



**COUNTY OF ROCKLAND
OFFICE OF THE COUNTY EXECUTIVE**

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Edwin J. Day
County Executive

August 18, 2015

To: All Commissioners and Department Heads

From: Edwin J. Day
County Executive

Re: **EXECUTIVE ORDER #2015-04
COMPLETE STREETS INITIATIVE**

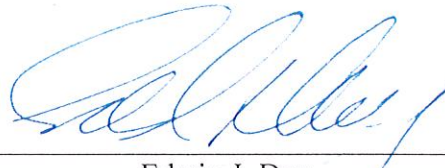
The goals for the County's vision for its future and the enlightened approach to transportation and land use planning in the Rockland County Comprehensive Plan seeks to promote an integrated system which considers the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists, and citizens of all ages and abilities, including children, the elderly and the disabled. In addition, consistent with state law, these goals seek to encourage a program for more citizens to achieve the health benefits associated with active forms of transportation while reducing traffic congestion and auto related air pollution.

The initiative set forth in this Executive Order shall be developed and facilitated by a Complete Streets Interdepartmental Work Group of County employees from the County Executive's Office, the Departments of Health, Public Transportation, Planning, Highways, Division of Environmental Resources, Office for the Aging, Tourism, Youth Bureau, and all other departments as needed. This group will be chaired by a department representative to be selected by the County Executive to develop planning and design considerations for a Complete Streets Initiative consistent with the Rockland County Comprehensive Plan and Chapter 398 of the Session Laws of New York.

Executive Order 2015-04
August 18, 2015
Page 2

Therefore, I direct that all County departments involved in the Complete Streets Interdepartmental Work Group shall consider planning and design features that accommodate and facilitate convenient access and mobility by all users of the County's roadway network, including motorists, pedestrians, bicyclists, and public transportation users through the Complete Streets Initiative in the planning, design, construction, reconstruction, and rehabilitation of county projects.

I acknowledge that the Interdepartmental Work Group's Framework developed by members of the work group is a living document and will serve as a guideline for implementing the Complete Streets Initiative in the County of Rockland.



Edwin J. Day
COUNTY EXECUTIVE

cc: All Rockland County Legislators

COMPLETE STREETS INITIATIVE
Interdepartmental Workgroup Framework and Implementation Guide

A. Complete Streets - Core Components

1. Vision

Complete Streets are necessary to advance multiple, long-term community goals in keeping with the existing vision, mission and policies of the County of Rockland.

Complete Streets will help realize a countywide goal to be a healthy community in which to live, work and play. It envisions a county where everyone has equal opportunity for a quality and productive life. As features of public space that serve the common good, roadways must be strategically designed, maintained, and utilized to help preserve and improve the quality of life for the County's residents and roadway users. The importance and benefits of multi-modal transportation that meets the needs of all users should be emphasized and realized through regional planning initiatives and transportation projects.

Furthermore, Complete Streets core values support long-term safety, health, mobility, economic viability, livability, sustainability, environmental protection, equity, and quality of life in the county through thoughtful street-level improvements to the built environment that make the safe and active choice the easy choice for roadway users. The County of Rockland values quality of life for its citizens, whereby creating livable and vibrant places that are enjoyable and promote active lifestyles. This document should be a catalyst for Complete Streets initiatives aligned with the Rockland County vision and mission to improve quality-of-life.

2. Includes all users and modes

The purpose of Rockland County's Complete Streets Policy is to promote health, safety and quality-of-life through increased opportunities for active living with the creation of a complete transportation network. All users of all abilities will have access to all modes of transportation on roadways in Rockland County. It is the intent of this policy to formalize the planning, designing, implementation, operation, and evaluation of street-level projects. This policy should direct decision-makers to consistently plan, design, and (re)construct streets to accommodate all users, including, but not limited to, pedestrians, bicyclists, public transit passengers, motorists, emergency response vehicles, and freight and commercial vehicles. This policy recognizes at-risk populations to be: youth, seniors, people with disabilities, and low-income individuals in communities with disparate health outcomes.

3. Applicability and jurisdiction of projects

The County should integrate the Complete Streets planning and design approach into all new, and retrofit public and private projects including those in which the county departments are involved in the planning review. This includes design, planning, new construction, reconstruction, and rehabilitation. This policy should provide guidance to all County capital improvement projects and county-reviewed municipal projects [working to adopt Complete Streets]. Each should be regarded as an opportunity to make meaningful improvements to roadways to better accommodate all users. Projects of meaningful improvement may include but not be limited to, traffic calming measures, signage, lighting, landscaping, non-vehicular

infrastructure, off-street bicycle-pedestrian paths, street corridors, and other components of the transportation system that recognize the needs of all users in a suburban context.

4. Exceptions

It is the expectation that there will be compliance with this policy. Exceptions to the Complete Streets policy may be granted for County of Rockland projects when:

- Instances where use is prohibited by law [for specific users].
- The cost or impacts of accommodation is excessively disproportionate to the need or probable current and/or future use.
- Documentation or lack thereof demonstrates no current and/or future need.

