

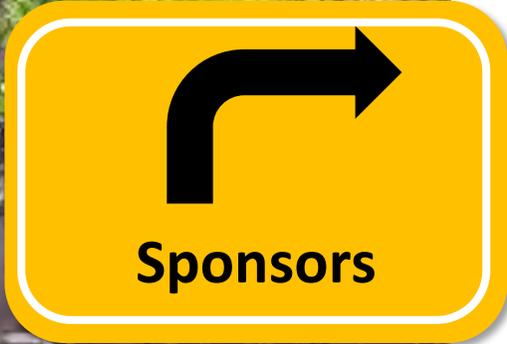
# New York State Active Transportation & Complete Streets

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# TRAINING



# Active Transportation & Complete Streets



## TRAINING

Presented by:



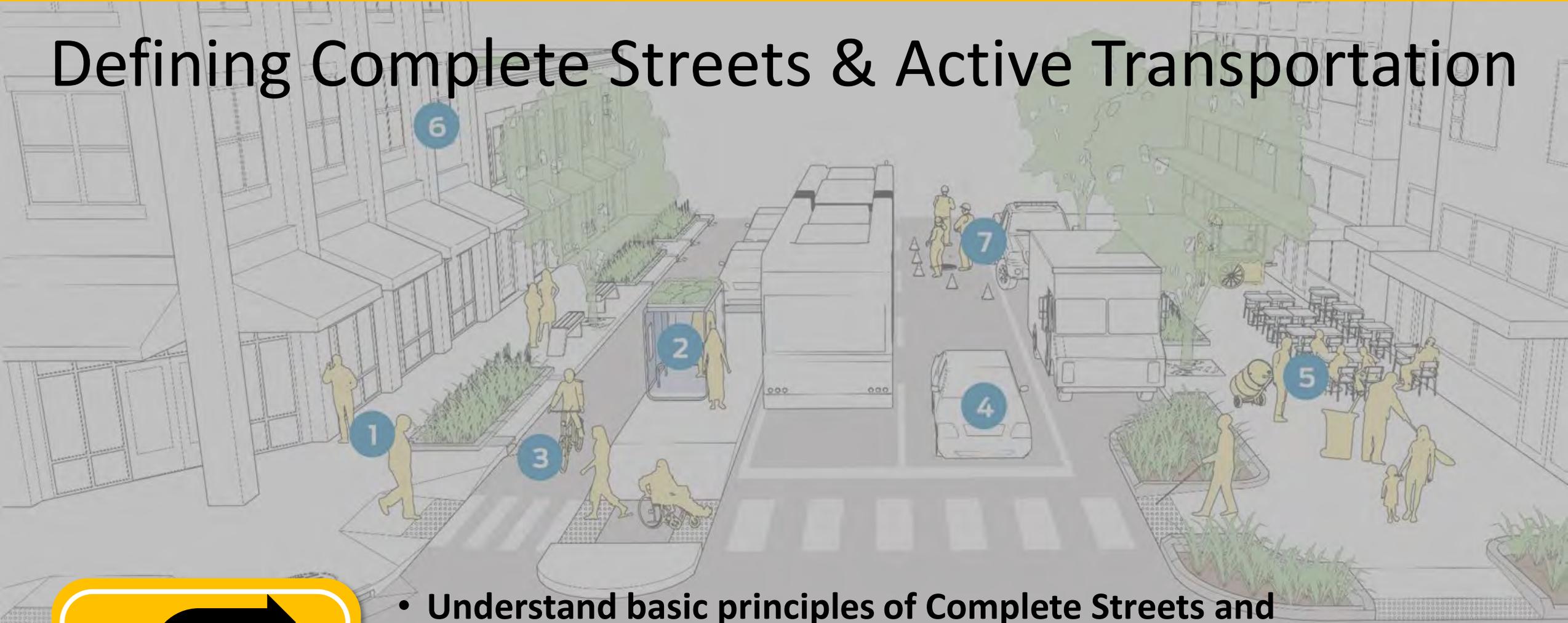
Sponsored by:



