

**TOWN OF MANCHESTER**  
**Complete Streets Policy**

***Purpose***

It is the intent of this policy to continue to ensure safety, comfort, convenience and accessibility for pedestrians, cyclists, motorists, public transit, emergency responders and all other users, regardless of age or ability. By considering the needs of all users in the planning, programming, design, construction, retrofit and maintenance activities related to all roads, streets and sidewalks we can provide a safe, efficient transportation network which enhances quality of life and economic vitality in Manchester. For the purposes of this policy, Complete Streets shall be defined as a means to provide safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options.

***Vision***

The Town of Manchester will provide an integrated and balanced transportation network for pedestrians, cyclists, motorists, public transit, emergency responders and all other users, regardless of age or ability. Complete Streets will directly contribute to improved safety, health, equality, economy and environment.

***Goals***

- a) To improve the quality of life and local economy by providing a multi-modal transportation network that connects neighborhoods with areas of employment, education, shopping, entertainment, social gathering, parks and recreation, and other points of interest.
- b) To improve the health and wellness of the community by expanding safe and convenient opportunities for walking and cycling, and by promoting them as viable modes of transportation.
- c) To protect and preserve the environment by reducing emissions of greenhouse gases and consumption of non-renewable energy resources.
- d) For Manchester to be recognized for its leadership, innovation and excellence in the areas of smart growth, bicycle and pedestrian-friendliness.

***Applicability***

Complete Street principles must be applied to all phases of all transportation projects including but not limited to planning, design, construction, operation and maintenance. It is recognized that each Complete Street has unique context and circumstances requiring greater or lesser degrees of accommodation for each type of user. Projects shall be sensitive to specific neighborhood needs and flexible in design. The town shall approach all projects as an opportunity to create safer and more accessible roads, sidewalks, bridges, steps and trails.

Facilities and amenities included in Complete Streets may contain, but are not limited to, pavement markings, signage for motorists as well as pedestrians, sidewalks, medians, curb extensions, cross walks, ADA accessible curb ramps, transit shelters, bicycle lanes, bicycle parking, trees, landscaping, street lighting, street furniture, appropriate drainage, and green infrastructure for storm water treatment.

The Town of Manchester is committed to Complete Streets principles and should apply them at the earliest phase of all publicly and privately funded development projects that includes or affects right of ways including planning, construction, reconstruction, retrofit, repaving and rehabilitation, except in the following extraordinary circumstances:

- a) An affected roadway prohibits, by law, use of specific users, in which case, greater effort shall be made to accommodate those specified users elsewhere.
- b) The costs of providing accommodation are disproportionate to the current need or probable future demand.
- c) The physical constraints or historic character of the road, right-of-way, block or neighborhood, typical of New England style development in the 20's to 50's, restrict application of Complete Streets principles without a detrimental impact.

### ***Implementation***

The Town of Manchester views Complete Streets as a vital component to transportation and planning decisions and as an opportunity to improve streets and networks for all users. To this end, the following steps shall be taken to help the town achieve its Complete Street Policy goals:

Working Group: Town staff will meeting regularly with key public stakeholders for the purpose of reviewing current and future projects, outlining and recommending specific goals and performance measures and creating an annual report for the Board of Directors and town administration.

Training: The town shall encourage professional development of its staff as it relates to non-motorized transportation issues through attending conferences, seminars and workshops.

Department Reviews: Complete Streets shall be considered in all projects receiving public funding. Town staff will adopt and regularly update a Complete Streets Checklist to ensure compliance with this policy. A Checklist shall be used at the earliest point in project development for all applicable projects and be considerate of environmental and social context.

Regulations, Documents and Policies: Relevant departments and committees are to review, revise and recommend changes to current plans, regulations and design standards to ensure consistency with the objectives of this policy and facilitate the implementation of its objectives.

Funding: Pursue grants to supplement short and long term capital-improvement plans and programs that increase access for all modes and users of the transportation network.

Design Guidance: Town staff will utilize the latest guidance in its design, construction and maintenance of streets to reflect the accommodation of all users, including but not limited to the following:

- CNU/ITE (Congress for the New Urbanism / Institute of Transportation Engineers) manual for "Context Sensitive Street Design"
- CNU/ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- AASHTO A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> 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
- 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)
- The Connecticut Department of Transportation Highway Design Manual
- Complete Streets: Best Policy and Implementation Practices (2012)
- U.S. Traffic Calming Manual (2009)
- Manual of Uniform Traffic Control Devices (MUTCD)
- PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- U.S. Architectural and Transportation Barriers Compliance Board Accessible Rights-of-Way: Design Guide
- ADA Standards for Accessible Design (2010)

Coordination and Communication: In order to ensure the success of this policy, the Public Works Department, Police Department, Planning Department, Engineering Division, Board of Education staff, and other relevant officials representing the interests of the Town of Manchester shall meet regularly to discuss current and upcoming projects that may affect or be affected by the implementation of Complete Streets, and shall generally communicate with each other and incorporate into their respective responsibilities the carrying out of the goals of this policy.

Public Participation and Education - In an effort to improve the safety for users, the town shall teach and enforce proper road behavior to ensure the protection of all road users to the greatest extent possible. The town shall promote information and education as well as solicit feedback about Complete Streets from local stakeholders including, but not limited to, residents, business owners, community groups, private developers and local board and commissions.

### ***Definitions***

All Users: Individuals of all ages and abilities including, but not limited to, pedestrians, bicyclists, public/paratransit users, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, green modes (skateboarding, rollerblades, etc.), delivery/service personnel and adjacent land users.

Complete Streets: Safe and convenient streets for everyone, no matter who they are or how they travel.

Facilities: An area or structure which is built, installed or established to serve a particular purpose or transportation mode/user.

Right-of-Way: An area, public or private, dedicated for use by pedestrians and vehicles. Right-of-way includes thoroughfares such as streets, highways, bike paths and walkways and normally incorporates curbs, lawn strips, street trees, sidewalks, lighting, signage, drainage facilities, street furniture and other similar features.

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