



Covid-19 highlighted existing mobility needs while also creating new ones, such as the need for people walking to physically distance themselves and the need for meaningful commerce to be conducted on the sidewalks and in the streets of our cities and towns.

Inspired by international examples and local creativity in the face of unprecedented challenges, the Commonwealth created the Shared Streets and Spaces Municipal Grant Program.

Administrated by MassDOT with support from a range of partners, Shared Streets and Spaces helps municipalities to meet their individual needs for more and safer outdoor recreation, commerce, community activities, and mobility.

To date, the Shared Streets and Spaces Program has awarded \$33 million to 183 municipalities and four transit authorities for a total of 310 projects.

A New Grant Round is Opening January 10 - Spread the Word!

Photo: Cambridge, MA. Starlight Square Operation. Credit: Central Square Business Improvement District.







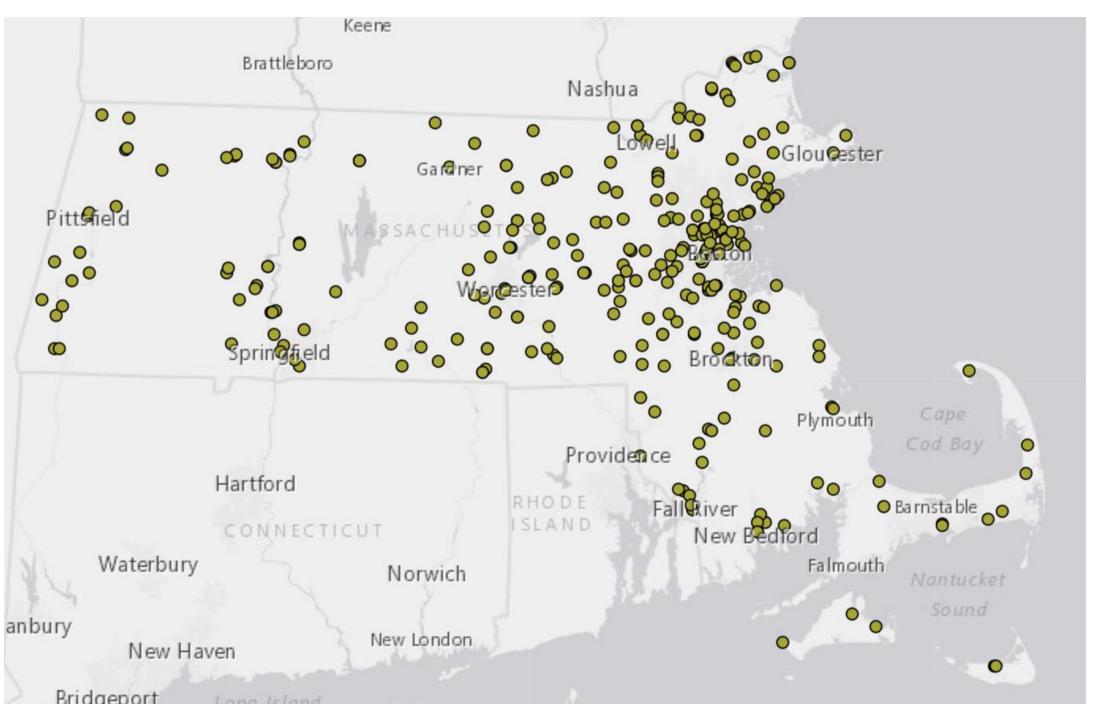






Shared Streets means lots of different things!

Main Streets	Invest in local downtowns and villages by repurposing streets, plazas, sidewalks, curbs, and parking areas to facilitate outdoor activities and community programming.
Shared Streets	Prioritize safe space for people walking and biking by implementing low-speed streets, 'shared streets,' new sidewalks, new protected bike lanes, new off-road trails, new bicycle parking, new crosswalks, traffic-calming measures, and ADA-compliant ramps.
Better Buses	Establish new facilities for buses, including dedicated bus lanes, traffic-signal priority equipment, and bus shelters.
Shared Mobility	Support the capital costs of new bikeshare equipment.



