



# Implementing Complete Streets in the Genesee-Finger Lakes Region *A Guidebook*



# Implementing Complete Streets Guidebook

---

This page is intentionally left blank

# Implementing Complete Streets Guidebook

---

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and Federal Transit Administration through the Genesee Transportation Council. The project sponsor is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

## En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

# Implementing Complete Streets Guidebook

---

## Table of Contents

Executive Summary	i
Section 1: Introduction	1
Objective	1
Meet the Communities	1
Implementing Complete Streets Projects	2
Section 2: History	5
Relevance to the Genesee-Finger Lakes Region	5
Section 3: What makes a complete street	7
Design Considerations for Safe Complete Street Networks	8
Context Matters	12
Elements of Complete Streets	14
Section 4: Implementing Complete Streets	21
Model Community Experiences	22
Section 5: Challenges and Lessons Learned	27
Section 6: Conclusion	29
<b>Appendices</b>	
Appendix 1: Regional Policies	31
Appendix 2: Model Complete Street Policies	53
Large Model Policy	55
Small Model Policy	61
Appendix 3: List of relevant design guides	67
Appendix 4: Complete Street Design Elements	68



# Implementing Complete Streets Guidebook

---

## Executive Summary

Implementing Complete Streets in the Genesee-Finger Lakes Region Guidebook is a guide for preparing and implementing a complete street policy in the nine-county region. This guidebook provides information on the history of Complete Streets, what makes a complete street, as well as context sensitivity, the experience of one case study community in implementing a complete streets policy and lessons learned. The goal of this study is to provide a “roadmap” for communities to follow and learn from when implementing a complete streets policy.

The Implementing Complete Streets in the Genesee-Finger Lakes Region Guidebook is divided into five sections:

1. Introduction to Complete Streets in the Genesee Finger Lakes Region
2. History of the movement
3. What makes a complete street
4. Implementing Complete Streets Case Studies
5. Challenges and Lessons Learned

This guidebook focuses on the implementation of complete streets. It creates a baseline of complete streets in the Genesee-Finger Lakes region by describing the existing state of complete streets in the region, including where there are existing policies, and mapping bike lanes across the region as one element of complete streets. It shares the experience of helping the Village of Penn Yan in Yates County and the Village of Perry in Wyoming County create complete streets policies. This guidebook shares the process of developing and implementing complete streets policies, lessons learned from that process, and best practices to support and assist other municipalities considering implementing their own complete streets policies.

Presently, less than 5% of G-FL municipalities have adopted complete streets policies. This is despite a push from NYS’s Complete Streets Legislation adopted in 2011 and national trends towards active transportation and implementing complete streets elements for more robust main streets. The nine-counties of the G-FL region has a population over 1.2 million people, many of which drive alone to work. The region also has an aging population, yet at the same time, our larger cities attract a younger demographic and the 17 area colleges host almost 90,000 students. This younger demographic is often associated with increased bicycle use and a trend of delaying getting their drivers licenses. However, the region has a low rate of complete street policy adoption, a high rate of single car drivers, and a common perception that cycling along our streets is not safe. Additionally, adequate transportation is a common barrier for employees and employers in the G-FL workforce.

In Section 3 complete street elements are discussed as well as the nuance behind complete streets design. There is no singular design element or one prescriptive approach within a complete streets policy. Complete Streets elements applicability vary across a community based on context. Complete streets in rural communities look different than urban communities and main streets look different than freight corridors. The goal of complete streets is to balance safety and convenience for all users of the road and support a community’s sustainability goals.

# Implementing Complete Streets Guidebook

---

Section 4 describes the case study process with the Village of Perry in Wyoming County, results of the public input session. It also looks at the regional state, discussing the eight existing complete streets policies in the G-FL region as well as feedback from communities who have recently adopted a complete streets policy. It also covers the two draft model policies present in the appendix and used with the case study communities.

Looking at the case study community of the Village of Perry provided opportunities to learn and see the challenges of moving a complete street policy forward. The Village has done many small projects that encompass complete streets elements and has moved towards a complete streets policy. They are now at a point to adopt a policy as it opens funding options for them and furthers their community goals. Most of the leg work for the complete streets policy was surrounding process and procedures within the village boards and having conversations interdepartmentally to ensure all applicable parties understood the policy and associated processes and the possible affects on their departments.

Implementing a complete streets policy in the Genesee-Finger Lakes Region not only is contextually appropriate to the whole region, it can help communities ensure all users have safe and comfortable access to the road network. Complete Streets can also encourage active lifestyles, provide opportunities to combat climate change by using active transportation to move about one's community, and contribute to developing more vibrant and sustainable communities.

# Implementing Complete Streets Guidebook

## Section 1: Introduction

---

### **Objective of “Implementing Complete Streets” guide**

This project is a direct outgrowth of a previous guidebook produced by the Genesee/Finger Lakes Regional Planning Council, Preparing Village “Main Streets” for Planning, which identified complete street elements as important components of a great Main Street. The goal of the previous guidebook was to address issues that could potentially arise when roadways through central business districts or “main street” areas are reconstructed or rehabilitated. However, it was not intended to provide a detailed guide to planning, funding, and implementing complete streets.

This guidebook takes the next step to focus on the implementation of complete streets. It creates a baseline of complete streets in the Genesee-Finger Lakes region by describing the existing state of complete streets in the region, including where there are existing policies, and mapping bike lanes across the region as one element of complete streets. It shares the experience of helping the Village of Penn Yan in Yates County and the Village of Perry in Wyoming County create complete streets policies. This guidebook shares the process of developing and implementing complete streets policies, lessons learned from that process, and best practices to support and assist other municipalities considering implementing their own complete streets policies.

### **Meet the Communities**

#### *Village of Penn Yan*

The Village of Penn Yan is the county seat and largest village in Yates County. Located at the north end of the east branch of Keuka Lake, the vibrant village downtown is connected to the lake by the Keuka Outlet Trail. In 2018, the village was awarded a Downtown Revitalization Initiative Grant from New York State to fund several redevelopment projects. In 2020, the Village completed a Circulation, Accessibility, and Parking study to analyze

# Implementing Complete Streets Guidebook

## Introduction

improvements to parking and wayfinding in the village center. The village has participated in the safe routes to school program and has an engaged community in making their streets safer for all. There is interest in making complete streets improvements in the village to better serve youth, bicyclist, and Mennonite members of the community, as well as tourists.



*Figure 1: Village of Penn Yan Cross Walk*  
Source: G/FLRPC

### Village of Perry

The Village of Perry is located within the towns of Castile and Perry in Wyoming County. The Village sits between the northeastern side of Silver Lake and Letchworth State Park. Recently, the Village completed a transportation study of their Center Street Corridor that recommended complete streets improvements. As stated on their website: “Perry is a ‘village that’s still a village.’ It is a historic, charming, and walkable place in a rural setting. We are a strong community of caring residents and business owners.”<sup>1</sup> Local officials are interested in implementing complete streets projects to better serve the village’s large walking population that spans many age groups as well as to connect the many walkable locations within the Village and the lake shore.

<sup>1</sup> Village of Perry: <https://villageofperry.com/>



*Figure 2: Village of Perry Main Street Farmers Market*  
Source: G/FLRPC

In recent years, the Village of Perry has implemented many small complete streets projects to enhance the Village character and make its roadways safer and more inviting for all users. The Village has used grants funds to complete drainage projects, install planter islands in the village center, repair and expand sidewalks, add street lighting, install pedestrian refuges



*Figure 3: Village of Perry Pedestrian Bridge off Main Street*  
Source: G/FLRPC



# Implementing Complete Streets Guidebook

## Introduction

on Main Street, and expand parking. These projects have made Main Street more pedestrian supportive, which has led to residents and visitors feeling more comfortable walking and biking around the village center and has inspired other projects. Other community projects include adding public art pieces and a free library and converting deteriorating parking lots into community spaces. By building, improving, and investing in their streets and community project by project, the spaces have grown and developed, bringing the community together.

### Implementing Complete Streets Projects

Complete streets projects may be implemented in two ways: either as a series of specific elements constructed one project at a time as parts of an incremental process, or as a single large-scale street reconstruction project that includes multiple complete street elements. Having a complete streets policy allows a municipality to be poised to include complete streets elements when the opportunities are available. To prepare for implementing a complete streets policy, it is important to gauge the community interest in complete street elements for all users. If a community has identified Complete Streets as a community or municipal priority, there are a couple additional steps that can assist with setting the stage for an actionable and integrated policy. A complete streets policy is a way to support the goals and priorities of a community for all users and having that policy integrate into the existing municipal structure is key.

First, connect with the community. Creating a community survey can help assess how all users and age groups experience the road system in its current state. A survey can also assess the perception of complete streets amenities and the openness to any complete street additions. It can also provide feedback for what various users would find adds a sense of safety to their use of the roads. A survey can be simple to put together and can be distributed through business associations, community groups, social media, and school networks. This can provide the range of

feedback from all user age groups.

Second, examine the existing municipal policies, processes, and collaborations within the municipal departments and boards. A complete streets policy is not helpful if it duplicates or conflicts with existing policies. Adjusting the policy language to support existing municipal policies and community goals will help it add to and support the community as well as be an additional layer of checks and balances for all road user types. It also is not helpful if it has no function nor is put under the authority of a municipal body that has no input on street infrastructure, site plan review, or other mechanisms that trigger complete street elements.

Third, walk the draft policy around. Discuss the draft policy with the departments and boards it impacts. Discuss their concerns and address how to collaborate and make the new policy work with their existing processes. Finalize the policy and bring it to the board for approval. It is helpful and informative to discuss the policy with all involved so that issues and concerns can be addressed prior to a vote.

And finally, once the policy has passed, identify small project areas that would be manageable and ideal spaces to include complete street elements. Start considering mini-grants or roadway projects that would make visible changes and improve the community experience.

# Implementing Complete Streets Guidebook

## Introduction

---

## Section 2: History

---

### History

The Complete Streets movement started from an effort to replace the term “routine accommodation,” a term that referred to the inclusion of bicycle considerations in transportation planning projects. Routine accommodation was a powerful concept with very little traction. America Bikes organization developed the term “Complete Streets” and started the policy initiative in 2003. The goal was to ensure the same rights and safe access for all users of streets, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The National Complete Streets Coalition was formed in 2005 with a broader group of partners including the American Planning Association, American Association of Retired People, American Public Health Association, American Public Transportation Association, American Society of Landscape Architects, and the American Heart Association among others.

### **How is the movement relevant to the G-FL region?**

Presently, less than 5% of G-FL municipalities have adopted complete streets policies. This is despite a push from NYS’s Complete Streets Legislation adopted in 2011 and national trends towards developing policies and implementing complete streets. The nine-counties of the G-FL region has a population over 1.2 million people, many of which drive alone to work. The region also has an aging population, yet at the same time, our larger cities attract a younger demographic and the 17 area colleges host almost 90,000 students. This younger demographic is often associated with increased bicycle use and a trend of delaying getting their drivers licenses. However, the region has a low rate of complete street policy adoption, a high rate of single car drivers, and a common perception that cycling along our streets is not safe. Additionally, adequate transportation is a common barrier for employees and employers in the G-FL workforce.

# Implementing Complete Streets Guidebook

## History

---

Now is the perfect time to implement complete streets policies based on several issues and trends in the Genesee-Finger Lakes Region. First, the current transportation landscape in the G-FL region is dominated by personal automobile use to the exclusion of alternative forms of transportation such as walking, biking, and public transit. In recent years there has been a shift among planners, transportation engineers, and other professionals that shape the built environment. This shift is a change to a more balanced approach that ensures the built environment provides a variety of transportation options to accommodate cyclists, pedestrians, and public transit riders in addition to the cars or drivers that are well served. This is especially important as the built environment influences our choices every day.

Second, climate change and greenhouse gas (GHG) emissions from automobiles are a global problem. By adding more transportation options that reduce vehicle miles traveled and greenhouse gases we can reduce the greenhouse gases that cause climate change.

Third, teens and young adults are getting driver's licenses at a rate 10% less than past generations. Many teens and millennials are relying on walking, biking, and public transit to get where they need to go. Adapting our built environment for the needs of future generations is important because metropolitan areas without transportation mode options will lose talented non-drivers who choose to locate in area that offer a more balanced transportation system.

Lastly, as many jobs and lifestyles have become far more sedentary than previously, society is seeing higher rates of preventable chronic disease. Some of these chronic diseases are preventable via exercise. Creating streets that allow people to comfortably travel for work, life, and play allows them to build exercise into their lifestyle. By creating more walkable, bike-able streets we will increase walking and biking, thereby increasing healthy activities and helping to reduce preventable chronic diseases.

Complete streets, by accommodating multiple user types, enhance quality of life and economic opportunity. They do this by allowing a diversity of users to comfortably and safely use a street in their preferred mode of transportation. They allow more users to visit business and recreational destinations regardless of age or driving abilities. Complete streets also enhance the public realm in front of businesses and residential properties. Complete Streets provide sufficient space for outdoor dining, retail, and other activities that create a more vibrant street, which in turn draws people in. Additionally, a complete street calms traffic, which results in safer and often quieter traffic. This enhances quality of life for residents, both at home and while visiting businesses along a complete street. Complete street enhancements provide greater access to economic opportunities to a broad range of people.



# Implementing Complete Streets Guidebook

## Section 3: What Makes a Street Complete?

---

### What Makes a Street Complete?

Complete streets are streets that are designed and operated to enable safety and support mobility for all users including people of all ages and abilities regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transit riders.<sup>1</sup>

Complete streets make it easy to cross the street, walk or bike to jobs, businesses and schools and be able to move more easily with assistive devices, improving the quality of life for the most vulnerable, such as children, people with disabilities, and older adults. Complete streets provide several benefits to a community:

- Increased walking and biking
- Reduced traffic speeds
- Reduced traffic accidents and fatalities
- Reduced congestion
- Increased efficiency in parking and curbside loading

There is no singular design element that makes a street complete or one prescriptive approach for a complete streets policy. The application of complete street concepts will vary based on community context; complete streets in a rural area will look quite different from complete streets in a highly urban area and different still along a freight corridor. But in all instances, complete streets are designed to balance safety and convenience for all users of the road and can support a community's sustainability goals.

The following is a list of potential complete streets elements that are appropriate and applicable to our Genesee-Finger Lakes municipalities based on community context.

---

<sup>1</sup> <https://www.transportation.gov/mission/health/complete-streets>

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

<p><b>Pedestrians:</b></p> <ul style="list-style-type: none"><li>• Wide Sidewalks</li><li>• Frequent crosswalks</li><li>• Pedestrian refuge islands</li><li>• Curb extensions</li><li>• Streetlights</li><li>• Accessible pedestrian signals</li><li>• Pedestrian head starts signal</li><li>• Recessed crosswalk</li><li>• Street furniture</li><li>• Connected network</li><li>• Pedestrian paths to store fronts</li><li>• Pedestrian plazas</li><li>• Small setbacks</li><li>• Safe routes to school</li></ul> <p><b>Bicycles:</b></p> <ul style="list-style-type: none"><li>• Dedicated bike lanes</li><li>• Wide paved shoulders</li><li>• Convenient bike parking</li><li>• Bike boxes</li><li>• Dedicated bike signals</li></ul>	<ul style="list-style-type: none"><li>• Neighborhood green way</li></ul> <p><b>Public Transit:</b></p> <ul style="list-style-type: none"><li>• Bus only lanes</li><li>• Bus bulbs</li><li>• Priority signalization</li><li>• Bus shelters</li><li>• Bus pullouts</li></ul> <p><b>Traffic Calming Elements:</b></p> <ul style="list-style-type: none"><li>• Road diets</li><li>• Narrow lanes</li><li>• On-street parking</li><li>• Tighter turning radii</li><li>• Speed humps</li><li>• Timed traffic signals</li><li>• Loading zones</li><li>• One-way streets</li><li>• Remove free-flow, right-turn lanes</li><li>• Roundabouts</li><li>• Neckdowns</li><li>• Speed zones</li><li>• Pavement striping and markings</li></ul>	<p><b>Streetscape:</b></p> <ul style="list-style-type: none"><li>• Street trees</li><li>• Planter zones</li><li>• Sidewalk furniture</li><li>• Storm water</li><li>• Street lighting</li></ul>
--	--	--

## Design Considerations for a Safe Complete Street Network

While there are many options for designing a complete street, there are several design considerations that a municipality will need to review to find appropriate solutions for their community. Community specific design solutions will help reduce speeds and roadway conflicts and reduce challenges along freight routes.

