

Complete Streets Prioritization Plan “Fairhaven” Complete Streets



December 2020



Meeting Objectives

- **Overview of Complete Streets Program**
- **Report initial needs assessment findings.**
- **Confirm needs assessment findings / ID additional needs.**
- **Begin discussion of potential Tier 2 actions.**



Presentation Outline

- **MassDOT's Complete Streets Program**
- **About "Fairhaven"**
- **Background Information**
 - **Transportation-Related Projects**
- **Completed Scope of Work**
 - **Obtain & Review Existing Information (Ongoing)**
 - **Safety Data Analysis**
 - **Windshield Survey Observations**
- **Initial Findings - Issues**
- **Examples of Eligible Actions**



The MassDOT Complete Streets Program

- Provides assistance and incentives for municipalities to adopt Complete Streets policies and practice
- Encourages municipalities to adopt strategic and comprehensive approach to Complete Streets
- Provide funding for both planning and implementing Complete Streets actions
- In the end, the program is facilitating better travel for all users
- Planning can be on State highways, but funds can only be applied to Town-owned roadways



The MassDOT CS Funding Program

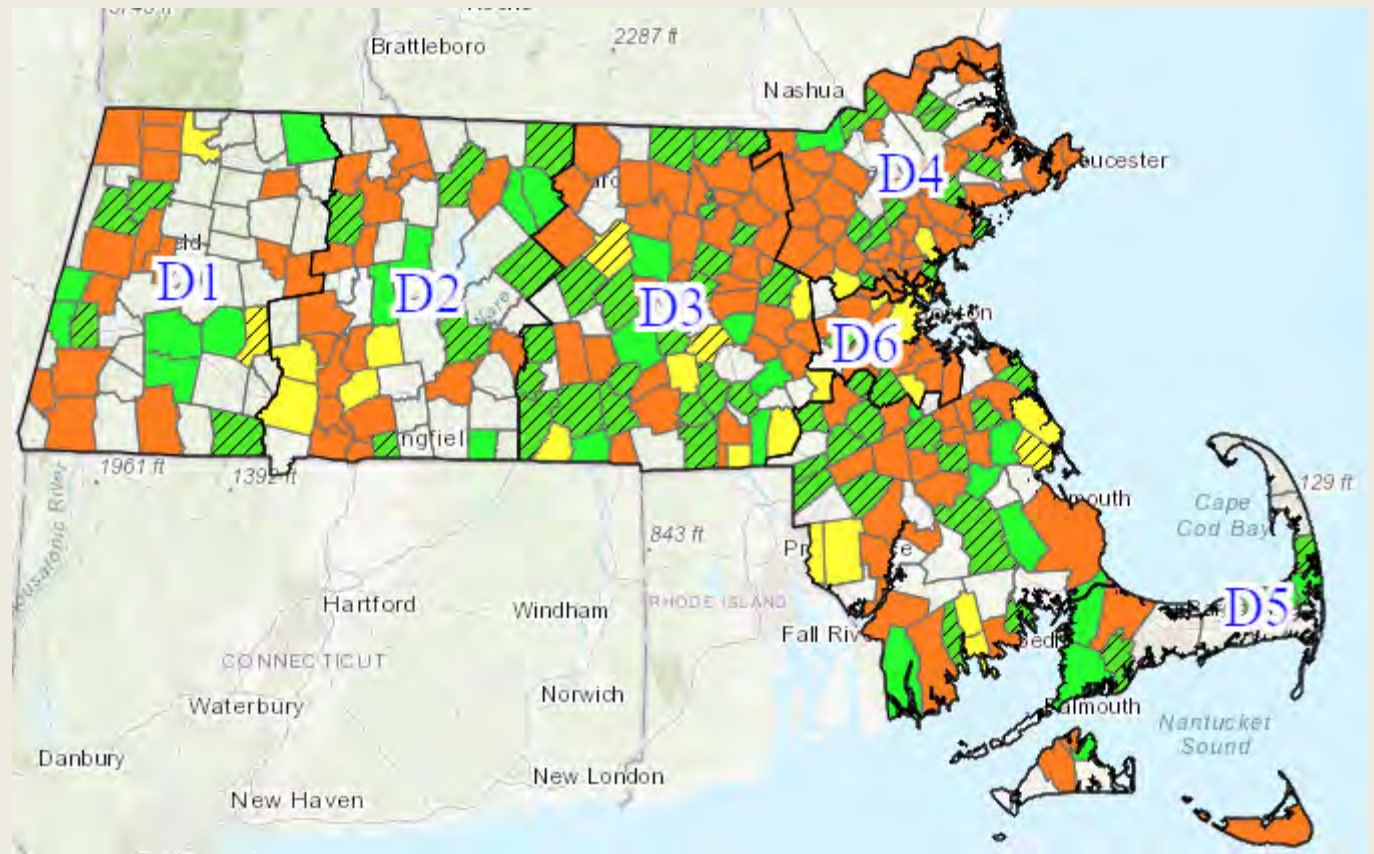
- ➔ **Tier 1 - Complete Streets Policy**
- ➔ **Tier 2 – Development of Complete Streets Prioritization Plan - up to \$38,000 available per participating community**
 - **Tier 3 – Project Approval and Notice to Proceed for installation or construction – up to \$400,000 available per participating community per year**
 - **Tier 2 Plan is required prior to applying for Tier 3 installation or construction grant.**



MassDOT Program Participation

MAP LEGEND ▲

Municipal Status	Count
<input checked="" type="checkbox"/> Registered	250
<input checked="" type="checkbox"/> Letter of Intent (LOI)	4
<input checked="" type="checkbox"/> Approved Policies	226
<input checked="" type="checkbox"/> Approved Prioritization Plan	198
<input checked="" type="checkbox"/> Approved Projects	
<input checked="" type="checkbox"/> 2021	13
<input checked="" type="checkbox"/> 2020	42
<input checked="" type="checkbox"/> 2019	35
<input checked="" type="checkbox"/> 2018	45
<input checked="" type="checkbox"/> 2017	26





Tier 1 Complete Streets Policy

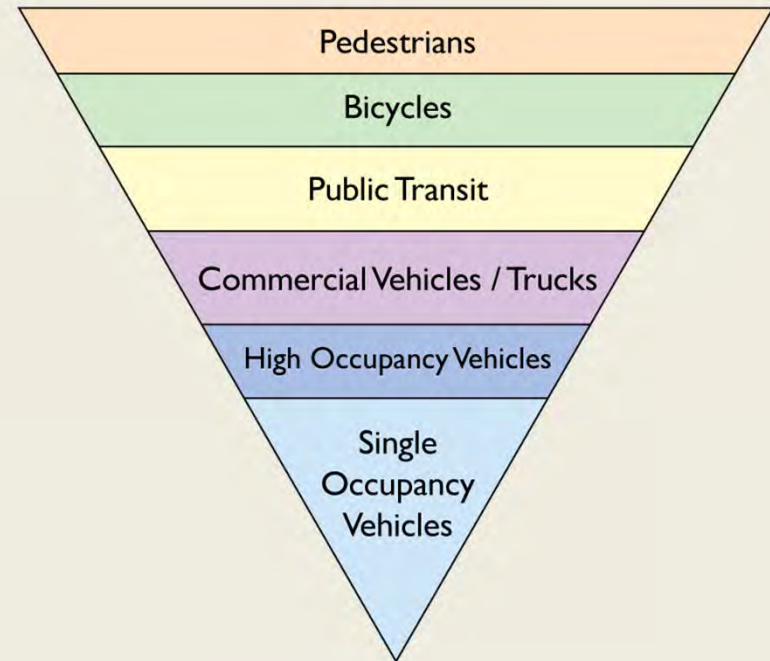
- **Municipality must submit a Complete Streets Policy for review and commitment scoring by MassDOT**
- **“MassDOT requires that the municipal Complete Streets Policy be adopted as a bylaw, ordinance or administrative policy by the municipality’s highest elected body (i.e. Mayor or Board of Selectmen) and include at least one public meeting.”**
- **Policy document “will disclose that all state, town, and private projects in Fairhaven take road users of all ages, abilities, and modes of transportation into consideration and set out reasonable definitions of where such consideration might be infeasible.”**
- **Document sets out design guidance and standards to be used by designers “for the implementation of the Complete Streets Policy”**



Complete Streets – What are they?

Complete Streets...

...consider all users of streets, roads, and highways including pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of all commercial goods, operators of public transportation, public transportation users of all abilities, and emergency responders





Complete Streets – What are they?



