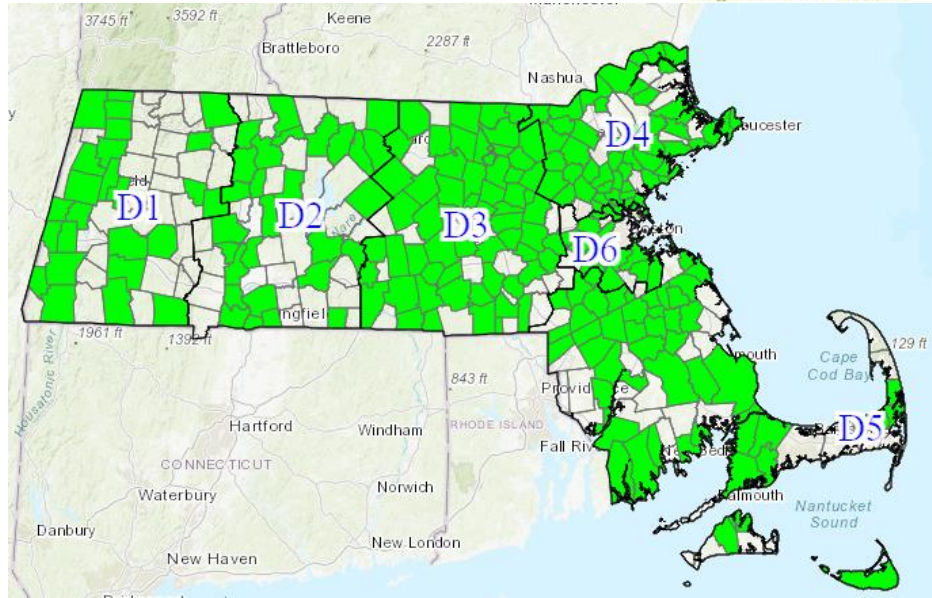


PROGRAM/FUNDING

Funding to Date

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- Tier 1 Training and Policy**
 - 228 municipalities with CS policies
- Tier 2 Prioritization Plan**
 - 198 approved Prioritization Plans
- Tier 3 Project Funding**
 - FY 17: 26 projects totaling **\$9M**
 - FY 18: 45 projects totaling **\$13.3M**
 - FY 19: 35 projects totaling **\$9.8M**
 - FY 20: 42 projects totaling **\$13.2M**
 - FY 21: 12 projects totaling **\$4.6M**



CS Funding Program Snapshot

- Planning assistance to support CS Prioritization Plan – up to **\$38,000** available to any community (reimbursable)
- CS Construction – up to **\$400,000** annually (reimbursable)
- Projects must be fully designed or require little/no design to be funded.
 - Funds cannot be used for design
- Tier 3 (construction) cannot be used for projects on State-owned roads.



CS Funding Program Framework

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- **Tier 1:**
Training and Complete Streets Policy Development
- **Tier 2:**
Complete Streets Prioritization Plan Development
- **Tier 3:**
**Project Approval and Notice to Proceed
for Construction**



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Prioritization Plan Process

- **Compile existing studies, plans, projects, etc.**
- **Map areas of concern and areas with potential demand**
- **Gather input from the community and from Town officials**
- **Work with Town to identify a list of potential projects**
- **Prioritize projects based on potential, need, input from community, and Town officials' priorities**



Document Review of Recent Studies

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- Princeton Open Space and Recreation Plan (2020)
- Environmental Action Plan (2020)
- Central Massachusetts Regional Bicycle Plan (2018)
- Central Massachusetts Regional Pedestrian Plan (2018)
- Princeton Open Space Committee Trail Around Princeton (TAP)(2017)
- Princeton Town Plan (2007)



