

Complete Streets for Our Communities

LOCAL
GOVERNMENT
TRAINING

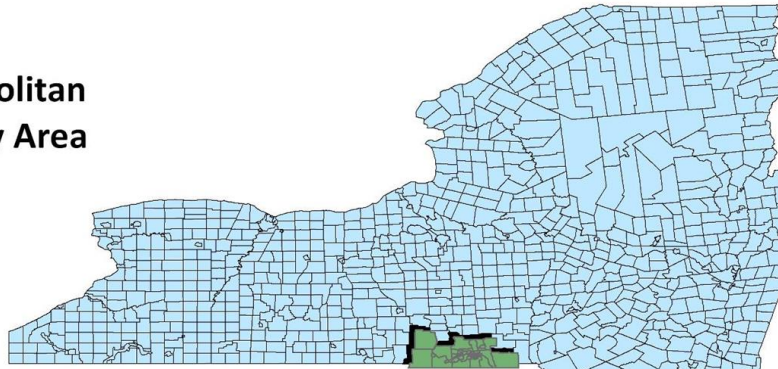
September 21, 2016



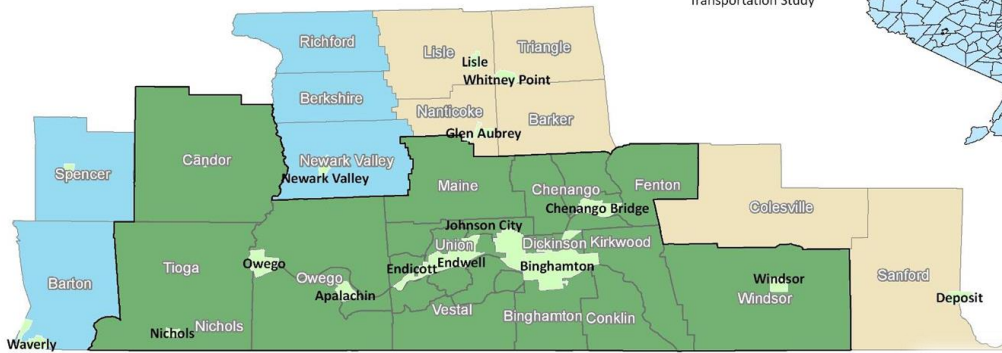
Binghamton Metropolitan Transportation Study Area

BMTS

www.BMTSONline.com



Binghamton Metropolitan
Transportation Study



- BMTS Area
- Broome County Subdivisions
- Tioga County Subdivisions



Presenters

Scott Reigle, PTP, Senior Transportation Planner
Binghamton Metropolitan Transportation Study
(BMTS)

Mary McFadden, Deputy Director
Broome County Health Department

Dr. Chris Ryan, MD, Medical Director
Broome County Health Department

Presentation Outline

1. *Foundation for Complete Streets*

- What are Complete Streets?
- Why are Complete Streets important?
- What are the health, economic, and safety benefits of complete streets?

2. *Complete Streets Legislation and Policies*

- Federal Transportation Law – FAST Act
- NY State Complete Streets Legislation
- BMTS Complete Streets Policies
- Local Complete Streets Policies: City of Binghamton and Village of Johnson City

DINNER BREAK!

3. *The Land Use, Site Design, and Transportation Connection*

- Local examples

4. *Next Steps for Our Communities*

Foundation for Complete Streets

HOW DO PEOPLE TRAVEL AROUND THE REGION?



automobile

bus

bicycle

pedestrians

Complete Streets

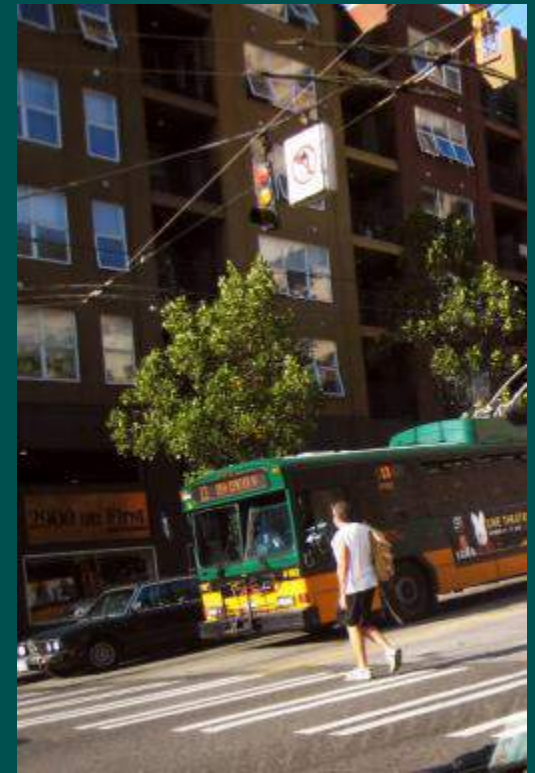
Streets that accommodate
ALL users of ALL ages & abilities.

What are Complete Streets?

Safe

Comfortable

Convenient



What are Complete Streets?

Safe

Comfortable

Convenient





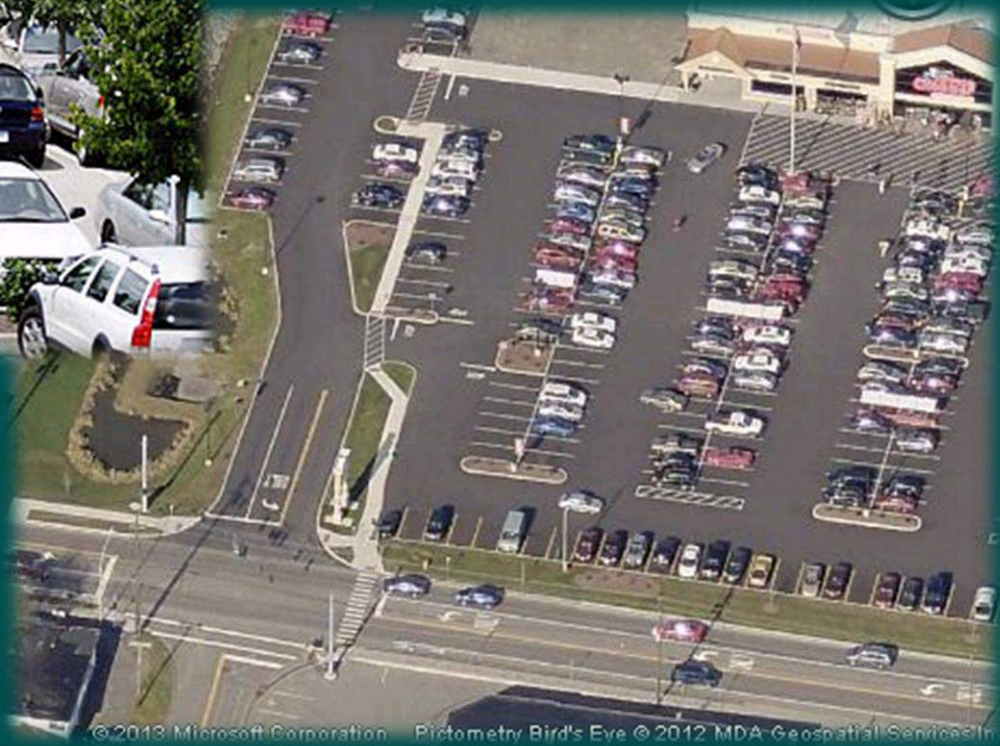


Our Vision for Transportation???