In other words, complete streets are for everyone – no matter who they are or how they travel.

Source: National Complete Streets Coalition



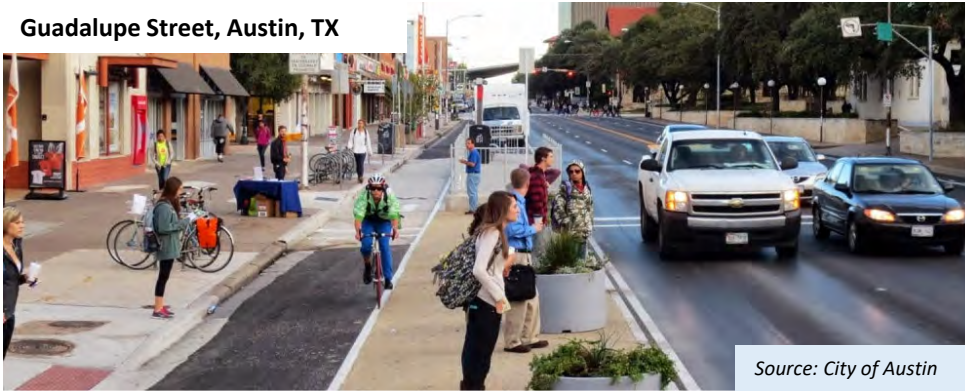
Incomplete Streets – Examples





Complete Streets - Examples

Guadalupe Street, Austin, TX



Source: City of Austin

Jefferson Avenue, West Jefferson, NC



Source: Town of West Jefferson

Main Street, Hamburg, NY



Source: Dan Burden



Complete Streets – Why are they important?

- Provide for safe movement for all users
- Better design for older adults and children
- Attention to details to better allow travel by people with disabilities
- Improve safety
- Encourage better connections between transit and other modes
- Better health
- Stronger economies
- Reduce costs
- Provide choices
- Smarter growth



Creating Connectivity

One objective of Complete Streets:

- **Improve links for residents to safely walk/ride to:**
 - **Village Centers**
 - **Local Shops / Businesses**
 - **Restaurants**
 - **Parks / Recreational Facilities**
 - **Schools**
 - **Public Buildings**



Fairhaven Complete Streets Tier 2 Prioritization Plan



Tier 2 Prioritization Plan Process

- Gather and review available information
- Safety screening review
- Roadway windshield survey
- Needs assessment- sidewalk or other gap type analysis
- Identify potential actions
- Priority decision process
- Draft & Final Prioritization Plan
- Public Outreach



Source: McMahon
Transport
Engineers & Planners



Fairhaven Overview

- Fairhaven is a town in Bristol County, Massachusetts.
- The total population was 15,873 according to the 2010 census.
- Fairhaven has a total area of 14.1 square miles
 - 12.4 square miles of land
 - 1.7 square miles of water.





Future Development Projects

The Oxford School Residences

- Located at northeast corner of Main St / Adams St intersection in North Fairhaven
- 63 apartment units of affordable senior housing
- Includes 53 one (1) bedroom units and 10 two (2) bedroom units
- 51 units will be restricted to tenants making 60% or less of the area median income (AMI)
- Remaining 12 units will be rented to market rate tenants

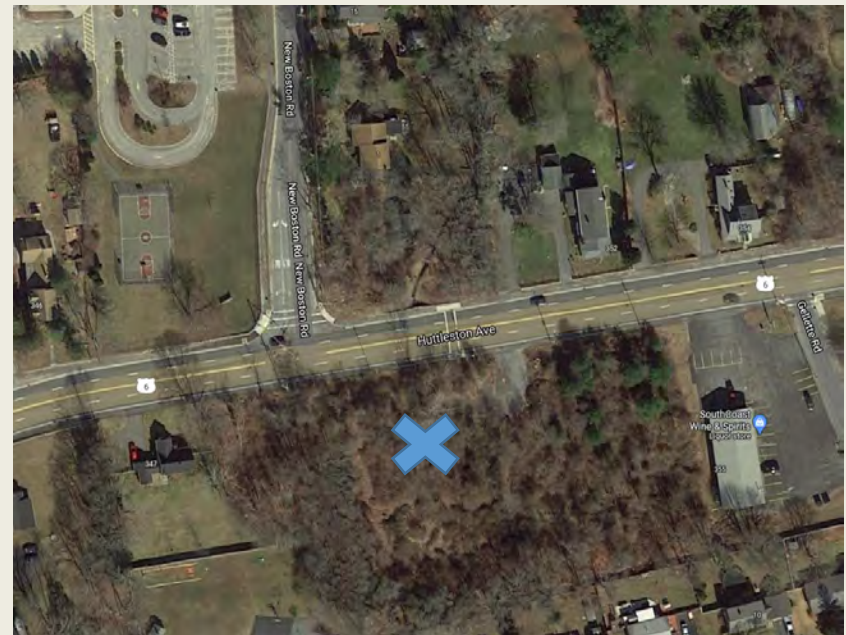




Future Development Projects

Proposed 12-unit condominium complex on Huttleston Avenue (Rte. 6)

- Located on Huttleston Avenue across from East Fairhaven Elementary School.
- Includes 4 multi-unit residential buildings each with 3 2-bedroom units each
- CDBG - Community Development Block Grant



Hedge Street Phase 3 Design

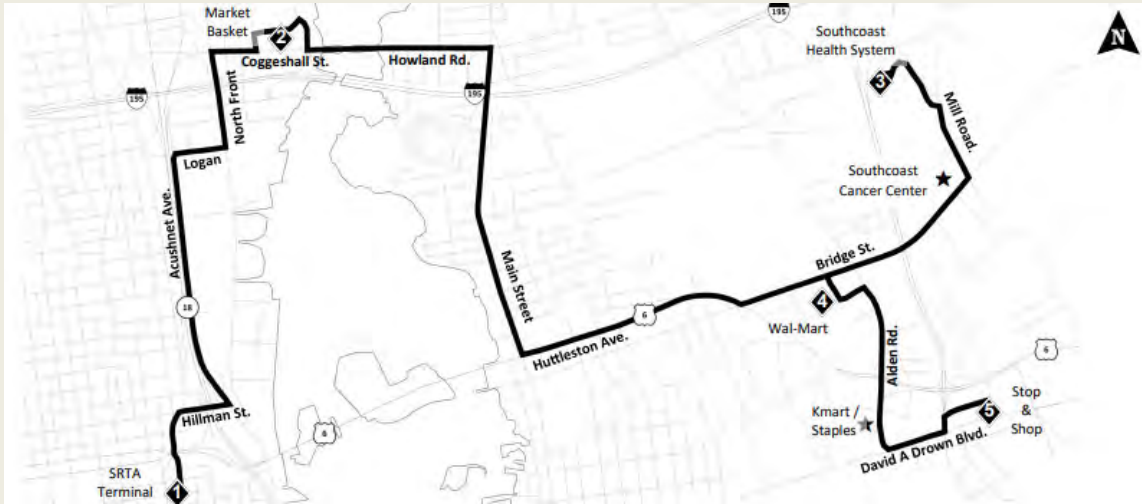
- Design Engineering of Phase 3 Streetscape improvements on Hedge Street between Main Street and Adams Street





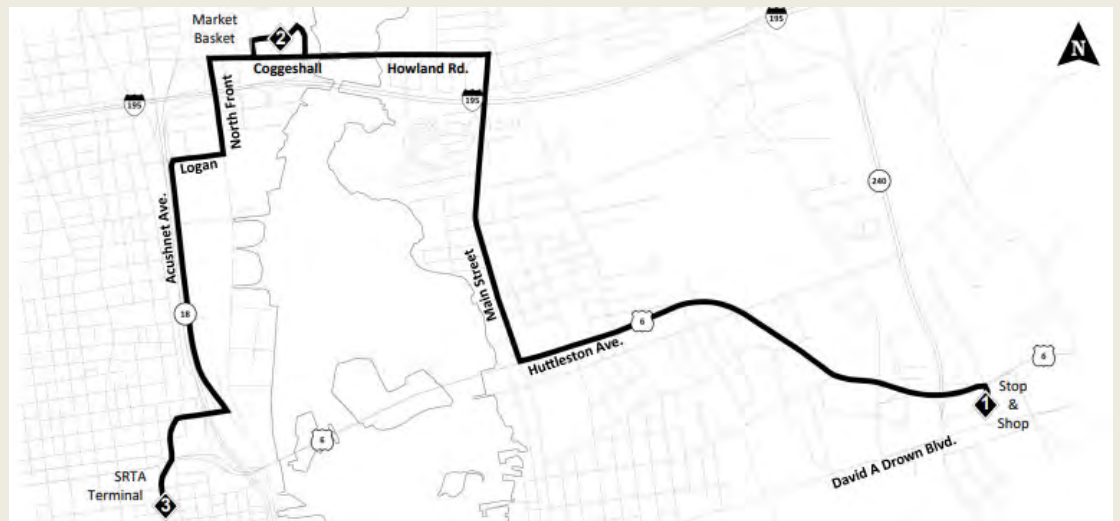
Southeast Regional Transit Authority (SRTA): Fairhaven Shuttle