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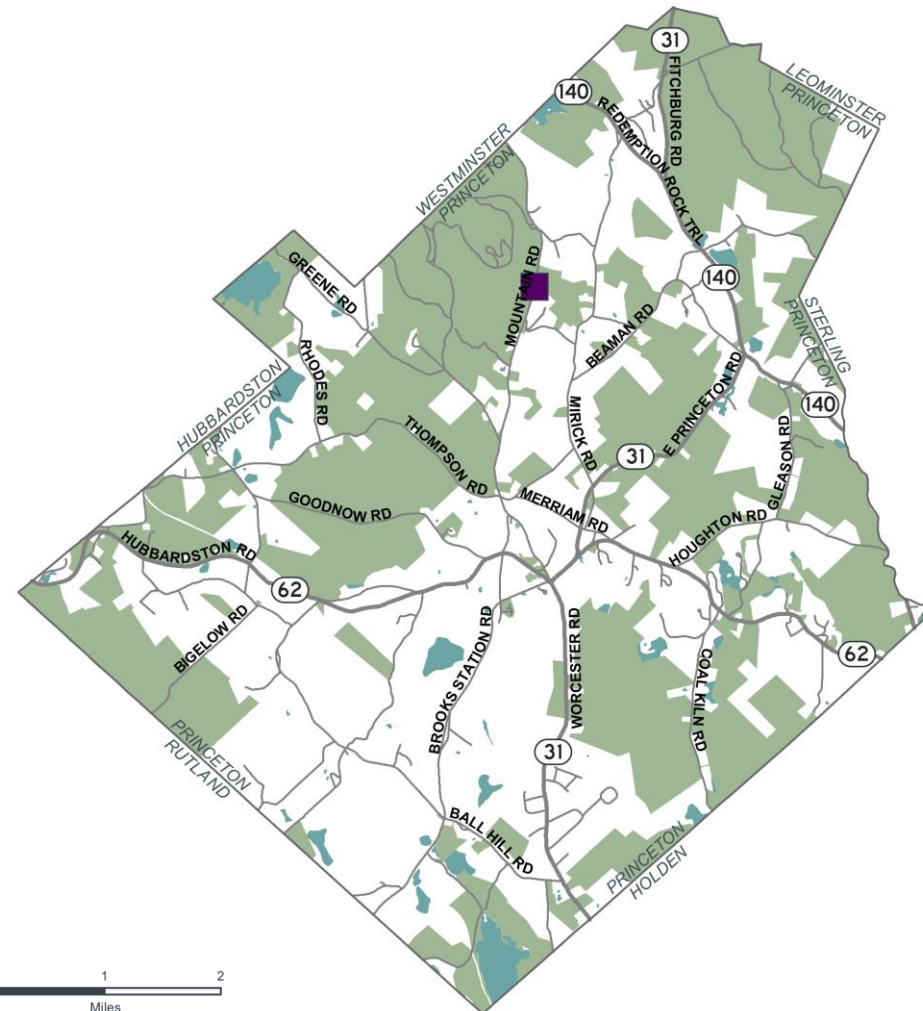
Bicycle and Pedestrian Crashes, 2015-2019

- Crash sites may indicate potentially unsafe design conditions
- One bike crash occurred between 2015 and 2019, with zero pedestrian crashes.

Mountain Road near Gregory Road



■ Bicycle Crashes (2015-2019)



