

Appendix B - Town of
Bethlehem Complete Streets
Resolution

RESOLUTION NO. 30

TOWN BOARD
TOWN OF BETHLEHEM
RESOLUTION
COMPLETE STREETS

WHEREAS, a goal of the Town of Bethlehem Comprehensive Plan is to improve mobility – the ability of people, regardless of age and status, to engage in desired activities throughout the Town; and

WHEREAS, the Town of Bethlehem Comprehensive Plan recommends maintaining and enhancing bicycle and pedestrian connections within neighborhoods, and between neighborhoods and hamlet centers;

WHEREAS, the Town of Bethlehem has established a pathways committee (PaTHs 4 Bethlehem) to explore bicycle and pedestrian facility connections and address issues; and

WHEREAS, bicycling and walking are important forms of transportation and recreation in our community; and

WHEREAS, bicycling and walking contribute to health, fitness, neighborhood vitality, social interaction, and economic development; and

WHEREAS, the full integration of all modes in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life; and

WHEREAS, educating the public about safety, health and mobility are part of being a quality community; and

WHEREAS, Complete Streets are defined as facilities that are designed and operated to enable safe and efficient access for all users. Persons with disabilities, pedestrians, bicyclists, motorists and transit riders are able to safely and efficiently move along and across a complete street.

NOW, THEREFORE, BE IT RESOLVED, the intent of the Town of Bethlehem Complete Streets Policy is to recognize bicyclists and pedestrians as equally important as motorists in the planning and design of all new street construction and street reconstruction undertaken by the Town.

BE IT FURTHER RESOLVED, it is also the intent of the Town of Bethlehem Complete Streets Policy to recognize that local Town streets with low vehicle volumes and slow travel speeds safely and efficiently accommodate bicyclists and pedestrians. However, principal Town roads that are characterized as having high vehicle volumes and high travel speeds, and are important for bicycle and pedestrian travel to access and connect to destinations in and adjacent to the Town, shall be considered for Complete Streets treatment.

BE IT FURTHER RESOLVED, that the Town Board hereby resolves to establish a Complete Streets Policy as follows:

Engineering: The Highway Superintendent shall consider the safe and efficient accommodation of bicyclists and pedestrians in all new street construction and street reconstruction undertaken by the Town of Bethlehem.

1. In addition, where the need for bicyclist and pedestrian facilities has been established or is defined in Town planning documents, including but not limited to the Bicycle and Pedestrian Priority Network identified by the PaTHs 4 Bethlehem Committee, the Highway Superintendent shall consider the addition of safe bicyclist and pedestrian facilities in new street construction and street reconstruction undertaken by the Town of Bethlehem. The addition of the bicyclist and pedestrian facilities shall be consistent with the scope of the improvement project, context sensitive to the surrounding environment, and shall not be disproportionate with the cost of the larger project.

2. Bicyclist and pedestrian facilities are defined as improvements that are above and beyond the normal space, surfaces, pavement markings, and signing that would routinely be incorporated into street design and maintenance for the accommodation of bicyclists and pedestrians. These facilities shall include but not be limited to sidewalks, curb cuts and ramps, marked crosswalks, pedestrian actuated signals, paved shoulders, bicycle route signing, bicycle lanes, bicycle parking facilities, and shared use paths.

3. Bicycle and pedestrian facilities may be planned, designed, developed and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT), and the American Association of State Highway and Transportation Officials (AASHTO) or other guidelines approved by the Town of Bethlehem.

4. Whereas, if the Highway Superintendent determines that the inclusion of bicycle and/or pedestrian facilities are unable to be accommodated on a roadway or within Town right-of-way proposed for construction or reconstruction, he/she shall provide said determination in writing, with supporting documentation, to the Town Board for their information. Education and

Encouragement: The Town supports the promotion of bicycling and walking for health, fitness, transportation and recreation through events, programs and other educational activities, which benefit residents, students, businesses and visitors of all ages and abilities. These activities can be coordinated with the PaTHs 4 Bethlehem Committee, other Town Committees and Departments, local bicycle clubs, schools, health organizations and other partners.

Furthermore, the Town encourages the NYSDOT and Albany County to consider a Complete Streets approach when constructing or reconstructing their respective streets in the Town.

Enforcement: The Town will provide a balanced enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians and bicyclists. This will include enforcement of pedestrian's right-of-way in crosswalks, bicyclists riding with traffic and all modes sharing the road safely.

Additionally, the Town may consider the use of traffic calming applications as an alternative to bicycle and pedestrian facilities. Traffic calming applications help to physically or psychologically calm motor vehicle traffic behaviors, thereby aiding in the enforcement of a safe environment for bicycle and pedestrian travel.

On a motion by Mrs. Dawson, seconded by Mr. Kotary, and by a vote of 5 for, 0 against and 0 absent, this RESOLUTION was adopted on August 12, 2009.