Inbound Route Map



Outbound Route Map

Southeast Regional Transit Authority





Fairhaven On-Road Cycling Map

Legend

- Community Boundaries
- Roadways:1

Outside Lane and Shoulder Width

- < 10'
- 10-11.9'
- 12-13.9'
- 14-15.9'
- >= 16'

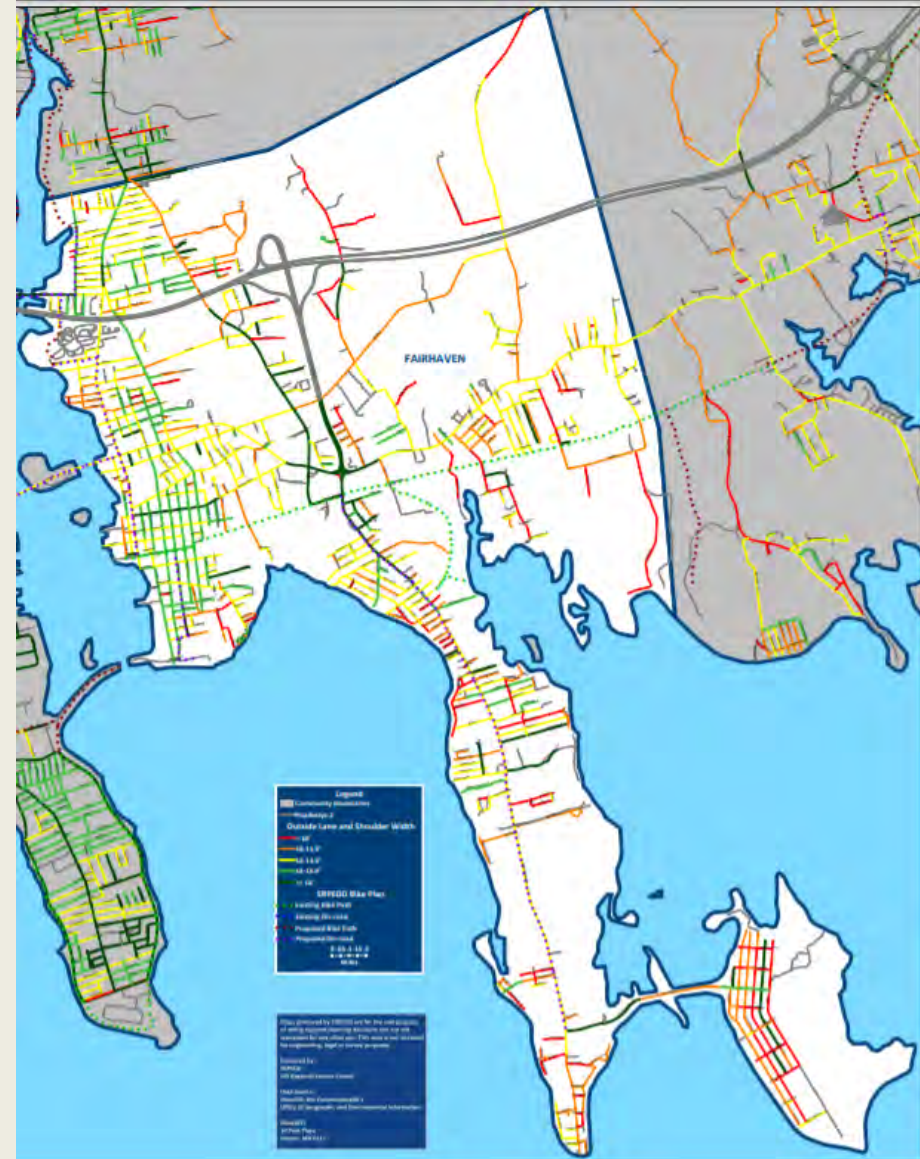
SRPEDD Bike Plan

- Existing Bike Path
- Existing On-road
- Proposed Bike Path
- Proposed On-road

0 .05 .1 .15 .2

 Miles

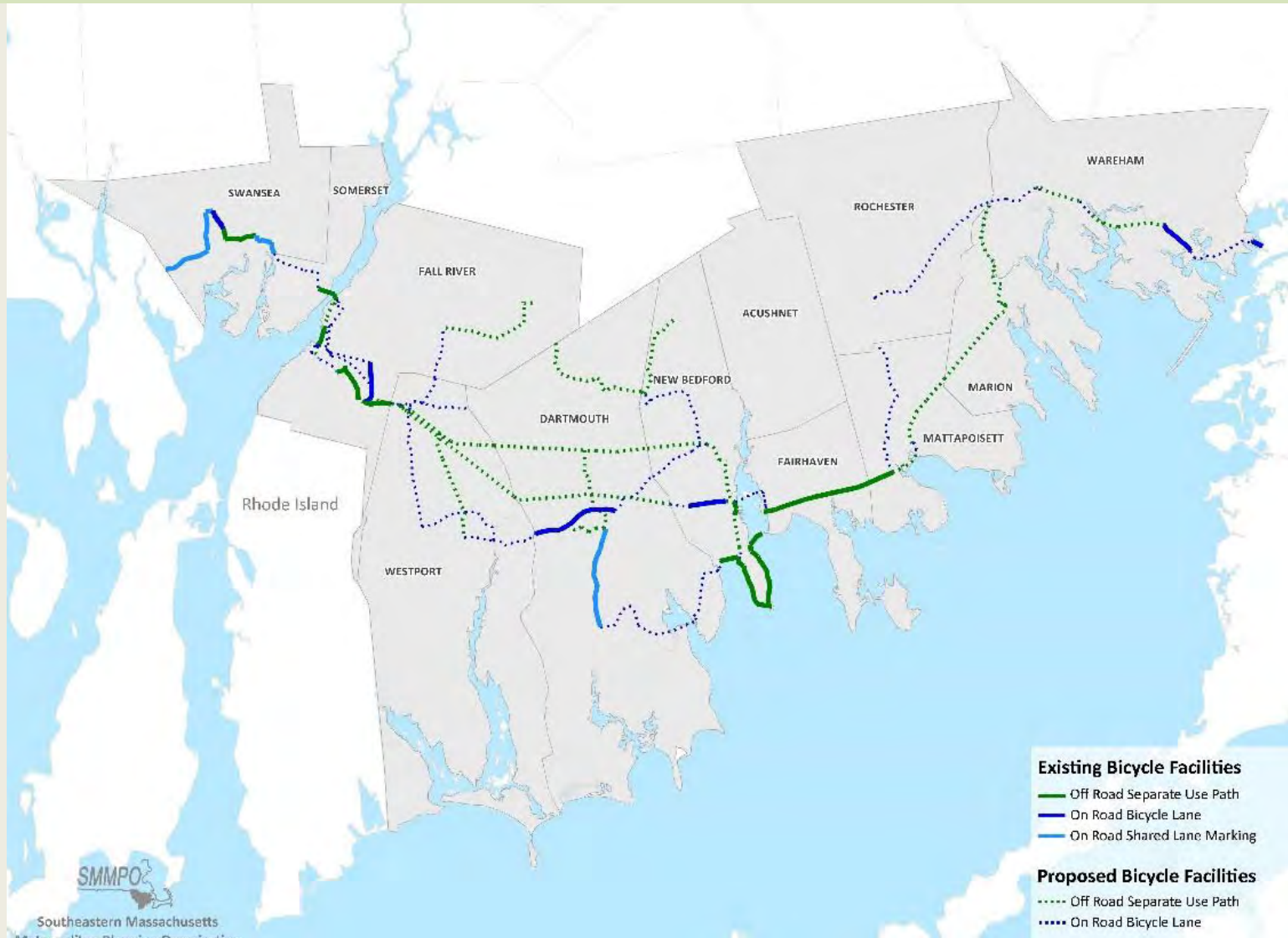
Map produced by SRPEDD, for planning purposes only



