Complete Streets Policy

Vision and Purpose

Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing greater opportunities in multi-modal and non-motorized transportation; therefore, the purpose of the Town of Stoughton Complete Street Policy 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 Stoughton to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities. These policies direct decision makers to consistently fund, plan for, design, and construct streets to accommodate all anticipated users including pedestrians, bicyclists, motorists, transit, freight, and commercial vehicles.

Core Commitment

The Town of Stoughton policies recognize that all users of all transportation modes, 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 streets. “All Users” includes users of all ages and abilities.

The Town of Stoughton recognizes that all projects, new, maintenance, or reconstruction, are included as opportunities to implement Complete Streets principles. The Town will, to the maximum extent possible, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network for people of all ages and abilities.

Exceptions to the Complete Streets Policy may be granted by the Town of Stoughton Street Commissioners which include:
1. Transportation networks where specific users are prohibited 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.
**Best Practices**

The Town of Stoughton Complete Streets Policy will focus on developing a connected, integrated network that serves all road users. As feasible, the Complete Streets Policy 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 networks. The policies will be consistent with the following bulleted project selection criteria for multi purposed pathway and pedestrian projects utilized by the Town:

- To point of destinations – The project will alleviate the documented transportation problem and will be part of an existing multi or walkway network and link, complete, or extend systems. However, a project that is the first element of a planned multi or walkway system will also be valued. Isolated projects with no clearly defined origin or destination will be avoided.
- Reason to come – The purpose of the project is to provide pedestrian links to destinations including the Stoughton Center, transit stops, shopping centers, and playgrounds and pedestrian oriented destinations.
- Highly populated area – The project will serve highly populated areas.
- Schools – The project(s) will serve streets and the network surrounding schools.
- Athletic complexes – The project(s) will serve streets and the networks surrounding these areas.
- Recreation Centers – The project(s) will serve streets and the networks surrounding these areas.
- Beach – The project(s) will improve streets leading to and from beaches.
- East-West connections – The project will enhance east-west connections.
- North-South connections – The project will enhance north-south connections.

The Town of Stoughton Complete Streets Policy may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including but not limited to the following:

- Massachusetts of Department of Transportation MassHighway Design Guidebook, (latest edition)
- The United States Department of Transportation Federal Highway Administration’s Manual on Uniform Traffic Design Controls, (latest edition)
- Institute of Transportation Engineers, Traffic Engineering Handbook (latest edition)
- The Architectural Access board (AAB) 521 CMR Rules and Regulations.
Documents, plans and studies created for the Town of Stoughton, such as bicycle and pedestrian network plans, the Town’s Master Plan, Town Policies, traffic management plans, urban renewal plans, and all other related documentation.

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.

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**

Implementation of the Complete Streets Policy will be carried out cooperatively within all departments in the Town of Stoughton with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies. The Town’s Engineering Department will serve as the Town of Stoughton Street Commissioners’ technical review agency for all Complete Street projects. The Engineering Department will forward the project documentation and plans to all applicable Town departments for comment during the review process. Ultimately, the project will require a vote by the Town of Stoughton Street Commissioners.

The Town shall make the 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.

The Town will review and revise or develop proposed revisions to all appropriate planning documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines, and programs to integrate the Complete Streets principles in all street projects, as feasible.

The Town will maintain a comprehensive priority list of transportation improvement projects including problem intersections and roadways.

The Town will maintain a comprehensive inventory of pedestrian and bicycle infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway
network. The Town will coordinate with MassDOT to confirm the accuracy of a baseline pedestrian and bicycle accommodations inventory in order to prioritize projects.

The Town will re-evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles.

The Town will incorporate Complete Streets principles into the Town of Stoughton's Master Plan as well as other plans including open space, recreation, and comprehensive plans.

The Town will train pertinent town staff on the content of Complete Streets principles and best practices for implementing policy.

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.