

# Complete Communities/ Complete Streets Revitalizing Main Street



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## Introductions



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## Agenda

- What are Complete Streets?
- What are the Benefits?
- Local Policy and Legislation
- Partners & Funding
- Discussion/ Questions



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## What are Complete Streets?

“A Complete Street is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. This includes pedestrians, bicyclists, public transportation riders, and motorists; it includes children, the elderly, and persons with disabilities.” NYSDOT

“Complete Street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures.” NYDOT

## What are Complete Streets?



Complete Streets are streets for everyone!  
No matter who they are or how they travel.



## What are Complete Streets?

Of All Trips...  
50% are less than 3 miles  
28% are less than 1 mile, of these....

60% are driven!!!

## What are Complete Streets?

Complete Streets are.....



Safe



Attractive



Convenient



Accessible



Comfortable

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## What are Complete Streets?

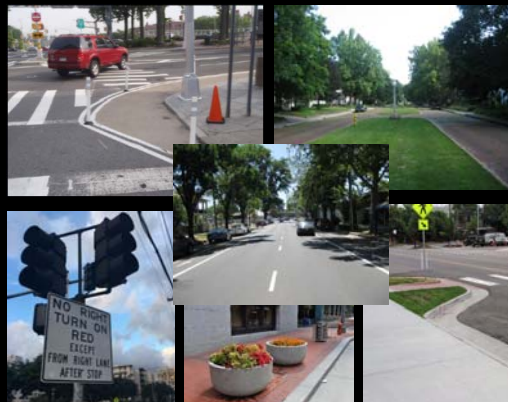
- Pedestrian Infrastructure
  - Sidewalks
  - Crosswalks
  - Pedestrian Refuge Islands
  - ADA Compliant Features
  - Accessible Pushbuttons
  - Curb Cuts
  - Curb Extensions



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## What are Complete Streets?

- Traffic Calming Measures
  - Define the Edges of Automobile Travel Lanes
  - Road Diet
  - Center Medians
  - Shorter Curb Corner Radii
  - Elimination of Free-Flow Right-Turn Lanes
  - Street Trees
  - Planter Strips and Ground Cover



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## What are Complete Streets?

- Bicycle Accommodations
  - Protected or Dedicated Bike Lanes
  - Neighborhood Greenways
  - Wide Paved Shoulders
  - Bicycle Parking



## What are Complete Streets?

- Public Transit Accommodations
  - Bus Rapid Transit
  - Bus Pullouts
  - Transit Signal Priority
  - Bus Shelters
  - Dedicated Bus Lanes



## Benefits of Complete Streets

**66%** Of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

**73%** Currently feel they have no choice but to drive as much as they do

**57%** Would like to spend less time in their car

## Benefits of Complete Streets

- Improved Health
- Accessibility for All Including Safety for Youth, Elderly, Infirmed
- Placemaking and Beautification  
Cleaner Communities  
Local Economic Development!!!



## Benefits of Complete Streets: Improved Health

Complete Streets Encourages:

- Walking
- Biking
- Personal Neighborhood Connection
- Meaningful Connections to Schools, Gyms, and Parks



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## Benefits of Complete Streets – Accessibility

- Considers all users (old, young, disabled, etc.)
  - Serves a population that is mainly without vehicles.
  - Improves personal livelihood.
  - Connects these citizens to their community.
  - Reduces their dependence on more costly options, including paratransit services or for hire car service.
  - Removes Obstacles for Free Travel!



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## Benefits of Complete Streets – Accessibility

- Meaningful Connections
- Avoids potentially dangerous situations along roads.
- New developments built with Complete Streets
  - Avoid the need for vehicles.
  - Promotes alternate modes.