Town of Fairhaven



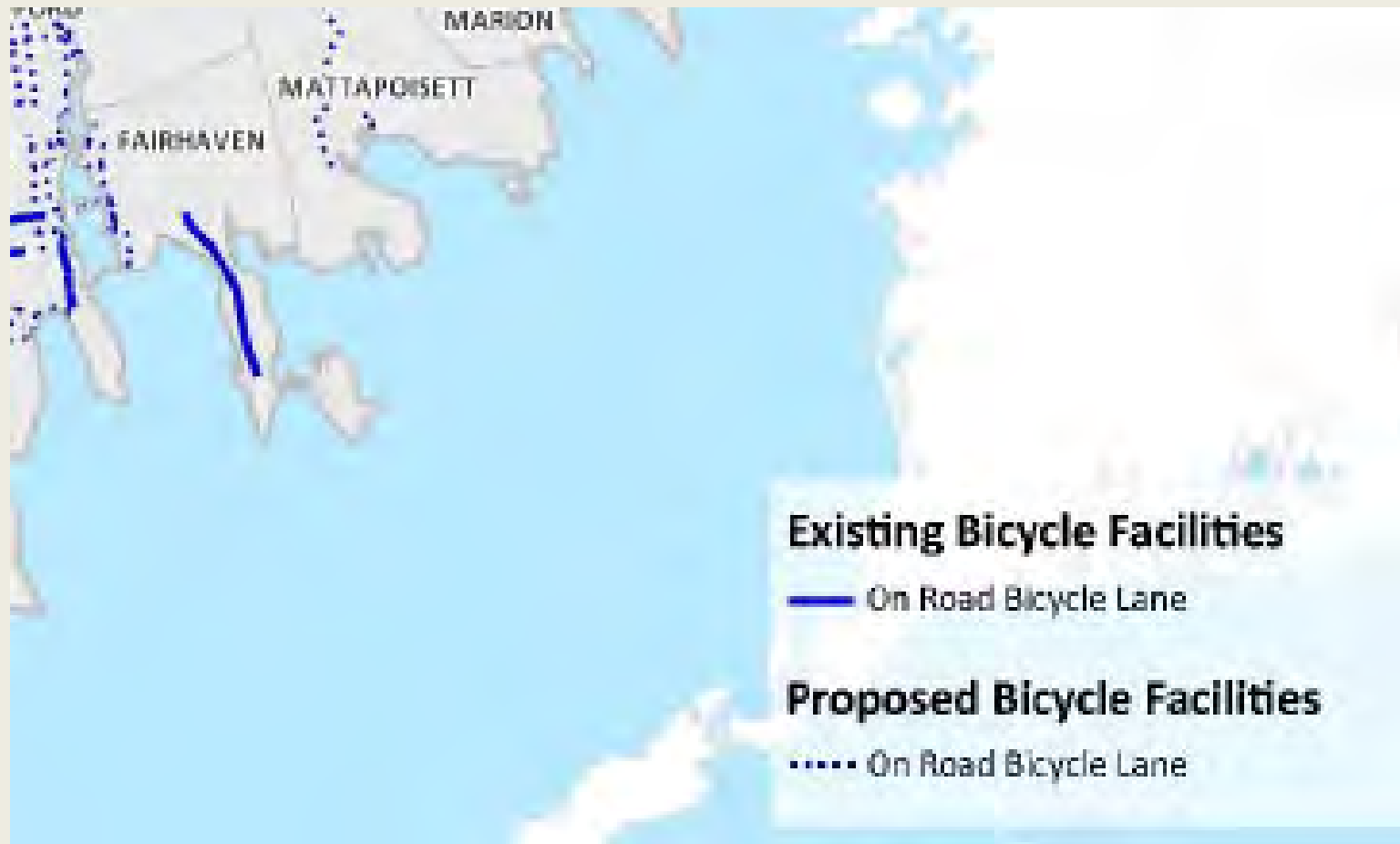
SMMPO 2016 Regional Bicycle Plan




Southeastern Massachusetts
Metropolitan Planning Organization



SMMPO 2016 On-Road Bicycle Facilities

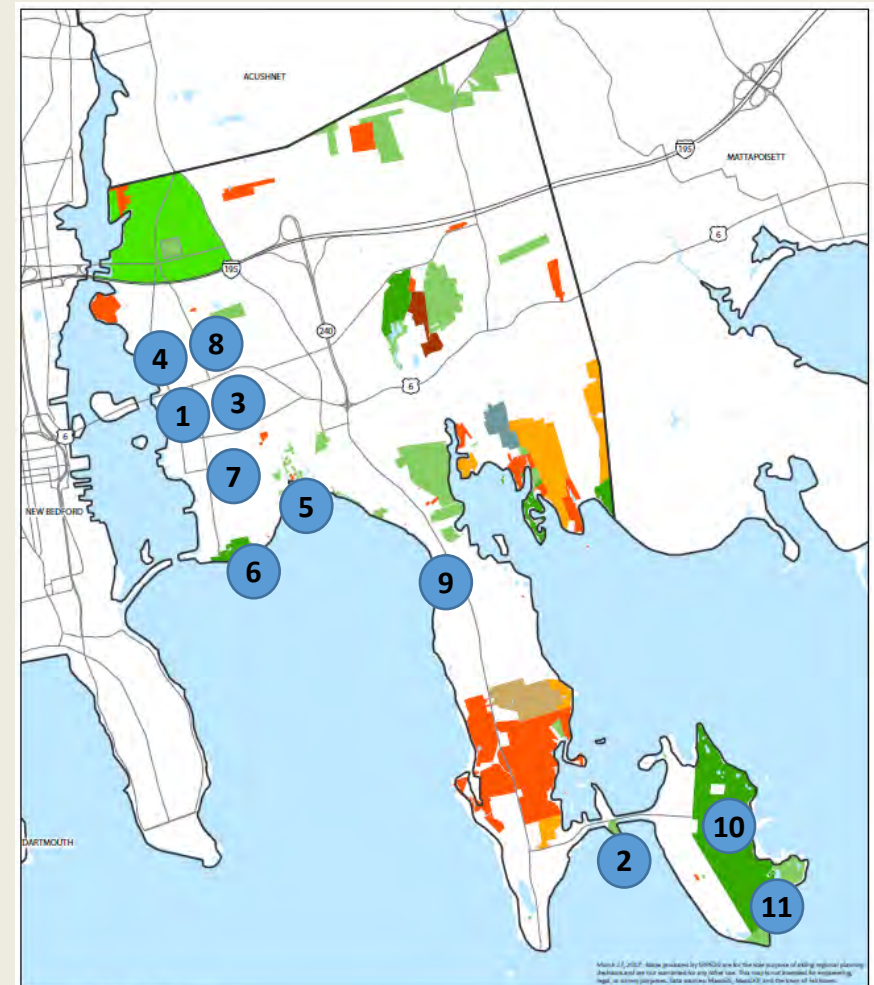


Regional Bicycle Plan 2016, SMMPO



Recreational Sites

1. Pease Park
2. Hoppy's Landing
3. Cushman Park
4. Livesey Park
5. Pope Beach
6. Fort Phoenix State Reservation
7. Leonard Pierce Memorial Park
8. Henry Rogers Memorial Park
9. Macomber Pimental Field
10. West Island State Reservation
11. West Island Beach



