

THE CITY OF NEWPORT

RESOLUTION
OF THE
COUNCIL

No.

WHEREAS, on September 15, 2010 the City Council passed a resolution in support of "Complete Streets" concepts in City Planning, which is a nationwide movement launched in 2004 in support of streets that provide safe and convenient access for pedestrians, bicyclists, transit riders, and motorists of all ages and abilities; AND

WHEREAS, pedestrian and bicycle safety and connectivity are named multiple times as a priority throughout the 2017 Comprehensive Land Use Plan; AND

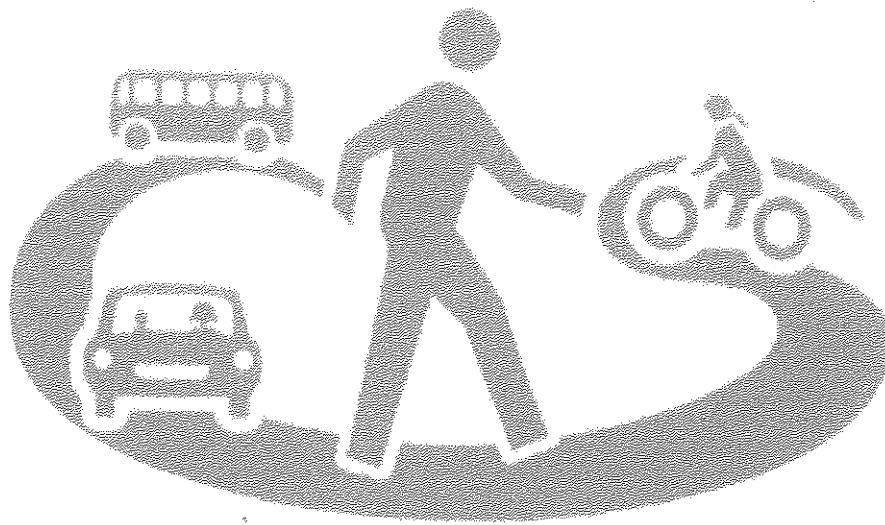
WHEREAS, the Newport Health Equity Zone's Transportation Working Group held several community meetings to develop a "Complete Streets" draft ordinance package, which would allow the City to further incorporate the concepts into all projects; NOW, THEREFORE BE IT

RESOLVED, that the City Solicitor and staff will review the draft ordinance package from the Newport Health Equity Zone Transportation Working Group and bring a revised version back to the Council for a vote.

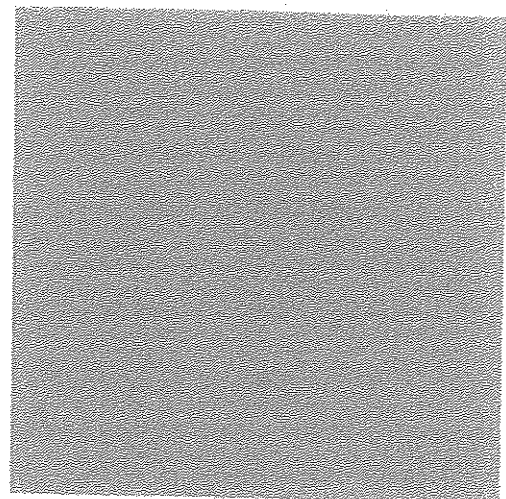
JAMIE BOVA
SUSAN D. TAYLOR

IN COUNCIL
READ AND PASSED

Laura C. Swistak
City Clerk



2018 GREEN & COMPLETE STREETS ORDINANCE NEWPORT, RI



GrowSmartRI
Sustainable Economic Growth
& Quality of Place



NEWPORT
HEALTH EQUITY
ZONE



About us

Central Falls, RI successfully passed the first Green and Complete Streets Ordinance in Rhode Island in January 2018. Newport is hoping to get ours passed in the summer of 2018.

The Transportation Work Group (of the Newport Health Equity Zone) is comprised of Community Members, City Officials, members of BPAC (The Bicycle & Pedestrian Advisory Commission), and Community Health Workers who came together with the support and advice from the National Complete Streets Coalition "...an alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks".

Our Process:

We held several community meetings where we:

Studied information made available by Grow Smart America and the National Complete Streets Coalition so that we can have a clear understanding of what an ordinance is and what Green and Complete streets are.

