

WHAT ARE COMPLETE STREETS?

Safe • Accessible • Designed for all Users

- Streets for everyone
- Approach to planning, design, construction, maintenance
- Varies depending on land use / roadway context
- Focus on practical and affordable improvements
- Can be implemented incrementally



COMPLETE STREETS BENEFITS

- ✓ Improved safety for all users
- ✓ Enhanced accessibility / mobility for non-drivers
- ✓ Offers choice of travel
- ✓ Can lead to improved health and physical activity
- ✓ Stimulates local economy
- ✓ Decreased traffic congestion



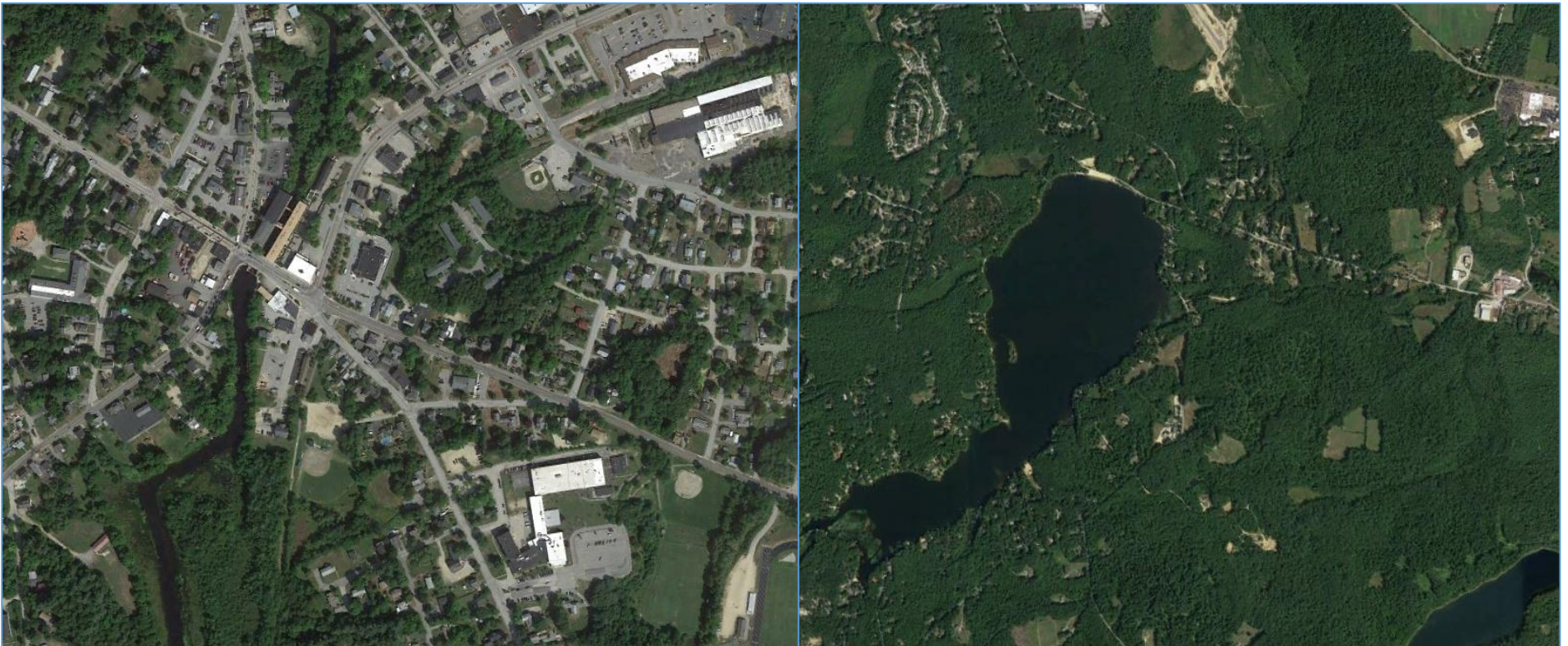
COMPLETE STREETS CONSIDERATIONS

- ✓ Address safety concerns for all users
- ✓ Provide safe routes to schools
- ✓ Serve places that generate high non-vehicular demand (retirement homes, multi-family housing)
- ✓ Improve ADA compliance
- ✓ Complete or expand pedestrian or bicycle network
- ✓ Storm water management / low impact development
- ✓ Enhance aesthetics / sense of place