HSH PRIORITIZATION PROCESS

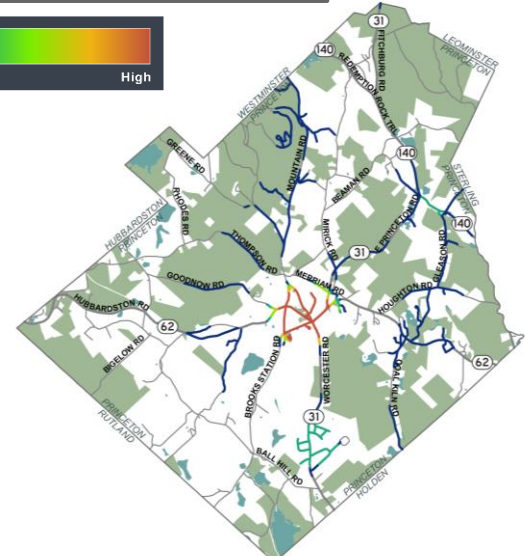
Latent Demand – Bicycle and Pedestrian

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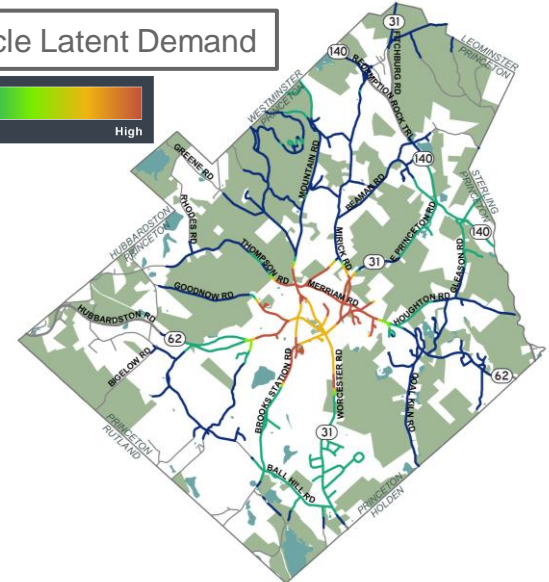
Points of Interest



Pedestrian Latent Demand



Bicycle Latent Demand

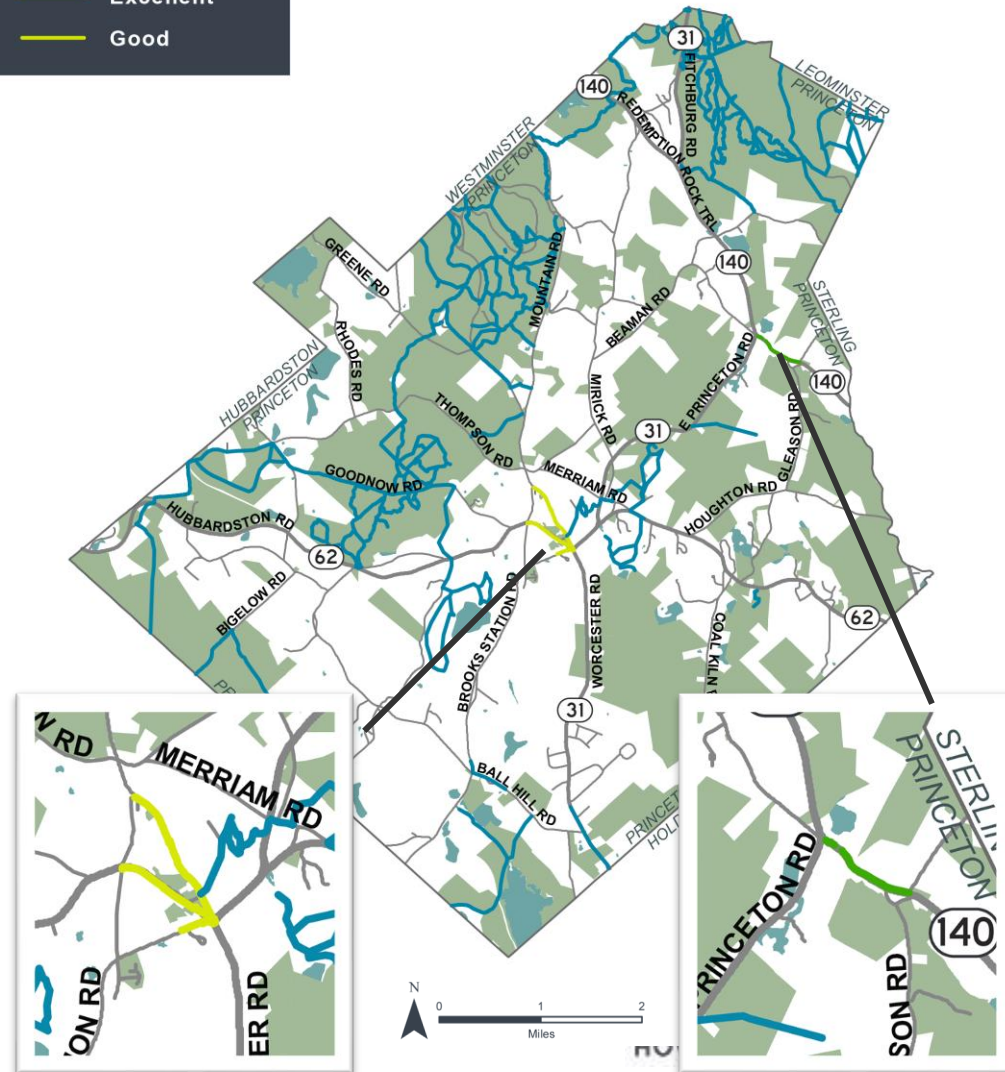


HSH PRIORITIZATION PROCESS

Sidewalk Condition

■ Sidewalk condition is identified in 4 categories:

