

Complete Streets: Healthy Communities By Design

Adirondack Coast Walk/Bike Symposium

October 15, 2012



Presented By:
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Chris Round, AICP

The Chazen Companies



Complete Streets Fundamentals

“There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. **A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.**”

- National Complete Streets Coalition

Complete Street Fundamentals

Pedestrian Access & Safety



Access Management



Traffic Calming



Corridor Beautification



Green Streets





Complete Streets Fundamentals



Andrew M. ...

Authorities investigate car-pedestrian crash

March 12, 2012 8:50 pm • JON ALEXANDER – jalexander@poststar.com

Albany, NY (August 12) – A 24-year-old man suffered serious injuries in a car-pedestrian crash on Aviation Road, police said. The man was carrying groceries across the busy road at about 8:15 p.m. when he was struck by a black SUV. Clothing, food and other groceries littered Aviation Road in front of the Jolley Mobil gas station near Enterprise. Warren County sheriff's deputies at the scene said Tuesday morning that the driver of the SUV did not release the man's name. Police did not release the man's name. The 46-year-old man who was struck was taken to a local hospital. Police said there was no criminal investigation. Police were still investigating the crash in a crosswalk when the accident occurred.

DOT changes lanes

Department of Transportation
May 9, 2012
By CHRIS MORRIS
Adirondack Daily

The state Department of Transportation will repave the Sara-Placid road and accommodate cyclists. The department will narrow the shoulders of the road along the Enterprise road following input from local cyclists. "We have committed to repaving (Lake) and Lake Placid," Breen said. Breen said DOT will only be repaving some locations will still have a narrow shoulder.

ADIRONDACK COAST WALK/BIKE SYMPOSIUM

PRESENTING STRATEGIES FOR CREATING PEDESTRIAN & BIKE FRIENDLY COMMUNITIES ALONG THE ADIRONDACK COAST
Tuesday October 15th 9:00-1:00pm
Clinton Community College: Stafford Theatre
Presentations & Discussions led by:
New York Bicycling Coalition, Velo Quebec,
Chazen Engineering & more!
Presented By: Town of Plattsburgh
Complete Streets Steering Committee
Refreshments Served, Door prizes!
Kindly RSVP





Issues & Influences

How did things change...

Changing Housing Preferences & Policies

Equals less pedestrian opportunities

Transportation Technologies

Low Density & Separated Land Use Patterns



Issues & Influences

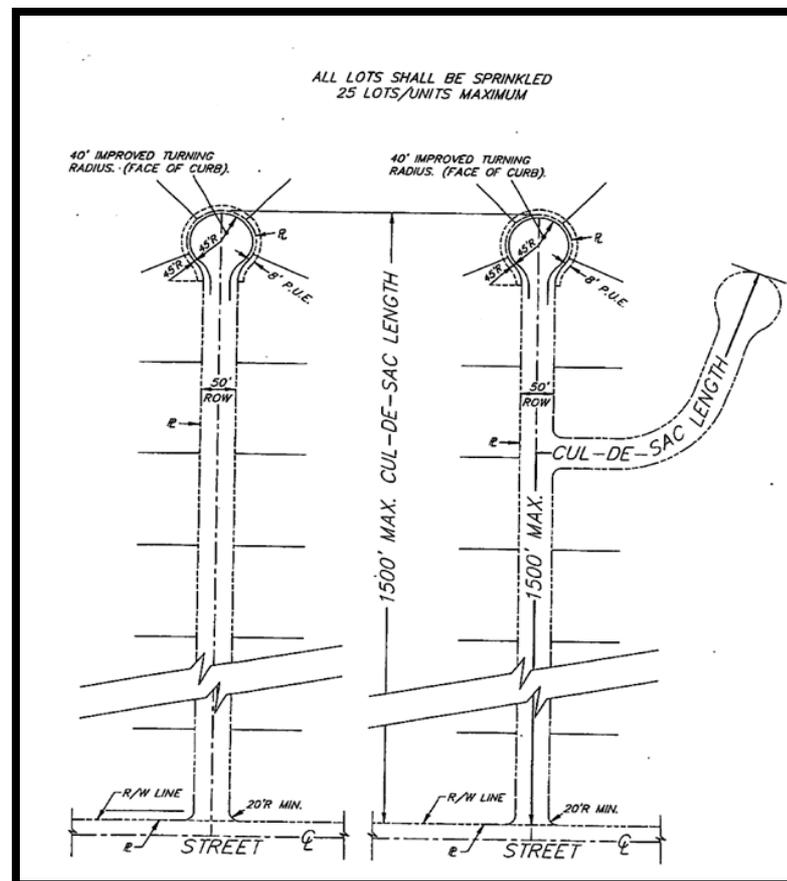
Today's design standards...

Focuses on:

- Capacity
- Operational Efficiency
- Level of Service (LOS)

Often Prohibits:

- Speeds lower than 45 mph
- Narrow travel lanes
- On street parking
- Streetscape features (trees, lights, etc.)
- Pedestrian amenities (e.g., crosswalks, sidewalks, etc.)





Issues & Influences



Vs.





Issues & Influences

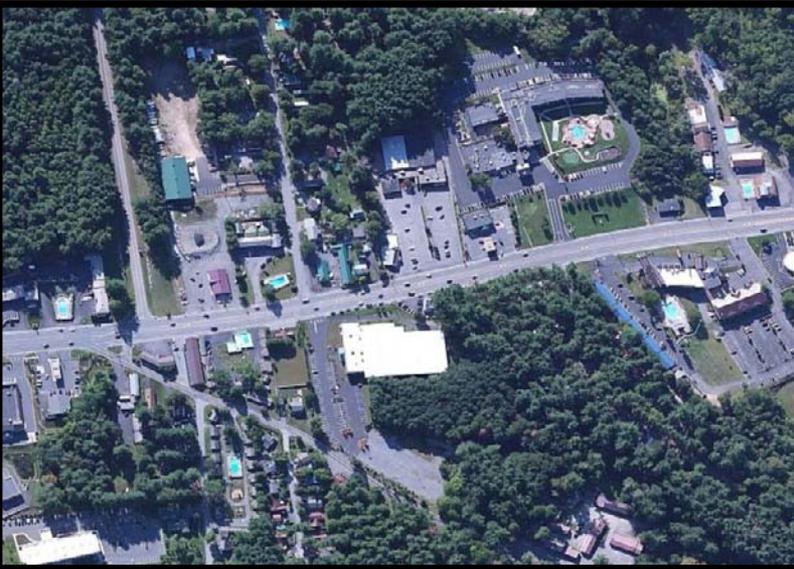
Limited connectivity between streets...