### *Speed and Pedestrian Conflicts*

Roads in the United States have been typically designed to prioritize vehicle movement and speed, diminishing the safety of all road users. According to the National Safety Council, 42,000 people died in vehicle crashes in the United States in 2020 stating speed as one of the top causes.<sup>2</sup> Adding capacity to intersections and roadways increases travel speeds and conflict points for all road users by increasing the opportunities for crashes and potentially reducing road user safety. Prioritizing safety and establishing contextually appropriate complete streets elements and policies will help balance the tension between vehicle speeds and traffic pedestrian conflicts. This will enhance the safety of pedestrians and cyclists, as well as motorists. This section will discuss the importance of road design and speed, as well as how to reduce conflicts between motorized vehicles and pedestrian users.

<sup>2</sup> <https://www.nsc.org/newsroom/motor-vehicle-deaths-2020-estimated-to-be-highest>

Motor Vehicle Deaths in 2020 Estimated to be Highest in 13 Years, Despite Dramatic Drops in Miles Driven

# Implementing Complete Streets Guidebook

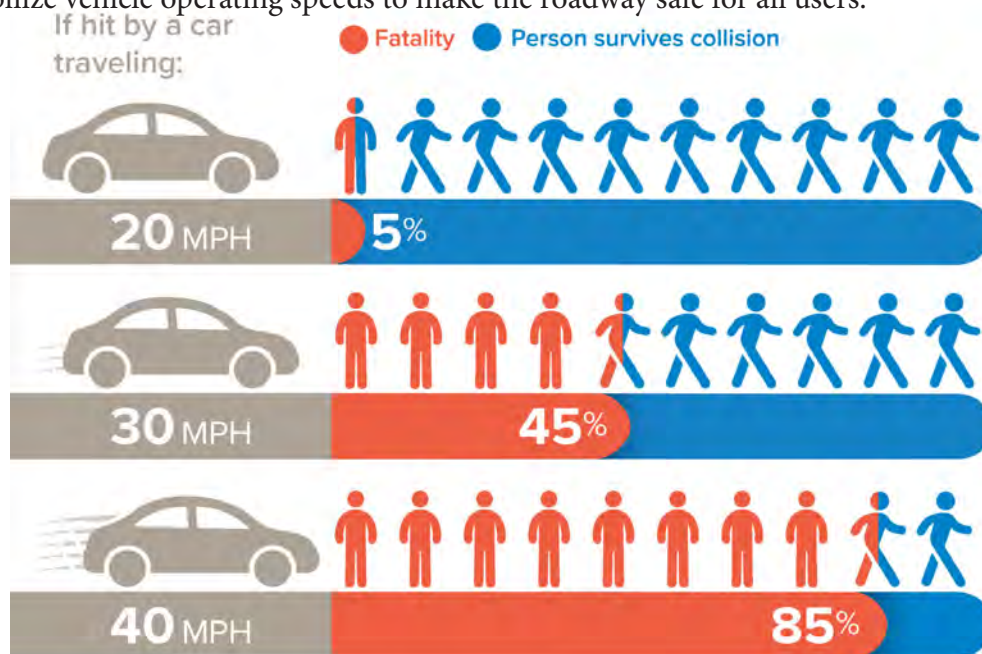
## What Makes a Street Complete?

Important definitions to consider when reading this section:

- **Design Speed** is the speed at which drivers are intended to travel on a road. This is determined by the geographic features of a road during the design process. Often referred to as target speed.<sup>3</sup>
- **Posted speed** is the maximum allowed speed on a section of a roadway as posted on a regulatory sign.<sup>4</sup>
- **Operating speed** is the speed at which drivers are observed operating their vehicle during free-flow conditions. A road's operating speed is not necessarily the posted speed.<sup>5</sup>
- **Points of conflict** are locations where the paths of two vehicles or the paths of a vehicle and a cyclist or pedestrian cross or intersect; they can occur due to both legal and illegal maneuvers.<sup>6</sup>

### Road Speeds

There is a direct correlation between higher speeds, crash risks, and the severity of injuries. Higher design speeds require larger curb radii and wider lane widths which increase a driver's operating speed, a driver's blind spots, and makes pedestrian street crossings more difficult. Higher operating speeds increase a driver's reaction time and decrease their ability to stop. Pedestrian fatalities increase from just 5% at speeds under 20 miles per hour to 85% at speeds over 40 miles per hour, increasing the fatality risk by 85%. With these risks in mind the reduction of speed is paramount to making streets safer for all users.<sup>7</sup> Traffic Calming measures can be implemented to reduce and stabilize vehicle operating speeds to make the roadway safe for all users.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Figure 4. Driving Speed Fatality Risk  
Source: National Traffic Safety Board

3 [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_504.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_504.pdf) Page 8  
4 [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa10001/#c2](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa10001/#c2) Chapter 2  
5 [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa10001/#c2](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa10001/#c2) Chapter 2  
6 <https://www.dot.state.mn.us/stateaid/trafficsafety/safety/intersection-treatments.pdf>  
7 <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Pedestrian Conflicts*

Intersections serve multiple functions; they allow motorists to access streets and change directions in travel; they are junctions for bike routes; and they provide a primary connection to and from activity centers for pedestrians. Intersections also serve a variety of road users, motorists, bicyclists, and pedestrians.<sup>8</sup> Due to the multiple functions of an intersection and the uniqueness of each of its users, planners and engineers need to design and reimagine intersections that take all road's functions and users into consideration.

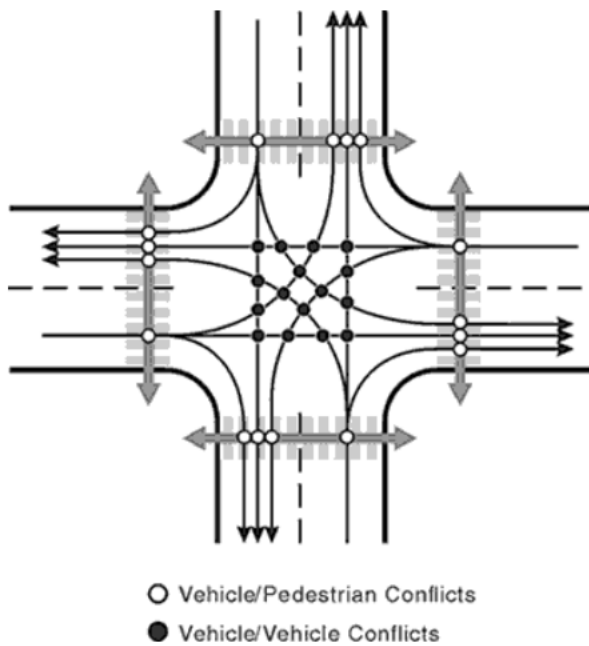


Figure 5. Pedestrian Conflicts at Signalized intersections  
Source: Federal Highway Administration

The frequency of crashes and injuries is directly related to the number of conflicts an intersection has. Vehicle-pedestrian conflicts exist at every intersection, even those with minimal pedestrian volume. A pedestrian crossing at a typical signalized intersection faces four potential vehicular conflicts when crossing the street, each coming from a different direction with 16 total conflicts as shown in the Figure 2.<sup>9</sup>

8 "Signalized Intersections: Informational Guide", Federal Highway Administration, July 2013, pp. 2-3 <https://safety.fhwa.dot.gov/intersection/signal/fhwas13027.pdf>

9 "Signalized Intersections: Informational Guide" pp. 2-21

There are many complete street design elements that can be considered to reduce conflict points between vehicles and pedestrians. These elements can be stand-alone, project-specific design decisions or implemented as part of a larger complete streets policy.

### *Regional Freight*

The Genesee-Finger Lakes region is positioned between major production, distribution, and consumption markets. This results in significant amount of truck traffic to and through the region. There are several interstate and state highways that are of critical importance for moving goods around the region.<sup>10</sup>

• Interstate 90
• Interstate and State Route 390
• Interstate 490
• Interstate and State Route 590
• NY 77 Corridor
• US 20A Corridor
• NY 14 Corridor
• NY 19 Corridor
• NY 31 Corridor
• NY 332 Corridor
• US-20/NY 5 Corridor
• NY 63 Corridor
• NY 39 Corridor
• NY 96 Corridor
• NY 104 Corridor

Table 1: Critical Regional Travel Corridors

Critical freight corridors are also shared with pedestrians and bicycles. NYSDOT has designated three highway corridors in the Genesee Finger Lakes region as New York State Bicycle Routes:

- NYS Route 14 (Bicycle Route 14)
- NYS Route 19 and NYS Route 19A (Bicycle Route 19)
- NYS Route 31 (Bicycle Route 5)

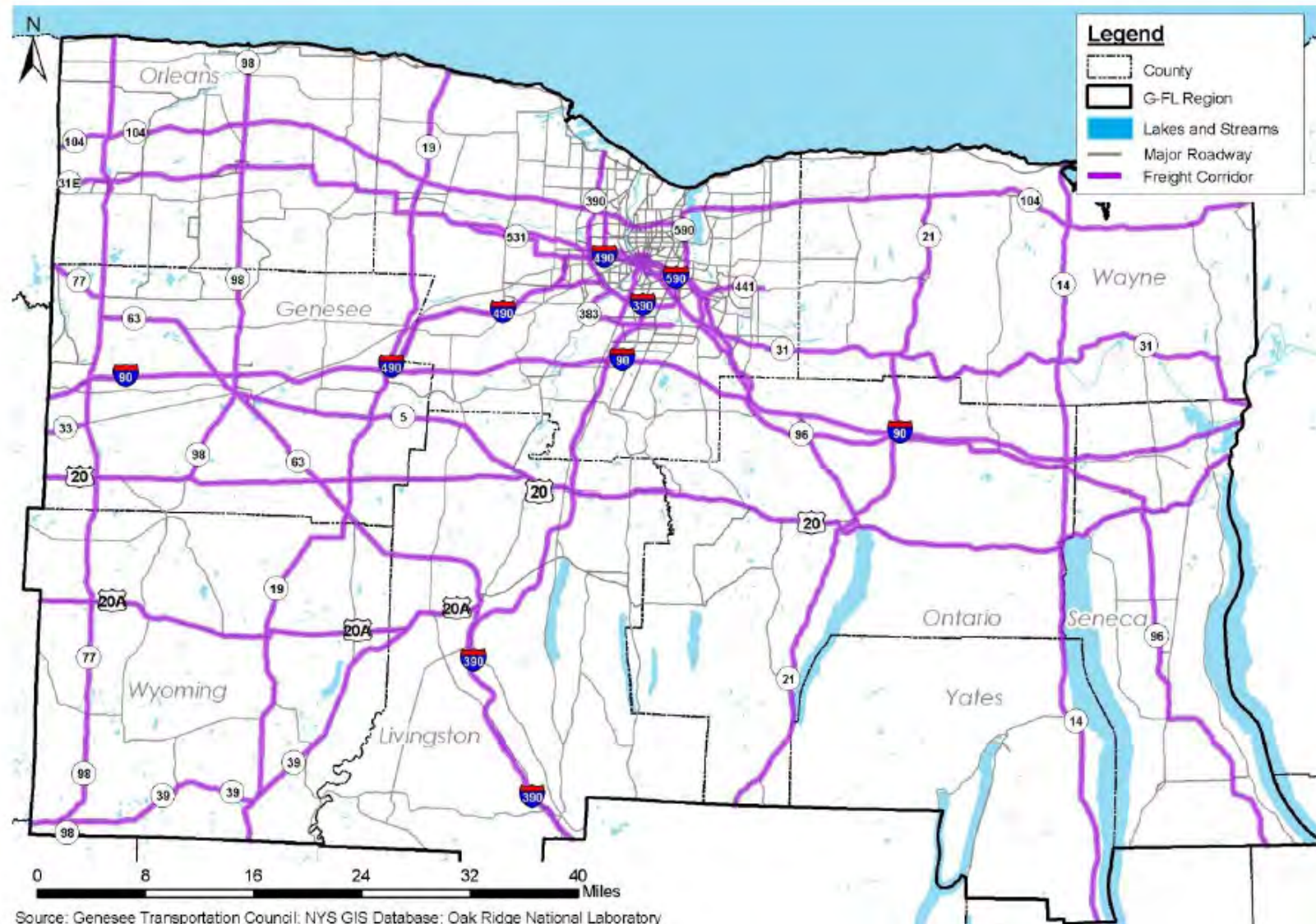
While it is preferred to avoid heavy freight traffic mixing with bicycles and pedestrians, sometimes it

10 GTC Transportation strategies for freight and goods movement in the GFL region 3-40



# Implementing Complete Streets Guidebook

## What Makes a Street Complete?



Source: Genesee Transportation Council; NYS GIS Database; Oak Ridge National Laboratory  
Figure 6: Map of Major Transportation Routes in the G-FL Region

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

is unavoidable. In these situations, complete streets policies and design considerations should balance the needs of all road users and be coordinated with land use, while also considering capacity restrictions and route accessibility challenges along freight corridors.

### Context Matters

Successful implementation of complete street projects will require context sensitive solutions. This approach is collaborative and interdisciplinary and will involve all stakeholders to develop a transportation plan or program that fits the physical setting, preserves scenic, aesthetic, historic, and environmental resources, and maintains or enhances safety and mobility.<sup>11</sup> This process will also need to take into consideration public safety of all users, the needs of the community and the current use of the transportation corridor.

By considering all aspects of the physical setting for transportation and complete streets projects the following outcomes can be expected:

- Projects and programs that are in harmony with the community and preserve the natural resource values of the area.
- Safety for all users.
- Support from the public, government officials and design teams.
- Transportation funds prioritized and allocated in a cost-effective way that positively impacts the users of the project.
- Adding lasting value to the community, the environment, and the transportation system.

Regardless of the community type (urban, suburban, rural) the goal of complete street projects is to develop interconnected networks of bicycling and walking facilities for all users. “A connected network is not developed by a single trail, sidewalk, or bike lane but is comprised of many facilities that support walking and bicycling throughout the community”.<sup>12</sup> The goal is to

allow all pedestrian users to be able to access a village, town, or community center from their neighborhood.

### Rural Towns and Villages

Rural communities within the Genesee-Finger Lakes Region face a challenge of balancing the needs of different types of road users. Many rural communities are located on state and county roads that must accommodate a combination of high vehicle speeds and mix of vehicle types (passenger vehicles, large trucks, and farm equipment).<sup>13</sup> This has resulted in a road system that makes slow moving local traffic, including farm vehicles in rural areas, walking, and bicycling hazardous. Despite these safety challenges active transportation is widely popular in rural communities even with limited infrastructure to support it.