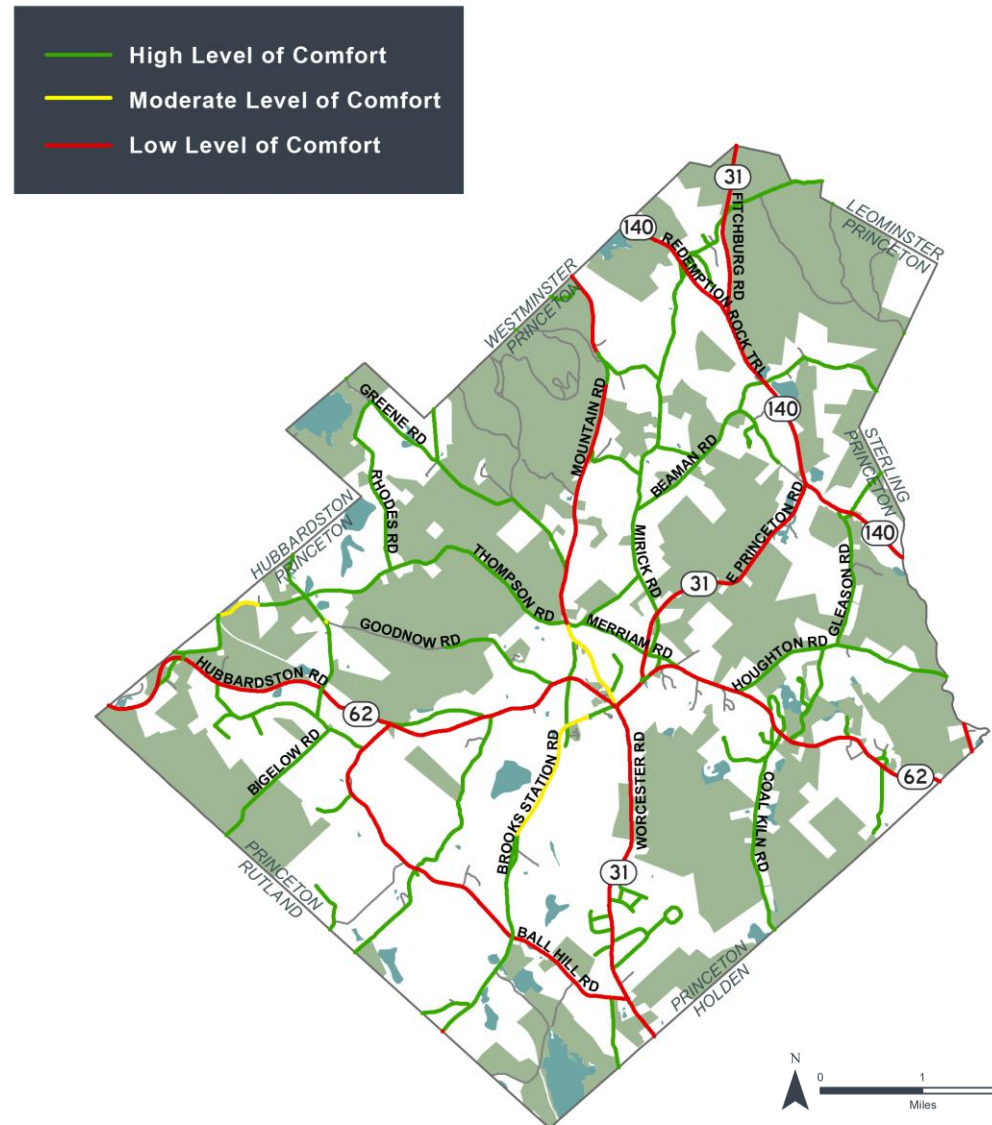
- Excellent (pavement is smooth/new and there are no obstructions),
- Good (pavement is smooth with few bumps and depressions and there are very little to no obstructions),
- Fair (pavement is comfortable with intermittent bumps and depressions and several obstructions)
- Poor (pavement is uncomfortable with frequent bumps and depressions and there are many obstructions).



