TOWN OF YARMOUTH
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TOWN OF YARMOUTH
COMPLETE STREETS POLICY

Adopted and Effective on AUG 1 1 2026

1. Vision and Intent:

Complete Streets Funding Program is a program created by MassDOT, designed to provide funding for municipalities for the safe and accessible use of our roadways, walkways, trails, and transit systems. The users are pedestrians, bicyclists, transit riders, motorists, and operators of commercial and emergency vehicles and people of all ages and abilities. Complete Streets principles will contribute toward the safety, health, economic viability, and quality of life in Yarmouth. This occurs by providing greater opportunities in multi-modal and non-motorized transportation, along with accessible, safe and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular mobility.

The purpose of the Town of Yarmouth's Complete Streets policy is to accommodate all users of our walkways and roadway networks. By adopting this policy, the Town of Yarmouth will formalize the planning, design, operation and maintenance of roadways and walkways so that they are safe for all users including but not limited to pedestrians, bicyclists, motorists, transit riders and operators of standard vehicles, emergency vehicles, and freight and commercial vehicles to the maximum extent practical as noted in the later sections.

2. Core Commitment:

The Town of Yarmouth recognizes that users of various modes of transportation, including but not limited to pedestrians, bicyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All users" includes users of all ages and abilities.

The Town of Yarmouth recognizes that all projects, including new construction, rehabilitation, repair, and maintenance, are opportunities to apply Complete Streets design principles. The town will, to the maximum extent practical, design, construct, maintain and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects

requiring funding or approval by the Town of Yarmouth, as well as projects funded by the State and Federal government, including but not limited to Chapter 90 funds, 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 adhere to the Town of Yarmouth Complete Street Policy. Private developments and related roadway design components shall also adhere to the Complete Street principles. 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 town boundaries.

The Department of Public Works will use its best judgment regarding the feasibility of applying Complete Streets principles for routine roadway maintenance and projects.
Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations or subdivisions may be excluded upon approval by the Town Engineer, where documentation and data indicate that any of the following apply:

- Roadways where specific users are prohibited by law, such as limited access highways. An effort will be made in these cases for accommodations elsewhere
- Costs or impacts of accommodation that are excessively disproportionate to the need or probable future use
- Other town policies, regulations or requirements that contradict or preclude implementation of Complete Streets principles
- Protected scenic, historic and/or environmentally sensitive characteristics that would be adversely impacted
- On local, residential roads where complete street improvements are not appropriate for the character and use of the road

3. <u>Best Practices</u>:

The Town of Yarmouth Complete Streets policy will focus on developing a connected, integrated network that serves all users. Complete Streets 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.

Implementation of the Town of Yarmouth Complete Streets Policy will be carried out cooperatively within all departments in the Town of Yarmouth with multi-jurisdictional cooperation and, to the greatest extent possible, among private developers and state, regional and federal agencies.

The Town of Yarmouth will work cooperatively with neighboring communities and regional entities in an effort to strengthen regional connectivity options for all users.
Complete Streets principles will 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 settings. The context-sensitive approach to project development process and design will include a range of goals developed by considering stakeholder and community needs. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical and environmental character of our "streets' while improving or maintaining safety and mobility.

The Town of Yarmouth 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.

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:

- Massachusetts Department of Transportation (MassDOT) Project Design and Development Guidebook
- American Association of State Highway Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets
- United States Department of Transportation Federal Highway Administration: Manual on Uniform Traffic Design Controls (MUTCD)
- Architectural Access Board (AAB): 521 CMR Rules and Regulations
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide
- Cape Cod Commission: Complete Streets/Living Streets Design Manual
- Cape Cod Metropolitan Planning Organization: Cape Cod Regional Transportation Plan
- Documents and plans created for the Town of Yarmouth, including but not limited to:
    - Local Comprehensive Plan
    - Open Space and Recreation Plan
    - ADA Transition Plan

The Town of Yarmouth will implement a balanced and flexible approach to Complete Streets implementation that utilizes the latest design guidance, standards and recommendations while providing flexibility to best accommodate all users and modes given the unique characteristics of the surrounding community.

The Town of Yarmouth will prioritize Complete Street design standards on projects in the following areas:

- Continuity Projects-Projects that address network gaps or deficiencies by improving or extending existing infrastructure.
- Destination and Attractions Areas-Projects that provide infrastructure to connect to destinations such as commercial, business, and shopping areas, town-owned property including public facilities, beaches, open space recreational and conservation areas where appropriate.
- Major transportation projects such as signalized intersections and construction projects along arterial and collector roads
- Highly Populated Areas-Projects that support connection to and circulation with heavily populated areas and neighborhoods as appropriate
- School Zones-Projects that provide safe and accessible connectivity to the Town schools including Safe Routes to Schools projects
- Regional Connection-Projects that provide interconnectivity between adjoining towns and region
- Town Prioritized Projects-Projects that are consistent with the Town's Local Comprehensive Plan, Open Space and Recreation Plan

4. 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 integrate Complete Streets principles in all new planning documents, as applicable (e.g., master plans, open space and recreation plan, etc.), laws, procedures, rules, regulations, guidelines, programs and templates.

The town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bikeway network.

The town will evaluate projects within the Capital Improvement Plan to encourage the implementation of this Policy.

Pertinent staff will be trained in Complete Street principles and best practices for implementing the policy.

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

The town will seek appropriate sources of funding and grants for the implementation of Complete Street policies.

5. Evaluation of Effectiveness:

The town will develop performance measures to periodically assess the rate and effectiveness of implementing the Complete Streets Policy. The town will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy. These metrics will include:

- Inventory of safety measures installed through Complete Streets including linear feet of new or reconstructed sidewalks, number of new or repainted crosswalks, number of new or reconstruction curb ramps, number and type of crosswalk and intersection improvements.
- Improved Level of Service (LOS) for vehicles, pedestrians and bicyclists in Complete Street areas
- Decrease in the number of traffic crashes involving vehicles, bicycles and pedestrians in Complete Streets areas
- Rate of children walking or bicycling to school

These metrics will be compiled into a report by the town and presented as needed. Implementation strategies will be adjusted as needed based on the findings in these reports.

This Complete Streets policy was adopted by the Yarmouth Select Board at a public meeting held August 11, 2026.

SIGNATURES OF THE SELECT BOARD

Tracy Post, Chair

Dorcas McGurrin, Vice Chair

Mark Forest, Clerk

Joyce Flynn

Liz Argo

Attest of the Town Clerk
Mary Maslowski