

Complete Streets



Local Government Planning and Zoning Workshop
June 15, 2011

Sandy Misiewicz, AICP
Senior Transportation Planner
Capital District Transportation Committee

The Challenge



Since WW II...

- Street design favored the automobile over walking, bicycling and transit
 - Lack sidewalks
 - Curb ramps
 - On or off street bicycling facilities
 - Long crossing times for pedestrians
 - Inadequate bus stops
- Community design favored sprawling patterns which requires auto use



Preferences are Changing

- Desire to walk more and drive less
 - Demand for higher density, mixed use neighborhoods
- Transit use increasing
 - CDTA ridership is on the rise (high gas prices have helped)
- Nationally 1/3 of the population does not drive
- Current economic conditions have strained household budgets
 - Expensive car travel must be replaced by cheaper means of transportation for some

Pedestrian Safety

Most vulnerable street user

In 2008:

- 26% of NY's fatal motor vehicle crashes (twice the national average!)
- 11% of injury crashes
- 22% were children under 18
- 32% were over 65

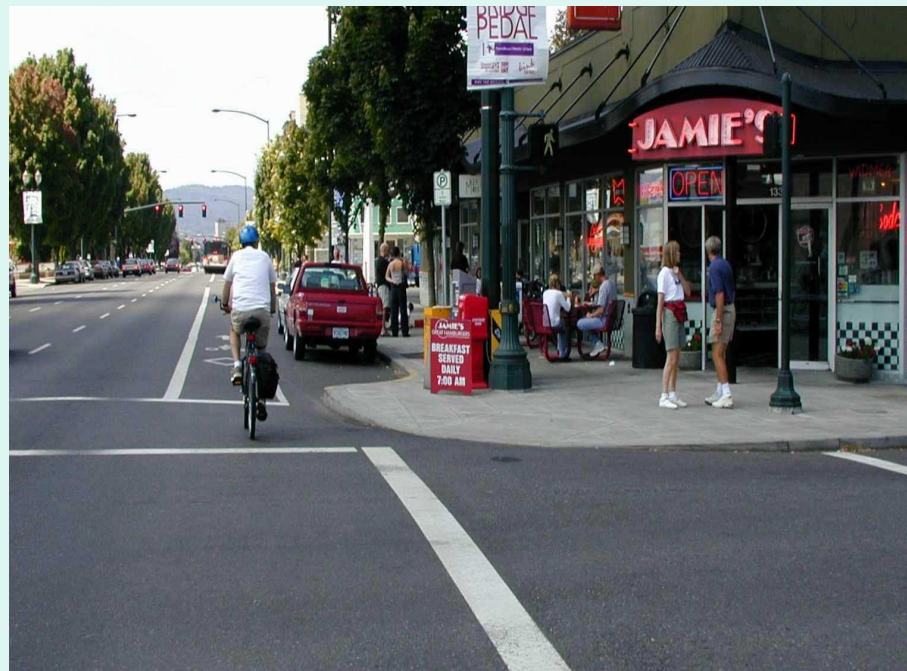
Crashes cost NYS \$ Billions/year

Obesity Problem

- 60% of adults were overweight or obese (2008), up from 42% in 1997
- 25% of adults were obese (2008), up from 10% in 1997
- Child obesity has tripled over the past 30 years 1/3 are obese or overweight
- Health care costs: more than \$7.6 billion/year.

Complete Streets

Are designed and operated to enable safe access to pedestrians, bicyclists, motorists and bus riders



www.completestreets.org

Complete Streets

Are designed and operated for users of all ages and abilities to safely move along and across



Complete Streets are...

- Safe Streets
 - Provide safe options for everyone
 - Traffic calming effect



Complete Streets are...

- Healthy Streets
 - Encourage physical activity
 - Reduce traffic congestion and emissions



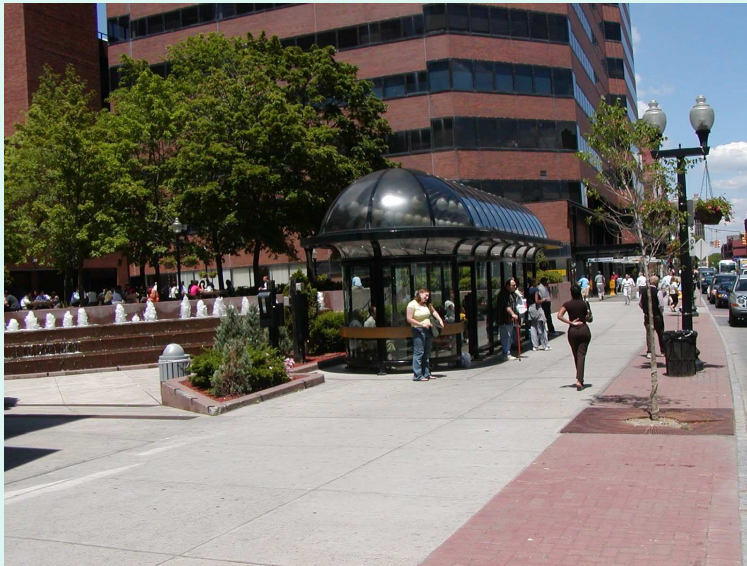
Complete Streets are...

- Green Streets
 - Opportunity to integrate green infrastructure



Complete Streets are...

