



## VILLAGE OF MILLERTON

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### Resolution 2023-39

#### VILLAGE OF MILLERTON “COMPLETE STREETS” POLICY

**WHEREAS**, “Complete Streets” are defined as streets that are safe, convenient and comfortable for all ages and abilities using a variety of modes of transportations, such as motor vehicle, bicycle, foot, etc; and

**WHEREAS**, “Sustainable Complete Streets” are defined as Complete Streets with elements of design, construction, and operation that also serve environment sustainability; and

**WHEREAS**, Complete Street design features and practices include but are not limited to sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, “share the road” signage, crosswalks, curb ramps, audible or visual pedestrian crossing signals and signage, traffic calming measures such as curb bump-outs, center islands and pavement markings, sidewalk snow removal and routine shoulder and bike lane maintenance; and

**WHEREAS**, promoting pedestrian, bicycle, and public transportation travel as an alternative to automobiles reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

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

**WHEREAS**, Complete Streets has been recognized and adopted as policy at the Federal, State, County, Town, Village and City levels of government in the interest of improving safety and accessibility for all users and

**WHEREAS**, the Village of Millerton has begun to address these concerns with the Pedestrian Plan (2018) and Comprehensive Plan (2019); and

**WHEREAS**, will continue to address the current need of pedestrian, bicycle, and trail amenities, as well as future demand for alternative modes of transportation; and

**WHEREAS**, Sustainable Complete Streets Programs are supported by the Institute of Traffic Engineers, The American Planning Association, the American Public Health Association, the State of New York and Many other transportation planning and public health professionals,

**NOW, THEREFORE, BE IT RESOLVED**, that the Village of Millerton will, to the extent practical, reasonable, and affordable, continue to view all improvements as opportunities to improve safety, access, and mobility for all travelers in the Village of Millerton and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

**BE IT FURTHER RESOLVED**, the Village of Millerton will consider incorporating Complete Streets design features and practices in the planning, design, approval and implementation process for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network whenever feasible; and will consider Complete Streets opportunities at each Village Board meeting where the DPW Supervisor, Zoning Board of Appeals, or Planning Board initiates a planning project or presents planned work, and

**BE IT FURTHER RESOLVED**, when planning future road construction or reconstruction, the DPW Supervisor or Board will consider/suggest Complete Street designs opportunities, as outlined in Exhibit A, if appropriate:

**BE IT FURTHER RESOLVED**, that exceptions may be considered when:

1. The cost of providing accommodation is excessively disproportionate to the need or probable use.
2. The existing and planned population, employment densities, traffic volumes, etc. around a particular facility is so low as to demonstrate an absence of current and future need.
3. The work is routine maintenance that does not change the facility's operations, such as mowing, sweeping, and spot pavement repair. Capital road projects: (e.g., resurfacing, pavement markings, overlays, etc.) are not exempted, as they may provide opportunities for improvements to shoulder widths and/or conditions, pavement markings and signage.
4. There is a reasonable and equivalent project near the facility under consideration that is already programmed to provide the accommodations promoted by this Guideline.
5. The accommodations are not practical in the context of the project under consideration.
6. In its review of a project, the Planning Board, Zoning Board of Appeals or Village Board has determined that this Guideline, in part or in its entirety, cannot be implemented, and

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

MOTION MADE BY: Trustee Lisa Hermann

SECONDED BY: Trustee Matt Hartzog

The resolution was voted upon with all Board members voting as follows:

Jennifer Najdek,	Mayor	AYE
Alicia Sartori,	Deputy Mayor	ABSENT
Lisa Erdner,	Trustee	AYE
Matthew Hartzog,	Trustee	AYE
David Sherman,	Trustee	AYE

Dated: October 23, 2023

Millerton, New York



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Lisa Cope, Village Clerk

## **EXHIBIT A**

This document is to be used as an aid in incorporating Complete Streets design features and practices into the workings of the Village of Millerton.

### **COMPLETE STREETS PRINCIPLES**

Sustainable Complete Streets are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability. Keep in mind the following principles while considering their implementation into a project. Will it:

- Encourage diverse modes of transportation
- Improve accessibility, bicycle safety and pedestrian safety

### **COMPLETE STREETS DESIGN CONSIDERATION CHECKLIST**

When in the planning, design, approval and implementation process for any construction, reconstruction, retrofit, or maintenance project, consider the following Complete Streets Design Features, some of which were highlighted in the Pedestrian Plan.

1. Repair/replace/extend sidewalks
2. ADA compliant curb ramps
3. Mark crosswalks and improve signage
4. Signalize crosswalks
5. Shared lane markings and signs
6. Amenities such as pedestrian-scale lights, benches, bicycle racks, etc. and improved public spaces
7. Land use changes to support walkability and access to parks
8. Bicycle wayfinding signage
9. Bike lanes
10. Shared bike way markings and signage