Collected several ordinances that have passed so that we had real models to work from. We chose from the highest ranking Complete Streets policies in the country based on the 10 policy elements from the National Complete Streets. Brockton, MA scored a perfect score and was included in our studies.

Broke in to smaller groups to work on components of the ordinance, then we came together as a whole to go over it its entirety and sought out the expertise of the National Complete Streets coalition for their feedback and suggestions.

We, the Transportation Work Group bring to you, the Newport RI Green & Complete Streets Ordinance for your review.

Thank you for taking the time to review this ordinance.

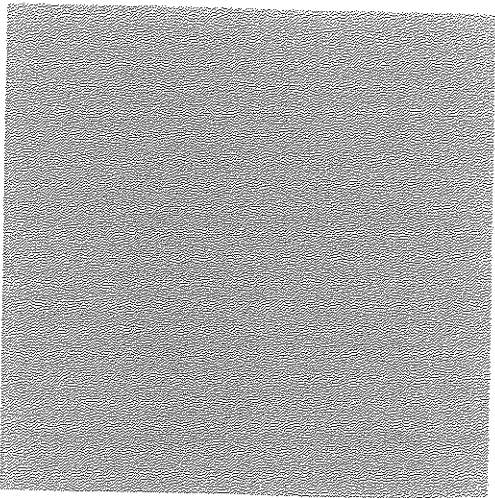
Team A - Bari Freeman, Elizabeth Fuerte, Jamie Bova

Team B- Steve Sabo, Judy Byrnes, Niko Merritt

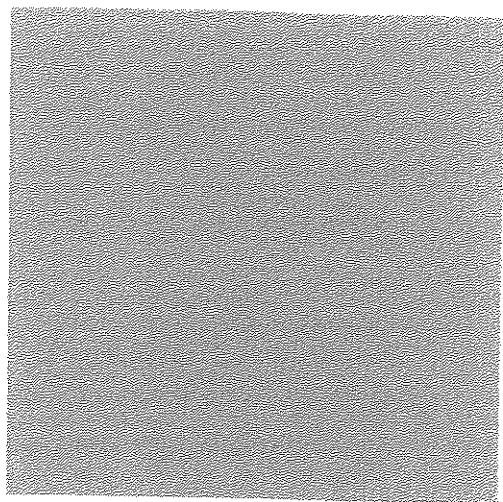
Team C- Varina James, Angela Marandola, CJ Opperthausen



ORDINANCE EXAMPLES



BROCKTON, MA



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ORDINANCE:

AN ORDINANCE AMENDING CHAPTER 20 STREETS AND SIDEWALKS OF THE REVISED ORDINANCE OF THE CITY OF BROCKTON:

WHEREAS, City of Brockton is committed to improving transportation, citizen safety, and constructing a transportation network that accommodates all modes of transportation equitably; and

WHEREAS, Complete Streets can reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs and overall carbon footprint; and

WHEREAS, The Massachusetts Project Development and Design Guidebook (2006), as periodically revised and amended, includes the goal of setting multi-modal accommodation and using appropriate traffic calming measures as a guiding principle to ensure that the needs of bicyclists, pedestrians, transit users, and disabled people are integrated into the design, operation and maintenance of streets to promote safe and convenient access and travel for all users including pedestrians, bicyclists, motorists, transit riders and people of all abilities; and

WHEREAS, The Massachusetts Project Development & Design Guide (2006), as periodically revised and amended, determines that a fundamental expectation in roadway design is that all users will be accommodated safely; and

WHEREAS, Complete Streets are designed and operated to assure safety and accessibility for all the users of our roads, trails and transit systems; including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency vehicles and for people of all ages and of all abilities; and

WHEREAS, The Massachusetts Project Development & Design Guide (2006), as periodically revised and amended, finds that traffic calming measures are physical elements intended to reduce vehicle speeds and improve driver attentiveness and are most often applied to existing streets where vehicle operating speeds are in conflict with pedestrian activity. Traffic calming measures can be used to help reduce the operating speed of the street (i.e. the speed which most motorists intuitively choose) to a more desirable speed (i.e. the target speed). (The Guide lists traffic calming techniques for pedestrians and bicyclists in Chapter 16.); and

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objectives of the

national Safe Routes to School program and the U.S. Centers for Disease Control and Prevention's "Physical Activity Guidelines"; and

WHEREAS, 21% of Americans over the age of 65 do not drive according to the National Household Transportation Survey (2001) and approximately 20% of Massachusetts residents are too young to drive; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Complete Streets will help the City of Brockton to reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle, thereby improving air quality and alleviating public health concerns such as asthma; and

WHEREAS, Complete Streets reduce vehicular crashes and injuries and their associated costs; and

WHEREAS, A Complete Streets ordinance for the City will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance where such are practicable during the construction, reconstruction or other changes of transportation facilities on streets and redevelopment projects.