- Community Streets
 - More attractive – promote smart growth and economic growth
 - Provide a sense of community



Before



After



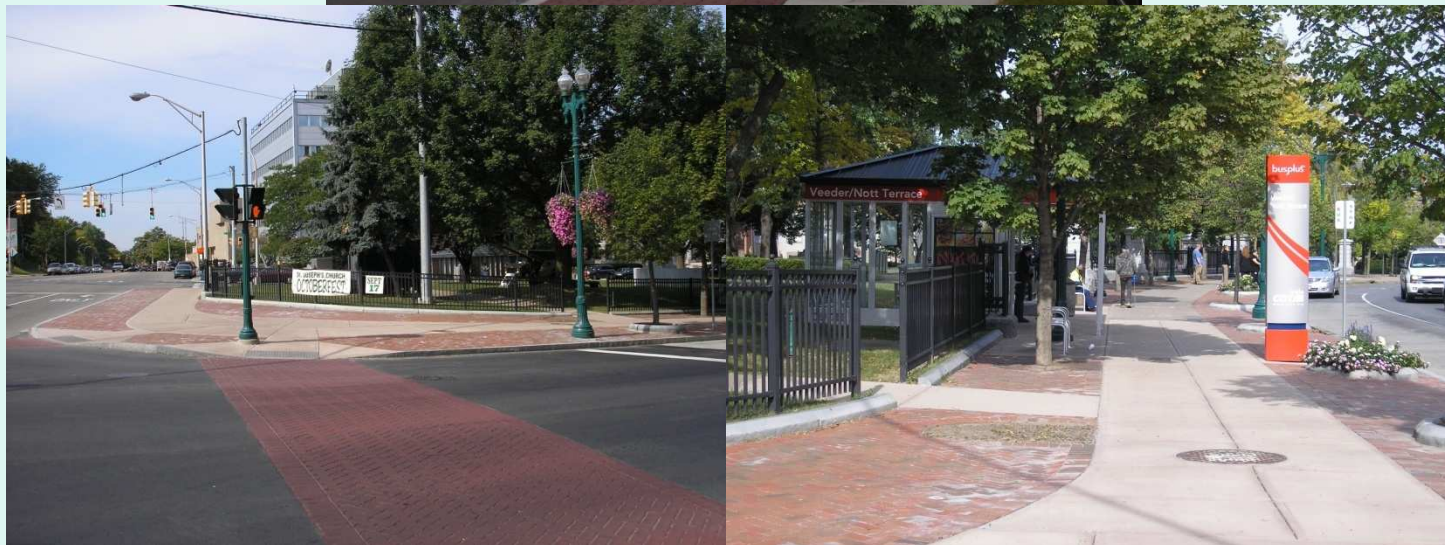
Delaware Ave, Albany



Delaware Ave, Bethlehem



State Street, Schenectady



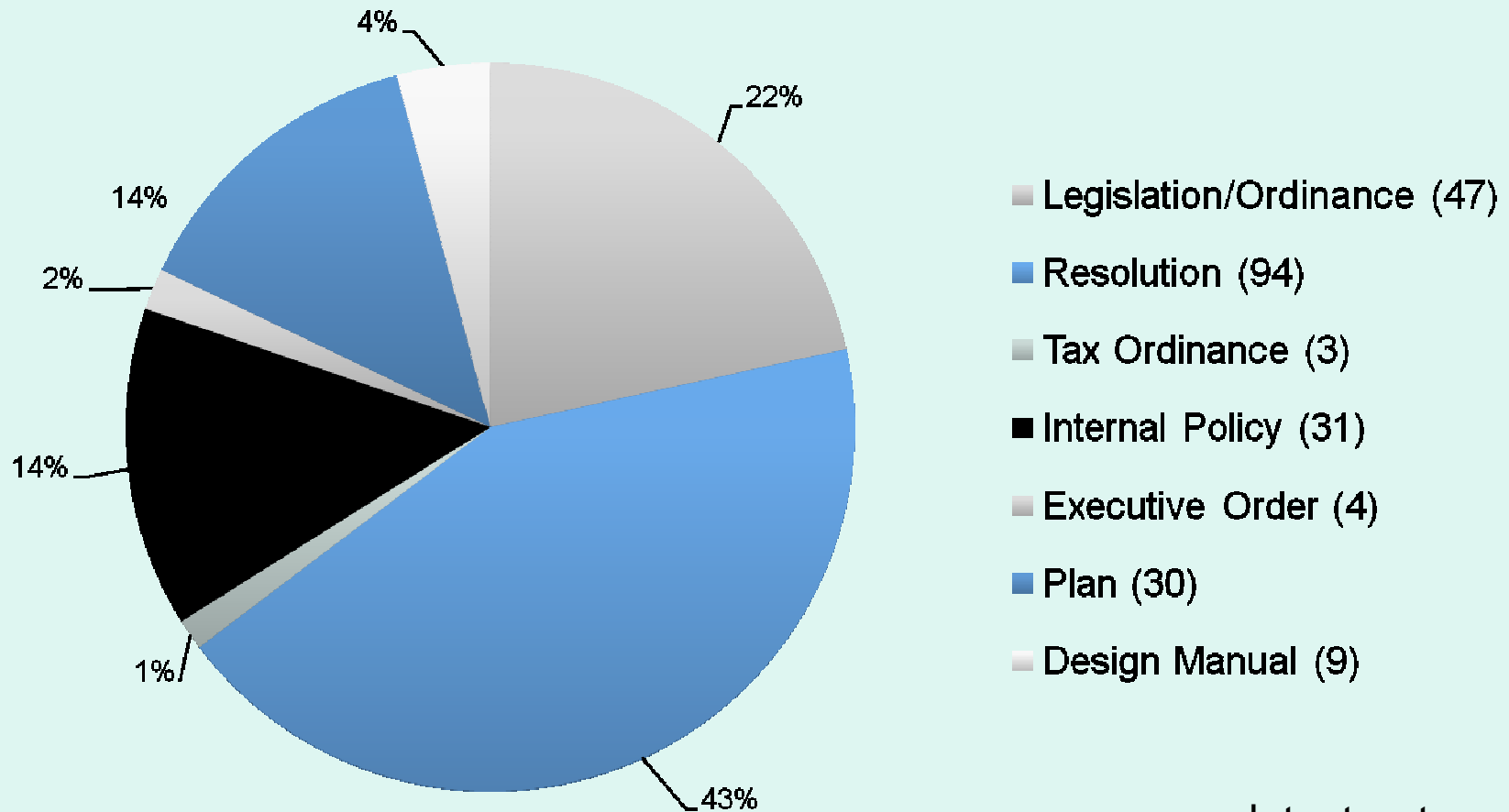
Milton Town Center



Schaghticoke, NY



Complete Streets Policies



www.completestreets.org

Elements of an Ideal Complete Streets Policy

- Includes [a vision](#) for how and why the community wants to complete its streets
- Specifies that [‘all users’](#) includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to [both new and retrofit projects](#), including design, planning, maintenance, and operations, for the entire right of way.
- Makes [any exceptions](#) specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages [street connectivity](#) and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by [all agencies to cover all roads](#).
- Directs the use of the [latest and best design criteria](#) and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will [complement the context](#) of the community.
- Establishes [performance standards](#) with measurable outcomes.
- Includes [specific next steps](#) for implementation of the policy

