

Town of Burlington Complete Streets Policy

Vision & Goals

Complete Streets are streets for everyone. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

By adopting a Complete Streets policy, the Town commits to making the street network better and safer for drivers, transit users, pedestrians, and bicyclists. Burlington's policy can readily incorporate Complete Streets principles into new or upgraded transportation projects coordinated with the Town's well-funded infrastructure Capital Improvement plan and thriving private sector Commercial/Retail redevelopment. This policy will benefit all users by creating a transportation network that meets the needs of residents and business sector partners providing accessible and efficient connections between home, school, work, and other destinations throughout Town. Burlington will, to its best ability, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated transportation network for people of all ages and abilities. The Complete Streets Policy has also been developed in line with the recommendations outlined in the Burlington Comprehensive Master Plan.

It is envisioned that Complete Streets principles will help enhance and expand transportation infrastructure projects such as, but not limited to, Burlington Public Transit Bus Service (B-Line), Burlington Bike path, Adaptive Traffic Light network, sidewalk improvement program as well as Pavement Maintenance program

Core Commitment:

2. Users and Modes

Burlington is committed to encouraging the development and maintaining a safe and efficient multi-modal transportation network that accommodates all users including pedestrians, bicycles, transit riders, motorists, commercial vehicles and emergency vehicles; for people of all ages, abilities, and income levels.

3. Projects and Phases

Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the Town as well as projects funded by the state and federal government, such as the Chapter 90 funds, 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.

The same will be applied to private developments and related street design components or corresponding street-related components. The Director of Public Works and Town Engineer in consultation with the Staff Traffic Advisory Committee (STAC) will use best

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judgment regarding the feasibility of applying Complete Streets principles for routine roadway maintenance and projects.

4. Exceptions

A transportation infrastructure project may be excluded from the requirements of this policy, upon approval by the Director of Public Works for the following:

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.
3. Other Town policies, regulations, or requirements that contradict or preclude implementation of Complete Streets principle(s).

Best Practices

5. Network

The Complete Streets policy focuses on developing a connected, integrated network that serves all users and provides accessible and efficient connections between home, school, work, civic, recreational, and retail destinations throughout the community.

6. Jurisdiction

All transportation infrastructure and street projects are expected to follow the Complete Streets approach. 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 and in conjunction with redevelopment projects. To the extent possible, the Director of Public Works will use best judgment when incorporating Complete Streets policies in the beginning stages and prior to final design. Additionally Complete Streets policy will be carried out to the greatest extent possible, cooperatively within all relevant departments in the Town and among private developers and state, regional, and federal agencies.

7. Design Guidance

The latest design guidance, standards, and recommendations available will be used in the implementation of this Complete Streets policy, including:

- The Massachusetts Department of Transportation Project Development and Design Guidebook, 2006, as amended.
- The latest edition of American Association of State Highway Transportation Officials(AASHTO) A Policy on Geometric Design of Highway and Streets

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- Urban Street Design Guide, Urban Bikeway Design Guide, and Urban Transit Design
- Guide published by the National Association of City Transportation Officials (NACTO)
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD)
- Federal Highway Administration (FHWA) Guidebook on Pedestrian and Bicycle Performance Measures
- The Massachusetts Architectural Access Board (AAB) 521CMR Rules and Regulations
- The American Planning Association's Complete Streets: Best Policy and Implementation Practices, 2010
- Documents and plans created for the Town of Burlington including but not limited to, Town bylaws, Master Plan, and other prioritization plans that may be developed by the Town.

8. Context Sensitivity

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.

9. Performance Measures

- Linear feet of new or reconstructed sidewalks
- Miles of new or restriped on-street bicycle facilities
- new and or reconstructed wheel chair ramps
- Number of new or repainted crosswalks
- ADA accommodations built
- Percentage completion of bicycle and pedestrian networks as envisioned by municipal plans
- Efficiency of transit vehicles on routes
- Change in percentage of transit stops with shelters
- Change in percentage of transit stops accessible via sidewalks and curb
- Number and type of crosswalk and intersection improvements
- Decrease in rate of crashes, injuries, and fatalities by mode
- Satisfaction levels as expressed on customer preference surveys
- Number of approved exemptions from municipal Complete Streets Policy

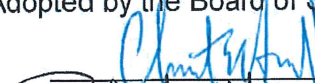

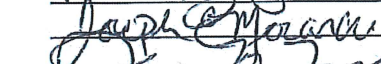


Implementation

The Staff Traffic Advisory Committee(STAC) consisting of staff from the Department of Public Works (DPW), Planning, Police, and Fire will oversee and monitor Complete Streets implementation and effectiveness. STAC will solicit input from other committees, departments or organizations as deemed necessary and regularly update and solicit feedback on potential projects with the general public to ensure that the perspectives of the community are considered and incorporated, as appropriate.

The Town will consider Complete Streets Best Practices as a routine part of everyday operations when designing transportation projects and programs and will consider Complete Streets Best Practices in coordination with other Town Departments, agencies, and jurisdictions.

- 1) Train staff and Town Officials through the use of workshops and other appropriate means.
- 2) Maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure in order to prioritize projects to eliminate gaps in the sidewalk and bikeway network.
- 3) Incorporate policy principals in Capital Improvement Projects.
- 4) Use inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.
- 5) Seek out appropriate sources of funding and grants.
- 6) Use policy Performance Measures to measure effectiveness, evaluate success and identify opportunities for improvement.

Adopted by the Board of Selectmen: October 22, 2018

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