

**TOWN OF EAST GREENBUSH
RESOLUTION 243-2019**

A Resolution Adopting a Complete Streets Policy for the Town of East Greenbush

WHEREAS, “Complete Streets” are defined as streets that enable safe and convenient access for all roadway users, including bicyclists, pedestrians of all ages and abilities, motorists, movers of commercial goods, and public transportation; and

WHEREAS, streets that support and invite multiple uses and include safe, active, and ample space for pedestrians, bicycles, and public transportation, are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, increasing accessibility of the network, increasing safety, limiting greenhouse gas emissions, and improving the general quality of life; and

WHEREAS, many studies show that when roads are better designed for bicycling, walking, and transit use, more people choose these options; and

WHEREAS, section 331 of the Highway Law of the State of New York encourages municipalities to consider complete street design features in planning, design, construction, reconstruction, and rehabilitation of local transportation projects; and

WHEREAS, the Planning & Zoning Department has recommended that this Town Board establish a Complete Streets Policy to guide the actions of the relevant Boards and Departments during their faithful execution of duties; and

WHEREAS, goals and strategies which align with Complete Streets objectives are included in the Town-wide Principles Guiding Growth and Change in East Greenbush and Transportation and Circulation Vision advanced in the 2006 Land Use Plan Update and Zoning Study and, in addition, was a specific recommended element included in the Corridor Plan & Design Guidelines study for Columbia Turnpike and Troy Road commissioned by the Town in 2014; and

WHEREAS, the Town Board endorsed the Application for the Complete Streets Educational & Technical Assistance Workshop and authorized the submission of the application to the Capital District Transportation Committee via Resolution 49-2018; and

WHEREAS, the Town of East Greenbush Complete Streets Implementation Workshop was held on September 24, 2018 and was a collaborative development process that included Town Staff, CDTC Staff, and the Consultant Team. In all, over 16 attendees participated in the Workshop, held at the Town of East Greenbush Community Library and a descriptive report was prepared by the Consultant Team. Among the recommendations advanced as part of the Workshop was development of a Complete Streets Policy and resolution for the Town; and

WHEREAS, the intent of the Town of East Greenbush Complete Streets Policy is to recognize bicyclists and pedestrians as equally important as motorists in the planning and design of all new street construction and street reconstruction undertaken by the Town; and

WHEREAS, it is also the intent of the Town of East Greenbush Complete Streets Policy to recognize that local Town streets with low vehicle volumes and slow travel speeds safely and efficiently accommodate bicyclists and pedestrians. However, principal Town roads that are characterized as having high vehicle volumes and high travel speeds and are important for bicycle and pedestrian travel to access and connect to destinations in and adjacent to the Town, shall be considered for Complete Streets treatment; and

WHEREAS, the Town Comptroller has confirmed that this resolution will not have a material impact on the Town's finances;

now therefore be it

RESOLVED, that the Town Board hereby resolves to establish a Complete Streets Policy as follows:

1. The appropriate Town Departments, including Planning and Zoning, and Public Works shall consider the safe and efficient accommodation of bicyclists, pedestrians, transit users, and those involved in goods movement in all new street construction and street reconstruction undertaken by the Town of East Greenbush. In addition, where the need for bicyclist and pedestrian facilities has been established or is defined in Town planning documents, the Commissioner of Public Works shall consider the addition of safe bicyclist and pedestrian facilities in new street construction and street reconstruction undertaken by the Town of East Greenbush. The addition of the bicyclist and pedestrian facilities shall be consistent with the scope of the improvement project, context sensitive to the surrounding environment, and shall not be disproportionate with the cost of the larger project.

Bicyclist and pedestrian facilities are defined as improvements that are above and beyond the normal space, surfaces, pavement markings, and signing that would routinely be incorporated into street design and maintenance for the accommodation of bicyclists and pedestrians. These facilities shall include but not be limited to sidewalks, curb cuts and ramps, marked crosswalks, pedestrian actuated signals, paved shoulders, bicycle route signing, bicycle lanes, bicycle parking facilities, street and sidewalk lighting, and shared use paths.

Bicycle and pedestrian facilities may be planned, designed, developed and maintained in accordance with guidelines adopted by the United States Department of

Transportation (USDOT), New York State Department of Transportation (NYSDOT), and the American Association of State Highway and Transportation Officials (AASHTO) or other guidelines approved by the Town of East Greenbush.

Additionally, the Town may consider the use of traffic calming applications as an alternative to bicycle and pedestrian facilities. Traffic calming applications help to physically or psychologically calm motor vehicle traffic behaviors thereby aiding in the development of a safe environment for bicycle and pedestrian travel.

2. If the Commissioner of Public Works determines that the inclusion of bicycle and/or pedestrian facilities are unable to be accommodated on a roadway or within Town right-of-way proposed for construction or reconstruction, he/she shall provide said determination in writing, with supporting documentation, to the Town Board for their information. Transit service within the Town, as well as direct access to and from downtown Albany, is provided by the Capital District Transportation Authority (CDTA). The Town should coordinate with CDTA while considering Complete Streets improvements. Providing residents and employees with safe access to and from transit stops shall be considered in relevant locations. The Town will also coordinate with CDTA to explore incremental transit improvements. These improvements may include, but are not limited to, consolidating stops, benches and shelters, traffic signal priority for busses, expanded coverage and/or services, and increased trip frequency during peak hours.
3. The Town encourages the NYSDOT and Rensselaer County to consider a Complete Streets approach when constructing or reconstructing their respective streets within the Town of East Greenbush.
4. The Town will provide a balanced enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians, and bicyclists. This will include enforcement of pedestrian's right of way in crosswalks, bicyclists riding with traffic and all modes sharing the road safely.
5. The Town supports and encourages the Planning and Zoning Department, the Planning Board, the Zoning Board of Appeals, and the Department of Public Works to share ideas with each other and implement Complete Streets solutions to private projects undergoing review and approval whenever possible.
6. To administer this Policy, the Director of Planning and Zoning will develop implementation strategies, which may include a Complete Streets Checklist, and the Director of Planning and Zoning and Commissioner of Public Works will use these strategies to evaluate all public transportation projects.
7. The Town supports the promotion of bicycling and walking for health, fitness, transportation, and recreation through events, programs, and other educational activities which benefit residents, students, businesses and visitors of all ages and abilities. These activities can be coordinated with Town Departments, local clubs, schools, organizations, and other partners.

The foregoing resolution was duly moved by Councilor Tierney and seconded by Supervisor Conway and brought to a vote resulting as follows:

Councilor T. Tierney	VOTED: YES
Supervisor J. Conway	VOTED: YES
Councilor H. Kennedy	VOTED: YES
Councilor R. Matters	VOTED: YES
Councilor B. Fritz	VOTED: YES

Dated: November 20, 2019