Issues & Influences

Large-lot, strip, or auto dependent development...





Issues & Influences

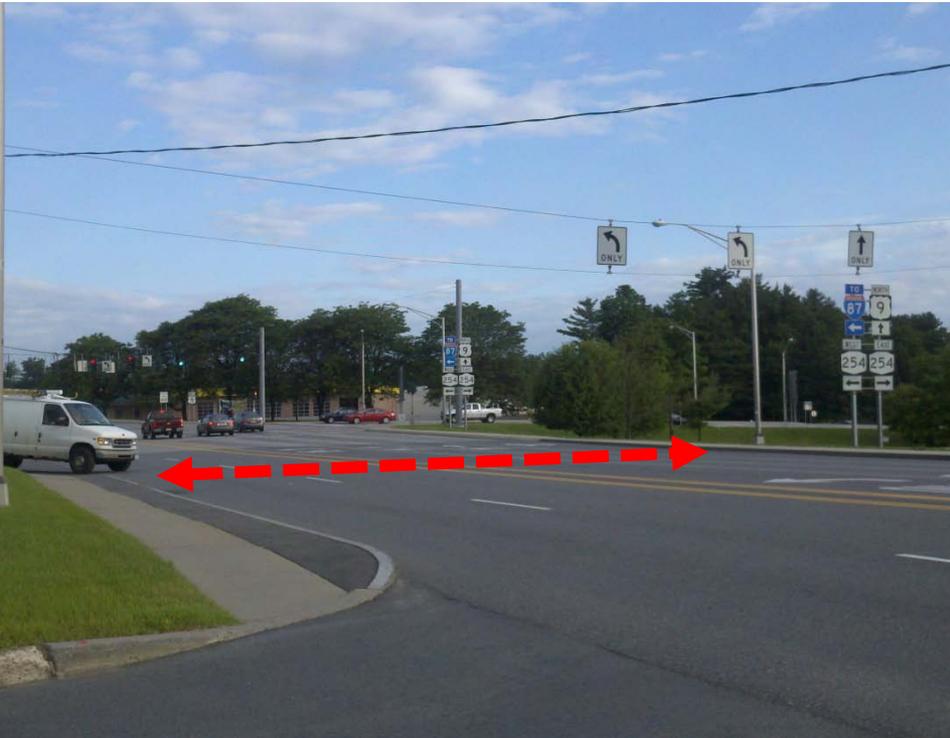
Uninviting pedestrian spaces due to building design...





Issues & Influences

Unsafe pedestrian spaces due to incomplete street designs...





Issues & Influences

Crumbling and/or non existing infrastructure...