Complete Streets at the Local Level

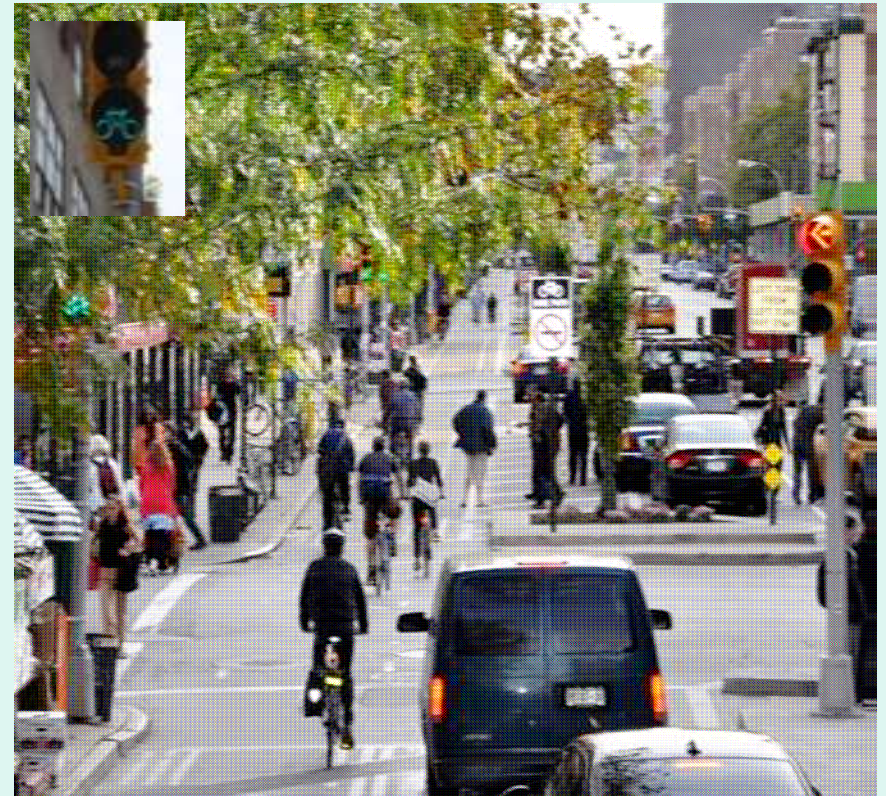
- New York City: Plans and Design Guidance
 - Safety a top priority
 - Re-program the street for all users
 - Improve quality of life for all New Yorkers

No local ordinance

<http://www.nyc.gov/html/dot/html/home/home.shtml>



1st and 9th Avenues - NYC



Buffalo: Ordinance

- Ordinance contains
 - Definition
 - Pedestrian and bicycle facilities included on all projects in the City of Buffalo:
 - New street construction
 - Street reconstruction
 - Street maintenance

Erie County passed a similar resolution for their roadways

CITY CLERK'S OFFICE
CITY HALL
BUFFALO June 11, 2008

To Whom It May Concern:
I hereby Certify, That at a Session of the Common Council of the City of Buffalo, held in the City Hall, on the 27th day of May 2008 The following item was Passed which the following is a true copy

NO. 96
ORDINANCE AMENDMENT - CHAPTER 413- STREETS AND SIDEWALKS
(ITEM NO. 115, O.C.P. MAY 13, 2008)
That the Ordinance Amendment as contained in Item No. May 13, 2008, be and the same hereby is approved.
PASSED
AYES - 9 NOES - 0

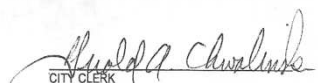
The following item has the information

NO. 115
BY: MESSRS. LOCURTO, RIVERA AND GOLOMBEK
RE: ORDINANCE AMENDMENT
CHAPTER 413, STREETS AND SIDEWALKS
ARTICLE XIV, COMPLETE STREETS

The Common Council of the City of Buffalo does hereby ordain as follows:
That Chapter 413 of the Code of the City of Buffalo be amended to read as follows:
§413-68 Complete Streets Defined
A. Complete Streets are defined as facilities that are designed and operated to enable safe access for all users. Persons with disabilities, pedestrians, bicyclists, motorists and transit riders are able to safely move along and across a complete street.
§413-69 Implementation of Complete Streets and Exceptions
A. The Commissioner of Public Works, Parks and Streets shall include pedestrian and bicycle facilities in all new street construction, street reconstruction, street maintenance, public works and park projects undertaken by the City of Buffalo subject to the exceptions contained herein.
B. The Commissioner shall provide consultation regarding its implementation as a complete street.
C. The inclusion of bicycle and pedestrian facilities shall be mandated in all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo unless one of the following conditions exists:
1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations for pedestrians and bicyclists shall be provided within the same transportation corridor as determined by the Commissioner of Public Works, Parks and Streets.
2. The cost of establishing bikeways or walkways would be disproportionate to the need or probable use. Costs shall be considered disproportionate for purposes of this section if the cost of including bicycle and pedestrian facilities exceeds twenty percent of the cost of the larger project.
3. Where the existing right of way does not allow for sidewalks, bike lanes, paths or other improvements. In this case, the Commissioner shall explore alternatives such as the use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists and persons with disabilities. If the Commissioner makes said determination he shall reduce it to writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.
4. Where the Commissioner determines that the inclusion of bicycle and/or pedestrian facilities on a roadway would constitute a threat to the health, safety and/or
welfare to the motorists and/or pedestrians and bicyclists of the City of Buffalo. If the Commissioner makes said determination he shall confirm it in writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.
§413-70 Planning, Design and Maintenance of Facilities
A. Bicycle and Pedestrian facilities will 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) or other guidelines approved by the City of Buffalo.

