

LEGAL NOTICE

At its regular monthly meeting held on January 19, 2022 at 6:30pm, the Village of Canton Board of Trustees unanimously adopted Local Law #1 of 2022, thereby amending the Canton Village Code by adding a new Chapter 129 (“Complete Streets”).

The following is the text of Local Law #1 of 2022, which is also available at www.cantonny.gov.

***Local Law #1 of the Year 2022
Amending the Canton Village Code by
Adding Chapter 129 Titled “Complete Streets”***

WHEREAS, in 2016 the Village of Canton adopted a Complete Streets policy reflective of the New York State “*Complete Streets Act.*” The Village of Canton Board of Trustees wishes to codify the 2016 policy with a framework and process for including Complete Streets elements in public and private projects involving public access, and

WHEREAS, New York Municipal Home Rule Law permits the adoption of local laws by a village in furtherance of the health, safety, and welfare of its residents; and

NOW, THEREFORE, BE IT ENACTED by the Board of Trustees of the Village of Canton, New York, as follows:

- 1. Chapter 129 titled “*Complete Streets*” is hereby adopted and added to the Canton Village Code. Said new Chapter 129 shall read as follows:

CHAPTER 129: COMPLETE STREETS

§129-1. Defining Complete Streets

- A. *In 2016 the Village of Canton adopted a Complete Streets policy reflective of the New York State “Complete Streets Act.” This Chapter 129 of the Village Code codifies the 2016 policy with a framework and process for including Complete Streets elements in public and private projects involving public access.*
- B. *“Complete Streets” means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to move safely along and across a street. Complete Streets typical design features accommodate and facilitate convenient access and mobility of all users, and may include, but need not be limited to: walking paths, sidewalks, paved shoulders suitable for bicyclists, lane striping, bicycle lanes, share the road signage, crosswalks, crossing medians, road diets, pedestrian control signalization, bulb outs, curb cuts, raised crosswalks and ramps, and traffic calming measures.*
- C. *“Transportation facilities” include, but are not limited to, streets, bridges, sidewalks, and all other connecting pathways*

§129-2. Complete Streets implementation goals.

The Village shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

- A. *The Village's goal is to design, build, operate, and maintain a safe, reliable, affordable, efficient, integrated, and connected multimodal transportation network that will promote access, mobility, and health for all users. Complete Streets design will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of public transportation, people of all ages and abilities, motorists, emergency responders, freight providers, and adjacent land users.*
- B. *The Village shall approach transportation improvements and project phases as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Other changes to transportation facilities on streets and right-of-way, including capital improvements, re-channelization projects, and major maintenance, shall also be included.*
- C. *The Village shall collaborate with a joint Town/Village advisory Complete Streets Task Force which shall provide advisory recommendations on proposed projects related to public access to transportation systems.*
- D. *The Village shall foster partnerships with the State of New York, St. Lawrence County, neighboring communities, businesses, schools, and other community services; and coordinate with Village and Town Departments, as appropriate, to develop facilities and accommodations that further the Village's Complete Street program and continue such infrastructure beyond the Village's borders.*
- E. *Complete Streets standards and goals shall be integrated into future Village plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate.*
- F. *When available and practicable, the Village should encourage staff professional development and training on non-motorized transportation issues through conferences, classes, seminars, and workshops.*

§129-3. Scope of applicability.

- A. *Except as exempted in §129-4, all transportation facilities shall meet Complete Streets standards for the following projects and activities:*
 - (1) *Village-owned transportation facilities.*
 - (a) *All Village-owned transportation facilities in the public right-of-*

way including, but not limited to, streets, 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.

(b) The Complete Streets Task Force shall provide an advisory opinion to the Superintendent of Public Works on the consistency of proposed transportation facilities projects with the Village Complete Streets Policy.

(2) Privately constructed projects with public access.

(a) Privately constructed streets, site development and parking lots shall adhere to the Complete Streets policy with regard to public access by providing transportation facilities such as streets, sidewalks, pathways, and parking amenities designed and constructed for users of all abilities and modes of transportation.

(b) The Planning Board shall, as part of Site Plan Review in accordance with §325-92 of the Village Code, or the process of subdividing land in accordance with §280-6 of the Village Code, consult with the Complete Streets Task Force and Superintendent of Public Works to ensure that such projects adhere to the Complete Streets policy.

