

# MONROE COUNTY COMPLETE STREETS POLICY



## I. PURPOSE

To promote a comprehensive, integrated, and connected multi-modal transportation network in Monroe County by creating and implementing a “Complete Streets” Policy through the planning, design, construction, maintenance, and operation of County roads.

## II. BACKGROUND

“Complete Streets” is a transportation policy and design approach that requires streets to be designed and operated to enable safe use and to support mobility for all users. Users include people of all ages and abilities, regardless of whether they are traveling as drivers, passengers, pedestrians, bicyclists, equestrians, or public transportation riders.

The benefits of “Complete Streets” are many and varied:

- “Complete Streets” improve safety for pedestrians, bicyclists, children, older citizens, non-drivers, and the mobility challenged, as well as those who cannot afford a vehicle or choose to live vehicle-free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreational, retail centers, health care facilities, and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon based fuels, thereby reducing greenhouse gas emissions and noise, and improving air quality.

“Complete Streets” make fiscal sense by incorporating pedestrian accommodations, bicycle accommodations, safe crossings, and transit accommodations into the design of a project, thus sparing the expense of retrofits later.

## III. GOALS AND OBJECTIVES

Monroe County shall implement a “Complete Streets” Policy through the planning, design, construction, maintenance, and operation of County roads, enabling safe use access and mobility for all users. Where practicable, Monroe County shall:

1. Create a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational, retail centers, health care facilities, and public facilities.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle, and transit facilities.
3. As Active Transportation Plans, traffic studies, and other standing recommendations related to Complete Streets are developed, record the recommended Complete Streets action for each location in a spreadsheet so that each recommendation can be identified and considered for implementation as plans for future projects are developed and scoped.
4. Establish a checklist of pedestrian, bicycle, and transit accommodations such as ADA compliant curb ramps, crosswalks, accessible pedestrian signal devices, countdown pedestrian timers, bicycle detection, signs, median refuges, curb extensions, shoulders, shared use lanes, and bus shelters, with the presumption that they will be considered for inclusion in capital and maintenance projects based on the character and usage of the roadway and surrounding network, unless supporting documentation against inclusion is provided and found to be justifiable.
5. Be cognizant that transportation facilities are long term investments that shall anticipate future demand for all users, including bicycle and pedestrian facilities, and not preclude the provision of future improvements.

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7. Consider paved shoulders through road widening, multilane reduction “road diets”, or reducing travel lane widths, as a preferred alternative to bike lanes, to provide safety and operational advantages for all road users, especially where sidewalks are not provided.
8. Consider connections for Safe Routes to School (SRTS), transit stops, trail crossings, and areas or population groups with limited transportation options.
9. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges, and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and logical.
10. Design bicycle and pedestrian facilities to the most recently available standards and practices, including the Americans with Disabilities Act (ADA) Standards for Accessible Design, United States Access Board Public Right-of-Way Accessibility Guidelines (PROWAG), New York State Highway Design Manual (HDM), AASHTO Guide for the Development of Bicycle Facilities, AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Manual of Uniform Traffic Control Devices (MUTCD) including New York State Supplement, and the Monroe County Highway Geometric Design Standards matrix.
11. Make provisions for bicyclists and pedestrians when closing roads, bridges, culverts, or sidewalks for construction projects.
12. Research, develop, and support new technologies in improving safety and mobility.
13. For all maintenance projects involving primarily pavement work, upon identifying the location and scope of the project, identify all Active Transportation Plans, traffic studies, and other standing recommendations associated with the project location to determine whether each recommendation can and should be incorporated into the maintenance project. Consideration should be given to the scope of the project, Town priorities and support, environmental constraints, right-of-way limitations, funding resources, practicality and appropriateness of the recommendation, and bicycle and/or pedestrian compatibility. Communicate the results of this review with the local municipality to ensure their concurrence and to coordinate with any other plans that the municipality may have.

#### **IV. EXCEPTIONS**

Exceptions to the “Complete Streets” Policy must be documented with supporting data that indicates the reason for the decision, and may include the following:

1. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
2. Detrimental environmental or social impacts outweigh the need for these accommodations.
3. Right-of-way constraints prohibit the installation of “Complete Streets” elements.
4. Cost of accommodations is excessively disproportionate to cost of project.
5. The safety or timing of a project already planned, budgeted, or underway is compromised by the inclusion of “Complete Streets” elements.
6. Town long range transportation plans or priorities do not align with the “Complete Streets” Policy in a particular corridor.