Figure 7. Village of Warsaw, NY

Source: Villageofwarsaw.org

In many rural communities, residents live long distances from services and many small towns provide a compact commercial and social center well-suited for walking and bicycling trips.<sup>14</sup> For example, the Village of Warsaw in Wyoming County has a range of

11 <https://environment.transportation.org/education/practical-applications/context-sensitive-solutions/context-sensitive-solutions-over-view/>

12 [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/)

publications/small\_towns/fhwahep17024\_lg.pdf page 1-11

13 file:///C:/Users/Jenny/Downloads/dot\_36949\_DS1.pdf page 14

14 [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf) page 1-6



# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

businesses including restaurants, a theater, pharmacy, hardware store, and others; public services such as the Department of Motor Vehicles, town and county courts and offices, a nursing home, and public schools all within walking distance of the downtown core.

It is recommended that communities like Warsaw, which have many services easily accessible to residents and visitors, develop and expand infrastructure to support walking and biking in their commercial cores and main streets. As the street transitions out of the core area into less dense parts of the community, transportation infrastructure design that accommodates people walking and biking should link different parts of the community together. This will provide a connected transportation network that better serves the safety, health, and economic interests of the community for all travelers.

### Suburban Communities

Since the end of World War II, many people have made their homes in the suburbs. Many of them go for a greater sense of community and a slower pace of life, others for the good schools and safe neighborhoods and parks.<sup>15</sup> While many suburban communities have highly desirable amenities, suburbs are commonly known for their lower-density development,

automobile-oriented infrastructure, and wide roads making amenities inaccessible without a vehicle. Complete streets policies, if introduced appropriately, would enhance existing amenities and greatly benefit residents of suburban areas by providing improvements to safety, lifestyle, and commutes.

In some congested downtowns, narrowing a vehicular lane to add a bike lane would be sufficient. However, in many suburban areas, this type of treatment may not be appropriate. Vehicles move more slowly on congested, narrow streets than they do on wide, high-speed highways. Therefore, a cyclist in a bike lane on the side of a major suburban road may not feel much safer than they would in the middle of traffic.<sup>16</sup>

When choosing where to put sidewalks, trails, or bike lanes, consideration should be given to where there is the greatest demand for access to nearby locations. Investments in sidewalks and bike facilities are best situated around places people want to go and the roads that connect those places to their homes. When placed appropriately, sidewalks, trails, and bicycle facilities in suburban communities can bring added value to the lives of their residents.

<sup>15</sup> <https://www.pondco.com/complete-streets-enhancing-suburban-life/>

<sup>16</sup> <https://www.pondco.com/complete-streets-enhancing-suburban-life/>



Figure 8. NY-441 Penfield Road, Penfield

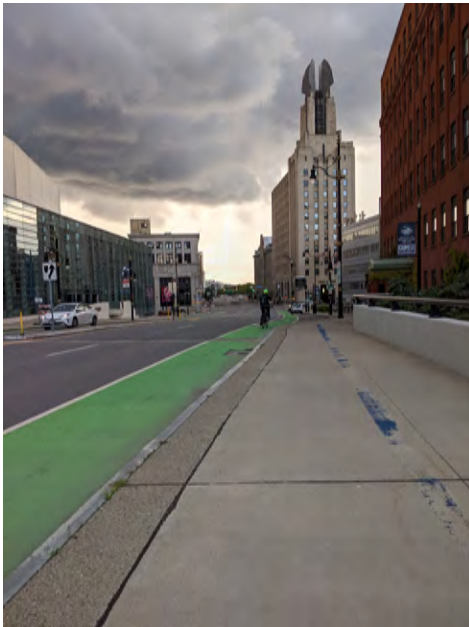
Source: Google Maps

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### Urban Communities

Urban environments have an advantage over rural and suburban communities because they have more land uses, higher density, and more diverse populations, but they still have unique challenges when implementing complete streets. Street design and land use are closely linked, and the existing and planned land uses along a corridor must be considered when planning and designing transportation infrastructure improvements. This can be challenging, especially when the corridor includes many different land uses.



*Figure 9. Downtown Rochester*  
Source G/FLRPC

Within a single city, different neighborhoods and corridors may have different transportation needs that can be addressed by complete streets elements. Each project site should be analyzed and broken down into smaller segments or areas based on those needs and using visual characteristics, land uses, and traveler needs to identify improvements. Some urban corridors may be more suburban in character and should be treated as such when including complete streets elements into a design.<sup>17</sup>

Urban communities within the Genesee-Finger Lakes Region have generally given priority to vehicles when planning and building transportation facilities. However, there are many individuals who do not have access to or the ability to drive a vehicle. It is particularly important for underrepresented populations, such as people walking in low-income communities, people of color, and older adults to re-design corridors that provide safe and comfortable infrastructure for all users. Due to the disproportionate impacts of pedestrian crashes and greater reliance on alternative transportation for traditionally underrepresented communities, safety data, demographic data, and facility gap analysis can be used to identify focus areas within a project corridor and help to prioritize investments.<sup>18</sup>

Due to the variety of land uses, higher density, and more diverse populations in urban areas, equitable engagement practices will be paramount in executing complete streets policies within an urban environment. For engagement to be equitable, it must achieve participation that reflects a community's entire geography and demographic characteristics; and it should also place emphasis on those who will be most impacted by the project.

### Elements of Complete Streets

This section will highlight regional communities that have successfully implemented complete streets elements. Highlighted projects will be from a mix of communities; from our more cities to our rural villages and towns and including major freight routes to showcase that complete street project are applicable across all community types in the Genesee Finger Lakes Region.

<sup>17</sup> <https://www.sehinc.com/news/how-address-8-common-challenges-complete-streets-projects>

<sup>18</sup> <https://www.sehinc.com/news/how-address-8-common-challenges-complete-streets-projects>



# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Wide Sidewalks*

Sidewalks separate vehicle traffic from pedestrians and dramatically increase how well pedestrians perceive their needs are being met along roadways. The wider the distance between pedestrians and traffic, the safer and more comfortable the pedestrians feel. By providing facilities that are more comfortable, people are more likely to take more trips on foot.<sup>19</sup> Wide sidewalks can accommodate bike parking, street lighting, planters, and sidewalk furniture such as benches, trash receptacles, and café seating. Wide sidewalks provide benefits especially in downtown cities, towns, and villages where they provide access to a range of land uses. Benefits include:

- Increased safety for pedestrians and drivers by reducing conflicts.
- Increased likelihood someone will walk to their destination and instead of driving.
- Activates downtowns by encouraging non-motorized forms transportation.



Figure 10: Wide sidewalks in Brockport near SUNY Brockport,  
Source, SUNY Brockport SECR Exclusive

### *Curb Extension*

Curb extensions physically and visually narrow a street, creating safer and shorter crossings for pedestrians. Curb extensions also extend the space for street furniture, planters, and street trees. There are many applications of curb extensions that can fit a variety of neighborhood contexts and provide many benefits:<sup>20</sup>

- Serve as a visual cue to drivers that they are entering a neighborhood street or area and to slow down.
- Increase visibility of pedestrians to drivers.
- Reduce the crossing distance for pedestrians, creating more time for preferential treatment.



Figure 11: Curb extension, Medina, NY  
Source, Wikipedia

<sup>19</sup> [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/walkways\\_trifold/#:~:text=Benefits%20of%20Sidewalks,sidewalks%20reduce%20other%20pedestrian%20crashes.](https://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_trifold/#:~:text=Benefits%20of%20Sidewalks,sidewalks%20reduce%20other%20pedestrian%20crashes.)

<sup>20</sup> <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### Street Lighting

Street lighting includes roadway and pedestrian lighting in the public right-of-way, and the quality of streetscape lighting helps define a positive neighborhood character and support nighttime activities. The quality of visual information is critical for both traffic safety and pedestrian safety and security. Lighting should be designed not only for vehicular traffic on the roadways, but also for pedestrians and bicyclists on sidewalks and pedestrian paths.<sup>21</sup> Pedestrian lighting should be prioritized in locations that have high pedestrian volumes, at key community spaces, downtown and commercial streets, locations with pedestrian safety concerns such as highway underpasses, and along pedestrian pathways. Benefits to street lighting include:

- Enhance roadway safety for all users.
- Illuminate locations of potential vehicular and pedestrian conflict.
- Activating downtowns by encouraging and promoting nighttime activities.



Figure 12: Village of Waterloo streetlight  
Source: Google Maps

21 [https://nacto.org/docs/usdg/streetscape\\_elements\\_san\\_francisco.pdf](https://nacto.org/docs/usdg/streetscape_elements_san_francisco.pdf) pp. 195

### Dedicated Bike Lanes

Bike lanes designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is located adjacent to vehicle traffic lanes and typically flows in the same direction as motor vehicle traffic. Bike lanes are typically located between the travel lane and curb, road edge, or parking lane. Dedicated bike lanes type may be buffered if space permits as shown in the example in the City of Rochester below. Benefits of bike lanes include:<sup>22</sup>

- Enabling bicyclists to ride at their preferred speed without interference from traffic conditions.
- Increases bicyclist comfort and confidence on busy streets.
- Creates separation between bicyclist and automobiles.
- Increases predictability of bicyclist and motorist positioning and interaction.
- Increases the total capacity of a street carrying mixed bicycle and motor vehicle traffic.
- Visually reminds motorists of bicyclists' right to the street.
- Buffered bike lanes appeal to a wider cross-section of bicycle users by contributing to the perception of safety among users of the bicycle network.



Figure 13: Dedicated Bike Lane on Broad St. in Downtown Rochester, NY,  
Source: Common Ground Health

22 <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/>



# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Greenway and Trails*

Greenways are located within linear corridors that are either natural, such as rivers and streams, or manmade, such as abandoned railroad beds and utility corridors that provide recreational and environmental benefits. In the Genesee Finger Lakes Region, the Erie Canal Heritage Trail/Empire State Trail runs from Medina to Lyons through three counties. The trail is 84 miles long. This trail is accessible to bikes, pedestrians, and to those with mobility challenges. It meets Americans with Disabilities (ADA) standards. The off-road Empire State Trail sections are typically 10-12 feet wide with a paved asphalt or stone dust surface. Greenways and trails offer several benefits to the local community:<sup>23</sup>

- Generates economic activity along the greenway due to trail tourism.
- Enhances recreational opportunities.
- Improves bicycle and pedestrian transportation and supports active living.
- Protects natural habitats and reduces flood damage.

To learn more about the Empire State Trail visit: <https://empiretrail.ny.gov/>



*Figure 14: The Empire State Trail near Fairport*  
Source: New York State

### *Combined Bike Lane/Turn Lane*

A combined bike lane/turn lane provides space for bicyclists and motorists within a shared lane and indicates the intended path for through bicyclists. This includes signage advising motorists and bicyclists of proper positioning within the lane. Benefits of combined bike/turn lanes include:<sup>24</sup>

- Preserves guidance in a situation where the bicycle lane would be dropped prior to an intersection.
- Maintains bicyclist comfort and priority in the absence of a dedicated bicycle through lane.
- Guides bicyclists to ride in part of the turning lane, which tends to have lower speed traffic than the adjacent through lane, allowing higher speed through traffic to pass unimpeded.
- Encourages motorists to yield to bicyclists when crossing into the narrow right-turn lane.
- Reduces motor vehicle speed within the right turn lane.
- Reduces the risk of ‘right hook’ collisions at intersections.

Design guidance about bike boxes can be found on the NACTO website <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/combined-bike-laneturn-lane/>



*Figure 15: Combined bike turning lane at the intersection of Union St. and University Ave, Rochester, NY*  
Source: Common Ground Health

<sup>23</sup> <http://greenways.com/benefits-of-greenways>

<sup>24</sup> <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/combined-bike-laneturn-lane/>

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Bus Shelter and Seating*

Bus shelters and seating should be prioritized with the goal of improving comfort for the largest number of passengers. Providing a dignified wait for transit users encourages transit use and supports a multi-model system. Shelters should be provided at stops with a moderate number of boardings, at transfer points, at stops in weather-exposed locations or without nearby potential sheltering locations, and at stops with a relatively high use by senior and child passengers.<sup>25</sup> At stops where service is less frequent, basic shelters can provide passengers with comfortable seating and vital information. Comfortable shelter and seating can significantly improve perception of wait time and rider satisfaction. A comparison of perceived and real wait time at transit stops with benches and shelters found that as wait time increases, stops with even basic shelters or seating can significantly reduce wait-time perception.<sup>26</sup>

Benefits of bus shelter and seating include:

- Provide important wait time and wayfinding information.
- Increased passenger comfort and enjoyment.
- Increased passenger safety.
- Provides protection from against the weather.



Figure 16. Bus Stop Cube, Rochester  
Source: Reconnect Rochester



Figure 17. RTS bus shelter, Lyell Ave, Rochester, NY  
Source: G/FLRPC

<sup>25</sup> <https://nacto.org/publication/transit-street-design-guide/station-stop-elements/stop-elements/small-transit-shelter/>

<sup>26</sup> <https://nacto.org/publication/transit-street-design-guide/station-stop-elements/stop-elements/small-transit-shelter/>



# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Pavement Treatments*

Pavement treatments such as markings, colors, and textures and rumble strips provide visual and audible cues alerting motorists to potential conflict zones. Pavement treatments increase bicyclist and pedestrian visibility while also provide information about applicable regulations, warnings, and directions to all road users. The use of paving materials such as bricks, cobbles, concrete pavers, reflective markings, or other materials that create variation in color and texture signals to drivers that they should reduce their speed.<sup>27</sup> Pavement treatments can also highlight dedicated bike lanes or bus lanes. Benefits of street painting or markers include:

- Visually reminds motorists that bicyclists and pedestrians are present.
- Helps manage the flow of traffic.
- Improves nighttime visibility
- Improves aesthetics of the neighborhood.

### *Median Barrier*

Median Barriers are islands usually located on the centerline of a street and continuing through an intersection to block through movement at a cross street.<sup>28</sup> Median barriers are good for local street connections to main streets where through traffic is a challenge. They are also ideal for main streets where left turns to and from the side street are unsafe. Benefits of median barriers include:

- Improve safety at an intersection of a smaller neighborhood side streets
- Reduce traffic volume on a cut through route that crosses a major arterial
- Provides pedestrian refuge area
- Provides opportunities for landscaping, stormwater management, and other features such as benches and message boards.



