



**COMMONWEALTH OF MASSACHUSETTS**  
**TOWN OF MILTON**  
**525 CANTON AVENUE**  
**MILTON, MASSACHUSETTS 02186**

**Complete Streets Policy**

**Vision & Intent:**

Complete Streets are planned, designed, and maintained to provide safe and equitable access to a variety of travel modes, including pedestrians, cyclists, transit riders, motorists, commercial vehicles, and emergency vehicles, across all demographics. This Complete Streets Policy shall implement the goals outlined in the Town of Milton Master Plan by protecting, preserving, and enhancing all that makes Milton a special place while simultaneously addressing concerns, needs, and conditions to make Milton an even better place to live, work, play and learn. The strategies included in this policy will improve the quality of life while promoting public health and wellbeing for people of all ages and abilities by improving pedestrian, bicycle, equestrian, vehicular and transit connections between school, work, home, recreation and commercial destinations in the community.

The 13.64 square miles of land within Milton's boundaries encompass numerous public and private educational institutions, neighborhoods, commercial districts, conservation land, bicycle paths, hiking trails, and transit connections to Boston via several Massachusetts Bay Transit Authority (MBTA) bus routes and MBTA rail service at the Central Avenue and Milton Stations along the Mattapan Trolley, as well as the Fairmount Commuter Rail line. The Town of Milton must adopt this Complete Streets Policy to achieve the goal of improving access, mobility, reliability, and safety for users of all ages and ability of any and all transportation options.

**Core Commitment:**

The Town of Milton recognizes that users of all ages and abilities of different modes of travel, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, commercial vehicles, and emergency responders, deserve reasonable, safe and equitable access to roadways, sidewalks, bicycle trails and transit lines. The Town seeks to preserve and enhance scenic, historical, and environmental resources while simultaneously improving and maintaining safety, mobility, accessibility, and infrastructure conditions throughout town.

Complete Streets design principles shall be incorporated into all publicly and privately funded projects to the maximum extent possible. All transportation infrastructure and street design projects requiring funding or approval by the Town of Milton, as well as projects funded by the state and federal government, such as Chapter 90 funds, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program,

Capital Funding and other state and federal funds for street and infrastructure design shall adhere to and comply with the Town of Milton Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall also adhere to and comply with the Complete Streets principles. In addition, to the extent possible, the Town will identify locations for improvement on state-owned roadways to be shared with the Massachusetts Department of Transportation (MassDOT) and the Department of Conservation and Recreation (DCR). The manner in which this is carried out is covered in the implementation section.

This policy applies to municipal road repairs, upgrade or expansion projects in the public right-of-way. The procedure to incorporate these elements is discussed in implementation.

#### Best Practices:

The Town of Milton's Complete Streets policy will focus on developing a connected and integrated transportation network that provides options serving all users with a focus on accessing destinations. The Town acknowledges the importance of a connected network. Complete Streets will be integrated into policies, planning, design, operation and maintenance of all types of public and private projects. Implementation of the Complete Streets Policy will be carried out cooperatively between all town departments with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets such as:

- The Massachusetts Department of Transportation (MassDOT) Development and Design Guide (2016)
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- Americans with Disabilities Act (ADA) Guidelines
- Documents and plans created for the Town of Milton, such as bicycle and pedestrian network plans.
- MUTCD (Manual on Uniform Traffic Control Devices)
- MassDOT Separated Bike Lane Planning & Design Guide (2015)
- MBTA Bus Stop Design Guidelines (2014 – Draft)

Complete Streets implementation and efficacy should be regularly evaluated for success and opportunities for improvement. The Town will develop performance measures to measure implementation and efficacy of the policy.

Context sensitivity plays a key role in understanding the community needs when considering Complete Streets improvements. This can make a huge role in the decision making process. For example, complete bicycle networks should provide bicyclists with a safe connection to destinations, however, not every roadway can be modified to



accommodate bicycles. Bicycle accommodations must consider land use, roadway classification, volume, and traffic speed. A Complete Street shall consider the safety and appropriate context of facilities on the roadway.

The Town may exclude projects from this policy where documentation and data indicate that:

1. Facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases, for accommodations elsewhere.
2. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use.
3. Where construction and future maintenance will have significant adverse environmental impacts to streams, wetlands, floodplains, sensitive habitats or historical resources.
4. Where the constraints of existing right-of-way or adjacent land inhibit the addition of transit, bicycle, motorist or pedestrian improvements. In this situation, the Town shall consider alternatives such as lane reduction, on-street parking relocation, shoulders, traffic calming, and/or signage.

#### Implementation:

The Town shall make 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 to achieve Complete Streets.

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles throughout the Town.

The Planning Board shall notify the Commission on Disability of applicable permit applications in order for that committee to review the applications for potential improvements that enhance Complete Streets.

The Town will develop procedures to incorporate Complete Streets elements into municipal road repairs, upgrades, or expansion projects in the public right-of-way.

The Planning Board shall notify the Bicycle Advisory Committee of permit applications in order for that committee to review the applications for potential improvements that enhance Complete Streets.

The Bicycle Advisory Committee shall continue to meet regularly, facilitating input from residents and fostering a constructive dialog between town departments engaged in the implementation of the policy and all community stakeholders.

The Town shall update and maintain the existing comprehensive inventory of pedestrian and bicycle networks. The Town shall also continue to prioritize projects to eliminate gaps in these pedestrian and bicycle networks.

The Town will reevaluate all Capital Improvement Projects to encourage implementation of Complete Streets.

The Town shall seek to educate all transportation users to better understand and utilize Complete Streets through public meetings, social media, and Town website updates.

The Town will train applicable town staff and decision-makers on the content of Complete Streets principles, best practices, and implementation strategies.

The Town will continue to utilize inter-department coordination to maximize efficient use of resources for activities within the public way.

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

Performance Measures:

A Complete Streets Implementation Plan will be developed by the Traffic Commission designated by the Board of Selectmen. Additionally, the Board of Selectmen will designate the Traffic Commission to be responsible for overseeing and reporting on Complete Streets implementation. Town departments will coordinate their activities related to implementation of this Complete Streets Policy.

The Town will establish benchmark metrics and measure them at regular intervals. At a minimum, the metrics will include annual pedestrian and bicycle counts.

The Board of Selectmen, in consultation with relevant Town departments, shall determine the entities responsible for establishing the metrics and compiling the data. Metrics employed should meet Mass DOT's criteria of validity, significance, ease of interpretation, availability, and ability to track trends over time.

The Town shall review, and revise as necessary, its data collection procedures to more accurately track crashes, mobility-related injuries in the public way, and traffic violations in a manner that enables the Town to better understand and mitigate the principal causes of these incidents.

The Town will make performance measure data publicly accessible online in a way that protects privacy.

The Town understands that connectivity may reach across several jurisdictions as well as municipal boundaries. Projects receiving any funding (State, Federal, or Private) will be required to follow a Complete Streets approach. The Town of Milton will work with other agencies such as MassDOT, MBTA, DCR and other municipalities to implement complete improvements.

Signed by:

A handwritten signature in blue ink, appearing to read 'D Burnes', is written over a horizontal line.

David Burnes  
Chairman, Board of Selectmen  
Town of Milton

Dated: 4/2/18