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## Benefits: Children

- Dedicated, safe spaces for bicycling and walking help kids be active and gain independence.
- Being physically active helps kids learn and improves their mental health



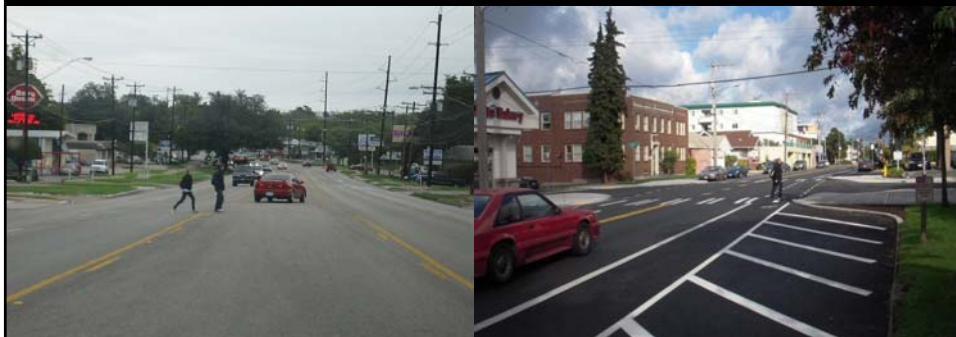
## Benefits: People with Disabilities

- Almost 1 in 5 Americans have some type of disability.
- Complete Streets = attention to detail for travelers with disabilities.
- Complete Streets can reduce isolation and dependence.



## Benefits: Safer & Stronger Communities

- Improve safety
  - More than 40% of pedestrian fatalities occur where there is no available crosswalk.
- Better health
- Stronger economies
- Reduce costs
- Provide choices
- Smarter growth



## Benefits: Placemaking/Beautification

- Streetscape Elements: Landscaping, Street Trees, Plantings, Art
- Noticeable Amenities that this is a shared place... “Pedestrians are here”
- Beautification to encourage on-foot activity.
- Creating a draw to an underutilized place benefiting all in the community.



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## Benefits: Local Economic Development

Complete Streets Encourages:

- Pedestrian Foot Traffic
- Connections to Commercial Districts – New Pedestrian Sphere
- Connection to Parks, Libraries, Museums, Universities
- Safety as “Eyes on the Street”
- Tourism Attraction Beyond Typical Draws



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## Benefits: Job Creation

- For each \$1 million invested:
  - Bicycle projects = 11.4 jobs created
  - Pedestrian projects = 9.6 jobs created
  - Auto-only project = 7.8 jobs created
- Land values have been shown to rise
- Increases retail sales
- Decrease commercial vacancies



## Benefits: Economy

- “Young people do not want to work in office parks anymore... We’re seeing this big change in this country. **It’s not political...it’s more generational...** This is where we need to think very differently, because if you don’t, you will be left behind.”
  - Mitchell Silver, Former Chief Planner, Raleigh, N.C.



## Benefits: Livable Communities

- Walkable communities = happier communities
- Residents of walkable communities:
  - Are more likely to be socially engaged and trusting
  - report being in good health and happy more often



Shannon H. Rogers, et al. Examining Walkability and Social Capital as Indicators of Quality of Life at the Municipal and Neighborhood Scales. (2010)

## Benefits: Cleaner Air

- Transportation accounts for **nearly 1/3** of all greenhouse gas emissions.
- Switching to walking or bicycling for short trips = **reduces CO2 emissions by 12 to 22 million tons/year.**
- Many elements of street design, construction, and operation can achieve both Complete Streets that work for all travelers and 'green' streets that improve environmental sustainability.



## Local Policy and Legislation

- In 2011, the Complete Streets Act (Chapter 398, Laws of New York) was signed.
- Law requires state, county & local agencies to consider the convenience/mobility of all users when developing transportation projects that receive state and federal funding.



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## Local Policy and Legislation

- The Complete Streets Act (Chapter 398, Laws of New York) is a law requiring state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding.
- In accordance with this law, many local municipalities, seeing the benefits have followed suit and created their own local laws at the County, City, Town, or Village Level.
- Creating a community policy or local legislation can be accomplished in a number of ways.

