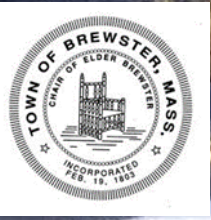




CAPE COD
COMMISSION



Brewster Complete Streets

Update on Prioritization Plan Development

Select Board Meeting | March 15, 2021

Discussion Outline

- Background on Complete Streets
- Complete Streets on Cape Cod
- Brewster Complete Streets Policy
- Complete Streets Funding Program
- Prioritization Plan Development

What is a Complete Street?

“A Complete Street is one that is designed and operated to provide safety, comfort and accessibility for **all users** of the roadways, trails, and transit systems including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.”

Brewster Complete Streets Policy, January 2020



What does a Complete Street look like?

**There is no single
design for a
Complete Street.**

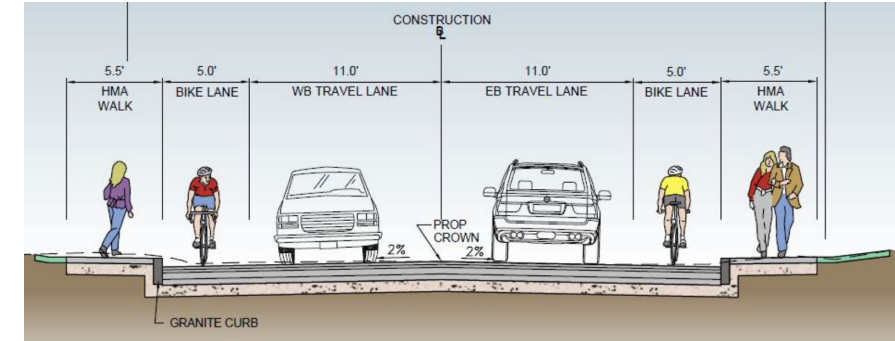
- Design varies by location to meet the community context.
- In some locations, particularly those with higher vehicle volumes or speeds, a Complete Streets may include a dedicated space for pedestrians and bicyclists such as sidewalks, bike lanes, and/or side paths.
- In other locations, such as low-speed, low-volume local roads, shared space for all users may be appropriate.

What does a Complete Street look like?



An example of a Complete Streets on a low volume, low speed local road.

An example of a Complete Street with a sidewalk on one side.



This “typical” Complete Street, often seen in MassDOT projects, is NOT being proposed on any roadways in Brewster.

Benefits of Complete Streets



Improved
Health



Crash
Reduction



Vulnerable
Population



Economic



Environmental

Complete Streets Benefits | Health

- More than half of adults and 1 in 4 high school and middle school students in Massachusetts are overweight or obese (mass.gov)
- 55% of the adults in the US fall short of recommended activity guidelines (US Dept of Health)
- Residents are 65% more likely to walk in a neighborhood with sidewalks (Giles-Corti, B., & Donovan, R.J, (2002))

INCREASE IN MINUTES
OF PHYSICAL ACTIVITY
EACH WEEK FOR PEOPLE
LIVING IN WALKABLE
COMMUNITIES

35-45

(Sallis, James F, et al., 2009.)

Complete Streets Benefits | Safety

- On average, a pedestrian death occurs every 88 minutes in the United States (CDC)
- Pedestrians aged 65 and older accounted for 20% of pedestrian deaths (CDC)
- Cape Cod sees an average of 24 bicyclist and pedestrian serious injuries and fatalities each year (MassDOT)

**SIDEWALKS REDUCE
PEDESTRIAN
CRASHES BY**

88%

(Federal Highway Administration)

Complete Streets Benefits | Vulnerable Populations

- Groups on Cape Cod may face unique transportation challenges
 - Households without a vehicle (4,458)
 - Households with an individual with a disability (28,156)
 - Population over 65 (29.8%)
 - Population over 75 (13.0%)
 - Students
 - Seasonal workers
- Safe access to bus stops was cited as the #1 barrier to transit access on Cape Cod RTA buses

**PERCENT FEWER TRIPS
TAKEN TO VISIT
FRIENDS AND FAMILY
BY NON-DRIVING
SENIORS COMPARED TO
SENIORS WHO DRIVE**

< 65%

(AARP)

Complete Streets Benefits | Economic

- Investments in bicycle and pedestrian infrastructure have been shown to
 - Increase property value,
 - Spur economic activity, and
 - Encourage private investment.
- There is a demand for walkable communities across all age groups.

