

## CITY OF SPRINGFIELD

In the City Council May 2, 2016

### RESOLUTION OF THE SPRINGFIELD CITY COUNCIL RELATIVE TO A CITY OF SPRINGFIELD COMPLETE STREETS POLICY

WHEREAS, "Complete Streets" are defined as streets that provide safe and accessible options for all travel modes - including but not limited to: motorists, pedestrians, bicyclists, transit riders, freight haulers, emergency responders, delivery vehicles, and school buses;

WHEREAS, "Complete Streets" can include a range of elements to accommodate all transportation users, including, but not limited to, sidewalks, signage, paved shoulders, bicycle lanes, separated bicycle lanes, traffic lanes shared with motorist including sharrows and other bicycle pavement marking, crosswalks and other pavement marking for pedestrians, pedestrian control signalization, bicycle actuated traffic signals, bus pull outs, curb cuts, raised crosswalks, roundabouts, traffic islands and other traffic calming measures;

WHEREAS, the Guiding "Complete Streets" Principles of the MassDOT Highway Project Development & Design Guide (Guidebook) are: — to ensure that the safety and mobility of all users of the transportation system (pedestrians, bicyclists and drivers) are considered equally through all phases of a project so that even the most vulnerable (e.g., children and the elderly) can feel and be safe within the public right of way. This includes a commitment to full compliance with state and federal accessibility standards for people with disabilities. — to incorporate, throughout project planning, design, and construction, the overarching principles of Context Sensitive Design (a collaborative, interdisciplinary approach that involves all constituents to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility for all users);

WHEREAS, "Complete Streets" principles shall guide future roadway and transportation plans for both new and reconstruction projects in the City of Springfield, and any exception to this approach should be appropriately justified;

WHEREAS, "Complete Streets" application will vary depending on the surrounding transportation system, land uses and densities and its general context, however street and transportation plans shall always be guided by the principle that streets shall promote multiple transportation options for all people;

WHEREAS, "Complete Streets" can spark economic development and community development by helping to create walkable, vibrant communities where businesses can thrive and be strong, livable neighborhoods for City of Springfield residents;

WHEREAS, "Complete Streets" can play a role in transportation projects by improving bicycle and pedestrian safety, reducing traffic congestion, improving air quality both by promoting alternative forms of transportation and by helping to improve traffic flow;

WHEREAS, the people of Springfield have expressed a strong desire for increased transportation options, including walking, cycling, and transit;

WHEREAS, The City recognizes that stormwater runoff from streets, roads, parking lots, and other impervious urban surfaces can be a potential source of water pollution to our rivers, streams and water bodies; and a commitment to promote cleaner, slower, and smaller storm flows to nearby rivers and streams can provide practical infrastructure solutions to manage stormwater runoff, and reduce localized flooding;

WHEREAS, The City is an active and engaged "Mass in Motion" community that understands the value of healthy eating and active living, and is committed to helping residents think differently about what they eat and how they move so that they have the opportunity to make choices that can make them feel healthy and live well;

WHEREAS, The City recognizes the strides our schools and community members are taking toward reducing congestion, improving air quality, mobility and traffic near our schools, to increase safety, health and physical activity of students, working as a partner in the Massachusetts's Safe Routes to School program to promote healthy alternatives for children and parents in their travel to and from school, and with the support of MASSRIDES has reached out to employers and commuters to promote the use of commute options; through hands-on worksite assistance, ride matching services, marketing and outreach events;

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<sup>1</sup> <http://springfieldcityma.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1271&Inline=True>

NOW THEREFORE BE IT RESOLVED that the Springfield City Council strongly endorses and encourages use of a Complete Streets approach for the City of Springfield to enhance transportation options and to improve quality of life for the residents of Springfield in substantially the same form as follows:

**Vision and Purpose:**

Complete Streets are designed and operated to provide safety and accessibility for all the users of our roadways, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, freight haulers, commercial vehicles, delivery vehicles, school buses, and emergency responders and for people of all ages and of all abilities.

Furthermore, 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 retail destinations by improving the pedestrian and vehicular environments throughout communities.

The purpose of Springfield's Complete Streets policy, therefore, is to accommodate all road users by creating an integrated road network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the City of Springfield to formalize the planning, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities as a matter of routine. This policy directs decision-makers to consistently plan, design, construct and maintain streets for the accommodation of all anticipated users including, but not limited to pedestrians, bicyclists, transit riders, motorists, freight haulers, commercial vehicles, delivery vehicles, school buses, and emergency responders.

**Core Commitment:**

- The City of Springfield recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit riders, motorists, freight haulers, commercial vehicles, delivery vehicles, school buses, and emergency responders, are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.
- The City of Springfield recognizes that all projects--new, maintenance, or reconstruction, are potential opportunities to apply Complete Streets design principles. The City will, to the maximum extent practical, design, construct, maintain, and operate all City streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.
- The City of Springfield recognizes that maintenance of all new or existing Complete Streets facilities will require the allocation of additional city funding to ensure that Complete Streets facilities remain safe, viable opportunities for all users. The City will seek to allocate additional funding for maintenance and operation of Complete Streets facilities on all City streets so as to continue to provide a comprehensive and integrated street network of facilities for people of all ages and abilities. Complete Streets design recommendations shall be promulgated in all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by the City of Springfield, as well as projects funded by the state and federal government, such as the Chapter 90 funds, City improvement grants, 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 (comply with) the City of Springfield Complete Streets Policy to the maximum extent practical. Private developments and related street design components or corresponding street-related components shall adhere to (comply with) the Complete Streets principles to the maximum extent practical. 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 City boundaries.