APPROVED AS TO FORM
NOTE: Matter underlined is new.
REFERRED TO THE COMMITTEE ON LEGISLATION

ATTEST


CITY CLERK

The above item was signed by the Mayor on 6/5/08 and returned to The City Clerk's Office on 6/11/2008

Buffalo: Ordinance

- Exceptions
 - Pedestrians and bicyclists prohibited by law
 - Cost disproportionate to need or use (> 20% of the total project cost)
 - ROW does not allow for stand alone facilities (alternatives on street should be considered)

CITY CLERK'S OFFICE
CITY HALL

BUFFALO June 11, 2008

To Whom It May Concern:

I hereby Certify, That at a Session of the Common Council of the City of Buffalo, held in the City Hall, on the 27th day of May 2008 The following item was Passed which the following is a true copy

NO. 96
ORDINANCE AMENDMENT - CHAPTER 413- STREETS AND SIDEWALKS
(ITEM NO. 115, O.C.P. MAY 13, 2008)

That the Ordinance Amendment as contained in Item No. May 13, 2008, be and the same hereby is approved.

PASSED
AYES - 9 NOES - 0

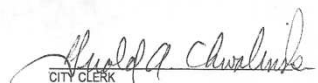
The following item has the information

NO. 115
BY: MESSRS. LOCURTO, RIVERA AND GOLOMBEK
RE: ORDINANCE AMENDMENT
CHAPTER 413, STREETS AND SIDEWALKS
ARTICLE XIV, COMPLETE STREETS

The Common Council of the City of Buffalo does hereby ordain as follows:
That Chapter 413 of the Code of the City of Buffalo be amended to read as follows:
§413-68 Complete Streets Defined
A. Complete Streets are defined as facilities that are designed and operated to enable safe access for all users. Persons with disabilities, pedestrians, bicyclists, motorists and transit riders are able to safely move along and across a complete street.
§413-69 Implementation of Complete Streets and Exceptions
A. The Commissioner of Public Works, Parks and Streets shall include pedestrian and bicycle facilities in all new street construction, street reconstruction, street maintenance, public works and park projects undertaken by the City of Buffalo subject to the exceptions contained herein.
B. The Commissioner of Public Works, Parks and Streets shall provide consultation regarding its implementation as a complete street.
C. The inclusion of bicycle and pedestrian facilities shall be mandated in all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo unless one of the following conditions exists:
1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations for pedestrians and bicyclists shall be provided within the same transportation corridor as determined by the Commissioner of Public Works, Parks and Streets.
2. The cost of establishing bikeways or walkways would be disproportionate to the need or probable use. Costs shall be considered disproportionate for purposes of this section if the cost of including bicycle and pedestrian facilities exceeds twenty percent of the cost of the larger project.
3. Where the existing right of way does not allow for sidewalks, bike lanes, paths or other improvements. In this case, the Commissioner shall explore alternatives such as the use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists and persons with disabilities. If the Commissioner makes said determination he shall reduce it to writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.
4. Where the Commissioner determines that the inclusion of bicycle and/or pedestrian facilities on a roadway would constitute a threat to the health, safety and/or
welfare to the motorists and/or pedestrians and bicyclists of the City of Buffalo. If the Commissioner makes said determination he shall confirm it in writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.
§413-70 Planning, Design and Maintenance of Facilities
A. Bicycle and Pedestrian facilities will 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 (NYS DOT) and the American Association of State Highway and Transportation Officials (AASHTO) or other guidelines approved by the City of Buffalo.

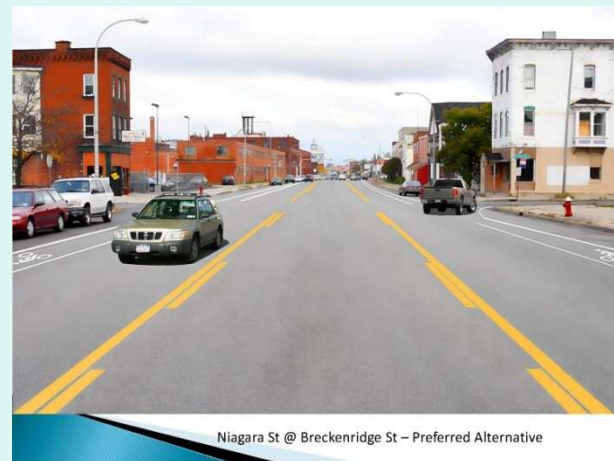
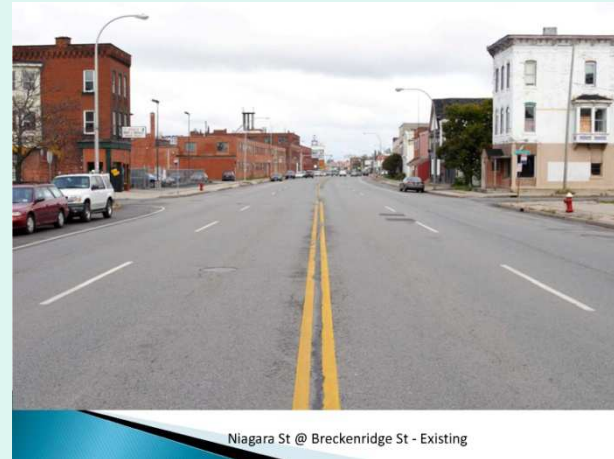
APPROVED AS TO FORM
NOTE: Matter underlined is new.
REFERRED TO THE COMMITTEE ON LEGISLATION

ATTEST


CITY CLERK

The above item was signed by the Mayor on 6/5/08 and returned to The City Clerk's Office on 6/11/2008