Figure 18. Parsells Ave. and Greeley St. Beechwood neighborhood, Rochester, NY

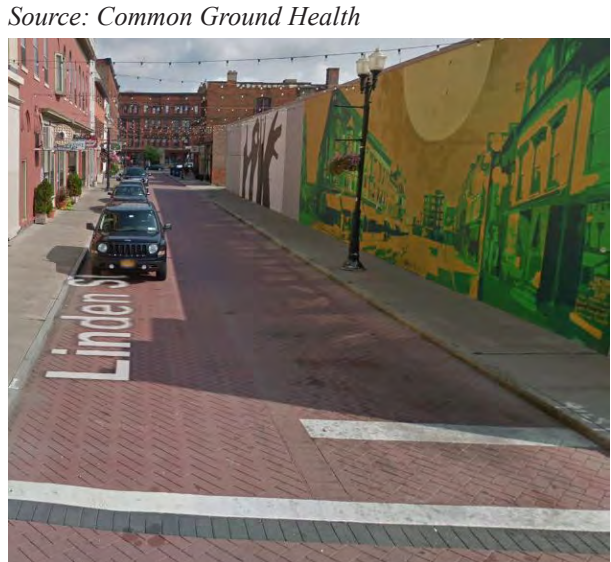


Figure 19. Linden St, City of Geneva, NY



Figure 20: Downtown Canandaigua median barrier with pedestrian cross walk, Source: Google Maps

<sup>27</sup> [https://safety.fhwa.dot.gov/ped\\_bike/univcourse/pdf/swless11.pdf](https://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf) pp 20

<sup>28</sup> <https://www.cityofrochester.gov/trafficcalming/> page 16

# Implementing Complete Streets Guidebook

## What Makes a Street Complete?

### *Landscaping and Planting Zones*

Landscaping chosen to complement and enhance a streetscape is important to a community. If properly planted, managed, and maintained, community landscaping efforts can provide significant benefits. Landscaping also supports a safe multimodal transportation corridor. Landscaping and planting zones narrow the driver's visual field and breaks up long, uninterrupted streets that are conducive to speeding. As a driver's visual field is narrowed it conveys the message that this is a pedestrian space providing both a visual and physical divide of the vehicular realm from the pedestrian realm.<sup>29</sup> Planter zones within a streetscape can include green infrastructure elements that can provide many environmental benefits such as removing pollutants from the air and water and reducing stormwater flows along pervious surfaces.<sup>30</sup> These interventions can be stand-alone policy and design decisions or used as part of a larger complete streets policy framework. Benefits of landscaping and planting zones along corridors include:

- Reduced vehicular speeds.
- Enhanced pedestrian and bicyclist safety.
- Reduced impervious surfaces and reduced runoff
- Improved roadway aesthetics
- Activates downtowns by encouraging non-motorized forms transportation.



Figure 21. Bioswale in Brighton, NY  
Source: Google



Figure 22. Street trees in Lima, NY  
Source: Facebook

29 [https://safety.fhwa.dot.gov/ped\\_bike/univcourse/pdf/swless11.pdf](https://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf) pg.2

30 <https://www.snyder-associates.com/streetscape-tree-planting-to-enhance-transportation-corridors/>

# Implementing Complete Streets Guidebook

## Section 4: Implementing Complete Streets

---

### Implementing Complete Streets

#### Case Study Process Overview

As a part of the project scope, communities that were interested in developing complete street policies were sought as case studies. Working closely with the Genesee Transportation Council, several communities around the region were considered. Due to shifting political focus, capacity, and timing, two Villages were selected, the Village of Penn Yan in Yates County and the Village of Perry in Wyoming County.

The process in introducing complete streets to each community started with an initial outreach meeting to see if local officials had interest in a complete streets policy for their community. More importantly, the officials' interest level was coupled with community interest and desire for complete street amenities within their community and if the community had started identifying issues. Once there was an interest in going through the process of developing a complete streets policy, a draft policy was sent to a steering committee of selected group of municipal and community leaders for feedback to tailor the policy to each community.

A public input session was also arranged to educate and gather feedback on the need for complete streets within the community. Once feedback was received through a farmer's market booth and survey, the information was provided back to the steering committee. Continued discussion on the specifics of the policy occurred until a final draft was reached. At this point, a second public input session was scheduled to receive community feedback specific to the proposed policy. Planning Board feedback was also sought during the development of the policy. Once all feedback on the policy was gathered and integrated into the policy as appropriate and applicable, it was turned over to the local government to complete the adoption process per local laws.



# Implementing Complete Streets Guidebook

## Implementing Complete Streets

---

### Model Community Experiences

#### *Village of Penn Yan*

The Village of Penn Yan was identified as a candidate case study community for its recent work on completing a Circulation, Accessibility, and Parking (CAP) study in January of 2020. There was momentum on the topic of active transportation and complete streets and this could be a positive next step. An introductory meeting was held with key individuals from the Village, including the mayor and others who were involved with the CAP study. From that meeting, the draft policy was shared and an initial public input session was scheduled. Of note, all this was taking place during the pandemic. Once infection rates began declining, the public input session was held during the outdoor farmer's market with a booth that allowed for proper social distancing.

Visitors to the booth brought issues and concerns to the project team, including a desire for more parking in the village core, expansion and improvement to sidewalks and trails, and snow removal.

After the public input session, the project team went on a short walking tour of the village with the mayor. Discussion topics included repairs and improvements to village sidewalks, curb cuts for accessibility, waterfront trail connections to Main Street as a loop, new Outlet Trail bridges over the Keuka Outlet, concerns with on-street parking and management of municipal parking lots. The condition of sidewalks/trails and Main Street was noted and that the Village desires connected pathways. Near the Birkett Mills Silos, previous flooding had damaged the connection from the Outlet Trail to village streets.

Unfortunately, due to the impacts of the COVID pandemic, village officials decided not to pursue the complete streets policy after the initial public input session. The draft policy is available for implementation at a future date should interest in it be revived.

#### *Village of Perry*

The Village of Perry was selected for their active involvement in the Clean Energy Communities program and for having an engaged community. Complete streets concepts were already popular in the village, but local officials needed help to codify a policy. Once approached, the Village Mayor was very excited about the partnership. A Steering Committee of local residents and some Village staff was pulled together to discuss complete streets planning and the case study development process.

The first public input session was facilitated by the steering committee distributing a general survey to residents and directing them to an online poll, as well as GFLRPC having a booth at the local farmer's market. The booth served to be an informative place to educate people on complete streets, distribute the survey, and gather in-person feedback through conversations with the Village community members. The second steering committee meeting discussed the community survey results and feedback and questions on the draft policy document from the steering committee.

The survey provided a snapshot of community feedback on how they move around the Village, what challenges they may face moving around the Village, and areas the respondents would prioritize for improvement. Over 60% of respondents drive 5 or more times a week, 45% never roll (rolling is defined as biking, using a wheelchair, skateboards, or other non-motorized means), and 43% walk 5 or more times a week with 29% walking 3-4 times a week. With this variety of activity, the biggest obstacles identified for walking or rolling in the Village was 1) existing conditions of sidewalks, 2) dangerous intersections, 3) lack of designated bicycle facilities and 4) driving



# Implementing Complete Streets Guidebook

## Implementing Complete Streets

**What are the biggest obstacles of walking and rolling in the Village of Perry?**

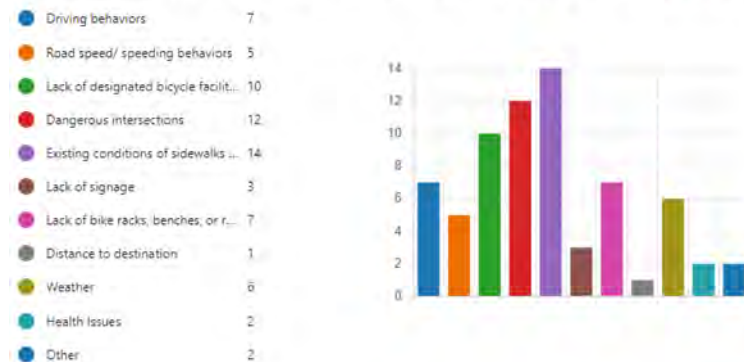


Figure 20: Survey results from Public Input in the Village of Warsaw

**Do you feel safe when walking or rolling in the Village?**

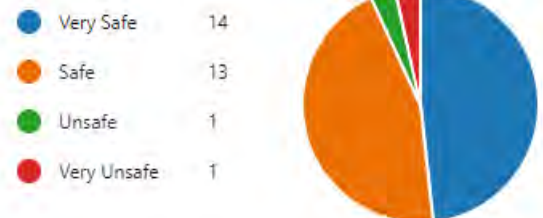


Figure 21: Survey results from Public Input in the Village of Warsaw

behaviors, as shown in figure 20 as well as the perception of safety figure 21.

Community responses assessing the support of an array of possibilities for providing more pedestrian friendly opportunities was near unanimous in their support (figure 22) with a strong hierarchy of amenities rated in figure 23.

**Are you in favor of more pedestrian-friendly opportunities?**

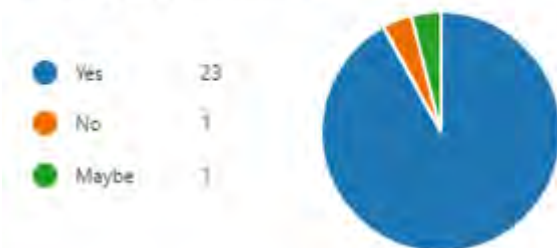


Figure 22: Survey results from Public Input in the Village of Warsaw

**What types amenities would make you feel comfortable moving through the Village?**

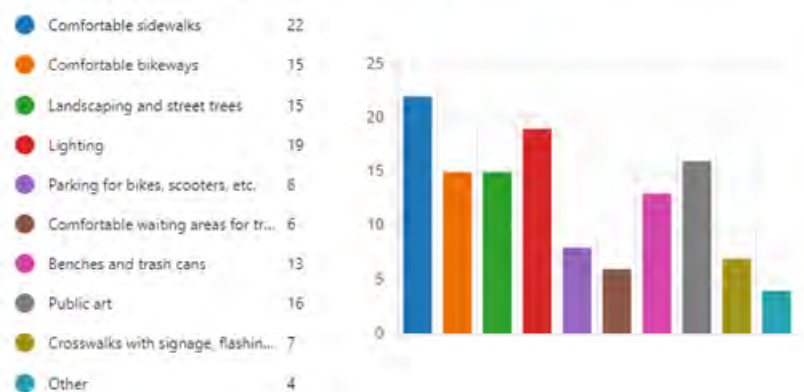


Figure 23: Survey results from Public Input in the Village of Warsaw

All the community feedback was shared with the Village steering committee and various municipal leaders to use in any future planning that occurs. Their feedback was useful in assessing community experiences in the village, community perception and understanding of complete streets elements, and community favor support for such upgrades and amenities. This information also assisted the steering committee as they reviewed the draft model policy. Many sections of the policy were discussed and clarified as well as the committee considering various hypothetical scenarios that could come up to work through how the policy would fit into those. All this feedback was incorporated into a second draft of the policy.

One steering committee member, who is a member of the planning board and a strong advocate for complete streets, took the second draft of the policy to the Planning Board and reviewed its content with that board, as

# Implementing Complete Streets Guidebook

## Implementing Complete Streets

well as with Village Board members and the Director of Public Works to receive feedback on what issues and challenges they might see in the draft document. It was through the participation of a local complete streets champion that the policy was customized for the Village by addressing some language concerns and fine-tuning the reporting and volunteer requirements to fit the capacity of the Village.

The second public input session was specific to the draft policy and consisted of a booth at the farmers market again to inform and engage the community. A walkabout was also scheduled that day to focus on the momentum from their recently completed Corridor Study and the integration and visualization of complete street amenities to that area. All final feedback was incorporated into the policy before being presented to the Village Board for approval.

### *Recent Policies Surveyed*

Since 2018, the Towns of Lyons and Lima and Villages of Clyde and Waterloo have passed complete streets policies. There was outreach to these communities to learn more about their process for adopting a policy, the intent behind pursuing it, and any lessons learned after adopting the policy specific to their communities. The survey questions will be in the appendix.

Many different opportunities or needs lead communities to adopt complete streets policies. Of the communities surveyed, grant funding, comprehensive plan goals and community responses, and planning board recommendations following a study were the initial impetus. Some communities used other communities around them as models or examples of where they want to move towards. Goals of the policy varied as well between promoting multi-modal pathways to allow easy active transportation routes through the community, to maximizing Safe Routes to Schools projects, and to improving safety on main routes to retail and education campuses.

Community involvement helped address any potential opposition to the policy. Many local community groups supported the policy. They gathered surveys from the community and saw the vision of “More residents can walk and bicycle through a better network of sidewalks and crosswalks with a maintained expanded network eliminating the gaps, prioritizing the routes leading to the school and adding street trees, better lighting while encouraging pride among residents to improve curb appeal.” Others saw community support for walkability initiatives and bolstering streetscape amenities and accessibility throughout the Village from municipal comprehensive planning processes. This made the Village Board receptive to the policy.

Lessons learned from the communities involve including a review process on an annual basis. The current planning board is aware and will include complete streets when reviewing projects. Having an annual review process would build in processes that outlast any specific board member tenure. Another area of focus was the desire to strengthen policy elements around the site plan review process and incorporating complete streets into that process. The largest barrier for the policy is the lack of grant funding sources for specific implementation items.

Since adoption, these communities have implemented some complete streets elements such as adding bicycle racks, pet waste stations, street banners and open flags, converting all streetlights to LEDs, replacing and extending sidewalks, completing canal trails, and more.

The communities surveyed found their residents to be open and excited about complete streets and the barriers toward implementation were low if not non-existent. They built on the success of other projects and initiatives to pass this policy and found it was an easy experience. Continuing the momentum of finding funding and the will to move more complex elements forward takes effort.

# Implementing Complete Streets Guidebook

## Implementing Complete Streets

### *Policies within the G-FL Region*

The Complete Streets Act was signed into New York State law in August of 2011. Since then, eight municipalities in the G-FL region have passed a complete streets policy. The individual policies can be found in the appendix.

<b>Municipality</b>	<b>County</b>	<b>Adoption Date</b>
Rochester, City	Monroe	Dec, 2011
Pittsford, Village	Monroe	2011
Canandaigua, City	Ontario	June, 2013
Canandaigua, Town	Ontario	August, 2017
Clyde, Village	Wayne	May, 2018
Lyons, Town	Wayne	August, 2018
Lima, Town	Livingston	June, 2019
Waterloo, Village	Seneca	Dec, 2019

*Table 2: Municipalities with Complete Streets Policies in the G-FL Region and date of adoption*

### *Draft Model Policies*

Two draft model complete streets policies were created for this project as a template to be modified for each specific municipality that chooses to use it. The approach to provide two drafts was specific and intentional for the needs of the region. The Genesee-Finger Lakes Region is home to a large variety of municipalities from large robust towns and cities to small villages and rural towns. The capacity of these municipalities varies. Each does great work for their residents but being realistic about what additional items the local government and community groups can add to their plate led to two policies. The larger policy allows for a separate citizen group to help focus and maintain complete streets considerations in all projects that come before the local government. The smaller policy acknowledges the burden this can create and builds the checks and balance into existing municipal boards. These both are models that should be fine-tuned to fit the needs of the community considering adopting a complete streets policy.

# Implementing Complete Streets Guidebook

Implementing Complete Streets

---



---

### Challenges and Lessons Learned

The Village of Perry has an active walking community, active school-age children walking home, and a growing bicycle community. There are many existing complete street elements and somewhat recent improvements to the main street to aid active transportation users. The Village is very open and receptive to bettering the lives of their community and their experience within the Village. As a case study community for this guidebook, the local champion from the steering committee was interviewed to see how the process went of working the complete streets policy through the Village for final input.

The steering committee member shared the policy with the Department of Public Works for their input and feedback and with the Village Board. The Department of Public Works reviewed the policy and needed some direct discussion and reassurance on what level this policy would be pushing in on DPW projects. The discussion also highlighted the lack of data available at the village level. He made sure the planning board scheduled a special session to review the policy and rescheduled until a quorum was met. The Planning Board discussed its role in the Complete Streets Policy, how the Policy fits in with existing process and procedure, and how to see those processes from a new approach.

The Planning Board would be the first line of review for incorporating complete street components into site plan review for projects around the Village. They looked at the current site plan review process alongside the complete streets policy and figured out where bits and pieces of the policy needed to be adjusted and pruned as some of the components already existed in other laws. They then looked at the site plan review from a new angle, looking at how would it go with a new property owner walking through the site plan review process and how to bolster the existing review process. Big changes were not necessary, so no huge undertaking was needed. After that they looked at

# Implementing Complete Streets Guidebook

## Challenges and Lessons Learned

who was going to handle this and reviewed the existing street scape and what was left to address.

