
MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

Town:

Road:

Project Description:

Name of Municipal Official:

Position:

Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| <input type="checkbox"/> Sidewalks: installation, repair, ramps, railing, etc. | <input type="checkbox"/> Pavement Improvements: replacement, repair, etc. |
| <input type="checkbox"/> Crosswalks: installation, repair, markings, etc. | <input type="checkbox"/> Shoulder Improvements: widen with new pavement. |
| <input type="checkbox"/> Lighting: street or pedestrian scale. | <input type="checkbox"/> Bike/Shared Use: paths, lanes, etc. |
| <input type="checkbox"/> Signals: pedestrian features. | <input type="checkbox"/> Public Transit: bus stops, bus pullouts, kiosks, etc. |
| <input type="checkbox"/> Streetscaping: benches, bulbouts, landscaping, etc. | <input type="checkbox"/> Other (please describe): |

2) Exemption – Please select one.

- A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.
Indicate project scope below.
- | | |
|---|---|
| <input type="checkbox"/> Crack sealing | <input type="checkbox"/> Culvert replacement |
| <input type="checkbox"/> Emergency repairs | <input type="checkbox"/> Guardrail replacement |
| <input type="checkbox"/> High risk rural road (HRRR) projects | <input type="checkbox"/> Ledge/slope projects |
| <input type="checkbox"/> Pothole repair | <input type="checkbox"/> Preventative maintenance, bridge maintenance |
| <input type="checkbox"/> Roadside mowing | <input type="checkbox"/> Road/shoulder sweeping |
| <input type="checkbox"/> Shim/leveling projects | <input type="checkbox"/> Sign replacement |
| <input type="checkbox"/> Traffic signal equipment upgrades | <input type="checkbox"/> Other miscellaneous maintenance activities |
- Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.)
- C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

3) Non-Compliance – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.
