10:45-11:15  Making Complete Streets Happen: Infrastructure & Programs
Jeff Olson, R.A. - Alta / UAlbany / The Third Mode

Presentation Overview

• 1. Passing Complete Streets resolutions
• 2. Working with and on state legislation
• 3. Producing design guidelines
• 4. Designing and implementing community projects
• 5. Building a Complete Streets network (e.g. bike share programs, other initiatives)
Welcome: Alta / UAlbany / The Third Mode
“Someday we’ll look back on this and it will all seem funny”  #1
“Your job will be done when there are sidewalks on Wolf Road.”

NYSDOT official to Jeff Olson, c.1993
Focus Area: Genesee St’s Walk Score

“Your job will be done when there are sidewalks on Wolf Road.”

NYSDOT official to Jeff Olson, c.1993
"Your job will be done when there are sidewalks on Wolf Road."

NYSDOT official to Jeff Olson, c.1993
February in Upstate New York

Do you know the definition of traffic? The streets are plowed for cars, but the people can’t move…
Do you know the definition of traffic?
What are Complete Streets?

www.smartgrowthamerica.org/complete-streets

Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.
1. Passing Complete Streets Resolutions
A complete streets policy ensures that the entire right of way is planned, designed, and operated to provide safe access for all users.
Consistent with Federal Guidance

2000 FHWA Guidance:

“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”
Elements of a Policy

1. Sets a vision.
2. Includes all modes.
3. Emphasizes connectivity.
4. Applies to all phases of all applicable projects.
5. Specifies and limits exceptions, with management approval required.
6. Uses latest design standards is flexible.
7. Is context-sensitive.
9. Includes implementation steps.
Regardless of a policy’s form, the National Complete Streets Coalition has identified ten elements of a comprehensive complete streets policy, as discussed below. For examples of strong policy language, see our current chart of selected policies (.pdf), and AARP’s inventory (.pdf) that assessed the strength of policies adopted through the end of 2008.

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.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- 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.
- 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.
2. Working With and on State Legislation
An effective policy should prompt the transportation agency to:

• restructure procedures, policies, and programs
• rewrite design manuals or standards
• offer training opportunities to planners and engineers
• create new performance measures
“It turns out that a complete streets approach offers the perfect intersection of my twin guideposts: safety and livable communities.”

-Secretary of Transportation Ray LaHood

U.S. DOT Launches “Everyone Is a Pedestrian” Campaign ...

Aug 6, 2013 - Yesterday, U.S. DOT launched a new campaign called “Everyone Is a Pedestrian,” ... at some point in the day, everyone is a pedestrian,”

-USDOT Secretary Anthony Foxx
“All highways except those where cyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by cyclists. Therefore, bicycles should be considered in all phases of transportation planning, new roadway design, roadway reconstruction, and capacity improvements and highway projects.”   BIKEWAY FACILITIES DESIGN GUIDE

“Pedestrians are a part of every roadway environment and attention must be paid to their presence in urban and rural areas...Because of the demands of vehicular traffic in congested urban areas, it is often extremely difficult to make adequate provisions for pedestrians. Yet this must be done, because pedestrians are the lifeblood of our urban areas, especially in the downtowns and other retail shopping areas.”   THE GREEN BOOK

The American Association of State Highway Transportation Officials (AASHTO)
§ 331. Consideration of complete street design. (a) For all state, county and local transportation projects that are undertaken by the department or receive both federal and state funding and are subject to department of transportation oversight, the department or agency with jurisdiction over such projects shall consider the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects. (b) Complete street design features are roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and abilities. These features may include, but need not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, crosswalks, road diets, pedestrian control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures; and recognize that the needs of users of the road network vary according to a rural, urban and suburban context. (c) This section shall not apply if it has been determined and set forth in publicly available documents that one of the following exists: (i) use by bicyclists and pedestrians is prohibited by law, such as within interstate highway corridors; or (ii) the cost would be disproportionate to the need as determined by factors including, but not limited to, the following: land use context; current and projected traffic volumes; and population density; or (iii) demonstrated lack of need as determined by factors, including, but not limited to, land use, current and projected traffic volumes, including population density, or demonstrates lack of community support; or (iv) use of the design features would have an adverse impact on, or be contrary to, public safety. (d) Nothing in this section shall be construed to require the department or agency with jurisdiction over a project to expend monies in accordance with subdivision (a) of this section that exceed the amount of state and federal funding for complete street design features.
Ulster County hereby adopts the policy of “Complete Streets” as a guiding principle for our infrastructure. “Complete Streets” are defined as facilities that “are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.”
BE IT FURTHER RESOLVED, that it is a City goal to foster transportation choices by developing a Complete Streets program, initiated by a Complete Streets Advisory Council.

