



COMPLETE STREETS POLICY

Vision and Purpose

Complete streets are for everyone. The application of Complete Streets principles will contribute toward the safety, health, economic vitality, and the quality of life in the Town of Hudson by providing accessible, efficient multimodal connections between residential, educational, commercial, recreational, civic, and retail destinations. They will be designed, operated, and maintained to provide safe and efficient access for all users—of all ages and abilities—to Hudson’s transportation system, including pedestrians, bicyclists, transit riders, motorists, commercial, and emergency vehicles. In accordance with the recommendations outlined in the transportation section of the 2014 Hudson Master Plan and the Metrowest Moves initiative, the purpose and focus of Hudson’s Complete Streets Policy, therefore, is to develop a connected, integrated transportation system that serves all users, ages and abilities, and to address local public health concerns such as air quality, physical activity, and enhanced access to healthier food options. To the greatest extent feasible, this policy directs decision makers to integrate Complete Streets principles into the planning and design of all types public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on, adjacent to, and related to streets, as allowed by law and regulation.

Core Commitment

The Town of Hudson recognizes that all users of all transportation 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 Hudson recognizes that all projects, new, maintenance, or reconstruction, are included as opportunities to implement Complete Streets principles. The Town will, **to the greatest extent possible**, design, construct, maintain and operate all streets to provide for a comprehensive and integrated street network for people of all ages and abilities.

Complete Street design principles shall be **reasonably** incorporated into all publicly and privately funded projects. **To the greatest extent practical:**

1. All transportation infrastructure and street design projects requiring funding or approval by the Town of Hudson shall **reasonably** adhere to the Town of Hudson Complete Streets Policy **to the greatest extent practical**.
2. Federal and State-aided projects including but not limited to, Chapter 90 funds, Transportation Improvement Program (TIP), MassWorks Infrastructure Program, Community Development Block Grant (CDBG), or other State and Federal funds for street and infrastructure design shall **reasonably** adhere to the Town of Hudson Complete Streets Policy, subject to and as may be modified by funding agency guidelines and standards.
3. Private developments and related or corresponding street design and construction components shall adhere to the Town of Hudson’s Complete Streets Policy.
4. **To the greatest extent practical**, state-owned roadways will comply with the Town of Hudson’s Complete Street Policy, including the design, construction, and maintenance of such streets within Town Boundaries, subject to and as may be modified by MassDOT guidelines and standards.

Exemptions

- 1) Route 85 Connector- from the Marlborough municipal boundary to the Hudson Street/Washington Street intersection.
- 2) All transportation facilities that are limited to non-motorized modes such as multi-use paths and malls, bicycle paths, and walking and hiking trails.
- 3) Other transportation infrastructure may be exempt from the Policy, upon approval by the Board of Selectmen, where documentation and data indicate that:
 - a) The cost or impacts of implementing this Policy are excessively disproportionate to the need for this Policy and the benefits derived from its implementation.
 - b) Other Town policies, regulations, or requirements contradict or preclude the implementation of this Policy, after such policies, regulations, and requirements have been examined and updated to be consistent with the Town of Hudson Complete Streets Policy.

Best Management Practices

Complete Streets principles include the development and implementation of projects in a manner that will be sensitive to the Town of Hudson's physical, economic, and social setting. This context sensitive approach to process and design include a range of goals by considering stakeholder and community values on level plane with the project needs. It includes goals related to livability, connectivity, sustainability, and equity. The overall goal of this approach is to preserve and enhance scenic, economic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

The Town of Hudson recognizes that Complete Streets principles could either be incorporated into a particular project, or incrementally through a series of smaller improvements or maintenance activities over time.

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

- The Massachusetts Department of Transportation's [Project Design and Development Guidebook](#).
- The latest edition of the American Association of State Highway Transportation Officials' (AASHTO) [A Policy on Geometric Design of Highways and Streets](#).
- The Federal Highway Administration's (FHWA) [Manual on Uniform Traffic Control Devices](#)
- The Architectural Access Board (AAB) [521 CMR Rules and Regulations](#)
- The American Planning Association's [Complete Streets: Best Policy and Implementation Practices](#)
- 2014 [Assabet River Rail Trail Communities Bicycle and Pedestrian Network Plan](#)
- The Town of [Hudson's 2014 Comprehensive Master Plan](#)
- The Town of [Hudson's 2015 Open Space and Recreation Plan](#)
- The Town of Hudson's [2014 Downtown Parking Study](#)

Evaluation

Complete Streets implementation and effectiveness should be evaluated for success and opportunities for improvements. The Town of Hudson will develop metrics to periodically gauge the success and effectiveness of this policy. The frequency of assessment and metrics for analyzing the success of this policy will be determined by the Internal Traffic Committee or a subset of its members. These metrics may include but are not limited to the total number of new bicycle lanes, the linear feet of new pedestrian accommodation, number of retrofitted pedestrian facilities or amenities, number of intersection improvements made to improve Level of Service (LOS) and safety for vehicles, pedestrians and bicyclists, rate of crashes by mode, rate of children walking or bicycling to school, and/or number of trips by mode.

