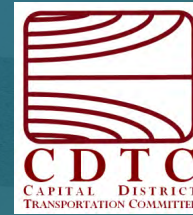


December 2, 2020

Complete Streets Implementation

Capital Region

Today's Presenters



**Katherine Ember,
AICP**



**James Levy,
AICP**



**Chris Bauer,
AICP**



Jeremy A. Smith



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)



Complete Streets and COVID-19

Flexibility & Resilience

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

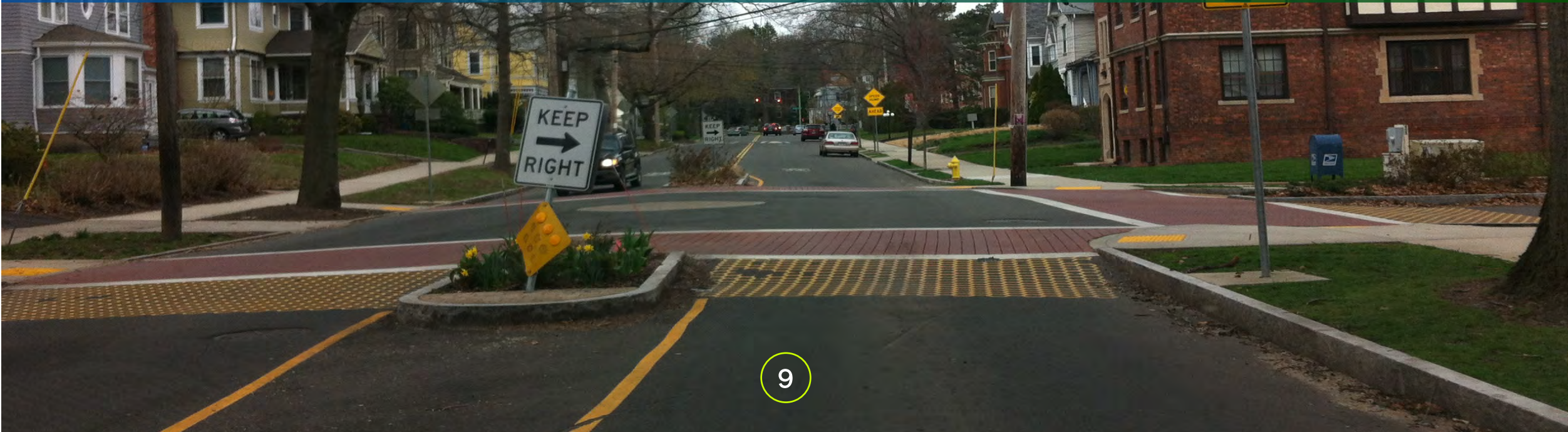
- Build a Complete Streets coalition
- Show your community why biking and walking safely is important and how more infrastructure leads to more safety
- Keep building momentum
- Public outreach & engagement



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

Applicability	Yes	No
Is the project located in an area where certain modes of travel are prohibited law, such as an interstate freeways or pedestrian malls?	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>

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 NSYDOT’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	Y	N	Description
Total Street ROW width	<input type="checkbox"/>	<input type="checkbox"/>	
Street pavement width (curb to curb)	<input type="checkbox"/>	<input type="checkbox"/>	
Street pavement material and condition	<input type="checkbox"/>	<input type="checkbox"/>	
Sidewalk widths (curb to edge of ROW) – both sides	<input type="checkbox"/>	<input type="checkbox"/>	
Sidewalk pavement material and condition – both sides	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a curb separating driving or parking lane from sidewalk? (Curb height and condition)	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a curb to sidewalk buffer utility strip? (width, material, and condition)	<input type="checkbox"/>	<input type="checkbox"/>	
Sidewalk to edge of ROW width and condition. Are there steps or other encroachments? If so, describe width and condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Is on-street parking present? (one side, both sides, parallel, diagonal, etc.) Est. % occupied day, Est. % occupied evening	<input type="checkbox"/>	<input type="checkbox"/>	
Are driving lane widths (12’ minimum to 13½’ preferred), pavement conditions, and pavement marking conditions adequate for bicycling?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there pavement markings or signs posted indicating shared use of the road?	<input type="checkbox"/>	<input type="checkbox"/>	
Do bicycling facilities, such as marked bike lands 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?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there bicycle parking within 50 ft. of the project area? (Describe – capacity, locations, security, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	