BE IT FURTHER RESOLVED, that it is the intent of the City of Kingston's Complete Streets Policy to recognize pedestrians, bicyclists, transit riders and people with disabilities on the same level as motorists in the planning and design of street reconstruction and upgrades and as part of new street development within the City;

http://www.kingston-ny.gov/filestorage/120/2336/2344/rs11090dg_cs_policy_adopted.pdf
Getting it Done

- Public Works
- Law Enforcement
- Planning Board
- Citizens
- State DOT
- Developers
  - **Health Partners**
- Integrate Facilities
- Safety Solutions
- Project Review
- Public Involvement
- Project Scoping
- Value Added
  - **Health Impact Assessments**
- Promotions
- Sponsorships
1. Integrate into ongoing projects
2. Develop a prioritized plan
3. Federal Funding (NYSDOT / MPO’s)
4. State Funding (CFA)
5. Program Funds (DOH)
6. Special Sources (LTA, RWJF, Bikes Belong…)
7. Accessibility Partners (Reeve Foundation, VFW’s, etc.)
8. Creative Funding (Kickstarter…)
9. Don’t Forget MAINTAINANCE!!! (It’s Hip Season)
10. Plans, Policies, and Programs – Balance is Key
3. Producing Design Guidelines
Foundation Documents


MUTCD – Manual of Uniform Traffic Control Devices

ITE: Walkable Urban Thoroughfares

NACTO Urban Bikeway Design Guide

FHWA / US Access Board: Design for Accessibility
Compact & Complete Communities

Concentrate development in human-scaled, walkable centers that connect to transit, offer diverse uses, and provide housing options

Outcome: Walkability/Rollability / UNIVERSAL ACCESS

60% of block faces have street trees at no more than 40 ft. intervals

Not pictured:
• Min. intersection density of 90 / mile
• Bonus: 140 / mile

100% of crosswalks are ADA accessible

90% of roadways have sidewalks on both sides
Compact & Complete Communities

Concentrate development in human-scaled, walkable centers that connect to transit, offer diverse uses, and provide housing options

Example Actions:

1. Support compact, mixed-use development in long-range planning

2. Identify areas for compact, mixed-use development on the future land use map

3. Require sidewalks, street trees, ADA accessible crosswalks, roadways designed for maximum travel speeds of 25 mph, and maximum block lengths*
4. Require build-to lines for commercial and residential structures*

5. Adopt performance-based parking pricing, parking maximums, or eliminate parking minimums AND incorporate at least 2 other parking strategies*

6. Establish a design review board, neighborhood commission, or similar appointed citizen body that provides comments on proposed development projects

7. Increase the percentage of households with access to transit

*in transit-served areas and compact, mixed-use areas

Slides 25-27 Source: Amy Rouworth - National Center on Health, Physical Activity and Disability
Complete Streets

Making core areas and streets more livable and pedestrian and bicycle-friendly is a priority for many communities.

Alta Planning • Design offers a unique blend of skills to produce an effective and high quality Complete Streets solution, from concept to implementation. Our staff have specialized expertise in land-use planning, traffic calming, context-sensitive design, Main Streets, transit corridors and access, multi-modal design, urban design and many other aspects of creating livable communities. We have on staff a Complete Streets Implementation Workshops Instructor certified with the National Complete Streets Coalition, providing our team with broad perspective on best practices across the country.