NOW THEREFORE BE IT ORDAINED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound transportation system for people of all ages, income levels and abilities, all transportation and development projects shall incorporate a Complete Streets philosophy that expands transportation choices; and fossil fuel use, and improve the safety and quality of life of its residents by providing safe, convenient and comfortable routes for walking, bicycling and public transportation Chapter 20 of the Revised Ordinance of the City of Brockton be amended by adding the following new Article.

ARTICLE IV. — COMPLETE STREETS

SECTION I: FINDINGS

The forgoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

SECTION II: PURPOSE

The purpose of this ordinance is to enable the City of Brockton to provide safe, convenient and comfortable routes for walking, bicycling and public transportation that will encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and shall meet the needs of all users of streets, including children, older adults and people with disabilities.

SECTION III: DEFINITIONS

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

"City" is the City of Brockton, including all its departments, boards and commissions, and in particular the Department of Public Works and the Traffic Commission.

"Complete Streets" is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete Streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the community context and recognizes that the needs vary in urban, suburban, and rural settings.

"Complete Streets Infrastructure" means physical street features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to elements such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

"Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

SECTION IV: IMPLEMENTATION

The City of Brockton establishes a Complete Streets ordinance that provides:

(1) The City of Brockton shall make Complete Streets practices a routine part of everyday operations, and shall approach every transportation project, development project that will effect city streets or traffic volumes, and program as an opportunity to improve streets and the transportation network for all users. The City of Brockton's Department of Public Works shall be

the designated department with the responsibilities of coordinating and carrying out the City's Complete Streets Ordinance; however, all of the City of Brockton's departments, commissions, agencies, and jurisdictions will work in cooperation to coordinate the implementation of the City's Complete Streets Ordinance, and to achieve the goals of the Ordinance.

(2) To the maximum extent practical Complete Streets design principles must be incorporated into all publicly and privately funded projects:

- a) All transportation infrastructure, street design and construction projects, involving city streets must adhere to Brockton's Complete Streets Ordinance.
- b) Projects funded by the State or Federal government, including but not limited to, Chapter 90, Transportation Improvement Program (TIP), MassWorks Infrastructure Program, or other State and Federal funds for street and infrastructure design must adhere to the City of Brockton Complete Streets Ordinance, subject to and as may be modified by funding agency guidelines and standards.
- c) Community Development Block Grant (CDBG) Program provides for the development or expansion of economic opportunities and the provision of decent housing and public facilities. Eligible use of funds includes community development (construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works).
- d) Private developments and related or corresponding street design and construction components must adhere to the City of Brockton Complete Streets Ordinance.
- e) State-owned streets must comply with the City of Brockton Complete Streets Ordinance, including the design, construction, and maintenance of such streets within city boundaries, subject to and as may be modified by MassDOT guidelines and standards.

(3) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on streets, such projects shall implement Complete Streets Infrastructure to increase safety for users.

(4) The City will incorporate, where practicable, one or more "Complete Street" elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community context.

(5) The City 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.

- (6) The City shall enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
- (7) Bicycle, pedestrian, and transit facilities shall be included in Street Projects, reconstruction, re-paving, and re-habilitation projects.
- (8) Brockton shall follow The Massachusetts Project Development & Design Guide (2006) or its most recent amendment and other emerging Best Practices Manuals and Guiding documents like the National Association of City Transportation Officials (NACTO) Urban Street Design Guide that:
- A. Provides guidance on basic design controls.
 - B. In developed areas, continuous sidewalks should be provided on both sides of a roadway, minimizing the number of pedestrian crossings required. [If sidewalks are only on one side], the sidewalk should be provided on the side that minimizes the number of pedestrian crossings.
 - C. Pedestrian requirements must be fully considered in the design of intersections [including taking into consideration the following concerns:] crossings and pedestrian curb cut ramp locations; walking speed, pedestrian flow capacity, traffic control, yielding and delays.
 - D. All new and reconstructed sidewalks must be accessible to and usable by person with disabilities in accordance with the Americans with Disabilities Act and the Massachusetts Architectural Access Board.
 - E. Along roadway segments, greater separation of motor vehicle and non-motorized users can be provided by including shoulders, bicycle lanes, or buffered sidewalks.
- (9) All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the City 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.
- (10) The City shall review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, design manuals, and the city-wide Comprehensive Plan to integrate Complete Streets principles in all Street Projects on streets.
- (11) In design guidelines, the Department of Public Works shall coordinate templates with street classifications and revise them to include Complete Streets Infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities.

