



## TOWN OF GROTON

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### Board of Selectmen

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**Town Manager**  
Mark W. Haddad

### TOWN OF GROTON POLICY #16-02 COMPLETE STREETS

*Adopted by Board of Selectmen 7/11/16*

#### **VISION & PURPOSE**

The Town of Groton's Complete Streets Policy aims to accommodate the full range of users of our roadways, walkways, trails, and transit systems by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes. Decision-makers are directed to consistently plan, design, construct, and maintain streets to accommodate all users.

Through the implementation of Complete Streets principles, people of all ages, abilities and income levels will be able to efficiently and safely travel between home, school, work, recreation facilities, and commercial venues. Demonstrated benefits of Complete Streets include cleaner air, promotion of physical exercise, improved access to retail and employment centers, and reduced personal transportation costs.

#### **CORE COMMITMENT**

The Town of Groton recognizes that users of various modes of transportation, including but not limited to, pedestrians, cyclists, motorists, transit riders, safety personnel, and freight and commercial haulers are legitimate users of roadways and deserve safe facilities. "All Users" includes users of all ages, abilities, and income levels.

The Town recognizes that all roadway projects – including new construction, maintenance and reconstruction – are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to create a comprehensive and integrated network of facilities for people of all ages and abilities.

Complete Streets design recommendations shall be incorporated into all publicly and privately-funded projects, to the maximum extent practical. Applicable projects shall include:

1. All transportation infrastructure and street design projects requiring funding or approval by the Town of Groton;
2. All transportation infrastructure and street design projects funded by the State and Federal government, including but not limited to Chapter 90, Transportation Improvement Program (TIP), MassWorks Infrastructure Program, Community Development Block Grants (CDBG), or other state and federal funds;
3. Private developments and related roadway design and construction components;

4. The design, construction and maintenance of State-owned roadways within Town boundaries, subject to and as may be modified by MassDOT guidelines and standards.

The Department of Public Works and Land Use Department will use best judgement regarding the desirability and feasibility of applying Complete Streets principles for routine roadway maintenance and projects, such as repaving, restriping, and so forth.

## **EXEMPTIONS**

Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfiguration, or subdivisions may be excluded upon approval of the Complete Streets Committee and Board of Selectmen, where documentation and data indicate that any of the following apply:

1. Roadways where specific users are prohibited by law, such as interstate freeways, pedestrian malls, and transportation facilities that are limited to non-motorized modes such as rail trails and hiking trails. An effort will be made, in these cases, for accommodation elsewhere;
2. Cost or impacts of accommodation are excessively disproportionate to the need or probable future use;
3. Other local policies, regulations, or requirements contradict or preclude implementation of Complete Streets principles.

## **BEST MANAGEMENT PRACTICES**

Complete Streets principles include the development and implementation of projects in a manner that is context-sensitive... that takes into account the physical, economic and social setting of the site within the broader context of the Town of Groton. This context-sensitive approach enables a balance to be reached between stakeholder/community values and project needs. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and natural resources within the community while improving or maintaining safety, mobility and the overall condition of the Town's transportation network.

The Town recognizes that Complete Streets principles may be implemented as part of a single, comprehensive project or incrementally through a series of smaller improvements or maintenance activities over time.

The Town will use the latest design guidance, standards, and policy recommendations available to implement this Complete Streets Policy, including:

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls.
- The Architectural Access Board (AAB) 521 CMR Rules and Regulations
- The American Planning Association's Complete Streets: Best Policy and Implementation Practices
- The Town of Groton Master Plan (2011)
- Town of Groton Open Space and Recreation Plan 2012 - 2017
- Montachusett Regional Planning Commission's Walkability Report (2012) For the Town of Groton.

## **IMPLEMENTATION**

A Complete Streets Committee comprised of stakeholders, including members of relevant Town departments will be created to implement this Initiative. The Complete Streets Committee will be a multi-disciplinary team that includes representation from: Department of Public Works, Land Use Department, Police Department, and other committees, departments and/or organizations as appropriate. The focus of this Committee will be ensuring the implementation of the Complete Streets Policy and, where necessary, modifying existing practices and overcoming barriers to implementation. The Committee will update and solicit feedback from the public on potential projects to engender buy-in and ensure that perspectives from the community are considered and incorporated where feasible.

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

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (i.e. master plan, open space & recreation plan), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all street projects.

The Town shall conduct a needs assessment to determine and appropriately plan for future financial/capital costs associated with implementation of this Policy.

The Town shall maintain a comprehensive map and inventory of pedestrian and bicycle facility infrastructure, prioritizing those projects that eliminate gaps in the sidewalk, bikeway and trail network.

The Town shall take into account the Complete Streets Policy when prioritizing Capital Improvement Projects.

The Town shall train pertinent municipal staff and decision-makers on the content of the Complete Streets Policy and best practices for implementing this Policy through workshops and other appropriate means.

Municipal departments will coordinate efforts to promote the most responsible and efficient use of resources for activities within the public way.

The Town will pursue appropriate sources of funding and grants for implementation of this Complete Streets Policy.

## **EVALUATION**

Complete Streets implementation and effectiveness shall be evaluated for success and opportunities for improvement. The Town of Groton will develop metrics to periodically gauge the success and effectiveness of this Policy. The frequency of assessment and metrics for analyzing the success of this policy will be determined by the Complete Streets Committee. These metrics may include but are not limited to the total number of new bicycle lanes, the linear feet of new pedestrian accommodation, number of retrofitted pedestrian facilities or amenities, number of intersection improvements made to improve Level of Service (LOS) and safety for vehicles, pedestrians and bicyclists, rate of children walking or bicycling to school, rate of crashes by mode, and/or number of trips by mode.



Mark W. Haddad, Town Manager