5. Creates connectivity among transportation networks

The County of Rockland should utilize a countywide network approach to balance the needs of all users by creating an interwoven web of multi-use roadways that provide basic, safe transportation access for all modes and users. This network should include on and off-street infrastructure that offers multiple choices of travel routes and modes (biking, walking, etc.) to foster connectivity. The aim is to create a comprehensive, integrated network that serves all roadway users, whereby increasing safety, mobility and transportation choices, and reducing automobile dependency.

6. Includes multiple County departments and external stakeholders

To increase commitment, involvement, and coordination of policy objectives, the County will utilize an Interdepartmental Work Group (IWG) of county government employees from several departments, including County Executive's Office, Health, Public Transportation, Planning, Highways, Division of Environmental Resources, Office for the Aging, Tourism, and Youth Bureau, to prioritize the Complete Streets policy agenda and realize it through community-based planning and consistent decision-making. This policy dictates a more collaborative approach to planning, resource allocation, and decision-making among local agencies in order to promote the most efficient and responsible action to enhance public space. This IWG will oversee the implementation of the internal County of Rockland Complete Streets Policy on Rockland County roadways and support a countywide Complete Streets Initiative with local jurisdictions. The IWG will encourage local jurisdictions to adopt equivalent Complete Streets policies by providing assistance, including an implementation toolkit, that will help evaluate the proposed project(s) for compliance with this Complete Streets policy.

B. Additional Complete Streets components

7. Design criteria

Rockland County should be willing to adopt design solutions that conform to national, state, and local-level recognized best practice guidelines for both public and private projects. The County will strive to use the best and the latest design guidance, standards, and recommendations available in the implementation of Complete Streets, including, but not limited to existing design guidance from:

National and State Guidelines

- *Highway Design Manual: Pedestrian Facility Design* (New York State Department of Transportation (NYSDOT), 2013)

- *Project Development Manual* (NYSDOT, 2004)
- *ADA Compliance at Transportation Agencies: A Review of Practices* (AASHTO, 2008)
- *Designing Walking Urban Thoroughfares: A Context Sensitive Approach* (Institute of Transportation Engineers/Congress of the New Urbanism, 2010)
- *Urban Street Design Guide, and Urban Bikeway Design Guide* (National Association of City Transportation Officials (NACTO), 2010)
- *A Policy on Geometric Design of Highway and Streets* (American Association of State Highway Transportation Officials (AASHTO) "Green Book," 2001)
- *Guide for the Development of Bicycle Facilities* (AASHTO "Bike Guide," 2012)
- *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (AASHTO "Pedestrian Guide," 2004)

Regional Guidelines

- Documents and plans such as bicycle and pedestrian network plans and environmental, health, safety, and walkability assessments
- *Rockland Tomorrow: County Comprehensive Plan* (2011)
- Twenty four local zoning ordinances
- *Watershed Design Guide: Best Practices for the Hudson Valley* (Orange County Water Authority and Regional Plan Association, 2014)

8. Context sensitive approach

Community-based planning and stakeholder involvement in this process will foster an environment in which transportation solutions are consistent with community goals. The County of Rockland will remain sensitive to cultural, demographic and socioeconomic diversity while implementing Complete Streets solutions. Projects should minimize disruption of the community as Rockland County aligns transportation service and land use goals with the unique needs of all roadway users; to create safe, equitable, livable, and strong communities. Specific considerations will include the county's suburban geographical location and its need for enhanced mobility and autonomy for the growing aging population.

9. Performance Measures

Complete Streets implementation should be continually monitored and assessed for effectiveness and opportunities for improvement. The County of Rockland will develop annual performance metrics and will employ these indicators within one year of policy adoption to measure both the effectiveness of policy implementation and the success of interventions. Outcomes will be determined using, but not limited to, the following performance measures:

- Rate of crashes, injuries, fatalities by mode of transportation (DOT)
- Total miles of on-street bicycle routes (i.e., lanes, trails) created (DOT)
- New linear feet of pedestrian accommodation
- Number of street trees retained and/or newly planted
- Presence of enhanced crosswalks
- Number of people at meetings/outreach and educational events

Short-term performance measures

- Percent of roads in a jurisdiction that meet Complete Streets practices
- Number or percent of residents who reside in a jurisdiction with Complete Streets policies, plans and practices

- Number of municipalities where new or enhanced policies, plans and practices that promote Complete Streets are proposed
- Number of municipalities that adopt and implement plans that promote Complete Streets

Long-term performance measures

- Percent of youth and adults that obtain recommended levels of daily physical activity
- Monetary value of residential, commercial properties
- Level of Clean Air Act contaminants: particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, lead

NB- A corresponding note will be made next to each metric showing which department will collect the data needed to evaluate it.

10. Next Steps: Implementation Plan

- Review, update, create, and amend design guidelines and/or policies utilized by the County for Complete Streets.
- Offer training workshops to planners, engineers, and all related and/or interested community stakeholders within 150 days of policy adoption.
- Devise a toolkit consisting of a checklist of key Complete Streets policy components for all county departments. This toolkit can be shared to improve communication and understanding of the Complete Streets mission and how it will be implemented.
- Create a model Complete Streets checklist that supports municipalities within Rockland County interested in implementing Complete Streets policies.
- Continue to utilize an interdepartmental workgroup in order to strategize the most efficient use of resources to accomplish policy objectives.