



Town of Wrentham Board of Selectmen

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COMPLETE STREETS POLICY

Adopted March 1, 2022

I. Vision and Intent

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

II. Core Commitment

The Town recognizes that Complete Streets design principles apply to all roadway projects and project phases, including reconstruction, new construction, design, planning, maintenance, and operations, for the entire right-of-way.

The Town will, to the greatest extent possible, design, construct, reconstruct, maintain, and operate all streets to provide for a comprehensive and integrated street network that accommodates people of all ages, abilities and income levels, and all modes of transportation, including pedestrians, bicyclists, motorists, transit, freight, and commercial vehicles.

Exceptions:

1. When the existing right of way is constrained in a manner that may make it very costly or impossible to accommodate transit, bicycle, or pedestrian improvements, such as narrow Town right of way, historic streetscapes, and natural features like steep hillsides, etc.
2. When other Town policies, regulations, or requirements contradict or preclude implementation of Complete Streets principles.
3. On corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
4. Private Ways, which are neither owned nor maintained by the Town. Private ways shall be encouraged to consult with the Complete Streets Committee before beginning projects.
5. When the cost of accommodation would be excessively disproportionate to the need or probable use.
6. Where there is a documented absence of current and future need.
7. Routine maintenance of the transportation network that does not change the roadway geometry or operations; such as mowing, sweeping, and spot repair.
8. When a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.
9. When funding is not available to incorporate or maintain an additional comprehensive

integrated street network.

Documentation and data justifying the reasons why a project cannot incorporate Complete Streets elements shall be reviewed and accepted by the Director of Public Works or by qualified appointee. In these cases the Town shall consider alternatives such as lane reduction, lane narrowing, on-street parking relocation or reduction, shoulders, signage, traffic calming and increased enforcement.

III. Best Practices

In meeting the Complete Streets vision and commitments described above the following best practices will guide the activities of the Town of Wrentham's technical review agency (as identified in Section IV. Implementation).

1. The Town of Wrentham will carry out the Complete Streets Policy cooperatively within all relevant departments within the Town, and to the greatest extent possible, with private developers, state, regional and federal agencies, as well as all members of the public.
2. The Town acknowledges the importance of a network approach and aims to create a comprehensive, integrated, connected network for all modes, ages, and abilities.
3. Complete Streets principles shall be implemented in a manner that is sensitive to the community's physical, economic, and social setting. 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 and balancing user needs through design flexibility.
4. The Town recognizes that Complete Streets principles and values may be achieved through major infrastructure projects as well as incrementally through a series of smaller improvements and maintenance activities over time.
5. The Town will integrate the Complete Streets Policy into its existing policies, planning and design efforts related to roadway development and maintenance as well as future policy, planning, and roadway design work.
6. The latest design guidance, standards, and recommendations available will be used in the design and implementation of Complete Streets (see Appendix).

Best practices will be applied consistent with the following project selection criteria:

- To point of destinations: Projects will alleviate a documented transportation concern and will introduce, improve, extend or complete multimodal accommodation. Isolated projects with no clearly defined origin or destination will be avoided.
- Reason to come: The purpose of the project is to provide multimodal links to destinations including Wrentham Center, commercial centers, playgrounds and other pedestrian and bicycle-focused destinations.
- Populated Area: Projects will be focused towards population centers and area of denser residential development.
- Schools: Projects will serve streets and networks surrounding schools.
- Athletic complexes/recreational centers: Projects will serve streets and networks surrounding these areas.

IV. Implementation:

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 to achieve Complete Streets.

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 street projects, as feasible. A committee of relevant stakeholders designated by the Town Administrator shall be created to implement this initiative.

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

The Town will secure training for pertinent Town staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy.

The Town will use inter-departmental coordination to promote the most responsible and efficient use of resources for activities within the public way.

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

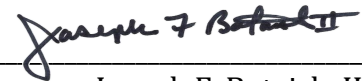
V. Evaluation of Effectiveness:

The Complete Streets Committee will be created to develop performance measures to periodically assess the rate, success, and effectiveness of implementing the Complete Streets Policy. The Committee will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy. These metrics may include the linear feet of new or improved pedestrian facilities; the total miles of new bicycle lanes; number of projects incorporating low impact development techniques; number of intersection improvements made to improve safety for vehicles, pedestrians, and bicyclists; number of accessible pedestrian signals; frequency of crashes by mode; percentage of children walking or bicycling to school; and/or number of trips by mode.

Appendix:

- The Massachusetts Department of Transportation [Project Design and Development Guidebook](#)
- The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) and [Urban Street Design Guide](#)
- The American Association of State Highway Transportation Officials (AASHTO) [A Policy on Geometric Design of Highway and Streets](#)
- The United States Department of Transportation Federal Highway Administration's [Manual on Uniform Traffic Design Controls](#)
- The Massachusetts Architectural Access Board (AAB) [521CMR Rules and Regulations](#)
- Documents and plans created for the Town, including: the [Wrentham Master Plan](#), [Housing Production Plan](#),

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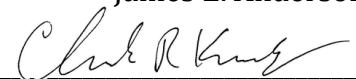


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