

The Purpose of the Town of Irondequoit Complete Streets Policy is to develop and maintain safe, reliable, efficient, integrated, and connected multimodal transportation facilities that will promote access, mobility and health for all users, and will ensure the safety and convenience of all users of public transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

A Complete Streets approach to designing our roads incorporates safety, livability, and a place for all users – pedestrians, bicyclists, motorists, and public transit riders. Complete streets design features recognize that the needs of users vary according to rural, suburban, and urban contexts and they may include, but are not limited to, sidewalks, paved shoulders suitable for cycling, lane striping, bike lanes, share-the-road signage, crosswalks, road diets, pedestrian control signalization, bulb-outs (curb extensions), curb cuts, raised crosswalks and ramps, and traffic calming measures.

This policy applies to all municipally owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways and their design, construction, operation, and maintenance so that users of all ages and abilities can travel safely and independently.

Developers and owners of privately constructed streets and parking lots are encouraged to adhere to this policy.

The municipality shall foster partnerships with the State of New York, County, businesses, property owners and the School District to develop facilities and accommodations that further the Municipality's Complete Streets Policy.

The Town of Irondequoit shall approach every transportation improvement and public works infrastructure project that occurs within or adjacent to transportation corridors as an opportunity to create safer, more accessible streets for all users. These phases may include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance.

A. **Exceptions**

Any exception to this policy must be reviewed and presented by the Commissioner of Public Works to the Town Board. This presentation shall include at a minimum, the basis for the decision.

B. Exceptions may occur when:

- i. An affected roadway prohibits, by law, use by specified users;
- ii. The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments or interim measures);
- iii. The application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or
- iv. Other available means or factors indicate an absence of need, including future need.

2. **Design Features** The Town of Irondequoit shall follow accepted or adopted design standards and use the best and latest design standards available. Examples of these standards include, but are not limited to:

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

In recognition of context sensitivity, public input and the needs of many users, 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.

3. **Performance Measures and Reporting**

The Commissioner of Public Works shall Annually present to Town Board in implementing this policy which may include but not limited to, the following:

- Total miles of bike lanes/shared lanes/usable shoulders/bike boulevards
- Linear feet of new and reconstructed pedestrian accommodation
- Number of new curb ramps installed along Town streets
- Crosswalk and intersection improvements

4. **Implementation**

5. The Town of Irondequoit shall view Complete Streets as integral to everyday transportation decision making practices and processes. To this end:

- A. When available, the municipality shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- B. Municipal staff shall accept public input regarding Pedestrian Trails, intersections, and bikeways and other measures within the right of way to increase user experience
- C. When appropriate, Complete Streets projects should include an educational component by the municipality, to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.
- D. The Town of Irondequoit has prior to the adoption of this Policy and will continue to review and budget for sidewalk replacement/improvement.

This policy shall take effect immediately.

Complete Streets Projects Worksheet

PROJECT AREA

Project Title	
Project Location	
Description	

1. Is the project compliant with Complete Streets standards?

If not, describe reasons/constraints:

2. What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors, or others?

School, Government buildings, Downtown, Senior centers, Shopping areas,

Low-income housing, Parks, Medical centers,

Other: _____

3. Will the proposed project remove an existing bicycle/pedestrian facility or block or hinder bicycle or pedestrian movement? _____

If yes please provide the reason/constraint:

Project Checklist

What bicycle and pedestrian facilities currently exist in the project area?

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
<input type="checkbox"/>	Bicycle-safe inlet grates (see VSL policy)
<input type="checkbox"/>	On-street parking (see VSL policy)
<input type="checkbox"/>	Curb bulbs where there is on-street parking
<input type="checkbox"/>	Bicycle parking
<input type="checkbox"/>	Connections to bicycling/walking facilities
<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Sidewalks or curb ramps that do not meet ADA standards

What bicycle and pedestrian facilities are included in the proposed project?

<input type="checkbox"/>	ADA compliant sidewalk(s)
<input type="checkbox"/>	Sidewalks buffered from moving traffic
<input type="checkbox"/>	Curb ramps with detectable warnings
<input type="checkbox"/>	High visibility crosswalks
<input type="checkbox"/>	Curb extensions
<input type="checkbox"/>	Pedestrian traffic signals
<input type="checkbox"/>	Bike lanes
<input type="checkbox"/>	Shared-lane markings (sharrows)
<input type="checkbox"/>	Paved shoulders
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<input type="checkbox"/>	Connections to key destinations
<input type="checkbox"/>	Landscaping, street trees, planters, buffer strips
<input type="checkbox"/>	Pedestrian-scale lighting
<input type="checkbox"/>	Public seating or benches
<input type="checkbox"/>	Truck route signage
<input type="checkbox"/>	Wayfinding signage
<input type="checkbox"/>	Minimize curb cuts and driveways to create continuous sidewalk
<input type="checkbox"/>	Traffic calming
<input type="checkbox"/>	Access management: reduce conflict points between pedestrians, bicyclists and vehicles
<input type="checkbox"/>	Relocate utility poles