Multimodal Trips

We walk even when we drive.



Multimodal Trips

Public Transportation: Need pedestrian facilities (e.g. sidewalks) to access bus stops and destinations.



Multimodal Trips

Bus bike racks allow for bicycling to expand access to bus stops and destinations.

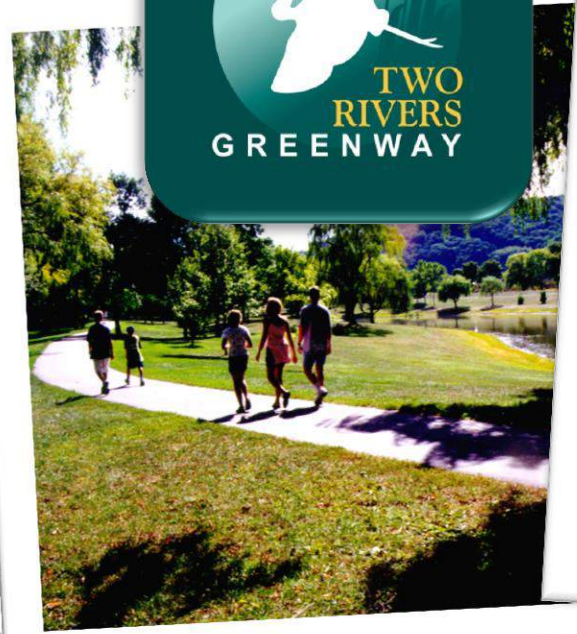
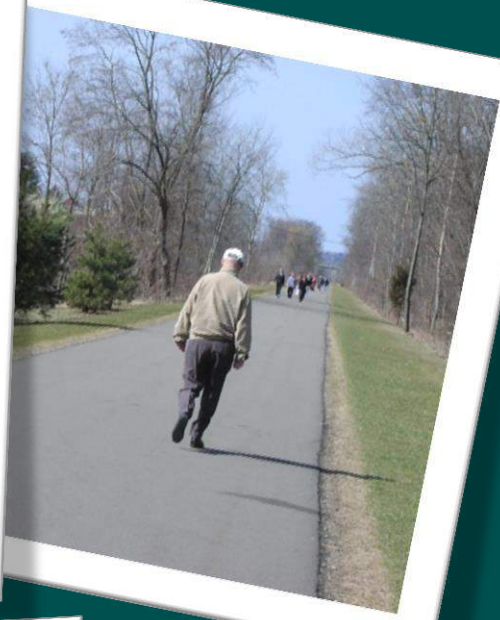


Our Vision of Transportation Upper Front Street

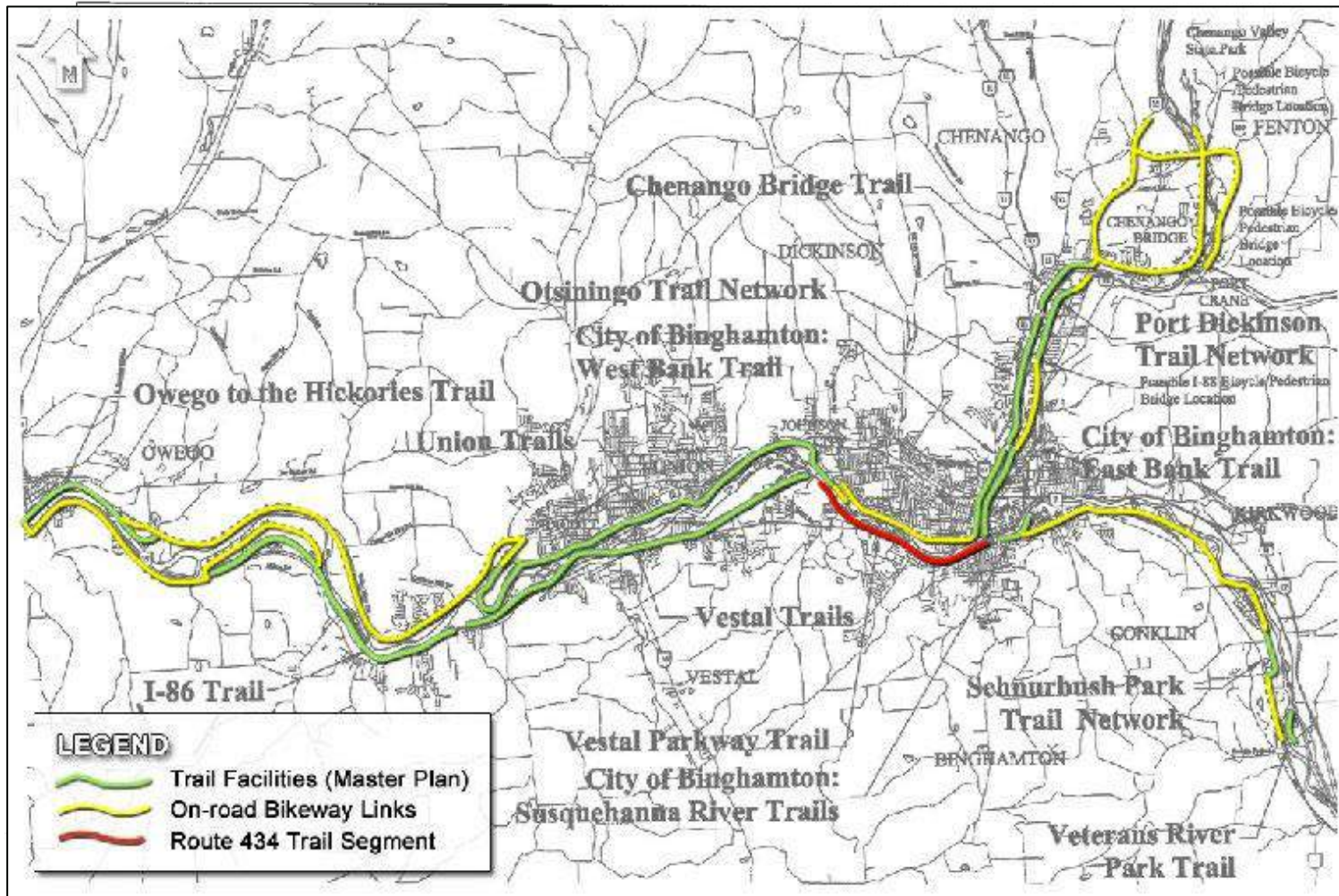
2000

2008





Two Rivers Greenway



CONSULTANT TEAM

TROWBRIDGE & WOLF
 Landscape Architects
 Planners
 1545 Mackinburg Road
 Ithaca, New York 14850
 607-277-1482
 Fax: 607-277-4092

STANTIS CONSULTING
 1450 Rural Road East
 Hamilton, Ontario
 Canada L8W9N9
 905-881-5234
 Fax: 905-881-3534

BICYCLE FEDERATION OF AMERICA
 1500 21st Street
 Washington, DC 20002
 800-343-2463
 Fax: 800-344-9299

**Binghamton Metropolitan Greenway Study
 Greenways Master Plan**

Not to Scale

DECEMBER 6, 1999

CLIENT:
 BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
 Broome County Office Bldg
 Binghamton, NY 13902-1766

Benefits of Complete Streets

Building complete streets provides many benefits to residents, business owners, developers, and the community as a whole.



