

**GENESEE TRANSPORTATION COUNCIL**

**RESOLUTION**

**Resolution 22-60    Accepting the Implementing Complete Streets in the G-FL Region: A Guidebook as evidence of completion of UPWP Task 5361**

**WHEREAS,**

1. The *FY 2022-2023 Unified Planning Work Program* includes Task 5361, Implementing Complete Streets in the G-FL Region; A Guidebook, for the purpose of enabling municipalities to develop and implement complete streets policies;
2. Said Task examined the history and characteristics of complete streets; identified complete street design elements; analyzed the benefits and challenges of implementing complete street policies and projects; provided guidance and resources on how to develop and implement complete streets policies and projects; developed model complete streets policies for municipal adoption; and included a compilation of complete streets policies currently in effect within the region;
3. Said Task has been completed and has resulted in the *Implementing Complete Streets in the G-FL Region: A Guidebook*; and
4. Said Guidebook has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby accepts the Implementing Complete Streets in the G-FL Region: A Guidebook Executive Summary as evidence of completion of UPWP Task 5361; and
2. That this resolution takes effect immediately.

**CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 8, 2022.

Date \_\_\_\_\_

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CHRISTOPHER REEVE, Secretary  
Genesee Transportation Council

# Implementing Complete Streets Guidebook

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## Executive Summary

Implementing Complete Streets in the Genesee-Finger Lakes Region Guidebook is a guide for preparing and implementing a complete street policy in the nine-county region. This guidebook provides information on the history of Complete Streets, what makes a complete street, as well as context sensitivity, the experience of one case study community in implementing a complete streets policy and lessons learned. The goal of this study is to provide a “roadmap” for communities to follow and learn from when implementing a complete streets policy.

The Implementing Complete Streets in the Genesee-Finger Lakes Region Guidebook is divided into five sections:

1. Introduction to Complete Streets in the Genesee Finger Lakes Region
2. History of the movement
3. What makes a complete street
4. Implementing Complete Streets Case Studies
5. Challenges and Lessons Learned

This guidebook focuses on the implementation of complete streets. It creates a baseline of complete streets in the Genesee-Finger Lakes region by describing the existing state of complete streets in the region, including where there are existing policies, and mapping bike lanes across the region as one element of complete streets. It shares the experience of helping the Village of Penn Yan in Yates County and the Village of Perry in Wyoming County create complete streets policies. This guidebook shares the process of developing and implementing complete streets policies, lessons learned from that process, and best practices to support and assist other municipalities considering implementing their own complete streets policies.

Presently, less than 5% 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 active transportation and implementing complete streets elements for more robust main 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 also 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 a trend of delaying getting their drivers licenses. However, the region has a low rate of complete street policy adoption, 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.

In Section 3 complete street elements are discussed as well as the nuance behind complete streets design. There is no singular design element or one prescriptive approach within a complete streets policy. Complete Streets elements applicability vary across a community based on context. Complete streets in rural communities look different than urban communities and main streets look different than freight corridors. The goal of complete streets is to balance safety and convenience for all users of the road and support a community’s sustainability goals.

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Section 4 describes the case study process with the Village of Perry in Wyoming County, results of the public input session. It also looks at the regional state, discussing the eight existing complete streets policies in the G-FL region as well as feedback from communities who have recently adopted a complete streets policy. It also covers the two draft model policies present in the appendix and used with the case study communities.

Looking at the case study community of the Village of Perry provided opportunities to learn and see the challenges of moving a complete street policy forward. The Village has done many small projects that encompass complete streets elements and has moved towards a complete streets policy. They are now at a point to adopt a policy as it opens funding options for them and furthers their community goals. Most of the leg work for the complete streets policy was surrounding process and procedures within the village boards and having conversations interdepartmentally to ensure all applicable parties understood the policy and associated processes and the possible affects on their departments.

Implementing a complete streets policy in the Genesee-Finger Lakes Region not only is contextually appropriate to the whole region, it can help communities ensure all users have safe and comfortable access to the road network. Complete Streets can also encourage active lifestyles, provide opportunities to combat climate change by using active transportation to move about one's community, and contribute to developing more vibrant and sustainable communities.