



POLICY No.: L-22

DATE ADOPTED:

TOWN OF WEST BOYLSTON BOARD OF SELECTMEN POLICY

Policy on Complete Streets

Vision and Purpose:

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities. It is the intent of the Town of West Boylston to implement Complete Streets principles that contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian, bicycle, and vehicular environments throughout our community. The purpose of the West Boylston Complete Streets policy, therefore, is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of West Boylston to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities as a matter of routine. This policy directs decision-makers to consistently plan, design, and construct streets to accommodate all anticipated users. Anticipated users include, but are not limited to, motorists, emergency vehicles, pedestrians, bicyclists, and freight and commercial vehicles.

Commitment:

The Town of West Boylston recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.

The Town of West Boylston recognizes that all projects, new, maintenance, or reconstruction, are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practicable, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the Town of West Boylston, as well as projects funded by the state and federal government, such as the Chapter 90 funds, Town improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design shall adhere to (and comply with) the Town of West Boylston Complete Streets Policy. Work completed by the town, such as repair or expansion projects will adhere to these same principles. Private developments and related street design components or corresponding street-related enhancements shall comply with the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets policy, including the design, construction, and maintenance of all roadways and some sidewalks within Town boundaries.

Transportation infrastructure may be excluded, upon approval by a majority of the Board of Selectmen following a public hearing held in conformance with Massachusetts General Law Chapter 40A Section 11, and only in cases where documentation and data indicate that:

1. Where facilities specifically prohibit other users by law, such as bicycling on interstate freeways or driving in pedestrian malls. An effort will be made in these cases for accommodations to be made elsewhere.
2. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.

Best Practices:

The Town of West Boylston Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction,

rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects.

Implementation of the Town of West Boylston Complete Streets Policy will be carried out cooperatively within all departments in the Town of West Boylston with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and State, regional, and federal agencies.

The Town of West Boylston recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The planning and implementation will utilize context sensitivity to optimize benefits for all users, i.e. sidewalks or bicycle facilities will not be haphazardly added to projects, but considered and included where anticipated needs warrant.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including:

1. The Massachusetts Department of Transportation Project Design and Development Guidebook.
2. The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets.
3. The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (2009).
4. The Architectural Access Board (AAB) CMR Rules and Regulations.
5. Documents and plans created for Town of West Boylston, such as the Open Space and Recreation Plan, sidewalk, bicycle, and pedestrian network plans.

Complete Streets implementation and effectiveness will be regularly (at least annually) evaluated by the town's Transportation Committee for success and opportunities for improvement. The town will develop performance measures to gauge implementation and effectiveness of the policies. Some performance measures include: tracking the condition and length of sidewalks, tracking the condition and length of bikeways, tracking the intermodal 'crashes' reported to the police, and track the number of children walking/bicycling to school.

Implementation:

The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve implementation of Complete Streets principles.

The town's Transportation Committee along with other stakeholders shall review and either revise or develop proposed revisions to all appropriate ordinances (Zoning bylaws, Subdivision Regulations, and associated policies, procedures, and regulations), and planning documents (Master Plan, Open Space and Recreation Plan), to integrate Complete Streets principles in all town and regional projects. The Transportation Committee will prepare an annual summary to be included in the West Boylston Annual Report. Coordination and support for improvements and extensions to the Mass Central Rail Trail system will be reviewed and incorporated into future plans.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure in a form that will prioritize projects to eliminate gaps and substandard conditions in the sidewalk and bikeway network. Continued repair, maintenance, and expansion of the existing pedestrian and bicycle infrastructure will be a priority.

The Town will evaluate Chapter 90, Safe Routes To School, and Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The Town will train additional pertinent staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public ways and on Town-owned property. Coordination with MassHighway District 3 will be needed to make improvements on numbered highways in town, especially Route 140 which traverses the town and is currently a high traffic bicycle and pedestrian corridor.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets improvement projects and/or to add Complete Streets improvements into larger projects, including resurfacing/realignment and drainage improvement projects.