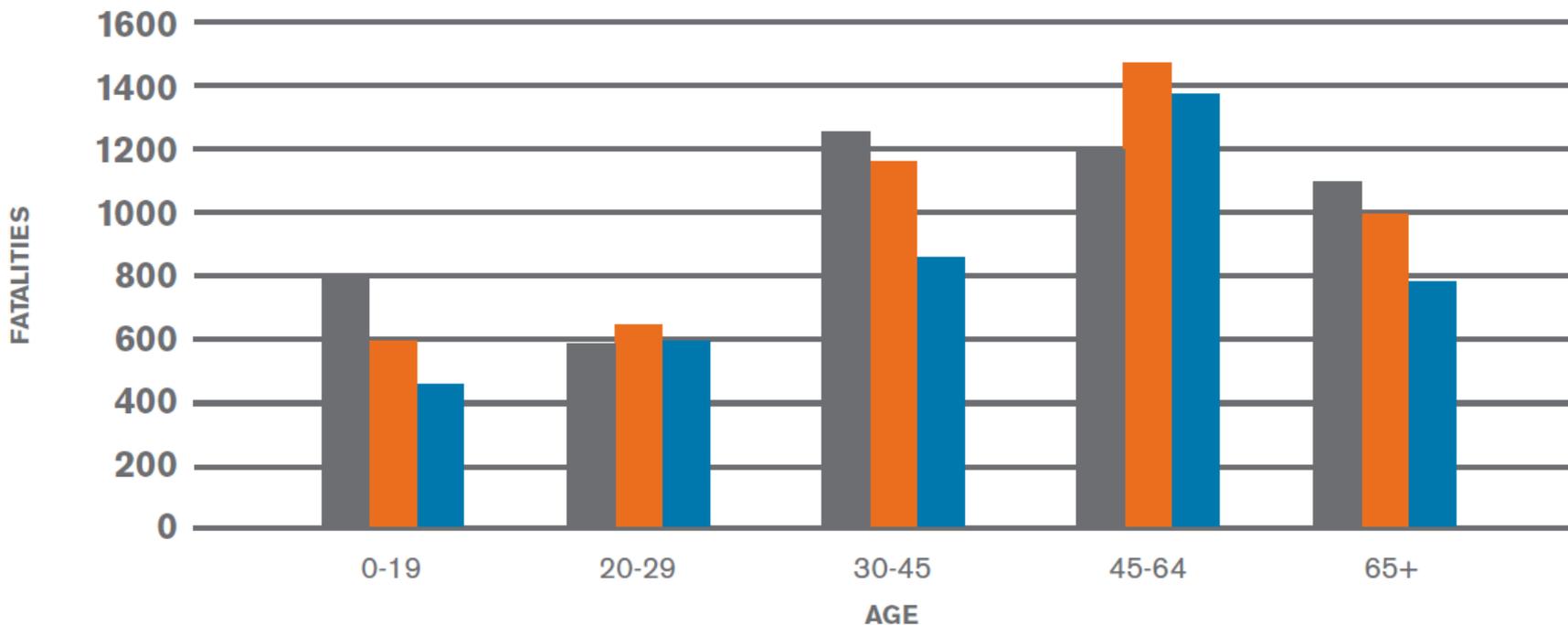


Issues & Influences

Pedestrian Safety

Pedestrian fatalities by age | ● 1999 | ● 2005 | ● 2009

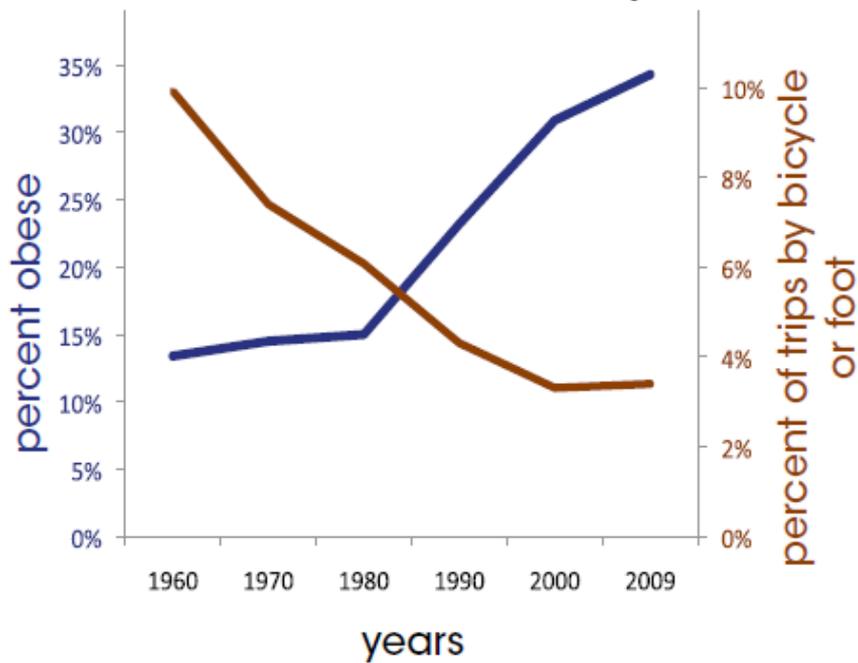
Source: FARS final files for 1999 and 2005, FARS early estimates file for 2009