(12) Trainings in how to integrate, accommodate, and balance the needs of each category of users may be provided, when appropriate, for planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design and construction of Streets.

(13) Complete Streets implementation and effectiveness shall be evaluated for success and opportunities for improvement. The City of Brockton Department of Public Works will develop performance measures to gauge implementation and effectiveness of the ordinance. A five year goal for increased mode share for walking, cycling, and public transportation, must be set and a program to reach this goal shall be developed by the Brockton Department of Public Works in consultation with the Brockton City Council, and other appropriate City departments and state and government agencies.

(14) The Brockton Department of Public Works will coordinate with the heads of each affected agency or department (included but not limited to Engineering, Planning, Traffic Commission and Parking Authority), and shall report to the Brockton City Council at their request regarding:

- A. the steps taken to implement this ordinance;
- B. additional steps planned; and
- C. any desired actions that would need to be taken by the City of Brockton or other agencies or departments to implement the steps taken or planned.

(15) The City of Brockton shall use pertinent measures that illustrate the success of Brockton's Complete Streets Ordinance and programs such as, but not limited to, the following measures:

- A Total miles of bike lanes/trails built or striped
- B Linear feet of new pedestrian accommodation
- C Number of ADA accommodations built
- D Number of transit accessibility accommodations built
- E Number of new curb ramps installed along city streets
- F Bicycle, Pedestrian and Multimodal Levels of Service (LOS)
- G Transportation mode shift (based on industry standard surveys)
- H Crosswalk and intersection improvements
- I Percentage of transit stops accessible via sidewalks and curb ramps
- J Rate of crashes, injuries, and fatalities by mode
- K Rate of children walking or bicycling to school
- L Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction

(16) The Department of Public Works shall create individual numeric benchmarks for performance measures as a means of tracking and measuring the performance of the program, which shall be reported to the City Council upon their request.

(17) The Brockton Department of Public Works shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network, and will coordinate with the Massachusetts Department of Transportation, and other appropriate agencies such as the regional planning agency, to confirm and validate the inventory.

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(18) The City of Brockton will seek out appropriate sources of funding and grants for implementation of its Complete Streets Ordinance.

SECTION V: EXEMPTIONS

- A. Exceptions to the City of Brockton Complete Streets Ordinance include:
- 1) 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.
 - 2) Where cost of accommodation is excessively disproportionate to the need or probable use.
 - 3) Documentation of an absence of current and future need.
- B. Exceptions Approval Process:
- 1) Formal exemption review panel should be established, made of representatives from the City's Planning Department, Brockton Traffic Commission, a City Council Member, the Old Colony Planning Council and a member(s) from the pedestrian and bicycle advocacy community, to hear Complete Street exemption proposals.
 - 2) Formal documentation must be filed indicating why facility or project should be exempt from the City of Brockton's Complete Streets Ordinance.
 - 3) If facility is not an interstate freeway or pedestrian mall, clear reasoning must be presented in the formal exemption request as to why said facility or project should be exempt.
 - 4) Public hearing should be held to hear opposing views against facility or project exemption. These hearing should be held jointly at planning board meetings or city council meetings to reduce hearing cost and to be sensitive to community time constraints.
 - 5) Mitigation must be identified in the formal request on how the city or developer will accommodate users who will be restricted. No exemption can be proposed without mitigation.
 - 6) Vote must be taken at review hearing by the exemption review panel or City Council to allow project or facility to be exempt from Brockton's Complete Street Ordinance.

