

July 5, 2023

A special meeting of the Town Board of the Town of Aurora took place on Thursday, July 5, 2023, at 4:30 p.m. The Board met in-person at the Aurora Municipal Center, 575 Oakwood Avenue, East Aurora, New York.

Present:	Charles D. Snyder Luke Wochensky Joseph McCann James F. Granville James J. Bach	Councilman Councilman Councilman Councilman Supervisor
Others Present:	Rod Simeone	ZBA Member

Supervisor Bach opened the special meeting at 4:30 p.m. The Board met to discuss and consider the adoption of a Complete Streets Policy. Councilman Wochensky stated this is the last part needed for bronze status certification. New York State Climate Smart Communities Certification program recognizes communities for their accomplishments through a rating system, with bronze being the entry level of award. Mr. Wochensky noted that New York State passed a law in 2011 regarding use of a policy to consider all forms of transportation when new roads are being constructed or rebuilt. Erie County has adopted a Complete Streets policy. Mr. Wochensky also stated this is a non-binding policy.

Supervisor Bach moved to adopt the following policy; seconded by Councilman McCann:

Town of Aurora Complete Streets Vision

The Town of Aurora (the “**Town**”) is committed to creating a safe, accessible, and sustainable transportation network that accommodates the needs of all users, including pedestrians, cyclists, motorists, farmers and other businesses. This Complete Streets Policy (the “**Policy**”) aims to promote a balanced and equitable approach to transportation planning and design, enhancing the quality of life for residents and visitors while prioritizing safety, health, and environmental sustainability.

1. Introduction

In 2011, the State of New York enacted the Complete Streets Act (Chapter 396, Laws of New York), which requires that complete streets design guidelines be considered for the planning, design, construction, reconstruction, and rehabilitation of roadways receiving federal or state funding. While this law is applicable to all Town projects that receive state or federal funding or that are subject to NYSDOT oversight, this Policy intends to implement those same principles as they are applicable to locally funded projects as well.

2. Objectives and Guiding Principles

- Streets, bridges, and sidewalks should be designed and operated as “complete streets,” where applicable, meaning that they should enable safe access for all users (walking/running, bicycling, automobile, public transport, tractor, etc.) regardless of age, ability, or mode of transportation.
- The design of Town streets should, where applicable:
 - Promote walking and bicycling for health, fitness, transportation, and recreation;
 - Improve neighborhood vitality in hamlets, such as West Falls and South Wales and more dense neighborhoods surrounding the Village of East Aurora;
 - Encourage connectivity between population centers and natural and other resources;
 - Aim to create a comprehensive, integrated, connected network for all users;
 - Increase the capacity and efficiency of the road network;
 - Incorporate traffic calming actions;
 - Limit greenhouse gas emissions;
 - Strengthen the local economy; and,
 - Improve the quality-of-life of residents.

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- The Town should work with the State of New York, County of Erie, Village of East Aurora, businesses, property owners, and the East Aurora Union Free School District to develop complete streets and accommodations that further this Policy.

3. Policy

The Town of Aurora shall approach every transportation improvement and public works infrastructure project as an opportunity to create safer, more accessible streets for users of all ages and abilities, including motorists, pedestrians, bicyclists, and public transit users (if applicable) through the use of complete street design features. These phases may include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, and rehabilitation (not including resurfacing, maintenance, or pavement recycling) of transportation infrastructure projects undertaken within the jurisdiction of the Town.

4. Design Standards

The Town shall follow accepted or adopted design standards and use the best and latest design standards available in order to promote walkability and multimodal transportation facilities. Examples of these standards include, but are not limited to:

- ITE Designable Walkable Urban Thoroughfares: A Context Sensitive Approach;
- AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities;
- AASHTO Guide for the Development of Bicycle Facilities 4th Edition;
- FHWA Manual on Uniform Traffic Control Devices;
- NYS DOT Highway Design Manual;
- NACTO Urban Street Design Guide;
- NACTO Urban Bikeway Design Guide;

In recognition of context sensitivity, public input and the needs of many users, flexibility and an innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

5. Performance Measures and Reporting

The Town Highway Superintendent shall annually present to the Town Board the proposed infrastructure maintenance and construction projects for the fiscal year. These plans may include the following:

- A review of the feasibility of implementing bike lines/shared lanes/usable shoulders;
- A description of the connectivity uses and expected traffic;
- The measures proposed to reduce stormwater runoff pollution;
- Linear feet of new and reconstructed pedestrian accommodation;
- Number of new ADA compliant curb ramps to be replaced or installed;
- Crosswalk and intersection improvements.

The Climate Smart Community Task Force is responsible for promoting complete streets policies throughout the Town and shall, from time to time (but no less than once every two years) report to the Town Board with recommendations and comments about the implementation of this Policy.

6. Exceptions

Any exception to this Policy must be reviewed and recommended by the Town Highway Superintendent to the Town Board. This must include the basis of the decision.

Exceptions may occur when:

- An affected roadway prohibits, by law, use by specified users;
- The activities are ordinary maintenance activities designed to keep assets in serviceable condition;

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- The application of complete streets principles is unnecessary based on the type of street, unduly cost prohibitive, or inappropriate because it would be contrary to public safety;
- Other available means or factors indicate an absence of need, including future need.

7. Implementation

The Town views complete streets principles as integral to everyday transportation decision making practices and processes. To this end:

- The Town shall include complete streets principles when it next develops a Town comprehensive plan or will soon thereafter pass a separate, detailed complete streets plan;
- The Town shall thereafter always include complete streets principles in comprehensive planning;
- When available, the Town encourages staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- The Town accepts public input regarding public trails, intersections, and bikeways;
- When appropriate, the Town educates residents about the transportation system to ensure users are safely using it.

This Policy takes effect immediately.

Action #208

Complete

Streets policy
adopted.

Upon a vote being taken: ayes – five noes – none Motion carried.

Councilman Snyder moved to adjourn the meeting at 4:40 p.m.

Action #209

Councilman Granville seconded the motion. Upon a vote being taken:

Meeting
adjourned

ayes – five noes – none Motion carried.

Martha L. Librock
Town Clerk