This training was supported by the New York State Energy Research and Development Authority (NYSERDA) and the New York State Department of Health (NYSDOH)

- Defining Complete Streets & Active Transportation
- What does Complete Streets Look Like?
- Implementing Complete Streets
- Evaluating Success

# Defining Complete Streets & Active Transportation



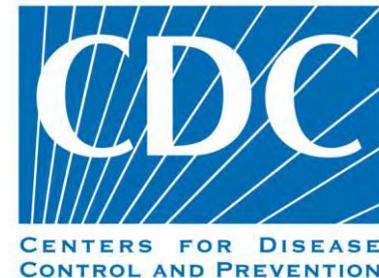
- Understand basic principles of Complete Streets and active transportation
- Illustrate the benefits of Complete Streets
- Discuss what active transportation and complete streets means for your community

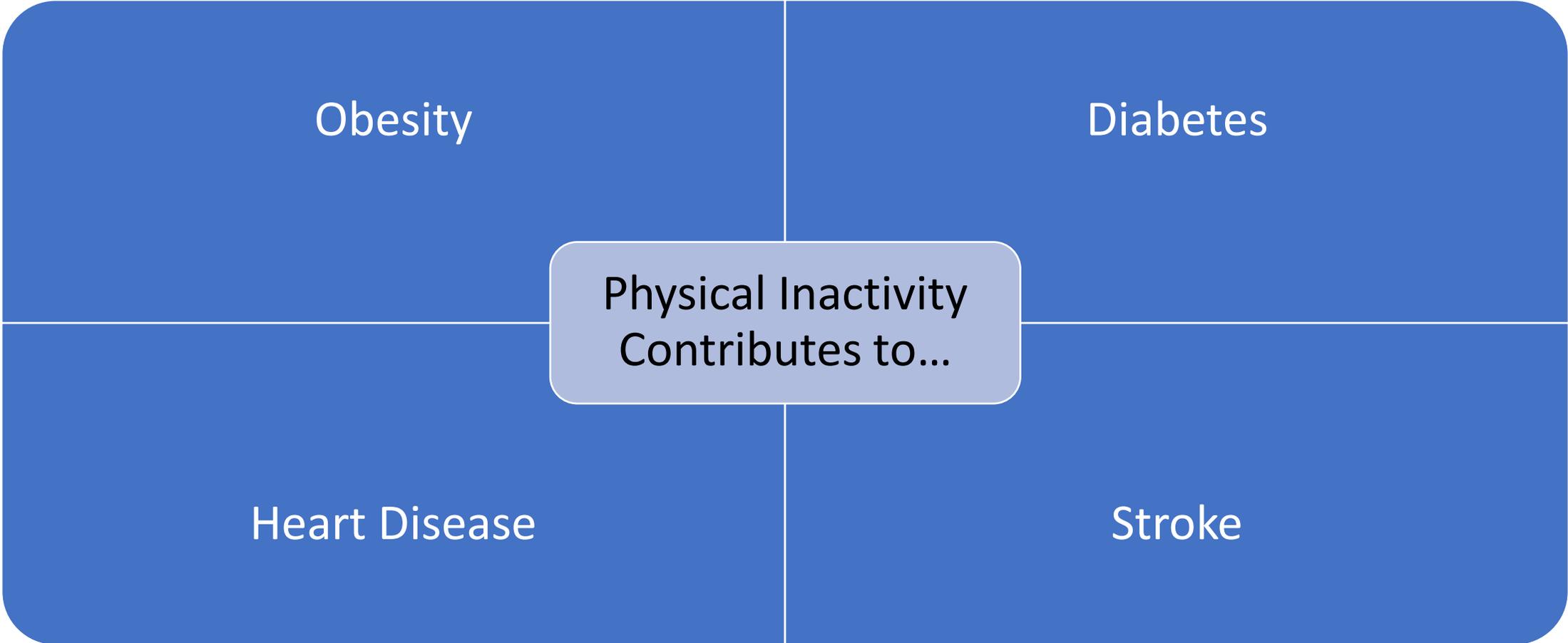
Q:

What is  
“active transportation”?

