

	Town of Plymouth COMPLETE STREET POLICY
Effective Date	May 8, 2013
Expiration Date	None
Date Last Revised	
Town Manager	NA
Selectmen Vote	May 7, 2013

COMPLETE STREETS

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 Plymouth’s Complete Streets policies 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 Plymouth 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, horseback riders, motorists, and freight and commercial vehicles.

Core Commitment:

The Plymouth policies recognize that all users of all modes, including, but not limited to, pedestrians, cyclists, horseback riders, transit and school bus riders, motorists, 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 Plymouth policies recognize that all projects, new, maintenance, or reconstruction, are included as opportunities to implement Complete Streets. The town will, to the maximum extent possible, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Exceptions to Plymouth policies include:

1. Facilities 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 of accommodation is excessively disproportionate to the need or probable use.
3. Documentation of an absence of current and future need.

Best Practices:

The Plymouth policies will focus on developing a connected, integrated network that serves all road users. The policies will be consistent with project selection criteria for multi purposed pathway and pedestrian projects utilized by the Town of Plymouth Department of Public Works:

- To point of destinations – The project will alleviate the problem and the facility 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 facility is to provide pedestrian links to destinations including transit stops shopping centers, and playgrounds and pedestrian oriented destinations.
- Highly populated area – The facility will serve highly populated areas.
- Schools – The facility(s) will serve streets and the network surrounding schools.
- Beach – The facility(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.

Implementation of the Plymouth policies will be carried out cooperatively within all departments in the Town of Plymouth with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The latest design guidance and standards available will be used in the implementation of Complete Streets including the Massachusetts of Department of Transportation MassHighway Design Guidebook and the latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets.

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:

The town will maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

The town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The town will incorporate Complete Streets principles into the town’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.