

Town of Hamden, CT COMPLETE STREETS POLICY

Presented to the Traffic Commission (Local Traffic Authority) by the Traffic and Engineering Departments.

Vision, Goals, and Principles

This Policy is intended to be a living document that will grow and adapt to needs of the Town of Hamden (the Town). It describes the Town's position on managing the transportation infrastructure within the Town and its connection to the surrounding region. The State of Connecticut has passed statute that promotes the consideration for all transportation modes. CT Gen Stat § 13a-153f (2012) - 2012 Connecticut General Statutes Title 13a - Highways and Bridges Chapter 238 - Highway Construction and Maintenance Section 13a-153f - Accommodations and provision of facilities for all users.

In Section 5.5 of the Town's Plan of Conservation and Development (2019) it is recommended that the Town adopt a Complete Streets Policy. This proposed policy more closely aligns the Town's local transportation network with the State's statute and the Plan of Conservation and Development to provide a framework specific to the Town of Hamden.

The Town should recognize that roadway projects, whether new, maintenance, or reconstruction, are potential opportunities to apply Complete Streets design principles and support the Town's goals for Multi-Modal Transit-Oriented Development. The Town should, to the maximum extent practical, design, construct, maintain, and operate streets to provide for a comprehensive and integrated street network of facilities to achieve the following objectives:

- Increase safety and access for all ages, abilities, and modes
- Create better connections between residential and commercial areas
- Ensure the Town's Urban Centers will support sustainable development and growth
- Improve access to and between public transit systems (e.g., rail and bus)
- Develop safe routes to schools for students
- Explore design interventions that create a sense of place, reflect the character of Hamden's different neighborhoods, and evoke a sense of safety and vibrancy
- Soften existing barriers (e.g., Wilbur Cross Parkway/Rt 15)
- Embrace Hamden's cultural arts, history, and natural resources
- Integrate traffic calming measures to slow traffic and encourage multi-modal transportation (e.g. walking, biking, public transit)
- Incorporate green infrastructure, and support of the Town's MS4 program for stormwater management.

Design Practices and Goals

To ensure that Complete Streets projects accommodate all modes of travel and all users, while still providing flexibility to allow designers to tailor the project to unique circumstances, the planning and design should be guided by the guidelines and principles included in the AASHTO Guide for the Development of Bicycle Facilities and Guide for Planning, Design and Operation of Pedestrian Facilities, the Americans with Disabilities Act

Accessibility Guidelines, other available best practices (Appendix A), and should consider the following elements:

1. Bicycle facilities - Including, but not limited to:
 - a. Designating bicycle routes
 - b. Installing bicycle lanes
 - c. Installing “Share the Road” signs
 - d. Providing bicycle racks and
 - e. Adding appropriate pavement markings for Bike infrastructure
2. Infrastructure in support of Public Transportation. Including, but not limited to:
 - a. Constructing bus pull-outs
 - b. Installing shelters with ample room for boarding and alighting
 - c. Ensuring bus stops and shelters are well connected to the pedestrian network and there is a clear path to and from the bus stop, and coordinating with transit officials so that their operating needs are adequately considered and incorporated into the design;
3. Pedestrian safety enhancements. Including, but not limited to:
 - a. Installing crosswalks
 - b. Upgrading pedestrian signal equipment and timing such as countdown clocks and providing a Leading Pedestrian Interval (LPI)
 - c. Constructing curb ramps that meet ADA standards
 - d. Providing sidewalks that are well maintained, meet ADA and PROWAG needs and are interconnected;
4. Traffic calming actions. Including, but not limited to:
 - a. Using textured material at crosswalks
 - b. Bumping-out intersection curbs to shorten the crossing distance
 - c. Installing center refuge islands
 - d. Installing raised intersection tables;
5. Streetscape environment. Including, but not limited to:
 - a. Planting street trees as recommended by the Hamden Tree Commission and Hamden Tree Warden.
 - b. Landscaping/Stormwater Management elements.
 - i. Bio-swales
 - ii. Rain gardens
 - iii. Stormwater Bumpouts
 - iv. Permeable paving material, such as concrete pavers and porous asphalt,
 - v. Vegetated elements that provide a buffer between the street and sidewalk;
 - c. ADA/PROWAG compliant features. Including, but not limited to:
 - i. Curb ramps
 - ii. Detectable tactile cues and warnings
 - iii. Accessible pedestrian signals that emit audible sounds, have a locator tone at the pushbutton or use vibrotactile devices.
 - iv. Increasing the walk time to accommodate persons with disabilities;
6. Consider eliminating on-street parking where appropriate, and implementing on-street parking treatments, including designated spaces delineated by a unique

pavement treatment (textured material, concrete pavers) and curb/sidewalk bump-outs; and

7. Access management actions to manage and control ingress/egress at commercial driveways, including consolidations, reduction in the number, closures, modifying allowed movements, and incorporating good sidewalk design across driveways.

Implementation

Complete Streets implementation should be regularly evaluated for success and opportunities for improvement. The Town should adopt performance measures to gauge implementation and effectiveness of the following policies.