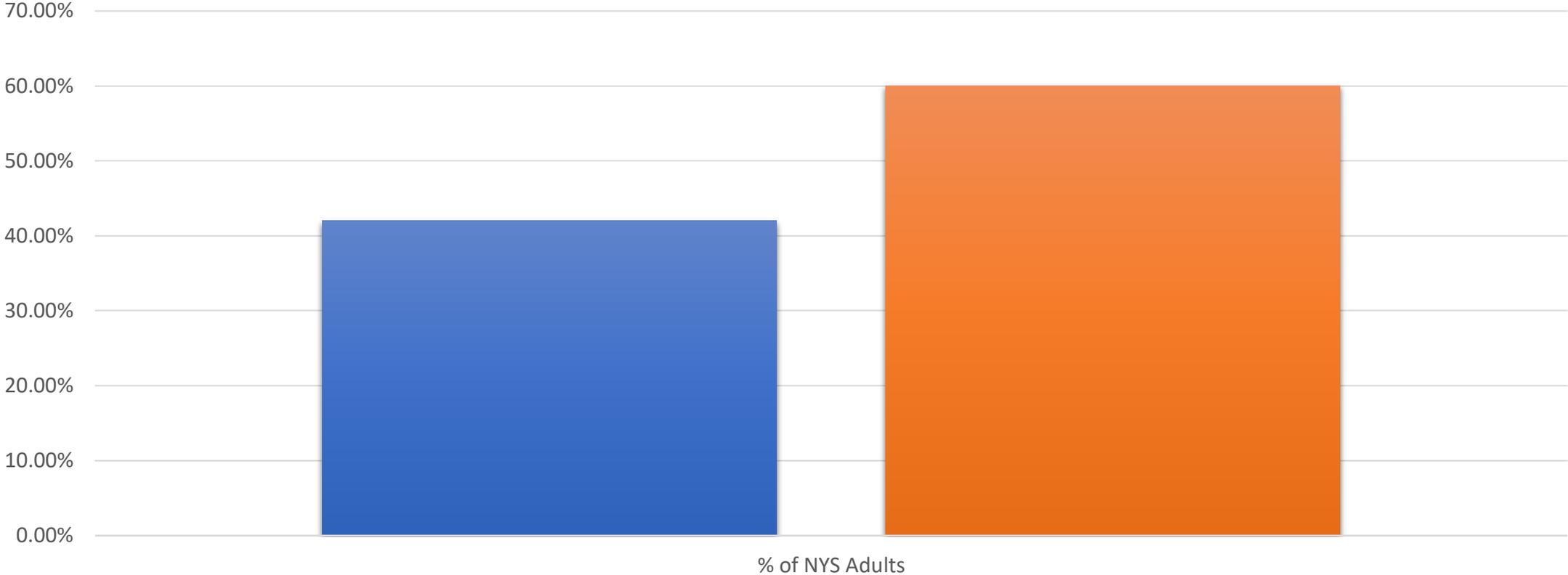
A:

“...any self-propelled, human-powered mode of transportation such as walking or bicycling.”