Buffalo: Ordinance



Town of Bethlehem Resolution

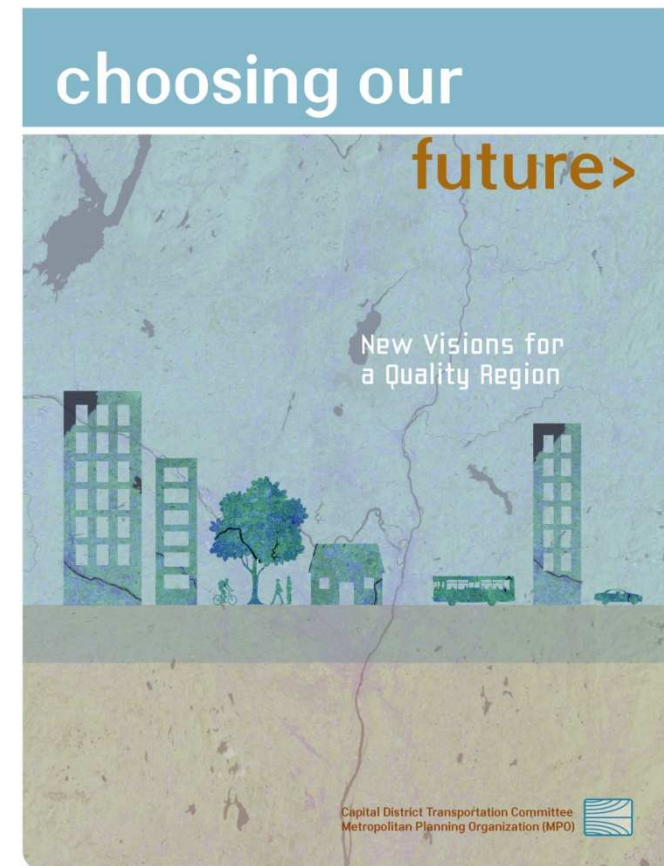
“...recognize bicyclists and pedestrians as equally important as motorists in the planning and design of all new street construction and reconstruction undertaken by the Town”

“...principal Town roads that are characterized as having high vehicle volumes and high travel speeds, and are important for bicycle and pedestrian travel ... shall be considered for Complete Streets treatment.”

Internal policy example

Regional Transportation Plan

- New Visions 2030
 - www.cdncmpo.org
- The Plan calls for a strong livability agenda
 - land use planning
 - urban reinvestment
 - transportation choices (complete streets)



Planning for Complete Streets

- Linkage Program (2000)
 - Local/regional strategic planning program
 - Integrates land use and transportation for livable communities
 - Multi-Modal Transportation Network/Complete Streets

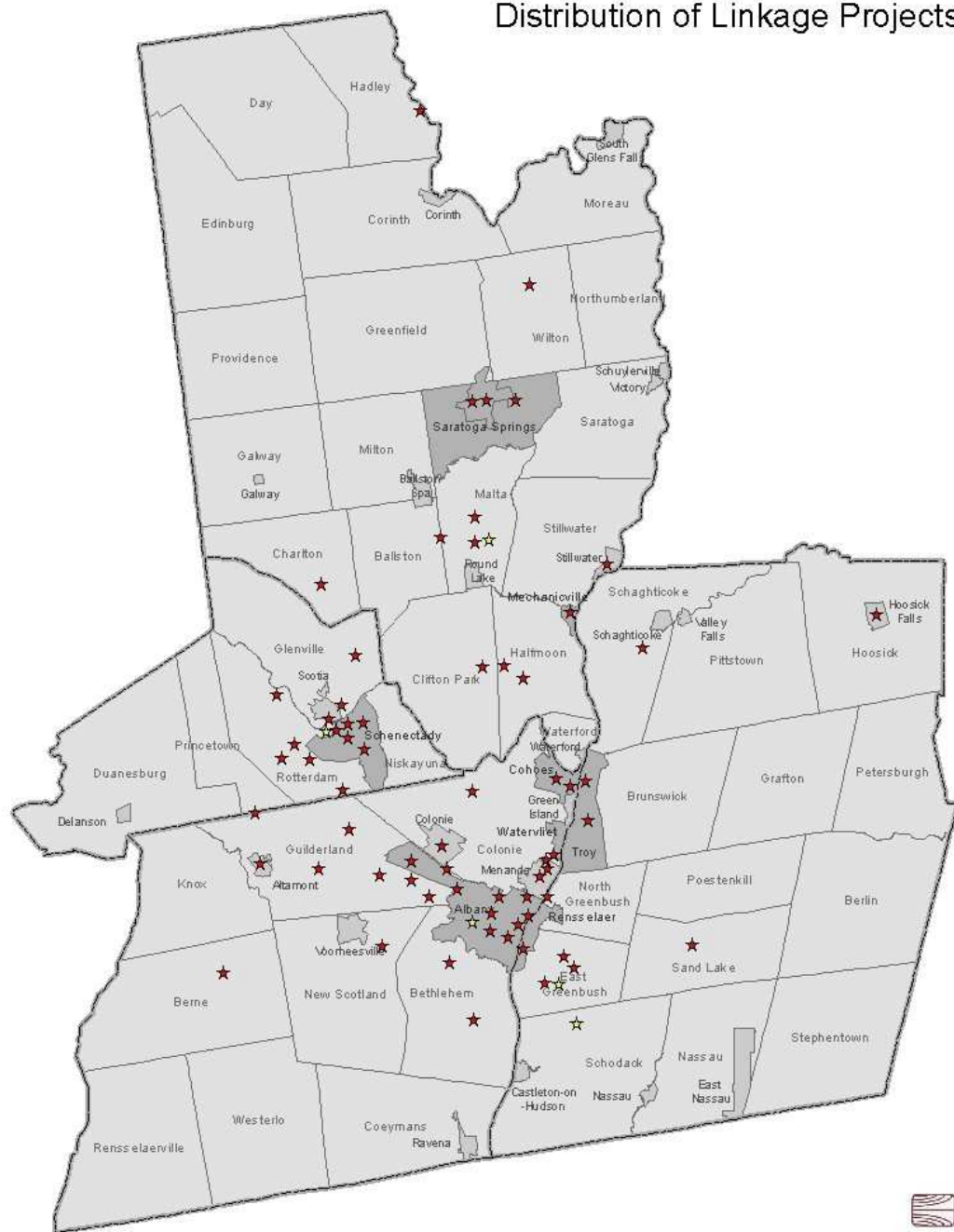
The Community and Transportation Linkage Planning Program