HSH PRIORITIZATION PROCESS

Bicycle Level of Comfort

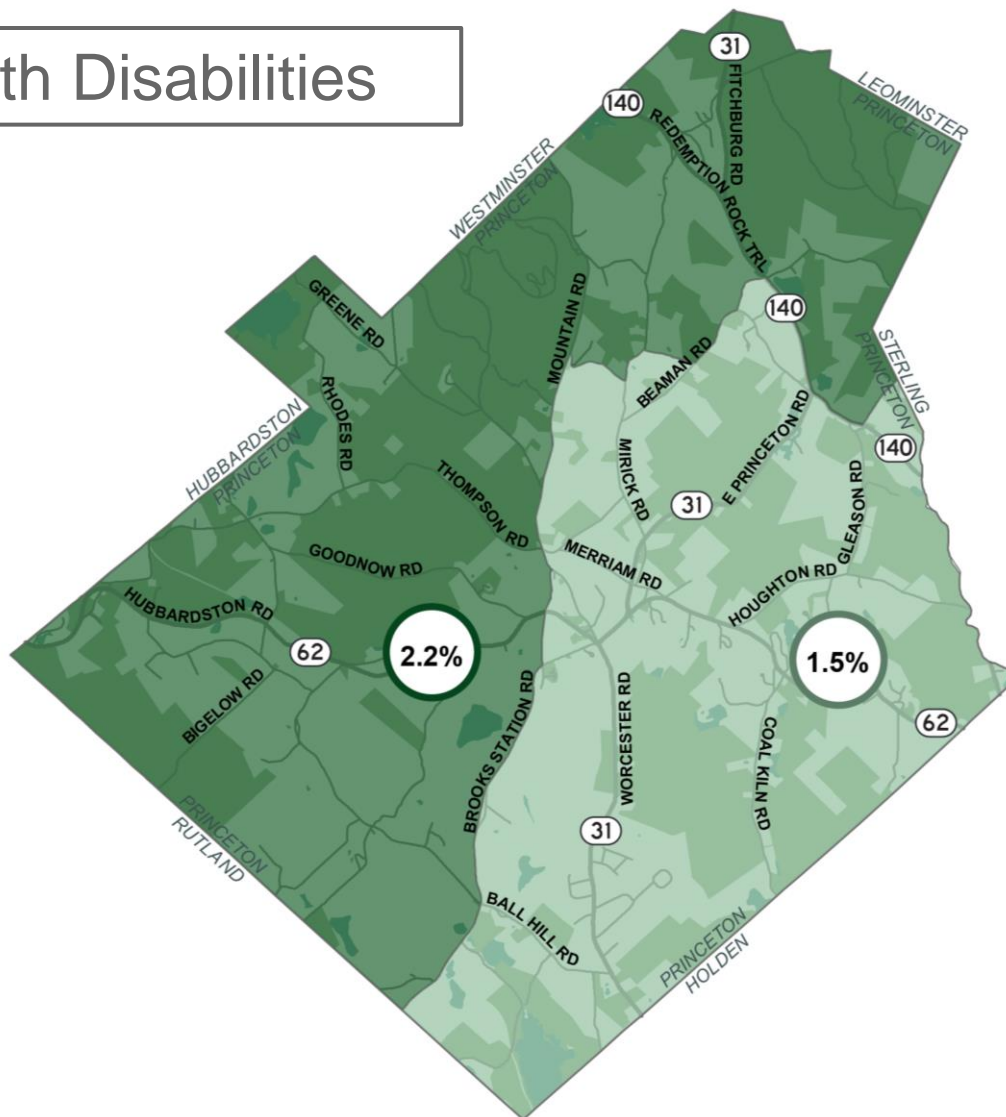
- Local roads and trails are typically comfortable for novice-level cyclists
- Narrow or high-volume roads are uncomfortable for most except for strong and fearless riders
- Criteria considered include:
 - Road width
 - Traffic volumes
 - The presence of a center line



HSH PRIORITIZATION PROCESS

Equity Assessment

Persons with Disabilities



Trends

- Few major roads where cycling is comfortable
- Missing connections between current pedestrian network and trails
- Walking is more difficult outside of town center; sidewalks are in disrepair or non-existent
- No sidewalk and bicycle infrastructure around the school
- Demand for bicycle connections to East Princeton and Worcester Road/Route 31 to the Post Office



