

REC'D UXB TOWN CLERK
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POLICY OF THE BOARD OF SELECTMEN TOWN OF UXBRIDGE, MASSACHUSETTS

COMPLETE STREETS POLICY

Summary: Complete Streets is a transportation policy and design approach that requires roadways, sidewalks, & trails to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation, including pedestrians, bicyclists, motorists, commercial vehicles, and emergency vehicles for people of all ages and abilities.

Complete Streets principles 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 and vehicular environments, in order to provide a safer environment for all.

The purpose of Uxbridge's Complete Streets policy, therefore, is to accommodate all 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 to formalize the planning, 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 including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight/ commercial vehicles.

Core Commitment: The Town hereby recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are, no matter of age or ability, are legitimate users of streets and deserve safe facilities.

The Town recognizes that all projects; whether they be new, maintenance, and/or reconstruction, projects, are potential opportunities to apply Complete Streets design principles. The Town further recognizes that many town roads are currently below standard, private ways, unaccepted, scenic, and/or constrained by natural features or other limitations. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets in an economic and efficient manner to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities. Repair and maintenance projects as defined by Massachusetts Department of Transportation Engineering Directive E-14-006, "Design Criteria for MassDOT Highway Division Projects" are exempt from this policy.

Complete Streets principles and design elements shall be considered for all publicly and privately funded projects, and incorporated as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the Town of Uxbridge, as well as projects funded by the state and federal government, such as the Chapter 90 grants, 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 and comply with the Town of Uxbridge Complete Streets Policy to the maximum extent practicable. Private developments and related street design components or corresponding street-related components shall adhere to and 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 Department of Public Works, where documentation and data indicate that:

1. Facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made in these cases for alternative accommodations.
2. Where cost or impacts of accommodation are excessively disproportionate to the need or probable use or probable future use.
3. Where the constraints of the roadway preclude a design that can safely accommodate all users. An effort will be made in these cases for alternative accommodations.
4. Where such facilities would constitute a threat to public safety.

Best Practices: The Town of Uxbridge Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets principles 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's Complete Streets Policy will be carried out cooperatively within all departments in the Town 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 Town of Uxbridge 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 latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including:

- The Massachusetts Department of Transportation Project Development and Design Guidebook and current Engineering Directives
- Massachusetts Department of Transportation Engineering Directive E-14-006, "Design Criteria for MassDOT Highway Division Projects"
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways 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
- Documents and plans created by or for the Town of Uxbridge such as bicycle and pedestrian network plans, transportation master plan, land use plans, open space and recreation plans, Town of Uxbridge Pavement Management Program 5-Year Roadway Improvements Plan.

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.

The Town will endeavor to ensure that Uxbridge ways, including but not limited to, those subject to improvements under this policy, are accessible to all, and that the town employs education, encouragement and enforcement to help ensure the safety of all users.

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.

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. The Department of Public Works, in cooperation with other

stakeholders, such as the Planning Board, Public Safety Committee, and others where required shall be charged with implementing this initiative.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure, including infrastructure in need of maintenance, repair and connectivity, which will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

The Town will consider capital planning and funding to encourage implementation of Complete Streets implementation.

The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops, reference materials, 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.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies, and advocate for such funding directly or through affiliations.

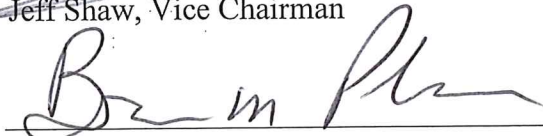
The Board of Selectmen enacted this policy, by vote, at its regularly scheduled meeting on November 12, 2019 which was duly posted and noticed.



Brian Butler, Chairman



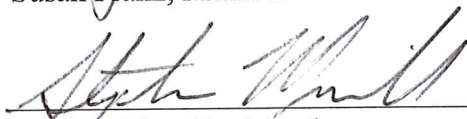
Jeff Shaw, Vice Chairman



Brian Plasko, Clerk



Susan Franz, Member



Stephen Mandile, Member