

**RESOLUTION OF THE CITY OF RYE  
ESTABLISHING A COMPLETE STREETS POLICY**

WHEREAS the City of Rye is committed to improving the safety of pedestrians and cyclists, especially children and elderly who are at greater risk due to their dependence on non-motorized facilities; and,

WHEREAS the presence of walkers and cyclists in a community is an indication of a vibrant and healthy community; and,

WHEREAS walkable neighborhoods increase community interaction and create sense of community pride; and,

WHEREAS the City of Rye is committed to encouraging healthy lifestyles for all by promoting active living; and,

WHEREAS the City of Rye is committed to reducing both dependence on fossil fuels and well as the air and noise pollution associated with automobile use; and,

WHEREAS the City of Rye is committed to providing viable transportation alternatives to the automobile; and,

WHEREAS, if a roadway is not reasonably meeting the needs of the types of users who would logically benefit from traveling along that route, it is not considered to be complete; and,

WHEREAS a street is considered complete when it is designed and operated to safely accommodate all users including motorists, pedestrians, bicyclists, transit riders and people of all ages and abilities; and,

WHEREAS streets that support and invite multiple uses, including safe space for pedestrians, bicycles and public transportation, are more conducive to the efficient and safe movement of people than streets designed primarily to move automobiles and trucks; and,

WHEREAS Complete Streets result in safe routes for children to walk and bicycle to school; and,

WHEREAS when roads are better designed for bicycling, walking and transit, more people do walk and bike; and,

WHEREAS more children are likely to walk or bike to school when sidewalks or footpaths are present and there are safe street crossings; and,

WHEREAS designing roads with all users in mind from the beginning saves costly retrofits; and,

WHEREAS a Complete Streets concept recognizes the need for flexibility, that all streets are different, that user needs should be balanced, and that the roadway design must fit in with the context of the community.

NOW, THEREFORE, BE IT RESOLVED that the City of Rye commits to a Complete Streets Policy which provides as follows:

1. Vision

It is envisioned that these actions will result in a greater number of individuals freely choosing alternative transportation modes (walking, bicycling, mass transit, etc.), which will lead to healthier lifestyles, improved air and water quality, and a safer, more sustainable transportation system.

2. Definitions

The term "Complete Streets Policy" means a transportation policy that ensures the consideration in all phases of project planning and development, of the needs of all users of the transportation system including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, as well as those of motorists including buses, trucks, and emergency vehicles.

3. Purpose

The purpose of this Policy is to promote the design of surface transportation corridors that balance the needs of all users of the network while incorporating community values as well as qualities of environmental stewardship; scenic, aesthetic, historic and natural resource preservation; safety; security; mobility and individual freedom.

4. Directives

- a. The City of Rye will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians, people requiring mobility aids, bicyclists, transit users and motorists, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various

users will need to be balanced in a flexible manner.

- b. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicyclists and pedestrians, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, repaving, or changes in the allocation of pavement space on an existing roadway.
- c. In addition to design elements such as bike lanes, street treatments that are used to make streets more complete include, but are not limited to: sidewalks, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts.
- d. The City will seek to carry out projects that eliminate identified gaps in the sidewalk and key corridor networks. The project development process should include identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. Factors that should be addressed when making that assessment include the following:
  - i. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;
  - ii. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated during the expected life of the project;
  - iii. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
  - iv. Whether nearby routes that provide a similar level of convenience and connectivity already exist.
- e. The needs of bicyclist and pedestrian transportation users shall be incorporated into all roadway projects except under one or more of the following conditions:

- i. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling.
  - ii. The cost of establishing a bikeway, walkway or other transit enhancement is excessive and disproportionate.
  - iii. The construction is not practically feasible because of significant or adverse impacts on neighboring land uses or the environment.
  - iv. There is a clear absence of both current and expected future bicycling and pedestrian use.
- f. Any exception to the application of this Complete Streets Policy to a specific roadway project must be approved by the City Council.

BE IT FURTHER RESOLVED, that the Traffic and Pedestrian Safety Committee, Charter Article 20A, Section § C20A-3. ("Purpose and duties") be amended to include the monitoring of the Directives set forth herein.

BE IT FURTHER RESOLVED that the City Council commits to including this Complete Streets policy and its principles in all future City Plans.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution be forwarded to the Governor of the State of New York, State Assemblyman George Latimer, Westchester County Legislator Judy Myers, the New York State Department of Transportation, and the Westchester County Planning Department.