



**BOARD OF SELECTMEN
TOWN OF FOXBOROUGH**

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**TOWN OF FOXBOROUGH
COMPLETE STREETS POLICY**

WHEREAS, Complete Streets is an approach to community transportation using design principles to ensure the safety, comfort, and accessibility for users of all ages, abilities, and income levels and for all the users of our streets, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, users of wheelchairs and other power-driven mobility devices, commercial and emergency vehicles; and

WHEREAS, Complete Streets can reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs and overall carbon footprint; 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, the 2015 Foxborough Master Plan recommends the Town should engage in traffic calming and adopt a complete streets policy guiding all future street and roadway improvements to maintain Foxborough's small town character and promote walkability and health; and

WHEREAS, the 2015 Foxborough Master Plan adopted the Growth Node scenario for future development, which proposes concentrating development in distinct locations, or nodes, that mirror the historic pattern of development along the rail line. Concentrating growth in areas adjacent to a transportation corridor or pedestrian way will promote a pattern of development – transit-oriented development – that reinforces the walkable commercial center Foxborough residents desire to reactivate. The Growth Nodes are Route 1, Chestnut Green, Downtown and South Route 140/Foxborough Blvd;

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 Physical Activity Guidelines; and

WHEREAS, Complete Streets can help reduce crashes and injuries and their costs

NOW, THEREFORE, the Board of Selectmen adopts this Complete Streets Policy.

A. Vision and Purpose

Complete Streets are designed and operated to provide safety and accessibility for all the users of our streets, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles and emergency vehicles and for people of all ages and of all abilities. Furthermore, Complete Streets principles contribute toward the safety, health, economic viability and quality of life in a community by providing accessible and efficient connections between neighborhoods, home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities. Complete Streets can also reduce the Town's carbon footprint and contribute to a more sustainable built environment.

The purpose of the Town of Foxborough's Complete Streets Policy, therefore, is to accommodate all street users by creating a street network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of Foxborough to formalize the planning, design, operation and maintenance of streets so 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, construct and maintain streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles and freight and commercial vehicles.

B. Core Commitment

The Town of Foxborough recognizes that users of various modes of transportation, including, but not limited to pedestrians, cyclists, transit and school bus riders, motorists, wheelchair users and other power-driven mobility devices, delivery and service personnel, freight haulers and emergency responders are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.

The Town recognizes that all transportation infrastructure projects within the public right-of-way, either new construction, repairs, upgrades or expansion, are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, establish procedures to plan, design, construct, maintain and operate all of its roadways within the public right-of-way to provide for comprehensive and integrated networks of travel consistent with Complete Streets principles.

To the maximum extent practical Complete Streets design principles shall be incorporated into all publicly and privately funded projects, including:

- 1) Projects funded by the State or Federal government, including but not limited to, Chapter 90 funds, Transportation Improvement Program (TIP), MassWorks Infrastructure Program, or other State and Federal funds for street and infrastructure design shall adhere to the Town of Foxborough Complete Streets Policy, subject to and as may be modified by funding agency guidelines and standards.
- 2) Private developments and related or corresponding street design and construction components shall adhere to the Town of Foxborough Complete Streets Policy.
- 3) State-owned streets shall comply with the Town of Foxborough Complete Streets Policy, including the design, construction, and maintenance of such streets within Town boundaries, subject to and as may be modified by MassDOT guidelines and standards.

- 4) The DPW will use best judgment to incorporate Complete Streets principles into routine maintenance activities, with an emphasis on an equitable approach to accommodating multiple modes of transportation. Routine maintenance may include, but is not limited to, restriping, spot improvement, traffic signal adjustments or changes, curb ramp construction, and similar projects in the public right-of-way.

C. Exceptions

Exceptions to the Complete Streets Policy may be granted by the DPW for public infrastructure projects and the Planning Department for private development projects. When considering exceptions, the Town will consider an equitable approach to accommodating Complete Street principles and multi-modal transportation. Such exceptions shall be determined through an approval process that includes consultation with the DPW and Planning Department and a review of all relevant documentation or data supporting the exception. Such exceptions include:

- 1) Roadways where specific users are prohibited by law, such as interstate freeways or private property. In these cases an effort will be made for suitable accommodations elsewhere.
- 2) The cost or impacts of implementing this Policy are excessively disproportionate to the current use, need or probable future use.
- 3) Other Town policies, regulations, or requirements contradict or preclude the implementation of this Policy, after such policies, regulations, and requirements have been examined and updated to be consistent with the Town of Foxborough Complete Streets Policy.
- 4) Physical constraints of the roadway preclude a design that can safely accommodate all users. An effort will be made in these cases for alternative accommodations.
- 5) Where such facilities would constitute a threat to public safety.