Alta works to integrate Complete Streets methodology into our plans, helping cities develop Complete Streets policies of its own.

Alta/Greenways is developing design guidelines and coordinating public participation for the NCDOT Complete Streets Program.

Detailed plaza design for a pedestrian mall revitalization project on the University of Colorado campus in Boulder, Colorado.

As part of the Humboldt County Coastal Trail, Alta rendered a complete streets conceptual plan in Arcata, California.

The purpose of the Division Green Street/Main Street project in Portland, Oregon was to improve pedestrian flow and safety, enhance motor vehicle traffic, integrate “green street” features throughout the corridor, improve parking opportunities, and enhance urban design.
NACTO Cities for Cycling Urban Bikeway Design Guide

Alta worked with a team of officials from National Association of City Transportation Officials (NACTO) member cities to develop and design the country’s first Urban Bikeway Design Guide. This interactive document provides state-of-the-practice solutions for on-street bicycle facilities, based on the best national and international practices, policies, and programs. It will serve as an urban version of the federal and state processes by creating solutions developed by cities, for cities, filling a much-needed niche: a dynamic platform for information sharing and guidance. The website allows a close look at experience gained to date, and will be regularly updated as new information and experience informs practice.
Local Design Guidelines

Figure 3.2 - Intersection Improvement Appropriateness Per Complete Streets Typologies

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**CITY OF CLEVELAND, OHIO**

**Large, Neighborhood Street 60'-65' Pavement Width**

**Example Improved Characteristics**
- Lane(s): 3-4 lanes
- Target speed: 25-35 mph
- High-volume crosswalks
- Pedestrian-activated street lighting
- Accessible Pedestrian Signals
- ADA compliant curb ramps and sidewalks
- Recycled roadway surface
- Street trees
- Native and/or drought tolerant plantings
- Reduced impervious surfaces

**Proposed Users:**
- Primary
- Secondary

**Existing Users:**
- Primary
- Secondary

**Note:** Existing items shown from adjacent 60'-65' lanes. Other needs configured per complete streets level parking.

**Example Existing Conditions**
- Curbs and Sidewalks
- High-volume crosswalks
- Lane uses: Residential
- Connecting sign
- Lane(s): 4
- Speed limit: 25
- Traffic calming

**60' Carriageway Width**

- Option A: 2 (4-6 lane streets, no curb lane)
- Option B: 4 (4-6 lane, no median lane)
4. Designing and Implementing Projects
Incomplete Streets Are Unhealthy

There’s no room for people!
We know how to build right
Or do we?
Creativity and Complete Streets

Euclid Ave – St. Louis, MO

Alta works to integrate Complete Streets methodology into our plans, helping clients to develop Complete Streets policies of their own.

As part of the Humboldt County Coastal Trail, Alta rendered a Complete Streets conceptual plan in Arcata, California.
Altam Planning + Design led a team of innovative transportation specialists and urban designers to create a long-range plan for redesigning this corridor. The purpose of this community-led process was to improve pedestrian flow and safety; enhance motor vehicle traffic; integrate “green street” features throughout the corridor, improve parking opportunities, and enhance urban design. Division Street is in a completely built urban environment with only 60 ft. of right-of-way. It has a significant amount of pedestrian, transit, bicycle, freight, and motorized traffic. Work began in 2009 for the Division Streetscape and Reconstruction Project, a direct outgrowth of this project. The project will identify improvements to the public right-of-way and establish a blueprint for future infrastructure maintenance and investment along SE Division Street between SE 6th and SE 39th Avenues.
Saranac Lake Main Street

Village of Saranac Lake Main Street/Broadway Street Recommendations (South Section)

Town Hall
Existing bike rack. Add additional.

Marked shared lanes along the corridor will continually remind motorists of the presence of cyclists.

Existing bike rack

Add bike rack and wayfinding (category 2)

Install curb bulb-outs on all sides of driveway.