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## Local Policy and Legislation

- Albany
- Alfred
- Almond
- Auburn
- Boonville
- Buffalo
- Canandaigua
- Chateaugay
- Chazy
- Chester
- Clinton
- Cold Brook
- Colton
- Cortland
- Dannemora
- Dolgeville
- Elizabethtown
- Fort Edward
- Glens Falls
- Herkimer
- Holland Patent
- Ilion
- Lake George
- Lake Luzerne
- Lewis
- Little Falls
- Malone
- Massena
- Montezuma
- Newcomb
- New York City
- Norfolk
- Ogdensburg
- Plattsburgh
- Potsdam
- Saranac Lake
- Mooers
- Saratoga Springs
- Schoharie
- Schroom
- Ticonderoga
- Troy
- Utica
- Warrensburg
- Webb
- Westport
- Willsboro
- Wilmington



## Local Policy and Legislation

- What is a Complete Streets Plan?
- What Should Be in it?
- Like with any municipal planning document, a community has the right to determine what they desire to be included in a specific plan.
- Typical Plans include:
  - Examination of Problems (Purpose)
  - Aims/Goals
  - Official Policy (for Adoption or not...)
  - Renderings



Norfolk, NY (Render)



## Local Policy and Legislation

Not a One Size Fits All Approach...

### Comprehensive Planning

- Can be added to a comprehensive plan as a chapter, an addendum, or have policy mentioned throughout.

### Strategic Plan

- Can be added to a strategic plan or serve as its own strategic document.
- Add to a neighborhood plan, or economic development plan.



## Local Policy and Legislation



What elements of Complete Streets are important for you?

Please share your ideas!

As a person socializing ...

As a person biking ...

As a person driving ...

As a person using transit ...

As a person walking ...



BoulderTransportation.net





## Local Policy and Legislation

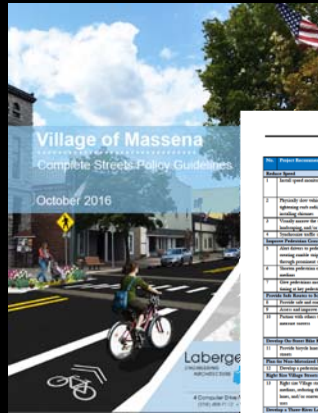
Village of Massena  
Plan & Policy Adopted October 2016

Guidelines described

- Purpose
- Benefits,
- Surveyed existing plans and regulations
- Established implementation strategies.

Adopted Complete Street Policy

- Who, When, Where



Item	Policy Recommendation	Responsible Parties	Funding Source
1	Adopt a policy that encourages the use of bicycles and walking, and that provides for the safe and efficient movement of all users of the street.	Village, DPW, Police	State, Federal
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## Local Policy and Legislation

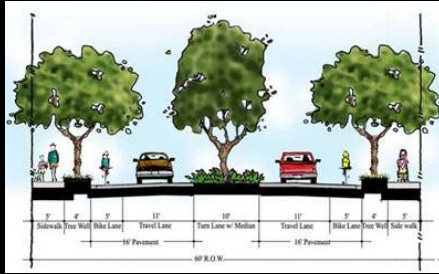
Town of Norfolk 2007 Strategic Plan Addendum

- Purpose of the Town's efforts & benefits
- Updated demographic data
- Identified Key Projects
- Developed Renderings
- Implementation and funding strategies
- Model language for future legislative adoption



## Local Policy and Legislation

### Implementation...



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## Local Policy and Legislation

### Municipal Code

- Needs to be examined, particularly zoning, street regulations and subdivision policies
- Codify elements of Complete Streets so as there is no confusion as to the aim of Complete Streets goals.

### Planning Board

- Planning boards will promote the ideals of complete streets within the limitations of local codes. Codes need to provide the framework for future developments.

