

Town of Tonawanda, NY  
Complete Streets Policy

I. Vision Statement:

The Town shall develop a safe, reliable, efficient, attractive, and connected multi-modal transportation system that will provide the opportunity for all users including children, older adults, and individuals with disabilities to access their daily needs.

II. Scope of Applicability:

- A. All transportation facilities within a public right-of-way including streets, sidewalks, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently. These provisions shall include both on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- B. The Town shall create a comprehensive, integrated and connected network of transportation options for all modes of travel, designed and operated to enable appropriate and safe access for all users.
- C. Any private development that is the subject of site plan review through the Zoning Law (L.L. 215) or Subdivision Law (L.L. 185) will be required to include any necessary complete streets transportation elements that allow all users to connect to the public transportation network.
- D. Any capital project undertaken by the town within any complete block of the public right of way shall be designed such that the surface restoration shall be replaced in compliance with the latest design guidance set forth herein.

III. Exceptions:

- A. Accommodation is not necessary on corridors where specific users are prohibited, such as the interstate highway system.
- B. Where cost is excessively disproportionate from the implementation of necessary accommodations of all users in conformance with this policy. Such excessive cost prohibition must be documented, reviewed by the Complete Streets Committee and made available to the public.
- C. To the greatest extent feasible, all right-of-way areas within the corporate limits of the Town will conform to the Town's complete streets policy. Any exception to this policy must be made by the agency with jurisdiction over the right-of-way project.

1. Within Town right-of-way areas, the Town's Highway Superintendent shall have the discretionary authority to grant exceptions.

2. Within County of Erie right-of-ways, the Commissioner of Public Works shall have the discretionary authority to grant exceptions.

3. Within State of New York right-of ways, the Regional Director of the Department of Transportation shall have the discretionary authority to grant exceptions.

#### IV. Design Guidelines

A. The Town shall require the use of the best design guidance available for the planning and design of the complete streets network. Consideration of local context sensitivity will also guide the basis for design and implementation of the network segments. These design guidelines may include, but not be limited to, the:

1. Highway Design Manual, New York State Department of Transportation
2. Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 2010, Institute of Transportation Engineers (ITE) and Congress for the New Urbanism. [508-compliant]
3. Guide for the Development of Bicycle Facilities, 2012, AASHTO.
4. Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004, AASHTO.
5. Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, 2011 and 2013, U.S. Access Board.
6. Roadside Design Guide, 2011, AASHTO.
7. Urban Bikeway Design Guide, 2012, National Association of City Transportation Officials.
8. Urban Street Design Guide, 2013, National Association of City Transportation Officials.
9. Achieving Multimodal Networks, 2016, U.S. DOT Federal Highway Administration

#### V. Performance Measures

A. The Town will use a variety of performance measures to gauge the effectiveness of the complete streets initiative including:

1. American Community Survey – Commuter Data
2. Crowd sourced bicycle route data (internet-based mobile applications)
3. Walk Score™ - Walkability rankings
4. Number of Bike Lane Miles Installed
5. Number of new ADA-compliant curb ramps built
6. Bicycle, pedestrian, and multi-modal levels of service (LOS)
7. Mileage of sidewalks improved and maintained
8. Number of multi-user transit stops installed
9. Number of bicycle parking facilities installed
10. Number of children walking or biking to school

## VI. Implementation

The Town will develop a Transportation Alternatives Plan to begin implementation during the next several Capital Improvement Program cycles. Key to the successful implementation of the complete streets network are the following elements:

A. Education and Public Outreach – The Town will actively engage the public on the proposed re-programming of right-of-way area and any new design alternatives contained in projects as they are proposed. Town staff will provide educational material to all effected residents and businesses. The Town’s website will offer another portal for public outreach through a variety of informational resources.

B. Programming and Finance - The Town will provide for sufficient financing and corresponding implementation schedule contained in the Capital Improvement Program (CIP) to achieve the vision established in this policy document. All available revenue sources will be pursued to assist in achieving the implementation objectives.

C. Post-Implementation Evaluation – The Town’s Complete Streets Committee will continue to assess the effectiveness of the complete streets initiative and plan or reform necessary implementation steps accordingly.