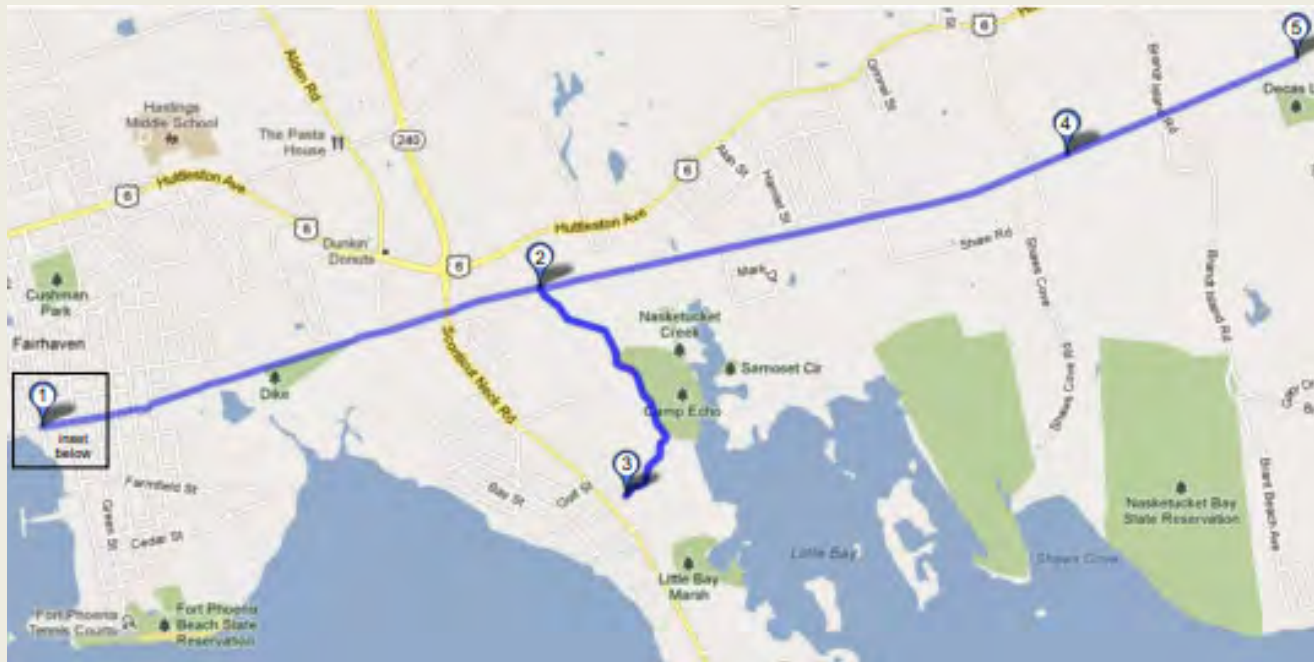
Town of Fairhaven
Open Space and Recreation Plan - Environmental Justice/Equity Map





Recreational Trails

- 1. Phoenix Bike Trail
- 2. New Boston Road Hiking Area
- 3. Little Bay Conservation Area
- 4. Shaw Farm Trail
- 5. Nasketucket Bay State Reservation





Pedestrian Improvement Locations

Municipal Priority Pedestrian Improvement Locations

From SRPEDD's 2017 Regional Pedestrian Plan survey for municipal response - Question 9: Please list any location you would like to prioritize pedestrian improvements.

Legend

- Roads
- Priority Roads
- Priority Areas

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.

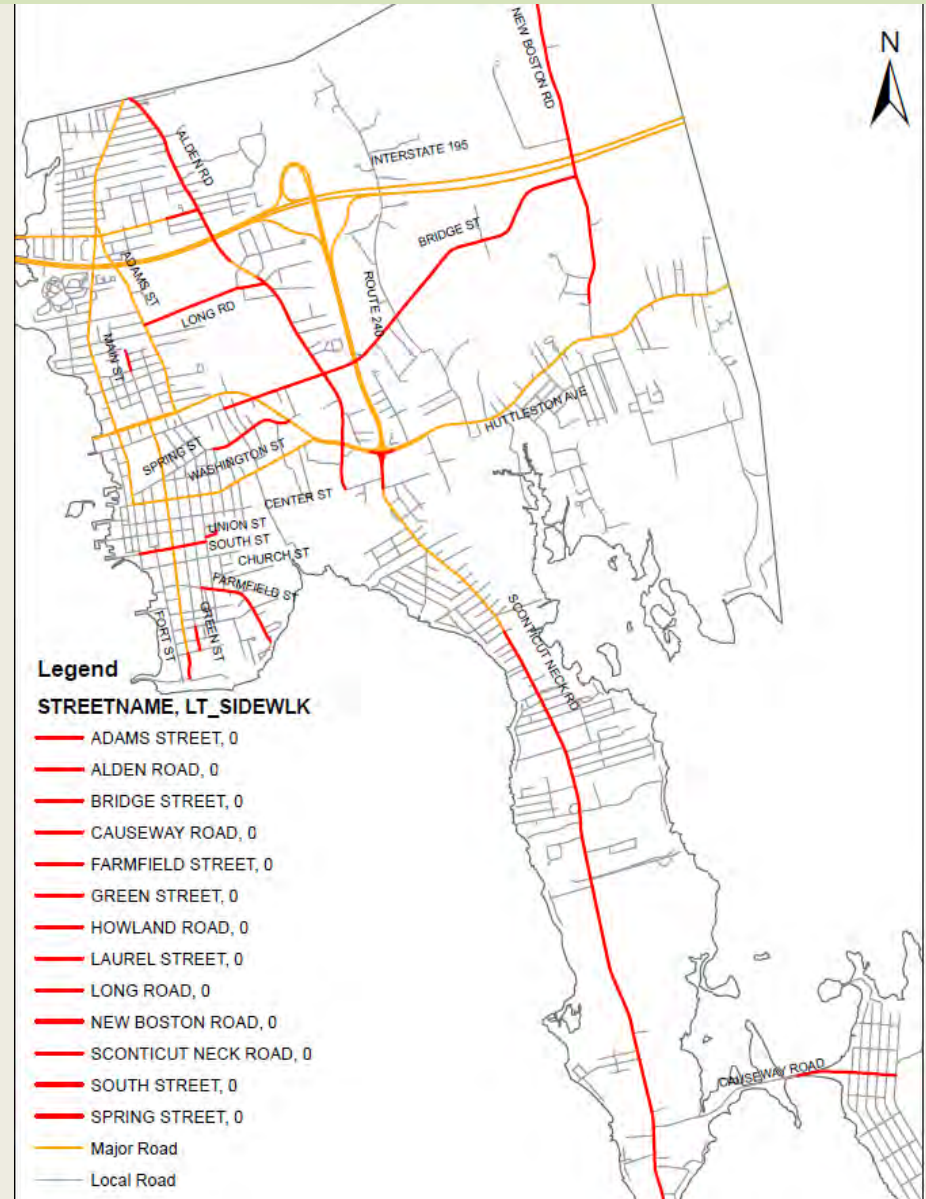
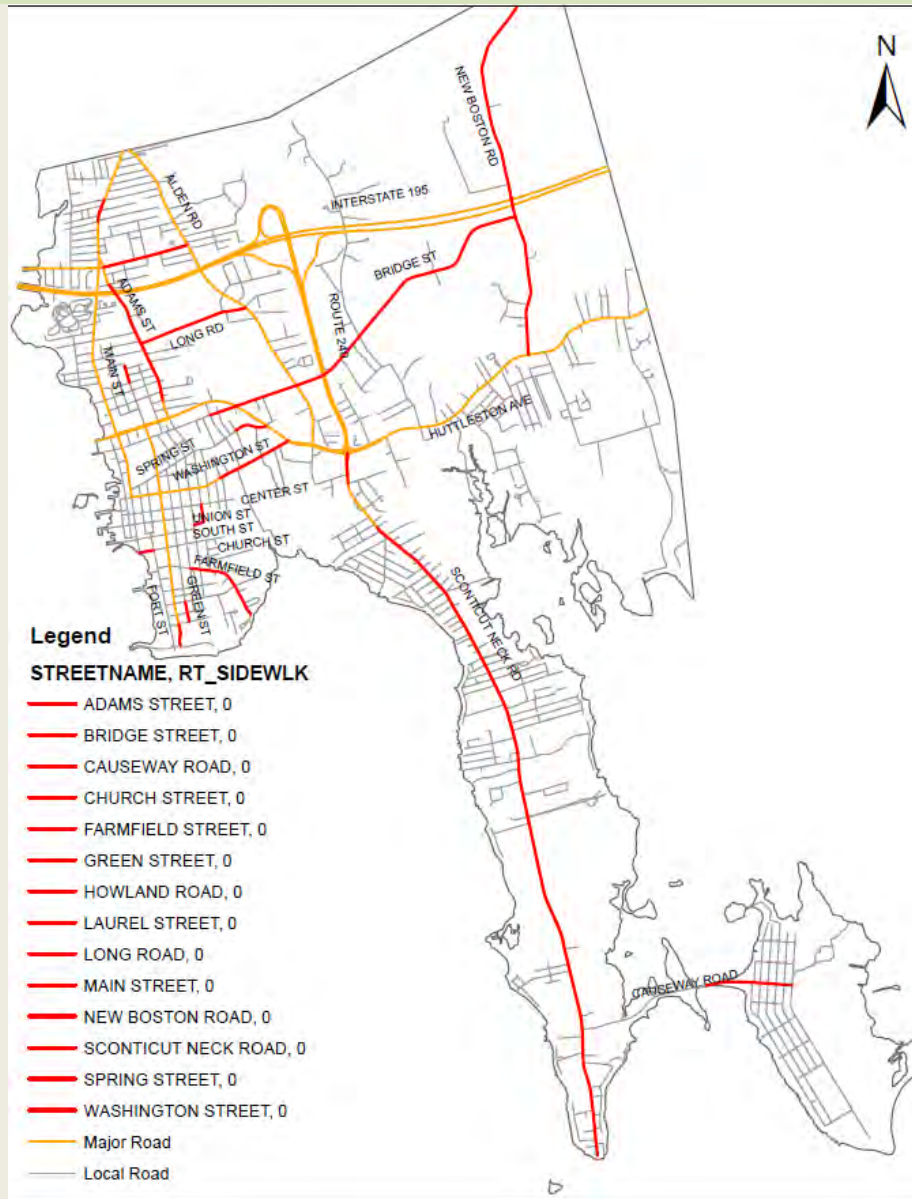
Sources: MassGIS, MassDOT, SRPEDD



