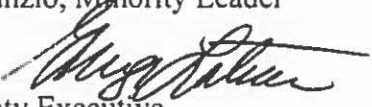


May 24, 2021

TO: Hon. Benjamin Boykin, Chair
Hon. Alfreda Williams, Vice Chair
Hon. MaryJane Shimsky, Majority Leader
Hon. Margaret Cunzio, Minority Leader

FROM: George Latimer 
Westchester County Executive

RE: Message Requesting Immediate Consideration: **ACT – Complete Streets
Policy Regulations.**

This will confirm my request that the Board of Legislators allow submission of the referenced communication to be submitted to the Board of Legislators May 24, 2021 Agenda.

Transmitted herewith is an Act amending Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy.

Therefore, since this communication is of the utmost importance, it is respectfully submitted that the County Board of Legislators accepts this submission for May 24, 2021 “blue sheet” calendar.

Thank you for your prompt attention to this matter.



George Latimer
County Executive

May 5, 2021

Westchester County Board of Legislators
800 Michaelian Office Building
148 Martine Avenue, 8th Floor
White Plains, New York 10601

Dear Honorable Members of the Board:

I respectfully request that your Honorable Board adopt the attached Act amending Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy to promote the construction of multiple use roadways.

As you are aware, in 2013, this Honorable Board adopted Act No. 170-2013 which established a Complete Streets Policy for Westchester County. The Complete Streets Policy required any construction or renovation to any County roadway to consider the feasibility of including features that would promote its use by and enhance the safety of pedestrians, bicyclists, the users of public transportation, school bus riders, motorists, movers of commercial goods, persons with disabilities, senior citizens and emergency service providers.

Westchester's aging population requires greater accommodation to stay mobile, active, and maintain their independence. Surveys show that among Americans 50 and older, 48 percent reported they had no comfortable place to wait for the bus, while 55 percent reported unsatisfactory sidewalk access in their neighborhood. Seniors are also disproportionately represented in pedestrian fatalities. Despite comprising less than 17 percent of the total population, seniors represented 21 percent of pedestrian fatalities in 2020. Complete Streets present seniors with a wider and more suitable range of transit opportunities and enable them to pursue a more active and healthy lifestyle. In addition, incomplete streets pose a major safety risk to disabled residents. Poor sidewalk coverage and a lack of adequate curb ramp access make wheelchair travel difficult and can force disabled residents into the street. Blind residents often struggle to cross the street in areas lacking crosswalks and pedestrian signals with audio cues. A comprehensive Complete Streets policy can help remedy these issues by enforcing ADA Accessibility Guidelines and tracking the accessibility of bus stops and roadways. Moreover, Westchester families rely on intelligent street design to keep children safe and active. Bike lanes and broad shoulders make bicycling to school a safer, and more comfortable activity for

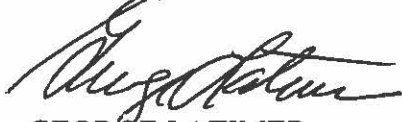
Westchester's youth. One study found that while 71% of American adults walked or rode their bicycles to school as children, only 17% of Americans under 18 today will do the same: contributing to the extant crisis of inactivity and childhood obesity.

Westchester County seeks to develop and maintain a safe, accessible, and equitable transportation network for people of all ages and abilities that facilitates effective use of all modes of transportation including driving, walking, bicycling, and public transportation. The Complete Streets Policy shall apply to the planning, designing, construction, operation, maintenance, and rehabilitation of all transportation related elements of projects involving County property or County funding, including streets, bridges, sidewalks, trails, and pathways. The amendment to the 2013 Complete Streets Policy will require design process and standards as well as performance measures related to the planning, design, construction, operation, maintenance, and rehabilitation of all transportation related elements of projects involving County property or County funding. Prior to final authorization of any transportation related project involving County property or County funding, the Complete Streets Policy Check List (attached hereto) shall be completed by the sponsoring Department and submitted to the Commissioner of Public Works and Transportation for approval. The Commissioner of Public Works and Transportation will be required to submit a report annually documenting compliance with this policy and describing any issues or opportunities for improvement. The County will implement this policy in a manner that is sensitive to the scenic, historical, and environmental integrity of the community in which the project is situated.

As you know, this Honorable Board must comply with the requirements of the State Environmental Quality Review Act ("SEQRA"). Your Committee is advised that the Department of Planning has reviewed the applicable SEQRA regulations, and has concluded that this proposed Act constitutes a Type II action which does not require further environmental review. Your Committee concurs with that conclusion.

I respectfully request that your Honorable Board adopt the attached Act amending Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy to promote the construction of multiple use roadways.

Sincerely,



GEORGE LATIMER
County Executive

GL/nn
Enclosure

TO: HONORABLE BOARD OF LEGISLATORS
COUNTY OF WESTCHESTER

Your Committee recommends adoption of “An Act amending Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy to promote the construction of multiple use roadways.”

