

TOWN OF CANANDAIGUA
COMPLETE STREETS POLICY

Effective: August 21, 2017 via Resolution No. 2017-287

WHEREAS, The Town of Canandaigua 2021 Comprehensive Plan Update Transportation Goal includes recommendations to improve the Town’s transportation infrastructure for all users including pedestrians and cyclists, as well as vehicular traffic; 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 & Public Works 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 Superintendent, 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 Superintendent’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.

First Adopted:	August 21, 2017	Resolution No. 2017-287
Subsequent Adoptions and Amendments:		
	December 17, 2018 (amended)	Resolution No. 2018-368
	January 6, 2020 (amended)	Resolution No. 2020-018
	December 21, 2020	Resolution No. 2020-304
	January 10, 2022	Resolution No. 2022-018
	January 9, 2023	Resolution No. 2023-019