

Village of Lancaster Complete Streets Policy

The purpose of the Village of Lancaster's Complete Streets Policy is to develop and maintain safe, reliable, efficient, integrated and connected multimodal transportation facilities that will promote access, mobility and health for all users, and will ensure the safety and convenience of all users of public transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

This policy applies to all Village-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways and their design, construction, operation, and maintenance so that users of all ages and abilities can travel safely and independently.

Developers and owners of privately constructed streets and parking lots are encouraged to adhere to this policy.

The Village shall foster partnerships with the State of New York, Erie County, the Town of Lancaster, businesses, property owners and the Lancaster Central School District to develop facilities and accommodations that further the Village's Complete Streets Policy.

The Village shall approach every transportation improvement and public works infrastructure project that occurs within or adjacent to transportation corridors as an opportunity to create safer, more accessible streets for all users. These phases may include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance.

1. Exceptions

A. Any exception to this policy must be reviewed and recommended by the Superintendent of Public Works to the Village Board of Trustees. This presentation shall include at a minimum, the basis for the decision.

B. Exceptions may occur when:

- An affected roadway prohibits, by law, use by specified users;
- The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments or interim measures);
- The application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety;
- Other available means or factors indicate an absence of need, including future need.

2. Design Standards

The Village shall follow accepted or adopted design standards and use the best and latest design standards available. Examples of these standards include, but are not limited to:

- ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
- AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities;
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition;
- FHWA Manual on Uniform Traffic Control Devices;
- NYS DOT Highway Design Manual;
- NACTO Urban Street Design Guide;
- NACTO Urban Bikeway Design Guide.

- Highway Design Manual, New York State Department of Transportation

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

3. Performance Measures and Reporting

The Superintendent of Public Works shall annually present to the Village Board of Trustees the Village's performance in implementing this policy which may include but not limited to, the following:

- Total miles of bike lanes/shared lanes/usable shoulders
- Linear feet of new and reconstructed pedestrian accommodation
- Number of new curb ramps installed along village streets
- Crosswalk and intersection improvements

4. Implementation

The Village of Lancaster shall view Complete Streets as integral to everyday transportation decision making practices and processes. To this end:

- A. When available, the Village shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- B. Village staff shall accept public input regarding Pedestrian Trails, intersections, and bikeways;
- C. When appropriate, Complete Streets projects should include an educational component by the Village, to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.
- D. The Village has prior to the adoption of this Policy and will continue to review and budget for sidewalk replacement/improvement.

This policy shall take effect immediately.

Complete Streets Projects Worksheet

PROJECT AREA

Project Title	
Project Location	
Description	

1. Is the project compliant with Complete Streets standards?

If not, describe reasons/constraints:

2. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?

School, Government buildings, Downtown, Senior centers, Shopping areas,

Low-income housing, Parks, Medical centers, Other: _____

3. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement? _____ If yes please provide the reason/constraint:

4. Is there any accident data (traffic, pedestrian, bicycle) within this specific area.

Project Checklist

What bicycle and pedestrian facilities currently exist in the project area?

- ADA compliant sidewalk(s)
- Sidewalks buffered from moving traffic
- Curb ramps with detectable warnings
- High visibility crosswalks
- Curb extensions
- Pedestrian traffic signals
- Bike lanes
- Shared-lane markings (sharrows)
- Paved shoulders
- Bicycle-safe inlet grates (see VSL policy)
- On-street parking (see VSL policy)
- Curb bulbs where there is on-street parking
- Bicycle parking
- Connections to bicycling/walking facilities
- Connections to key destinations
- Landscaping, street trees, planters, buffer strips
- Pedestrian-scale lighting
- Public seating or benches
- Truck route signage
- Wayfinding signage
- Sidewalks or curb ramps that do not meet ADA standards

What bicycle and pedestrian facilities are included in the proposed project?

- ADA compliant sidewalk(s)
- Sidewalks buffered from moving traffic
- Curb ramps with detectable warnings
- High visibility crosswalks
- Curb extensions
- Pedestrian traffic signals
- Bike lanes
- Shared-lane markings (sharrows)
- Paved shoulders
- Bicycle-safe inlet grates (see VSL policy)
- On-street parking (see VSL policy)
- Curb bulbs where there is on-street parking
- Bicycle parking
- Connections to bicycling/walking facilities
- Connections to key destinations
- Landscaping, street trees, planters, buffer strips
- Pedestrian-scale lighting
- Public seating or benches
- Truck route signage
- Wayfinding signage
- Minimize curb cuts and driveways to create continuous sidewalk
- Traffic calming
- Access management: reduce conflict points between pedestrians, bicyclists and vehicles
- Relocate utility poles