

City of Malden <b>COMPLETE STREET POLICY</b>	
Effective Date	TBD
Expiration Date	None
Planning Board vote to recommend	July 15 <sup>th</sup> , 2015
City Council vote to adopt an administrative policy/Mayor	November 24 <sup>th</sup> , 2015
Public Hearing	February 16 <sup>th</sup> , 2016
Signed by Chief Administrative Officer (Mayor)	October 13, 2016
Signed by City Councilors	

## **COMPLETE STREETS POLICY**

### **Vision and Purpose:**

Complete Streets are designed and operated to provide safety, comfort, and accessibility for all the users of our streets, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency vehicles and for people of all ages, abilities, and income levels. Complete Streets fundamentals contribute toward the safety, health, economic viability, and quality of life in a community by improving the pedestrian and vehicular environments in order to provide, safe, accessible, and comfortable means of travel between home, school, work, recreation, and retail destinations. The purpose of the City of Malden's Complete Streets Policy is to try to accommodate all road users, whenever reasonable and financially feasible, by creating a roadway network that meets the needs of individuals utilizing a variety of transportation modes.

By using complete streets principles as a guide in decision making as it relates to infrastructure, planning and construction it will give consideration to all roadway users from the onset. This Policy encourages decision-makers, whenever reasonable and financially feasible; to plan, design, construct, and maintain streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

### **Objective:**

The City of Malden recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders are legitimate users of roadways and deserve safe accessibility. "All Users" includes users of all ages, abilities, and income levels.

The City recognizes that all roadway projects – including new construction, maintenance and reconstruction – present potential opportunities to apply Complete Streets design principles. The City shall, to the extent practical and financially feasible, design, construct, maintain, and

operate all streets to provide for a comprehensive and integrated street network for people of all ages.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate/feasible and when budgeting allows. All transportation infrastructure and street design projects requiring funding or approval by the City of Malden, as well as projects funded by the State and Federal government, including but not limited to Chapter 90 funds, City improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding, and other state and federal funds for street and infrastructure design shall integrate, as appropriate and/or feasible the City of Malden Complete Streets Policy. Private developments and related roadway design components shall use the Complete Streets principles, when prudent and feasible. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets Policy, including the design, construction, and maintenance of such roadways within City boundaries.

The City Engineer and the DPW with recommendations from the Planning Board, MRA (Malden Redevelopment Authority) and/or the Traffic Commission will use best judgment practices regarding the desirability and financial feasibility of applying Complete Streets principles for routine roadway maintenance and projects, such as repaving, restriping, and so forth.

Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations, or subdivisions may be excluded upon approval by the City Engineer or Planning Board where documentation and data indicate that any of the following apply:

1. Roadways 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. Cost or impacts of accommodation are excessively disproportionate to the need or probable future use.
3. Other City policies, regulations, or requirements that contradict or preclude implementation of Complete Streets (when Complete Streets principals do not need to be applied, exceptions can be altered, added or deleted when needed.)

#### **Best Practices:**

The City of Malden Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets, whenever reasonable and financially feasible, 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. As practicable, recommendations for incorporating Complete Streets elements will occur in projects' beginning stages prior to design.

Implementation of the City of Malden Complete Streets Policy as stated herein will be carried out cooperatively within all departments in the City of Malden and, to the extent possible, among private developers, and state, regional, and federal agencies.

Complete Streets principles include the development and implementation of projects in a context-sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by giving significant consideration to stakeholder and community values. It includes goals related to livability with greater participation of those affected in order to gain project consensus. 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.

The City of Malden 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.

Once the City of Malden determines to implement Complete Streets in a particular project the latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date versions of:

- Documents and plans created for the City of Malden, including but not limited to:  
City of Malden Master Plan 2010  
MAPC Bicycle and Pedestrian Plan 2013
- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- The National Association of City Transportation Officials (NACTO) Urban Streets Design Guide
- The latest edition of 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 Architectural Access Board (AAB) 521CMR Rules and Regulations

### **Discretionary Implementation:**

The City will determine when it is appropriate and/or financially feasible to make Complete Streets practices a routine part of operations, and approach transportation projects and programs as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other various departments, agencies, and jurisdictions to maximize Complete Streets usage.

The City Engineer and the DPW with recommendations from the Planning Board, MRA and/or the Traffic Commission shall integrate Complete Streets principles, whenever appropriate and/or financially feasible, in all new planning documents, as applicable (master plans, open space and recreation plan, etc.), laws, procedures, rules, regulations, guidelines, programs, and templates and make recommendations for zoning and subdivision codes in line with their existing updated timeline.

The City via the GIS Coordinator maintains a comprehensive inventory of pedestrian and bicycle infrastructure as well as a MassGIS sidewalk and street inventory layer.

The City may evaluate projects within the Capital Improvement Plan to encourage implementation of this Policy.

The City may utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The City may research sources of funding and grants for implementation of Complete Streets policies, as appropriate by various city departments.

#### **Evaluation of Effectiveness:**

The City may periodically assess the rate, success, and effectiveness of implementing the Complete Streets Policy by, using appropriate assessment metrics that may include the total number of new bicycle lanes, the linear feet of new pedestrian accommodation, number of retrofitted pedestrian facilities or amenities, number of intersection improvements made to improve Level of Service and safety for vehicles, pedestrians and bicyclists, rate of crashes by mode, rate of children walking or bicycling to school, and or the number of trips by mode, and compiled into a report.

#### **Complete Streets Task Force**

The Mayor will designate a Complete Streets Task Force (hereinafter "Task Force") for the purposes of developing a Complete Streets Prioritization Plan (hereinafter "Prioritization Plan,") and recommending updates to the City's Complete Streets Policy. When formed, the Task Force will have the following members: the Mayor or his representative, who will chair the Task Force; the City Engineer or his representative; the DPW Director or his representative; the City Planner; a City Councillor appointed by the Council President, a member of the Walkability Committee and the Coordinator of Mass in Motion.

#### **Complete Streets Prioritization Plan**

The City, acting through its Task Force, may develop a Prioritization Plan that identifies needs and priorities to improve safety, mobility or accessibility, that support the City's Complete Streets Policy. The Prioritization Plan will contain a list of infrastructure projects for traffic and safety, bicycle facilities, pedestrian facilities and transit facilities; and for each project, a brief description, cost estimate, timeline and ranking order based on priority. The Task Force may update the Prioritization Plan every three years.

The City may apply for state technical assistance funding for analysis and completion of the Prioritization Plan. The Mayor may approve any Prioritization Plan that is filed with the state (Massachusetts Department of Transportation) as a precursor to application for funding of construction of infrastructure projects that support the City's Complete Streets Policy and are listed on the City's Prioritization Plan.

**On this date, as Mayor of the City of Malden, I hereby endorse the Complete Streets Policy specifically described above.**

  
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GARY CHRISTENSON, Mayor

Date: 10/13/2016