PERCENT OF PEOPLE WHO
INDICATED THAT
“SIDEWALKS AND PLACES
TO TAKE WALKS” WAS AN
IMPORTANT FACTOR IN
DECIDING WHERE TO LIVE

85%

(National Association of Realtors, 2020)

Complete Streets Benefits | Environment

- 72% percent of trips under one mile are made by car (FHWA)
- Walking and bicycling are zero-emission transportation modes
- Communities that have invested in pedestrian, bicycle, and transit infrastructure have seen meaningful mode shifts away from the automobile

PERCENT OF CAPE
COD'S GREENHOUSE GAS
EMISSIONS FROM THE
TRANSPORTATION
SECTOR

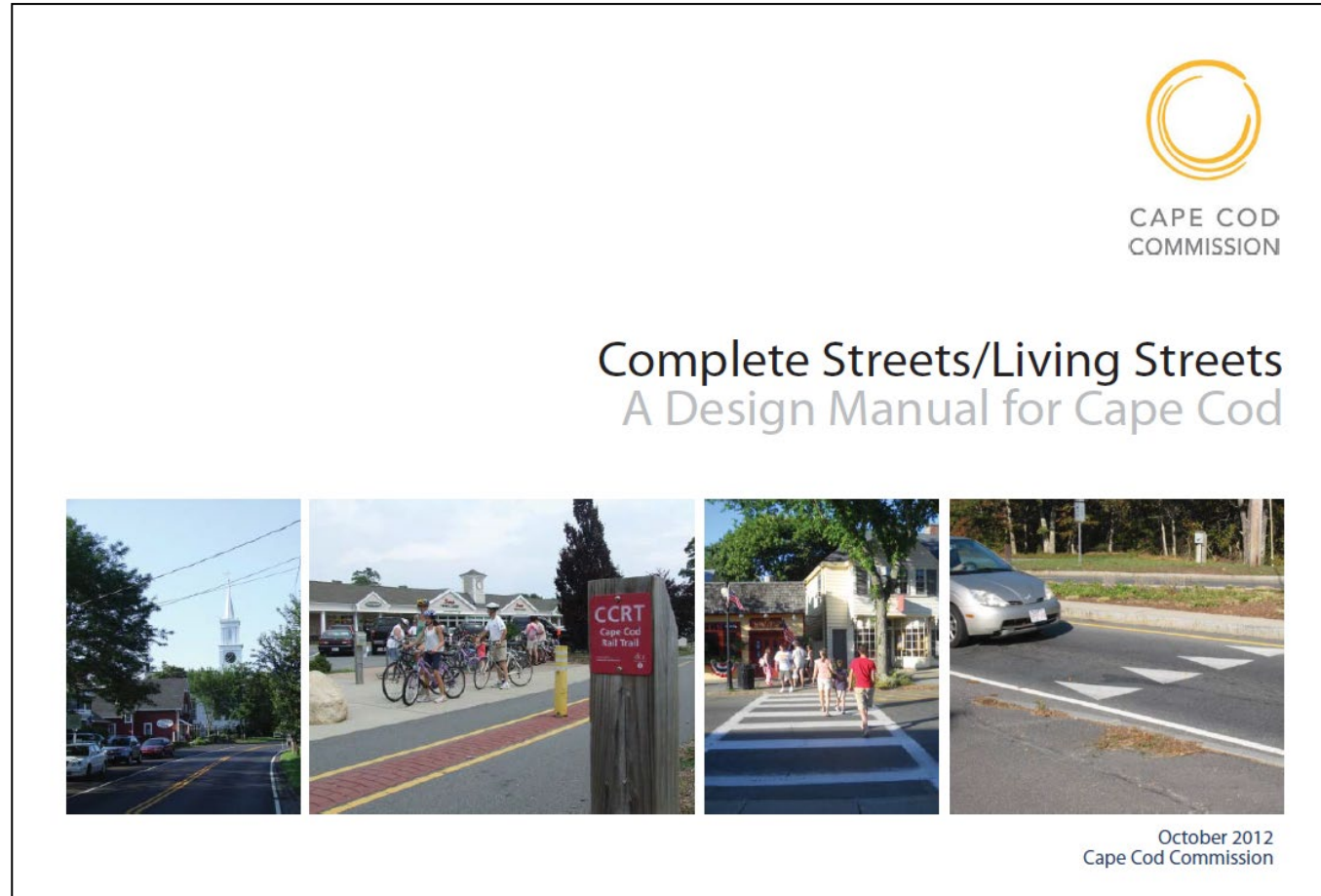
55%

(Cape Cod Commission, 2020)