Most of the leg work for passing the complete street policy was not about the specifics within the policy but more about reassuring people and about the mechanisms and processes that currently existed and how to incorporate the added layer of complete street review and assessment into them. The biggest piece is the interdepartmental collaboration – how to work with the town or village or county on a roadway to the lake or recreational spot.

By their very purpose, village (town) boards and planning boards have vastly different priorities and can benefit from the work each other are doing. One step is figuring out how processes work between the Planning Board and Village (or Town) Board and (re) building trust between the two boards if that has been lacking. Another is figuring out the roles of each board and reinstating responsibility on either board if that has been lacking in the past, leading to a disengaged board or a board not working well. Developing concrete mechanisms for the Village Board to allow the Planning Board to be the lead on complete streets matters and make decisions in their various review functions. And finally, setting up communication channels and procedures to provide monthly reports back and forth between boards. By focusing on reviewing the process and procedures of each board helps shake everyone up to reassess and reorganize, with the goal of leading to interdepartmental collaboration.

The other component of the policy that was discussed was the separate Complete Streets Board that would provide an annual review and update on complete streets projects. This committee would report performance measures related to complete street projects back to the village. The discussions resulted in lowering the number of people to match the capacity of the community and village and soften the reporting metrics to be a more reasonable task while still having

some teeth for accountability. Realistically, the Village of Perry has been implementing many complete streets elements without an official policy. A policy opens the way for more funding and other direct projects to specifically address areas of concern.

*Take aways from the Village of Perry Experience:*  
To implement a complete streets policy in your community:

1. Have a local champion willing to advocate for the policy, do the leg work, have the conversations, work with concerns, and help provide clarity and understanding.
2. Review organizational processes within the municipality – how do the Town/Village Board and Planning Boards interact, what roles each has, what type of interdepartmental collaboration exists.
  - a. Focus on how to add the complete street policy in, not what they're going to lose
  - b. Look at the mechanisms that trigger one board to act vs always referring over to another board
  - c. Look at what is the current site plan review process and how to layer in a complete streets lense
  - d. Consider what will get in the way of or severely limit the complete streets policy from functioning appropriately and as written
  - e. Assess what is an honest capacity level of the community to assess the successes and failures annually without overburdening volunteers and municipal staff.
3. Review existing municipal law and policies for any overlap with the complete streets policy.
  - a. Create a questionnaire for the municipality to review how the process works currently with the goal to highlight possible things that will get in the way later.
    - i. Look at the process – walk through hypotheticals – guy resists putting a sidewalk in, the site plan gets rejected, then what – what does the planning board/village board do next.

# Implementing Complete Streets Guidebook

## Section 6:

### Conclusion

---

## Why is this necessary?

Complete Streets are designed to be safe and accommodating for all users, including pedestrians, bicyclists, transit riders, children, the elderly, individuals with disabilities, and drivers. By codifying complete streets policies, you can ensure all users have safe access to the roadways in your community. There is no singular design element that makes a street complete or one prescriptive approach for a complete streets policy. The application of complete street concepts will vary based on each community. However, all complete streets will support a community's goals to provide safe transportation options, reduce GHG emissions, retain a talented workforce and improve public health.

The shift to a more balanced street network will ensure the built environment provides a variety of transportation choices to accommodate cyclists, pedestrians, and public transit riders in addition to the drivers that are already well served. Transportation choices will allow mobility to those who are unable or prefer not to drive including children, older adults, and individuals with disabilities. Complete streets will promote slower speeds, increase safety for all roadway users, and provide a hospitable and comfortable environment to all users. Additional transportation options will also allow more people to get out of their cars and utilize public transportation and non-motorized forms of transportation. Supporting alternative forms of transportation will reduce individual vehicle miles traveled and support the reduction of greenhouse and the effects of climate change.

Adapting the region's built environment and transportation facilities to meet the needs of current and future generations will help the region retain a talented workforce. Adequate transportation options are a barrier for employees and students in the Genesee Finger Lakes Region. Those who are unable to or prefer not to drive still need safe and reliable

transportation options; and complete streets policies can help provide that and support the retention of highly-skilled labor.

Many jobs and lifestyles have become more sedentary, and society is seeing higher rates of preventable chronic diseases. Creating streets that allow people to comfortably travel for work, life, and play allows people to build exercise into their lifestyle. By creating more pedestrian friendly streets we will increase walking and biking, thereby increasing healthy activities and helping to reduce preventable chronic diseases.

While less than 5% of G-FL communities have adopted complete streets policies now is a great time to consider these policies. With all these issues and changes, complete streets policies make space for all users, providing choices and reducing congestion. Complete street policies are an important component to tackle these issues by focusing on creating safe and multi-modal options for all users. Complete Streets also are a key piece in developing more vibrant and sustainable communities. They are needed to create and support viable and economically sustainable communities.

# Implementing Complete Streets Guidebook

## Appendices

---

### Appendices

Appendix 1: Regional Policies	31
Appendix 2: Model Complete Street Policies	53
Large Model Policy	54
Small Model Policy	60
Appendix 3: List of relevant design guides	66
Appendix 4: Complete Street Design Elements	67



# Implementing Complete Streets Guidebook

## Appendices

---

# Implementing Complete Streets Guidebook

## Appendix 1

### Regional Complete Streets Policies

Below is a table of municipalities in the G-FL region and the date they passed a complete streets policy. Following are all regional policies in chronological order.

<b>Municipality</b>	<b>County</b>	<b>Adoption Date</b>
Rochester, City	Monroe	Dec, 2011
Pittsford, Village	Monroe	2011
Canandaigua, City	Ontario	June, 2013
Canandaigua, Town	Ontario	August, 2017
Clyde, Village	Wayne	May, 2018
Lyons, Town	Wayne	August, 2018
Lima, Town	Livingston	June, 2019
Waterloo, Village	Seneca	Dec, 2019

*Table 3: Municipalities with Complete Streets Policies and date of adoption*



## City of Rochester

City Clerks Office

# Certified Ordinance

Rochester, N.Y., \_\_\_\_\_

### TO WHOM IT MAY CONCERN:

I hereby certify that the following is a true copy of an ordinance which was duly passed by the Council of the City of Rochester on **November 15, 2011** and **Approved** by the Mayor of the City of Rochester, and was deemed duly adopted on **November 16, 2011** in accordance with the applicable provisions of law.

Ordinance No. 2011-356

#### Amending The Municipal Code By Adoption Of A Complete Streets Policy

WHEREAS, the City of Rochester recognizes that its transportation network (e.g., streets, sidewalks, trails, and pathways) is intended to balance the needs and interests of all users of all ages and abilities; and

WHEREAS, streets are a key factor in the experience of the public realm and play a crucial role in economic development, public safety and health, and overall quality of life; and

WHEREAS, the design and function of our streets has often favored the motorist over other users, notably bicyclists, pedestrians, transit users, and persons with disabilities; and

WHEREAS, Active Transportation seeks to better integrate physical activity into our daily lives through increased emphasis on walking, bicycling, and public transportation; and

WHEREAS, Active Transportation improves public health, reduces traffic congestion, enhances air quality, and supports local economic development; and

WHEREAS, the City of Rochester recently completed the Rochester Bicycle Master Plan which serves as a guide for public investment in bicycle-supportive facilities and services; and

WHEREAS, the City of Rochester seeks to create an interconnected network of transportation facilities which accommodate all modes of travel in a manner that is consistent with neighborhood context and supportive of community goals; and

WHEREAS, Complete Streets are defined as streets that are planned, designed, operated, and maintained to enable safe access for all users and upon which pedestrians, bicyclists, transit users, persons with disabilities, and motorists of all ages and abilities are able to safely move along and across; and

WHEREAS, the City of Rochester seeks to establish a Complete Streets policy to incorporate Active Transportation into the planning, design, and operation of all future City street projects whether new construction, reconstruction, rehabilitation, or pavement maintenance (i.e., mill & resurface, micropave, and overlay treatments); and

WHEREAS, it is further recognized that certain streets may not be feasible, whether physically or financially, for Complete Streets accommodation.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Rochester as follows:

Section 1. There is hereby added to the Municipal Code the following new Section 104-29:

Section 104-29. Complete Streets Policy.

- A. Purpose. The City seeks to create an interconnected network of transportation facilities which accommodate all modes of travel in a manner that is consistent with neighborhood context and supportive of community goals by establishing a Complete Streets Policy to incorporate active transportation into the planning, design, and operation of all future City street projects, whether new construction, reconstruction, rehabilitation, or pavement maintenance. Active transportation attempts to better integrate physical activity into our daily lives through increased emphasis on walking, bicycling, and public transportation. Active transportation improves public health, reduces traffic congestion, enhances air quality, and supports local economic development. Complete streets are streets that are planned, designed, operated, and maintained to enable safe access for all users, and upon which pedestrians, bicyclists, transit users, persons with disabilities, and motorists of all ages and abilities are able to safely move along and across.
- B. The City Engineer shall include bicycle, pedestrian and transit facilities in all street construction, reconstruction, rehabilitation and pavement maintenance projects conducted by or on behalf of the City, as appropriate, subject to the exceptions contained herein.



- C. The City shall plan, design, build and maintain all bicycle, pedestrian, and transit facilities in accordance with accepted federal, state and local standards and guidelines, but will consider innovative and/or non-traditional design options, as appropriate.
- D. The incorporation of bicycle, pedestrian, and transit facilities shall be mandated in all street construction, reconstruction, rehabilitation and pavement maintenance projects undertaken by or on behalf of the City, except under one or more of the following conditions:
  - (1) The City Engineer determines there is insufficient space within the right-of-way to safely accommodate such new facilities.
  - (2) The City Engineer determines that establishing such new facilities would require an excessive and disproportionate cost.
  - (3) The City Engineer determines that inclusion of such new facilities would create a public safety risk for users of the public right-of-way.
  - (4) The project is limited to routine or seasonal maintenance activities such as mowing, sweeping, or spot pavement repairs, including chip and seal and crack seal activities.
  - (5) Bicyclists and pedestrians are prohibited by law from using the facility.
- E. The Traffic Control Board shall review all street construction, reconstruction, rehabilitation and pavement maintenance projects for consistency with this Policy.
- F. The City Council shall receive an annual report from the City Engineer on the City's consistency with this Policy with respect to all street construction, reconstruction, rehabilitation and pavement maintenance projects under design or construction by or on behalf of the City.
- G. Planning studies and/or engineering reports for street projects prepared by or on behalf of the City shall include documentation of compliance with this Policy.

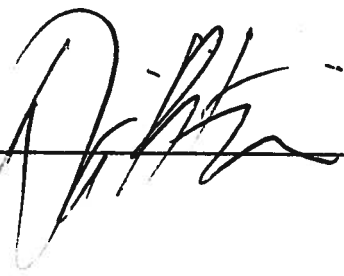
Section 2. This ordinance shall take effect on December 1, 2011.

Passed by the following vote:

Ayes - President Warren, Councilmembers Conklin, Haag, McFadden, Miller, Ortiz, Palumbo, Scott, Spaul - 9.

Nays - None - 0.

**Attest**

A handwritten signature in black ink, appearing to be 'D. B. ...', written over a horizontal line.

**City Clerk**

# Village of Pittsford Complete Streets Resolution, 2011

## **Resolution #2 of 2011 – Complete Streets**

**WHEREAS**, “Complete Streets” are comprehensive, integrated roadways that safely accommodate the passage of pedestrians, bicyclists, motor vehicle drivers, and riders of public transportation. “Complete Streets” allow transportation choices and grant mobility to those unable or who prefer not to drive, including children, youth, older adults, and persons with disabilities. “Complete Streets” incorporate streetscape design elements that promote slower speeds, increased safety for all roadway users, and a hospitable and comfortable environment. “Complete Streets” utilize both traditional village street characteristics (curbs, traffic lanes ten feet or less in width, sidewalks, crosswalks, striped on-street parking, two-lane streets, ten-foot traffic lane widths, tight turning radii at street intersections, landscaped medians, ornamental pedestrian-scale street lights, street trees etc. and newer traffic calming elements (“Yield to pedestrian in the crosswalk” signs, speed tables, pedestrian refuge islands, speed humps, etc.);

**WHEREAS**, during the second half of the twentieth century, suburban development and planning policies reshaped the American landscape. Since 1950, conventional engineered roadway improvements have prioritized the accommodation of increasing motor vehicle volume and speed at the expense of safety, a comfortable pedestrian environment, and the other qualities possessed by traditional streets and neighborhoods. These changes have stripped villages and city neighborhoods of their walkability, aesthetic character, and economic viability. In the Village of Pittsford poor road design, ill conceived road improvements, and excessive street width have caused unsafe vehicular speeding and have made some streets inhospitable to pedestrians and other users.

**WHEREAS**, The Village of Pittsford’s historic, pleasant, and walkable environment is both a defining characteristic and a key community asset. Streets are a primary component of the Village’s infrastructure and a large part of its total land area. Village streets are Pittsford’s most important public spaces. They host parades, festivals, and numerous public events throughout the year. Every day, sidewalks and streets in the village host walkers, strollers, bicyclists, and runners and serve as a social gathering space for many of the greater Pittsford community’s 30,000 residents.

**WHEREAS**, Attractive and pedestrian friendly streets are an integral part of the Village’s historic charm and contribute greatly to the physical setting and quality of its neighborhoods, and commercial districts. Village real estate values, commercial viability, neighborhood health, and resident quality of life are directly affected by how streets look and function. The street environment influences business opportunities and shapes resident, visitor and shopper experiences. Pleasant walkable streets are required to attract and sustain compatible community development. Residents are attracted to and remain in the village because of its walkable environment. The future vitality of the village will depend in part on how its streets are improved, managed, and maintained.

**WHEREAS**, the Village of Pittsford has already adopted many of the principles of “Complete Streets” as official policy in its (2002) Comprehensive Plan and (2004)

Traffic calming Plan. Some recommendations from these planning initiatives have been completed while others await funding and implementation.

**WHEREAS**, the Village focus on Complete Streets is consistent with State and Federal policies to integrate pedestrian and bike facilities more fully in overall transportation planning, implementation and operations and that a more holistic view of transportation priorities and street character will yield many other benefits including:

- Increasing opportunities for residents to integrate exercise into their daily activities and lead healthier lives;
- Increasing pedestrian traffic will aid village businesses and will enhance the vitality of the village's downtown area.
- Improving safety by reducing walking and biking injuries and reducing the severity of motor vehicle accidents;
- Slower vehicular speeds will result in safer streets; enhance residents' quality of life; and increase property values.

**WHEREAS**, walking and biking on Village streets should be a pleasant and safe activity and pedestrian traffic is essential to civic life, commerce, and the visitor experience;

**NOW, THEREFORE, BE IT RESOLVED**, that the Village of Pittsford encourages walking, bicycling, and public transit for transportation, health, fitness, and recreation, it recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities, and it supports education about the need for accessibility through events, programs, outreach, and incentives.

**BE IT FURTHER RESOLVED**, that it is the intent of the Village of Pittsford's Complete Streets Policy to ensure the needs of pedestrians, bicyclists, transit riders and people with disabilities are accommodated as a priority that is equal to or higher than the facilitation of motor vehicle movement. This policy shall be an integral element in the planning and design of all street construction, reconstruction, redesign, alteration, and upgrades and all new public and private development, recreational, and property rehabilitation projects within the village;

**BE IT FURTHER RESOLVED**, that the Village considers all transportation and/or development projects to be an opportunity to improve safety, access and mobility for all travelers and to position bicycling, walking and transit as integral elements of the local transportation system. The planning and review process associated with transportation and/or development projects shall incorporate as a primary objective the alteration of existing streets and other infrastructure and the creation of new streets and other infrastructure that conform fully with the Village's Complete Streets Policy,

**BE IT FURTHER RESOLVED**, that the Village will inventory and evaluate how well each village street is serving each category of users; will identify desired projects and redesigns and options for achieving a quality community and appropriate street environment, including improved accessibility; provide recommendations on policies and



priorities; and assess opportunities to integrate, accommodate, and balance the needs of all users in street projects and address potential obstacles to implementing Complete Streets practices in the Village of Pittsford.