Prioritization Plan Process


- Compile existing studies, plans, projects, etc.
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HSH PRIORITIZATION PROCESS






Community and Municipal Input: WikiMap

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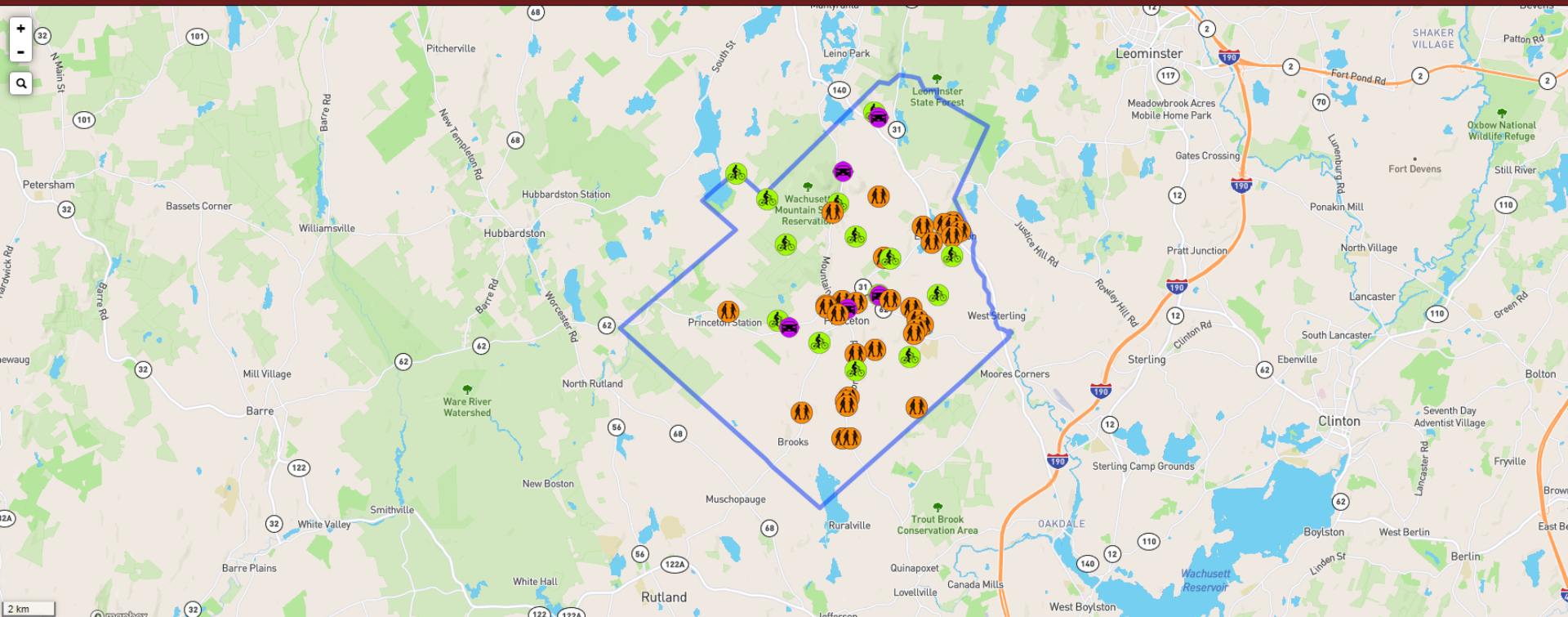
 **PRINCETON COMPLETE STREETS PRIORITIZATION PLAN**

 Use the **ADD & DRAW** buttons below to add to the map. Add as many points and lines as you would like.



 Accessibility (ADA)  Bicyclist  Pedestrian  Driver  Equestrian

Princeton Complete Streets About & Help ▾ ADD POINTS



Go to: <https://wikimapping.com/PrincetonCompleteStreets.html>

Next Steps – Prioritization Plan Process

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Next Steps

1. Continue stakeholder and community input
2. Project identification and prioritization
3. MassDOT's Complete Streets portal deadlines:

April 2021 – Tier 2 (Prioritization Plan)

May 2021 – Tier 3 (Funding Application)

For more information:

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Questions?



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