- Create balanced transportation systems by providing accessible, safe, and efficient connections between destinations;
- Reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options;
- Integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later;
- Encourage economic growth, increase property values;

ECONOMY

Is walkability good for the economy?



The area around Court and Washington streets in downtown Binghamton gets a high Walkscore from Redfin, a national real estate brokerage that rates how car-dependent places are.

Urban centers in S. Tier rank highly

DAVID HILL
DAILY NEWS/CONNECTICUT.COM

If you lived in the neighborhood near Galaxy Brewing in downtown Binghamton, you could do most of your errands on foot. Same with the Twin River Commons nearby.

Out on Lewis Road near Binghamton, where pressconnects.com and the Press & Sun-Bulletin has its offices, it's totally car-dependent. We knew this already. On Park Place near Elmira College, some errands can be accomplished on foot. If you lived on West Martin Luther King Jr./State Street in Ithaca, you'd be in a "walker's paradise," where daily errands do not

See **ECONOMY**, Page 7A

"Quality of life is critically important to the private sector. ... Therefore, we must create attractive public realms that celebrate our heritage, and that simultaneously speak to our walkable communities and availability and diversity in housing."

SOUTHERN TIER'S WINNING SUBMISSION TO THE UPSTATE REVITALIZATION INITIATIVE

City mulls housing proposal

Calls for criminal background checks

MEGAN BROCKETT
MBC001@NEWS.SUN-BULLETIN.COM

Binghamton City Council is weighing legislation that could require landlords, realtors and others who rent or sell property in the city to complete criminal background checks on prospective tenants and buyers.

The background checks would be filed with the city clerk's office and could potentially be used for reference by police and other emergency responders called to the property.

Former Councilman Tony Mastrorocco, who pitched the legislation to council members at Monday's work session, said it would be a first step toward stopping the deterioration of Binghamton's neighborhoods, citing crime and the declining appearance of properties.

"As a city that has started taking steps to prevent the loss of our neighborhoods to the degree that they (are) being lost now," said Mastrorocco, a Democrat who represented the city's First Ward from 2000 to 2007. The legislation, which council members agreed to

See **PROPOSAL**, Page 5A

Groups say reforms slow in Capitol

JOSEPH SPECTOR
JFS01@NEWS.SUN-BULLETIN.COM

ALBANY — Two legislative leaders were contacted for corruption leads last year, and groups Tuesday charged that the state legislature has shown no urgency in enacting new ethics reforms. The legislative session started Jan. 6, and Gov. Andrew Cuomo proposed a series of reforms in his state budget proposal a week later. Since then, there have been no major bills passed, earlier this month, the Senate was in session one day for less than six minutes.

The good-government groups called on the state leaders to hold a public meeting to discuss ethics laws, saying an agreement is poised to be done.

See **REFORMS**, Page 5A

Benefits of Complete Streets

Economy

Continued from Page 1A

require a car. These descriptions are from the Walk Score for each location by Redfin, a national real estate brokerage. Redfin uses an algorithm that incorporates walking routes, depth of choice, pedestrian friendliness, population and neighborhood data.

Galaxy Brewing's address gets a rating of 85. Lewis Road gets a "car dependent." The neighborhood around Elmira College, specifically the 700 block of Park Place, gets a 74, for "very walkable." Downtown Ithaca, near the Ithaca Journal, a "walker's paradise," gets a 97.

By comparison, New York City, Redfin's top-rated walkable place among its ranking of the cities last year, gets only an 88.

What does all this have to do with the upstate and Southern Tier economy?

In a word, livability. Among many in urban planning and economic development circles today, if communities don't require cars, they will be more attractive places to live, particularly among workers under about age 40, who are less likely to own cars than previous generations, and who are generally regarded as valuing having amenities close by.

It's worth noting that it's not only young workers who prize getting around without driving. It could be argued that aging in place, the concept of planning one's housing so as to not have to move when one can no longer, for example, climb stairs or step into a deep bathtub, applies to transportation infrastructure, too. If driving isn't necessary, it remains economically productive — in other words, hold down a job — as one ages. Southern Tier residents seeking a working retirement or putting off retirement may find the region more attractive, too.

Young families, too, may value being able to get children to school, the grocery store and even to work without driving at all or as much as in more car-dependent communities.

Improved urban life is a major thrust of the Southern Tier's winning submission to the Upstate Revitalization Initiative, the contest for a half-billion dollars in economic aid parceled out over five



Pedestrians cross against the traffic light at the intersection of College Avenue and Dryden Road looking up Dryden Road toward the Linden Avenue intersection.

years. The plan envisions revitalized urban centers — in particular in Binghamton, Johnson City and Endicott — built around, respectively, general downtown life, a health sciences and pharmaceutical complex, and advanced manufacturing in the legacy of IBM.

The submission is no economic Bible, but one passage sums up its approach: "Quality of life is critically important to the private sector. Our human capital and institutional resources will ultimately depend on having vibrant urban cores. Vibrant communities have the capacity to improve perceptions of the region, without them, private investment, new residents, innovation and entrepreneurship will be difficult to capture. Therefore, we must create attractive public realms that celebrate our heritage, and that simultaneously speak to our walkable communities and availability and diversity in housing."

Redfin's ratings do not account for walkability. Its algorithm does not always take into account pedestrian routes that do not link together well or are split by highways or rivers. Many residents of highly rated neighborhoods in the region will note that supermarkets aren't always close by. Lack of a full-service supermarket near Ithaca's Colgate town, for example, has been an issue there.

Otherwise, a lack of housing near amenities holds back some parts of the area, such as much of downtown Elmira, which gets a high Redfin walkscore but lacks a lot of housing options. Improving walkability isn't easy. Low ratings are largely a legacy of infrastructure and planning decisions made decades ago when the priority was moving lots of cars fast. Many parts of the region remain cut up by high-speed highways built in the middle of the 20th century. That's the Vestal Parkway, which leaves the main I-19 campus virtually on its own, the Clemens Center Parkway through Ithaca, where a separation of north- and southbound lanes in the late 1990s left a residential island in between.

But Southern Tier communities are working on non-car transit. Consultant LaBella Associates, hired by the Elmira-Chenango Transportation Council to study three potential bicycle-friendly routes to link downtown Elmira and Arnot Mall, recommended a nine-mile route that would use Davis Street, Oakwood Avenue, Grand Central Avenue, West Broad Street and Colonial Drive. Cost is pegged at \$800,000.

In Broome County, plans are drawn up for a path connecting the main Binghamton University campus in Vestal to downtown Binghamton.

Ithaca already is known as walkable. A 2014 U.S. Census Bureau report rated Ithaca, at 42

percent, had one of the highest percentages of people who walk to work in the country — though that may be largely because Tompkins County's dominant employer, Cornell University, blends in adjacent and highly walkable neighborhoods. But the city has developed a couple of bicycle boulevard routes designed to make biking easier, particularly on the Southside and Fall Creek residential neighborhoods to elementary, middle- and high-schools in the city. Adding bike lanes and sidewalk to a portion of Old Elmira Road was met with opposition, but the city got a grant and completed the work to better link the nearby residential neighborhood to

the rest of the city's sidewalk and bike network. While there is room for improvement, there is much to build on when it comes to walkability.

