Complete Streets Prioritization Plan for the Town of South Hadley
Public Meeting
October 18, 2017
What is a Complete Street?

- Complete Streets enhance opportunities for all transportation modes and users
- Complete Streets promote:
  - Health
  - Safety
  - Quality of Life
  - Economic Development

Sample Roadway Cross Section

College Street Bypass

[Diagram showing a sample roadway cross section with designated lanes for bike, travel, and parking, along with measurements: Bike Lane: 4', Travel Lane: 11', Travel Lane: 11', Bike Lane: 4', Parking Lane: 7', Total Pavement: 37']
MassDOT Complete Streets Program

- Established as part of the 2014 Transportation Bond Bill to encourage municipalities to regularly and routinely include Complete Streets design elements and infrastructure on locally-funded roads.

- Program Process
  - Attend a training workshop - Complete
  - Adopt a Complete Streets Policy - Complete
  - Develop a Prioritization Plan – In Progress
  - Apply for up to $400,000 in funding to construct an eligible project from the Prioritization Plan.
PVPC Role

- Review of Previous Studies
  - 2016 Bicycle and Pedestrian Plan
  - 2016 South Hadley Falls Urban Renewal Plan
  - Recent MassWorks applications
  - FY 2016 – 2021 South Hadley Capital Plan
  - Route 33/Route 202 Roadway Safety Audit
  - South Hadley Master Plan

- Eight New Traffic Volume Counts
- Development of Evaluation Criteria
- Community Engagement Process
- Identification of Complete Streets Projects
  - Three project visualizations
- Project Prioritization
- Development of the Prioritization Plan
What has been done

- Route 116 Bike Lanes
- Upgrades to intersection of Route 202 with Route 33
- Annual Town sidewalk program
- South Hadley Complete Streets Policy  
  - Enacted June 2016
- South Hadley Bike-Walk Committee
- Walking the Falls Map and Guide
- Texon Mill Park
- Roll and Stroll Event - May 7, 2017  
  - Shut down the Route 116 Bridge
- South Hadley Bicycle and Pedestrian Plan
- Valley Bike – Regional Bike Share
- 2014 MassWorks Grant Application  
  - Proposed improving bicycle and pedestrian links from South Hadley Falls to the Village Center and City of Holyoke
South Hadley Bicycle and Pedestrian Plan

- Meetings with Town Advisory Committee
- Survey of town residents
- Interview South Hadley officials
- Visioning Session
- Safety Analysis
- Recommendations for walking, bicycling and hiking.

- All roadways were visually assessed to determine their suitability to accommodate bicycles.
- All Sidewalks were mapped and significant gaps identified.
- Identifies and prioritizes 10 improvement projects.
PVPC reviewed historic traffic count data.

- Traffic count data collected at 15 locations in 2015.
- Weekday volumes
- Roadways with higher traffic volumes may require additional improvements to encourage safe bicycle and pedestrian activity.

New Traffic Count Locations

- Memorial Drive south of Granby Road
- Abbey Street east of Memorial Drive
- Old Lyman Road south of Memorial Drive
- Old Lyman Road north of New Ludlow Road
- New Ludlow Road at Granby Line
- North Main Street near West Main Street
- College Street north of Brainerd and Mosier Streets
Bicycle and Pedestrian Crash Locations

- MassDOT database
- 62 Crashes from 2003 – 2013
- Over 50% involved a vehicle and a pedestrian.
- 82% of the crashes resulted in an injury
- Fatal crashes in 2010 and 2016.
- 9 pedestrian crashes were reported in 2014 and 2015.
Valley Bike - Regional Bike Share

- Five Community Initiative
  - Amherst (includes UMass), Holyoke, Northampton, South Hadley, Springfield
- System Launch in April 2018
- Funded in part through the federal Congestion Mitigation and Air Quality program.
- 500 Bikes, 50 Stations Total
  - All electric assist bikes
    - 60 mile range/ 3hr battery life
    - 60 – 90 min. recharge time
Heat Map Analysis and Station Locations

Key Station Locations

- Springfield Union Station
- Springfield MGM Casino
- STCC/Springfield Armory
- Holyoke Train Station
- Holyoke Bus Station
- Northampton John M. Greene Hall
- Northampton Cooley-Dickinson Hospital
- Amherst Town Common
- UMass Student Union
- South Hadley Town Common
- South Hadley Falls
Project Prioritization

- MassDOT requires that each community develop criteria to evaluate potential projects for complete streets funding.
- Only projects included as part of the approved prioritization plan can apply for funding.
- Potential criteria included:
  - Safety for all modes of transportation
  - ADA Accessibility
  - Pedestrian Mobility
  - Bicycle Mobility
  - Transit Operations and Access
  - Vehicle Operation
  - Cost
  - Compatibility with local goals
  - Project readiness
Local Projects Approved for Complete Streets Funding

- **Agawam is receiving $400,000** to improve O’Brien’s Corner, an important pedestrian and cyclist hub near local schools, parks, commercial destinations, and bus stops. Improvements include shifting and installing high-visibility crosswalks and improved pedestrian signals, constructing or reconstructing sidewalks, traffic calming and tightening of the intersection, and installing a two-way, separated bicycle facility on Springfield Street.

- **West Springfield is receiving $384,200** to upgrade pedestrian crossings along Park Avenue/Park Street, a vital connection through the downtown area of West Springfield for all transportation modes, including pedestrians, cyclists, and transit users. These upgraded crossings will include shorter crossing distances, high visibility crosswalks, Rectangular Rapid Flashing and Beacons (RRFBs). The money will also create sidewalks on Van Deene Avenue.