Implementing Complete Streets in the G-FL Region; A Guidebook

Scope of Work

A. Objective

The objective of this project is to develop a complete streets guidebook. The process will involve enabling municipalities to develop complete streets policies and implement them. The Genesee/Finger Lakes Regional Planning Council (G/FLRPC) plans to work with interested communities to collect, inventory, analyze, prepare, and implement complete streets policies and programs around the Region for the purpose of developing a guidebook from these actions.

This initiative will help shift towards a more balanced approach to complete streets where the built environment provides a variety of transportation options to accommodate cyclists, pedestrians, and public transportation riders, in addition to the automobile.

B. Background

Presently, less than 3% 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 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 in recent years is getting their driver's license 10% less than previous generations. However, we have a low rate of complete street policies and bike lanes, 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.

The current transportation landscape in the G-FL region-has a high amount of personal automobile use and a lower amount of use 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 and drivers that are served. This is especially important as the built environment influences our choices every day. As previously mentioned, teens and young adults are getting driver's licenses at a rate 10% less than past generations. As such, many teens and millennials are

relying on walking, biking, and public transit to get where they need to go. Adapting our built environment for future generations is not only important it is paramount as regions without transportation amenities may lose talented non-drivers who choose to locate in regions and cities that offer a transportation system that accommodates their lifestyle.

C. Tasks

Task 1: Inventory and assessment of the region: Inventory and characterize the existing facilities and enter data into a GIS database for mapping and analysis. A full region inventory enhances the guidebook for future communities. Survey and inventory existing policies, programs, and plans related to complete streets, such as bike lanes, raised sidewalks, signage, etc. Conduct quantitative (Likert-type survey) to all municipalities with complete street policies and qualitative survey (interviews) of select municipalities with complete street policies and stakeholders.

Task 2: Analysis of existing state and project partners: Analyze the existing state of complete streets and identify areas for improvement, in alignment with the New York State Complete Streets Act, Smart Growth Public Infrastructure Policy Act, and the Americans with Disabilities Act. Call for up to three Project Partners (municipalities), identify needs/priorities, desires, and create action plan through meetings with municipal group/elected officials, two public meetings.

Task 3: Develop Draft Model Policy: Develop a draft model complete streets policy for the communities to reference. This may be specific to urban/suburban/rural or general to all depending on outcomes from Project Partner Communities. Renderings/concept drawings of specific target areas may be used.

Task 4: Public input meetings: Public meeting 1 will meet early on with the communities to gather input on existing needs, priorities, and desires. Public meeting 2 will be late in the process to present recommendations/action plan and get public input and feedback. Public meetings will evolve as the project partners are selected.

Task 5: Develop draft guidebook: Collect all the information developed and experiences of project team and partners into a guidebook for publication. The Guidebook will cover various complete street elements such as bike lanes, raised sidewalks, center islands or medians, bump outs, lighting etc.

Task 6: Review draft guidebook: The draft will be reviewed by the project partner communities and may also be reviewed by self-selected surveyed communities and other professionals.

Task 7: Final Guidebook

Task 8: Present Complete Street Guidebook at Regional Local Government Workshop

Task 9: Executive Summary and Final Presentation: Present final project at the GTC meeting to close out the Complete Streets project.

D. Products

Final deliverables will include:

- GIS map available to the public through ArcMAP online or equivalent that identifies the complete streets infrastructure within the G-FL region and calls out model complete streets from Inventory and Assessment Task (1)
- A model complete streets policy and implementation strategy for each municipality involved. Implementation strategy includes an assessment of needs and development of action plan. Graphic renderings may be used.
- Implementing Complete Streets in the Genesee Finger Lakes Region Guidebook.
- Executive Summary

E. Public Participation Plan

The Complete Streets Project will conform to the GTC Public Participation Policy as a Planning/Policy Project. Public participation will be accomplished as follows:

- The Complete Streets Project will hold 2 public informational meetings with the communities to solicit input at key phases of the study. The public meetings will be designed in a way to ensure public awareness and participation based on the project partners. Every effort will be made to engage all communities through advertisements and website information of location details as well as having meeting agendas and summaries available. Locations will be selected to accommodate persons with disabilities.

F. Schedule

The project is anticipated to start May of 2019 and conclude March 31, 2020

G. Project Budget

The breakdown of the cost is as follows:

Sources of Funds	FY 2019-20	Uses of Funds	FY 2019-20
Federal Funds		GTC	
FHWA	$25,200	Staff	$0
FTA	0	Contractual	0
Subtotal	$25,200	Subtotal	$0
Matching Funds		Other Agency	
State (In-kind)	$0	Staff	$25,200
Local (In-kind)	2,800	Contractual	0
Local (Cash)	0	In-kind Exp.	2,800
Subtotal	$2,800	Subtotal	$28,000
Total	$28,000	Total	$28,000