For example, 7 Hawley St. in downtown Binghamton, where the city owns market-rate housing and commercial development, gets a respectable 78 score for something to build on. Many Southern Tier communities built around car-dependent suburbs would likely envy the rating.

Relative walkability is one reason Johnson City Mayor Greg Deane believes his village was picked as the site of the new Binghamton University School of Pharmacy. Students will be walking between the new school, planned for 98 Corlies Ave., and their clinical training site at nearby Wilson Medical Center.

That address gets an 82 rating on Redfin's Walk Score, meaning most errands can be done on foot. Given that the village is only about 4.5 square miles, most anywhere within it would be within walking distance of the hospital. Deane pointed out when he and Binghamton Mayor Richard David spoke at the SUNY Business and Education Cooperative of the Southern Tier last week in February.

"They may be walking from there to where they're living within the village, or walking there to a cafe or a restaurant or something, so that's the whole idea, behind the whole walkable community, because they don't want them to have to drive from the school to the hospital or whatever," Deane said.

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1/2 Price spaghetti and meatballs and pizza with your first topping.
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WEDNESDAY:
OVER THE HUMP NIGHT
1/2 price select wines by the glass and domestic craft too.
(Dincois or Other Coupons and Promotional Offers)

WEDNESDAY & THURSDAY SPECIALS
\$4-95 DRINKS SPECIALS — PREMIUM BEEF BOUTEES, PREMIUM MARTINIS AND WHISKEY AS WELL AS SOME BAR MENU SPECIALS

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USA TODAY

MILITANTS KILL 16 AT IVORY COAST BEACH RESORT HOTELS PAGE 1B

YOUR DAILY DOSE OF HUMOR PAGE 6C-7C

INSIDE

Connecticut	2A	Sports	1C
Costa Rica	9C-10C	Reference	8C
Massachusetts	3C	USA Today	7B
Michigan	5A	Vermont	6B
Oklahoma	12C-13C	Washer	3C

41°
35°

Details on 14C

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Benefits of Complete Streets

"Quality of life is critically important to the private sector. ... Therefore, we must create attractive public realms that celebrate our heritage, and that simultaneously speak to our walkable communities and availability and diversity in housing."

SOUTHERN TIER'S WINNING SUBMISSION TO THE UPSTATE REVITALIZATION INITIATIVE

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Public Health Benefits of Complete Streets

Dr. Chris Ryan

Medical Director

Broome County Health Department

Mary McFadden

Supervising Public Health Educator

Broome County Health Department

Increased Physical Activity



- Over half of the adult population does not meet recommended daily activity guidelines
- Access to safe places to walk increases the likelihood of meeting those guidelines:
 - 43% of people with safe places to walk within 10 minutes from their homes met guidelines
 - 27% of those without safe places to walk near homes did not meet them
- Reliance on personal automobile-oriented transit increases obesity risk. Engaging in active transit decreases it:
 - Risk of obesity increases 6% for each hour spent in a car per day
 - Risk of obesity decreases 4.8% for each kilometer walked per day
 - One third of public transit users meet recommended daily activity guidelines

Equity

- One third of Americans and 12% of Broome County households do not have access to a vehicle.
 - Low income individuals, children, older adults, and people with disabilities are least likely to own a car or drive.
 - Difficulty accessing healthcare, grocery stores, employment, etc.
 - Especially problematic for isolated, rural residents.
- Increasing availability of alternative modes of transportation provides a safe, affordable and practical means to access necessary services.
 - Safe streets to walk and ride bike
 - Increasing demand for public transit system that connects rural areas to major healthcare, shopping facilities (20% increase in 2002-2005)



Improved Air Quality

- Automobile emissions release pollutants harmful to human health:
 - Carcinogenic compounds
 - Particulate that causes inflammation of the circulatory system
 - Chemicals that cause allergic reactions or airway constriction
- Poor air quality exacerbates respiratory illnesses (e.g. asthma, COPD)
- Children and older adults are at increased risk of harm from poor air quality.
- Walking and bicycling produce zero emissions or chemicals!
 - Incomplete streets are designed with automobiles in mind, which increases automobile use.
 - Increasing walkability and bikability of streets will lead to an increase in walking and biking, as people feel comfortable and safe doing it.



Improved Safety & Reduced Injuries

- Pedestrian crashes decrease with the addition of pedestrian infrastructure:
 - 88% decrease with addition of sidewalks
 - 69% decrease with addition of hybrid beacon
 - 39% with addition of medians
 - 29% decrease after road conversions (e.g. 'road diets')
- Bicycle infrastructure decreases bicyclist injuries and crashes:
 - 50% reduction of injury and crash risk with addition of on-road bicycle lanes
- Traffic-calming measures can save lives:
 - 80% chance of fatality at 40mph vs. 5% chance of fatality at 20mph



Install Pedestrian Islands



QUESTIONS



Complete Streets Legislation & Policies

Complete Streets

Fixing America's Surface Transportation – FAST Act

5 year
(FFY 2016-2020)

Federal Transportation Bill



- Requires the Secretary of Transportation to **encourage states and metropolitan planning organizations to adopt road design standards that take into account pedestrians and other vulnerable road users, as well as motor vehicles**, through all phases of planning, development, and operation.
- Directs the Secretary to **report on state progress toward implementation and to identify best practices** in the states.
- Requires **State transportation departments** to take into **account access for all users and modes** of transportation when designing and building **National Highway System roadways**.
- Requires the use of the **National Association of City Transportation Officials (NACTO)'s Urban Street Design Guide** as one of the standards that U.S. Department of Transportation (USDOT) must consider when developing design standards, and it permits local governments to use their own adopted design guides if they are the lead project sponsor and the direct recipient of the federal funds for the project—even if it differs from state standards.

Complete Streets

NYS Complete Streets Law

- **August 15, 2011** – Signed into law.
- **February 11, 2012** – Law took effect.
- Provides for the **consideration** of Complete Street design features for projects undertaken by the Department of Transportation, municipalities and public authorities that receive both **state** and **federal funding** and are **subject to department of transportation oversight**
- Provides a list of features and elements that may be considered in Complete Street design.
- Requires that if Complete Street design features are not considered, a publicly available document shall set forth the reason why these features were not considered.
- Requires the Department of Transportation to consult with stakeholders and the public on best practices.



Complete Streets Policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.

- Is a high-level policy direction
- Changes the everyday decision-making processes and systems
- Represents an incremental approach
- Has long-term results



THE COUNCIL OF THE CITY OF BINGHAMTON
STATE OF NEW YORK

Date: July 20, 2011

Sponsored by Council Members: Weslar, Webb, Collins, Massey, Renna, Kramer

Introduced by Committee: Municipal and Public Affairs

RESOLUTION
entitled

A RESOLUTION ESTABLISHING A
SUSTAINABLE COMPLETE STREETS POLICY
FOR STREET AND TRANSPORTATION
PROJECTS

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors; and

WHEREAS, "Sustainable Complete Streets" are defined as Complete Streets with elements of design, construction and operation that also incorporate environmental sustainability; and

WHEREAS, streets that support and invite multiple uses, including safe, active and ample space for pedestrians, bicycles and public transportation, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions and improve the general quality of life; and

WHEREAS, many studies show that when roads are better designed for bicycling, walking and transit use, more people utilize them for alternative modes of transit; and

WHEREAS, the design and construction of new roads and facilities should anticipate and provide for future demand for biking, walking and other alternative transportation facilities and not preclude the provision of future improvements; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and many other transportation, planning and public health professionals.