City of Troy – Complete Streets Checklist

Existing Conditions (continued)	Y	N	Description
Is this project on a transit route? If yes, are there any bus stops within a ¼ mile of the project area?	<input type="checkbox"/>	<input type="checkbox"/>	
Is the route to and from the transit route accessible via biking or walking? Describe conditions.	<input type="checkbox"/>	<input type="checkbox"/>	
Do all sidewalks, ramps, signals, and other facilities within the project area meet ADA standards? (www.ADA.gov)	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a separated pedestrian assessable route from sidewalks and parking areas to the main entryway of the building?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there shopping, employment centers, cultural centers, historic sites, landmarks, recreation areas, or other key destinations within ¼ mile of the project area?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there other desirable features within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	

City of Troy – Complete Streets Checklist

Project Development Considerations	Y	N	Comments
Is there an identified need for bicycle/pedestrian/transit or “way finding” signs that could be incorporated into the project?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a history of bicycle or pedestrian crashes in the project area for which improvements should be made?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don’t meet ADA standards?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the sidewalks across driveways designed to accommodate pedestrians with a level walking surface?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a perceived pedestrian safety access concern that could be addressed by the use of traffic calming tools (e.g. ...)	<input type="checkbox"/>	<input type="checkbox"/>	

City of Troy – Complete Streets Checklist

Suggested improvements that should be incorporated into the project:

- ❖ **Signs and Lines**
 - ☐ Wayfinding Signage
 - ☐ Crosswalks
 - ☐ Signage
 - ☐ Pavement Striping
- ❖ **Geometry / Hardware / Infrastructure**
 - ☐ Sidewalk Width
 - ☐ Bicycle Lanes
 - ☐ Curb Ramps
 - ☐ Bicycle parking
 - ☐ Traffic Calming
 - ☐ ADA compliance
 - ☐ Bus Stops/Shelters
- ❖ **Operations**
 - ☐ Bike/Ped Connections
 - ☐ Transit Facilities
 - ☐ Consolidated Driveways
 - ☐ Freight Loading/Unloading
 - ☐ Pedestrian Signal Features
 - ☐ Pedestrian Safety
- ❖ **Greening / Aesthetics**
 - ☐ Lighting
 - ☐ Sidewalk Furniture/Appurtenances
 - ☐ Utility/Planting Strip
 - ☐ Storm Drainage
 - ☐ Street Trees

Describe suggested improvements:

Per Troy City Code Chapter 271-4, the City Engineer can issue a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive or inappropriate because it would be contrary to public safety or if other available means or factors indicate an absence of need, including future need.

Which suggestions will be incorporated into the project?

Approved by: _____ Date: _____

Checklist

City of Troy, NY

Niskayuna Case Study

From Committee to Community Events

- Workshops held in 2016 & 2018
- 2018 & 2019 – Public Outreach & Education
- 2020 – Demonstration Project
- 2019-2020 – Collaboration with School District Capital Improvements Planning
- 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>

- **NYS DOT 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**

https://nacto.org/wp-content/uploads/2015/04/smaller_open_streets_guide_final_print_alliance_biking_walking_optimized.pdf



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!

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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

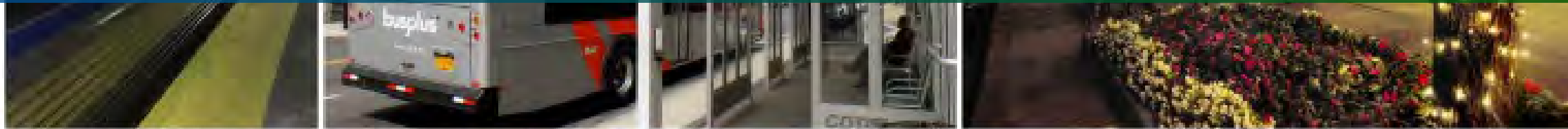
- New Visions 2050 (Long Range Transportation Plan)
- Community and Transportation Linkage Planning Program
- Transportation Improvement Program (TIP) Merit Scoring Criteria
- **Complete Streets Workshops**



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”



2050

20

New Visions for a Quality Region

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)



TIP Project Merit Scoring Criteria

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



CDTTC
CAPITAL DISTRICT
TRANSPORTATION COMMITTEE

THANK YOU!

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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



CDTA

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!



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