Implementation

The Town shall institutionalize Complete Streets practice 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 shall review and either revise or develop revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision rules and regulations, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles so as to be consistent with the Town of Hudson Complete Street Policy.

The Town shall maintain a comprehensive map and inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in sidewalk, bikeway, and conservation/recreation trails network

The Town will review the annual roadway maintenance list during the capital planning process. This list will be reviewed and approved by the Internal Traffic Committee prior to the capital plan approval.

The Town will reevaluate prioritization of Capital Improvement Projects to encourage implementation of this Policy.

The Town will train pertinent town staff and decision-makers on the content of the Town of Hudson Complete Street Policy and best practices for implementing this Policy through workshops and other appropriate means.

The Town will conduct a needs assessment to determine and appropriately plan for future financial costs, capital or otherwise associated with implementation of this Policy.

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

The Town will maintain a comprehensive priority list of transportation improvement projects including but not limited to problem intersections and roadways.

Complete Streets Overview

Complete Streets Overview

What is a complete street?

Streets that are safe, comfortable, and accessible for:

All Users



Complete Streets Overview

What is a complete street?

Streets that are safe, comfortable, and accessible for:

Multiple Forms of Travel



Walking



Driving



Biking



Commuter Rail

Complete Streets Overview

What is a complete street?

Streets that are context sensitive



City Streets



Rural Roads

VS

Complete Streets Overview

What is a complete street?

Streets that are context sensitive



Retail Areas



Residential Areas

VS

Complete Streets Overview

What is NOT a Complete Street



Complete Streets Overview

What is NOT a Complete Street



Complete Streets Overview

Potential Elements of a Complete Street



Complete Streets Overview

Potential Elements of a Complete Street



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Potential Elements of a Complete Street



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Potential Elements of a Complete Street



Complete Streets Overview

Potential Elements of a Complete Street



Bike lanes or buffered bike lanes



Bike racks



Wide shoulders



Markings for shared lanes



Adequate bike signage and education



Cycle track

Complete Streets Overview

Potential Elements of a Complete Street



Rumble strips



Reduced speed limits



Elevated speed tables



Neck-downs



Bow-outs

- **Narrower lanes**
- **Tight curb radii**
- **Reduced # lanes**
- Other considerations

Complete Streets Benefits

Benefits to Complete Streets

- Improved health
- Improved safety
- Increased economic development
- Reduced personal transportation costs
- Reduced congestion
- Improved environment and air quality
- Improved connections

- Potential access to funding from proposed Complete Streets Legislation

Complete Streets Overview

Complete Streets Policy

A policy does:

- Provide high-level direction
- Change the everyday decision-making processes and systems
- Create an incremental changes
- Achieve long-term results

A policy is not:

- A one-size fits all design prescription
- A requirement for bike/ped facilities on every single road
- Only appropriate for cities
- A silver bullet

Complete Streets Overview

1. **Vision and intent:** The policy outlines a vision for how and why the community wants to complete its streets and takes into account Acton's goals and plans.
2. **All users and modes:** The policy specifies that "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
3. **All projects and phases:** Both new and retrofit projects are subject to the policy, including design, planning, maintenance and operations, for the entire right-of-way.
4. **Clear, accountable exceptions:** Any exceptions are specified and must be approved by a high-level official.
5. **Network:** The policy encourages street connectivity and creates a comprehensive, integrated and connected network for all modes across the network.
6. **Jurisdiction:** All other agencies can clearly understand the policy and may be involved in the process.
7. **Design:** The policy recommends the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs.
8. **Context sensitivity:** Community context is considered in planning and design solutions.
9. **Performance measures:** Performance standards with measurable outcomes are included.
10. **Implementation next steps:** Specific next steps for implementing the policy are described.

Complete Streets Legislation

Purpose

Creates a program to encourage MA municipalities to routinely include contextually appropriate complete streets design elements in locally funded road projects

What the Legislation Does

Creates the Active Streets Certification Program

Certified communities will be eligible to apply for funding to implement complete streets projects

- Adoption of a complete streets policy is key component for certification
- Proposed amount of funding to draw from is \$50,000,000 over 5 years