Complete Streets

City of Binghamton

Complete Streets Policy

THE COUNCIL OF THE CITY OF BINGHAMTON
STATE OF NEW YORK

Date: July 20, 2011

NOW, THEREFORE, the Council of the City of Binghamton, duly convened in regular session, does hereby:

RESOLVE, that the City hereby establishes and adopts a Sustainable Complete Streets policy whereby all street projects, including design, planning, reconstruction, rehabilitation, maintenance or operations by the City of Binghamton shall be designed and executed in a balanced, responsible and equitable way to accommodate and encourage travel by public transportation vehicles and their passengers, bicyclists and other wheeled modes of transportation, and pedestrians of all ages and abilities, in accordance with established Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets and in consultation with the AASTHO Guide for Development of Bicycle Facilities and the AASTHO Guide for Pedestrian Facilities; and be it further

RESOLVED, the City of Binghamton shall strongly consider the needs of drivers, public transportation vehicles and patrons, bicyclists, wheelers, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations and maintenance activities and products; and be it further

RESOLVED, the City shall view all transportation improvements as opportunities to improve safety, access and mobility for all travelers in the City and shall recognize bicycle, pedestrian and transit modes as integral elements of the transportation system.

I hereby certify the above to be a true copy
of the legislation adopted by the Council
of the City of Binghamton at a meeting
held on 7/20/11. Approved by the
Mayor on 7/24/11.

BMTS Complete Streets Policy

(Adopted June 2016)

BMTS

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY

COMPLETE STREETS POLICY

JUNE 2016



Complete Streets

BMTS Complete Streets Policy

(Adopted June 2016)



POLICY

- BMTS will promote the complete streets concept throughout the region and, therefore, recommends that all local jurisdictions adopt a comprehensive complete streets policy.
- BMTS requires that all local projects receiving MPO allocated federal funding adhere to this policy. Projects utilizing any other funding sources are also encouraged to adhere to this policy.
- BMTS will promote multi-use trail development as an integral element in creating a multimodal transportation system.

Applicability

This Complete Streets Policy applies to new construction, reconstruction, and resurfacing activities (including pavement marking maintenance of local roadways and other transportation facilities that will use Federal funds through the BMTS for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering.

Complete Streets

BMTS Complete Streets Policy

(Adopted June 2016)



PROCESS

- Incorporate into BMTS Project Solicitation and Selection Process.
- Incorporate NYSDOT Complete Streets Checklist.

IMPLEMENTATION

- Engineering
- Education
- Encouragement
- Enforcement

EVALUATION

- Regularly evaluate effectiveness of the policy and amend as necessary.

PERFORMANCE MEASURES

- Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along streets

QUESTIONS



DINNER BREAK



Complete Streets – Examples, Land Use, Site Design, and Transportation Connection

Complete Streets Policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.

- Is a high-level policy direction
- Changes the everyday decision-making processes and systems
- Represents an incremental approach
- Has long-term results

Complete Streets is not:

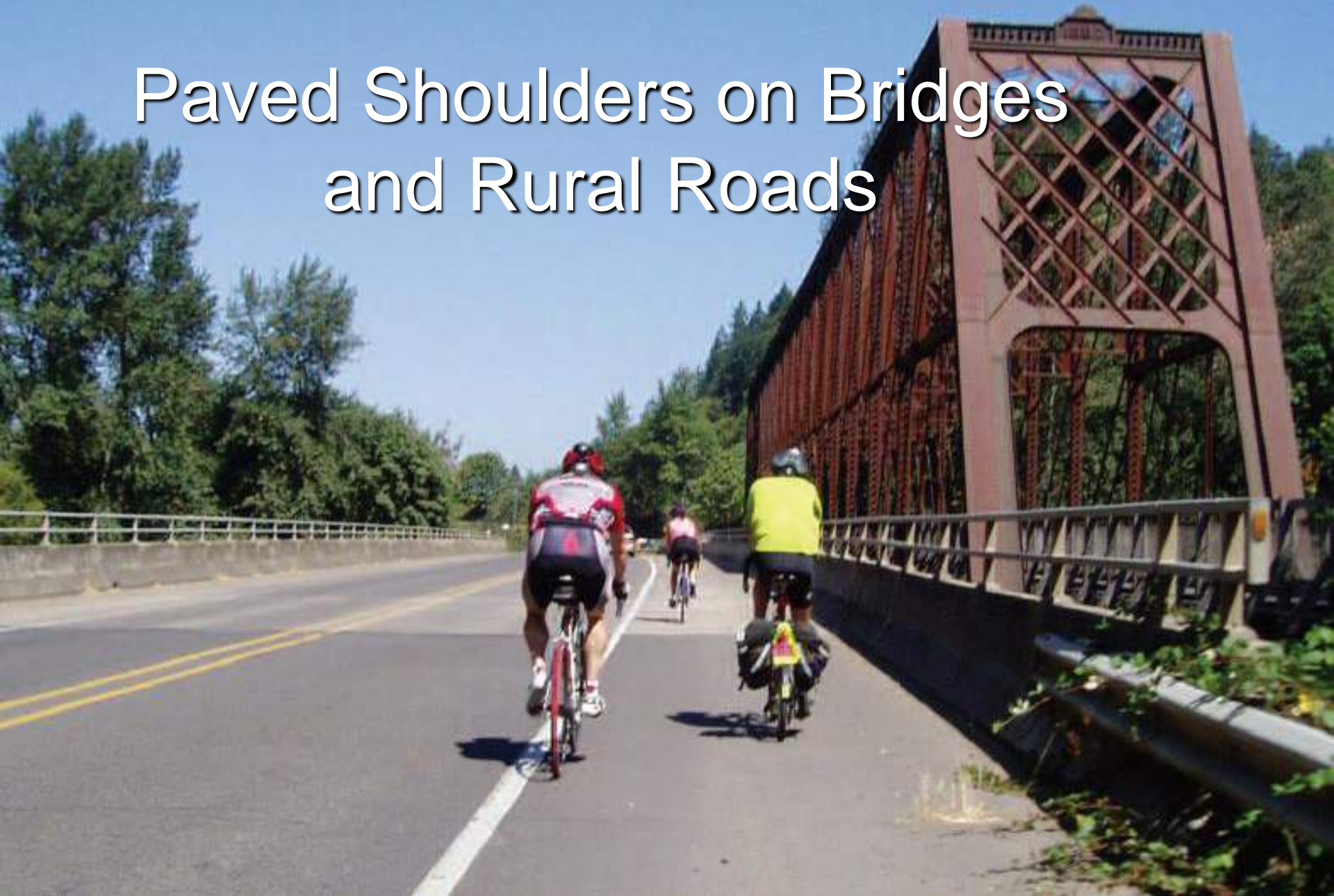
- ❑ One “special” street project
- ❑ A design prescription
- ❑ A mandate for immediate retrofit
- ❑ A silver bullet; other issues must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management

Rural Roads with Shared Use Trails




National Complete Streets Coalition

Paved Shoulders on Bridges and Rural Roads



National Complete Streets Coalition



Low-traffic, Low-speed Skinny Residential Streets



National Complete Streets Coalition

Skinny Residential Streets with Sidewalks



National Complete Streets Coalition

Main Streets



National Complete Streets Coalition

Neighborhood Greenways/ Bicycle Boulevards



63 US-11
Binghamton, New York
Street View - Sep 2015

Angled Head-out/ Back-in Angled Parking



National Complete Streets Coalition

Protected Bike Lanes



National Complete Streets Coalition

Our Vision of Transportation Upper Front Street

2000

2008



NYS ROUTE 12A 2012



Possible incentives:

- Decrease, share parking (include bike racks).
- Build-to, not set-back requirements.
- 2nd story residential.
- Expedite permits.



