

## **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.