

# **CITY OF KINGSTON COMPLETE STREETS POLICY FRAMEWORK**

*Adopted Version: 11/9/2010*

WHEREAS, “Complete Streets” are comprehensive, integrated roads that provide for safe and convenient travel along and across the street network by all users: walkers, bicyclists, drivers of various types of vehicles and riders of public transportation, of all ages and abilities, including children and youth, older adults, and persons with disabilities;

WHEREAS, the City of Kingston has a rich heritage of active (non-motorized) transport because the street grid that was laid out prior to the advent of the auto. This street environment, the streetscape, sidewalks, and other features today, provide for transportation choice and helps establish the City's remarkable scenic character and the physical setting of its neighborhoods, districts and locales;

WHEREAS, the City is an active partner in A Healthy Kingston For Kids, a multi-year initiative to reverse the childhood obesity epidemic in Kingston by facilitating environmental change and improvements so that children throughout Kingston can readily travel to schools and parks. Community partners strongly believe that a Complete Streets approach will help achieve healthy and sustainable transportation options;

WHEREAS, The City of Kingston passed the Climate Smart and Green Jobs Community Pledge in 2009 and addressing Complete Streets is complementary and fulfills some of objectives of the Pledge;

WHEREAS, streets are crucial public spaces and represent major City infrastructure and a large part of its total land area, and these street environments influence business opportunities, public welfare, shape resident, visitor and shopper experiences and are a platform for community development;

WHEREAS, the equitable supply of safe alternative means of travel will positively affect the daily lives of the many Kingston residents who do not drive, or choose not to drive, including older adults, low-income people, people of color, people with disabilities, and children;

WHEREAS, local focus on Complete Streets is consistent with the State and Federal policies to integrate pedestrian and bike facilities more fully in overall transport planning, implementation and operations;

WHEREAS, limited opportunities to integrate exercise into daily activities contributes to increased obesity and correlates with adverse health consequences like diabetes, heart disease, stroke, asthma, low self-esteem, depression, and other debilitating diseases;

WHEREAS, increasing the extent that people are out walking will aid business district and “Main Street” vitality and reduce traffic congestion;

WHEREAS, many walking and biking injuries and fatalities are preventable and the rates of severe injuries and deaths would likely decrease using a Complete Streets approach;

WHEREAS, the planning and design of pedestrian, bicycle, and transit infrastructure offers economical personal transportation and long-term cost savings for the City;

WHEREAS, the City wishes to encourage walking, biking and public transit as essential forms of transportation that promote public health and independence for all and contribute to overall community economic development;

WHEREAS, the City acknowledges the value to community well-being of Complete Streets as a way to address the challenges of air and water contamination, stormwater, climate change, traffic congestion, civic and economic renewal, and sprawl;

WHEREAS, walking and biking on City streets should be a pleasant and safe activity and pedestrian traffic is essential to civic life, commerce, and the tourist experience;

NOW, THEREFORE, BE IT RESOLVED, that the City of Kingston encourages walking, bicycling, and public transit for transportation, health, fitness, and recreation, it recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities,

and it supports education about the need for accessibility through events, programs, outreach, and incentives.

BE IT FURTHER RESOLVED, that it is a City goal to foster transportation choices by developing a Complete Streets program, initiated by a Complete Streets Advisory Council.

BE IT FURTHER RESOLVED, that it is the intent of the City of Kingston's Complete Streets Policy to recognize pedestrians, bicyclists, transit riders and people with disabilities on the same level as motorists in the planning and design of street reconstruction and upgrades and as part of new street development within the City;

BE IT FURTHER RESOLVED, that the City considers each transportation plan and project as an opportunity to explore the potential to improve safety, access and mobility for all travelers and to position bicycling, walking and transit as integral elements of the local transportation system.

BE IT FURTHER RESOLVED, that a Complete Streets Advisory Council (hereafter Council) is hereby created to serve as a resource on active transportation and vital streets. Its purpose will be to explore the potential to advance the City's adoption of Complete Streets practices by forming complementary recommendations. There will be coordination of the activities of this group with City staff, and local non-profits and civic organizations such as walking, biking, recreation clubs, local schools, health organizations, business groups, arts organizations, and other interested parties. Examples of actions this group may initiate, include:

- Explore goals, rationales, and indicators for Complete Streets and active transport;
- Inventory and evaluate how well the streets and transportation network of the City of Kingston are serving each category of users;
- Create training opportunities, including for transportation officials;
- Identify desired projects and redesigns and options for achieving a quality community and street environment, including improved accessibility;
- Provide recommendations on policies and priorities; and
- Assess opportunities to integrate, accommodate, and balance the needs of all users in street projects and address potential obstacles to implementing Complete Streets practices in the City of Kingston.

BE IT FURTHER RESOLVED that the Council is to be composed eleven (11) voting members appointed by the Mayor with approval by the Common Council who are interested in achieving Complete Streets and who want to explore opportunities and find collaborative access and streetscape solutions for pedestrians, cyclists and people with disabilities. A representative shall be designated by each of the following: Conservation Advisory Council; Planning Board; Tree Commission; Historic Landmarks Preservation Commission; Board of Public Works; Human Rights Commission; and there shall also be representatives assigned from the business community; an established local nonprofit; plus three (3) members at-large of whom at least one is under the age of 21. There shall be seven (7) non-voting members, or their designees, consisting of the: City Planner; City Engineer; Office of Economic Development; DPW Director; Recreation Director; and two (2) Aldermen. The voting Council members will serve for two (2) year terms and vacancies shall be filled in the same manner as the original appointment, except that a vacancy occurring other than by an expiration of term shall be filled only for the remainder of the unexpired term. Any person serving two (2) consecutive terms may, after a lapse of two (2) years, be eligible for re-appointment to the Council. This group will select a Chair and form rules of procedure as they deem necessary and coordinate activities with other City staff and interested partners.

BE IT FURTHER RESOLVED that the Council will serve as a resource and a collaborative partner for City elected officials, municipal staff and the City's Boards, Committees and Commissions on matters germane to non-motorized transportation and Complete Streets, and report on matters within its purview to the Mayor and the City Council within one (1) year following the date of passage of this resolution, and upon receipt of this report the Common Council will hold a hearing or other stakeholder engagement meetings to determine further implementation steps.

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