

COUNCIL RESOLUTION # 98 OF 2015

ADOPTING A COMPLETE STREETS POLICY

By Councilor Cuddy

August 6, 2015

WHEREAS, the Auburn City Council desires to adopt a Complete Streets Policy for the City of Auburn; and

WHEREAS, the definitions for a Complete Streets Policy are:

- “Complete Streets” is defined as streets that are safe, convenient and comfortable for all ages and abilities using any mode of transportation (motor vehicle, public transportation, foot, bicycle, etc.).
- “Complete Streets Program” is a system of implementing Complete Streets.
- “Multi-modal transportation” refers to various modes of transportation (walking, bicycling, automobile, public transit, etc.); and

WHEREAS, the Auburn City Council recognizes that the needs of bicyclists and pedestrians of all ages and abilities should be considered in the planning and design of all new street construction and street reconstruction undertaken in the City; and

WHEREAS, Complete Streets concepts, design-features and practices include, but are not limited to sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees, landscaping, planting strips, lighting, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, way finding signs, benches, bicycle parking facilities, bus pull-outs, bus stop shelters, sidewalk snow removal, bicycle lane maintenance, and traffic calming measures such as curb bump-outs, center islands, and pavement markings; and

WHEREAS, Complete Streets has been recognized and adopted as law in New York State; and over 300 Complete Streets policies and laws have been adopted at the state, county, town, village and city levels across the country for the purpose of improving multi-modal transportation options, safety, and accessibility for all users; and

WHEREAS, the Auburn City Council recognizes that Complete Streets will increase opportunities for multi-modal transportation, increase the capacity and efficiency of the road network, incorporate traffic calming actions, limit greenhouse gas emissions, improve social interactions, create a stronger sense of community, strengthen the local economy, and improve the quality-of-life for people in the community; and

WHEREAS, the Auburn City Council and the Superintendent of Engineering Services have the ability to work with the Auburn Planning and Economic Development Department, to explore the development, maintenance and enhancement of pedestrian, bicycle and trail connections within neighborhoods, the Auburn city center and outlying neighborhoods and area of the City of Auburn and put into practice a Complete Streets Program to address issues of these amenities.

NOW THEREFORE BE IT RESOLVED that the Auburn City Council hereby recognizes the importance of creating Complete Streets through the planning, design, budgeting and implementation of local highway, street, and sidewalk projects undertaken by and in the City that enable safe multi-modal transportation for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities; and

BE IT FURTHER RESOLVED that the Auburn City Council encourages the New York State Department of Transportation and the City of Auburn to incorporate Complete Streets concepts, design-features, and practices in the planning design and construction, reconstruction and rehabilitation of their respective roadways in the City of Auburn; and

BE IT FURTHER RESOLVED that the Auburn City Council hereby adopts the following Complete Street Policy as an official policy of the City of Auburn:

1. The City of Auburn Superintendent of Engineering Services shall incorporate Complete Streets concepts, design features and practices, to the extent appropriate and feasible, in the planning, design, budgeting and implementation of local highway, street and sidewalk improvement projects undertaken by the Auburn City Council.

2. Context Sensitivity. The addition of Complete Streets facilities shall be consistent with the scope of the construction or improvement project, sensitive to the surrounding environment, and shall not be disproportionate with the cost of the larger project.

3. Guidance. Complete Streets facilities shall be planned, designed, developed, and maintained in accordance with bicycle and pedestrian facility guidelines adopted by the United States Federal Highway Administration, New York State Department of Transportation, the American Association of State Highway and Transportation Officials, and other guidelines approved by the Auburn City Council.

4. Determinations. If the City of Auburn Superintendent of Engineering Services determines that the inclusion of bicycle or pedestrian facilities are unable to be accommodated on a roadway or within the City of Auburn right-of-way proposed for construction or improvement, the Superintendent of Engineering Services shall provide said determination in writing, with supporting documentation, to the Auburn City Council for their information.

5. Revisions to Plans and Policies. The City of Auburn will incorporate Complete Street principles into its Comprehensive Plan, Zoning Code, and other plans, manuals, rules, regulations and programs.

6. Funding. The City of Auburn shall actively seek sources of appropriate funding for Complete Streets facilities to implement this policy, including federal transportation funds, state grants, Consolidated Local Street and Highway Improvement Program (CHIPS) funds, and local funds.

; and

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

Seconded by Councilor McCormick

	Ayes	Noes
Councilor McCormick	X	
Councilor Camardo	X	
Councilor Cuddy	X	
Councilor Ruzicka	X	
Mayor Quill	X	
Carried and Adopted	X	

I do hereby certify that the foregoing is a correct copy of the vote for Council Resolution #98 of 2015 of the City Council of the City of Auburn, N.Y., at a regular meeting thereof, held in the Council Chambers, Memorial City Hall, in said city, on the 6th day of August, 2015 and that the City Council approved such by the vote listed above.



Charles Mason, City Clerk Date: August 6, 2015