

Motion by Hare to approve the agreement with Cornell University Cooperative Extension of Allegany & Cattaraugus Counties: **“Purpose:** Local Community policies can establish a sustainable model for a Healthy **“Town of Allegany”**. The **“Town of Allegany”** is responsible for funding, operating and maintaining the majority of the streets within the **“Town of Allegany”**. This **“Complete Streets”** policy will ensure the highest quality along with consistent implementation of pedestrian and bicycle transportation systems. **Proposed Policy:** **Town of Allegany** hereby adopts the policy of **“Complete Streets”** as a guiding principle for our infrastructure. **“Complete Streets”** are defined as facilities that **“are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.”** The Town of Allegany will support the development of a complete system of bikeways and pedestrian facilities, and shared use paths, bicycle parking and safe crossings connecting residences, businesses and public places. The **TOWN OF ALLEGANY** will support the development of a complete system of bikeways and pedestrian facilities, and shared use paths, bicycle parking and safe crossings connecting residences, businesses and public places. The **TOWN OF ALLEGANY** will promote walking and bicycling for health, environmental sustainability, exercise, transportation and recreation. Bicycle and Pedestrian facilities shall be provided in all new construction, reconstruction and maintenance projects in **TOWN OF ALLEGANY** unless one of the following conditions is met: * Bicyclists and Pedestrians are prohibited by law from using the roadway. In this instance, pedestrians and bicyclists will be accommodated elsewhere within the right of way or within the same transportation corridor. * The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Disproportionate is defined as exceeding twenty percent of the cost of the larger project. * On sparsely populated rural roads, where the Town of Allegany deems the cost is disproportionate with the projected need/use. * The Town of Allegany feels the installation of the bicycle/pedestrian facility is inappropriate for this project. * In cases where the existing right-of-way does not allow for sidewalks, bike lanes, paths or other improvements, potential alternatives will include the appropriate use of paved shoulders, signage, traffic calming and/or enhanced education and enforcement. Pedestrian and bicycle facilities will be provided and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT), and the American Association of State Highway & Transportation Officials (AASHTO). Site plan and subdivision reviews conducted will incorporate these facilities. 2nd by Hitchcock. Koebelin-aye, O’Dell-aye, Hitchcock-aye, Parker-aye, Hare-aye. CARRIED.