

Town of Stoneham COMPLETE STREET POLICY	
Effective Date	May 1, 2017
Expiration Date	None
Date Last Revised	
Selectmen vote to introduce policy	June 2, 2016
Selectmen vote to adopt policy	April 25, 2017

COMPLETE STREETS POLICY

Vision and Purpose:

The Town of Stoneham’s Complete Streets Policy identifies the Town’s commitment to Complete Streets and set a plan for implementation of Complete Streets. Stoneham is a mature inner-core suburb located 10 miles north of Boston at the junction of Interstates 93 and 95, which provides residents with strong access to Boston and regional job centers. Stoneham’s size makes gives it a potential to be a very walkable community. Forty-Five percent of residences are within a 1 mile walking distance of the Stoneham Town common and almost 40% to 60% are within ½ mile walking distance of the Main Street retail district. Furthermore, the vast majority of students in Stoneham (96.6%) do not have bus transportation. Stoneham recognizes the need to better balance between different transport modes in our transportation planning and projects.

Complete Streets principles will tie together existing resources within Stoneham including a new Bikeway/Greenway, the Town Common, and local retail businesses, contributing to economic viability and safety. It will improve the safety, health, and quality of life in our community by providing accessible and efficient connections between home, school, work, recreation and retail destinations and enhance the pedestrian and vehicular environments throughout the community.

Stoneham’s Complete Streets policy will accommodate all road and sidewalk 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 Stoneham 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. Complete Streets addresses safety and accessibility for all the users of our roadways, trails and transit systems. This policy directs decision-makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, transit riders, and commercial and emergency vehicles. Through its policy, the Town of Stoneham will 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.

Core Commitment:

The Town of Stoneham recognizes that users of various modes of transportation, including but not limited to, pedestrians, cyclists, transit riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. The

needs of people – young, old, with disabilities, without disabilities – are integral to great Complete Streets policies.

The Town of Stoneham acknowledges that all projects, new, maintenance, or reconstruction, are opportunities to implement Complete Streets design principles. The Town will, to the maximum extent practical, 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.

Where feasible, 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 Stoneham, as well as projects funded by the state and federal government, such as the Chapter 90 funds, City 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 (comply with) the Town of Stoneham Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall adhere to (comply with) the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets resolution, including the design, construction, and maintenance of such roadways within Town boundaries.

Transportation infrastructure may be excluded, upon approval by the Board of Selectmen, where documentation and data indicate that:

1. Facilities where specific users are prohibited in Town Code or by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations 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 Stoneham Complete Streets policy will focus on developing a connected, integrated network that serves all road users of all abilities. 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. All transportation projects will be reviewed as part of the overall network – and not as single segments – as this approach is vital for enhancing safe access to many potential destinations. The Town of Stoneham 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. Implementation of the Town of Stoneham Complete Streets Policy will be carried out cooperatively within all departments in the Town of Stoneham with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

Complete Streets principles include the development and implementation of projects in a context sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. The context sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with greater participation of those affected in order to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets 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 (2009).
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- ADA Accessibility Standards (www.ada.gov)
- Documents and plans created for the Town of Stoneham, such as:
 - The Tri-Community Bikeway/Greenway 100% design plans (MassDOT, July 2015, MPO Project ID 604652)
 - The Stoneham Town Center Strategic Action Plan (MAPC, December 2014)
 - Stoneham Downtown Complete Streets Study (Nelson-Nygaard, December 2016)

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The Town will develop performance measures to gauge implementation and effectiveness of the policies.

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 Complete Streets.

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets. A committee of relevant stakeholders designated by the Town Administrator will be created to implement this initiative.

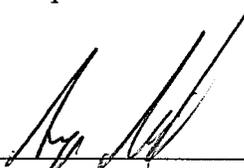
The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure, including accessibility of infrastructure. The information will prioritize projects to eliminate gaps in the sidewalk, street crossings and bikeway network.

The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The Town will make its best effort to train pertinent town 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 way and will make a best faith effort to coordinate with adjacent municipalities to ensure a seamless network of facilities for all users of the roadway.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.



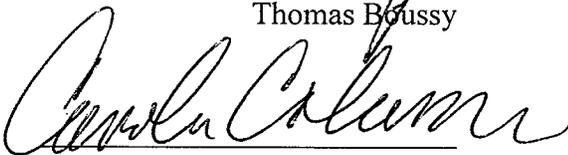
George Seibold, Chairman



Anthony Wilson, Vice Chairman



Thomas Boussey



Caroline Colarusso



Shelly MacNeill