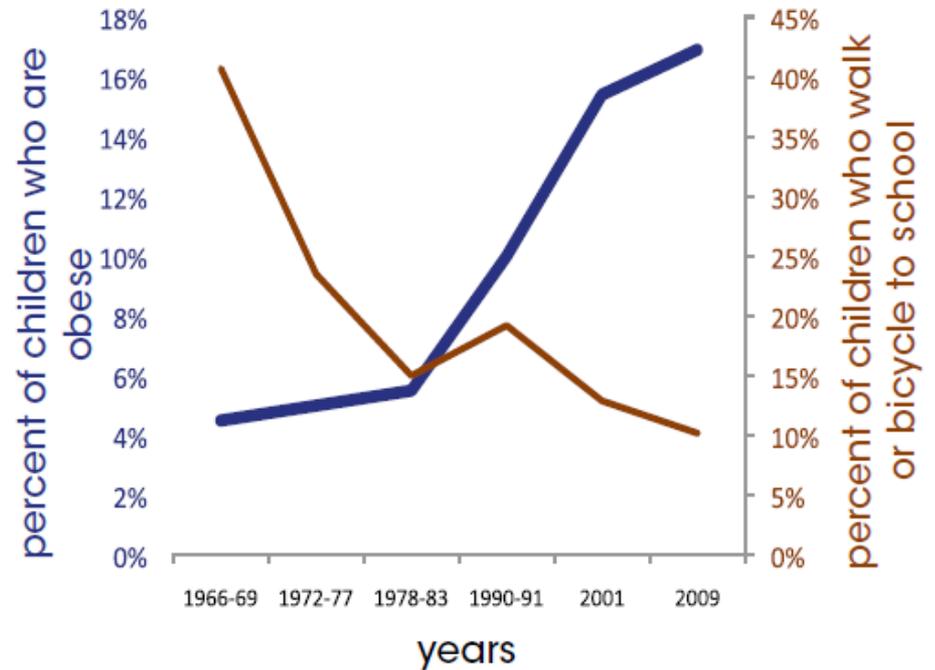


Issues & Influences

Change in Bicycling & Walking Rates vs. Adult Obesity Rate



Change in Bicycling & Walking Rates vs. Adult Obesity Rate

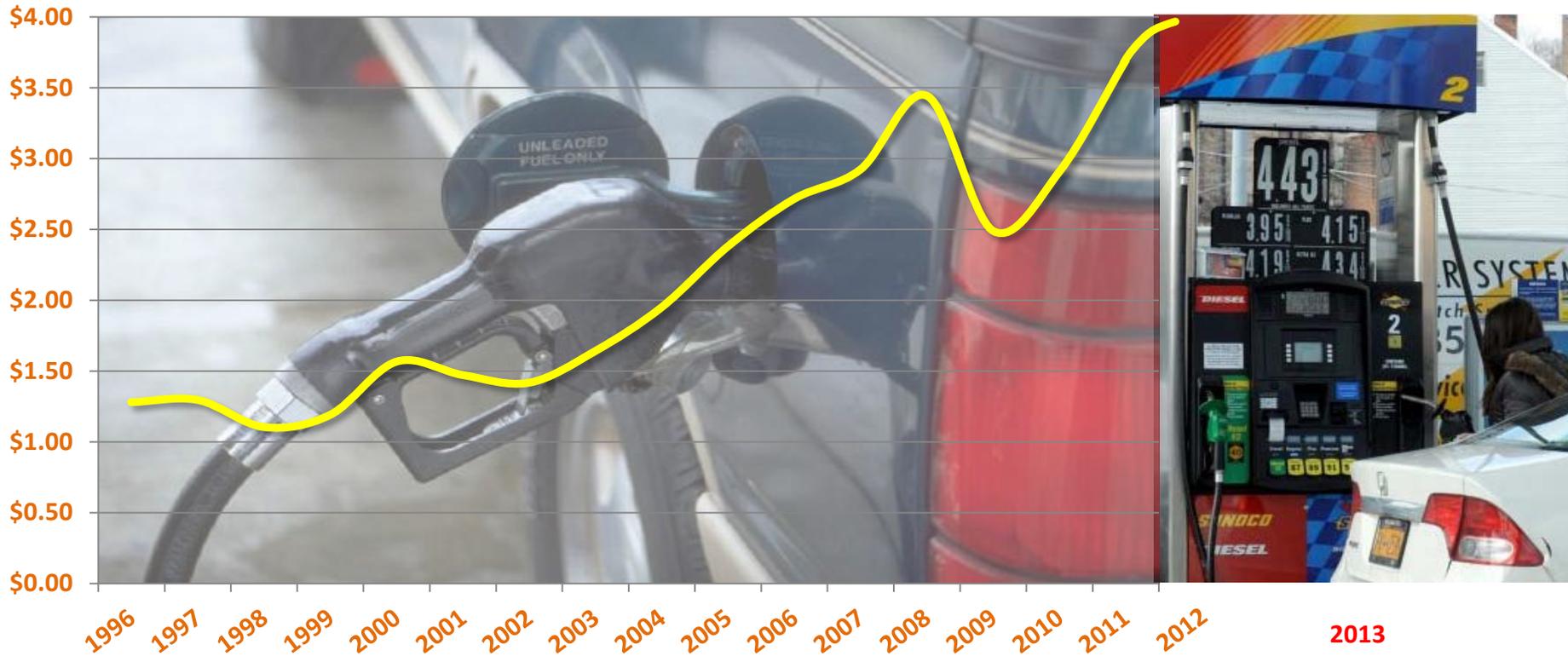


Source(s): National Complete Streets Coalition and The Alliance for Biking & Walking



Issues & Influences

Upstate New York Gas Prices



Source: NYSERDA



Context Sensitive Design



VS.





Context Sensitive Design





Context Sensitive Design

Multimodal opportunities...





Context Sensitive Design





Context Sensitive Design

Parking & access management improvement opportunities...





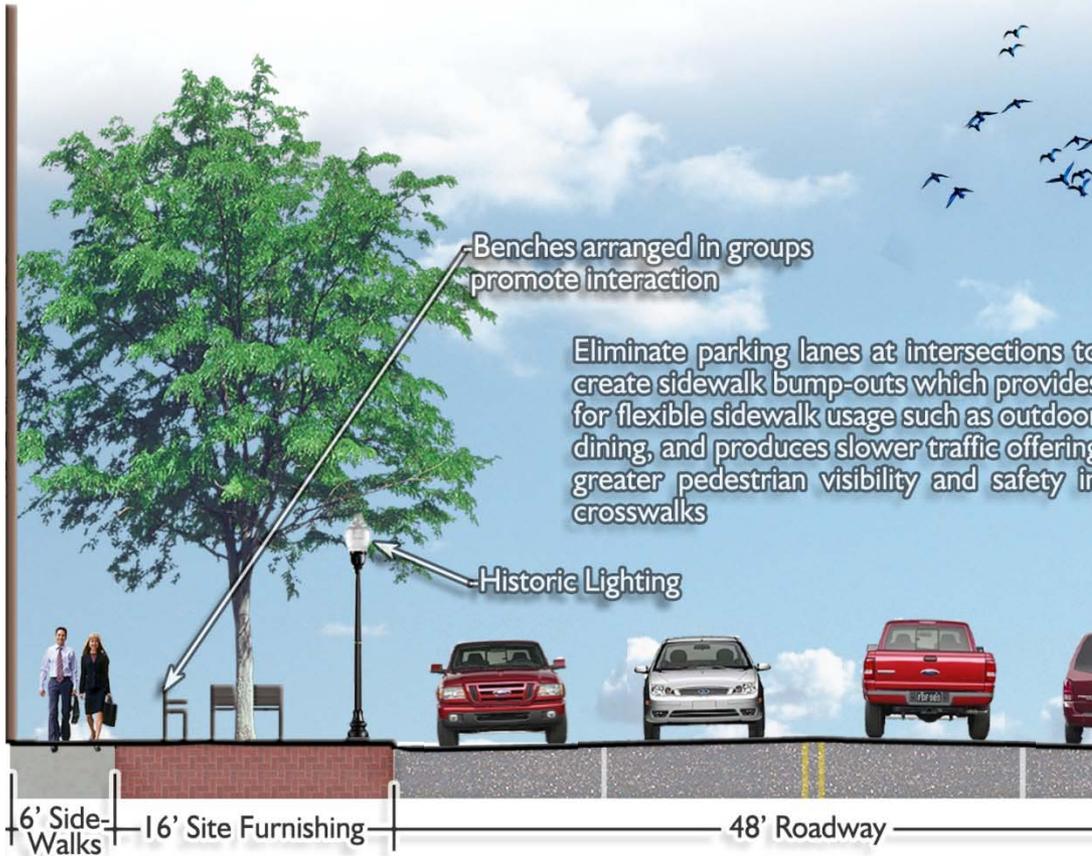
Context Sensitive Design





Context Sensitive Design

Amenity and beautification improvement opportunities...





