

# VILLAGE OF CROTON-ON-HUDSON COMPLETE STREETS POLICY

## A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The Village of Croton-on-Hudson (“the Village”) expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system to the extent that they are controlled by the Village) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, scooters and skateboarders, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families.

2. **Context Sensitivity.** In planning and implementing street projects, all departments of the Village shall maintain sensitivity to local conditions in both residential and business districts and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees, landscaping, planting strips, accessible curb ramps, crosswalks, pedestrian refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transit stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles and other traffic calming devices, curb bulb outs / curb extensions, road diets, and those features identified in the Croton-on-Hudson Bicycle and Pedestrian Advisory Committee’s Master Plan and Protect, Improve, Expand (PIE) Plan. A checklist of common Complete Streets design features to evaluate for inclusion at each opportunity to improve streets and the transportation network is set forth in the Design Features for Complete Streets attached hereto as [Exhibit A](#).

3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments of the Village shall work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets connectivity and cooperation. In order to ensure coordination and compliance with this Complete Streets Policy across all Departments and Divisions, The Village shall develop internal practices that guide routine staff actions and decisions. The Village Manager shall identify a Complete Streets Policy Coordinator to oversee implementation of, and future updates to, this Policy.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system) when feasible.

## **B. Implementation**

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except where such consistency cannot be achieved without negative consequences.

2. **Design.** The Village will generally follow its own adopted design standards and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs. The Village shall continue to develop and regularly update and adhere to a set of roadway design guidelines that compiles guidance from adopted plans, design manuals, and local and national best practices, covering but not limited to the following topics: bikeway design; pedestrian design; traffic calming; roadway geometry; signal operations; and other topics as deemed appropriate by the Complete Streets Policy Coordinator. Wherever possible, specific dimensional design details, cross-sections and plan views shall be provided for each of these elements.

3. **Street Network/Connectivity.** As feasible, the Village shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across the transportation network and for existing and anticipated future areas of travel origination or destination.

4. **Bicycle and Pedestrian Advisory Committee Input.** The Bicycle and Pedestrian Advisory Committee shall be afforded the opportunity by the Complete Streets Policy Coordinator to provide comments and recommendations regarding Complete Streets features to be incorporated into a project.

**Adopted:** April 24, 2023

# Exhibit A

## Design Features for Complete Streets

### **Pedestrian Facilities**

Design Feature	Yes/No	Explanation
Sidewalk with ADA-compliant curb ramps		
Reduced curb radius at intersection		
Narrow entrance to driveway		
Signalized crosswalk		
Marked crosswalk with signage		
Pedestrian detectors		
Audible crossing signals		
Multi-use path physically separated from motor vehicle traffic		
No turn on red signs		
Safe and accessible public transportation stops		
Street furniture		
Other		

### **Bicycle Facilities**

Design Feature	Yes/No	Explanation
Bike lanes and routes		
Shared lane markings / sharrows		
Bicycle signage		
Secure bicycle parking		
Paved road shoulder		
Other		

### **Traffic Calming Elements**

Design Feature	Yes/No	Explanation
Landscaping, including street trees		
Narrower traffic lanes		
Road diet / lane reduction		
On-street car parking		
Curb extensions		
Visual street markings		
Other		

## Public Transit Facilities

Design Feature	Yes/No	Explanation
Sidewalk connectivity to public transit		
Crosswalk connectivity to public transit		
Bicycle parking near public transit		
Street furniture near public transit		
Bus pull-out		
Other		

## Sustainability Features

Design Feature	Yes/No	Explanation
Permeable pavement		
Porous pavers		
Bioswales		
Vegetative swales		
Rain gardens		
Curb gardens		
Sidewalk planters		
Planted median islands / vegetative strips		
Street trees		
Street tree pits and trenches		
Bumped-out planters		
Other		