



VILLAGE OF HASTINGS-ON-HUDSON

Municipal Building

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55:14 COMPLETE STREETS POLICY

On motion of Trustee Armacost, seconded by Trustee Walker, the following resolution was duly adopted upon roll call vote:

- WHEREAS,** "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors; and
- WHEREAS,** "Sustainable Complete Streets" are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability, including the retention of storm water through the use of permeable surfaces and landscaping elements such as street trees, planters, bioswales and rain gardens and, further, landscaping design features that curb storm water runoff have been found to contribute to safer mobility; and
- WHEREAS,** streets that support and invite multiple uses, including safe space for pedestrians, bicycles, and public transportation, are more conducive to the 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,** many studies show that when roads are better designed for bicycling, walking and transit use, more people do so; and
- WHEREAS,** local focus on Complete Streets is compatible with New York States Complete Streets law, which requires that Complete Streets Design Features be considered for the planning, design, construction and reconstruction of roadways receiving federal and state funding; and over 40 other municipalities in New York State, 27 other States (as well as Puerto Rico and the District of Columbia) and at least 495 regional and local jurisdictions now have Complete Streets policies; 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 Centers for Disease Control and Prevention’s Physical Activity Guidelines; and
- WHEREAS,** the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and
- WHEREAS,** Complete Streets are supported by the Institute of Traffic Engineers, American Planning Association, American Association of Retired Persons and many other transportation, planning and public health professionals and organizations; and
- WHEREAS,** the implementation of Complete Streets will help the Village of Hastings-on-Hudson to achieve its goals as a Climate Smart Community; and
- WHEREAS,** the Federal Department of Transportation encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt policy statements expressing their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system [Ref: United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation, May 11, 2010], now therefore be it
- RESOLVED:** that the Village of Hastings-on-Hudson Board of Trustees does hereby establish a Complete Streets Policy that provides as follows:

Purpose and Intent

- A. The Village of Hastings-on-Hudson seeks to 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. This can be accomplished through the design, operation and maintenance of the Town’s transportation network, so as to create a connected network of facilities that accommodate each mode of travel, consistent with and supportive of the local community and recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Bicycle, Pedestrian and/or Transit Improvements

- A. For the purposes of this Policy, the term “bicycle, pedestrian and transit improvements” include those facilities and amenities that are recognized as contributing to Complete Streets, which may include, but are not limited to,

street and sidewalk lighting; sidewalks and pedestrian safety improvements; median refuges; crosswalks; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, enhanced shoulders or bike lanes; street trees; landscaping; signage; street furniture and adequate drainage facilities.

Applicability

- A. The Village shall consider Complete Streets and Sustainable Complete Streets and associated practices when planning roadway projects, including design, planning, reconstruction, rehabilitation, and maintenance (with the exclusion of minor repairs and routine maintenance), and when considering new development within the Village of Hastings-on-Hudson by taking into consideration the features set forth in the Design Features for Complete Streets and Sustainable Complete Streets (the “Design Features”) attached hereto as Appendix .
- B. The design of new or reconstructed facilities shall anticipate the likely future demand of bicycling, walking and transit facilities and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].
- C. Specifically, bicycle, pedestrian and transit improvements shall be considered in the design of the following activities, except as provided under subsection D below:
 - 1. Construction of any new public or private road, bridge or right-of-way.
 - 2. Paving, re-paving, re-construction, or widening of roads.
 - 3. Land development or re-development projects, as determined applicable/appropriate by the Village of Hastings-on-Hudson Planning Board.
- D. Bicycle, pedestrian and/or transit facilities may not be warranted under one or more of the following conditions:
 - 1. A project involving only ordinary maintenance activities designed to keep assets in serviceable condition, such as emergency road repair, mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, or when interim measures are implemented on temporary detour or haul routes.

2. The approving agency, in consultation with the Village Consulting Engineer where it deems necessary, determines there is insufficient space to safely accommodate new facilities.
3. The approving agency, in consultation with the Village Consulting Engineer where it deems necessary, determines there are relatively high safety risks.
4. The approving agency, in consultation with the Village Consulting Engineer where it deems necessary, exempts a project due to the excessive and disproportionate cost of bicycle, pedestrian and/or transit facilities as part of a project.
5. The approving agency, in consultation with the Village Consulting Engineer where it deems necessary, determines that the construction is not practically feasible or cost effective.

This Policy shall become effective as of October 21, 2014.

Appendix A

Design Features for Complete Streets and Sustainable Complete Streets	Y/N	Explanation
Pedestrian Facilities		
Sidewalk with ADA compliant curb ramps		
Signalized crosswalk		
Marked crosswalk with signage		
Pedestrian detectors		
Audible signals		
Multi-use path physically separated from motor vehicle traffic		
No turn during red signs		
Safe and accessible public transportation stops		
Street furniture		
Other		
Bicycle Facilities		
Bike lanes and routes		
Shared lane markings/sharrows		

Bicycle signage		
Secure bicycle parking		
Multi-use path physically separated from motor vehicle traffic		
Other		
Traffic Calming Elements		
Landscaping, including street trees		
Narrower traffic lanes		
On-street car parking		
Speed bumps		
Reduced speed limit		
Visual street markings such as different pavement type or color		
Other		
Sustainable Features		
Permeable pavement		
Porous pavers		
Bioswales		
Vegetative swales		
Rain gardens		
Curb gardens		
Sidewalk planters		
Planted median islands/vegetative strips		
Street trees		
Street tree pits and trenches		
Bumped out planters		
Other		

ROLL CALL VOTE**AYE****NAY**

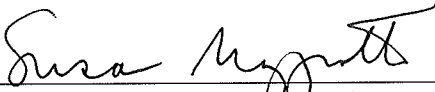
Trustee Bruce Jennings
Trustee Marjorie Apel
Trustee Meg Walker
Trustee Nicola Armacost
Mayor Peter Swiderski

X
X
X
X
X

CERTIFICATION

I, Susan Maggiotto, Village Clerk of Hastings-on-Hudson, do hereby certify that I have compared the attached copy of the Resolution adopted at a Regular Meeting of the Board of Trustees on Oct. 21, 2014, with the original now remaining on file at this office and that the same is a correct transcript therefrom and of the whole of said original.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Village of Hastings-on-Hudson this 13th day of November, 2014.



Susan Maggiotto, Village Clerk