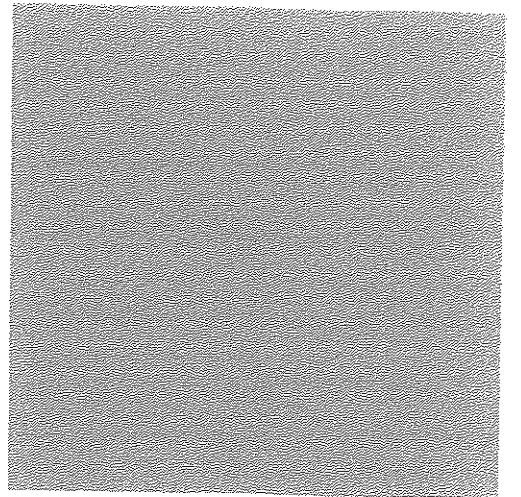
SECTION VI: REPORTING

The Commissioner of Public Works shall report annually to the City Council regarding:

- A. the steps taken to implement this ordinance;
- B. additional steps planned; and
- C. any desired actions that would need to be taken by City Council or other agencies or departments to implement the steps taken or planned.

SECTION VII: SEVERABILITY

CENRAL FALLS, RI



ORDINANCE

CREATING THE CENTRAL FALLS GREEN AND COMPLETE STREETS INITIATIVE

Introduced by City Councilman Jonathon Acosta, by request

Be it ordained that Chapter 32, "Streets, Sidewalks and Other Public Places," is hereby amended by adding Article IX, "Green and Complete Streets," as follows.

SECTION ONE: Chapter 32, "Streets, Sidewalks and Other Public Places," is hereby amended by adding Article IX, "Green and Complete Streets," as follows:

Article IX. Green and Complete Streets

Sec. 32-310. Vision and Purpose. Streets in Central Falls carry not only people and goods, but also various utilities, including stormwater runoff. City streets are also a plurality of City land use and the windows into the City for visitors and residents alike. The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health of all kinds for all users and abutters, including people with mobility aids, and that will improve environmental quality and reduce polluted stormwater runoff. The goal of the City is to create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent and to promote the walkability and bikability of the City's streets, along with good access to public transportation, beautification and shade, and responsible reduction and treatment of polluted stormwater.

Sec. 32-311. Definition. "Green and Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street, provide for visual pleasure, including exposure to natural elements, and improve environmental quality by providing for reduction and on-site pretreatment of stormwater prior to eventual release into local waterways and the Narragansett Bay.

Sec. 32-312. Scope of Applicability.

(a) All City-owned transportation facilities in the public right-of-way including, but not limited to, streets and all other connecting pathways, as well as parking lots on city-owned land, shall be designed and constructed in conformance with the policy that users of all ages and abilities can travel safely and independently, residents and visitors experience pleasantly-designed urban streetscapes that feature greenery, and stormwater is both reduced and treated on-site prior to entering the city's combined stormwater and wastewater conveyance system.

(b) Privately constructed streets and parking lots shall adhere to this ordinance.

(c) The City shall make good faith efforts to foster partnerships with the State of Rhode Island and Providence Plantations and neighboring communities to develop facilities and accommodations that further the City's Green and Complete Streets policy as set forth in section 4-601 above and continue such infrastructure beyond the City's borders.

(d) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users that are more attractive and better manage stormwater. The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit, and motorist use, beautification elements, and stormwater runoff and should not preclude the provision of future improvements. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

(e) All transportation infrastructure and street design projects in Central Falls (including those completed by the State of Rhode Island or other public companies, including utilities) shall adhere to this Green and Complete Streets Ordinance.

Sec. 32-313. Exceptions.

(a) Applications for waivers or exceptions shall be reviewed and approved by the city council, with a recommendation from the planning board. All documentation regarding any waiver or exception application shall be publicly available.

(b) The city council shall weigh the following when considering applications for waivers or exceptions:

(1) An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (including, but not limited to, mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures);

(3) The director of the department of public works issues a recommendation that the application of the Green and Complete Streets ordinance is unnecessary or unduly cost prohibitive.

(4) Other available means or factors indicate an absence of need, including future need.

(c) Notwithstanding the provisions of sub-section (a), the Director of Public Safety may issue a waiver or an exception in the form of an executive order if application of the Green and Complete Streets ordinance would be contrary to public safety.

Sec. 32-314. Design Standards. The City shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to

*Alpine City to assess
condition of sidewalks & identify
need for improved design / config. solution*

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, NACTO's Urban Street Design Guide, and DEM's LID standards as reflected in its Stormwater Design Manual (2015) and LID Guide (2011). In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Sec. 32-315. Performance Measures and Reporting. An annual report shall be annually submitted to the Mayor and the City Council and placed on the city's website by the directors of public works and planning. The annual report shall document the annual increase or decrease for each of the following performance measures.