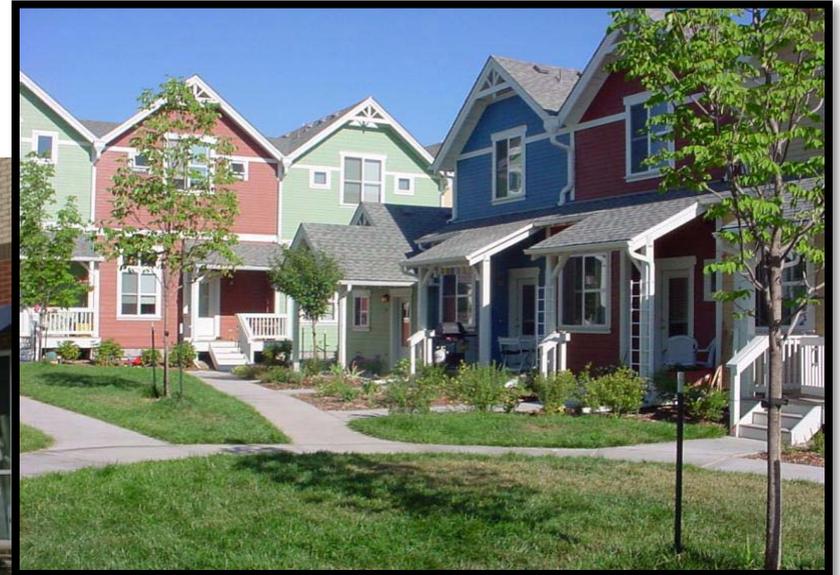
Context Sensitive Design





Context Sensitive Design

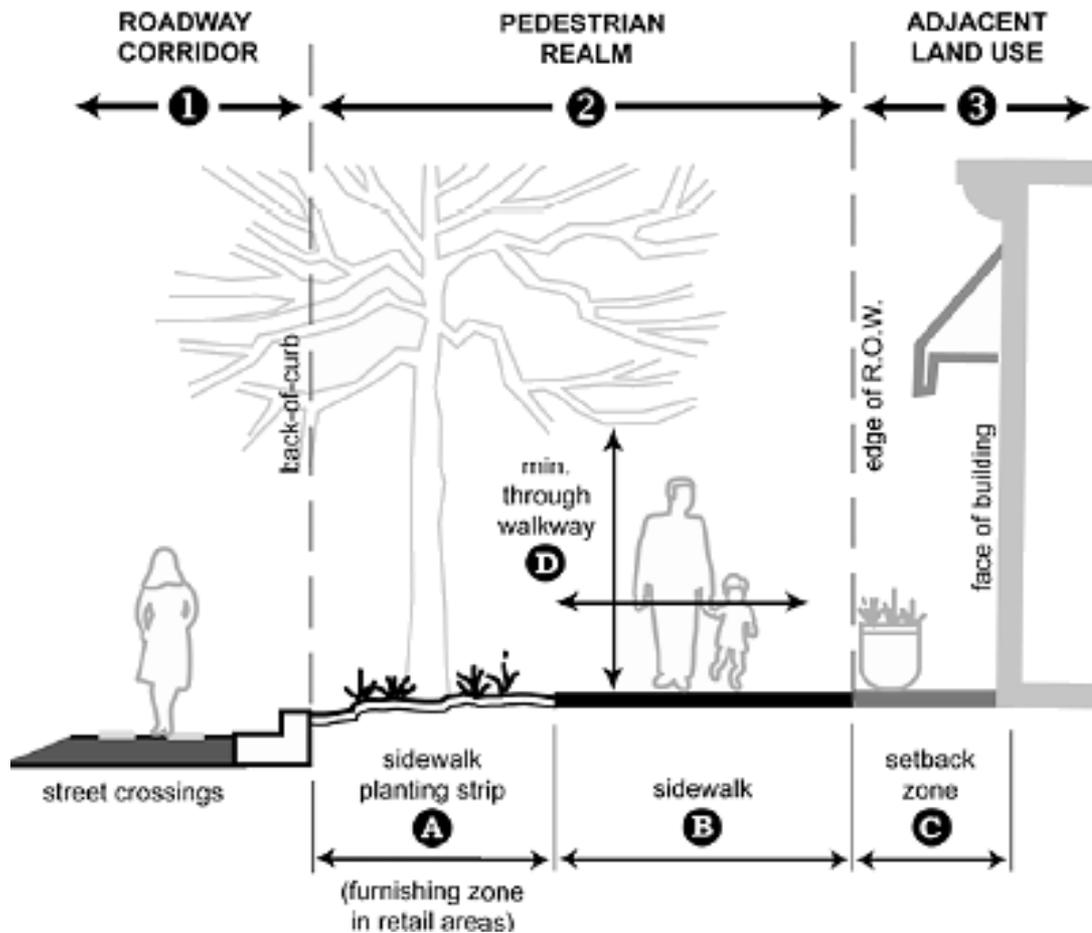
Land development opportunities...





A Closer Look...

Pedestrian Access & Safety





A Closer Look...

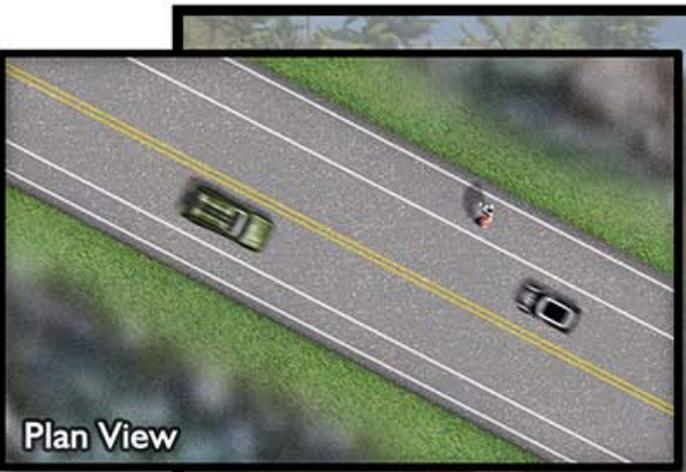
Pedestrian Access & Safety





A Closer Look...

