

RESOLUTION NO. 2013-196

RESOLUTION ADOPTING A COMPLETE STREETS POLICY

At the Regular Meeting of the Town Board of the Town of Fishkill, Dutchess County, New York, held at Francois R. Cross meeting room, 807 Route 52, Fishkill, New York, on the 04th day of September, 2013, at 7:00 P.M.

The meeting was called to order by Robert LaColla, Supervisor, and upon roll being called, the following were present:

PRESENT: Supervisor - Robert LaColla
Council Members - Kurt Buck
Tony Curry
Timothy Tuttle

ABSENT: Brian Callahan

The following Resolution was introduced by Supervisor LaColla and seconded by Councilman Buck.

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 Town of Fishkill 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 Town of Fishkill 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 Town where businesses can thrive while also supporting livable neighborhoods; and

WHEREAS, the Town of Fishkill 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 Town of Fishkill therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires 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;

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. That the Town of Fishkill adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

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

Attachment: Exhibit A

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the Town of Fishkill on _____, 201_.

COMPLETE STREETS POLICY OF TOWN OF FISHKILL

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The Town of Fishkill expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and emergency vehicles.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the Town of Fishkill shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, shared lane-use markings, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and shelters, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the Town of Fishkill such as EAB and Planning Board shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions such as NYSDOT, County DPW, City of Beacon and Village of Fishkill to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide a sample of such opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C. 1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If the Town of Fishkill creates a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.
2. **Street Network/Connectivity.** As feasible, the Town of Fishkill shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If the Town of Fishkill creates a Bicycle and Pedestrian Advisory Committee or a committee of similar capacity, locally sponsored transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project. The Committee shall encourage other transportation agencies to share their planned projects with the Committee for discussion of inclusion of Complete Streets priorities.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the Town of Fishkill are serving each category of users by collecting data on current existing 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. Exemptions

- 1. Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written findings of why accommodations were not included in the project and signed off by the Highway Superintendent and/or Town Engineer. Projects granted exceptions must be made publicly available for review.

The foregoing was put to a vote which resulted as follows:

Robert LaColla, Supervisor	aye
Kurt Buck, Council Member	aye
Brian Callahan, Council Member	absent
Tony Curry, Council Member	aye
Timothy Tuttle, Council Member	aye

Dated: Fishkill, New York
September 04, 2013

Darlene Bellis

Darlene Bellis, Town Clerk