December 2, 2020

Complete Streets Implementation

Capital Region
Complete Streets Overview – How to Get to Implementation

Katherine Ember, AICP and James, Levy, AICP, Planning4Places, LLC
Complete Streets Overview

Complete Streets are for Everyone...
No Matter Who They Are or How They Travel

• Health
• Safety
• Mobility for Everyone
• Social Equity & Opportunity
• Economic Development
Open Streets and
Shared Streets

Start Temporary and Make Permanent

• Open Streets – streets that are temporarily closed to cars for use by pedestrians or cyclists for outdoor dining or other non-vehicular activities

• Shared Streets – streets that do not have a formal distinctions between motorists, cyclists, and pedestrians (used on high pedestrian use streets with low vehicle traffic)
Pop-up Outdoor Dining

- Restaurants needed more space for outdoor dining
- Parking was removed – and there virtually no complaints
Complete Streets and COVID-19

Flexibility & Resilience

More Space for Bikes & Peds

• More space was needed for social distancing while walking or biking
• Parking was removed – and there virtually no complaints
Complete Streets Momentum

Complete Streets Committees, Bike Rodeos, Demonstration Projects, and More

- Build a Complete Streets coalition
- Show your community why biking and walking safely is important and how more infrastructure leads to more safety
- Keep building momentum
- Public outreach & engagement
Complete Streets Policies/Checklists

Making Sure Complete Streets are Implemented

- Resources – CDTC & NYSDOT
  - https://www.cdtcmpo.org/what-we-do/complete-streets
  - https://www.dot.ny.gov/programs/completestreets

- Many policies in the Capital Region
- No need to start from scratch
# City of Troy – Complete Streets Checklist

<table>
<thead>
<tr>
<th>Applicability</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the project located in an area where certain modes of travel are prohibited law, such as an interstate freeways or pedestrian malls?</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Does the project consist of purely minor maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal or interim measures)?</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

If the answer to either question above is “Yes”, stop filling this checklist.

If the answer to both questions is “No”, consideration of the Complete Streets Policy must be evaluated.

- If this is a NYSDOT Capital Project, complete the Complete Streets Checklist found NYSDOT’s Highway Design Manual, Chapter 18, Appendix A.
- If this is a City project or a privately funded project, continue with the checklist below.

## Existing Conditions

<table>
<thead>
<tr>
<th>Total Street ROW width</th>
<th>Y</th>
<th>N</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street pavement width (curb to curb)</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Street pavement material and condition</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Sidewalk widths (curb to edge of ROW) – both sides</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Sidewalk pavement material and condition – both sides</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Is there a curb separating driving or parking lane from sidewalk? (Curb height and condition)</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Is there a curbside buffer utility strip? (width, material, and condition)</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Sidewalk to edge of ROW width and condition. Are there steps or other encroachments? If so, describe width and condition.</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Is on-street parking present? (one side, both sides, parallel, diagonal, etc.) Est. % occupied day, est. % occupied evening</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Are driving lane widths (12’ minimum to 13½’ preferred), pavement conditions, and pavement marking conditions adequate for bicycling?</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Are there pavement markings or signs posted indicating shared use of the road?</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Do bicycling facilities, such as marked bike lanes or bike trails exist within a 300 ft. radius of the project area? If not, are any planned? Is this site located on NYS Bike Route #9?</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Is there bicycle parking within 50 ft. of the project area? (Describe – capacity, locations, security, etc.)</td>
<td>[ ]</td>
<td>[ ]</td>
<td></td>
</tr>
</tbody>
</table>
Niskayuna Case Study

From Committee to Community Events

- Workshops held in 2016 & 2018
- 2018 & 2019 – Public Outreach & Education
- 2020 – Demonstration Project
- Continue to see new interest and increased support
Temporary Installations/Demonstration Projects

Let the Public Experience the Proposed Changes

Use Temporary Materials

• Consider the appropriate materials for the location

Coordinate with Municipal Departments

• Make sure everyone generally agrees on the concept

Engage residents

• Make sure everyone is generally on board with the installation, including materials
Making Temporary Installations Permanent