D. Best Practices

The Town of Foxborough Complete Streets Policy will focus on developing a connected, integrated network that serves all street 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, redevelopment, repair, and maintenance of transportation facilities on, adjacent to, and related to streets, as allowed by law and regulation.

The Town of Foxborough Complete Streets Policy will be carried out cooperatively within and between all departments, boards and committees in the Town of Foxborough, private developers, and State, regional - including the Foxborough School District - and federal agencies.

Complete Streets principles include the development and implementation of projects in a manner that is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to the 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, connectivity and sustainability 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 Foxborough recognizes that Complete Streets principles 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, recommendations and *Best Practices* available will be used in the implementation of Complete Streets including but not limited to the following documents (and their latest editions):

- 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.
- Massachusetts Department of Transportation Engineering Directive E-14-006, "Design Criteria for MassDOT Highway Division Projects",
- Massachusetts Department of Transportation, Separated Bike Path Guidelines, 2015
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls.
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- American Association of State Highway Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, 4th Edition, 2012
- Institute of Transportation Engineers (ITE), Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice, 2010
- Institute of Transportation Engineers (ITE), Neighborhood Street Design Guidelines, A Recommended Practice, 2011
- National Association of Town Transportation Officials (NACTO), Urban Street Design Guide, 2013
- National Association of Town Transportation Officials (NACTO), Urban Street Transit Design Guide, 2015
- American Association of Retired Persons (AARP) Public Policy Institute, Planning Complete Streets for an Aging America, 2012
- Active Transportation Alliance, Complete Streets, Complete Networks: A Manual for the Design of Active Transportation, 2012
- Town of Foxborough design standards, guidelines and practices pertaining to streets and roads, driveway access, signage and other related items, and
- Documents and plans created by and for the Town of Foxborough, such as bicycle/pedestrian network plans and conservation/recreation trails plans. Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement.

Other sources of information and resources available to provide guidance in implementing the Complete Streets Policy include but not limited to the following organizations:

- Institute of Transportation Engineers (ITE)
- American Planning Association (APA)
- National Complete Streets Coalition (NCSC)
- Smart Growth America (SGA)
- National Safe Routes to School (SRTS)
- Pedestrian and Bicycle Information Center (PBIC)
- American Public Health Association (APHA)
- Center of Disease Control (CDC)

E. 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 rules and regulations, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles so as to be consistent with the Town of Foxborough Complete Streets Policy. A Complete Streets Advisory Group of relevant town staff members will facilitate the implementation of this initiative.

The Town shall maintain a comprehensive map and inventory of pedestrian and bicycle facility infrastructure that will be used to identify and prioritize projects to eliminate gaps in the sidewalk, bikeway, and conservation/recreation trails network. The Town will periodically reevaluate prioritizations of Capital Improvement Projects to encourage implementation of this Policy. The Town will train pertinent town staff and decision-makers on the content of the Town of Foxborough Complete Streets Policy and best practices for implementing this Policy through workshops and other appropriate means.

The Town will conduct a needs assessment to determine and appropriately plan for future financial costs, capital or otherwise associated with implementation of this Policy.

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

F. Evaluation

The Town will develop through the Planning Department and DPW performance measures to periodically assess the rate, success and effectiveness of implementing the Town of Foxborough Complete Streets Policy. They will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy. These metrics may include the total number of new bicycle accommodations (e.g. expanded roadway shoulders, dedicated lanes, intersection turning boxes, bicycle signals, etc.), the linear feet of new pedestrian accommodation, number of retrofitted pedestrian facilities or amenities, number of intersection improvements made to improve safety for vehicles, pedestrians and bicyclists, rate of crashes by mode, rate of children walking or bicycling to school, and/or number of trips by mode.


APPROVAL OF THE BOARD OF SELECTMEN

We, the undersigned, being the Board of Selectmen of the Town of Foxborough, MA, voted to adopt this Complete Streets Policy at our meeting held on November 13, 2018.

Date 11/27/18

Town of Foxborough Board of Selectmen



Christopher P. Mitchell, Chairman



Mark Elfman, Vice Chairman



Leah Gibson, Clerk



James J. DeVellis



David S. Feldman