Neenah WI



Appleton WI

Elected, appointed officials & staff must be supported if expected to act courageously!

River Road – Town of Chenango

Before



After



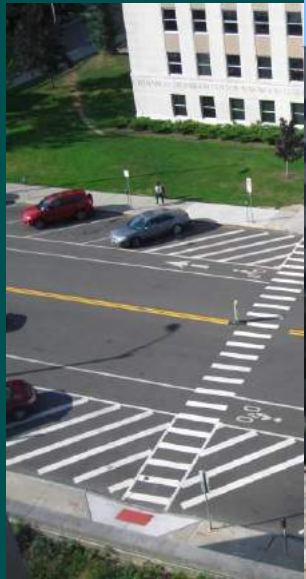
Hawley Street - Binghamton

Before



After

Greater Binghamton
Transportation Center



Riverside Dr. – City of Binghamton



Riverside Dr. – City of Binghamton



BEFORE



AFTER

Riverside Dr. – City of Binghamton



Riverside Dr. – City of Binghamton



BEFORE



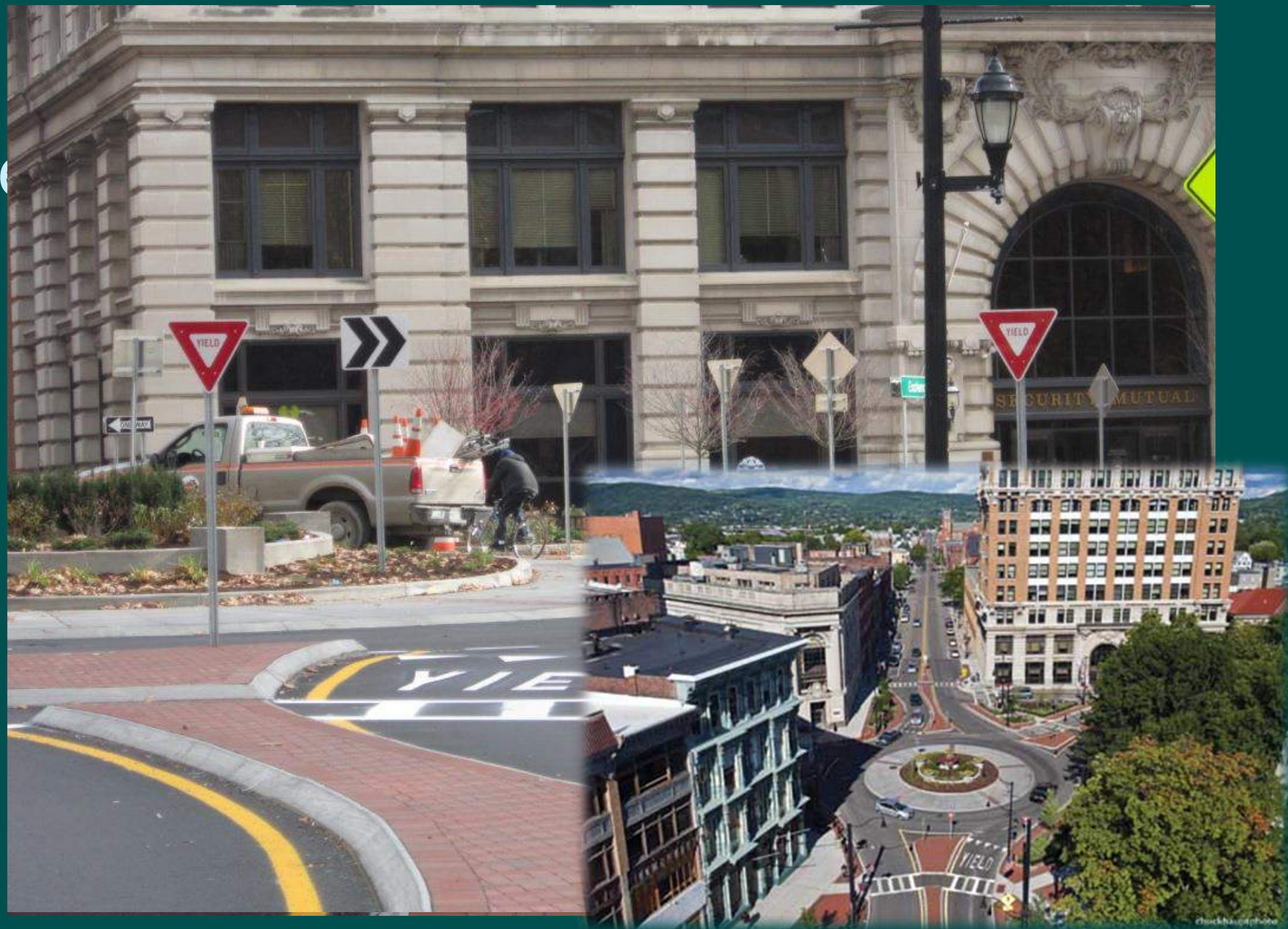
AFTER

Riverside Dr. – City of Binghamton



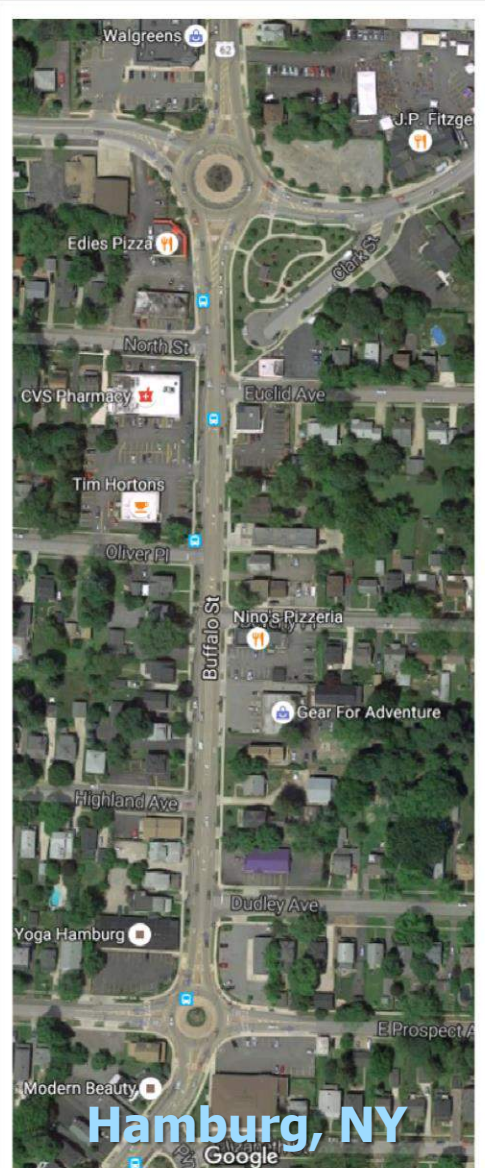
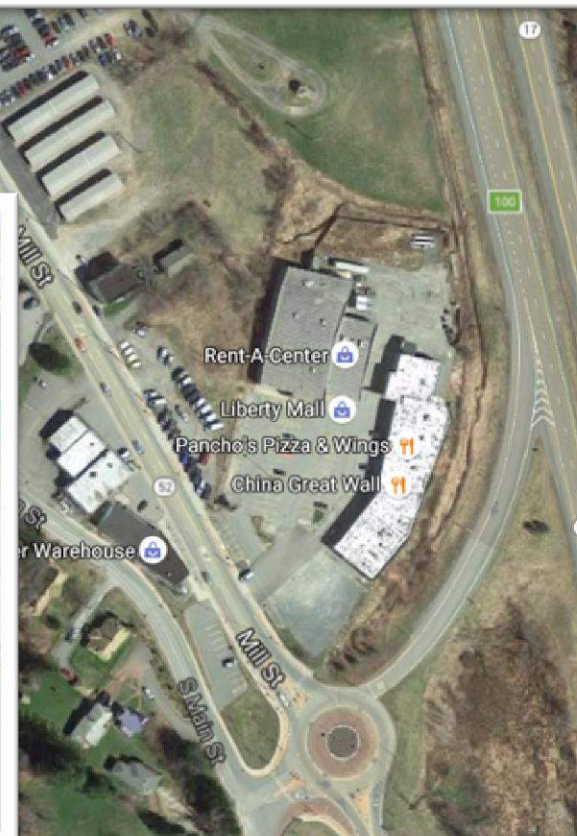
Court St. Roundabout - Binghamton