SRPEDD's 2017 Regional Pedestrian Plan survey



Pedestrian Improvement Locations





Massachusetts Safe Routes to School (SRTS)

- **The SRTS program works to increase safe biking and walking among elementary and middle school students.**
- **SRTS Program strives to implement a collaborative, community-focused approach that bridges the gap between health and transportation.**

School partner list:

- **Leroy Wood Elementary School**
- **Elizabeth Hastings Middle School**



Crash History (2016-2020)

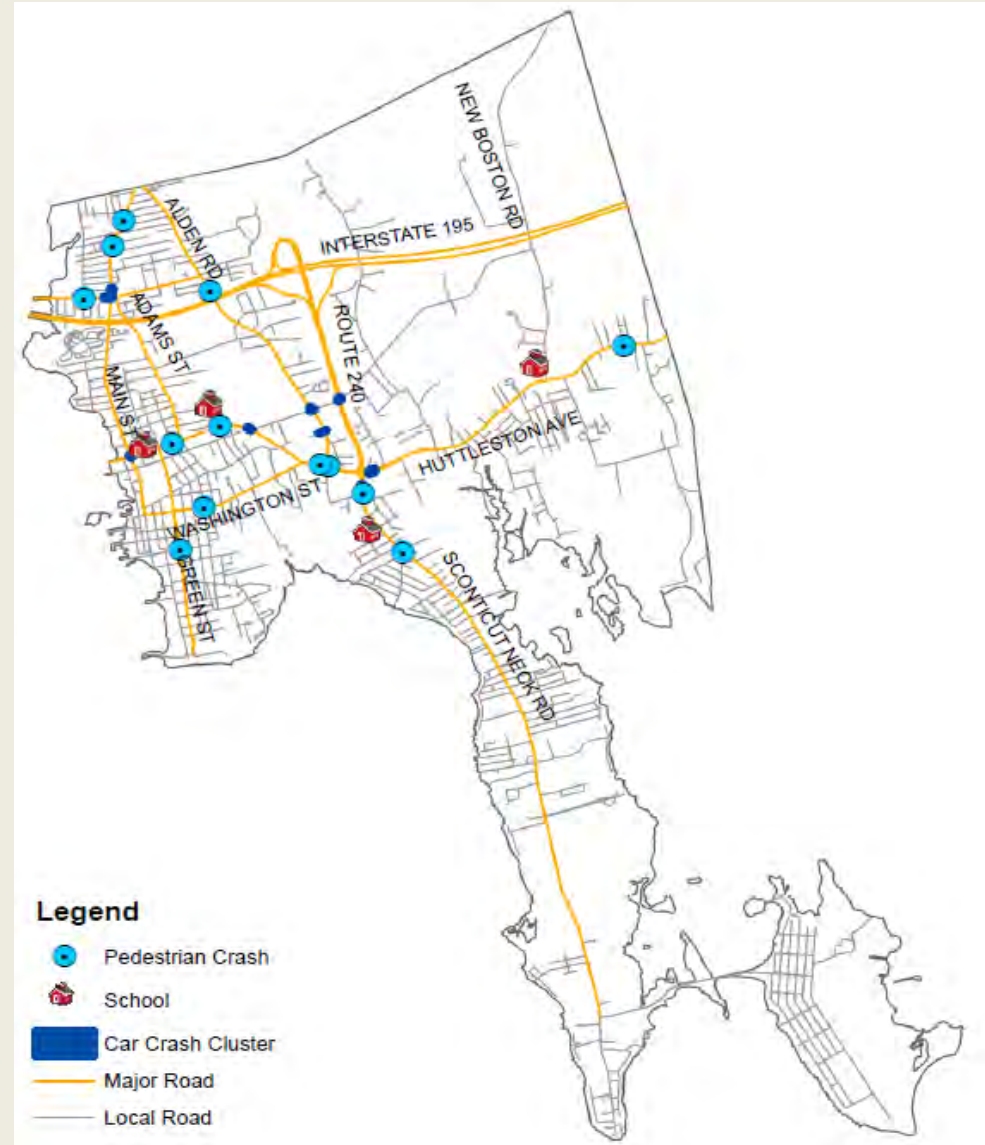
- **Crash data reviewed as part of this Complete Streets Study were obtained from the MassDOT Crash Record System.**
- **Recent crash history for the Town of Fairhaven for the most recent four-year + period available (2016-2020) were reviewed.**
- **4 Fatal Crashes (2 Involving Pedestrians)**
- **13 crashes involving Pedestrians:**
 - 2 Fatalities; 1 each on Main Street and Huttleston Avenue (Rte. 6)
- **17 crashes involving Bicycles**
- **Majority of Pedestrian and Bicycle crashes occurred on streets surveyed as part of the Windshield Survey and Huttleston Avenue.**



Pedestrian Crashes

Pedestrian crashes occurred at 7 locations throughout the Town:

- 2 Fatalities: 1 each on Main Street and Huttleston Ave (Rte. 6)
 - Single Vehicle Crash
 - Dark-lighted roadway
- ❑ Huttleston Avenue - 5
- ❑ Sconticut Neck Road - 2
- ❑ Main Street – 2
- ❑ Green Street - 1
- ❑ Howland Road - 1
- ❑ Washington Street – 1
- ❑ Alden Road - 1