All
Shared
Streets
and
Spaces
Projects
Funded
To Date

Observations and Lessons Learned (So Far)



There is a tremendous municipal appetite for flexible funding to help make better streets and public spaces. There is creativity, innovation, and tolerance for risk and change.

The most successful projects had been considered in earlier planning, pushed the envelope but not TOO far, and gave people new ways to experience their communities, especially car-free ways.

The speed and simplicity of both program and projects helped to get a lot done quickly, as did the urgency of Covid.

Nevertheless, obtaining materials has been a challenge for many municipalities, and many funded projects are not yet complete.

Shared Streets has helped to create intense interest in the potential for investments in our downtowns and town/village centers to have amplified benefits for safety, economic stability, community cohesion, carbon-light mobility, and new housing. Expect to see more from the Commonwealth on this.

Photo: Boston Shared Streets installation, Credit: Charlotte Fleetwood

New Funding Round - Opening January 10th



Applications due early March, awards April (-ish)

New award type for relevant equipment purchases under \$50,000

Same eligible projects types, but with several areas of emphasis:

- Road safety and speed management
- Public transit
- Bike/scooter share
- Connections to new housing

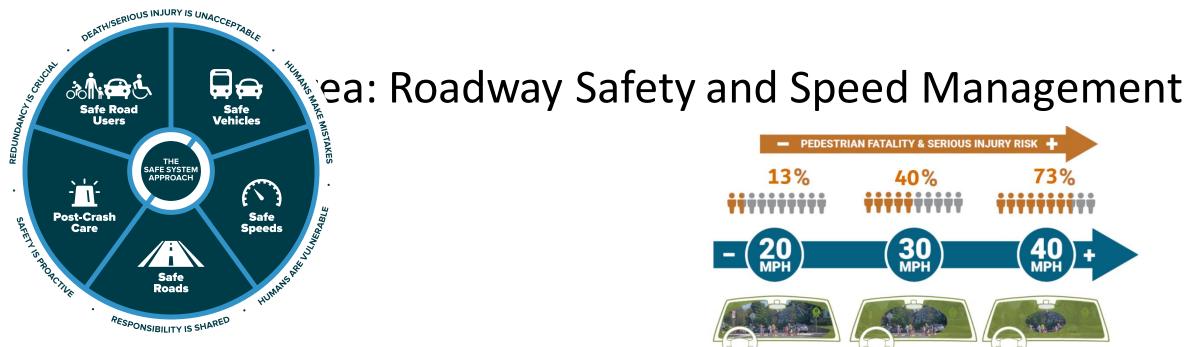
Transition to typical reimbursement funding mechanism.

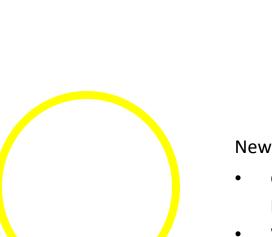
Really want to see every kind of project, community, and idea.

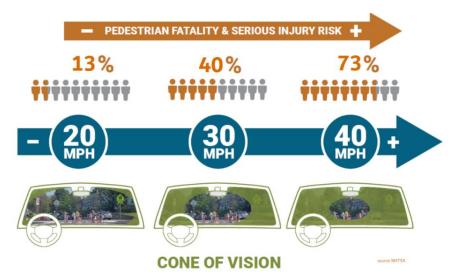
Other state grant programs also available (MVP).

We anticipate another grant round in the spring/early summer.

Photo: Great Barrington Shared Streets installation, Photo Credit: Christopher Rembold







New Safe Speed resource on <u>www.mass.gov</u> coming week of January 10th

- Goal: Zero roadway serious injuries and fatalities + comfort for all people
- What is speed management?
- Process for establishing a target speed
- New roadway treatment technical toolkit
- The role of speed limits

Shared Streets & Spaces grants available to assist cities and towns to implement speed management to realize safer speeds + learning opportunity with before/after information collected

Source: FHWA, NHTSA

