Complete Streets for everyone an introduction
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Complete Streets is a set of street design concepts that treat pedestrians, bicyclists, transit users, and drivers as legitimate users of the transportation network. Everyone is accommodated regardless of how they travel or what their special needs may be.

-NYSAMPO
Complete Streets Fact Sheet

COMPLETE STREETS: What is a complete street?

- A transportation facility for current and future users regardless of age or ability
- Developed for safe and accessible use by pedestrians, bicyclists, motorists, and transit riders.
- A Complete Street puts ALL users on an equal footing.
COMPLETE STREETS: When?

- New York State’s Complete Streets Act in effect February 2012
- NYSDOT issues the New York State Complete Streets Report February 2014
- Since then, nearly 150 towns, villages, and cities and 15 counties in NY have Complete Streets policies
Trip rates by age, sex, urban/rural, income, purpose, etc. all seem to track with previous trends—they continue to decline.

Household VMT trends show significant declines in errands and social/rec between 2001 and 2017.

Source: USDOT 2017 Summary of Travel Trends NHTS

COMPLETE STREETS: Why the trend?

- Declining automobile usage, especially the Millennial generation.
- Decline in gas tax revenues that fund transportation agencies.
- Americans are living longer but driving less.
- The public wants more transportation choices.
Public health benefits

Increased safety, especially for pedestrians and bicyclists

Reduced carbon footprint

Enhanced aesthetic value

Encourages increased physical activity and reduces reliance on private vehicles.

Existing facilities often not designed for users with limited mobility.

Gives public spaces value and creates destinations.
COMPLETE STREETS: Where?

- NYS law: federally and state funded projects must consider complete streets
- New / replacement, rehabilitation, resurfacing, and maintenance projects
- Policies can be effectively established at all levels of government.
- Flexible policies allow context specificity to fit unique situations

- 15 counties and nearly 150 local governments in NYS
- Over 1600 complete streets policies in the US
- Federal legislation is under consideration
Aim to increase safe, efficient, accessible multi-modal transportation options through public buy-in and legislative support.

COMPLETE STREETS: How?

- **Planning**
  - **Pedestrians**: clear area between the curb and the adjacent building frontage where pedestrians travel

- **Design**
  - **Intersections**: points of conflict between various modes of transportation

- **Engagement**
  - **Vehicles**: portion of the public right-of-way that intended primarily for motor vehicle use

- **Education**
  - **Bicycles**: portion of the public right-of-way accommodating bicycle travel

  - **Transit**: elements in the public right-of-way facilitating transit service, including transit stops and shelters
Following best practices in the phases of a project can help ensure the successful implementation of Complete Streets concepts.

**COMPLETE STREETS: How?**

**Planning** — Identify early where Complete Streets concepts can best be incorporated and discuss design challenges

**Design** — Follow complete Streets principles included into NYSDOT Manuals and incorporated into local policies

**Engagement** — Coordination among municipal officials, transportation agencies, civic groups, community members, legislators

**Education** — Inform and publicize the benefits of Complete Streets practices. Attend training and review literature promoting its use.
COMPLETE STREETS: How? Components and design treatments

**Sidewalk Width and Surface**, Street furniture, Lighting, Landscaping, Alternative use of Parking, Stormwater Runoff and Green Infrastructure

Marked Crosswalks, Mid-Block Crosswalks, Curb Ramps, **Corner Radii**, Signal Timing, Pedestrian Signal Crossings, Bicycle Signal Treatments

Raised Table Intersections, Refuge Islands, Medians, Traffic Circles or Roundabouts, **Travel Lane Narrowing**, Parking

Bike Routes (Shared Use Paths / Conventional Bike Lanes / Shared Lanes), Bicycle Parking, **Bicycle Route Signage**, Colored Pavement

Transit Stops, Location of Stops, Shelters, Signage, **Connectivity and Accessibility**, Traffic Signal Prioritization, Dedicated Bus Lanes

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Project Examples
COMPLETE STREETS: City of Albany

- Codify design concepts into municipal operations and decision making
- Engage community and steering committee(s)
- Develop street typologies to address a wide range of roadway, land use, and neighborhood characteristics.
- Typologies act as a guide for implementing Complete Streets
The Manual also makes special considerations for intersection treatments.

COMPLETE STREETS: City of Albany

Intersection design
Through engagement with the community and a Project Steering Committee, the Complete Streets Policy and Design Manual looks to address all elements of the public realm, from sidewalks to streetscape to streets.

COMPLETE STREETS:
City of Albany

Green infrastructure
Stormwater management
COMPLETE STREETS: Village of Sleepy Hollow

ADA curb ramps
Street trees
COMPLETE STREETS: Village of Sleepy Hollow

Curbs, sidewalk, pedestrian signals meeting Americans with Disabilities Act Guidelines (ADAAG) and Public Rights of Way Accessibility Guidelines (PROWAG).

Pedestrian signals
Striped crosswalks
COMPLETE STREETS: NJ DOT ADA Compliance

Date of Investigation: 2014-06-29
Time of Investigation: 09:41
Field Staff 1: JF
Field Staff 2: LM

Tactile warning surface

ADA compliance

ROUTE 45 NB AND STUART STREET CURB RAMP DETAIL C-2 CURB RAMP TYPE 6

NJ DOT ADA South, Contract 2, Routes 40, 45 & 49
Improvements to 13 signalized intersections, 185 ADA curb ramps, 11,750 feet of sidewalk.
COMPLETE STREETS: Town of New Castle

Stakeholder engagement
Streetscape design
COMPLETE STREETS: Town of New Castle

Improved pedestrian safety and accommodations, traffic operations and circulation, on-street parking through improved signalized intersection design.
Drainage and stormwater management, uneven sidewalks, and lack of visually appealing public spaces all addressed using Complete Streets concepts.

COMPLETE STREETS: Town of New Castle

Pedestrian lighting

Green infrastructure
Aesthetic Enhancements
COMPLETE STREETS: PANYNJ - GWB Approaches

“Bicycle friendly” and ADA compliant Connectivity to mass transit
Thank you!