NBF 6/8/2020 – Complete Street Feedback

MassDOT has reviewed your prioritization plan projects for program infrastructure eligibility and plan completeness. MassDOT does not review or evaluate the quality of the projects in terms of community need, community acceptance, condition of the current infrastructure, or the constructability of the project.

Projects were also not reviewed for jurisdiction; however, state-owned roadways are not eligible under this funding program. Environmental Justice (EJ) designation was not verified, but will be verified in Tier 3 Project Application review. The project should either be in an EJ designation or provide a critical network gap that serves an EJ community.

Your Prioritization Plan is approved, with the following specific additions needed at the Tier 3 application stage:

Specific:

1. Provide proposed sidewalk, bicycle lane/buffer and shared use path widths in the Project Descriptions.
2. Projects that contain P2 should also contain P3.
3. Rank 3, 6, 9, 11 – MassDOT is defining road diets as the repurposing of roadway space to improve safety and mobility for all modes of transportation, through the elimination of one or more vehicular travel lanes. Confirm that your municipality’s proposed road diet(s) is eliminating travel lanes rather than exclusively narrowing one or more vehicular travel lanes. Revise if necessary.
4. Rank 7 – For proposed Trail Crossing projects, ADA should be addressed to better identify the trailhead as a pedestrian access route rather than a driveway opening.

General:

1. Wayfinding signs should comply with the MUTCD.
2. Note that proprietary items are not eligible under the MassDOT Complete Streets Funding Program. Ensure that the proposed bicycle racks are not proprietary.
3. Town-wide project limits are acceptable on Tier 2 Prioritization Plans; however, for Tier 3 applications, please specific the project location(s) and project limits.
4. Projects with SO, BO, PO, and/or TO must specific what the treatment is in the project description
5. The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, separated bike lanes, or other exclusive bicycle facility. The MUTCD outlines guidance for shared lane markings in section 9C.07.
6. When designing a new sidewalk segment, the project limits must meet an existing sidewalk network or terminate with compliant curb ramps. If terminating at an intersection, include a reciprocal curb ramp and crosswalk.
7. At marked crossings, the bottom of the ramp run (4'-0" by width of ramp opening), exclusive of flared sides, shall be wholly contained within the marked crossing. Refer to AAB 521 CMR: 21.2.1.
8. Shared use paths are preferred to be 12 feet wide or a minimum of 10 feet wide.
9. The MUTCD does not recommend using the SHARE THE ROAD (W16-1P) plaque in conjunction with the Bicycle (W11-1) and other vehicular traffic (https://mutcd.fhwa.dot.gov/knowledge/faqs/faq\_part9.htm).