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## Local Policy and Legislation – Model Policy

### **Definition**

- “Complete Streets” are streets designed and operated to provide safe and convenient access for all roadway users, regardless of age, ability or mode of transportation. This includes pedestrians, cyclists, transit users, motorists, emergency responders, and freight users. It considers the needs of children, the elderly and persons with disabilities.

### **Policy**

- The (Municipality) supports the development of a complete transportation network for all modes of travel that promotes access, mobility and safety for all users.

### **Applicability**

- All municipally owned transportation facilities in the public right-of-way including streets, bridges and paths shall be planned, designed, constructed, operated, and maintained for all users and abilities.
- Privately constructed streets and parking lots shall adhere to this policy.
- Foster partnerships to develop facilities and accommodations that further the policy.
- Every transportation improvement shall be an opportunity to create safer, more accessible streets including planning, programming, design, right-of-way acquisition, construction, reconstruction, operation, and maintenance.



## Local Policy and Legislation – Model Policy

### **Exceptions**

- Identify any exceptions to this policy, whether for public or private projects.
- Examples:
  - Non-motorized use is prohibited by law, such as interstate freeways.
  - DPW concludes that the cost of accommodation is excessively disproportionate to the need or probable use.

### **Design Standards**

- Identify appropriate design standards:
- Examples:
  - Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
  - American Association of State Highway Transportation Officials’ (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities;
  - AASHTO Guide for the Development of Bicycle Facilities;
  - National Association of City Transportation Officials (NACTO) Street Design Guide; and
  - Americans with Disabilities Act Accessibility Guidelines.



## Local Policy and Legislation – Model Policy

**Performance Measures** the success of the Complete Streets policy using the following performance measures:

- Miles of bike lanes/paths striped or built,
- New linear feet of pedestrian accommodation,
- Number of new curb ramps installed,
- Number of transit accessibility accommodations built,
- Number of crosswalk and intersection improvements,
- Changes in the number of people walking, biking or using transit,
- Changes in crash data for all modes,
- Changes in vacancies of downtown commercial properties,
- Changes in property values downtown, and
- Number of exemptions from this policy approved.

## Local Policy and Legislation – Model Policy

### **Reporting**

- Appoint a Complete Streets Advisory Committee to identify strategic opportunities to make streets more complete and oversee the implementation of this policy.
- The committee may include members of the Department of Public Works and representatives of various street users and other advocacy organizations, as relevant.
- The Complete Streets Advisory Committee shall/may present an annual report to the (Municipality) Board showing progress made in implementing this policy.
- The report may include details regarding the annual increase or decrease for each performance measure contained compared to the previous year(s).
- The report should be posted online for public review.

## Local Policy and Legislation – Model Policy

### Implementation

- Complete Streets shall be **integral** to everyday transportation decisions.
- Incorporate principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate.
- Review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible.
- Offer workshops and educational opportunities.
- Actively seek funding to implement Complete Streets.



## Complete Streets – Partners & Funding

- FHWA/NYS DOT – Safe Routes to School
  - Planning
  - Education
  - Grant Funding
- NYSDEC – Climate Smart Communities
  - Construction
- SUNY RSF- Technical Assistance
  - Funding Plan Creation
- St. Lawrence County Health Initiative – Technical Assistance
  - Funding Plan Creation
- NYSDOT- Grant Funding
  - PSAP – Pedestrian Improvements
  - TIP – Ped and Bike Improvements
  - TAP-CMAQ – Highway, Ped, and Bike Improvements



## Complete Streets – Partners & Funding

- Local School Districts
- Local Universities
- Local Institutions/ Employers
- Senior Citizens Groups
- Cultural Groups
- Other Local Stakeholders Group
- Municipal Governing Board
- Local Planning Board
- County Planning Board
- Complete Street Committees
- County



## Discussions and Questions

Discussion...

Questions?