Bicycling Accommodations



Plan View

Typical S
5' Bike Lane with 12' Drive



Existing Roadway Width



A Closer Look...

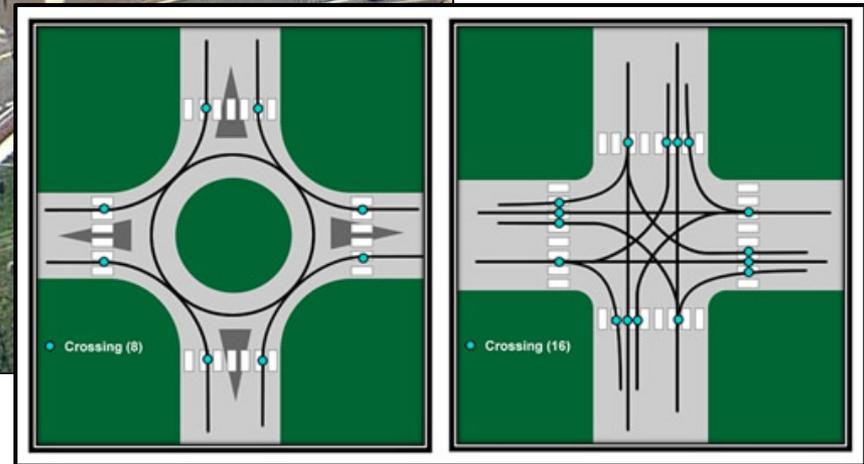
Intersection & Roundabouts





A Closer Look...

Intersection & Roundabouts





A Closer Look...

Signage & Wayfinding





Putting it Together

Recommended Site Design

Site Layout & Pedestrian Access: Building styles and materials should complement existing community character. Setbacks should allow for attractive landscaping with strong pedestrian connections. Side, rear, and/or shared parking is preferred. Narrow curb cuts will help reduce the potential for pedestrian and vehicle conflicts and make for a more attractive streetscape.

Lighting: Attractive, pedestrian-scale lighting should be used throughout the study area.



Restaurant

Private Signage: Limited to monument and building mounted signs in order to reduce clutter and confusion. Monument signs should be located along sidewalks or roadways and made of natural materials (not backlit). Building mounted should be visible from roadway and made of natural or pressed materials (not backlit).

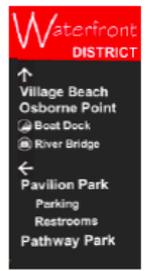
Wayfinding Signage: Attractive and appropriately scaled directional and point of interest signage should help direct travelers to points of interest and landmark locations.



Street Banners: Event and seasonal banners should be hung throughout the study area in coordination with local and regional marketing and branding initiatives.



Parking: Simple to read, color-coded parking signs should be used to identify public and private parking opportunities. Note coordinated wayfinding signage style and colors.