A land use/transportation planning assistance program offered by the Capital District Transportation Committee

August 2010

Distribution of Linkage Projects



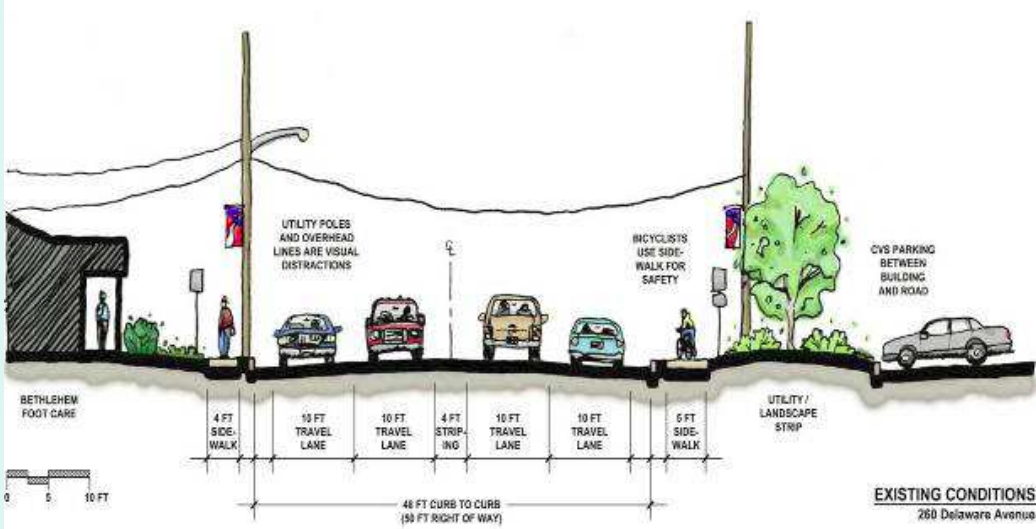
To Date:

- 71 studies
- 40 sponsors
 - Public and non-profit sponsors
- Over \$4.5 M in federal, state and local funds committed since 2000

Bethlehem Delaware Avenue Hamlet Enhancement Study



Delaware Ave. Between Hudson and Elsmere Avenues



Sand Lake Hamlets Master Plan

- Three hamlets along NY Route 43
- Address vehicular circulation and traffic concerns at key intersections
- Identify potential pedestrian/bicycle improvements including:
 - Crosswalks
 - Sidewalks
 - Bike-Hike trails
 - Strategic shortcuts
 - Pedestrian traffic controls
- Increase pedestrian connectivity between the hamlets

Hamlet of West Sand Lake



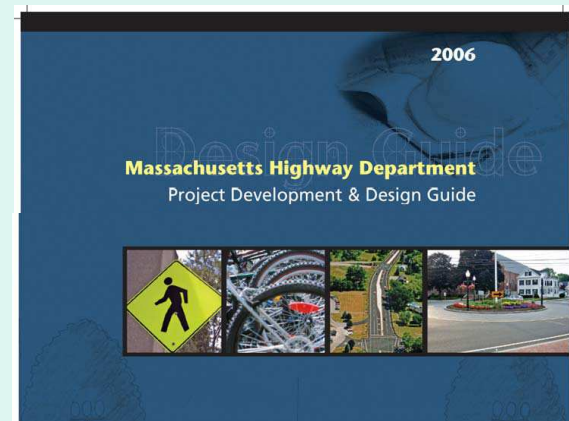
Existing Route 43



Proposed Route 43

State Level

- 16 have legislation
 - 10 have internal policies
- MA Project Design Manual
- “...the roadway system should safely accommodate all users of the public right of - way including: pedestrians, (including people requiring mobility aids); bicyclists; drivers and passengers of transit vehicles, trucks, automobiles and motorcycles.”



NYS Complete Streets Proposal

- Senate Bill S1332, introduced Jan 2011
 - **Consider** safe travel by all users of the road network regardless of age or ability through complete street design features
 - motorists, pedestrians, bicyclists, and public transportation users