§129-4. Exempt projects.

- A. The following activities are exempt from Complete Streets review: ordinary maintenance activities designed to keep assets in serviceable condition, e.g. mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal or interim measures.*
- B. Except as exempted in paragraph A above, any activity seeking an exemption that is part of a project subject to Site Plan Review or subdivision approval shall be reviewed by the Village Planning Board and a determination made by the Planning Board after seeking an advisory opinion from the Complete Streets Task Force and a recommendation from the Superintendent of Public Works.*
- C. Except as exempted in paragraph A above, if the Village Superintendent determines, after seeking an advisory opinion from the Complete Streets Task Force, that the inclusion of Complete Streets features and design expectations for a Village-owned transportation facility are unable to be accommodated on a roadway or within the public right-of-way proposed for construction or improvement, the Superintendent shall provide said determination in writing, with supporting documentation, to the Village Infrastructure Committee and Board of Trustees for their information. The advisory opinion of the Complete Streets Task Force shall be included.*

D. *Criteria for exemption. Activities may be issued an exemption for the following reasons:*

- (1) *An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.*
- (2) *The cost of establishing bikeways or walkways as part of the project would be disproportionate in cost or to anticipated future use.*
- (3) *The existing right-of-way is constrained in a manner that inhibits simple addition of transit, bicycle, or pedestrian improvements. In this case, the Village shall consider alternatives such as lane reduction, lane narrowing, on-street parking relocation or reduction, shoulders, signage, traffic calming, or enforcement.*
- (4) *Where such facilities would constitute a threat to public safety or health.*

§129-5. Complete Streets Task Force.

- A. *The Village, in collaboration with the Town of Canton, will establish a joint advisory Complete Streets Task Force made up of citizen appointees and municipal official representation to oversee the implementation of Complete Streets policy. The Task Force may include representative from relevant planning and engineering professions and from bicycling, disabled, transit users, youth, and elderly communities, other advocacy organizations, and the business community as relevant.*
- B. *The Task Force shall consist of five community members appointed by the Village and Town Boards for staggered three-year terms. An official from each the Village and Town shall be appointed as liaisons to the Task Force in addition to the five Task Force members.*
- C. *The Task Force shall provide advisory recommendations on projects meeting the applicability of this code or referred to them by the Village Planning Board pursuant to Chapter 325 Zoning Law, §325-92, Site Plan Review Coordination and Chapter 280 Subdivision of Land, §280-6 Planning Board Review Process.*
- D. *The Task Force will meet on an as needed basis or may meet regularly, reporting to the Village Board of Trustees as needed with progress reports and providing advice on implementation.*
- E. *The Task Force may seek input from municipal staff to gain a broader perspective on Complete Streets projects and initiatives.*

§129-6. Design standards.

- A. *The Village shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include but are not limited to: Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, the National Association for Transportation Officials Urban Bikeway Design Guide, The Traffic Calming Primer established by the U.S. Department of Transportation – Federal Highway Administration and American Association of State Highway Transportation Officials' (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities.*
- B. *When fulfilling the Complete Streets policy, the Village will follow the design manuals, standards, and guidelines above, as applicable, but should not be precluded from considering innovative or nontraditional design options where a comparable level of safety for users is present or provided.*
- C. *Designs for all projects will be context-sensitive, considering adjacent land uses and local needs and incorporating the most up-to-date, widely accepted, ADA-compliant design standards for the particular setting, traffic volume, speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete.*

§129-7. Performance measures and reporting.

- A. *The Village shall measure the success of its Complete Streets program using, but not being limited to, the following performance measures:*
 - (1) *Total miles of bike lanes*
 - (2) *Linear feet of new pedestrian accommodations*
 - (3) *Number of new curb ramps installed along Village streets*
 - (4) *Crosswalk and intersection improvements*
 - (5) *Safety and health promotion*
- B. *An annual report will be made to the Village Board by the Village Superintendent showing expenditures and progress made implementing Complete Streets measures.*

- 2. This local law shall take effect immediately upon its filing with the Secretary of State.

DATED: January 20, 2022

Sally Noble, Canton Village Clerk