### NYS Adults Overweight or Obese

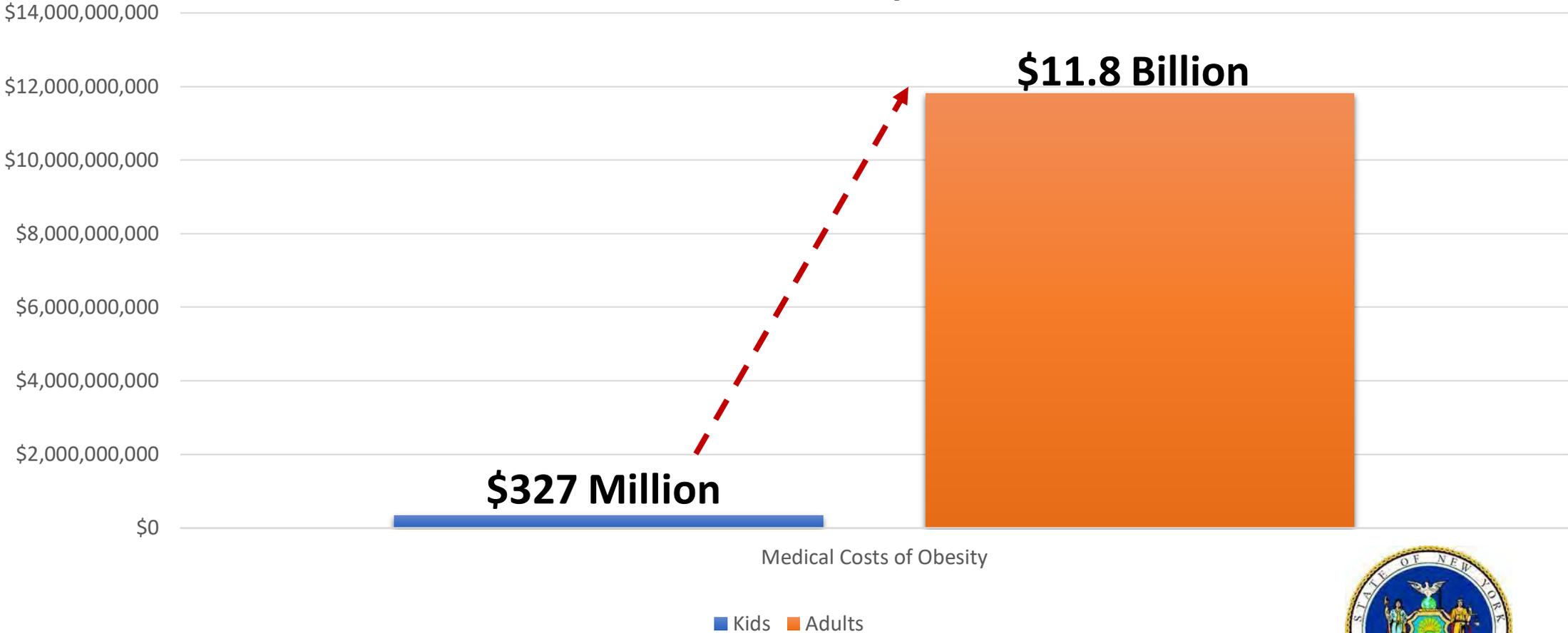


■ 1997 ■ 2016

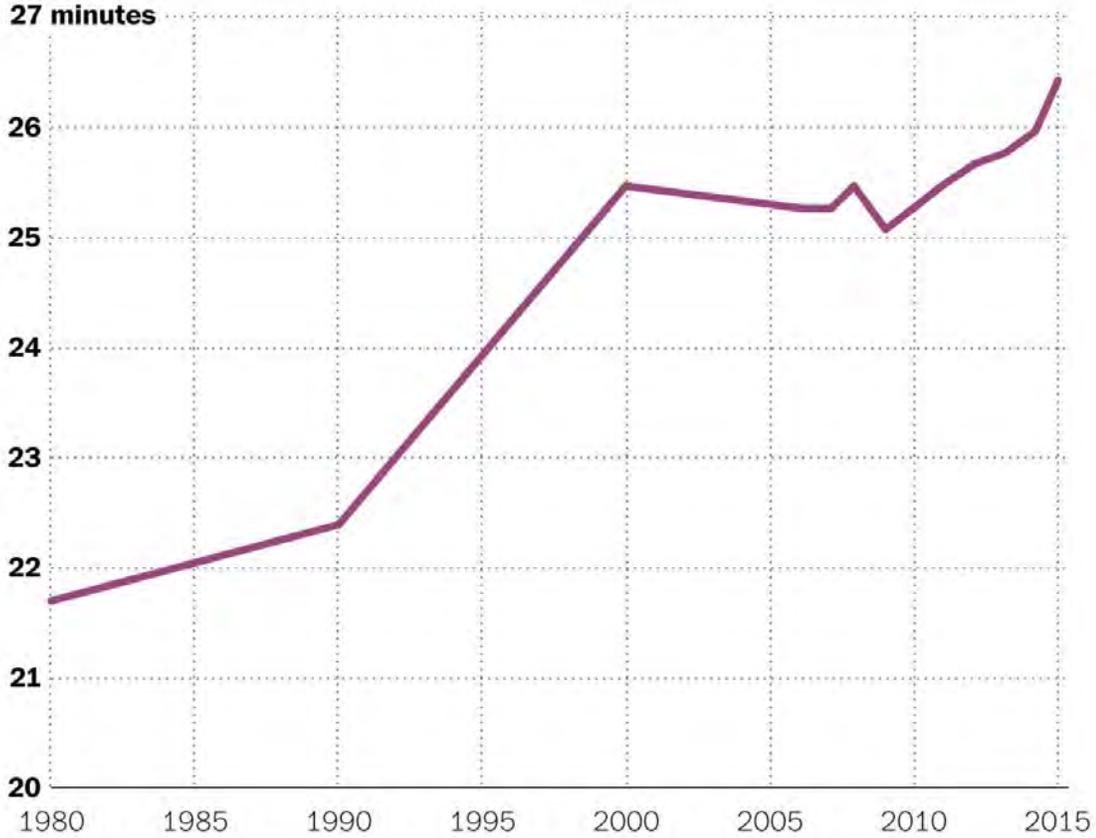


