

Complete Streets Prioritization Plan: Improving Safety & Accommodating All Users

Town of Orleans- Public Meeting



CAPE COD
COMMISSION



1. PUBLIC INPUT SESSION (December 3, 2019)

Develop list of potential projects. (See Eligible Projects Types on back)

2. Analyze and Summarize Potential Projects

Project summaries include:

- Rank
- Project Name
- Project Description
- Environmental Justice Population
- Project Limits
- Project Start Location
- Project End Location
- Complete Streets Project Origin
- Complete Streets Project Type
- Complete Streets Need
- Will this project be in coordination with other communities?
- Total Estimated Project Cost
- Complete Streets Funding Request
- Other Funding Source(s) and Amount
- Anticipated Construction Duration
- Desired Construction Start Date

3. PUBLIC MEETING (Early 2020)

Review of Draft Prioritization Plan.

4. Finalize Prioritization Plan

Once final prioritization plan is complete, the plan will be submitted to the Massachusetts Department of Transportation (MassDOT).

For more information, please visit

www.capecodcommission.org/OrleansCompleteStreets or call 508-362-3828

Eligible Project Types

Traffic & Safety	Ref.	Bicycle Facilities	Ref.
<ul style="list-style-type: none"> • Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes • Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility) • Pedestrian signal & timing (minor updates) • Changing pedestrian signal timing (i.e., lead pedestrian interval) • Radar speed feedback (“Your Speed”) signs • Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances • Additional regulatory signing (for existing regulations) • Speed humps/speed tables • Street lighting • Road diets • Speed attenuation devices • Roadway resurfacing or micro surfacing if restriping for new bicycle lanes • Traffic calming measures • New Curbing on uncurbed streets. • Addition of or widening of shoulders • Roundabouts • Intersection reconstruction – reducing complexity and crossing distance • Intersection signalization (major updates/upgrades & new Installation) 	<ul style="list-style-type: none"> \$ \$ \$ \$ \$ \$ \$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$S 	<ul style="list-style-type: none"> • Improvement of shared use paths (non-safety related) • Designated bicycle lanes • Bicycle parking fixtures and/or shelters at transit and other locations • On-street bicycle parking • Provide bicycle-safe drain grates and other hardware • Bicycle boulevards • Bicycle wayfinding signs • Shared lane markings (sharrows) • Bike route signs • Elimination of hazardous conditions on shared use paths • Designated Separated Bicycle Lane • New shared use paths • Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes) 	<ul style="list-style-type: none"> \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$\$ \$\$ \$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$ \$\$\$
Transit Facilities	Ref.	Pedestrian Facilities	Ref.
<ul style="list-style-type: none"> • Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing • Improving transit connections for bicyclists, including: providing secure bicycle parking, signing • Transit shelter • Transit signal prioritization • Bus pull-out areas • Railroad grade crossings improvements (signs, flange way fill, etc.) • Transit contra-flow lanes • Park-n-ride facilities • Transit-only lanes 	<ul style="list-style-type: none"> \$ \$ \$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$\$ 	<ul style="list-style-type: none"> • Sidewalk repairs (tree roots, uplifted panels, etc.) • Providing ADA/AAB compliant curb ramps • Detectable warning surfaces • Pedestrian wayfinding signs • Providing new sidewalks • Providing pedestrian buffer zones • Pedestrian Refuge Islands • Curb extensions at pedestrian crossings • Crosswalks • Widening existing sidewalks • Accessible pedestrian signals • New or improved crossing treatments at intersections, midblock, etc. including RRFB’s and HAWK signals • New pedestrian accommodations at existing traffic signals • Interim public plazas • Traffic re-routing to create pedestrian zones • Providing medians with ADA/AAB-compliant design 	<ul style="list-style-type: none"> \$ \$ \$ \$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$\$

\$ \$3-\$25 per linear foot or \$100 to \$1000 per each. Minimal work, no right-of-way actions, environmental checklist only (i.e. signing and striping projects)
 \$\$ \$25 to \$75 per linear foot; \$1000 to \$10,000 per each.
 \$\$\$ \$100 to \$250 per linear foot; \$10,000 to \$50,000 each.
 \$\$\$\$ \$250 to \$1000 per linear foot; \$50,000 to \$100,000 each. Full reconstruction, right-of-way actions, environmental permits required (i.e. full depth reconstruction, new shared-use path)