Community Buy-In

- Design and install a temporary concept
- Survey the Public
- Adjust the Design, as needed
- Install It
Helpful Resources

Complete Streets/Open Streets

• CDTC Open Streets
  https://www.cdtcmpo.org/page/457-open-streets

• NYSDOT Complete Streets
  https://www.dot.ny.gov/programs/completestreets

• National Complete Streets Coalition
  https://smartgrowthamerica.org/program/national-complete-streets-coalition/

• The Open Streets Guide
Helpful Resources

Complete Streets and COVID-19

- **NACTO COVID-19: Transportation Response Center**
  https://nacto.org/program/covid19/

- **NACTO Streets for Pandemic Response & Recovery**
  https://nacto.org/streets-for-pandemic-response-recovery/

- **Smart Growth America: Complete Streets + COVID-19**
  https://smartgrowthamerica.org/program/national-complete-streets-coalition/covid-19-how-is-your-community-responding/
THANK YOU!

Katherine Ember, AICP – Founding Principal and
James Levy, AICP - Principal
Planning4Places, LLC

Phone
518-280-2040

Email
kember@planning4places.com jlevy@planning4places.com
Complete Streets at the Capital District Transportation Committee (CDTC)

Chris Bauer, CDTC
CDTC

Federally designated Metropolitan Planning Organization (MPO) for the Capital District

• Includes Albany, Rensselaer, Schenectady, and Saratoga Counties, except for the Town of Moreau
• Responsible for transportation planning and programming of federal transportation funding
Complete Streets Implementation

Integrated at all levels of the MPO planning process

- New Visions 2050 (Long Range Transportation Plan)
- Community and Transportation Linkage Planning Program
- Transportation Improvement Program (TIP) Merit Scoring Criteria
- Complete Streets Workshops
New Visions 2050

Complete Streets Planning and Investment Principle

• “Street design will serve all users equitably, including pedestrians, bicyclists, transit riders, freight, and personal vehicle drivers and riders”

• “...Convenient and safe travel of all people – of all ages and abilities as appropriate to a facility’s community context”

• “...Working with municipalities to improve communication and coordination, training and education, and design standards and other resources”
Planning Studies

Community and Transportation Linkage Planning Program – Application period is open until December 16!

Some (of many) examples:
• City of Albany Complete Streets Policy and Design Manual (2016)
• City of Saratoga Springs Complete Streets Plan (2016)
• Town of Bethlehem Delaware Avenue Complete Street Feasibility Study (2017); led to TIP funding
• Town of Glenville Freemans Bridge Road Complete Streets Concept Plan (2018)
• Village of Scotia Downtown Connections Plan (est. 2021)
• Village of Ballston Spa Pedestrian and Bicycle Master Plan (est. 2021)
CDTC’s Transportation Improvement Program (TIP) Merit Scoring Criteria awards points to projects with Complete Streets elements

- Ranging from introduction of minor features (ex: sidewalks, pavement markings) to transformative projects that implement a Complete Streets design (ex: road diet)
- Likewise, points deducted for removing Complete Streets features
- Inclusion of Complete Streets features tracked by CDTC’s Complete Streets Advisory Committee
Complete Streets Workshops

Assist local governments in developing and implementing Complete Streets policies

• Supports the Complete Streets Act (Chapter 398, Laws of New York) August 15, 2011
• Helps our transportation planning practitioners and decision makers identify and overcome barriers
• Implements New Visions Complete Streets Recommendations
• CDTC Complete Streets Advisory Committee Work Plan
2020 Workshop Series

Applications are being accepted to host a free Complete Streets workshop

- Workshop content is tailored to local community and context
- No cost to sponsor
- Sponsor ensures attendance of key attendees, documents attendance, and provides progress updates to CDTC
- 4 Workshop Types – beginner to advanced
Basics