- (a) Total miles of bike lanes
- (b) Number of bicycle parking facilities
- (c) Linear feet of sidewalk in need of repair or construction
- (d) Number of non-ADA-compliant curb ramps
- (e) Percent of intersection legs with crosswalks.
- (f) Percent of public transportation facilities accessible via sidewalks and curb ramps
- (g) Number of street trees
- (h) Maintenance activities of existing Green and Complete Streets facilities
- (i) Average travel lane width
- (j) Average vehicle speed at measured intersections versus previous years by mode
- (k) Number of traffic complaints
- (l) Number and severity of traffic violations and accidents by mode
- (m) Total dollar amount spent on Green and Complete Streets activities
- (n) Percent of impervious surface area in the city
- (o) Water quality (bacteria and trace metal pollution) of each stormwater (non-sanitary) outfall located in the city

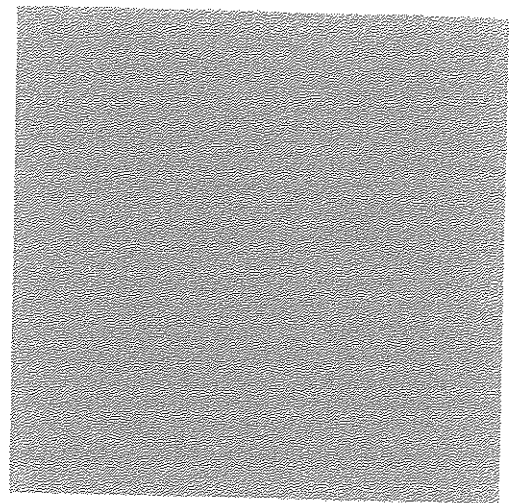
Sec. 32-316. Implementation.

- (a) The department of public works and other relevant departments, agencies, or committees will incorporate Green and Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to any short-term, medium-term, and long-term capital plans).
- (b) The department of public works and other relevant departments, agencies, or committees will review current design standards to ensure that they reflect the best available design standards and guidelines, and effectively implement Green and Complete Streets, where feasible.

- (c) When available, the city shall make good faith efforts to encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- (d) City staff shall make good faith efforts to identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Green and Complete Streets projects.
- (e) The city shall promote inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- (f) The city shall make good faith efforts to include an educational component to ensure that all users of the transportation system understand and can safely utilize Green and Complete Streets project elements.

SECTION TWO: This ordinance shall take effect on July 1, 2018.

HOLYOKE, MA



1-12-14

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.

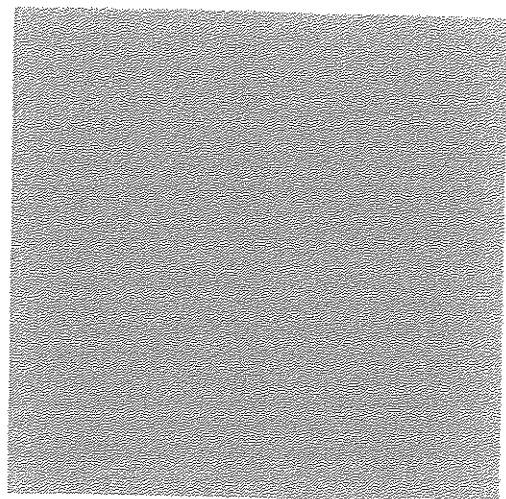
SECTION 2. All ordinances or parts of ordinances inconsistent herewith are hereby repealed.

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

APPROVED AS TO FORM:

Kara Lamb Cunha
Kara Lamb Cunha
Assistant City Solicitor

LONGMEADOW, MA



Chapter 600

Complete Streets Bylaw

4-601. Vision and Purpose.

The Town shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users. The goal is to create a connected network of right-of-way facilities accommodating all modes of travel to the maximum practical extent and to promote the walkability and bikability of the Town's streets.

4-602. Definition.

"Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

4-603. Scope of Applicability.

- A. All Town-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
- B. Privately constructed streets and parking lots shall adhere to this policy.
- C. The Town shall foster partnerships with the Commonwealth of Massachusetts and neighboring communities to develop facilities and accommodations that further the Town's complete streets policy and continue such infrastructure beyond the Town's borders.
- D. The Town shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. 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. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

4-604. Exceptions.

