

## Town of Provincetown

### COMPLETE STREETS POLICY

#### I. Vision and Intent:

Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community including its residents, businesses, employees and visitors by providing greater opportunities in multi-modal and non-motorized transportation. The Provincetown policy recognizes that all new, maintenance, or reconstruction roadway projects are included as opportunities to implement Complete Streets. The Town will, to the maximum extent practicable, design, construct, maintain, and operate all streets to improve safety, comfort, and accessibility for all users, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency vehicles, and innovative personal transportation devices for people of all ages, abilities and income levels and improve connectivity.

Improvements to the transportation network shall accommodate the needs of the community, providing safe, accessible, and comfortable means of travel between home, school, work, recreation, and retail destinations through a variety of modes. Traffic operations and safety will be proactively assessed to improve the experience of residents and visitors. This is in the context of the overarching goals of economic vitality, enhanced livability, quality of life, environmental and fiscal sustainability, and experience of visitors especially during peak summer months. Complete Streets also furthers equity objectives by providing safe forms of travel for residents of all income levels.

#### II. Core Commitment:

The Town recognizes that all roadway projects – including new construction, maintenance and reconstruction – are potential opportunities to apply Complete Streets design principles.

The Town will, to the greatest extent possible, design, construct, reconstruct, maintain and operate all streets to provide for a comprehensive and integrated street network that accommodates people of all ages, abilities and income levels, and all modes of transportation, including at minimum pedestrians, bicycles, cars, commercial vehicles, and buses.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate.

1. All transportation infrastructure and street design projects requiring funding or approval by the Town shall follow this Complete Streets Policy.
2. All projects funded by the State and Federal government for street and infrastructure design shall follow this Complete Streets Policy.
3. Private developments and related roadway design components shall follow this Complete Streets Policy.

The Town shall look at every transportation project and program as an opportunity to improve streets and the transportation network for all users by following a Complete Streets approach.

Exceptions:

1. When the existing right of way is constrained in a manner that may make it very costly or impossible to accommodate transit, bicycle, or pedestrian improvements, such as narrow Town right of way, historic streetscapes, and natural features like steep hillsides, shorelines, etc.
2. When other Town policies, regulations, or requirements contradict or preclude implementation of

- Complete Streets principles.
3. On corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
  4. When the cost of accommodation would be excessively disproportionate to the need or probable use.
  5. Where there is a documented absence of current and future need.
  6. Routine maintenance of the transportation network that does not change the roadway geometry or operations; such as mowing, sweeping, and spot repair.
  7. When a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

In cases where a written request for an exception, including documentation and data and justifying the reasons why a project cannot incorporate Complete Streets elements, has been reviewed and accepted by the Town of Provincetown's technical review agency (as identified in Section IV. Implementation) then the Town shall consider alternatives such as lane reduction, lane narrowing, on-street parking relocation or reduction, shoulders, signage, traffic calming and increased enforcement.

### **III. Best Practices: (network, jurisdiction, design standards, community context, performance measures)**

The Town 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 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.

Complete Streets principles shall be implemented in a manner that is sensitive to the community's physical, economic, and social setting. 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 and balancing user needs through design flexibility.

The most recent design guidance, standards, and recommendations available will be used in the design and implementation of Complete Streets (see Appendix).

### **IV. Implementation:**

Implementation of the Complete Streets Policy will be carried out cooperatively within all departments in the Town of Provincetown with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies. The Town's Department of Public Works will serve as the Town of Provincetown's technical review agency for all Complete Street projects. The Town Engineer will forward the project documentation and plans to all applicable Town departments for comment during the review process.

The Town shall make the 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.

The Town will review and revise or develop proposed revisions to all appropriate planning documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines, and programs to integrate the Complete Streets principals in street projects, as feasible.

Implementation will be carried out cooperatively within all relevant departments in the Town, as well as private developers, and state, regional, and federal agencies and the general public.

The Town will maintain a comprehensive priority list of transportation improvement projects including problem intersections and roadways.

The Town will maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects that eliminate gaps in the sidewalk and bikeway networks.

The Town will re-evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principals.

The Town will secure training for pertinent Town staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy.

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

## **V. Evaluation of Effectiveness:**

The Town of Provincetown's technical review agency will develop performance measures to periodically assess the rate, success and effectiveness of implementing the Complete Streets Policy.

These metrics may include:

- Linear feet of new bicycle lanes and sharrows;
- Linear feet of new or improved sidewalks;
- Number of new or improved curb ramps and crosswalks;
- Rate of pedestrian/bike/vehicular crashes;
- Rate of children walking or bicycling to school;
- Number of trips by mode (Cape Cod Commission).

The Town of Provincetown's technical review agency (as identified in Section IV. Implementation) shall include a report in the Town's Annual Report showing progress made in implementing this policy.

### **Appendix:**

- The Massachusetts Department of Transportation [\*Project Design and Development Guidebook\*](#)
- Cape Cod Commission's [\*Complete Streets/Living Streets: A Design Manual for Cape Cod\*](#)
- The National Association of City Transportation Officials (NACTO) [\*Urban Bikeway Design Guide\*](#) and [\*Urban Street Design Guide\*](#)
- The 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 Massachusetts Architectural Access Board (AAB) [\*521CMR Rules and Regulations\*](#)
- Documents and plans created for the Town, including: The [\*Local Comprehensive Plan\*](#), the [\*Provincetown Open Space and Recreation Plan\*](#), and the AIA [\*Design and Resiliency Team \(DART\) Report\*](#).