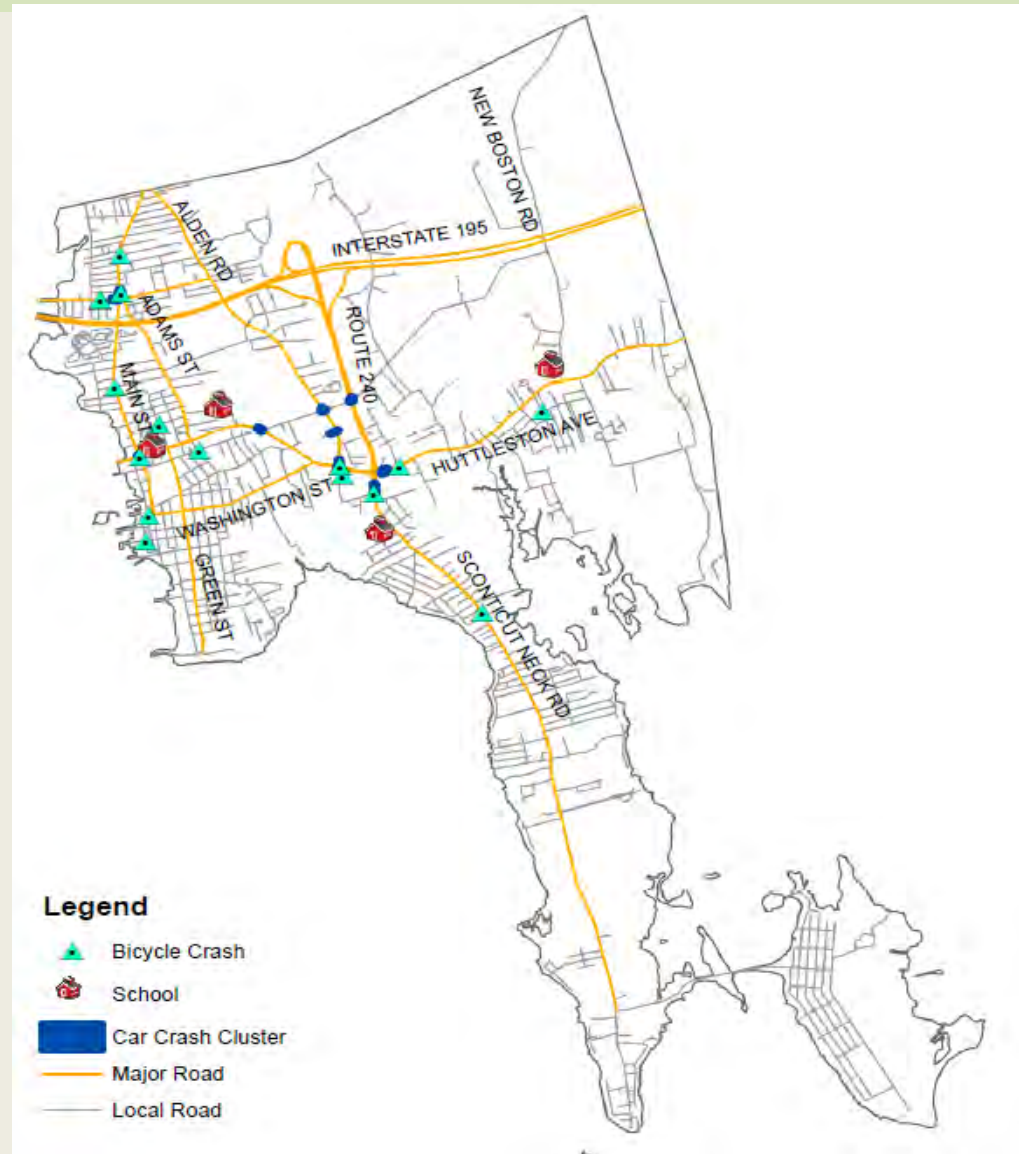


Bicycle Crashes

Bicycle crashes occurred at 6 locations throughout the Town:

- 0 Fatal Injury Crashes

- Main Street - 4
- Huttleston Avenue - 3
- Adams Street – 1
- Sconticut Neck Road - 1
- Green Street - 1
- Howland Road – 1
- Berdon Way - 1
- David Brown Blvd - 1
- Water Street - 1
- Hamlet - 1
- Washington street - 1

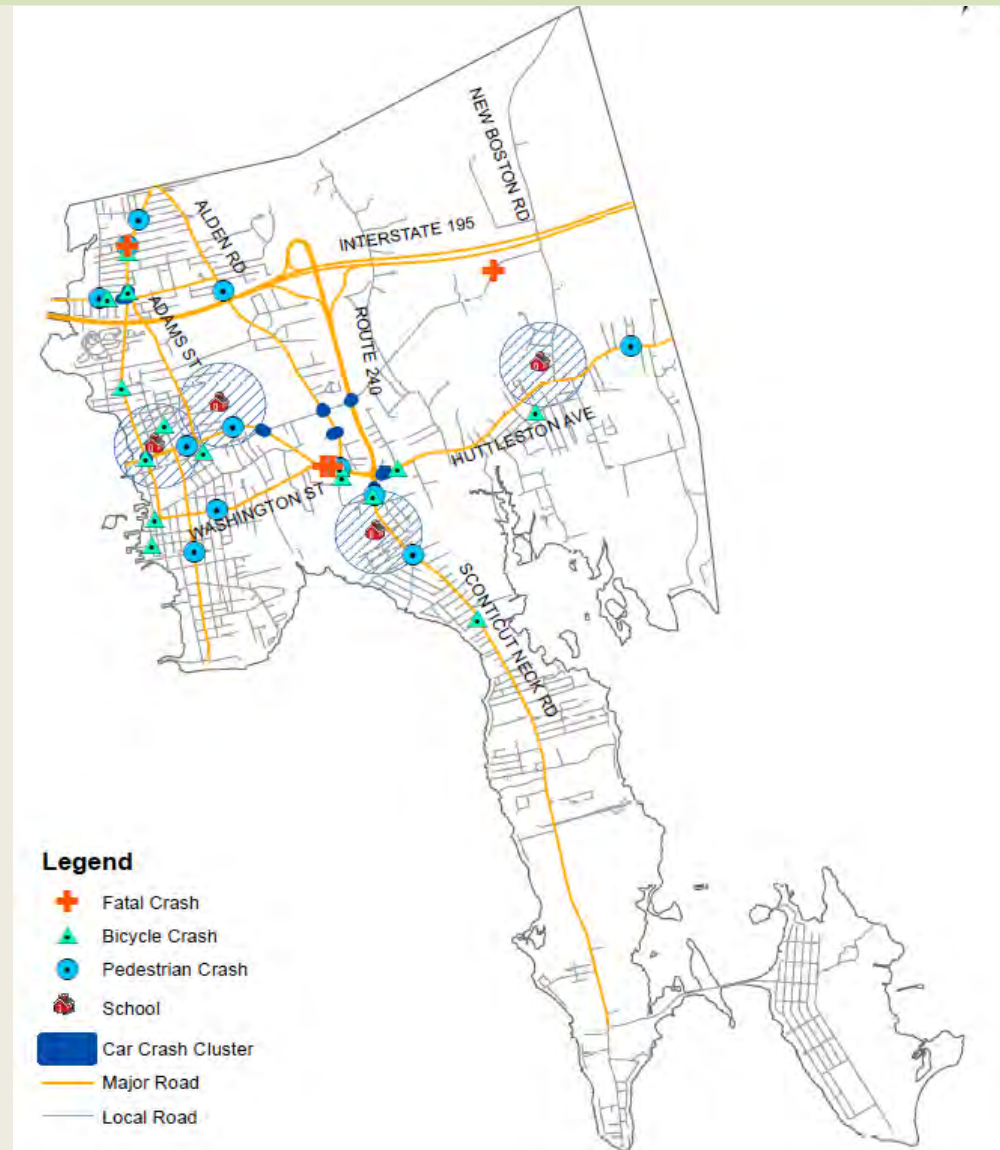




School Buffer Zones

Schools

- Leroy Wood Elementary School
- East Fairhaven Elementary School
- Elizabeth Hastings Middle School
- Fairhaven High School





Windshield Survey Routes

List of Streets Analyzed

- Washington Street- 1.0 miles
- Main Street – 2.4 miles
- Adams Street- 1.6 miles
- Alden Road- 2.3 miles
- Fort Street- 0.7 miles
- Church Street- 0.5 miles
- Farmfield Street- 0.6 miles
- Howland Road- 0.8 miles
- Bridge Street- 2.8 miles
- Middle Street- 0.6 miles
- Laurel Street- 0.9 miles
- South Street- 0.6 miles
- Center Street- 0.6 miles
- New Boston Road- 2.4 miles
- Green Street- 1.5 miles
- Scoticut Neck Road- 3.7 miles
- Causeway Road- 1.2 miles
- Spring Street- 0.9 miles
- Union Street- 0.3 miles
- Long Road- 0.6 miles

Total miles: 26





Assessment of Deficiencies: Typical Sidewalk Issues

- Deteriorating walking surfaces resulting in cracking and holes causing trip hazards for pedestrians.
- Uplifts in cement concrete panels causing an uneven walking surface.⁴
- Gaps in existing sidewalks networks resulting in lack of connectivity
- The majority of curb ramps at intersections with side streets either do not exist or are cracked/uneven and lack detectable warning panels.
- Pedestrian crossings have unsafe conditions.