Your Committee is aware that in 2013, this Honorable Board adopted Act No. 170-2013 which established a Complete Streets Policy for Westchester County. The Complete Streets Policy required any construction or renovation to any County roadway to consider the feasibility of including features that would promote its use by and enhance the safety of pedestrians, bicyclists, the users of public transportation, school bus riders, motorists, movers of commercial goods, persons with disabilities, senior citizens and emergency service providers.

Your Committee is informed that Westchester’s aging population requires greater accommodation to stay mobile, active, and maintain their independence. Surveys by the National Highway Traffic Safety Administration show that among Americans 50 and older, 48 percent reported they had no comfortable place to wait for the bus, while 55 percent reported unsatisfactory sidewalk access in their neighborhood. Seniors are also disproportionately represented in pedestrian fatalities. Despite comprising less than 17 percent of the total population, seniors represented 21 percent of pedestrian fatalities in 2020. Complete Streets present seniors with a wider and more suitable range of transit opportunities and enable them to pursue a more active and healthy lifestyle.

Your Committee is further informed that incomplete streets pose a major safety risk to disabled residents. Poor sidewalk coverage and a lack of adequate curb ramp access make wheelchair travel difficult and can force disabled residents into the street. Blind residents often struggle to cross the street in areas lacking crosswalks and pedestrian signals with audio cues. A comprehensive Complete Streets policy can help remedy these issues by enforcing ADA Accessibility Guidelines and tracking the accessibility of bus stops and roadways.

Your Committee is also mindful that Westchester families rely on intelligent street design to keep children safe and active. Bike lanes and broad shoulders make bicycling to school a safer, and more comfortable activity for Westchester's youth. One study found that while 71% of American adults walked or rode their bicycles to school as children, only 17% of Americans under 18 today will do the same: contributing to the extant crisis of inactivity and childhood obesity.¹

Your Committee is advised that Westchester County seeks to develop and maintain a safe, accessible, and equitable transportation network for people of all ages and abilities that facilitates effective use of all modes of transportation including driving, walking, bicycling, and public transportation. The Complete Streets Policy shall apply to the planning, designing, construction, operation, maintenance, and rehabilitation of all transportation related elements of projects involving County property or County funding, including streets, bridges, sidewalks, trails, and pathways. The amendment to the 2013 Complete Streets Policy will require design process and standards as well as performance measures related to the planning, design, construction, operation, maintenance, and rehabilitation of all transportation related elements of

¹ Appleyard, B. (2005). Livable Streets for Schoolchildren. NCBW Forum.

projects involving County property or County funding. Prior to final authorization of any transportation related project involving County property or County funding, the Complete Streets Policy Check List (attached hereto) shall be completed by the sponsoring Department and submitted to the Commissioner of Public Works and Transportation for approval. The Commissioner of Public Works and Transportation will be required to submit a report annually documenting compliance with this policy and describing any issues or opportunities for improvement. The County will implement this policy in a manner that is sensitive to the scenic, historical, and environmental integrity of the community in which the project is situated.

As you know, this Honorable Board must comply with the requirements of the State Environmental Quality Review Act ("SEQRA"). Your Committee is advised that the Department of Planning has reviewed the applicable SEQRA regulations, and has concluded that this proposed Act constitutes a Type II action which does not require further environmental review. Your Committee concurs with that conclusion.


Your Committee, after careful consideration, recommends adoption of this Act.

Dated: _____, 2021
White Plains, New York

COMMITTEE ON

Sdk-5-5-21

TO: Stacey Dolgin-Kmetz, Chief Deputy County Attorney
Department of Law

FROM: David S. Kvinge, AICP, RLA, CFM 
Director of Environmental Planning

DATE: May 13, 2021

SUBJECT: **STATE ENVIRONMENTAL QUALITY REVIEW FOR
COMPLETE STREETS POLICY REGULATIONS**

PROJECT/ACTION: Amendment of Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy to promote the construction of multiple use roadways. The purpose of the policy is to maintain a safe, accessible, and equitable transportation network for people of all ages and abilities that facilitates effective use of all modes of transportation including driving, walking, bicycling, and public transportation. The amendment will require design process and standards as well as performance measures related to the planning, design, construction, operation, maintenance, and rehabilitation of all transportation-related elements of projects involving County property or County funding, including streets, bridges, sidewalks, trails, and pathways.

