



Town of Dudley Massachusetts
Board of Selectmen
Office of the Town Administrator
71 West Main Street, Dudley, MA 01571

Paul Joseph
Selectman

Steven Sullivan
Selectman

Jonathan Ruda
Town Administrator

Tel: 508-949-8001
www.dudleyma.gov

Kerry J. Cyganiewicz
Chairman

John J. Marsi
Vice Chairman

Jason Johnson
Clerk

Dudley Complete Streets Policy

VISION & PURPOSE

The Town of Dudley's Complete Streets Policy aims to accommodate the full range of users of the town's roadways, walkways, trails, and transit systems by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes. The Town of Dudley will, to the maximum extent practical, design, construct, maintain, and operate streets to accommodate all users.

Through the implementation of Complete Streets principles, people of all ages, abilities and income levels will be able to efficiently and safely travel between home, school, work, recreation facilities, and commercial venues. Demonstrated benefits of Complete Streets include cleaner air, promotion of physical exercise, improved access to retail and employment centers, and reduced personal transportation costs.

CORE COMMITMENT

The Town of Dudley recognizes that users of various modes of transportation, including but not limited to, pedestrians, cyclists, motorists, transit riders, the physically disabled, safety personnel, and freight and commercial haulers are legitimate users of roadways and deserve safe facilities.

"All Users" includes users of all ages, abilities and income levels.

The Town recognizes that all transportation projects - including planning, programming, design, right - of-way acquisition, construction, reconstruction, operation, and maintenance - are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to create a comprehensive and integrated network of facilities for people of all ages and abilities.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects to the maximum extent practical and where appropriate. Applicable projects shall include:

- All transportation infrastructure and street design projects requiring funding or approval by the Town of Dudley;
- All transportation infrastructure and street design projects funded by the State and Federal government, including but not limited to Chapter 90, Transportation Improvement Program (TIP), Mass Works Infrastructure Program, Community Development Block Grants (CDBG), or other state and federal funds;
- Private developments and related roadway design and construction components;

- The design, construction and maintenance of State-owned roadways within Dudley's town boundaries, subject to and as may be modified by MassDOT guidelines, standards and requirements.

Special attention should be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority should be given to 1) corridors providing primary access to one or more significant destinations such as parks and recreation areas, schools, shopping/commercial areas, public transportation, or employment centers; 2) corridors providing important continuity and connectivity links to existing pedestrian or bicycle networks; and 3) the Town's villages and historic areas, including, Dudley Hill –Dudley Center Historic District (which includes Nichols College), Quinebaug Village, Merino Village, West Dudley Village, and the Stevens Linen Works Complex/Historic District.

The Superintendent of the Highway Department will use best judgement regarding the desirability and feasibility of applying Complete Streets principles for routine roadway maintenance projects, such as repaving, restriping, and so forth.

EXEMPTIONS

Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfiguration, or subdivisions may be excluded upon approval of the Planning Board and the Board of Selectmen, where documentation and data indicate that any of the following apply:

1. The existing right-of-way does not allow for the accommodation of all users. In this case alternatives may be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, or signage;
2. The application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase the risk of injury or death;
3. Roadways where specific users are prohibited by law, such as transportation facilities that are limited to non-motorized modes such as rail trails and hiking trails. An effort will be made, in these cases, for accommodation elsewhere;
4. Cost or impacts of accommodation are excessively disproportionate to the need or probable future use;
5. Other local policies, regulations, or requirements contradict or preclude implementation of Complete Streets principles.

BEST MANAGEMENT PRACTICES

Complete Streets principles include the development and implementation of projects in a manner that is context-sensitive: that takes into account the physical, economic and social setting of the site within the broader context of the Town of Dudley. This context-sensitive approach enables a balance to be reached between stakeholder/community values and project needs. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and natural resources within the community while improving or maintaining safety, mobility and the overall condition of the Town's transportation network.

The Town recognizes that Complete Streets principles may be implemented as part of a single, comprehensive project or incrementally through a series of smaller improvements or maintenance activities over time.

DESIGN STANDARDS

The Town will use the latest design guidance, standards, and policy recommendations available to implement this Complete Streets Policy, including:

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The Massachusetts Department of Transportation – Separated Bike Lane Design Guide
- The Massachusetts Department of Transportation – Municipal Guide for Walkability
- 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.
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- The American Planning Association's Complete Streets: Best Policy and Implementation Practices
- Documents and plans created for the Town of Dudley, such as the Dudley Master Plan, Dudley Open Space and Recreation Plan, Town of Dudley Zoning Bylaws, and the Town of Dudley Rules and Regulations Governing the Subdivision of Land.

IMPLEMENTATION

The Town of Dudley shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation design project and program as an opportunity to improve the transportation network for all users, and shall work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets.

The Planning Board will act as the Town's Complete Streets Committee and will consult with relevant stakeholders on policy and project matters. Relevant stakeholders include the Board of Selectmen, Highway Department, Planning Department, Disabilities Commission, and others as deemed appropriate. The focus of the Planning Board on Complete Streets matters will be ensuring the implementation of the Complete Streets Policy and, where necessary, recommending revisions to existing practices that present barriers to implementation. The Board will update and solicit feedback from the public on potential projects to engender buy-in and ensure that perspectives from the community are considered and incorporated where feasible.

The Town shall review and develop proposed revisions to all appropriate planning documents (i.e. master plan, open spaces & recreation plan), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all street projects.

The Town shall conduct a needs assessment to determine and appropriately plan for future financial/capital costs associated with implementation of this Policy.

The Town shall maintain a comprehensive map and inventory of pedestrian and bicycle facility infrastructure, prioritizing those projects that eliminate gaps in the sidewalk, bikeway and trail network.

The Town shall take into account the Complete Streets Policy when prioritizing Capital Improvement Projects.

The Town shall provide training to pertinent municipal staff and decision-makers on the content of the Complete Streets Policy and best practices for implementing this Policy through attendance at conferences, seminars, workshops, and other appropriate means.

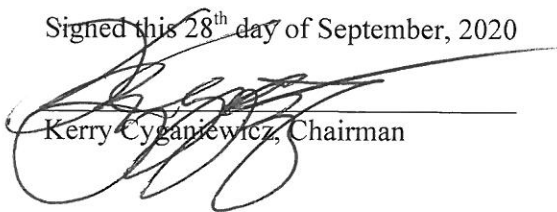
Municipal departments will coordinate efforts to promote the most responsible and efficient use of resources for activities within the public way.

The Town will allocate funding through municipal appropriation and pursue appropriate alternative sources of funding and grants for implementation of this Complete Streets Policy.

EVALUATION

Complete Streets implementation and effectiveness shall be evaluated for success and opportunities for improvement. The Planning Board 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 as determined by the Planning Board acting as the local Complete Streets Committee. These metrics may include but are not limited to the total number of new bicycle lanes, the linear feet of new AAB-compliant 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, bicyclists and wheel chair users, rate of crashes by mode, number of AAB-complaint parking spaces installed, and/or number of trips by mode.

Signed this 28th day of September, 2020



Kerry Cyganiewicz, Chairman