

Vision

Harvard will work to develop a safe and sustainable transportation system that serves all residents and other local stakeholders, allowing them the mobility to travel to work, school, commerce, and social and cultural activities. Such a system should ultimately be consistent with the Town's climate action goals and be accessible, affordable, safe, convenient, reliable, and comfortable.

Goal 1: Improve the general visibility and condition of bikeability, walkability, and accessibility throughout Harvard by developing and expanding networks for cycling and pedestrian use that can also interconnect with larger regional networks.

Action 1: Make sidewalk and bicycle facility improvements in the Town in conformance with the updated Town Center Circulation Plan (TCCP), the Complete Streets Prioritization Plan (CSPP), and the regional Landline connection project.

Action 2: Implement Complete Streets projects throughout Harvard according to the CSPP.

Action 3: Review and update the TCCP and CSPP on a regular basis, as needed.

Action 4: Designate a route on secondary roads from the Town Center to the Depot Road Fields

Action 5: Designate a route on secondary roads and maintain the trail from Depot Road Fields to McCurdy Track.

Action 6: Work with DEC, MassDevelopment, and MRPC to establish pedestrian and bicycle pathway connection to Devens via Old Mill Road.

Action 7: Explore bicycle and pedestrian facilities, appropriate to the location, for all road projects where feasible, but not impacting scenic road elements.

Action 8: Continue efforts, where consistent with the surrounding environment, to make the town more pedestrian friendly through the construction and rehabilitation of sidewalks, excluding any roads protected under Harvard's Scenic Road bylaw (Chapter 90). Current design standards for ADA compliance should be incorporated.

Action 9: Evaluate the viability of creating sharrows, shared-lane markings, on roads that are desirable for bicyclists but would not be suitable for more extensive construction or pedestrian oriented rehabilitation.

Action 10: Harvard should work with local conservation and land trust organizations to identify, prioritize, and implement additional trail opportunities and consider creating a community trail plan to assist with trail priority development and additional funding opportunities.

Action 11: Work to link Harvard trails and bike routes to various recreational opportunities outside of the town in cooperation with regional organizations and neighboring communities,

such as the Nashoba Regional Greenway (NRG) Coalition and the Montachusett Regional Trails Coalition.

Action 12: Work with DPW and bicycle, trails, and conservation groups to develop and execute a maintenance and repair strategy for trails and bike facilities.

Goal 2: Develop and maintain both new and existing transportation planning documents and procedures as needed to improve Harvard's soft infrastructure.

Action 1: Work with MRPC to develop and enhance a transportation facilities evaluation tool and framework and apply to prioritize new projects and improvements.

Action 2: Work with Town officials and committees to develop a 20-year town-wide Capital Improvements Plan with a five-year programming timeline. The Transportation Advisory Committee (TAC) should develop and maintain a list of circulation and transportation related projects to be submitted for incorporation as appropriate.

Action 3: Continue to use planning documents to guide maintenance and other work, such as road maintenance based off of priority projects.

Action 4: Incorporate green principles, AARP Age Friendly Community, and ADA best practices in ongoing and future planning documentation as a standard practice where possible. The Harvard Energy Advisory Committee (HEAC) should be involved in any planning activities that align with the Decarbonization Plan and any future HEAC plans.

Action 5: Aligning with the Decarbonization Plan and Green Communities, the town should pursue specific municipal fleet decarbonization and environmental impact improvement benchmarks within current and future plans.

Action 6: Complete engineering plans for comprehensive traffic and pedestrian improvements for Ayer Road within the C District (100% Town funds required for design).

Action 7: Continue to utilize traffic counts and crash data to maintain an up-to-date knowledge of current traffic volume and safety conditions throughout the community and utilize the Unified Planning Work Program (UPWP) project requests to MRPC for more in-depth studies as needed.

Action 8: The TAC and relevant town officials should continue to regularly review prior planning documents to ensure that all current and future plans can incorporate continuing actions when appropriate.

Action 9: The TAC should be involved in all transportation related issues, plans, and projects in the Town. This should include working with other Town departments and committees to ensure coordination; identifying and promoting needs and solutions; contributing to Town-wide planning and programming involving transportation and related issues; all to ensure safety, mobility, and quality of life.

Action 10: Work to create planning that allows for the integration of alternative transportation modes within and throughout Harvard, which could include working alongside MART and MRPC to establish a viable shuttle service for the commuter rail and other transportation destinations.

Action 11: Explore available means of providing sufficient professional support to aid the TAC and Harvard in accomplishing goals and actions without overburdening existing municipal staff. Areas that can be explored are changing municipal staff duties to allow for greater support, arranging for shared staff with another municipality, entering a relationship with a consultant, etc.

Goal 3: Work to meet and remain ahead of Harvard's transportation infrastructure needs, prioritizing safety and green principles wherever possible and financially feasible.

Action 1: Using Transportation Infrastructure Projects (TIP) and other applicable funding, develop and execute a traffic solution for the Ayer Road/Poor Farm Road/Gebo Lane Area.

Action 2: Using TIP and other applicable funding, implement comprehensive traffic and pedestrian improvements for Ayer Road within the C District.

Action 3: Make use of TIP and other applicable funding to implement the comprehensive circulation plan for the Town Center identified in the Town Center Action Plan and Complete Streets Prioritization Plan.

Action 4: Identify all alternative transportation means throughout Harvard, especially MART paratransit services, and market their availability to the public to increase public awareness.

Action 5: Establish one or more commuter park and ride lots within Harvard to, among other purposes, serve as a pickup and drop off location for a commuter rail shuttle service. If a park and ride lot cannot be established on public land, consider the use of private land through a lease or shared use agreement if possible.

Action 6: Coordinate with MRPC, serving as staff to the Metropolitan Planning Organization (MPO), on decisions related to project development, prioritization, funding, and scheduling on federal aid eligible roads.

Action 7: Improve parking by continuing to identify priority locations for public parking that serve the needs of the community while maintaining Harvard's desire to use green principles.

Action 8: For Massachusetts Avenue street parking, eliminate spaces from Library Walk to Pond Road and within 50' of the entrance to the Bromfield School. Retain the remainder as striped spaces.

Goal 4: Work to incorporate and complete Harvard Energy Advisory Committee (HEAC) Decarbonization Plan goals where they align or overlap with Circulation and Transportation commitments.

Action 1: Build EV charging stations on municipal properties for town vehicles, backed by renewable energy generation.

Action 2: Identify an approach or timeframe for electrifying heavier duty vehicles for which realistic solutions do not yet exist on the market.

Action 3: Encourage the adoption of electric vehicles amongst residents, businesses through education on incentives and options, promotional events, and expediting permits.