- A. Any exception to this policy, including for private projects, must be reviewed and approved by the Select Board and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.
- B. Exceptions may be considered for approval when:
 - (1) An affected roadway prohibits, by law, use by specified users (such as an interstate freeway), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;
 - (2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures);
 - (3) The Director of the Department of Public Works issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or
 - (4) Other available means or factors indicate an absence of need, including future need.

4-605. Design Standards.

The Town shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to: Massachusetts Project Development & Design Guide (2006).

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

4-606. Performance Measures and Reporting.

- A. The Town shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:
 - (1) Total miles of bike lanes
 - (2) Linear feet of new pedestrian accommodation
 - (3) Number of new curb ramps installed along Town streets
 - (4) Crosswalk and intersection improvements
- B. An annual report will be made by the Town Manager and the Director of the Department of Public Works to the Select Board showing progress made in

implementing this policy. The annual report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s) shall be posted on-line for each of the above measures.

4-607. Implementation.

A. The Town shall view Complete Streets as integral to everyday transportation decision- making practices and processes. To this end:

- (1) The Department of Public Works and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to any short-term, medium-term, and long-term capital plans);
- (2) The Department of Public Works and other relevant departments, agencies, or committees will review current design standards to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;
- (3) When available, the Town shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- (4) Town staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;
- (5) The Town shall promote inter-departmental project coordination among Town departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources;
- (6) Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.

(Reserved for Future Enactments)

Chapter 700 (4-701 et seq)

Chapter 800 (4-801 et seq)

Chapter 900 (4-901 et seq)

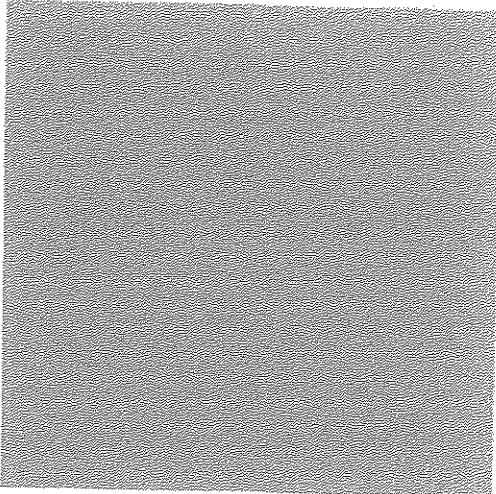
ARTICLE FIVE

CONDUCT AFFECTING HEALTH AND SAFETY

Chapter 100

Provisions Applicable to Article Five

NEWPORT, RI PROPOSED
ORDINANCE



Newport RI, Green & Complete Streets Ordinance (Bylaw)
Introduced by _____, by request

(Insert official sounding language here)

Section I Vision & Purpose

The purpose of this ordinance is to encourage the City of Newport to provide safe, convenient and comfortable routes for walking, bicycling and public transportation that will encourage increased use of these modes of transportation; to allow for movement safely along and across streets; enable convenient travel as a part of daily activities; ensure improved accessibility and connectivity; provide for visual pleasure including exposure to natural elements; improve the public welfare by addressing a wide array of health and environmental problems; meet the needs of all users of streets, including children, older adults and people with varied abilities; create equitable transportation options for all users regardless of income or status; and improve environmental quality by providing for reduction and on-site pretreatment of stormwater prior to eventual release into local waterways, reservoirs, beaches, and bays.

Section II Definition

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

"City" is the City of Newport, including all its departments, boards and commissions, and in particular the Department of Public Works and the Interdepartmental Traffic Commission.

"Green & Complete Streets" is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address a) improving environmental quality, including stormwater reduction/management, and b) the safety and accessibility needs of road users of all ages and abilities, including but not limited to motorists, pedestrians, transit users, people on bicycles, and drivers of commercial and emergency vehicles. Safety considerations address moving along and across roads, intersections, and crossings in a manner that is sensitive to settings and community/neighborhood needs.

"Complete Streets Infrastructure" includes physical street features that contribute to a safe, convenient, and/or comfortable travel experience for users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals and counters; signage; street furniture; bicycle parking; transit stops and facilities; transit priority signalization; traffic calming devices such as rotaries, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

"Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

"Under-represented Neighborhoods" means any neighborhood where residents experience disparities for reasons of race, religion, language group, economic or social status.