Adding street trees will help define the corridor and create definition for pedestrian spaces.

Bike lanes on up-hill sections provide cyclists more room to maneuver.

Favement color change defines travel lane whilst slowing traffic.

Berkeley Square

Placing a monument, flagpole, or planting area in the center of the intersection will define turning movements and slow traffic.

Existing bike rack - add additional. Add wayfinding signage (category 2)

Install curb bulb-out at existing yield sign.

Section A
Syracuse: Almond Street

Design Scenario C - STREETScape

- Mini plaza under I-81 overpass
- Parking under I-81 overpass
- Mural
- New street trees
- Parking area
- Mini-plaza
- LED lighting under overpass

Almond Street Corridor Improvement Project
Design Scenario C - STREETScape
September 2010
Rochester: Art Walk

http://www.rochesterartwalk.org/
5. Building a Complete Streets Network
55% of Americans would rather drive less & walk more.

Transit use is growing faster than population or highway travel.

Nearly one-third of Americans don’t drive:

- 21% of Americans over 65.
- Children under 16.
- Many low income Americans do not have access to automobiles.
47% of older Americans say it is unsafe to cross a major street near their home.

54% of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

56% express strong support for adoption of complete streets policies.
Americans Want Choices

• 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 the car

Future of Transportation National Survey (2010)
Bike Share: A New Choice

10 Million Trips

SAFE!

The All Powerful Lobby

730,000 Big Macs in NYC

Paul McCartney on SNL
Streets Can Benefit Communities

- Increase capacity
- Improve safety
- Better health
- Economic growth
- Lower emissions
- Reduce costs
- Smarter growth
- Provide choices
Obesity is lower in places where people use bicycles, public transportation, and their feet.

Pucher, “Walking and Cycling: Path to Improved Public Health,” Fit City Conference, NYC, June 2009
Benefits: Safety

Bicyclists and Pedestrians

- Represent 12% of trips
- Suffer 13% of fatalities
- Receive 1% of federal funding
Connect transit to work, to shops, to schools, to homes through appropriate planning and design for transit users: The First and Last Mile.

Create smooth, predictable transit trips by planning and designing for transit vehicles.
20% of Americans have a disability that limits their daily activities.

Complete Streets feature curb cuts, high visibility crosswalks, and other designs for travelers with disabilities.

Complete Streets reduce isolation and dependence.
By 2025, nearly 1/5 of Americans will be 65 or older.

About ½ of all non-drivers over the age of 65 would like to get out more often.

Complete streets policies help create streets that support older drivers and pedestrians through better design.

Complete streets help older Americans stay active and involved in their communities.
More than $\frac{1}{3}$ of our nation’s children are overweight or obese.

Limited physical activity contributes to the obesity epidemic among children.

Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence.
Americans spent 18 cents of every dollar on transportation.

The poorest fifth of families spend more than double that figure.

Complete Streets give people more control over their expenses, replacing expensive car travel with cheaper options like walking, riding bikes, and taking public transportation.
In most metro areas studied, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of $500 - $3,000.
Enhance Economic Competitiveness

Washington, DC: Barracks Row/8th Street SE

$8 million public investment in streetscape improvement 2003-2004

$8 million in private investment in following 2 years

32 new business establishments

$80,000 in sales tax annually
Mobility: Our Arteries need an Intervention
Road Diet 1
Check the Complete Streets Atlas

COMPLETE STREETS ATLAS

Across the country and on Capitol Hill, Complete Streets policies have been gaining traction as more places realize the benefits of having safe, accessible, and healthy streets in their communities. This Atlas lists places that have adopted some form of a complete streets policy. In many cases, full policy implementation takes several steps: for example, it could start with a resolution, then move to a more detailed ordinance or policy document. In total, 196 jurisdictions have adopted policies or have made written commitment to do so.

The map below shows where policy change is happening.
Organizing Your Network
“Someday we’ll look back on this and it will all seem funny” #2
Thank you for creating active communities where bicycling and walking are safe, healthy, and fun daily activities.