Be



Johnson City Roundabout





Hamburg, NY
Google

Liberty, NY

Glens Falls, NY

Bainbridge, NY

- Rent-A-Center
- Liberty Mall
- Pancho's Pizza & Wings
- China Great Wall

Bike Parking



Bike Parking

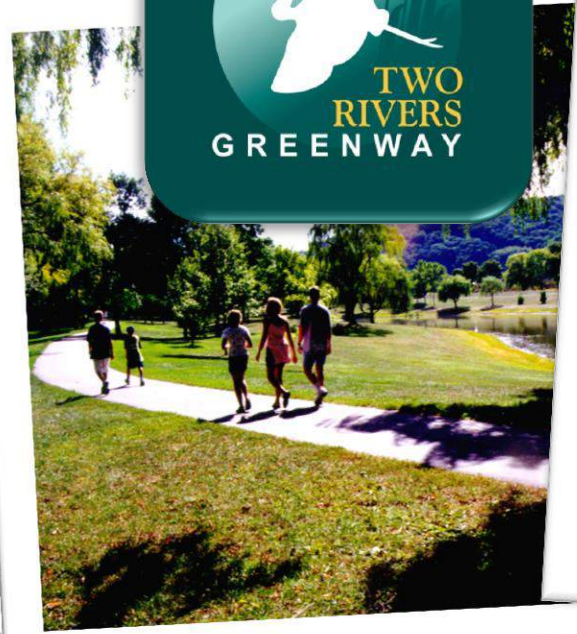
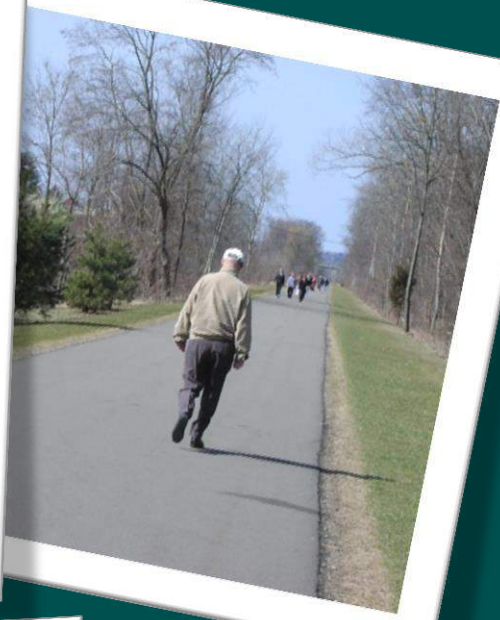


City of Binghamton
New York

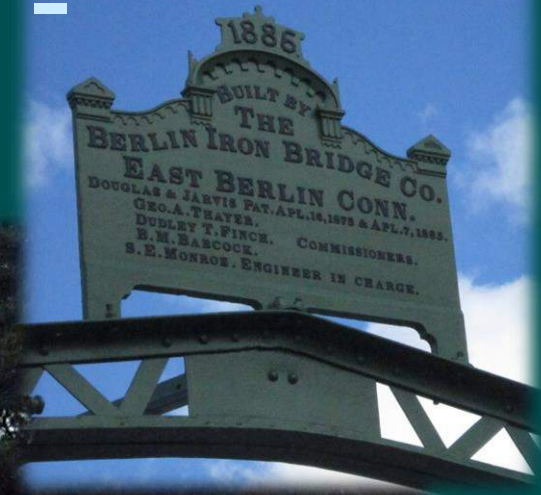


Benches & Trash/Recycling Receptacles





S. Washington St. Bridge - Binghamton



Roadway & Multi-use Trail Design Guidance

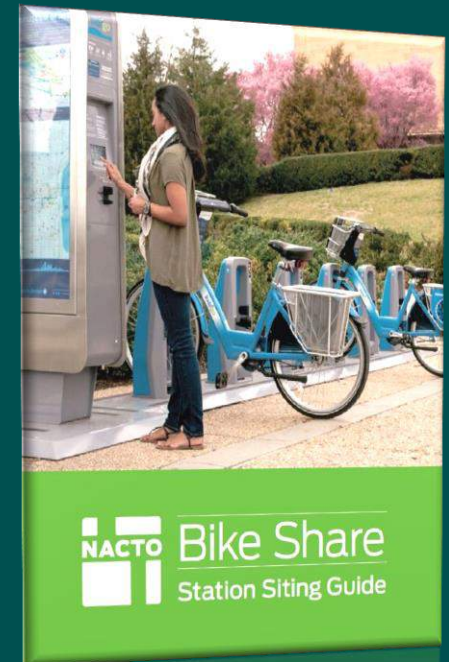
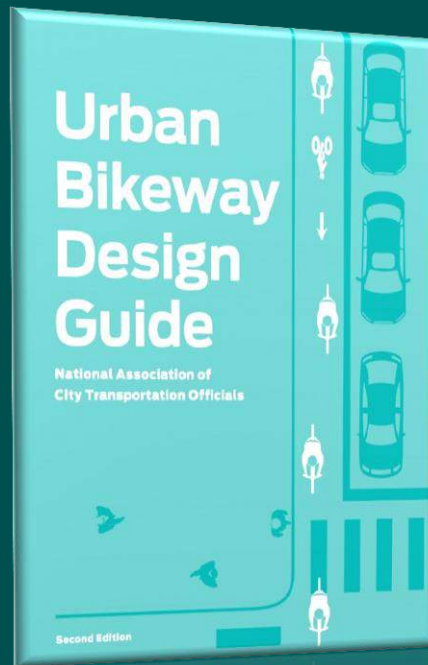
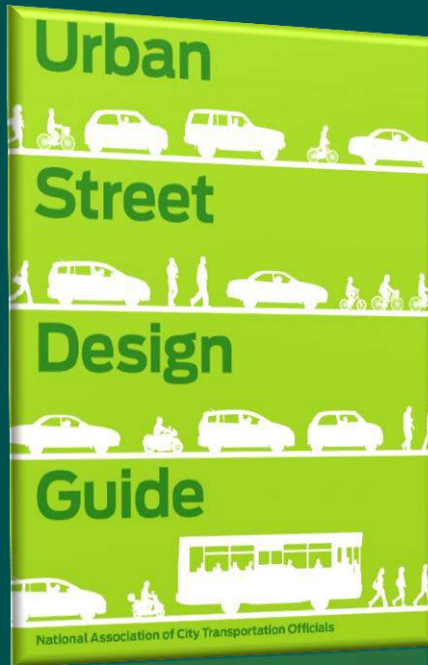
These resources include, but are not limited to:

- **New York State Department of Transportation (NYSDOT)**
Highway Design Manual (Note: Ch. 17 – Bicycle; Ch. 18 – Pedestrian);
NYSDOT Specification Book;
- **American Association of State Highway Officials (AASHTO)**
Guide for the Planning, Designing and Operating Pedestrian Facilities;
AASHTO Guide for the Development of Bicycle Facilities; the AASHTO
Green Book;
- **Manual on Uniform Traffic Control Devices (MUTCD)** – federal &
NYS Supplement;
- **National Association of City Transportation Officials (NACTO)**
Urban Bikeway Design Guide; NACTO Urban Street Design Guide;
- **US Access Board** Public Right-of-Way Accessibility Guidelines
(PROWAG)
- **Institute of Transportation Engineers (ITE)** Designing Walkable
Urban Thoroughfares: A Context Sensitive Approach, and other ITE
design documents;

Roadway & Multi-use Trail Design Guidance

National Association of City Transportation Officials (NACTO)

All online: www.nacto.org



Rural Street Design Guide is in development!

Cost Estimates

The Quick Estimator reference tool is available from NYSDOT at <https://www.dot.ny.gov/programs/completestreets/funding>.

COMPLETE STREETS POLI x Funding x

https://www.dot.ny.gov/programs/completestreets/funding

Apps Streetmix.net Weather Imported From IE Citrix XenApp - Logor RapidPass | American ProjectWise Web Ser Access NYSDOT Proje Website User account Fed Legislation Broome County Empl Other bookmarks

NEW YORK STATE

Services News Government Local

Search Location Translate

Department of Transportation

Travel Business Projects Employment About

Print Feedback Font


COMPLETE STREETS


- NYSDOT
- Planning
- Funding
- Designing
- Best Practices

7 > COMPLETE STREETS > FUNDING

Funding for Complete Streets

Complete Streets don't necessarily require a large investment. Some Complete Street features, such as signage, pavement markings and crosswalks, are relatively inexpensive. Constructed features usually require a more significant initial investment, but identifying the need and resources for these features early in the project process is preferable to costly re-design or retrofitting at a later date.

The Quick Estimator Reference  is a tool that can be used to help establish appropriate funding levels for Federal-aid projects.



Route 5 in Schenectady

Possible Funding Sources

Funding may be available from various sources. Among them are:

Federal Programs (FAST Act)

The current federal law, Fixing America's Surface Transportation Act (FAST Act) of December 2015, is the successor to MAP-21. The FAST Act has two programs that are a particularly good fit with Complete Streets.

- Highway Safety Improvement Program (HSIP)**
Under MAP-21, and again under the FAST Act, funding for safety improvements has increased. At NYSDOT, we continue to advance engineering solutions at intersections and other locations with high numbers of pedestrian crashes. These include sidewalks, street crossings/crosswalks, shoulder improvements, pedestrian countdown timers,

Funding

Get the most out of
the limited funding that exists.

- ❑ Integrating sidewalks, bike facilities, transit amenities, safe crossings, etc. into the **initial design** of a project *saves the expense and complications of retrofits later.*
- ❑ Focus on low-cost solutions such as pavement markings and signing.

Funding Sources

Funding Information at NYSDOT

<https://www.dot.ny.gov/programs/completestreets/funding>

Federal Programs (FAST Act)

- **Highway Safety Improvement Program (HSIP)**

Used to advance engineering solutions at intersections and other locations with high numbers of pedestrian crashes. These include sidewalks, street crossings/crosswalks, shoulder improvements, pedestrian countdown timers, and other improvements.

- **Transportation Alternatives Program Set-Aside**

Under the FAST Act, the Transportation Alternatives Program (TAP) was replaced with a set-aside of funds under the Surface Transportation Block Grant Program (STBG), referred to as the TAP Set-Aside.

The TAP Set-Aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TAP Set-Aside solicitation

Preliminary Applications Due: September 30
Final Applications Due: **October 21**

Funding Sources

New York State

- **Local Waterfront Revitalization Program (LWRP)**
 - City of Binghamton - *Two Rivers, One Future*
<http://www.binghamton-ny.gov/departments/planning-housing-community-development/planning/local-waterfront-revitalization-program>
 - Broome County – *Four Rivers Intermunicipal Waterfront Public Access Plan*
http://www.vestalny.com/document_center/park/Broome_County_Waterfront_Projects_Final_Report.pdf

QUESTIONS



Complete Streets – Next Steps for Our Communities

How can **BMTS** or the **Broome County Health Department** help your municipality create Complete Streets?

- Evaluating the street system serving your municipality or agency.
 - Identifying your Complete Street needs.
 - Assisting with road project design.
 - Assisting with multi-use trail projects.
 - Assisting with establishing a Complete Streets policy for your municipality or agency.
- ❖ Please fill out the **Complete Streets Card**.



Policy Elements

GET INVOLVED

EVENTS

RESEARCH

COMPLETE STREETS: A
TO Z

FUNDAMENTALS

CHANGING POLICY

Policy Elements

Model Language

Policy Atlas

Local Advocacy

IMPLEMENTATION

FEDERAL POLICY

GET HELP

BLOG

NEWSLETTER

WHO WE ARE

CALLES COMPLETAS

ESPAÑOL

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 more details on writing a strong, appropriate policy for your community, see our [Complete Streets Local Policy Workbook \(.pdf\)](#).

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.
- 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.
- Encourages [street connectivity](#) and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by [all agencies to cover all roads](#).
- 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

RESOURCES

National Complete Streets Coalition - www.completestreets.org

New York State Department of Transportation (NYSDOT) Complete Streets - <https://www.dot.ny.gov/programs/completestreets>

Designing a Strong and Healthy New York (DASH-NY) - <http://www.dashny.org/tools-resources/active-communities/>

NYSAMPO Complete Streets Fact Sheet - http://nysmpos.org/pdf/NYSAMPO%20Fact%20Sheet_%20Complete%20Streets_FINAL.pdf

NYSAMPO Complete Streets 2.0 Fact Sheet - http://nysmpos.org/wordpress/wp-content/uploads/2012/06/NYSAMPO_CompleteStreetsWeb_131106.pdf

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cryan@co.broome.ny.us

607-778-3930

<http://www.gobroomecounty.com/hd>

An aerial photograph of a city street intersection. The street has a double yellow line down the center and white lane markings. A pedestrian is crossing the street at a crosswalk. Several cars are visible, including a white sedan in the foreground, a blue car, and a red SUV. Buildings and trees are visible in the background under a clear sky.

**Complete Streets
for
Our Communities**

**LOCAL
GOVERNMENT
TRAINING**

September 21, 2016

Thank you!