

**Town of Glastonbury
Complete Streets Policy
February 2015**

1. **PURPOSE:** To consider the needs of users of all abilities and ages (pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, reconstruction, retrofit, operations and maintenance activities related to all roads and streets. This Complete Streets policy will allow every transportation project to be viewed as an opportunity to improve safety, accessibility and mobility for all users.
2. **OBJECTIVES AND BENEFITS:**
 - 2.1. Improved safety and mobility for pedestrians, bicyclists, children, older individuals, non-drivers and the mobility challenged, as well as those who cannot afford a car or choose to live car free.
 - 2.2. Reduced traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions and promoting energy conservation.
 - 2.3. Improved accessibility to trip generators, including employment and commercial centers, schools, transit, and trails.
 - 2.4. Livable and healthier communities.
 - 2.5. Achieve cost effective design and construction, as applicable, by considering the requirements of non-motorized users early in the planning and design process.
3. **PROCEDURES:** This policy will be implemented via the following actions:
 - 3.1. Training: The Town will continue training by implementing routine and regular training for its professional staff on Complete Streets Design, and may include resources provided by the Town, Regional Planning Agency, and State.
 - 3.2. Checklist: A Complete Streets Checklist will be developed and regularly updated to ensure compliance with this policy (to be used at the earliest point in project development).
 - 3.3. Design Guidance: The Town will use design, construction and maintenance guidelines specific to the transportation needs of the Town for the accommodation of all users as reasonably possible and appropriate. The Town will continue to use best practices. (A list of manuals that represent current best practices is appended to this policy.)
 - 3.4. Funding: Consider appropriation of transportation funds, as possible, to encourage improvements for non-motorized users, especially those that connect to transit, schools, and other high generators of non-motorized traffic.
 - 3.5. Data Collection: To the extent reasonably possible, the Town will include non-motorized users in traffic counts.
4. **EXEMPTIONS:** Exemptions to this policy will be considered on a case by case basis with appropriate documentation and supporting data, including the completed checklist that indicates the background and rationale for the exemption. Factors to consider include but are not limited to the following:
 - 4.1.1. Non-motorized usage is prohibited;
 - 4.1.2. There is a demonstrated absence of need (scarcity of population, travel and attractors (both existing and future) indicate an absence of need for such accommodations);
 - 4.1.3. The accommodation of all users would result in significant costs as related to the underlying project cost and in relationship to the benefit achieved.
 - 4.1.4. Environmental or social impacts outweigh the need for these accommodations.

References – Best Practices

- CNU/ITE (Congress for the New Urbanism / Institute of Transportation Engineers) manual for "Context Sensitive Street Design"
- CNU/ITE Designing and Urban Walkable Thoroughfare
- Urban Bike Way Design Guide published by the National Association of City Transportation Officials (NACTO)
- AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- Manual on Uniform Traffic Control Devices (2009)
- NACTO Urban Street Design Guide (2012)
- Planning Complete Streets For An Aging America", Jana Lynott, et. al., AARP Public Policy Institute, (2009)
- Highway Capacity Manual (2010)