Department of Health

### The Cost of Obesity



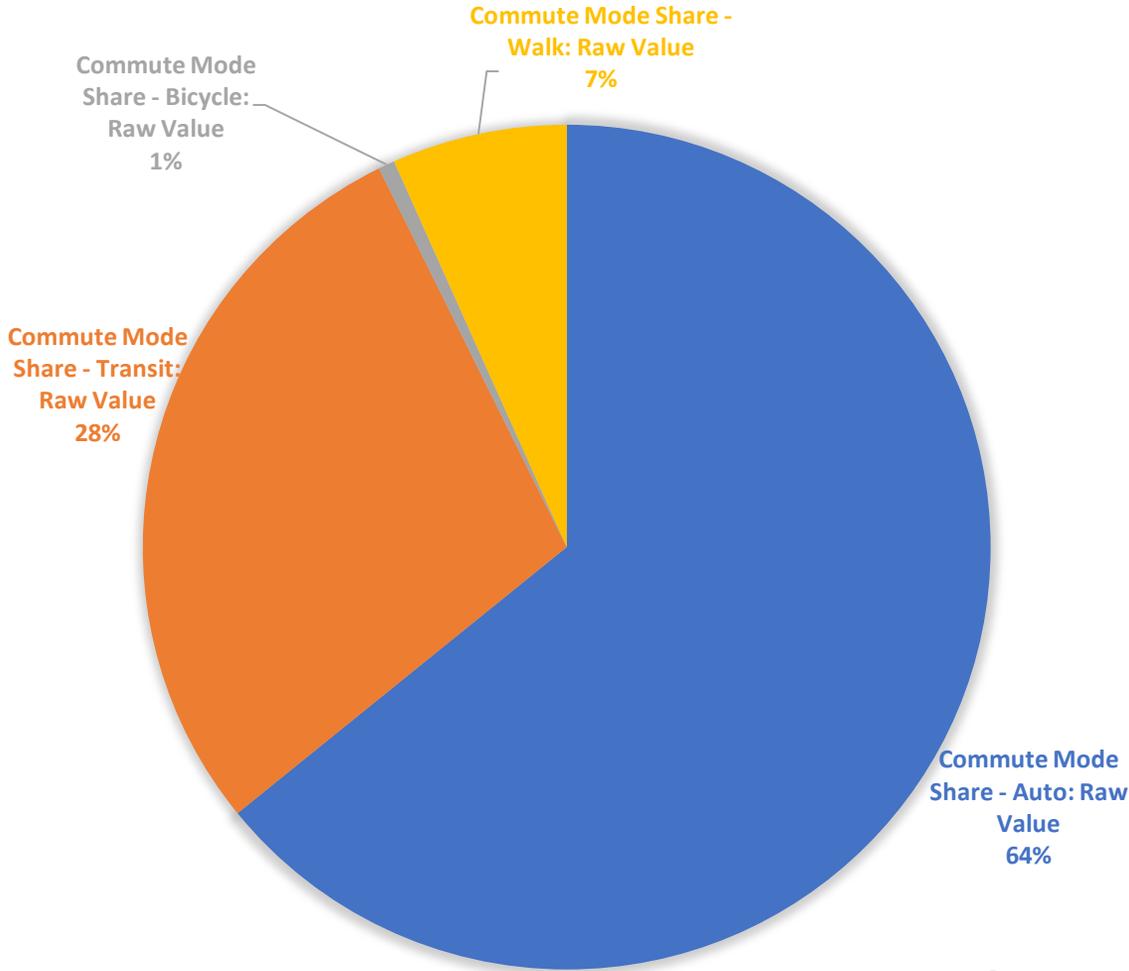
Average US Travel Time to Work 1980-2015

