Springdale Corridor – Main Street Improvement Project

Presented By:
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City of Holyoke:
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Cynthia Espinosa – Senior Project Manager
Robert Peirent – City Engineer

April 14, 2021 6:00 PM

Building better communities with you
Agenda

• Project Background
• Site Walk Feedback
• Survey Results
• Conceptual Plans
• Next Steps

Project Goal:
• Evaluate a Complete Street design along Main Street from Route 5 to Springdale Park
What is a complete street?

- "Complete Streets are streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a Complete Street." – National Complete Streets Coalition
Project Background

• MassDOT Project Under Design – Rehabilitation of Riverdale Road (Route 5) from I-91 to Main Street

• The City was awarded a MassTrails Grant to study the feasibility of a shared use path and other improvements along Main Street

• Nitsch Engineering is soliciting public comments in order to evaluate potential improvements along Main Street

• The City and Nitsch Engineering hosted a Public Site Walk on March 27, 2021

• Online Survey (March 16, 2021 until April 30, 2021)

Links to Survey:
Spanish version:
https://es.surveymonkey.com/r/SpringdaleCorrMainStESP
English version:
https://www.surveymonkey.com/r/SpringdaleCorrMainSt
Project Background

Features To Be Evaluated

• Pedestrian Accommodations
  • Sidewalk Connectivity
  • Accessibility (Americans with Disabilities Act)
  • Wheelchair Ramps
  • Crosswalk Locations

• Bicycle Accommodations
  • Shared Use Path
  • Bicycle Lanes

• Vehicular Traffic
  • Parking
  • Speeding
  • Traffic Calming Opportunities
Features To Be Evaluated (cont.)

- Roadside Elements
  - Utility Poles
  - Street Trees
  - Benches
  - Bike Racks
  - Trash Receptacles

- Connections to Key Destinations
  - Dean Tech
  - Springdale Park
  - Holyoke Rows
Public Feedback

- Site Walk
  - March 27, 2021

- Online Survey
  - Open March 16, 2021 until April 30, 2021

- Public Meeting
  - April 14, 2021, 6:00PM
    https://us02web.zoom.us/j/88291141302?pwd=RUhOSk84UEFFL1BKajNaSml0ZzB2Zz09
    Passcode: 826657
    OR Call In:
    +1 929 436 2866
    Webinar ID: 882 9114 1302
    Passcode: 826657
Public Feedback

• Online survey active since March 16, 2021
  • 26 survey respondents as of April 13, 2021
  • Survey will be active until April 30, 2021
  • See links below and at City website

City Website:
https://www.holyoke.org/springdale-corridor-main-st-project/

Links to Survey:
Spanish version: https://es.surveymonkey.com/r/SpringdaleCorrMainStESP
English version: https://www.surveymonkey.com/r/SpringdaleCorrMainSt
What We Heard

• Springdale Corridor – How is it being used?
What We Heard

- Springdale Corridor – Existing Issues
What We Heard

- Springdale Corridor – Opportunities for Improvement
What We Heard

- Springdale Corridor – Parking Use
  - Majority of on-street parking utilized by Springdale Park and residential areas
  - Requests for additional parking for Springdale Park
  - Suggestion to remove wide shoulder where parking is restricted on both sides of Main Street near Dean Tech
What We Heard

- Survey includes two concept roadway cross sections:
  1. Bicycle Lanes
  2. Shared Use Path

- Majority of respondents prefer the shared use path
  - Increased safety
  - Ideal for families and school children
  - Concerns for safety of children in bicycle lanes
What We Heard – Bicycle Lanes
What We Heard – Shared Use Path
What We Heard – Traffic

- Traffic calming elements/reduced vehicle speeds
- Curb extensions or raised intersections
What We Heard – Traffic

- Traffic calming elements/reduced vehicle speeds
  - Improved crosswalks
  - Signage
  - Pavement markings
What We Heard – Parking

- On-street parking
  - Evaluate permitted parking and parking use along the corridor
  - Maintain parking in utilized areas
  - Remove parking lane in no-parking areas to discourage illegal parking and provide more space for shared use path and landscape areas
  - Improve parking lane delineation
What We Heard – Crossings

- Enhanced crosswalks
  - Pedestrian islands
  - Signage
  - Rectangular Rapid Flashing Beacons
  - Colored/textured crosswalks
What We Heard – Shared Use Path

• Shared use path design:
  • Desirable width of 10 feet
  • Minimum width 8 feet
  • Existing sidewalks ~5 feet
• Desirable to have at least 2-foot buffer from road
• Minimum 1-foot offset to obstructions, i.e., utility poles, trees, fences
Conceptual Plans
Conceptual Plans
Conceptual Plans

MAIN STREET AT DEAN HIGH SCHOOL EXISTING

7.00’ SHOULDER
13.50’ TRAVEL LANE
60.00’ RIGHT OF WAY
12.50’ TRAVEL LANE
8.00’ SHOULDER
5.50’ SIDEWALK

MAIN STREET AT DEAN HIGH SCHOOL PROPOSED

5.50’ SIDEWALK
2.00’ GRASS STRIP
11.00’ TRAVEL LANE
60.00’ RIGHT OF WAY
11.00’ TRAVEL LANE
2.00’ SHOULDER
5.00’ GRASS STRIP
12.00’ SHARED USE PATH
Conceptual Plans

MAIN STREET AT JAMES ST EXISTING

VARIES (55.00' - 60.00')
RIGHT OF WAY

8.00' PAVING CON
WALK
8.00' PARKING LANE
14.00' TRAVEL LANE
14.00' TRAVEL LANE
8.00' PARKING LANE

MAIN STREET AT JAMES ST PROPOSED

VARIES (55.00' - 60.00')
RIGHT OF WAY

5.50' SIDEWALK
8.00' PARKING LANE
11.00' TRAVEL LANE
11.00' TRAVEL LANE
8.00' PARKING LANE

2.50' GRASS,
STRIP
10.00' SHARED USE PATH

SPRINGDALE PARK

SPRINGDALE PARK
Conceptual Plans
Next Steps

- Review additional public feedback – April 2021
- Prepare draft feasibility report – May 2021
- Submit final report to City – June 2021
Questions?

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