

Town of Hanover
COMPLETE STREETS GUIDELINES

I. VISION

Hanover's streets and public ways will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, motorists and mass transit vehicles and riders, regardless of age and physical ability.

II. CORE COMMITMENT

Definition

"Complete Streets" means streets and ways designed and operated to be safe and accessible for all users regardless of age, physical ability or mode of transport, and have an ease of use whether the user is moving along or across the street.

All Users and Modes

The Town of Hanover shall implement, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, motorists, transit vehicles and riders, children, the elderly, and people with disabilities in all retrofit or reconstruction projects subject to the exceptions contained herein.

Capital Improvements Planning

As Capital Improvement Plans are developed for the construction of new streets, or the rehabilitation and replacement of existing streets, Complete Streets principles will be incorporated into design and engineering plans as appropriate.

Projects and Phases

As transportation projects are considered, each phase will be 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 engineering, construction, reconstruction, operation, and maintenance.

Complete Streets principles will be applied to all Town projects. When a project is maintaining a street, rather than constructing/reconstructing it, care should be given to review opportunities to make smaller improvements, which will result in a greater ease of access and improved safety; however strict implementation of the principles will not be required.

Exceptions

Complete Streets and Traffic Calming principles will be applied in all street construction/reconstruction and retrofit projects, undertaken by the Town,

except in certain unusual or extraordinary circumstances outlined below. Even under the conditions outlined below, a project's impact will be evaluated for the effect it would have on the usefulness of the street for all users, now and in the future, and the ability to implement other adopted plans in the future.

- Where pedestrians and bicyclists are prohibited by law from using the facility.
- Where the existing right-of-way does not allow for the accommodation of all users, and purchase of additional right of way is not feasible.
- Where a cost-benefit analysis proves that the cost of implementing the policy would be disproportionate to the need.
- Where application of principles is unnecessary or inappropriate because it would be contrary to public safety and/or increase risk of injury or death.
- Where application of principles would create unreasonable adverse impacts on the environment or on neighboring land uses.
- Where regular maintenance or repair work does not require new design and engineering plans for a full retrofit of a street.

III. BEST PRACTICES

Design Guidance and Flexibility

The Town shall follow accepted or industry standards and use the best and latest design standards available, including:

- American Association of State Highway and Transportation Officials (AASHTO)
 - *Guide for the Development of Bicycle Facilities* (4th Edition, 2012)
 - *Guide for the Planning, Design and Operation of Pedestrian Facilities* (2004)
 - *A Policy on Geometric Design of Highways and Streets* (2011)
- American Planning Association (APA)
 - *Complete Streets: Best Policy and Implementation Practices* (2010)
- American Planning Association (APA) & American Society of Civil Engineers (ASCE)
 - *U.S. Traffic Calming Manual* (2009)
- Federal Highway Administration (FHWA)
 - *Manual of Uniform Traffic Control Devices* (MUTCD)
 - *PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System*
- Institute of Transportation Engineers (ITE)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010)

- *Neighborhood Street Design Guidelines* (2010)
- National Association of City Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide* (2nd Edition, 2012)
 - *Urban Street Design Guide* (2013)
- U.S. Architectural and Transportation Barriers Compliance Board (the Access Board)
 - *Complete Streets Complete Networks: A Manual for the Design of Active Transportation*

Public Participation

During the planning, design and review phases of projects, every effort shall be made to encourage public participation and to incorporate feedback as part of the final design review. Neighborhood meetings shall be held with the affected abutters.

Context Sensitivity/Streetscape

During the planning, design and review phases of projects, every effort shall be made to reflect the context and character of the surrounding neighborhood. Where possible it is desirable to enhance the existing character of a street, and not replace it.

Efforts shall be taken to incorporate streetscape amenities which promote a pedestrian-friendly environment, such as street trees, pedestrian scale street lighting, landscaping, and wayfinding, where appropriate.

Green Streets

In addition to providing safe and accessible streets in the Town of Hanover, care shall be given to incorporate best management practices for addressing stormwater runoff. Wherever possible, innovative and educational stormwater infrastructure shall be designed to be integrated into the construction/reconstruction or retrofit of a street.

Performance Measures

Complete Streets should be continuously evaluated for success and opportunities for improvement. This policy encourages the regular evaluation and reporting of progress through the following performance measures:

- User data – bike, pedestrian, transit, and traffic
- Crash data
- Use of new projects by mode
- Compliments and complaints
- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built

- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted
- Number of exemptions from this policy approved

IV. IMPLEMENTATION

The Town views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

- All proposed or planned Town street construction/reconstruction or retrofit included in the Capital Improvements Plan shall include a review for application of the Complete Streets principles. These principles shall be reviewed by the Public Works Department and the Planning Department.
- A checklist shall be developed giving specific guidance for principles to be included in the review of projects.
- Any department retaining a transportation consultant shall incorporate Complete Streets principles into any transportation plans and programs as appropriate.
- When available, the Town shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.