Complete Streets on Cape Cod



Complete Streets on Cape Cod



capecodcommission.org/CompleteStreetsDesignManual.pdf

Complete Streets on Cape Cod



Complete Streets on Cape Cod

The following Cape Cod towns have adopted a Complete Streets Policy, formalizing the consideration of accommodation of all road users in roadway design:

- Eastham (December 2016)
- Sandwich (March 2017)
- Mashpee (June 2018)
- Brewster (January 2020)
- Orleans (January 2020)
- Harwich (January 2020)
- Falmouth (January 2020)
- Bourne (September 2020)

Per MassDOT Complete Streets Participation Report (accessed March 2021).

<https://masscompletestreets.com/Home/participationreport>

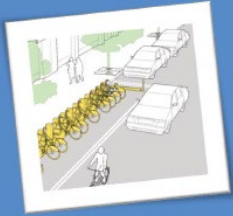
Brewster Complete Streets Policy

- I. Vision and Purpose
- II. Core Commitment
- III. Best Practices
- IV. Implementation
- V. Evaluation of Effectiveness

“The town of Brewster will implement a balanced and flexible approach to Complete Streets implementation that utilizes the latest design guidance, standards and recommendations while providing flexibility to best accommodate all users and modes given the unique characteristics of the surrounding community.”



MassDOT Complete Streets Funding Program



Complete Streets
Funding Program
Guidance

January 2016

- Tier 1: Training and Complete Streets Policy Development
- Tier 2: Prioritization Plan Development
(technical assistance grant)
- Tier 3: Project Funding for Construction
(Competitive grants rounds with awards up to \$400,000)

MassDOT Complete Streets Funding Program – Roles

	Town	CCC Staff	MassDOT
Policy	<ul style="list-style-type: none"> • Develop • Adopt 		<ul style="list-style-type: none"> • Score • Approve if minimum score is met
Prioritization Plan	<ul style="list-style-type: none"> • Guide development • Select projects for inclusion • Submit final plan to MassDOT 	<ul style="list-style-type: none"> • Facilitate discussion • Prepare draft plan based on public input 	<ul style="list-style-type: none"> • Review (for form and completeness, not project merit) • Approve
Construction Grant Application	<ul style="list-style-type: none"> • Select project to submit • Prepare application 		<ul style="list-style-type: none"> • Review application • Award funding
Construction Grant Administration	<ul style="list-style-type: none"> • Design project (with public engagement process) • Construct project • Submit for reimbursement 		<ul style="list-style-type: none"> • Disburse funding to the Town

Complete Streets Prioritization Plan



- State Highways (Route 6A, etc.) are not eligible for MassDOT Complete Streets Funding Program, but can be included in the plan
- Plan can be based off of the Town's CIP, LCP, ADA plan, Bike Plan, RSAs, etc.
- Plan should be reviewed in the context of pavement management planning to take advantage of opportunities
- Plan will identify project details: readiness, project cost, benefits
- Plan will prioritize projects based on a set of evaluation criteria
- Plan will be developed through robust public outreach process

Public Outreach and Town Coordination



- Two Virtual Public Meetings (2)
 - Public Input Session – Identify Projects
 - Public Review of Prioritization Plan
- Web-based Public Input Tool
 - Currently in use in Falmouth and Bourne projects
- Virtual Office hours
- Project Website
 - www.capecodcommission.org/BrewsterCompleteStreets
- Select Board meeting update
- Bikeways & Vision Planning Committee coordination
- Town/CCC coordination meetings

Type of Complete Streets Projects



PEDESTRIAN

Sidewalks
Crosswalks
Curb Ramps
Lighting



BICYCLE

Multi-Use Path
Bike Lanes
Shoulders
Warning Beacon



TRANSIT

Transit Stop
Lighting
Access



VEHICLE

Speed Hump
Speed Table
Turn Lane
Shoulder
Speed Signs

Type of Complete Streets Projects



SHORT TERM/LOW COST

Signage
Wider Shoulders
Warning Beacon
Crosswalks & Ramps
Bike Racks/Fix-it Stations



LONG TERM/HIGH COST

Multi-Use Paths
Sidewalks
Lighting
Bike Lanes
Intersection Improvements

THANK YOU

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www.capecodcommission.org/brewstercompletestreets

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