

# COMPLETE STREETS POLICY

## TOWN OF HINSDALE, NEW HAMPSHIRE

**WHEREAS**, the Town of Hinsdale strives to provide a safe, efficient and diversified transportation network that is sensitive to the Town's unique history, natural surroundings, and small-town character;

**WHEREAS**, the Town of Hinsdale recognizes that a transportation system that supports a variety of travel modes can encourage a diverse local economy, protect natural resources, and increase quality of life by promoting personal choice and safety;

**WHEREAS**, Complete Streets empower residents without personal vehicles to access employment, health care, and cultural and social opportunities;

**WHEREAS**, Complete Streets enhance safe walking and bicycling options for school-aged children, in recognition of the National Safe Routes to School program;

**WHEREAS**, the Town of Hinsdale Master Plan includes objectives related to implementing Complete Streets techniques within the Town center and supporting alternative modes of transportation within the Town and the sub-regional area (i.e. surrounding towns) of Hinsdale;

**NOW, THEREFORE**, be it resolved by the Hinsdale Board of Selectmen that the attached Complete Streets Policy is hereby adopted.

### I. VISION & PURPOSE

In the 2014 update to the Hinsdale Master Plan, the Town identified the importance of creating and maintaining a multi-modal transportation network that enhances safety, choice, and protects the Town's rural character. The Town recognizes that public roads are a significant asset and should be developed to promote access, mobility, affordability, and public health. To support this vision, it is the intent of the Town, through this policy, to ensure that the safety of all users – including motorists, pedestrians of all ages and abilities, bicyclists, emergency responders, freight providers, and users of public transit – is considered in all municipally managed transportation projects and project phases.

### II. CORE COMMITMENT

#### A. Definition

*"Complete Streets"* are streets that are designed and operated to enable safe access and mobility for all users, in that bicyclists, motorists, public transportation users, and pedestrians of all ages and abilities are able to safely move along and across a street.

#### B. Scope of Applicability

(a) All town-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained to support the concept of Complete Streets so that users of all ages and abilities can travel safely and independently.

(b) The Town should approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance.

(c) Special attention should be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority should be given to:

- (i) Corridors providing primary access to one or more significant destinations such as parks or recreation areas, schools, shopping/commercial areas, public transportation, or employment or medical centers (e.g. Main Street/NH 119 between Depot St. and School St.);
- (ii) Corridors serving a relatively high number of users of non-motorized transportation modes;
- (iii) Corridors providing important continuity or connectivity links to existing pedestrian or bicycle networks; and,
- (iv) Projects identified in regional or local bicycle and/or pedestrian plans.

(d) Exceptions to this policy may be considered when:

- (i) The existing right-of-way does not allow for the accommodation of all users. In this case alternatives should be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities;
- (ii) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair);
- (iii) The construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses;
- (iv) The application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death; or
- (v) The roadway is a class VI roadway or is privately owned.

### III. **BEST PRACTICES**

#### **A. Context Sensitivity**

The implementation of this Policy should reflect and adapt to the context and character of the surrounding built and natural environments and enhance the appearance of such. This Policy recognizes that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

#### **B. Design Standards**

The Town should follow the adopted Hinsdale Complete Streets Design Guidelines as well as the best and latest design standards available. Public input and other appropriate design standards may be considered, provided that a comparable level of safety for all users is achieved.

#### **C. Performance Measures**

This policy encourages the evaluation and regular reporting of progress on the implementation and maintenance of Complete Streets. In the Town's Annual Report, the Highway Superintendent should include in his/her report a summary of the transportation projects undertaken during the year and the extent to which these projects meet the objectives of this policy. In addition, the Town may choose to report on the following performance measures:

- (a) Linear feet of new or repaired pedestrian accommodation;
- (b) Number of crosswalk and intersection improvements;
- (c) Number of new ADA-compliant curb ramps installed along town streets;
- (d) Number of transit stops accessible by sidewalks and curb ramps;
- (e) Total miles of bike lanes;
- (f) Total miles of roads with paved shoulders that are two feet wide or greater; and

- (g) Number of new or improved bicycle and pedestrian access points to rail trails.

#### IV. IMPLEMENTATION

The Town of Hinsdale views Complete Streets as integral to everyday transportation decision-making practices and processes, and recognizes that Complete Streets principles may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. To this end:

- (a) The Highway Department, Town staff, and other relevant departments, boards, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, regulations, and programs as appropriate;
- (b) The Highway Department, Town staff, and other relevant departments, boards, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;
- (c) The Town will evaluate prioritizations of Capital Improvement Projects (on an annual basis) to encourage the implementation of this policy;
- (d) The Town, to the greatest extent feasible, will encourage partners such as the NH Department of Transportation to develop and implement Complete Streets elements and considerations when working on projects or programs in the Town;
- (e) When available, the Town will encourage staff professional development and training on non- motorized transportation issues through attending conferences, classes, seminars, and workshops;
- (f) Town staff should identify and seek out appropriate sources of funding for implementation of this Policy and recommend improvements to project selection criteria to support Complete Streets projects;
- (g) The Town should promote project coordination among departments and committees with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources;
- (h) Every Complete Streets project should include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements;

Signed,

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Wayne Gallagher, Chairman

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Date

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Steve Diorio, Vice Chairman

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Date

\_\_\_\_\_  
Mike Darcy

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Date

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Michael McCosker

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Date

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Bernie Rideout

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Date