

COMPLETE STREETS: Adopted 2013-07-24 By the Board of Trustees Village of New Paltz**A RESOLUTION PROMOTING THE HEALTH, SAFETY AND GENERAL WELFARE BY ADOPTING AND IMPLEMENTING A COMPLETE STREETS POLICY RESOLUTION**

Whereas, this Resolution shall be known as and may be cited as the "New Paltz Complete Streets Policy" (NPCS) Resolution; and

Whereas, the Village Board finds that the health, safety and general welfare of the Village is directly tied to shared street-space; and

Whereas, the elements of Complete Streets are identified by the National Complete Streets Coalition to encourage street connectivity and create a comprehensive, integrated, connected network for all transportation modes; and

Whereas, this resolution recognizes a range of transportation modes, including, but not specifically limited to: motor vehicles (passenger, commercial, emergency and transit riders), walking, bicycling, personal mobility devices, and public transit; and

Whereas, the resolution further recognizes that Complete Streets encompass mobility and design standards to serve those of all ages and all physical abilities, and

Whereas, all forms of transport over the street system shall receive impartial consideration to effect an equitable and adequate multimodal transportation system; and

Whereas, New Paltz Complete Streets policies advance long-standing community priorities to minimize the need for motor vehicles within the Village, and simultaneously reduce individual and collective susceptibility to the volatility of global markets for nonrenewable energy sources; and

Whereas, Complete Streets policies facilitate full compliance with the State Environmental Quality Review Act (SEQRA) -which requires mitigation of adverse environmental effects; and

Whereas, the Village Board finds that safe and efficient mobility throughout the street system via all modes of transportation is essential to community sustainability, mobility and connectivity within the region and beyond; and

Whereas, the existing street-space reveals obsolete design features undertaken during a period when motor vehicle velocity was prioritized above all other forms of transportation; and

Whereas, Complete Streets policies include undertaking analysis of traffic signal sequencing for motorists and pedestrians, as well as the evaluation of alternatives configurations, such as short-radius roundabouts; and

Whereas, it is recognized by all agencies, public utilities, public authorities having jurisdiction of any portion of the street right-of-way that the New Paltz Complete Streets policy applies to both new and retrofit projects, planning, design phases, as well as maintenance and operations; and

Whereas, the nearly constant commercial and passenger vehicle traffic functioning at poor or failing levels of service (AASHTO) continues to exacerbate impediments to safe and efficient mobility for street-space users of all ages and abilities; and

Whereas, the New Paltz Complete Streets policy resolution will contribute to realization of optimizing facilitates the optimize the practicality of two planning processes about to commence: the Greater New Paltz Safe Routes to School Ulster County Demonstration Plan, and the New Paltz Multimodal Center Feasibility Plan; and

Whereas, a comprehensive sidewalk plan was prepared in 2008 by the New Paltz Bicycle and Pedestrian Committee, and identifies specific locations throughout the Village and adjacent areas outside Village limits necessary for safe and efficient travel on-foot and by bicycle; and

Whereas, existing street lighting utilizes large fixtures, mounted near the tops of shared utility poles 20 feet or more above the sidewalk, are a diffuse light source; whereas a modern street lamp, on its own light-pole one-half the height more effectively focuses light on sidewalks, business frontages, bicycle lanes, crosswalks and other street-space features; and

Whereas, Completes Streets policies serve to prevent vehicular collisions, vehicles-pedestrian collisions and vehicle-bicycle collisions, thereby reducing injury and conserving emergency response resources; and

Whereas, the centrally located New Paltz bus terminal has numerous scheduled daily departures south to New York City and north to Albany, and points beyond; and

Whereas, the broad span of crosswalks in the Village exist in contrast to communities that have implemented streetscape improvement programs resulting in the expansion of curbed pedestrian- safe areas at intersections, thereby narrowing the span of street crossings; and

Whereas, some existing conditions at specific sections of sidewalks, street crossings, protruding stoops, vestibules, and parking meters impede passage, and failing to comply with the Americans with Disabilities Act (ADA); and

Whereas , Complete Streets policies and best practices will foster pubic investment at several village locations where the Wallkill River Rail Trail intersects the street network; and