**Exceptions:**

Exceptions to the policy are only allowed upon approval by the City Engineer based on recommendation by the City Traffic Engineer in consultation with the DPW Director, Police Chief, Fire Chief, Planning and Community Development Director and any other necessary consultant (as may be required under the circumstances of the specific project) where one or more of the following can be documented and supported:

Facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations elsewhere.

- Where cost or impacts of accommodation is deemed disproportionate to the need or probable use or probable future use.
- The existing right-of-way is constrained in a manner that inhibits simple addition of transit, bicycle, or pedestrian improvements. In this case, the City shall consider alternatives such as lane reduction, lane narrowing, on-street parking relocation, shoulders, signage, traffic calming, or enforcement.
- Where such facilities would constitute a threat to public safety or health in the determination of the city traffic engineer in consultation with the Department of Public Works and the Planning and Development Department.
- Where construction will create significant adverse environmental impacts to streams, flood plains, wetlands, historical resources.

## **Best Practices**

The City of Springfield Complete Streets policy will focus on developing and maintaining a connected, integrated network that serves all road users. Complete Streets principles will be promulgated concurrently with the 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 City of Springfield Complete Streets Policy shall be at the sole discretion of the Mayor, and shall be coordinated by the City Engineer in consultation with the DPW Director and carried out cooperatively within all departments in the City of Springfield with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

Complete Streets principles 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 setting. The context-sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with greater participation of those affected in order to gain project consensus. 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.

The City of Springfield 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.

In the fulfillment of the goals of this Complete Streets policy, the City will follow the latest design manuals, standards and guidelines including but not limited to those listed below. When good engineering judgment allows, the City shall not be precluded from considering innovative and non-traditional design options where a comparable level of safety for all users is provided.

- The Complete Streets Plan for the City of Springfield
- The Complete Streets Implementation Guide for the City of Springfield
- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide
- Massachusetts Department of Transportation Engineering Directives
- The American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets as well as the AASHTO Guide for the Development of Bicycle Facilities
- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- Federal Highway Administration Separated Bike Lane Planning and Design Guide
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and Urban Street Design Guide
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls.
- The Architectural Access Board (AAB) Rules and Regulations
- Documents and plans created for the City of Springfield, such as bicycle and pedestrian network plans.

## **Performance Standards**

Complete Streets implementation and effectiveness shall be constantly evaluated for success and opportunities for improvement. The City will develop performance standards to gauge implementation and effectiveness of the policies. These performance standards may include but are not limited to:

- Number of Staff with complete streets training
- Number of "Safe Routes to School" participating schools
- Total miles of bike lanes
- Total miles of roadway with a marked shoulder of 4 feet wide or greater
- Linear feet of sidewalk added or reconstructed
- Linear feet of ADA compliant
- Number of crosswalks evaluated for ADA compliance
- Closure of gaps in bicycle/pedestrian infrastructure network
- Number of ADA compliant curb ramps installed
- Bicycle racks installed
- Crosswalk and intersection improvements
- Crash and personal injury data
- Citations for traffic violations
- Transit ridership

- On time performance for transit vehicles
- Number of locally generated paratransit trips
- Levels of bicycling and walking
- Total miles of roadways with sharrows
- An estimate of funding spent on the design and construction of complete street improvements
- Responses to 311 calls reporting pedestrian and bicycle hazards, such as un-cleared sidewalks, debris in bike lanes, fading crosswalks, and malfunctioning pedestrian signals
- Rain gardens or green infrastructure improvements
- Creation of a Complete Streets Council comprised of city staff, elected officials, and residents
- Participation in MassDOT's Bicycle and Pedestrian Safety Awareness and Enforcement Program
- Application to League of American Bicyclist's certified "Bicycle Friendly Community" program
- Participation in Bay State Bike Week
- Participation in the Pioneer Valley regional bike sharing initiative
- Number of Prescriptions in the "healthy prescription program" citywide
- Number of Walking tours and maps and related efforts to support bicycling and walking tourism
- Number of traffic calming measures implemented around all schools and surrounding streets, including reducing travel lane widths, speed tables, flashing pedestrian crossing signs, curb extension, rapid flashing beacons, or HAWK signals.
- Number of School crossing guards
- Number of Springfield memberships in Nu-Rides

### **Implementation:**

The City shall seek to 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. Implementation of the City of Springfield Complete Streets Policy shall be at the sole discretion of the Mayor, and shall be coordinated by the City Engineer in consultation with the DPW Director and be carried out cooperatively within all departments in the City of Springfield with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The City shall 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 Complete Streets principles.

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

The City shall promote inter-departmental project coordination among city departments with an interest in the public right-of-way in order to make better use of fiscal resources.

The City shall seek methods to educate all transportation users to better understand and utilize complete streets. The City shall prioritize Capital Improvement Projects that encourage Complete Streets implementation.

The City shall seek input from residents, developers and businesses and work with neighboring municipalities and the MassDOT to coordinate and optimize connectivity of improvements on both a local and regional level.

The City shall train pertinent City staff and decision-makers on the content of Complete Streets principles and best practices for implementing the policy through workshops and other appropriate means.

The City shall seek out appropriate sources of funding and grants for implementation of this Complete Streets policy.