**Model Complete Streets Resolution**

**Pioneer Valley Planning Commission, September 2014**

**Adapted from Complete Streets Policies for the City of Birmingham, AL and City of Somerville, MA**

WHEREAS, "Complete Streets" are defined as streets that are designed to accommodate all users, including, but not limited to, motorists, pedestrians, bicyclists, and transit riders; and

WHEREAS, "Complete Streets" can include a range of elements to accommodate all users, including, but not limited to, sidewalks, signage, paved shoulders, bicycle lanes, cycle tracks, traffic lanes shared with motorist including sharrows and other bicycle pavement marking, crosswalks and other pavement marking for pedestrians, pedestrian control signalization, bicycle actuated traffic signals, bus pull outs, curb cuts, raised crosswalks, roundabouts, traffic islands and other traffic calming measures; and

WHEREAS, The Massachusetts Project Development & Design Guide (2006) states that traffic calming measures are physical elements intended to reduce vehicle speeds and improve driver attentiveness and are most often applied to existing streets where vehicle operating speeds are in conflict with or incompatible with pedestrian and bicycle activity; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in

recognition of the objectives of the national Safe Routes to School program and the U.S. Centers for Disease Control and Prevention’s “Physical Activity Guidelines”; and

WHEREAS, Complete Streets will help the **[city/town]** to reduce greenhouse gas emissions as more residents choose an alternative to the single occupant vehicle, thereby improving air quality, alleviating public health concerns such as asthma, and making possible more green space and flood control by decreasing demand for parking lots; and

WHEREAS, Complete Streets can play a role by reducing pedestrian and bicyclist injuries and deaths,

reducing traffic congestion, improving air quality both by promoting alternative forms of transportation and by helping to improve traffic flow; and

WHEREAS, the people of the **[city/town]** have expressed a strong desire for increased transportation options, including walking, cycling, and transit; and

WHEREAS, implementation of Complete Streets will vary depending on the surrounding land uses,

densities, and general context, but street and transportation plans should always be guided by the principle that streets should promote multiple transportation options for all people;

NOW, THEREFORE BE IT RESOLVED that the **[adopting body]** strongly endorses a Complete Streets approach for the **[city/town]** to enhance transportation options and to improve quality of life for the residents of **[city/town]** as follows:

1. **[city/town]** shall, to the maximum extent practical, scope, plan, design, construct, operate, and maintain all **[city/town]**  streets to provide a comprehensive and integrated network of facilities for people of all ages and abilities traveling by foot, bicycle, automobile, public transportation, and commercial vehicle.
2. Such improvements shall be consistent with and supportive of the local community, and early consideration shall be given to any project's land use and transportation context.
3. Bicycle, pedestrian, and transit facilities shall be incorporated, when applicable and practical, in all street projects, re-construction, re-paving, and re-habilitation projects, with only the following exceptions:
* If bicycles or pedestrians are prohibited by law from using the facility.
* If the cost of establishing bikeways or walkways as part of the project would be disproportionate in cost or to anticipated future use (not the current use).
* If the existing right of way is constrained in a manner that inhibits simple addition of transit, bicycle, or pedestrian improvements. In this case, the **[city/town]** shall consider alternatives such as lane reduction, lane narrowing, on-street parking relocation or reduction, shoulders, signage, traffic calming, or enforcement.
* If such facilities would constitute a threat to public safety or health in the determination of the **[city/town]** Traffic Engineer in consultation with the **[applicable municipal department]**.
1. **[city/town]** shall, to the maximum extent practical, follow the latest adopted design standards when implementing this policy, including but not limited to:

a. Guidance issued by the:

* Massachusetts Project Development & Design Guide (2006)
* National Association of City Transportation Officials Urban Bikeway Design Guide
* ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
* An ITE Recommended Practice report guidelines
* American Association of State Highway and Transportation Officials (AASHTO) Green Book

b. Application of design standards shall be flexible, recognizing that all streets are not alike and that user needs should be balanced, and innovative or non-traditional design options shall be considered.

1. The **[city/town]** Engineer shall develop implementation strategies that include revising and updating processes, procedures, design and construction manuals, recommended traffic control devices, standard construction specifications and other guidance to assist in this resolution's implementation.

BE IT FURTHER RESOLVED that the **[city/town]** will work with the Massachusetts Department of Transportation and community organizations to achieve the goals set forth in this Complete Streets policy.

ADOPTED AND SIGNED this \_\_\_\_ , \_\_\_\_

ATTEST