Whereas, the Village intends to implement enhancements identified existing planning documents, as well as adhere to national standards and those implemented in other urban environments; and

Whereas, a large number of village residents are full-time students at SUNY New Paltz, and residing both on and off Campus, where driving is unnecessary; and

Whereas, the New Paltz Complete Streets policy resolution is consistent with the recently completed Mid-Hudson Regional Sustainability Plan; and

Whereas, Complete Streets policies, as applied to urban design, have been shown to discourage both minor and major types of crimes; and

Whereas, Complete Streets policies encourages greater discipline and mutual respect between all street-space users; and

Whereas, the placement of temporary official LED signage within the shared portion of the roadway (i.e., shoulders or pedestrian/bike routes) is inconsistent with Complete Streets policies and should be prohibited; and

Whereas, sidewalks along Main Street are in certain locations not continuous; pedestrians, cyclists and disabled users are forced to negotiate sections with no sidewalks, or any controlled/ channeled access; and

Whereas, vehicular access points along Main Street should be reevaluated in order to implement mitigating measures to the interruption of bike-ped continuity and the potentially dangerous interactions of different users of the streets; and

Whereas, Complete Streets policies are vital to realizing the objectives of the proposed North Chestnut Gateway Zoning District; and

Whereas, data compiled during the 2010 Decennial U.S. Census show pedestrians and cyclists comprise a much greater portion of all users than in other comparable communities; and

Whereas, the Village street-space accommodates a large and diverse group of visitors as well as abundant vehicular thru traffic, and incomplete streets inhibit the safe and orderly movement via all modes of transportation; and

Whereas, transportation enhancements are necessary where two transportation corridors meet, such as the multimodal junction Main Street/NY 299 and the Wallkill Valley Rail Trail; and

Whereas, implementation of a Complete Streets policy will serve to improve walking and cycling connections between the Central Business District and the Huguenot Street Historic District; and

Whereas, Complete Streets will create a more broad pedestrian area along retail storefronts, expanding available space for outdoor seating, and retail display, generally fostering the highest and best economic and civic use of the street-space; and

Whereas, the 2010 Decennial U.S. Census American Community Survey estimates that 30 percent of Village residents walk to work, with comparatively high numbers of other residents riding bicycles or walking to the in-town bus station or other local and regional transit stops; and

Whereas, this is especially significant where approximately 38% of the population live at or below the poverty level and are especially susceptible to rising energy costs; and

Whereas, adoption and implementation of Complete Streets policies will help attain environmental justice objectives through equitable apportionment of the street space; and

Whereas, the New Paltz Complete Streets policy resolution shall, inasmuch as practicable, apply to all improvements, development, site alterations, repairs and maintenance; and

Whereas, performance standards identified by the New Paltz Complete Streets policy resolution shall include, but not be limited to:

1. Removal of obsolete, redundant or worn signage, so as not to distract users.
2. Identify and correct features that do not meet the standards set by the Americans with Disabilities Act.
3. Narrow the span of crosswalks within which users are exposed to injury by vehicular traffic.
4. Reduction in the speed limit on Village Streets from 30 miles per hour to 25 miles per hour, and install engineered table-top speed control features at appropriate locations. NOT LEGAL WITHOUT APPROVAL OF THE NEW YORK STATE LEGISLATURE.
5. Widen sidewalks and install streetscape features that promote street-space activity, enhance civic life, while also alerting drivers that motorists are not predominant among street-space users.
6. Create safe bicycling routes through village streets so that use of this mode of transportation may be optimized without concern for safety.
7. Identify sources of funds to implement improvements that meet these performance standards.
8. Extend non-motor vehicle space along streets to provide for outdoor street activity, including outdoor retail display and outdoor seating for restaurants and cafes.

Whereas, case-specific exceptions to the New Paltz Complete Streets policies shall be considered on an individual basis, and can be permitted upon an official finding that 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need; and

BE IT THEREFORE RESOLVED THAT, each village, town, county, state, federal agency, and public utility, public authority, educational institutions, and adjacent owners of private property shall act in accordance with the New Paltz Complete Streets policy resolution as set forth herein.

Adopted by Board of Trustees 7-24-2013