A **motion** was made **by Mayor Corby, seconded by Trustee Galli** to adopt the Complete Streets policy as written in Resolution #2 of 2011 and as amended this evening and to incorporate the policy as an amendment to the 2002 Comprehensive Plan.

**VOTE:** Corby – yes, Sherwood – yes, Galli – yes, Pierson – yes. **Motion carried.**

## **CITY OF CANANDAIGUA COMPLETE STREETS POLICY**

The City of Canandaigua hereby adopts this policy as a guiding principle for the improvement of our transportation infrastructure. The City supports the development of a complete street system of bikeways, pedestrian facilities and shared use roadways, and safe crossings to connect residences, businesses, and public places. The City encourages bicycling and walking for health, environmental sustainability, transportation and recreation. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities should be able to safely move along and across a complete street. The City will strive to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner. The City will develop its street projects in an affordable, balanced, responsible, and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit vehicles and their passengers, and pedestrians of all ages and abilities.

“Complete Streets” are streets that are planned, designed, operated, and maintained to enable safe access for all users. While different features may be necessary or feasible to complete a given street, the goal of accommodating everyone remains the same. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable & accessible public transportation stops, frequent & safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions and ramps, narrower travel lanes and more.

The Department of Public Works will follow, to the extent practical, accepted design standards when implementing improvements intended to fulfill this Complete Streets policy. Innovative or non-traditional design options which provide a comparable level of safety for users will be considered. The implementation of this policy shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of the neighborhood. Complete Streets should be designed to help manage stormwater runoff, and landscaping and amenities are encouraged to provide shade, create buffers, and promote aesthetically welcoming environments within the public right-of way. In cases where the existing right of way does not allow for sidewalks, bike lanes, paths or other improvements, potential alternatives may include the appropriate use of paved shoulders, signage, and other traffic calming measures.

The Department of Public Works shall be designated as the lead department in implementing the Complete Streets Policy. The Director of Public Works should prepare recommendations for changes to standards, design criteria, planning ordinances or other guidelines that may be needed to further the goal of providing Complete Streets. When preparing for a street improvement project the Department will evaluate how well the project streets and transportation network are serving each category of users and how well they conform to the Complete Streets philosophy.

In all City of Canandaigua new construction, reconstruction, and maintenance road projects consideration should be given to the accommodation of the transportation needs of all users, regardless of age or ability, including those traveling by private vehicle, mass transit, foot,

and bicycle. The Department of Public Works will review all utilities both above and below ground for the most feasible location. The Department of Public Works will provide a summary to the City Council of viable enhancements recommended for inclusion in the subject project and the estimated costs of each. Enhancements to the complete streets network should be made unless:

1. The Director of Public Works determines that there is insufficient space within the right-of-way to safely accommodate new facilities.
2. The cost of adding a component or enhancing a complete street would be excessive or disproportionate to the cost of the larger street project, as determined by the Director of Public Works.
3. The Director of Public Works determines that inclusion of new facilities would create a public safety risk for users of the public right-of-way.
4. The street project is limited to routine or seasonal activities such as mowing, sweeping, and spot pavement repairs, including oil and stone, and crack seal activities.
5. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway as documented by the Department of Public Works is so low that probable use of the roadway will not include increased numbers of pedestrians, public transportation, freight vehicles, or bicyclists.

Documentation for each street project shall be publicly available and the justification for exceptions to the inclusion of complete street facilities for City street projects shall be specifically stated. Planning studies or engineering reports for City street projects prepared by consultants on behalf of the City should include recommendations and documentation of compliance with this policy.

All complete street facilities that are implemented 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). Subdivision reviews conducted by the City Planning Commission shall incorporate this Complete Streets Policy as a review criteria.

# Town of Canandaigua Complete Streets Policy, August 2017

## **TOWN OF CANANDAIGUA COMPLETE STREETS POLICY**

**Adopted 08-21-2017 via Resolution 2017-287**

**Amended 12-17-2018 via Resolution 2018-368**

**WHEREAS**, Goal 20 of the Town of Canandaigua 2011 Comprehensive Plan Update is to embrace “complete streetscapes” (hereafter known as Complete Streets) for all users; and

**WHEREAS**, the Town of Canandaigua Town Board (hereafter known as the Town Board) appointed the Citizens’ Implementation Committee (CIC) in 2014 to implement the Comprehensive Plan goals and in 2016 the CIC made a recommendation to the Town Board, which they accepted, to create a Complete Streets project team to develop and recommend adoption of a complete streets policy; and

**WHEREAS**, the Environmental Conservation Board, on June 1, 2017, reviewed this Complete Streets Policy and found it to be satisfactory; and

**WHEREAS**, the Planning Board, on May 23, 2017, reviewed this Complete Streets Policy and found it to be satisfactory; and

**WHEREAS**, the Zoning Board, on June 13, 2017, reviewed this Complete Streets Policy and found it to be satisfactory; and

**WHEREAS**, the Citizens’ Implementation Committee, on July 18, 2017, reviewed this Complete Streets Policy and found it to be satisfactory; and

**WHEREAS**, the CIC and the Complete Streets project team are recommending the adoption of this Complete Streets Policy; and

**WHEREAS**, it is the intent of the Town Board that the Planning Board, the Planning Committee, and the CIC will be responsible for implementing this Complete Streets Policy. The Planning Board will address each new application for the potential for inclusion of Complete Streets features, if appropriate. The Planning Committee and the CIC will discuss Complete Streets annually at minimum, and then as needed to plan future complete streets projects within the Town. This will include the inventory and evaluation of how well each street in the Town of Canandaigua is serving all users. The Planning Committee and the CIC will identify and prioritize desired projects and redesigns and options for achieving a quality community and appropriate street environment, including improved accessibility; provide recommendations on policies and priorities, including maintenance of Complete Streets facilities; and assess opportunities to integrate, accommodate, and balance the needs of all users in street projects and address potential obstacles to implementing Complete Streets practices in the Town of Canandaigua; and

**WHEREAS**, Complete Streets are defined as comprehensive, integrated facilities which are designed and operated in such a way to safely and efficiently accommodate the passage of and improve mobility for all users of that roadway, regardless of age and status, including pedestrians (both those on foot and those using wheeled devices (people requiring wheelchairs or motorized/electric scooters, people pushing strollers, skateboarders and rollerbladers, etc.), cyclists, motor vehicle drivers, and riders of public transportation (these users hereafter referred to as ‘all users’); Complete Streets provide greater transportation choices for those unable or who prefer not to drive, including children, youth, older adults, and persons with disabilities; and



**WHEREAS,** Complete Streets typically incorporate streetscape design elements utilizing both traditional village street characteristics (curbs, narrow traffic lanes to promote slower speeds, sidewalks, crosswalks, striped on-street parking, two-lane streets, tighter turning radii at street intersections, landscaped medians, ornamental pedestrian-scale street lights, street trees, etc.) and newer traffic calming elements (“Yield to pedestrian in the crosswalk” signs, speed tables, pedestrian refuge islands, speed humps, etc.); and

**WHEREAS,** attractive and pedestrian friendly streets are an integral part of any Town’s character and contribute greatly to the physical setting and quality of its neighborhoods and commercial districts. The Town’s focus on Complete Streets is consistent with State and Federal policies to integrate non-motorized transportation facilities more fully in overall transportation planning, implementation and operations; a more holistic view of transportation priorities and street character will yield many benefits including:

- Reduced walking and biking injuries and reducing the severity of motor vehicle accidents,
- Increased capacity and efficiency of the road network and reduced traffic congestion by improving mobility options,
- More opportunities for residents to integrate exercise into their daily activities and lead healthier lives, thereby enhancing residents’ quality of life,
- Improved real estate values, commercial viability, and neighborhood health,
- Increased mobility options for all users will increase traffic to Town businesses,
- Enhanced vitality of the Town’s business district by attracting and sustaining compatible community development, and
- Greater future vitality of the Town because streets are improved, managed, and maintained; and

**NOW, THEREFORE, BE IT RESOLVED,** the Town Board recognizes the importance of creating Complete Streets, enabling safe travel by all users, and it supports education about the need for accessibility through events, programs, outreach, and incentives; and

**BE IT FURTHER RESOLVED,** the Town of Canandaigua’s Complete Streets Policy shall be an integral element in the planning and design of all street construction, reconstruction, redesign, alteration, and upgrades and all new public and private development, recreational, and property rehabilitation projects within the Town; and

**BE IT FURTHER RESOLVED,** that the Town Board wishes to consider any street improvement or development project, including new construction, reconstruction, repair, and maintenance work, to be an opportunity to consciously plan and design those improvements for all users, thereby improving safety, access and mobility for all users, existing and potential, and to position bicycling, walking (to include users of wheeled devices) and mass transit as integral and equally important elements of the local transportation system; plans for all users should be coordinated and not considered independently. Furthermore, the Town encourages the NYSDOT and Ontario County to consider a Complete Streets approach when constructing or reconstructing their respective streets within the Town; and

**BE IT FURTHER RESOLVED,** the Town Board encourages the Highway Superintendant, working with the Planning Board, the Planning Committee, and the Citizens’ Implementation Committee to review all utilities both above and below ground as well as rights-of-way and utility easements for the most feasible location for installing new or improving existing Complete Streets facilities; and

**BE IT FURTHER RESOLVED,** during the Planning Board’s review of applications, consideration should be given to the Highway Superintendant’s, Planning Committee’s, and Citizens’ Implementation Committee’s

recommendations relating to the surrounding community for inclusion in the subject project; and

**BE IT FURTHER RESOLVED**, bicycle and pedestrian facilities may be planned, designed, developed 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 and Transportation Officials (AASHTO); and

**BE IT FURTHER RESOLVED**, the Town Board recognizes that all streets are different and that the needs of all users will need to be balanced in a flexible manner, and that solutions should be developed to fit within the context of the community where construction is to take place and those solutions should be flexible so that the needs of the corridor can be met; and

**BE IT FINALLY RESOLVED**, the Town Board of the Town of Canandaigua recognizes the importance of Complete Streets through the adoption of this resolution as a means of adopting a Complete Streets Policy.

## ***Village of Clyde***

# ***Complete Streets Policy***

**Resolution introduced by Trustee, M. Nicoletta second by P. Ferindino to accept the Complete Streets Policy as follows.**

### ***Definition***

The term "Complete Streets" means streets that are planned, designed, operated and maintained to enable safe access for all users in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move through the transportation network.

### ***Intent***

The Village of Clyde recognizes the absolute necessity of promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile in order to protect all road users, reduce negative environmental impacts, promote healthy living, and advance the well-being of commuters. In particular, downtown Clyde will be a welcoming and thriving mixed-use business district that is well connected and integral to the village's community life. Its carefully designed and well-maintained buildings and outdoor spaces will be filled with a complimentary mix of businesses and gathering places that encourage regular patronage by residents and frequent stops by visitors. Its small town character and unique details will contribute to the community's identity and support walking, window shopping and friendly interaction. The Village acknowledges that its public spaces and roads must be designed to integrate multiple choices for pedestrians and bicyclists, with special consideration for children, the elderly, people with disabilities, members of the Amish community, boaters and recreational users. Furthermore, this policy will help ensure that roadways, sidewalks, walkways, trails and similar areas are kept in a proper state of repair and free from hazardous conditions.

### ***Scope***

The Village of Clyde shall, to the maximum extent practicable, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities. This network shall include, but not be limited to: canal trails, public and private sidewalks, streetscape amenities, boat launches, bike racks, hitching posts, traffic calming devices and pedestrian signage at and between educational facilities, parks and recreational areas, places of worship, museums, retail shops, local industries and residential areas.

### ***Exceptions***

Any exception to applying this Complete Street Policy to a specific project must be approved by the Board of Trustees with documentation to the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere. Projects that are subject to NYS Fire and Building Codes and / or local site plan approval shall conform to the requirements of those codes and approvals. The Code Enforcement Officer and / or Planning Board shall, to the maximum extent practicable, apply the design standards contained in this policy.

### ***Coordination with Other Agencies***

The intent of the policy is to foster partnerships with state, county, school district, general citizenry and businesses, interest groups and neighborhoods to implement complete streets by forming a Complete Streets Committee.

To further inter-agency coordination, the Village will establish a committee made of citizens and employees to oversee the review, implementation and maintenance of the policy. The committee should include members of interested agencies such as: education, public works, zoning and planning, and public safety. The committee should also include citizen representatives from the bicycling, disabled, transit user, youth and elderly communities and other advocacy organizations as relevant.

The Village Board may designate the Planning Board to carry out the functions of the Complete Streets Committee.

### ***Design Standards***

New streets should be built and maintained in conformance with recognized best practices in street design, construction and operations including but not limited to the American Association of State Highway Officials (AASHTO) and Americans with Disabilities Act (ADA).

The implementation of this policy should reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the Village should consider methods of providing development flexibility within safe design parameters and should attempt to employ solutions consistent with and sensitive to the context of the project.

### ***Implementation and Performance Measures***

The Village of Clyde will implement the following steps to ensure successful implementation of complete streets policy:

- Designate a Complete Streets Committee to oversee the implementation of this policy.
- Inventory: Village will maintain an inventory of streets and the pedestrian and bicycle infrastructure, and will seek to eliminate gaps in sidewalk, bikeway and local trail networks.



## Resolution# 25-2018

- Revisions to existing plans and policies: Village will work to incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs, as time and resources allow.
- Coordination: Village will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.
- Park and Trail Regulations: Village will review and update as necessary its park and trail rules and regulations to support the policy.
- Removal of ice and snow: Village will seek cooperation and coordination with local businesses, the general public, governmental agencies and other stakeholders for the removal of ice and snow from roadways, sidewalks, parking lots and similar areas.
- Funding: Village will actively seek funding sources to implement the complete streets policy.

The Complete Streets Policy should be continuously evaluated for success and opportunities for improvement. Regular evaluation of complete streets implementation may be accomplished using the following examples of performance measures:

- Increase in the share of bicycles, pedestrians and transit users.
- Crash data.
- Use of new projects by mode.
- Linear feet of pedestrian accommodations built.
- Number of ADA accommodations built.
- Miles of bike lanes/trails built or striped.
- Number of transit accessibility accommodations built.
- Number of street trees planted.
- Number of building permits issued along new complete street.
- Number of exemptions from the policy.