NYS Complete Streets Proposal

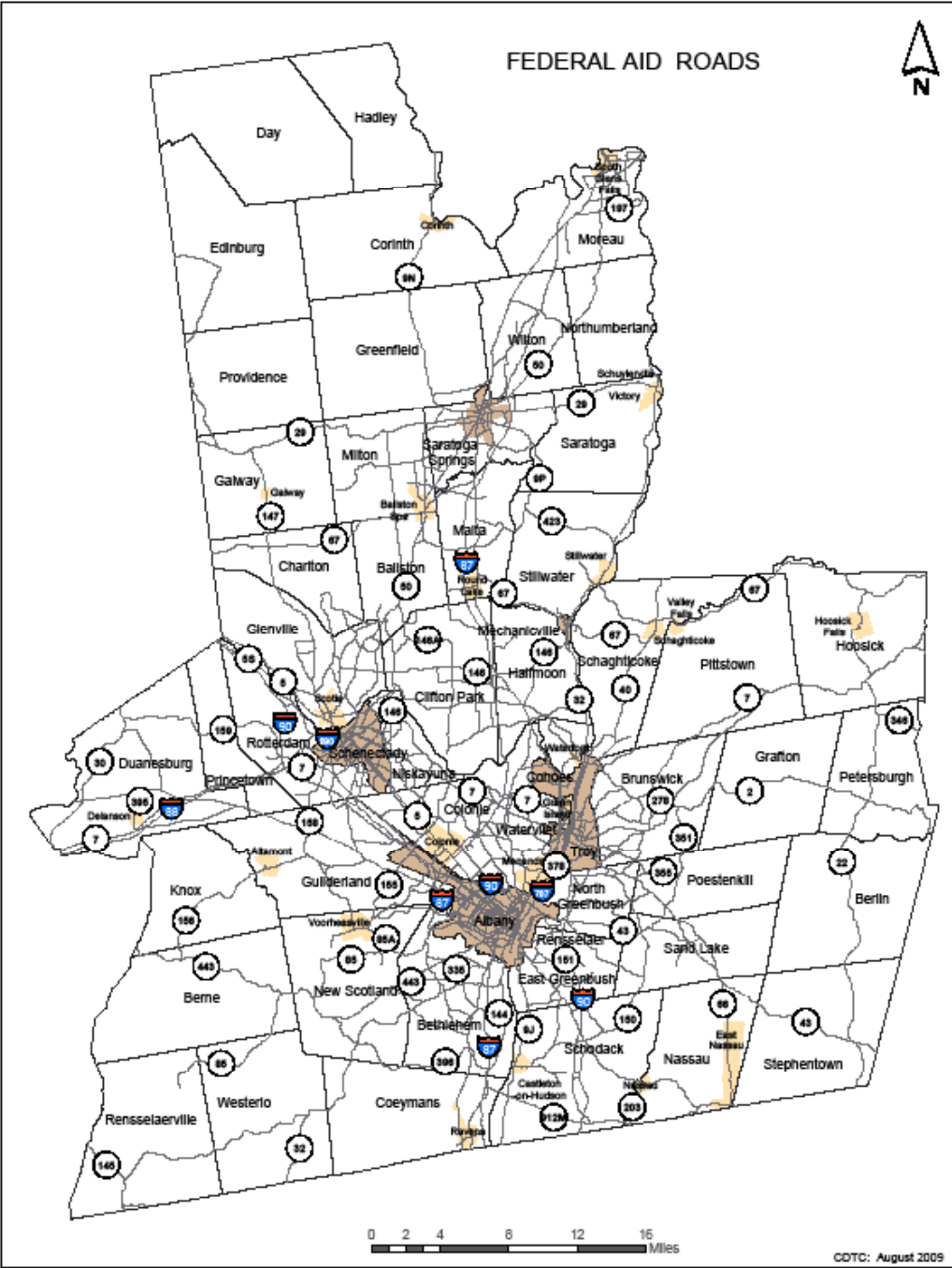
- Senate Bill S1332, introduced Jan 2011
 - Use of complete street design features
 - During the planning, design, construction and reconstruction of all non-maintenance transportation projects
 - Applies to all state, county and local transportation facilities that are:
 - eligible for federal and state funding
 - subject to NYSDOT oversight

NYS Complete Streets Proposal

- Senate Bill S1332, introduced Jan 2011
 - Not every transportation project must consider complete streets

Exceptions with appropriate documentation:

- Where pedestrians and bicyclists are prohibited by law (i.e. Interstate highway)
- Cost is disproportionate to the need
- **Demonstrated lack of need (due to land use or population density, for example)**
- **Non-federal aid eligible roadways**



Federal Level

- Safe and Complete Streets Act of 2011 (S1056/HR1780)
- Introduced May 2011
 - “To ensure the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, as they travel on and across **federally funded** streets and highways.”
- States Must:
 - Enact a law for complete streets
 - Enact an explicit state DOT policy
- MPO's Must
 - Enact an explicit statement of policy

Costs?

- Inexpensive measures, big results
 - NYC: Mostly paint
- Cheaper to do it right the first time
- Take advantage of opportunities
 - City of Albany's Sharrows



Federal Funding Opportunities

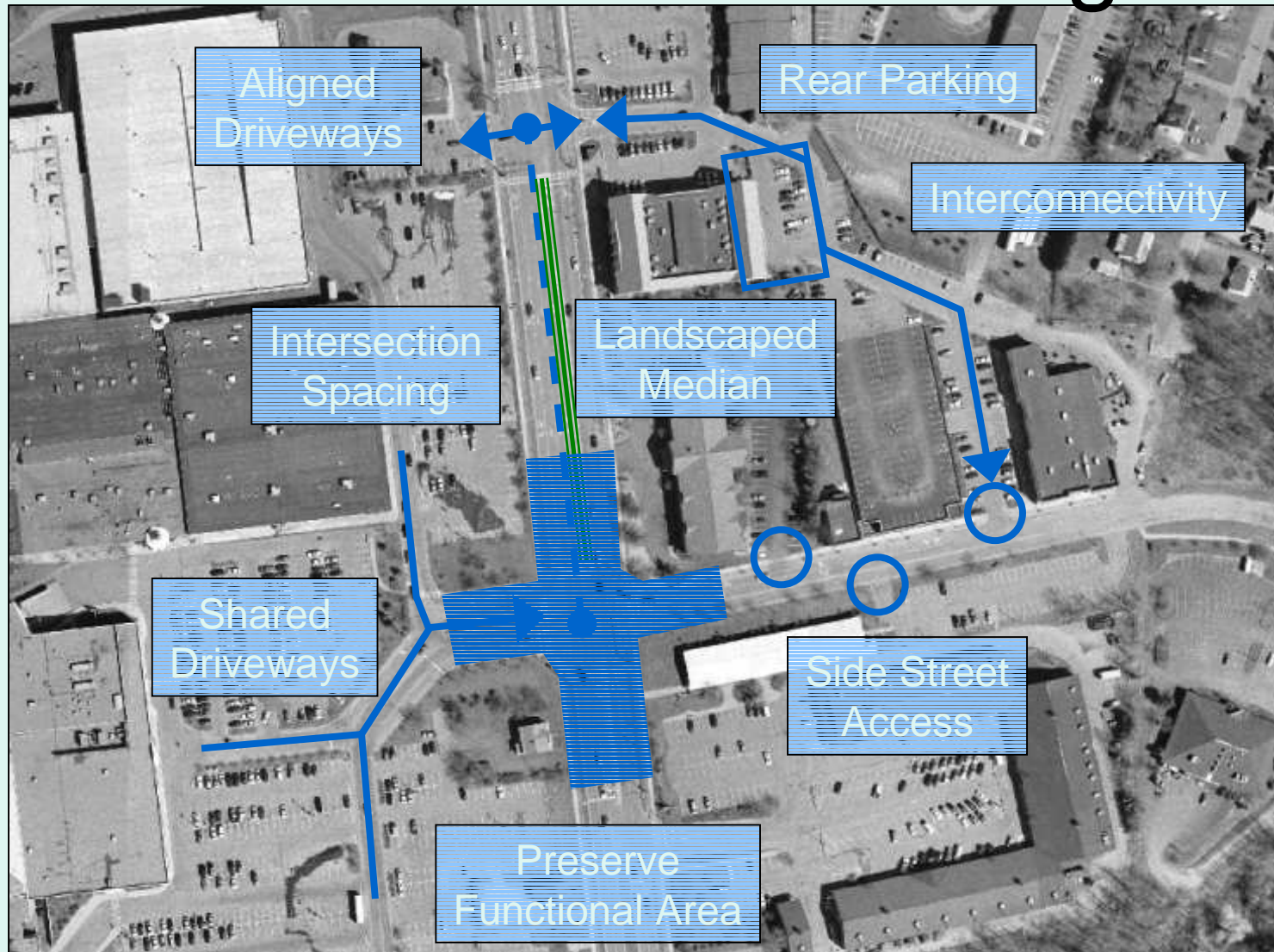
- CDTC Transportation Improvement Program
 - Delaware Avenue, Albany
 - State Street, Schenectady
 - 19th Street, Watervliet
 - Congress Street, Troy
- Set-asides for smaller scale projects (low cost)
 - SPOT improvement program
 - Bike/Ped Network Set-aside
 - CDTC/CDTA Bike Rack Program



