



City of Holyoke

IN CITY COUNCIL

Introduced by Councilor Rebecca Lisi, Gordon Paul Alexander, Anthony Soto, Jossie M Valentin

Ordered, That the city adopt the Complete Streets Ordinance drafted by the Holyoke Bicycle and Pedestrian Committee (see attached).

In City Council, October 21, 2014. Received and referred to the Ordinance Committee.

In City Council, on December 16, 2014, the Report of Committee received and the Ordinance passed its first reading.

The Ordinance passed its second reading.

The Ordinance was passed to be Ordained and Adopted on a call of the roll of the yeas and nays --Yeas 13--Nays 0--Absent 2 (Greaney Jr., Soto).

Bienna M. McHale
Clerk

<p style="text-align: center;">Presented to the Mayor</p> <p>For Approval <u>Dec. 17</u>, 2014</p> <p><u>Bienna Murphy McHale</u> City Clerk</p>	<p style="text-align: center;">Mayor's Office</p> <p>Holyoke, Mass. <u>12-17-14</u>, 20</p> <p>Approved <u>[Signature]</u></p> <p style="text-align: center;">_____ Mayor</p>
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IN THE YEAR TWO THOUSAND AND FOURTEEN

NINTH AMENDMENT TO CHAPTER 78 OF THE REVISED CODE OF ORDINANCES OF THE CITY OF HOLYOKE, MASSACHUSETTS 1997

AN ORDINANCE

Be it ordained by the City Council of the City of Holyoke as follows:

SECTION 1. Chapter 78 entitled “Streets, Sidewalks, Other Public Places” of the Revised Code of Ordinances of the City of Holyoke, Massachusetts, 1997, as amended, is hereby further amended by the following:

ADDING:

Sec. 78-58 – Complete Streets.

1. ***Vision & Purpose.***

Complete Streets prioritizes walkability, bikability, inter-modal transit, traffic calming, and pedestrian-based urban economic development consistent with Holyoke’s legacy built environment as the first planned industrial city in the United States; namely a grid street pattern and short, walkable blocks.

The goal is to create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent, while recognizing that not all streets will be able to accommodate the needs of all users equally.

2. ***Definition of Complete Streets.***

“Complete Streets” are streets designed and operated to enable safe access, along and across a street, for all users of all ages and abilities; including, pedestrians, bicyclists, motorists, and public transportation users.

3. ***Scope of Complete Streets Applicability.***

- a. **All Users and All Modes** - This ordinance is inclusive of all users of all ages, abilities and modes: motorists, bicyclists, pedestrians, persons who may use mobility devices such as wheelchairs, public transportation services, freight providers, utilities, and emergency responders.
- b. **All Projects** - The planning and design of projects that affect public streets will give due consideration to all roadway users from the on-set of planning and design work. This applies to all roadway projects, including those involving new construction, reconstruction, repaving/rehabilitation or roadway retrofit. Roadway retrofits may include changes in the allocation of

right-of-way and pavement space on an existing roadway; for example, the number and use of lanes, changes in lane widths, and/or reconfiguration of on-street parking. When applying for funding and reviewing projects, regardless of funding source, Complete Street practices and principles will be included, as appropriate, for all projects that affect the public right-of-way.

- c. **All Agencies and All Roads** -The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit, and motorist use and should not preclude the provision of future improvements. The City of Holyoke will coordinate and collaborate with other transportation agencies including; MassDOT, other municipalities, public utilities, public transportation providers, and other users of the public right-of-way, to ensure that the principles and practices of Complete Streets are embedded within planning, design, construction, and maintenance activities.

4. *Exceptions.*

Bicyclist, pedestrian, transit users and facilities, and their considerations shall be included in street construction, re-construction, re-paving, and rehabilitation projects, except under one or more of the following conditions:

- a. The Board of Public Works, in consultation with the City Engineer, determines that such facilities would constitute a threat to public health and safety
- b. The project involves a roadway that legally prohibits pedestrians and/or bicyclists.
- c. The Board of Public Works determines there is insufficient space to safely accommodate new facilities. In this case, the Board shall consider alternatives such as lane reduction, lane narrowing, on-street parking reduction or relocation, shoulders, signage, traffic calming, enforcement, or other appropriate accommodations such as a parallel or nearby facility will provide a reasonable level of similar accessibility.
- d. The Board of Public Works, the Stormwater Authority, and, when appropriate, the Conservation Commission jointly determine that the construction is not practically feasible or cost-effective because of significant or adverse environmental impacts to historic resources, streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition.

5. *Design Standards and Guidelines.*

In fulfillment of this Complete Streets ordinance the City will follow the design manuals, standards and guidelines listed, as applicable, but should be not be precluded from considering innovative or non-traditional design options where a comparable level of safety for users is present or provided: the Massachusetts Project Development & Design Guide (2006), the National Association of City Transportation Officials Urban Bikeway Design Guide, the ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, ITE Recommended Practice report guidelines, and the American Association of State Highway and Transportation Officials (AASHTO) green book, which provide guidance on basic design controls and achievement of Complete Streets.

6. *Implementation.*

The City of Holyoke shall view Complete Streets as integral to everyday transportation decision-making practices and processes to this end, the City will develop implementation strategies including, but not limited to:

- a. Development and adoption of street network master plans for walking and bicycling in Holyoke with attention to regional connectivity and linkage to existing and/or planned regional facilities.
- b. Ensuring that all initial planning and design studies, health impact assessments, environmental reviews, and other feasibility studies for projects requiring funding from or approval by the City of Holyoke shall: (1) evaluate the effect of the proposed project on safe travel by all users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.
- c. Facilitating regular inter-departmental communication of updated standards, tools, and innovative strategies for implementing and sustaining Complete Streets goals to keep related city departments apprised of Complete Streets opportunities within their jurisdiction. These departments shall include; Planning and Economic Development, Department of Public Works, Board of Health, Holyoke Gas & Electric, Holyoke Water Works, the City Council, and other relevant departments, agencies, jurisdictions and/or associations.
- d. Supporting local stakeholder efforts to inform and educate the greater Holyoke community about Complete Streets as well as the rights and responsibilities of all users of all modes of transportation in the City.
- e. Supporting the Holyoke Biking & Walking Committee to achieve its goals as laid out in the Council order creating the committee, November 19, 2013.

SECTION 2. All ordinances or parts of ordinances inconsistent herewith are hereby repealed.

SECTION 3. This ordinance shall take effect on the date of passage.

APPROVED AS TO FORM:



Kara Lamb Cunha
Assistant City Solicitor