

**City of Northampton
MASSACHUSETTS**

In the Year Two Thousand and Fifteen

**Upon the Recommendation of the Planning Board, Office of Planning and Sustainability,
and Department of Public Works**

ORDINANCE

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by adding a section **§285-51** of said code; providing for the purpose of the city creating the following Complete Streets Policy.

Article III Streets and Sidewalks Policies

§285-51 Complete Streets Policy

- A. The city's Complete Street policy ensures that pedestrian, bicycle and transit facilities are fully integrated into a safe and efficient transportation system. Specifically, it is city policy to:
- (1) Safely accommodate pedestrians, bicycles and, when appropriate, transit facilities on every surface street.
 - (2) Minimize and mitigate environmental impacts for all transportation projects.
 - (3) Encourage alternatives to single-occupancy vehicles.
 - (4) Improve utilization of intelligent transportation systems for transit priority and potentially other opportunities.
 - (5) Ensure sidewalks on all new and reconstructed streets, except alleys, shared streets.
 - (6) Design new and reconstructed streets to promote green infrastructure (e.g., vegetated swales and rain gardens) when feasible within existing rights-of-way and without conflicting with transportation needs and street trees.
 - (7) Ensure City-reconstructed streets are consistent with subdivision regulations (e.g., sidewalk and curb materials, dimensions) to the extent existing layouts and resources allow.
 - (8) Calm traffic and interconnect public streets to preserve pedestrian safety and encourage pedestrian activity in neighborhoods and villages and prohibit gated private streets.
 - (9) Fully develop the bicycle network so that 75% of households are within ½ mile of a multiuse trail and 85% of households are within ½ mile of a bicycle lanes or trail.

- (10) Avoid street widening and additional lanes that will induce new traffic.
- (11) Ensure the design and construction of all new, reconstructed, reclaimed streets, including mill-and-overlay projects, incorporates appropriate traffic calming measures, accessibility improvements, and bicycle and pedestrian facilities. Mill-and-overlay projects should include sidewalks when in the priority areas below. Design exceptions because of right-of-way, constraints, or very low current and potential demand should be made only with Transportation and Parking Commission approval.

B. Specific design criteria that should typically accompany complete streets in Northampton include the following. These should be added when those streets are reconstructed:

- (1) Cement concrete sidewalks on both sides of streets in the all business, industrial, mixed use, and urban residential zoning districts when right-of-way width allows. Cement or bituminous concrete sidewalks in other districts within one mile of Florence Center, Northampton central business district, all K-12 schools, wherever a sidewalk would reduce the need for public school bus service, along any new street, and in dense walkable neighborhoods, and in areas with clear pedestrian desire lines that will result in significant sidewalk utilization. Sidewalks are not expected in the most rural areas of the city although gravel sidepaths and other trails may still be appropriate.
- (2) Intersection improvements should ensure the safety of pedestrians and cyclists, minimize the loss of green space and tree canopy, decrease stormwater runoff, and avoid detrimental impacts on neighborhoods and adjoining streets.
- (3) Lane width should be 10 feet to 11 feet wide.
- (4) Curb radius at intersections shall be as small as possible to slow traffic speed and shorten crosswalk crossing distances, with large trucks (WB-69 trucks) accommodated only when supported by truck traffic counts that demand a wider radius.
- (5) To minimize pavement and crossing distances, turn lanes should be provided only when critically needed and curb extensions should be installed whenever feasible at crosswalks and intersections.
- (6) New subdivisions and roads should utilize short block lengths.
- (7) Roundabouts, which are the favored intersection treatment except in the center of Florence and downtown, should be used instead of signals whenever possible. Roundabouts and mini-roundabouts should be evaluated during the preliminary engineering analysis for all intersections being considered for significant reconstruction, realignment, signalization, and four-way stops. The Transportation and Parking Commission shall approve any decision to use a signal instead of a roundabout except in downtown and Florence center.
- (8) Audible pedestrian signals at all traffic signals when traffic controllers are upgraded. Where no sidewalks exist, traffic signal equipment should be installed that will allow for future pedestrian signalization.
- (9) Prioritize retrofitting streets to add sidewalks for all streets within one mile of all public schools and downtown Northampton and Florence Center when streets are reconstructed, milled-and-overlaid, or otherwise when sidewalk funding is available.