LAND USE CONTEXT

- Generates need for travel and connectivity
- Arrangement determines possible means of travel
- Land Use Regs/Master Plan → community vision/desire for land uses



TRANSPORTATION CONTEXT

User Type
Pedestrians
▪ Lingerers/People Watchers
▪ Purposeful Walkers
▪ Recreational or Fitness Walkers
Bicyclists
▪ Fearless or Confident
▪ Less Experienced, Elderly or Young
▪ Recreational Road Bikers
▪ Mountain Bikers
Transit
▪ Paratransit Vans
▪ City Buses
▪ School Buses
Other Vehicles
▪ Tractor Trailers
▪ Delivery Trucks
▪ Emergency Vehicles
▪ Agricultural Vehicles



What roads in
Town are most
likely to
accommodate
these users?

COST & MAINTENANCE

Category	Action	Cost
Vehicular Way	Restripe lanes within existing constructed roadway	\$
	Reconstruct roadway: narrow curb-to-curb width or add facilities (e.g., parking, bike lanes)	\$\$\$
	Reconstruct roadway: add median	\$\$\$
	Road diets	\$-\$\$\$
	Add paved shoulder to rural roadway sections to support bicycle and/or pedestrian traffic	\$\$-\$\$\$
Sidewalks	Construct new sidewalk/reconstruct (& widen) existing	\$\$-\$\$\$
	Pedestrian amenities (e.g., benches, wayfinding)	\$\$
Crosswalks and Pedestrian Signals (intersection or mid-block)	Stripe and sign crosswalk	\$
	Enhanced warning (e.g., RRFB-Rapid Rectangular Flashing Beacon)	\$
	Full signal control (e.g., HAWK – High Intensity Activated Crosswalk)	\$\$
	Add pedestrian refuge island	\$\$-\$\$\$
Bicycle Facilities	Define bicycle route with shared lane marking and signage	\$
	Define bicycle lanes with striping, markings and signage	\$-\$\$
	Construct multi-use path	\$\$\$
	Add bicycle amenities (e.g., racks, lockers) at key destinations	\$\$
Intersections	Reconstruct intersection with tighter curb return radii	\$\$ - \$\$\$
	Reconstruct slip lane with better angle for pedestrians	\$\$-\$\$\$
	Reconstruct intersection with curb extensions	\$\$\$
	Signalize	\$\$-\$\$\$
	Retime signal with Leading Pedestrian Interval (LPI)	\$
	Reconstruct intersection with modern roundabout	\$\$\$
On-street Parking	Stripe on-street parking within existing roadway	\$
	Add metering or point pay metered parking	\$\$-\$\$\$
Streetscape Improvements	Street Trees and Street Furniture, Lighting	\$\$-\$\$\$

COMPLETE STREETS POLICY:

An official commitment of the Town to ensuring that needs of all users of transportation system are considered, and to the extent feasible, incorporated in all municipally managed transportation projects and project phases.

POLICY CONSIDERATIONS

- Flexibility
- Context Sensitivity
- Costs / Maintenance
- Implementation Steps
- Performance Measures
- Exceptions

DESIGN GUIDELINES

- Educational tool
- Provides menu of design considerations for specific street types
- Identifies priority areas
- Includes implementation strategies
- May establish a street typology system





PROPOSED TIMEFRAME

1. November 2016 - January 2017

- ✓ Form Complete Streets committee and establish regular meeting schedule
- ✓ Discuss town's goals for project
- ✓ Identify and analyze Jaffrey's land use & transportation contexts
- ✓ Establish draft street typology system (if using)

2. January 2017 - March 2017

- ✓ Finalize street typology system
- ✓ Establish Policy vision and draft Policy language
- ✓ Develop draft Design Considerations and revise based on feedback

3. April 2017 - June 2017

- ✓ Develop drafts of Complete Street Design Guidelines
- ✓ Attend Complete Streets Implementation Training provided by National Complete Streets Coalition

4. July 2017 - September 2017

- ✓ Finalize Policy and Design Guidelines
- ✓ Work with town Selectboard(?) to adopt Complete Streets Policy

After Sept. 2017

- ✓ Ongoing complete streets implementation by Town