Target Audience: Communities who do not have a Complete Streets Policy, but are considering development of a policy

• Build a common understanding of Complete Streets and the many benefits
• Examine several types of successful Complete Streets policies and best practices
• Compare how Complete Streets designs use existing rights-of-way
• Apply the Complete Streets tools and approaches to local examples
Policy Development

Target Audience: Communities who want to develop a Complete Streets Policy

- Examine current policies and practices
- Consider policy types and elements of effective Complete Streets policies, citing examples from similar communities
- Identify local Complete Streets goals and performance measures
- Begin drafting a Complete Streets policy that meets local needs
Implementation

Target Audience: Communities with an adopted Complete Streets Policy, who are struggling with implementation

- Review current Complete Streets policies and processes guiding decision making, and assess their outcomes
- Consider policy implementation strategies to strengthen and streamline current processes with examples from other jurisdictions with an emphasis on New York State examples
- Identify real and perceived barriers to Complete Streets implementation and discuss solutions
- Consider best practice design guidance and flexibility, goal setting, and performance measures
- Draft specific steps to implement Complete Streets
County-wide or Region-wide

Representatives from multiple jurisdictions would be included, likely resulting in a larger crowd size than the other workshops

- Build a common understanding of Complete Streets and the many benefits
- Provide information on local adoption and implementation of alternative street design standards (Ex: NACTO Urban Street Design Guide)
- Examine several types of successful Complete Streets policies and best practices
- Apply the Complete Streets tools and approaches to local examples
Workshop Series Timeline

Outcomes have ranged from policy adoption, demonstration projects, and permanent installations

2016
- Town of Niskayuna
- City of Troy
- Town of Malta
- Albany County Symposium

2018
- Town of East Greenbush
- Town of Niskayuna
- Village of Scotia
- City of Watervliet

2020
- Village of Ballston Spa
- Schenectady County
- CDTC can fund one more workshop!

For more information and the online application go to www.cdtcmpo.org > What We Do > Complete Streets > Complete Streets Educational & Technical Workshop Series
THANK YOU!

Christian P. Bauer, AICP
Senior Transportation Planner

Phone
518-458-2161

Email
cbauer@cdtcmpo.org
Complete Streets in the Capital District: City of Watervliet Case Study and CDTA Efforts

Jeremy Smith, CDTA Director of Facilities
City of Watervliet

Third Avenue combined Projects

- Linkage study sponsored by CDTC
- Green Infrastructure project funded by Albany Pool Communities
- Water Main and lateral replacement project funded by EFC
- Paving/roadway construction project funded by DOT
- Transit infrastructure project (River BRT) funded by CDTA
City of Watervliet

Complete Streets Workshop and Demonstration Project

- CDTC sponsored Watervliet Bicycle Master Plan
- Complete Streets Workshop 2018
- 2nd Avenue Demonstration project
- CDTC, Planning4Places, Capital Roots, Community Volunteers
Watervliet & CDTA

2nd Avenue Road Diet (16th St. - 21st St.)

- CDTC sponsored Bicycle Master plan
- CDTA/Creighton Manning design
- CDTA/City of Watervliet 2nd Avenue Road Diet funded by CDTA and City of Watervliet
River BRT Project included Complete Streets concepts and coordination with three counties, six municipalities, and other stakeholders.

- South End connector at CDS and Mt. Hope
- Coordination with County, City of Albany, Albany Bicycle Coalition and CDTA
- Park and Ride, BRT Station, parking for trail, parking for CDS, dedicated bike lanes, connection to MHBHT
Utilizing Resources

Municipalities, agencies and project sponsors need to utilize the resources available to them.

- CDTC – Staff, Committees, contacts
- CDRPC
- Consultants with Complete Streets Experience
- Planning4Places
- CDTA
- Other Municipalities
THANK YOU!

Jeremy A. Smith, Director of Facilities
Capital District Transportation Authority (CDTA)

Phone
518-437-8360

Email
Jeremys@cdta.org