With respect to the State Environmental Quality Review Act and its implementing regulations 6 NYCRR Part 617, the Planning Department recommends that no further environmental review is required because the project/action:

- DOES NOT MEET THE DEFINITION OF AN "ACTION" AS DEFINED UNDER SECTION 617.2(b)**
- MAY BE CLASSIFIED AS TYPE II PURSUANT TO SECTIONS:**
- **617.5(c)(27):** conducting concurrent environmental, engineering, economic, feasibility and other studies and preliminary planning and budgetary processes necessary to the formulation of a proposal for action, provided those activities do not commit the agency to commence, engage in or approve such action;
 - **617.5(c)(33):** adoption of regulations, policies, procedures and local legislative decisions in connection with any action on this list.
-

COMMENTS: The action facilitates the consideration of appropriate transportation design elements where the County has authority. Projects involving construction will still be required to undergo environmental review as required by SEQR. In general, the proposed action will benefit

the public and the environment by serving the needs of seniors and the disabled, promoting pedestrian and bicyclist safety, encouraging physical fitness, and reducing motor vehicle use.

DSK/cnm

cc: Steven Bass, Assistant to the County Executive
Peter McCart, Director of Energy Conservation and Sustainability
Norma Drummond, Commissioner
Claudia Maxwell, Associate Environmental Planner

ACT NO.

-2021

An Act amending Act No. 170-2013, to add regulations for the implementation of the Westchester County Complete Streets Policy to promote the construction of multiple use roadways.

BE IT ENACTED by the County Board of the County of Westchester as follows:

Section 1. Policy

Pursuant to Act No. 170-2013, a Complete Streets Policy for Westchester County was established which requires Westchester County to develop and maintain a safe, accessible, and equitable transportation network for people of all ages and abilities that facilitates effective use of all modes of transportation including driving, walking, bicycling, and public transportation. The Complete Streets Policy shall apply to the planning, designing, construction, operation, maintenance, and rehabilitation of all transportation related elements of projects involving County property or County funding, including streets, bridges, sidewalks, trails, and pathways.

Section 2. Implementation

The Complete Streets Policy shall require:

1. Any County Department planning to undertake a transportation related project involving County property or County funding to review and consider the scenic, historical, and environmental integrity of the community in which any such project will be situated.
2. Ongoing collaboration between the County Departments of Public Works and Transportation, Planning, Health, and other related County departments and close communication with New York State, municipalities, school districts, and effected residents in planning and construction of all transportation related projects involving County property or County funding.

Section 3. Design Process and Standards

1. Transportation related projects involving County property or County funding shall be designed to achieve the following design principles and objectives:
 - a. Provide transportation options to people of all ages, physical abilities, and income levels;
 - b. Serve the adjacent and destination land uses by enhancing transportation alternatives;
 - c. Enhance the safety and security of streets for those who use them, particularly pedestrians and cyclists;
 - d. Promote connectedness between existing pedestrian and bicycle networks;
 - e. Maximize infiltration of stormwater runoff and the enhancement of the streetscape through the use of porous paving materials and green infrastructure techniques.
2. The following resources may be referenced in developing design details and best management practices for all transportation related projects involving County property or County funding in compliance with the Complete Streets Policy:
 - a. Guide for the Planning, Design, and Operation of Pedestrian Facilities American Association of State Highway Officials (AASHTO);
 - b. Americans with Disabilities Act (ADA) Accessibility Guidelines;
 - c. Institute of Transportation Engineers (ITE) Traffic Calming Measures and Walkable Urban Thoroughfares;
Manual on Uniform Traffic Control Devices (MUTCD);
 - d. National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide;
 - e. New York State Department of Transportation (NYDOT) Complete Streets Standards;
 - f. Public Right-of-Way Accessibility Guidelines (PROWAG).

Section 4. Performance Measures

The Department of Public Works and Transportation shall develop performance measures pursuant to this Policy which shall be incorporated into relevant plans, manuals, policies, processes, and programs. These measures include, but are not limited to:

- a. Total miles of on-street bicycle facilities on County owned and operated roads;

- b. Total miles of County roadways with shoulder widths of four (4) feet or more;
- c. Number of Bee-Line Bus stop shelters;
- d. Number of Bee-Line Bus stop shelters accessible via sidewalks and curb ramps.

Section 5. Evaluation and Enforcement

1. Prior to final authorization of any transportation related project involving County property or County funding, the Complete Streets Policy Check List shall be completed by the sponsoring Department and submitted to the Commissioner of Public Works and Transportation for approval. No transportation related project involving County property or County funding shall be authorized without a completed and approved checklist.
2. All transportation related projects involving County property or County funding shall be evaluated by the sponsoring department for adherence to this policy to ensure incorporation of appropriate design standards in compliance with Section 3 of this Act.
3. If complete streets objectives and design principles pursuant to this policy are unable to be incorporated into any transportation related project involving County property or County funding, the reasons for such inability to adhere to the policy shall be documented in writing by the sponsoring department with a copy sent to the Commissioner of Public Works and Transportation.
4. The Commissioner of Public Works and Transportation shall submit an annual report to the Office of the County Executive and the Board of Legislators documenting the County's compliance with this policy and describing any issues or opportunities for improvement.

Section 6. This Act shall take effect immediately.