**Now therefore be it resolved that the Village of Clyde Board of Trustees adopt the Complete Streets Policy listed above as an official policy of the Village.**

**Resolution introduced by Trustee, M. Nicoletta second by P. Ferindino to accept the Complete Streets Policy as follows.**

**All present voting aye.**

**Board meeting 5/23/18**

## Town of Lyons Complete Streets Policy, August 2018

Complete Streets Excerpt from the Town Board meeting of the Town of Lyons on August 29<sup>th</sup>, 2018

Joan Delaro and Diane Devlin then addressed the Board explaining that the Lyons Complete Street program has received a \$900.00 grant for purposes of enhancing the William Street student drop off and cross walks at the Elementary School. She presented a proposed policy regarding Complete Streets compliance in the Town. She mentioned that the Governor is encouraging adoption of such a program. After discussion, Councilwoman Greco moved the following:

WHEREAS; THE Town of Lyons Town Center will be a welcoming and thriving mixed-use business district that is well connected and integral to the Town's community life. Its carefully designed and well- maintained buildings and outdoor spaces will be filled with a complimentary mix of businesses and gathering places that encourage regular patronage by residents and frequent stops by visitors. Its historic character and unique details will contribute to the community's identity and support walking, window- shopping and friendly interaction; and

WHEREAS; the Town of Lyons shall plan for, design, construct, operate and maintain appropriate facilities for all transportation users in all new construction, retrofit maintenance and improvement projects; and

WHEREAS; streets that integrate multiple transportation choices for pedestrians and bicyclists, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods; and

WHEREAS; the Town of Lyons shall, in the Town Center, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities; and

WHEREAS; any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the Town Council with documentation of the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere; and

WHEREAS; this policy will create a comprehensive, integrated, connected transportation network for the Town of Lyons that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this; and

WHEREAS; it is the intent of this policy to foster partnerships with the state, county, school district, citizens, businesses, interest groups and neighborhoods to implement complete streets; and

WHEREAS; the Town of Lyons shall adapt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; MSHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE)

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual; and

WHEREAS; the implementation of this policy shall reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the Town shall consider methods of providing development flexibility within safe design parameters such as context- sensitive design solutions and shall attempt to employ all solutions consistent with and sensitive to the context of the project; and

WHEREAS; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:

- Increase in the share of bicycles, pedestrians and transit users;
- Crash data;
- Use of new projects by mode;
- Compliments and complaints;
- Linear feet of pedestrian accommodations built;
- Number of ADA accommodations built;
- Miles of bike lanes/trails built or striped;
- Number of transit accessibility accommodations built;
- Number of street trees planted;
- Number of building permits issued along new complete street;
- Number of exemptions from this policy; and

WHEREAS; the Town of Lyons shall implement the following steps to ensure successful implementation of complete streets:

- Inventory: The Town will maintain a comprehensive inventory of the pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway networks.
- Capital Improvement and Maintenance Project Prioritization: The Town will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of pedestrian and bicycle improvements.
- Staff Training: The Town will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.
- Coordination: The Town will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.
- Street Manual: The Town will create and adopt a Complete Streets Design Manual to support implementation of this policy.
- Funding: The Town will actively seek sources of appropriate funding to implement complete streets; now therefore be it

RESOLVED; that the Town of Lyons Town Council adopts the Complete Street Policies listed above as an official policy of the Town, and

RESOLVED; that this resolution shall take effect immediately.

In addition, Councilwoman Greco moved to donate \$200.00 to the program. Motion seconded by Councilman Paliotti. Vote:

Councilwoman Greco voting aye  
Councilman Paliotti voting aye  
Councilman D'Amato voting aye  
Councilman Emmel voting aye  
Supervisor Manktelow voting aye





# VILLAGE OF WATERLOO

## COMPLETE STREETS ORDINANCE

The Village of Waterloo has established the following complete streets ordinance to provide guidance and direction to current and future development - ensuring above all else that municipal infrastructure is multi-modal, safe, and reflective of the abilities of all citizens to travel through its public rights-of-way.



- 1** Whereas; The Village of Waterloo will continue to establish itself as a welcoming, attractive and accessible community by improving pedestrian and bicycle friendliness through consistent public realm design standards consistent with an activated and revitalized mixed-use downtown district.
- 2** Whereas; the Village of Waterloo will plan for, design, construct, operate and maintain appropriate facilities for all transportation users in all new construction, retrofit and reconstruction projects.
- 3** Whereas; streets that integrate multiple transportation choices for pedestrians, bicycles, and transit, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods.
- 4** Whereas; the Village of Waterloo will, to the maximum extent practical, scope, plan, design, construct, operate, and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities.
- 5** Whereas; Any exception to applying this Complete Streets Policy to a specific roadway project will be approved by the Village of Waterloo Board with documentation of the reason for the exception. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort will be made to accommodate pedestrians, bicyclists, and the elderly elsewhere.
- 6** Whereas; This policy will create a comprehensive, integrated, connected transportation network for the Village of Waterloo that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network ensures this.
- 7** Whereas; it is the intent of this policy to foster partnerships with the state, county, school district, citizens, businesses, interest groups and neighborhoods to implement complete streets.
- 8** Whereas; the Village of Waterloo highway department should adopt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of the AASHTO (American Association of State Highway Transportation Officials) Policy on Geometric Design of Highway and Streets; AASHTO guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers Designing Walkable Urban Thoroughfares; A Context Sensitive Approach; National Association of City Transportation Officials Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual.
- 9** Whereas; the implementation of this policy will reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the highway department will consider methods of providing development flexibility within safe design parameters such as context sensitive design solutions and will attempt to employ all solutions consistent with and sensitive to the context of the project.

- 10 Whereas; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:
- Increase the share of bicycles, pedestrians, and transit users;
  - Crash data;
  - Use of new projects by mode;
  - Compliments and complaints;
  - Linear feet of pedestrian accommodations built;
  - Number of ADA accommodations built;
  - Miles of bicycle lanes and trails built or striped;
  - Number of transit accessibility accommodations built;
  - Number of street trees planted;
  - Number of building permits issued along new complete street;
  - Number of exemptions from this policy

- 11 Whereas; the Village of Waterloo is recommended to implement the following steps to ensure successful implementation of complete streets:
- **Advisory Board:** the village will establish an interdepartmental advisory board to oversee the implementation of this policy. The committee will include members of the town (board members, planning board, school board, highway department), county (planning department and highway department), the police department as well as representatives from bicycling, pedestrian, disabled, youth and elderly communities or any other organizations as deemed relevant. This committee will meet annually and provide a written report to the town trustees evaluating progress and advising on implementation.
  - **Coordination:** Village of Waterloo will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.
  - **Inventory:** Village of Waterloo will maintain a comprehensive inventory of the pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bike-way networks.
  - **Capital Improvement and Maintenance Project Prioritization:** The village will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of bicycle, pedestrian and transit improvements.
  - **Revisions to Existing Plans and Policies:** Village of Waterloo will incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs.
  - **Other Plans:** Village of Waterloo will prepare, implement and maintain a Bicycle and Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Plan.
  - **Storm Water Management:** Village of Waterloo will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.
  - **Staff Training:** Village of Waterloo will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.
  - **Street Manual:** Village of Waterloo will create and adopt a Complete Streets Design Manual to support implementation of this policy.
  - **Funding:** the Village of Waterloo will actively seek sources of appropriate funding to implement complete streets.

# Town of Lima Complete Streets Resolution, June 2019

## **Complete Streets Resolution**

### **Resolution #4 of 2019 Dated: June 4, 2019**

**Whereas**, Chapter 398 of the Laws of New York State define: Complete Streets” as streets that are safe, convenient and comfortable for all ages and abilities using any mode of transportation (motor vehicle, public transportation, foot, bicycle etc.); and

**Whereas**, *Complete Streets* design features and practices include, but are not limited to, sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, “Share the Road” signage, crosswalks, curb ramps, pedestrian crossing signage, traffic calming measures such as bump cuts, sidewalk snow removal, and routine shoulder & bike lane maintenance; and

**Whereas**, *Complete Streets* has been recognized and adopted as policy and law at Federal, State, County, City, Town and Village levels in the interest of improving multi-modal transportation options, safety and accessibility for all users; and

**Whereas**, **The Town of Lima** recognizes that *Complete Streets* will increase the enhancement of pedestrian, bicycle and trail connections within our neighborhoods;

**Now, Therefore it be Resolved**, that the Town of Lima hereby recognizes the importance of creating *Complete Streets* through the planning, design and construction of all new streets and street reconstruction undertaken by and in the town which enables safe travel by all users including pedestrians, public transportation riders and people of all ages and abilities including children, youth families, older adults and individuals with disabilities; and

**Be it further Resolved** that the Town of Lima will attempt to draw upon all possible funding sources that are available to plan and implement *Complete Streets* elements to make implementation economically feasible; and

**Be it further Resolved** that the Town of Lima will consider incorporation *Complete Streets* design features and practices in the planning, design and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration or repair of streets, bridges or other portions of the town’s transportation network whenever feasible; and

**Be it further Resolved** that the Town Highway Department shall presume that *Complete Streets* features, including but not limited to sidewalks, bicycle lanes, etc., will be included in each road project unless the Highway Superintendent determines that inclusion is not justified or practical. The Highway Superintendent shall provide said determination in writing, with supporting documentation, to the Town Board at its request.

For illustration purposes, but not as a comprehensive list, *Complete Streets* features shall not be required where the Town Highway Superintendent makes a determination that one of the following conditions exists:

- The cost of accommodations is excessively disproportionate to the cost of the project, comprising more than 20% of total cost; or
- There is insufficient space to safely accommodate new facilities; or
- A reasonable equivalent facility, such as an adequate pedestrian path on a parallel route, is already available or is planned as an alternative; or
- Detrimental environmental or social impacts outweigh the need of these accommodations; and

**Be it further Resolved** that the Town of Lima recognizes that local Town streets and roads with low vehicle volumes, slow travel speeds, and low intensity of development already safely and efficiently accommodate pedestrians and bicyclists. Sidewalks, bicycle lanes, or other bicycle and pedestrian or *Complete Streets* features shall not be required on roadways designated as low-volume, slow-speed routes by the Highway Superintendent and Town Board; and

**Be it further Resolved** that to the extent practical and deemed advisable by the Town Board, all future Town laws, ordinances or regulations and all future revisions to existing laws, ordinances, and regulations, including but not limited to regulations for zoning, subdivision, sidewalk maintenance, site plan, and design standards, shall incorporate *Complete Streets* principles to safely accommodate travel for all categories of road users; and

**Be it further Resolved** that all new residential subdivisions of three (3) lots or more within the Town of Lima shall be required to construct sidewalks within the development at the time of initial construction of the infrastructure serving such subdivision. Such sidewalks shall be designed and built to the requirements of the Town Planning Board pursuant to any design criteria or standards that may be from time to time established.

**Be it further Resolved** that it is the intention of the Town that at the time site plan application is made relating to any commercial or industrial development within the Town of Lima, that the Planning Board consider whether there would be an appropriate benefit from the developer installing sidewalks or other pedestrian traffic mechanisms on or about the site. Should the Planning Board deem such features not appropriate at the time of development, the Planning Board should consider whether it is advisable for easements to be reserved for the benefit of the Town to allow for future development of such features.

---

### **Draft Model Policies**

What follows are two draft model policies created to be modified for municipalities in the Genesee-Finger Lakes Region. The first is a model policy for larger municipalities with more capacity to invest in tracking the impact of the policy as well as collaborating between departments. The second is a model policy for smaller municipalities with a sensitivity to the capacity available between the municipality and its volunteer groups.



## Appendix 2 – Large Model Policy

**Yellow** is for the municipality to select what fits best or put in the appropriate titles of their municipality.

**Teal** is the complete streets citizen group that keeps tabs on this policy

**Green** addresses if the planning department or planning board is most applicable.

ORDINANCE # \_\_\_\_\_

ORDINANCE AMENDING CHAPTER \_\_\_\_\_ ENTITLED " \_\_\_\_\_ " OF THE  
**CITY/TOWN/VILLAGE** OF \_\_\_\_\_ MUNICIPAL CODE

BE IT ORDAINED AND ENACTED by the **City/Town/Village** Board/Council of the  
**City/Town/Village** of \_\_\_\_\_, New York, as follows:

### SECTION ONE

That Article \_\_\_\_ entitled "Complete Streets" is hereby added, as follows:

#### ARTICLE \_\_\_\_ **Complete Streets**

##### § \_\_\_\_ **Definition.**

"Complete Streets" means streets that are designed and operated to enable safe access for all users so that pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities are able to safely move along and across a street.

Complete Streets incorporate streetscape design elements utilizing both traditional "village center" street characteristics (curbs, narrow traffic lanes to promote slower speeds, sidewalks, crosswalks, striped on-street and/or angled parking, two-lane streets, tighter turning radii at street intersections, landscaped medians, ornamental pedestrian-scale street lights, street trees, etc.) and newer traffic calming elements ("Yield to pedestrian in the crosswalk" signs, speed tables, pedestrian refuge islands, bicycle infrastructure such as painted or protected bicycle lanes, , speed humps, shared street, etc.) that promote slower speeds, increased safety for all roadway users, and a hospitable and comfortable environment. While different features may be necessary or feasible to complete a given street, the goal of accommodating everyone remains the same.

##### § \_\_\_\_ **Policy.**

The **City/Town/Village** shall develop a safe, reliable, efficient, integrated, and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of public transit, people of all ages and abilities, emergency responders, freight providers, motorists, and adjacent land users.

The **City/Town/Village's** goal is to create an interconnected network of transportation facilities which accommodate all modes of travel in a manner that is consistent with neighborhood context and supportive of community goals by establishing a Complete Streets Policy.

**§ \_\_\_\_\_. Scope of Applicability.**

- A. All municipal-owned transportation facilities in the public right-of-way including but not limited to, streets, bridges and all other connecting pathways, including recreation, shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely.
- B. Non-public streets and parking lots constructed on private property shall adhere to this policy. Parking lots should look at pedestrian connectivity from store front to street facilities, pedestrian and bike accommodations navigating through the parking lot, and any other improvements for all modes of transportation.
- C. The **City/Town/Village** shall foster partnerships with the State of New York, \_\_\_\_\_ County, neighboring communities, business and school districts to develop facilities and accommodations that further the **City/Town/Village's** complete streets policy and continue such infrastructure beyond the **City/Town/Village's** borders.
- D. The **City/Town/Village** shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. The planning and review process associated with transportation and/or development projects shall incorporate as a primary objective the alteration of existing streets and other infrastructure and the creation of new streets and other infrastructure that conform fully with the Complete Streets Policy. 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 rights-of-way, including capital improvements, rechannelization projects and major maintenance, must also be included.
- E. All new residential subdivisions of three (3) lots or more within the **City/Town/Village** shall be required to construct sidewalks within the development at the time of initial construction of the infrastructure serving such subdivision. Such sidewalks shall be designed and built to the requirements of the **City/Town/Village** Planning Board pursuant to any design criteria or standards that may be established from time to time.

**§ \_\_\_\_\_. Exceptions.**

The incorporation of bicycle, pedestrian, and transit facilities shall be mandated in all street construction, reconstruction, rehabilitation, and pavement maintenance projects undertaken by or on behalf of the **City/Town/Village**, except under one or more of the following conditions:

- A. Any exception to this policy, including for private projects, must be reviewed and approved by both the **Director of Public Works/Highway Superintendent** and the **Director of Planning and Development/[Someone in the planning department as applicable or the Planning Board if department is not present]** and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.
- B. Exceptions may be considered for approval when:
- (1) An affected roadway prohibits, by law, use by specified users (such as an interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross, run parallel, or otherwise intersect with the affected roadway;
  - (2) The activities are 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);
  - (3) The **Director of Public Works/Highway Superintendent** issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or
  - (4) Other available means or factors indicate an absence of need, including future need.
  - (5) A reasonable equivalent facility, such as an adequate pedestrian path on a parallel route, is already available or is planned as an alternative;
- C. The **City/Town/Village** recognizes that local **City/Town/Village** streets and roads with low volumes, and speeds, already safely and efficiently accommodate pedestrians and bicyclists. Sidewalks, bicycle lanes, and other Complete Streets design features shall not be required on streets designated as “Local” under the Federal Highway Administration’s Functional Classification system.