Assessment of Deficiencies: Sidewalk Surface Condition



Sidewalk Surface in Below Average Condition on
Sconticut Neck Rd at Marilaine Pl



Sidewalk Surface in Below Average Condition on
Spring St at Pleasant St



Assessment of Deficiencies: Gaps in Sidewalk Network



Bridge St between Almy St and Homestead Ave



Scoticut Neck Road at Gilbert Street



Assessment of Deficiencies: No Sidewalk Connection



Scouticut Neck Rd at Orchard St



New Boston Rd at Bridge St



Assessment of Deficiencies: Non-ADA Compliant Curb Ramps



No curb ramp at Scoticut Neck Rd and Orchard St



Non-ADA compliant crossing on Spring St at Homestead Ave



Assessment of Deficiencies: No Safe Pedestrian Crossing



Bridge St at Roy St



Sconticut Neck Rd near Little Bay Rd



Assessment of Deficiencies: No Safe Pedestrian Crossing



Adams St at Wilding St



Adams St and Bridge St Intersection



Assessment of Deficiencies: Lack of Bicycle Accommodations



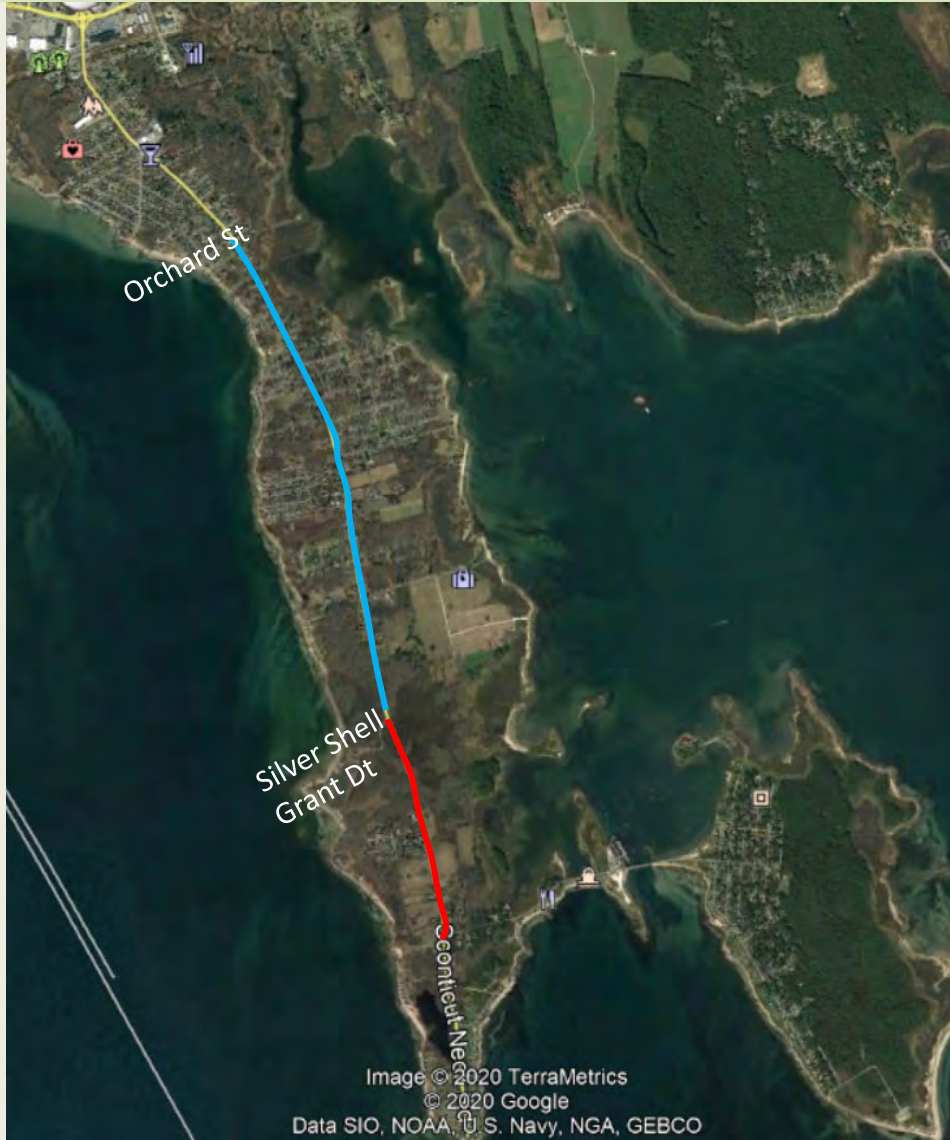
Adams St and Phoenix Rail-Trail



Main Street at Phoenix Rail-Trail



Assessment of Deficiencies: Lack of Bicycle Accommodations



Sciticut Neck Rd at Orchard St (North view)



Sciticut Neck Rd at Orchard St (South view)



Assessment of Deficiencies: Lack of Bicycle Accommodations



Adams St at School St



Center St at Chestnut St



Assessment of Deficiencies: Lack of Secure Bicycle Parking



Cushman Park



Fort Phoenix State Reservation



Livesey Park



Summary of Needs Assessment

Common Deficiencies Include:

- Sidewalk surfaces in below average conditions
- Gaps in sidewalk network
- Lack of sidewalks in areas with pedestrian demand
- Lack of wheelchair ramps at crossings
- Non-ADA compliant wheelchair ramps
- Lack of bicycle accommodations



Public Outreach


- Seeking public input on walkability, bikeability, transit access & connectivity
- Public outreach includes:
 - Complete Streets webpage on Town website
 - Social Media Posts
 - Article in Fairhaven Neighborhood News
 - Interactive online tool known as “wikimapping”

Home » Boards & Commissions » Planning Board

Complete Streets

Fairhaven Complete Streets - The purpose of the Complete Streets program is to improve connectivity and mobility for all users and ages. This includes both design and infrastructure projects that will create an integrated transportation network that provides better accommodations and options for all transportation modes, users and ages and encourages healthy transportation alternatives. Let us hear from you through the interactive [wikimap](#) survey or email pfoley@fairhaven-ma.gov

What are Complete Streets? - "Complete Streets are streets for everyone." *SmartGrowthAmerica.org*

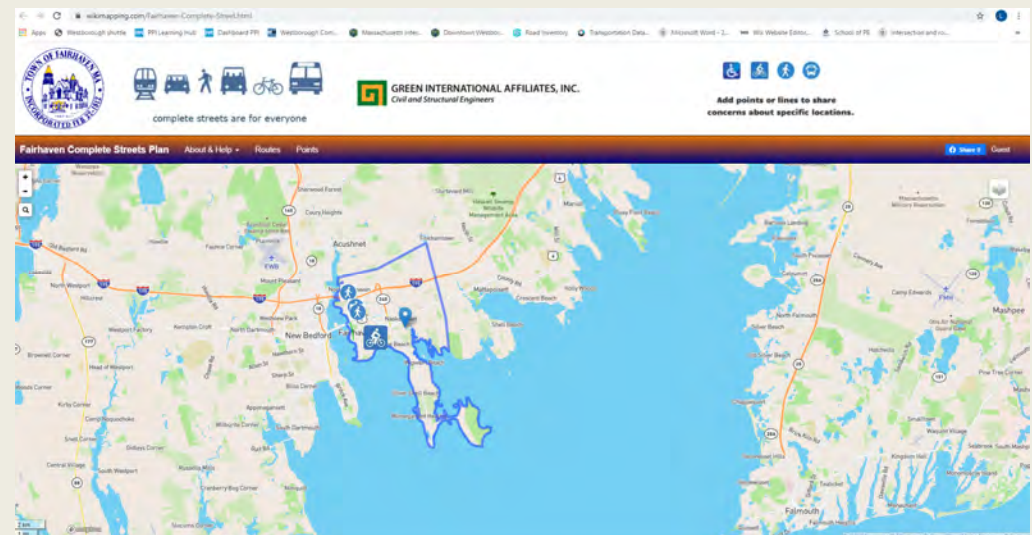


A Complete Street describes a public right of way that provides safe and accessible options for people of all ages, abilities, and modes of travel. A network of Complete Streets expands travel choices by making it easy for people to cross the road, walk to school, bicycle to work, or hop on and off buses and trains. Complete Streets are designed with all users in mind, and they make non-motorized transportation more convenient, attractive, and safer.

What does a Complete Street look like?

Complete Streets are context sensitive. They have no fixed design because each right of way is different in place and purpose. A Complete Street in an urban area will look very different from a Complete Street in a rural area. What matters is that the elements of each street reflect the needs of the people who use it, regardless of age, ability, or mode of travel.

Complete Streets elements can be realized on a large scale (e.g., intersection improvements) or can be more narrowly focused (e.g., adding a single bicycle lane or crosswalk). The MassDOT Highway Division identifies the following as examples of Complete Streets infrastructure or project types:



The screenshot shows the 'Fairhaven Complete Streets Plan' website. At the top, there is a navigation bar with the town logo and the text 'complete streets are for everyone'. Below this is a header for 'GREEN INTERNATIONAL AFFILIATES, INC. Civil and Structural Engineers'. The main content area features a map of Fairhaven, MA, with various transportation modes (bicycle, pedestrian, bus, car) and a 'wikimapping' tool for public input. The map shows the town's layout, including major roads and water bodies. The website also includes a 'Share' button and a 'Guest' login option.

GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

