



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. 149 OF 2016

ADOPTING COMPLETE STREETS GUIDELINES

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and emergency vehicles;

WHEREAS, the City of Beacon acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing travel by walking, bicycling, and public transit;

WHEREAS, the City of Beacon recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for residents by reducing the cost to local government in the areas of infrastructure; traffic congestion, public health; and environmental sustainability. Complete streets also supports economic development by helping to create a walkable, vibrant City where businesses can thrive while also supporting livable neighborhoods; and

WHEREAS, the City of Beacon Comprehensive Plan calls for connecting neighborhoods with paths, sidewalks and bicycle lanes to encourage walking and bicycling and reduce traffic congestion and recommends amending the Zoning and Subdivision regulations to require that all new site plan and subdivision applications include provisions for “complete streets” with sidewalks, pedestrian paths and, where appropriate, bicycle lanes; and

WHEREAS, the State of New York has enacted the Complete Streets Act (Chapter 398, Laws of New York on August 15, 2011) requiring state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding; and

WHEREAS, the City of Beacon therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that when feasible, based upon practical considerations such as fiscal constraints, lack of grants or funding, availability of public land to implement the policy, scheduling of work and like-minded concerns, that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards; and

WHEREAS, it is the Council’s intent in adopting these Guidelines, that they are to be applied when practical and are not an absolute requirement to be followed without regard to the feasibility of implementation.

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. That the City of Beacon adopts the Complete Streets Guidelines attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted and shall be considered by staff, review boards and applicants when considering action subject to the Guidelines .

2. That the next substantial revision of the City of Beacon Zoning Code, Subdivision Regulations and Highway/Street Standards shall incorporate Complete Streets policies and principles.

Resolution No. <u>149</u> of 2016		Date: <u>December 19, 2016</u>					
<input type="checkbox"/> Amendments		<input type="checkbox"/> On roll call				<input type="checkbox"/> 2/3 Required.	
<input type="checkbox"/> Not on roll call.						<input type="checkbox"/> 3/4 Required	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
x		Ali Muhammad	x				
		Omar Harper					x
		Lee Kyriacou	x				
		George Mansfield	x				
		Pamela Wetherbee	x				
	x	Peggy Ross	x				
		Mayor Randy J. Casale	x				
		Motion Carried	x				

COMPLETE STREETS GUIDELINES FOR THE CITY OF BEACON

In adopting these Guidelines, it is the intent of the City Council that Complete Street principals were developed not as a mandatory rule, but rather, to be considered by City staff, review boards, officials, applicants and the public at the earliest possible point in the design and review process, while being mindful, that implementation of the complete street principals articulated in this Guideline must be tempered by consideration of what is practical and feasible, including but not limited to fiscal constraints.

A. Complete Streets Principles

- 1. Design for All Users.** *Complete Streets* is a Guidelines and design approach that requires *streets* to be planned, designed, operated, and maintained to enable access for residents and visitors of all ages and abilities regardless of their mode of transportation, including pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, users of public transportation, and operators of emergency vehicles. The City of Beacon declares its commitment to creating and maintaining Complete Streets that provide a safe, attractive, comfortable, and convenient experience along and across streets, bicycle routes, sidewalks, bridges, and other portions of the transportation system.
- 2. Context Sensitivity.** In planning and implementing street projects departments and agencies of the City of Beacon shall maintain sensitivity to local traditions and conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place and civic character is created. Simple, cost efficient, and historically compatible designs are generally preferred over complicated engineering solutions. Improvements that will be considered include new or improved sidewalks, crosswalks, shared-use pavement markings and paths, bicycle lanes, accessible ramps, curb extensions, refuge islands, traffic circles, pedestrian signals, signs, street trees, landscaping, planting and green rainwater retention strips, street furniture, bicycle parking facilities, public transit stops and shelters, on-street parking, and other features assisting in the provision of traffic calming and travel safety.
- 3. Routinely Addressed by All Departments.** All relevant departments and agencies of the City of Beacon, such the Highway Department, Building Department, Traffic Safety Committee, and Planning Board, shall work towards making Complete Streets practices a regular part of everyday operations and every relevant project and program. The City of Beacon shall work in coordination with NYSDOT, County DPW, the Town of Fishkill, and other jurisdictions to maximize opportunities for Complete Streets through such projects as street and pavement improvements, restriping, accessing above and underground utilities, signal modifications, and upgrading of landscaping and related features.
- 4. Consideration by City Boards and Committees.** City Boards and Committees, such as, but not limited to, the Planning Board, Zoning Board of Appeals, Traffic Safety

Committee and the City Council, shall, review this Guideline, when applicable and at the earliest possible time during its review of a project, to ensure consistency of the proposed project or matter under consideration with this Guideline.

5. **All Projects and Phases.** Complete Streets infrastructure enabling safe travel along and across public rights-of-way for all categories of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, or alteration of streets, sidewalks, and other portions of the transportation system, except for routine maintenance and repair projects or if an exception is approved via the process set forth in section C of this Guidelines.

B. Implementation

1. **Plan Consultation and Consistency.** Planning and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except where such consistency cannot be achieved without negative consequences. Consistency may not be required if the head of the relevant department provides written justification explaining the basis of such deviation to the City Administrator.
2. **Street Network Connectivity.** The City of Beacon shall incorporate Complete Streets infrastructure into existing streets to encourage alternate means of transportation and improve the safety and convenience of users, with the particular goals of creating a connected network of facilities accommodating all categories of users and increasing connectivity across jurisdictional boundaries for existing and planned areas of travel.
3. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the City of Beacon are serving all categories of users by collecting data on current conditions and collecting follow-up data on a regular basis. Such evaluations shall include location, length and condition of sidewalks, length and condition of bicycle travel accommodations, inventory of bicycle parking opportunities, inventory of marked crosswalks, inventory of bus shelters, etc. The evaluations are to be conducted at intervals of not more than three years apart.

C. Exceptions

Approval for Exceptions. Departments that seek Complete Streets exceptions must provide written findings of why accommodations have not been included in the project, which must be approved by the City Administrator (except for item 7 below). Exceptions may be considered when:

1. A project under consideration prohibits, by law, specified types of transportation, in which case greater effort shall be made to accommodate those transportation types nearby the facility under consideration;
2. The costs of providing accommodation are excessively disproportionate to the need or probable use;
3. The existing and planned population, employment densities, traffic volumes, or level of bus or train service around a particular facility is so low as to demonstrate an absence of current and future need;
4. The activities are routine maintenance that do not change the facility's operations, such as mowing, sweeping, and spot pavement repair. Capital road maintenance projects: (e.g. resurfacing, pavement markings, overlays, etc.) are not exempted, as they may provide opportunities for improvements to shoulder widths and/or conditions, pavement markings, and signage;
5. There is a reasonable and equivalent project near the facility under consideration that is already programmed to provide the accommodations promoted by this Guideline;
6. The accommodations are not practical in the context of the project under consideration; or
7. In its review of a project, the Planning Board, Zoning Board of Appeals or City Council has determined that this Guideline, in part or in its entirety, cannot be implemented. In such case, a written statement explaining the Board's rationale must be adopted and provided to the City Administrator, City Engineer and Highway Superintendent.