



DEVENS GREEN AND COMPLETE STREETS POLICY

I. Vision and Purpose:

1. Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and cultural destinations by improving the pedestrian and vehicular environments throughout communities. Through this Complete Streets Policy, Devens will advance its efforts to provide safety and accessibility for all the users of our roadways, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities.

Green Streets incorporate sustainable Green Streets design elements, such as green stormwater infrastructure, shade trees, and the use of recycled materials, protect and create a healthier natural and social environment, improve air and water quality, and reduce localized flooding. Green Streets are an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events. A green street uses trees, landscaping, and related low impact site designs features to capture and filter stormwater runoff within the right of way.

By adding Green Streets components to the Complete Streets Policy, Devens improve the quality of the air and water, help reduce localized flooding and foster the goals of sustainability as presented in the Devens Reuse Plan.

2. The intent of the Devens Green and Complete Streets Policy is to facilitate the development of safe, universally accessible, convenient and comfortable routes for a wide range of road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes while using trees, landscaping and related low impact site design features to capture and filter stormwater runoff within the right of way to the maximum extent practicable, in a manner appropriate to the function and context of the facility This policy will be considered as part of the decision-making process related to all infrastructure planning, design and construction.
3. The Devens Green and Complete Streets Policy will further the improved multi-modal accommodation and sustainable development goals of the Devens Reuse Plan, is consistent with state and local public health and safety mandates, and will promote the goals identified in the Devens Enterprise Commission 2013 resolution “Planning for a Healthier Future Through the Built Environment and Community Design” and the 2020 Devens Forward Climate Action and Resilience Plan.

II. Core Commitment:

1. Devens 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 streets and deserve safe facilities. “All Users” includes users of all ages and abilities utilizing any mode of transportation.
2. Devens recognizes that all roadway projects, whether new, maintenance, or reconstruction, are potential opportunities to apply Green and Complete Streets design principles. Green and Complete Streets design recommendations shall be incorporated into all public and private projects. Green Streets provide an additional option for accommodating the goals of managing stormwater through utilizing low impact development techniques and

mitigating climate change within the public right of way.

3. The Department of Public Works will apply Green and Complete Streets principles for routine roadway maintenance and repair projects to the maximum extent feasible. Other transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations, or subdivisions, transportation infrastructure may be excluded, upon approval by the Devens Enterprise Commission, Devens Engineering or Devens Public Works for private or public projects, 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. Such facilities may create unsafe conditions or are prohibited by law.
 - c. Other policies, regulations, or requirements contradict or preclude implementation of Green and Complete Streets principles or elements.

III. Best Practices:

1. The Devens Green and Complete Streets policy focuses on developing a connected, integrated network that serves all users of roads and pedestrian ways. Green and 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.
2. Green and Complete Streets principles include the development and implementation of projects in a context sensitive manner in which project implementation is sensitive to and takes into consideration the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals that consider stakeholder and community values on a level plane with the project need. 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, with consideration as to reasonableness. As practicable, recommendations for incorporating Green and Complete Streets elements will occur in projects' beginning stages prior to design.
3. Devens recognizes that "Green and Complete Streets" objectives may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.
4. The planning of Green and Complete Streets will provide design flexibility to aid in connectivity and balancing the needs of all Right-Of-Way users and the incorporation of Green Street design principles. The latest design guidance, standards, and recommendations available will be used in the evaluation and implementation of Green and Complete Streets including, but not limited to:
 - o The Massachusetts of Department of Transportation Project Design and Development Guidebook;
 - o Healthy Transportation Policy Directive (P-13-0001)
 - o Documents and plans created for Devens, such as:
 - DEC Rules and Regulations (Street and Road Design Standards 974 CMR 2.07)
 - Devens Open Space and Recreation Plan
 - Devens Trail Plans
 - o The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
 - o The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (2009).

- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- Additional publications as applicable within local, state and federal laws and regulations, including but not limited to the National Capital Region Transportation Planning Board's Green Streets Policy for the National Capital Region (2014).

IV. Implementation:

1. Devens will make Green and Complete Streets practices a routine part of everyday operations, will approach every transportation project and program as an opportunity to improve streets and the transportation network for all users.
2. MassDevelopment and the Devens Enterprise Commission shall work in coordination with each other to implement the Devens Green and Complete Streets policy across all departments in Devens, with multi-jurisdictional cooperation, among the surrounding towns of Ayer, Harvard and Shirley, private developers; and state, regional, and federal agencies to achieve Green and Complete Streets.
3. Devens will review and either revise or develop proposed 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 Green and Complete Streets principles in all projects on streets, as well as potential off-road trails and paths. The Devens Enterprise Commission, Devens Public Works and MassDevelopment Engineering Departments will work together and be responsible for implementing and managing this initiative.
4. Devens will maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network and provide opportunities for expansion and extensions. Devens will also reevaluate Capital Improvement Projects prioritization to encourage implementation of Green and Complete Streets implementation and will provide training to pertinent staff and decision-makers, as resources allow, on the content of Green and Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.
5. Green and Complete Streets implementation and effectiveness will be regularly evaluated for success and opportunities for improvement. Devens will utilize performance measures to gauge implementation and effectiveness of the Green and Complete Streets Policy using, as a minimum, the following performance measures:
 - % of on-street bicycle routes with clearly marked or signed bicycle accommodation;
 - Linear feet of new or upgraded pedestrian accommodations (sidewalks/Trails);
 - Number of new curb ramps installed along public streets {# of non ADA compliant ramps replaced or % of recommended ramps installed};
 - Number of new or repainted crosswalks;
 - Number of bus/shuttle stops (and number with shelters);
 - Miles of residential streets with 25 MPH or less speed postings;
 - Number of new and replacement street trees;
 - Rates of traffic crashes, injuries and fatalities.
 - Linear feet/total catchment area of streets treated by LID elements implemented.

Performance will be measured and reported as part of the Devens Sustainable Indicators Report and/or in the Devens Enterprise Commission and MassDevelopment Annual Reports where applicable.

6. Devens will seek out appropriate sources of funding and grants for implementation of Green and Complete Streets policies. All infrastructure improvement projects receiving any private, local, state and/or federal funding shall follow this Devens Green and Complete Streets Policy.

7. A Green and Complete Streets Committee will be created to implement this initiative. The Green and Complete Streets Committee will be a multidisciplinary team with representation from Department of Public Works, the Devens Enterprise Commission, MassDevelopment Engineering Department, Senior Vice President, Devens and other departments or organizations as the committee may determine appropriate. The focus of this Committee will be promoting the implementation of this Green and Complete Streets Policy and, where necessary, altering existing practices and overcoming barriers that may act as impediments to implementation. In addition, this Committee may solicit feedback on applicable projects from the general public to ensure that the perspectives of the community are considered and incorporated, as appropriate.

*Adopted by: MassDevelopment Board of Directors on August 12, 2021
Devens Enterprise Commission on August 5, 2021*