What Else Can a Community Do?

- Complete Street Policies
- Land Use and Transportation Plans
- Access Management
- Site Plan Opportunities

Elements of Access Management



Suburban/Urban Area (Dix Ave)

Avoid



Preferred



Define parking areas; add bike lane, curbing, street trees, sidewalk and clearly define pedestrian crossing areas; shared access with interconnected parking and signage at edge.

Local Access Management Implementation

- Develop an access management plan and an Official Map
- Modify Zoning Ordinances
 - NY Route 5 sample retrofit zoning language
- Utilize the SEQRA process
 - Require implementation from the beginning of the site plan review process
 - Use of an Access Management Checklist
- Educate
 - Ongoing education for elected officials, review boards and the public

Access Management Checklist

- During site plan review:
 - Use to evaluate vehicular and pedestrian access
 - Answer all questions to ensure the project includes the necessary level of on-site access management
 - Continued use of the checklist will help prioritize access management

<http://cdtcmpo.org/accmman/accmman.htm>

| Topic | Question | Review Stage | | | Answer | | |
|---------------------------------------|----------|---|-----------|--------|--------|----|----|
| | | Concept | Site Plan | Design | Yes | No | NA |
| Vehicle Access | V.1 | Is there an opportunity to reduce the number of site driveways? | ✓ | ✓ | | | |
| | V.2 | Can the proposed site provide a cross access connection to an abutting parcel? | ✓ | ✓ | | | |
| | V.3 | Can the proposed site accommodate joint or shared access with an adjacent parcel? | ✓ | ✓ | | | |
| | V.4 | Can the site be designed to provide an opportunity to allow joint access in the future? | ✓ | ✓ | | | |
| | V.5 | Can the proposed project include a cross-access easement for future shared access or cross access? | ✓ | ✓ | ✓ | | |
| | V.6 | Can you achieve access from this parcel to an adjacent traffic signal? | ✓ | ✓ | | | |
| | V.7 | Is the site driveway located within the influence area of an adjacent intersection? | ✓ | ✓ | ✓ | | |
| | V.8 | Are turning or access restrictions desirable for a proposed driveway located within the influence zone of an adjacent intersection? | ✓ | ✓ | ✓ | | |
| | V.9 | Is the site driveway located directly across from an existing driveway or at a location allowing for future shared use? | ✓ | ✓ | ✓ | | |
| | V.10 | Does the site plan show the property lines for properties to the rear, both sides, and across the street? | ✓ | ✓ | ✓ | | |
| | V.11 | Does the proposed project connect with the surrounding street system? | ✓ | ✓ | ✓ | | |
| Pedestrian and Transit Accommodations | P.1 | Does the site plan include a sidewalk connecting to adjacent properties, the adjacent roadway network, and ending at a logical terminus? | ✓ | ✓ | ✓ | | |
| | P.2 | Do sidewalks extend across the driveway opening? | ✓ | ✓ | ✓ | | |
| | P.3 | Is there an adequate pedestrian connection to a transit stop on both sides of the roadway? | ✓ | ✓ | ✓ | | |
| | P.4 | Is there an internal pedestrian connection to connect the building with the parking area? | ✓ | ✓ | ✓ | | |
| | P.5 | Are building entrances located and designed to be obvious and easily accessible to pedestrians? | ✓ | ✓ | ✓ | | |
| | P.6 | If there are multiple buildings on the parcel, is there an adequate pedestrian connection between the buildings? | ✓ | ✓ | ✓ | | |
| | P.7 | Are pedestrian accommodations sited along logical pedestrian routes? | ✓ | ✓ | ✓ | | |
| | P.8 | Does the site include pedestrian lighting where appropriate? | | ✓ | ✓ | | |
| | P.9 | Will snow storage disrupt pedestrian access or visibility? | | ✓ | ✓ | | |
| | P.10 | Is the path clear from both temporary and permanent obstructions? | | ✓ | ✓ | | |
| | P.11 | Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways? | | ✓ | ✓ | | |
| | P.12 | Are there any conflicts between bicycles and pedestrians? | | ✓ | ✓ | | |
| | P.13 | Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods? | | ✓ | ✓ | | |

Resources

www.completestreets.org: National Complete Streets Coalition

www.aarp.org: keyword Complete Streets for an Aging America

www.planning.org: Complete Streets: Best Policy and Implementation Practices

www.cdtcmpo.org: Linkage Program, Funding Opportunities, Access Management Toolkit

Thank You!

Sandy Misiewicz, AICP
smisiewicz@cdtcmpo.org
Phone: 518-458-2161