Section III Scope of Complete Streets Applicability:

- (a) All City-owned transportation facilities in the public right-of-way including, but not limited to, streets and all other connecting pathways, as well as parking lots on city-owned land, shall be designed and constructed in conformance with the policy that users of all ages and abilities can travel safely and independently, residents and visitors experience pleasantly-designed urban streetscapes that feature greenery, and stormwater is both reduced and treated on-site prior to entering the city's combined stormwater and wastewater conveyance system,
- (b) Privately constructed streets and parking lots shall adhere to this ordinance.
- (c) The City shall make good faith efforts to foster partnerships with the State of Rhode Island and Providence Plantations and neighboring communities to develop facilities and accommodations that further the City's Green and Complete Streets policy as set forth in section 4-601 above and continue such infrastructure beyond the City's borders.
- (d) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users that are more attractive and better manage stormwater. The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit, and motorist use, beautification elements, and stormwater runoff and should not preclude the provision of future improvements. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.
- (e) All transportation infrastructure and street design projects in Newport (including those completed by the State of Rhode Island or other public companies, including utilities) shall adhere to this Green and Complete Streets Ordinance.

Section IV Exceptions to the City of Newport Green and Complete Streets Ordinance include:

Facilities where specific users are prohibited by law.
Where cost of accommodation is excessively disproportionate to the need or probable use.
Documentation of an absence of current and or future need.
The activities are ordinary maintenance activities designed to keep assets in serviceable condition (including, but not limited to, mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal or interim measures).

Exceptions Approval Process:

Formal exemption review panel should be established, made of representatives from the city planning

department, "traffic commission", public services, a member from the BPAC, EEC, Accessibility Commission, Stormwater Commission, Historic Commission, Interdepartmental Traffic Committee. Or appointed by said groups. Opportunity for timely public input is required.

Section V Design Standards

The City shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, NACTO's Urban Street Design Guide, and DEM's LID standards as reflected in its Stormwater Design Manual (2015) and LID Guide (2011). In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Section VI Performance Measure and Reporting

An annual report will be made by the Public Safety Director and the Director of the Department of Public Works to the City Council showing progress made in implementing this policy. The annual report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s) shall be posted online for each of the following measures.

- a) Number of new bike lanes on accommodating streets
- b) Total miles of bike lanes
- c) Number of bicycle parking facilities
- d) Linear feet of new or reconstructed sidewalks
- e) Number of non-ADA-compliant curb ramps
- f) Percent of intersection legs with crosswalks
- g) Percent of public transportation facilities accessible via sidewalks and curb ramps
- h) Number of street trees
- i) Maintenance activities of existing Green and Complete Streets facilities
- j) Average travel lane width
- k) Average vehicle speed at measured intersections versus previous years
- l) Number and severity of crashes, injuries, and traffic violations by mode
- m) Number of traffic related fatalities by mode
- n) Total dollar amount spent on Green and Complete streets activities
- o) Percent of impervious surface area in the city
- p) Water quality (bacteria and trace metal pollution) of each stormwater (non-sanitary) outfall located in the city
- q) Number of users by mode on streets with added Complete Streets elements when possible
- r) Number of public street-project-related community engagement meetings held locally to the project with an emphasis on under-represented neighborhoods

Section VII Implementation

- (a) The Department of Public Services and other relevant departments, boards, agencies, commissions or committees will immediately begin to incorporate Green and Complete Streets principles into all existing plans, manuals, checklists, rules, regulations, and programs as appropriate (including, but not limited to any short-term, medium-term, and long-term capital and land use plans).
- (b) The Department of Public Services and other relevant departments, boards, agencies, commissions or committees will review current design standards to ensure that they reflect the best available design standards and guidelines, and effectively implement Green and Complete Streets, except where exceptions noted in Section 4 are present.
- (c) When available, the City shall make good faith efforts to encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- (d) The City shall make good faith efforts to identify all current and potential future sources of funding for street improvements to support Green and Complete Streets.
- (e) The City shall make good faith efforts to recommend improvements to the project selection process to support Green and Complete Streets with consideration given to equity.
- (f) The City shall make good faith efforts to provide relevant educational opportunities to ensure that all users of the transportation system understand and can safely utilize Green and Complete Streets project elements.
- (g) The City shall promote inter-departmental project coordination with an interest in the activities that occur within the public right-of-way, toward the most efficient use of fiscal resources.
- (h) The City, the Department of Public Works, the State, or the appropriate entity shall provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk.

SECTION TWO: This ordinance shall take effect on January 1, 2019.