



CITY OF GARDNER COMPLETE STREETS POLICY

Vision and Purpose:

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, 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 safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities. The purpose of the City of Gardner's Complete Streets policy, therefore, 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 City of Gardner to formalize the plan, 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, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

Core Commitment:

The City of Gardner recognizes that users of various modes of transportation, 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 City of Gardner recognizes that all projects, new, maintenance, or reconstruction, are potential opportunities to apply Complete Street design principles. The City will, to the maximum extent practical, design, construct, maintain, and operate all streets with an emphasis in the priority areas identified herein to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Complete Streets design recommendations may be incorporated into all publicly funded projects, as appropriate, with an emphasis in priority areas including the Downtown Urban Renewal Area, Mill Street Corridor Urban Renewal Area, Timpany Boulevard Corridor, and all safe route to school related areas. Additional priority areas and projects will be identified in the future as part



of the Prioritization Plan. All transportation infrastructure and street design projects requiring funding or approval by the City of Gardner, as well as projects funded by the state and federal government, such as the Chapter 90 funds, City 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 will adhere to (comply with) the City of Gardner's Complete Streets Policy and Prioritization Plan. Private developments and related street design components or corresponding street-related components will be encouraged to comply with the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets resolution, including the design, construction, and maintenance of such roadways within City boundaries.

Transportation infrastructure may be excluded, upon recommendation of the Public Works Director and approval by the Mayor, where documentation and date indicate that:

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; or
2. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.

Best Practices:

The City of Gardner'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 documents, and design of all types of public transportation, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects throughout the City with an emphasis in the priority areas.

Implementation of the City of Gardner Complete Streets Policy will be carried out cooperatively within all departments in the City of Gardner with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The City of Gardner 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.

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

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- 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.
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (2009).
- The Architectural Access Board (AAB) 521CMR Rules and Regulations.
- Documents and Plans created for Gardner, such as complete streets studies, bicycle and pedestrian network plans, urban renewal plans, safe routes to school plans, and zoning documents.

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The City will develop performance measures to gauge implementation and effectiveness of the policies.

Implementation:

The City endeavors to make Complete Street practices a routine part of everyday operations by approaching every transportation project and program as an opportunity to improve streets and the transportation network for all users, and working in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

The City will review and either revise or develop proposed revisions to all appropriate planning documents such as urban renewal plans, open space and recreation plan, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all transportation oriented projects identified in our City with an emphasis on those within the priority areas and as identified in our Prioritization Plan. The City's Development Review Committee, which is made up of relevant stakeholders (Department Heads) designated by the Mayor, will oversee and implement this initiative with final determination of its applicability on a project to project basis made by the Public Works Director with approval by the Mayor.

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

The City will train pertinent city staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

City of Gardner, *Executive Department*

Mark Hawke, Mayor



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

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

Mark P. Hawke, Mayor