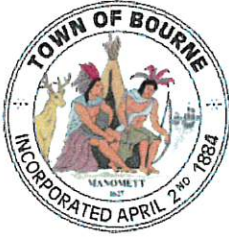
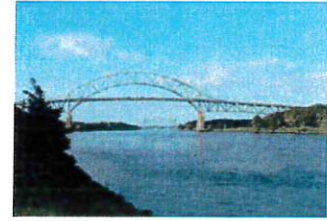


81



# TOWN OF BOURNE BOARD OF SELECTMEN

24 Perry Avenue  
Buzzards Bay, MA 02532  
Phone 508-759-0600 – Fax 508-759-0420  
Town Administrator: Anthony Schiavi  
Asst. Town Administrator: Glenn Cannon



February 4, 2020

## COMPLETE STREETS POLICY

### I. VISION AND PURPOSE

The Town of Bourne’s unique geography creates many difficulties for both vehicular traffic and other multi-modal forms of transportation. Situated around the Cape Cod Canal, the Town of Bourne is separated by a major geographic feature that creates a bottleneck for all traffic coming on and off the Cape with all three bridges of the Canal being located in Bourne. The traffic being the obvious concern, pedestrian safety in the surrounding roadways of the bridge system is as much of an issue as any. There are also several necks (the local term for a peninsula) and islands along the shore, which create several small coves and harbors. There are also several small ponds and rivers, all of which (except the Herring River, which feeds directly into the Canal) feed into Buzzards Bay. The largest of these inlets, Buttermilk Bay, lies along the border with Wareham. Because of the large parcel of land occupied by Otis A.N.G.B. in the eastern part of the town, the majority of settlement is either along the shores of the Canal or along Buzzards Bay.

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails, and transit systems. These users include pedestrian, bicyclists, transit, transit riders, motorists, commercial vehicles, emergency vehicles, and 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 greater opportunities in multi-modal and non-motorized transportation, along with accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities.

The purpose of Bourne's Complete Streets Policy, therefore, is to accommodate all users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. The Town will integrate the planning, design, operation and maintenance of streets so that 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, and construct streets to accommodate all anticipated users including pedestrians, bicyclists, transit, motorists, emergency vehicles, and freight and commercial vehicles.

## II. CORE COMMITMENT

The Town of Bourne recognizes that all users of all modes, including, but not limited to, pedestrians, cyclists, 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 Town of Bourne recognizes that all projects, new, maintenance, or reconstruction, are included as opportunities to implement Complete Streets design principles. 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.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the Town of Bourne, as well as projects funded by the State and Federal Government, such as Chapter 90 funds, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), and other state and federal funds for street and infrastructure design shall adhere to the Town of Bourne's Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall adhere to the Complete Streets principles. In addition, to the extent practical, State-owned roadways within the Town of Bourne shall comply with the Complete Streets Policy, including the design, construction, and maintenance of such roadways within Town boundaries.

The Engineering Department and Department of Public Works shall use its best judgement regarding the feasibility of applying Complete Streets principles for routine roadway maintenance and projects. Other transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfiguration, subdivisions, or transportation improvements may be excluded upon approval by the Director of Public Works and/or designee, where documentation and data indicate that:

- Specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations elsewhere.
- Cost of accommodation is excessively disproportionate to the need or probable use.
- There is an absence of current and future need.
- Protected scenic, historic, and/or environmental features/qualities would be adversely impacted.

## III. BEST PRACTICES

The Town of Bourne's Complete Streets Policy will focus on developing a connected, integrated network that serves all road users. 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 on streets and redevelopment projects.

Implementation of Bourne's Complete Streets Policy will be carried out by Town departments with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, neighboring Towns, and regional, state, and federal agencies.

The Town of Bourne recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.

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 design process may incorporate flexibility to balance user's needs. 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 latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including, but not limited to:

- Massachusetts Department of Transportation (MassDOT) Project Development & Design Guide
- American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets (latest edition)
- United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD)
- Architectural Access Board (AAB) 521CMR Rules and Regulations
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide
- Cape Cod Commission's Complete Streets/Living Streets Design Manual
- Cape Cod Metropolitan Planning Organization's Cape Cod Regional Transportation Plan
- Documents and plans created for Bourne, such as the Local Comprehensive Plan (LCP), and bicycle and pedestrian network plans.

The Town of Bourne's Complete Streets Policy will be consistent with project selection criteria for multi-purposed pathway and pedestrian projects utilized by the Town of Bourne Department of Public Works. Guidance for selection criteria may be found in the above cited references. Generally, selection criteria favor projects that meet one or more of the following categories:

- Continuity - These projects alleviate network gaps or deficiencies. The facilities integrate with or improve an existing network or link to either 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.
- Destinations/attractions - The purpose of these facilities is to provide pedestrian or multi-modal links to destinations including transit stops, business districts/ shopping centers, beaches, and playgrounds and other pedestrian oriented destinations.
- Highly populated areas - These facilities support internal circulation and connectivity for denser residential neighborhoods.
- Schools - These facilities serve streets and the network surrounding schools. These may augment other programs such as Safe Routes to Schools.

- Regional connections - These projects integrate with regionally recognized routes or networks that extend through adjacent towns.
- Projects consistent with the goals and policies of the Town's Local Comprehensive Plan and Open Space & Recreation Plan.

#### **IV. IMPLEMENTATION**

The Town of Bourne 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 of Bourne 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 of Bourne will incorporate Complete Street Projects into its Capital Improvement Priority Plan for Roadway Improvements.

All roadway projects in the Town of Bourne, including municipal road repairs, upgrades, or expansion projects, shall incorporate Complete Streets elements and principles as appropriate.

The Town of Bourne will review and either revise or develop proposed revisions to incorporate Complete Streets principles into the Town's Protective Zoning Bylaw, Subdivision Rules and Regulations, bylaws, and policies.

The Town of Bourne will train pertinent town staff on the content of Complete Streets principles and best practices for implementing policy.

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

The Town of Bourne will seek out appropriate sources of funding and grants for implementation of Complete Streets policies. The Town will maintain complete streets facilities under its jurisdiction and provide methods for the public to provide input on needed repairs/maintenance.

#### **V. EVALUATION OF EFFECTIVENESS**

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvements. The Director of Public Works and/or designee will develop performance measures to gauge implementation and effectiveness of Complete Streets policies using appropriate measures of effectiveness, which may include:

- A. Linear feet of new bicycle accommodations
- B. Linear feet of new or rehabilitated pedestrian facilities
- C. Improved Level of Service (LOS) for vehicles, pedestrians, and bicyclists
- D. Crash rates by mode of Transportation
- E. Rate of children walking or bicycling to school, and/or
- F. Number of trips by mode

These measures of effectiveness will be compiled into a report by the Department of Public Works and presented as needed, but no less than annually.

WITNESS our hands and seals this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

**BOARD OF SELECTMEN:**

\_\_\_\_\_  
Judith MacLeod Froman

\_\_\_\_\_  
James L. Potter

\_\_\_\_\_  
George G. Slade Jr.

\_\_\_\_\_  
Peter J. Meier

\_\_\_\_\_  
Jared P. MacDonald