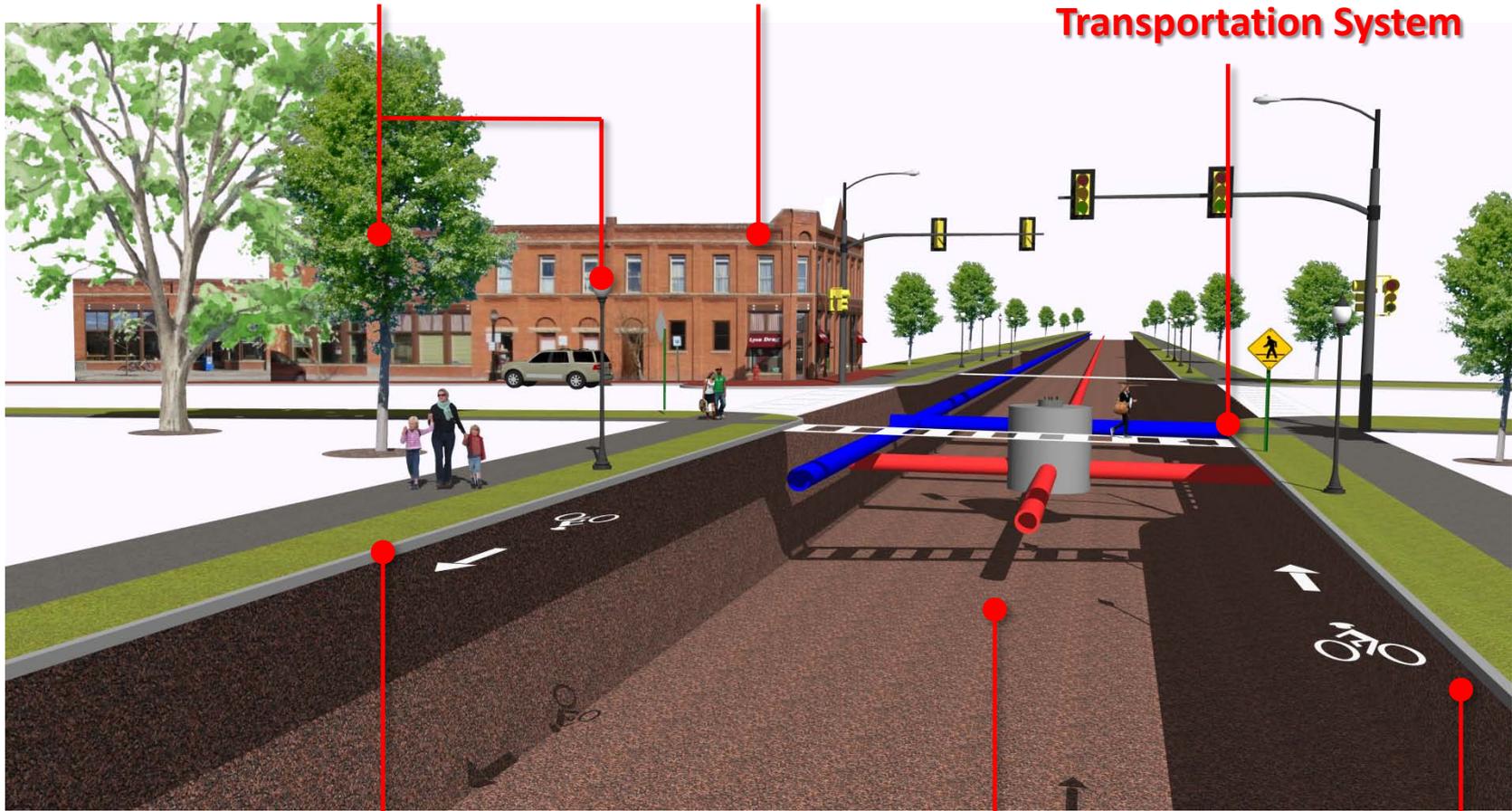


Putting it Together

Attractive Streetscape

Good Design

**Preserve/Enhance
Transportation System**



Pedestrian Access

Sewer & Water Infrastructure

Multimodal Access



Short Term vs. Long Term Ideas

Short Term Initiatives

- Improved Road Striping
 - **Parking Spaces**
 - **Road Shoulders**
 - **Crosswalks**
- Improved Signage
 - **Pedestrian safety**
 - **Wayfinding**
- Structural
 - **Temporary traffic calming features**
- Minor landscaping
- Planning, Policy, & Regulatory Initiatives

Long Term Initiatives

- Sidewalk repair or construction
- Roadway repair or construction
- Bike lane and/or multi-modal path construction
- Intersection reconfiguration
- Structural and nonstructural stormwater management improvements
- Large scale beautification initiatives
- Grant funding applications and administration



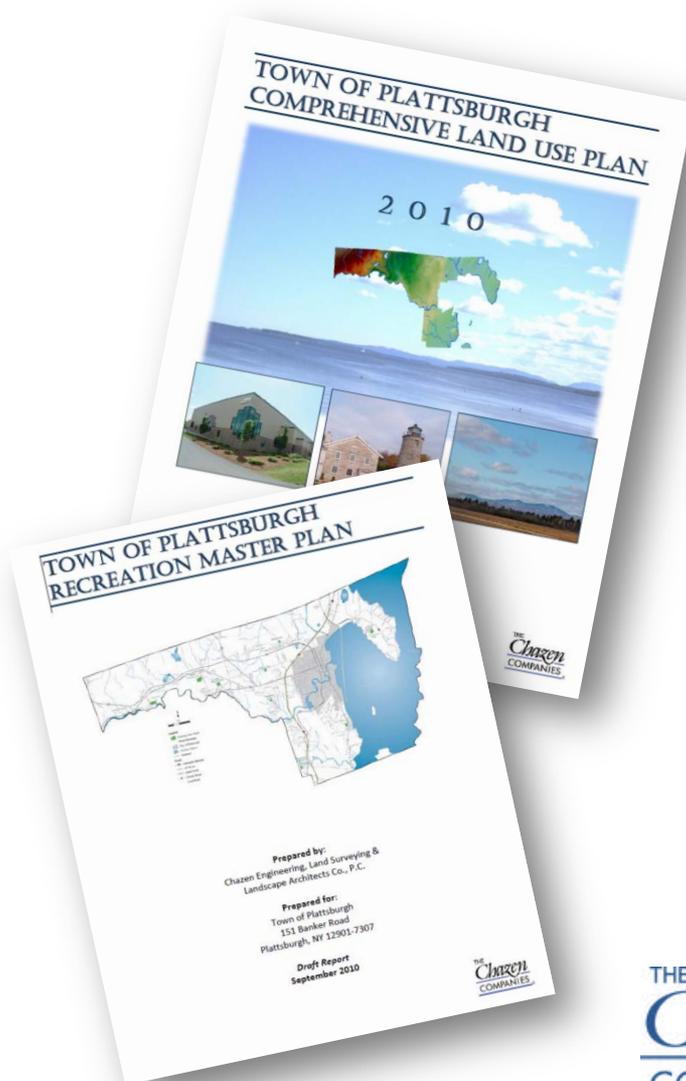
Impediments to Complete Streets

- **State/Federal Policy**
- **Perceptions**
 - **No one walks**
 - **There are no barriers**
 - **Costs are not in line with benefits**
- **Local Policy/Practices**
 - **Subdivision Standards**
 - **Highway/Street Design Standards**
 - **“We’ve always done it this way”**
- **Lack of Funding**
 - **Construction & Maintenance Costs**
 - **Plowing (Local operations not built to maintain non-traditional facilities)**
- **Lack of Vision/Our Failure to Plan**