1. The Town should make Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve the Town’s transportation infrastructure for all users, and work in coordination with other departments, state/federal agencies, and jurisdictions to achieve implementation of Complete Streets.
2. The Town should review and develop 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 in all projects related to town transportation infrastructure, as well as potential off-road trails and paths.
3. The Town should maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will be used to prioritize projects to eliminate gaps in the sidewalk and bikeway network. The Traffic Department, Engineering Department, Planning and Zoning Department, and any relevant town department, in consultation with South Central Regional Council of Government (SCRCOG) and the Connecticut State Department of Transportation, should monitor and maintain a GIS layer and or other database of Complete Streets data and report on performance metrics as follows:
 - a. Inventory
 - i. Linear feet of new or reconstructed sidewalks
 - ii. Miles of new or restriped on-street bicycle facilities
 - iii. Number of new or reconstructed curb ramps
 - iv. Number of new or repainted crosswalks
 - v. Number of new street trees/percentage of streets with tree canopy
 - vi. Percentage completion of bicycle and pedestrian networks as envisioned by city plans
 - vii. Percentage of transit stops with shelters
 - viii. Percentage of transit stops accessible via sidewalks
 - ix. Number and description of traffic calming measures implemented
 - x. Number of new traffic control signs/signals installed
 - xi. Number of street trees planted
 - xii. Maintenance Activities: Summary of Maintenance Activities of existing Complete Streets Facilities
 - b. Monitoring

- i. MultiModal Level of Service (MMLOS) - Considers level of service for multiple modes of transportation
 1. Pedestrian Level of Service
 2. Bike Level of Service
 3. Car/Vehicular Level of Service
 4. Public Transportation Level of Service
 - ii. Rate of change in crashes, injuries, and fatalities by mode.
 - iii. Transportation mode shift: more people walking, bicycling, and taking transit
 - iv. Summary of key capital projects and progress.
 4. The Town should reevaluate prioritization of Capital Improvement Projects to encourage the connectivity of Complete Streets.
 5. The Town should make its best effort, as resources allow, to train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.
 6. The Town should utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way. The Town should establish an inter-departmental "Complete Streets Task Force." The task force should:
 - a. Be chaired by one of the relevant department heads
 - b. Provide education to the public about the Town's complete streets policy and resources.
 - c. Identify sources for and assist in preparation of funding requests for projects that compliment complete streets policy objectives.
 - d. Provide a forum for coordination of projects across town departments.
 - e. Coordinate programs and ensure ongoing evaluation through regular reports and data analysis from the departments involved.
 - f. Advise the Traffic Authority on Complete Streets projects and implementation progress.
 7. The Town should seek out appropriate sources of funding and grants for implementation of Complete Streets policies. This includes transportation infrastructure and street design projects requiring funding or approval by the Town of Hamden, as well as projects funded by the state and federal government. Funding sources can include Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), Local Transportation Capital Improvement Program (LOTICIP) Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design.
 8. The Town should work with local developers to incorporate complete streets design principles as appropriate in private development projects. Imposition of such requirements should be made on projects that will significantly advance the Town's comprehensive complete streets objectives, as determined by the Town Planner, the Town Engineer, and other Town Staff as needed.
 9. The Town Engineer, in consultation with the Traffic Department and Department of Public Works and local Task Force as needed, should use best judgment regarding the feasibility of applying complete streets principles for routine roadway maintenance and projects. The same will be applied to private developments and related street

design components or corresponding street-related components. Other transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations, or subdivisions, transportation infrastructure may be excluded, upon approval by the Mayor and/or their designee, where documentation and data indicate that:

- a. Cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.
 - b. Roadways where specific users are prohibited by law. An effort will be made, in these cases for accommodations elsewhere.
 - c. Other Town policies, regulations, or requirements contradict or preclude implementation of complete streets principles.
10. The Traffic Department in cooperation with Town's relevant departments should update the Town's public feedback procedures to incorporate complete streets objectives.

Recommendations & Impact:

Implementation of this policy should focus on the creation of a contiguous local and regional system for non-motorized travel. To ensure investment is first made in the highest impact, the Town should pursue development of a Complete Streets Prioritization Plan that will evaluate current traffic calming requests and available data to provide a roadmap for implementation. Concurrent to implementation of these priority projects the Town should pursue the development of a town-wide complete streets plan and concept network map to guide future investment decisions along key local and regional routes.

The Engineering, Traffic, Public Works and other relevant departments will require support for the development, monitoring, and maintenance of Complete Streets improvements, without which comprehensive implementation cannot be achieved.

Implementation of the outcomes of a Complete Streets Plan will take time and investment. It is important that the Plan is developed and executed in a manner that reflects the needs of the Town, while balancing the variety of demands from Town's infrastructure. To facilitate implementation of the Complete Streets Policy a cross-departmental complete streets task force should be established to share the responsibility, workload, and cost of complete street improvements. The Task force should coordinate with the Traffic Authority, Town Departments, and relevant town commissions to facilitate public feedback on key transportation oriented projects.

Appendix A

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012)

<https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>

Federal Highway Administration (FHWA)

- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) - <https://mutcd.fhwa.dot.gov/>
- PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System <http://www.pedbikesafe.org/>

Institute of Transportation Engineers (ITE)

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach - https://nacto.org/docs/usdg/designing_walkable_urban_thoroughfares.pdf

American Planning Association (APA) Complete Streets: Best Policy and Implementation Practices - <https://planning-org-uploaded-media.s3.amazonaws.com/publication/online/PAS-Report-559.pdf>

National Association of City Transportation Officials (NACTO) - <https://nacto.org/>

- Urban Street Design Guide - <https://nacto.org/publication/urban-street-design-guide/>
- Urban Bikeway Design Guide - <https://nacto.org/publication/urban-bikeway-design-guide/>
- Urban Transit Street Design Guide - <https://nacto.org/publication/transit-street-design-guide/>
- Urban Street Stormwater Design Guide - <https://nacto.org/publication/urban-street-stormwater-guide/>
- Designing Streets for Kids - <https://nacto.org/publication/designing-streets-for-kids/>
- Designing for all ages and abilities - <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>

U.S. Access Board - <https://www.access-board.gov/guidance.html>