## § \_\_\_\_\_. Design Standards.

The **City/Town/Village** shall plan, design, build, and maintain all bicycle, pedestrian, and transit facilities in accordance with accepted federal, state, and local standards and guidelines, but will consider innovative and/or non-traditional design options, as appropriate. The City/Town/Village will strive in implementation of this policy to reflect the context and character of the surrounding built and natural environments, and enhance the appearance of the neighborhood.

The **City/Town/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;
- National Association of City Transportation Officials (NACTO) resources such as:
  - Urban Bikeway Design Guide;
  - Other design guides include topics on storm water and autonomous vehicles
- United States Department of Transportation (USDOT),
- New York State Department of Transportation (NYSDOT)
- American Association of State Highway & Transportation Officials (AASHTO) resources such as:
  - “A Policy on geometric Design of Highways and Streets,
  - Guide for Planning, Designing and Operating Pedestrian Facilities,
  - and Guide for the Development of Bicycle Facilities
- U.S. Access Board Public Right-of-Way Accessibility Guidelines;
- Highway Capacity Manual and Highway Safety Manual
- The Federal Highway Administration’s Manual for Uniform Traffic Control

In recognition of context sensitivity, public input and the needs of many users, a flexible, 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. The **City/Town/Village** Board recognizes that all streets are different and that the needs of all users will need to be balanced in a flexible manner, and that solutions should be developed to fit within the context of the community where construction is to take place and those solutions should be flexible so that the needs of the corridor can be met.

## § \_\_\_\_\_. Performance Measures and Reporting.

A. The **City/Town/Village** shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- (1) Total miles of bike facilities
- (2) Linear feet of new pedestrian facilities including but not limited to:
  - (1) Crosswalk and intersection improvements
- (3) Number of new curb ramps installed along **city/town/village** streets
- (4) Number of crashes and injuries for all modes at location of improvements
- (5) Number of [audible] traffic signals

B. An annual report will be made by the \_\_\_\_\_ **[Feel free to name your Complete Streets Committee that will help implement/be accountable/keep tabs on the implementation]** to the **\_\_\_\_\_ City Council/ Town/Village Board** and Planning Board showing progress made in implementing this policy. The annual report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s) shall be posted online for each of the above measures.

C. The Planning Board will address each new application for the potential for inclusion of

Complete Streets features, if appropriate. The Planning Committee and the **Complete Streets Committee/CIC** will discuss Complete Streets annually at minimum, and then as needed to plan future complete streets projects within the **City/Town/Village**. This will include the inventory and evaluation of how well each street in the **City/Town/Village** is serving all users. The Planning Committee and the **Complete Streets Committee/CIC** will identify and prioritize desired projects and redesigns and options for achieving a quality community and appropriate street environment, including improved accessibility; provide recommendations on policies and priorities, including maintenance of Complete Streets facilities; and assess opportunities to integrate, accommodate, and balance the needs of all users in street projects and address potential obstacles to implementing Complete Streets practices in the **City/Town/Village of \_\_\_\_\_**.

## § \_\_\_\_\_. Implementation.

- A. The **City/Town/Village** of \_\_\_\_\_ shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:
- (1) The **Department of Public Works/Highway Department, the Department Planning and Development**, and other relevant departments, agencies, boards or committees **will incorporate Complete Streets principles into all existing plans, standards, guidelines, manuals, and development review checklists**, as appropriate (including, but not limited to, the municipal Comprehensive Plan, Zoning Code, Design Standards/Guidelines, Subdivision Regulations, Capital Improvement Program, Sustainability Plan, and Local Waterfront Revitalization Plan);
  - (2) The **Department of Public Works/Highway Department, the Department Planning and Development**, and other relevant departments, agencies, boards or committees will **review current design standards**, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;
  - (3) When available, the **City/Town/Village** shall encourage **staff professional development and training** on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
  - (4) **City/Town/Village** staff shall seek to identify all current and potential future **sources of funding** for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;
  - (5) The **City/Town/Village** shall promote inter-departmental project coordination among **City/Town/Village** departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources;



- (6) Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.

\*\*\*\* OPTIONAL SECTION \*\*\*\*

§ \_\_\_\_\_. Complete Streets Committee.

- A. There is hereby created a Complete Streets Active Living Committee/[whatever name your municipality selects]. *(this could be a function of the planning board).*
- B. The Committee shall consist of five (5) or seven (7) members holding staggered three-year terms appointed by the Mayor/Supervisor.
- C. The purpose of the Complete Street Active Living Committee is to promote health through physical activity and active transportation for all users, specifically, the most vulnerable - children, older adults, and those with disabilities within \_\_\_\_\_.

SECTION TWO

This ordinance shall take effect ten (10) days after publication of a notice which shall give the title and describe same in summary form.

## Appendix 2 – Small Model Policy

**Yellow** is for the municipality to select what fits best or put in the appropriate titles of their municipality.

**Teal** is the complete streets citizen group that keeps tabs on this policy

ORDINANCE #3 of \_\_\_\_\_

ORDINANCE AMENDING CHAPTER \_\_\_\_\_ ENTITLED " \_\_\_\_\_ " OF THE **TOWN/VILLAGE**  
OF \_\_\_\_\_ MUNICIPAL CODE

BE IT ORDAINED AND ENACTED by the **Town/Village** Board/Council of the **Town/Village** of  
\_\_\_\_\_, New York, as follows:

### SECTION ONE

That Article \_\_\_\_ entitled "Complete Streets" is hereby added, as follows:

ARTICLE \_\_\_\_

#### **Complete Streets**

§ \_\_\_\_\_. **Definition.**

"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 safely move along and across a street.

Complete Streets typically incorporate streetscape design elements utilizing both traditional "village center" street characteristics (curbs, narrow traffic lanes to promote slower speeds, sidewalks, crosswalks, striped on-street and/or angled parking, two-lane streets, tighter turning radii at street intersections, landscaped medians, ornamental pedestrian-scale street lights, street trees, etc.) and newer traffic calming elements ("Yield to pedestrian in the crosswalk" signs, speed tables, pedestrian refuge islands, bicycle infrastructure such as painted or protected bicycle lanes, etc., speed humps, etc.) that promote slower speeds, increased safety for all roadway users, and a hospitable and comfortable environment. While different features may be necessary or feasible to complete a given street, the goal of accommodating everyone remains the same.

§ \_\_\_\_\_. **Policy.**

The **Town/Village** shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of public transit, people of all ages and abilities, emergency responders, freight providers, motorists, and adjacent land users.

**§ \_\_\_\_\_. Scope of Applicability.**

- A. All municipal-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways, including recreation, shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely.
- B. Privately constructed streets and parking lots shall adhere to this policy. Parking lots should look at pedestrian connectivity from store front to street facilities, pedestrian and bike accommodations navigating through the parking lot, and any other improvements for all modes of transportations.
- C. The **Town/Village** shall foster partnerships with the State of New York, \_\_\_\_\_ County, neighboring communities, business and school districts to develop facilities and accommodations that further the **Town/Village's** complete streets policy and continue such infrastructure beyond the **Town/Village's** borders.
- D. The **Town/Village** shall approach every transportation improvement and project phase 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 rights-of-way, including capital improvements, re- channelization projects and major maintenance, must also be included.
- E. All new residential subdivisions of three (3) lots or more within the **Town/Village of \_\_\_\_\_** shall be required to construct sidewalks, 5 feet or wider, within the development at the time of initial construction of the infrastructure serving such subdivision. Such sidewalks shall be designed and built to the requirements of the **Town/Village** Planning Board pursuant to any design criteria or standards that may be established from time to time.

**§ \_\_\_\_\_. Exceptions.**

- A. The incorporation of bicycle, pedestrian, and transit facilities shall be mandated in all street construction, reconstruction, rehabilitation, and pavement maintenance projects undertaken by or on behalf of the **Town/Village**. Any exception to this policy, including for private projects, must be reviewed and approved by both the **Highway Superintendent/Director of Public Works** and the Planning Board and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.
- B. Exceptions may be considered for approval when:
- (1) An affected roadway prohibits, by law, use by specified users (such as an interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross, run parallel, or otherwise intersect with the affected roadway;
  - (2) The activities are 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);
  - (3) The **Highway Superintendent/Director of Public Works** issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or
  - (4) Other available means or factors indicate an absence of need, including future need.
  - (5) A reasonable equivalent facility, such as an adequate pedestrian path on a parallel route, is already available or is planned as an alternative;
- C. The **Town/Village** recognizes that local **Town/Village** streets and roads with low vehicle volumes, slow travel speeds, and low intensity of development already safely and efficiently accommodate pedestrians and bicyclists. Sidewalks, bicycle lanes, or other bicycle, pedestrian, or Complete Streets features shall not be required on roadways designated as low-volume, slow-speed routes by the **Highway Superintendent/Director of Public Works and Town/Village Board/Town/Village Planning Board**.

§ \_\_\_\_\_. Design Standards.

The **City/Town/Village** shall plan, design, build, and maintain all bicycle, pedestrian, and transit facilities in accordance with accepted federal, state, and local standards and guidelines, but will consider innovative and/or non-traditional design options, as appropriate. The City/Town/Village will strive in the implementation of this policy to reflect the context and character of the surrounding built and natural environments, and enhance the appearance of the neighborhood.

The **City/Town/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;
- ☐ National Association of City Transportation Officials (NACTO) resources such as:
  - Urban Bikeway Design Guide;
  - Other design guides include topics on storm water and autonomous vehicles
- ☐ United States Department of Transportation (USDOT),
- ☐ New York State Department of Transportation (NYSDOT)
- ☐ the American Association of State Highway & Transportation Officials (AASHTO) resources such as:
  - "A Policy on geometric Design of Highways and Streets,
  - Guide for Planning, Designing and Operating Pedestrian Facilities,
  - and Guide for the Development of Bicycle Facilities
- ☐ U.S. Access Board Public Right-of-Way Accessibility Guidelines;
- ☐ Highway Capacity Manual and Highway Safety Manual

Additionally, implementation of this policy shall reflect the context and character of the surrounding built and natural environments and enhance the appearance of the neighborhood.

In recognition of context sensitivity, public input and the needs of many users, a flexible, 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. The **City/Town/Village** Board recognizes that all streets are different and that the needs of all users will need to be balanced in a flexible manner, and that solutions should be developed to fit within the context of the community where construction is to take place and those solutions should be flexible so that the needs of the corridor can be met.

#### § \_\_\_\_\_. Performance Measures and Reporting.

A. The **Town/Village** shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- (1) Total miles of bike facilities
- (2) Linear feet of new pedestrian facilities including but not limited to:
  - (1) Crosswalk and intersection improvements
- (3) Number of new curb ramps installed along **city/town/village** streets
- (4) Number of crashes and injuries for all modes at location of improvements

B. An annual report will be made by the \_\_\_\_\_ **[name your Complete Streets group that will help implement/regulate the implementation]** to the \_\_\_\_\_ **Town/Village** Board showing progress made in implementing this policy. The annual report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s) shall be posted online for



each of the above measures.

§ \_\_\_\_\_. Implementation.

A. The **Town/Village** of \_\_\_\_\_ shall view Complete Streets as integral to everyday transportation decision- making practices and processes. To this end:

- (1) The **Highway Department/Department of Public Works** and other relevant departments, agencies, or committees **will incorporate Complete Streets principles into all existing plans, manuals, checklists**, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to **the Comprehensive Plan, Transportation Capital Program, and other appropriate plans**);
- (2) The **Highway Department/Department of Public Works** and other relevant departments, agencies, or committees will **review current design standards**, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;
- (3) When available, the **Town/Village** shall encourage **staff professional development and training** on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- (4) **Town/Village** staff shall seek to identify all current and potential future **sources of funding** for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;
- (5) The **Town/Village** shall promote inter-departmental project coordination among **Town/Village** departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources;
- (6) Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.

§ \_\_\_\_\_. **[Complete Streets Task Force]**.

- A.** To further inter-agency coordination, the **Town/Village** will establish a committee made of citizens and employees to oversee the review, implementation and maintenance of the policy. The committee should include members of interested agencies such as: education, public works, zoning and planning, and public safety. The committee should also include citizen representatives from the bicycling, disabled, transit user, youth and

elderly communities and other advocacy organizations as relevant. The Town/Village Board may designate the Planning Board to carry out the functions of the Complete Streets Committee, [should there be difficulty finding 3 or 5 volunteers to serve].

- B. There is hereby created a Complete Streets Active Living Task. (Citizen's Implementation Committee; a committee of citizens and employees to oversee the implementation)
- C. The Task Force shall consist of three (3) or five (5) members holding staggered three-year terms appointed by the Mayor/Supervisor.
- D. The purpose of the Complete Street Active Living Task Force is to promote health through physical activity and active transportation for all users, specifically, the most vulnerable - children, older adults, and those with disabilities within .

## SECTION TWO

This ordinance shall take effect ten (10) days after publication of a notice which shall give the title and describe same in summary form.

# Implementing Complete Streets Guidebook

## Appendix 3

---

### Design Guide Options for Complete Streets:

Below is a list of accepted or adopted design standards. These standards include, but are not limited to:

- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
- National Association of City Transportation Officials (NACTO) resources such as:
  - o Urban Bikeway Design Guide;
  - o Other design guides include topics on storm water and autonomous vehicles
- United States Department of Transportation (USDOT),
- New York State Department of Transportation (NYSDOT)
- American Association of State Highway & Transportation Officials (AASHTO) resources such as:
  - o “A Policy on geometric Design of Highways and Streets,
  - o Guide for Planning, Designing and Operating Pedestrian Facilities,
  - o and Guide for the Development of Bicycle Facilities
- U.S. Access Board Public Right-of-Way Accessibility Guidelines;
- Highway Capacity Manual and Highway Safety Manual
- The Federal Highway Administration’s Manual for Uniform Traffic Control

---

### Complete Street Elements:

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. ... By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making your town a better place to live.”

“A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.” - National Complete Streets Coalition

#### *Pedestrians:*

- Sidewalks – wider
- Crosswalks – wider
- Pedestrian refuge islands
- Curb extensions – shortens crossing distance
- Pedestrian scale street lights
- Accessible pedestrian signals
- Raised crosswalks – slows cars
- Pedestrian head starts/ exclusive crossings
- Recessed cross walks – more visibility to drivers
- Street furniture
- Planter zone – offers protective buffer from vehicles
- Connected network
- Pedestrian paths to store fronts (plazas, strip malls, large shopping centers)
- Frequent crosswalks

#### *Bicycles:*

- Dedicated bike lanes OR
- Wide shoulders depending on context
- Convenient Bike parking
- Bike boxes
- Dedicated bike signals
- Neighborhood green ways

# Implementing Complete Streets Guidebook

## Appendix 4

---

### *Public Transit:*

- Special bus lanes
- Bus bulbs – room to wait and easier entrance onto buses
- Priority signalization
- Bus shelters
- Bus pullouts

### *Vehicles (any traffic calming options):*

- Road diets (4 to 3 lane conversions increase safety)
- Narrower lanes
- Striped on-street parking where applicable
- Angled, face-out parking
- Tighter turning radii (hard for tractor trailer/ emergency vehicles)
- Speed humps
- Timed traffic signals where applicable
- Loading zones as applicable
- One-way streets as applicable
- Elimination of free-flow, right-turn lanes
- Roundabouts as applicable

### *Everyone:*

- Curbs
- Landscaped medians
- Street trees
- Signage
- Median islands
- Permeable surfaces
- Benches & plazas
- Planter strips
- Build to line/ small setbacks/ building edge at sidewalk – pedestrian scale commercial, retail, food service



# Implementing Complete Streets Guidebook

## Appendix 4

---