Complete Streets Planning & Policies

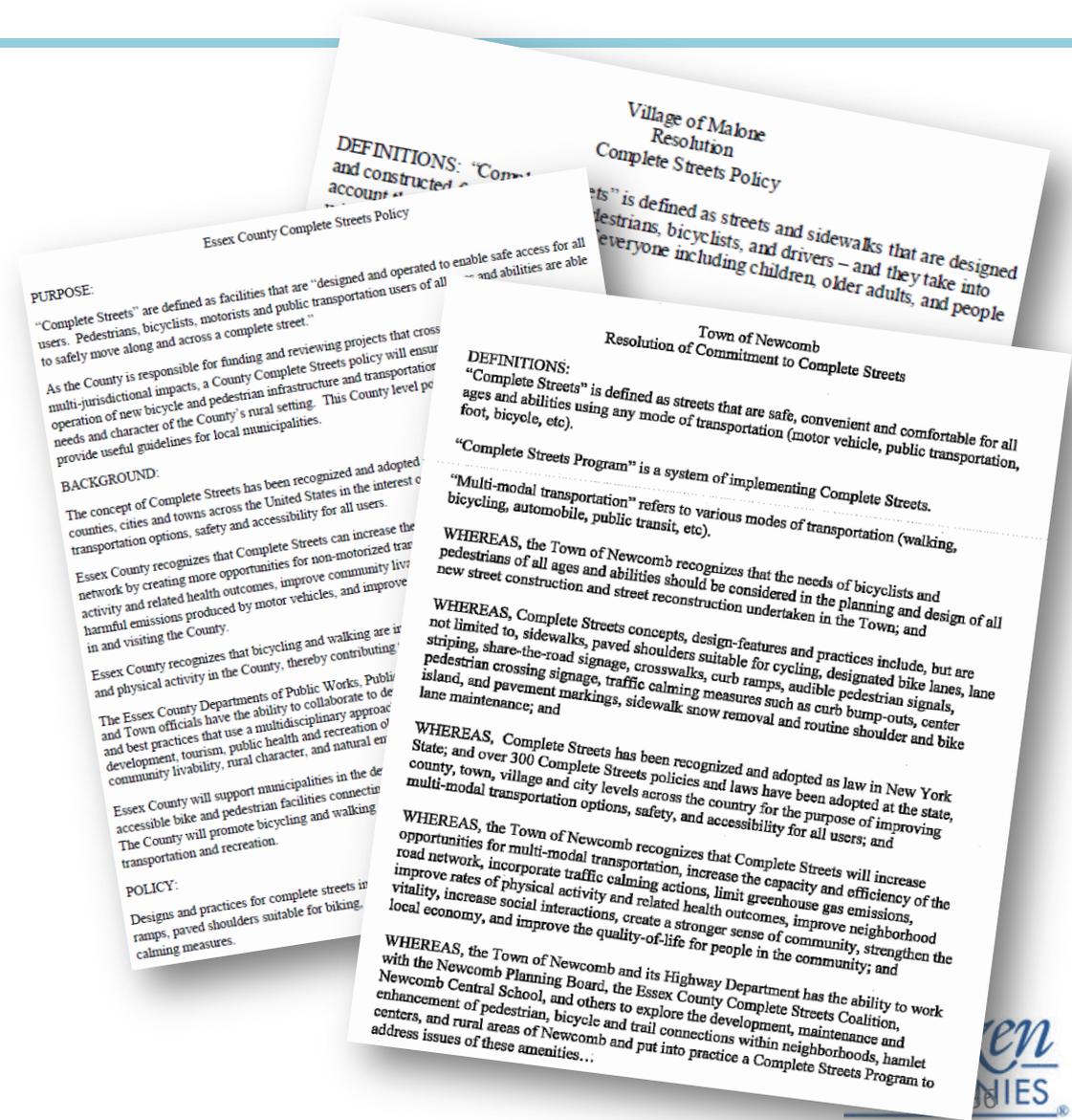
- **Local & Regional Plans**
 - Comprehensive Plan
 - Bicycle & Pedestrian Plan
 - Corridor Plans
 - Regional Transportation Plans
- **Legislation**
 - Local Law or Ordinance
 - Land Use & Zoning Codes
 - Subdivision Regulations
 - Site Plan Review
 - Design Guidelines/Standards
 - Highway/Street Design Standards
- **Practices & Procedures**
 - Legislative resolution of Support
 - Site Plan review
 - Maintenance Schedule/Activities





Local Complete Streets Legislation

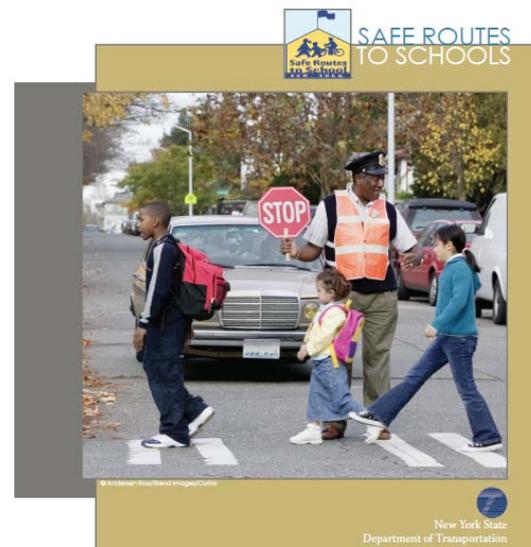
- Malone
- Newcomb
- Lewis
- Willsboro
- Westport
- Fort Edward
- Glens Falls
- Warrensburg
- Wilmington
- Saratoga Springs
- Essex County





Funding Opportunities

- **Consolidated Funding Application (CFA)**
 - NY Main Streets Program
 - NYSEFC Green Infrastructure Grant Initiative
 - OPRHP Trail Funding
 - NYSDOS LWRP Funding
- **Incorporate into the local approval process**
 - Highway/Street Design Standards
 - Subdivision Regulations
 - Site Plan Review
 - Design Guidelines/Standards
- **Other Funding Opportunities**
 - Safe Routes to Schools
 - Transportation Enhancement Program (TEP)
 - Member Items





Next Steps

- **Take Action**
 - **Identify small/simple improvement in order to build support/momentum**
- **Advocate and/or plan for change**
- **Pursue funding opportunities**
- **Take part in complete streets outreach and education**



Thank You!

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Additional Information

- NYS Department of Transportation
(<https://www.dot.ny.gov/index>)
- Federal Highway Administration (FHWA)
(<http://www.fhwa.dot.gov/>)
- National Complete Streets Coalition
(<http://www.completestreets.org/>)
- The Alliance for Biking & Walking
(<http://www.peoplepoweredmovement.org/site/>)
- The Alliance for Biking & Walking
(<http://www.peoplepoweredmovement.org/site/>)
- New York Bicycling Coalition (NYBC)
(<http://www.nybc.net/>)
- North Country Healthy Heart Network
(<http://heartnetwork.org/>)