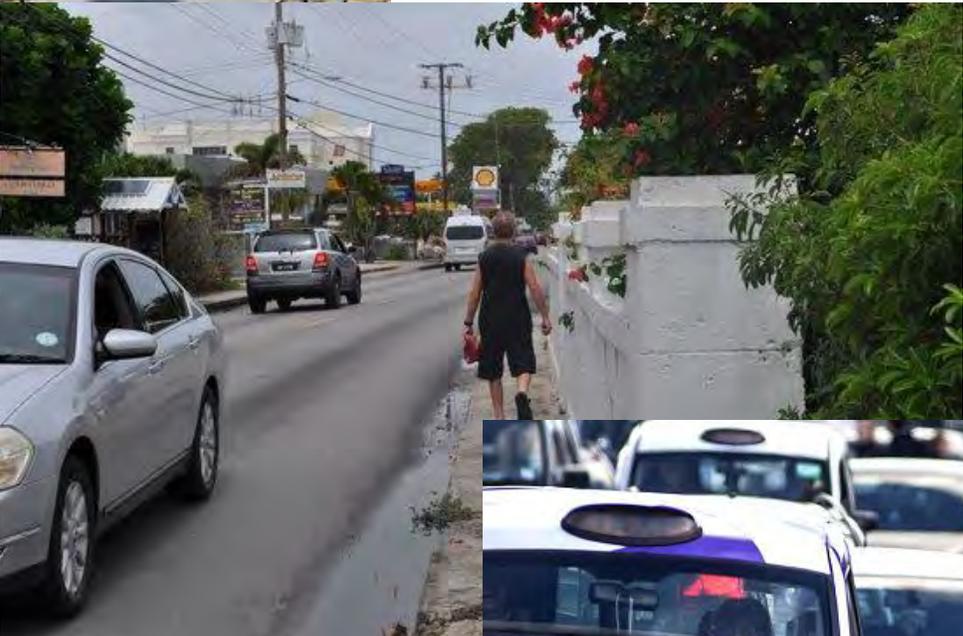


WAPO.ST/WONKBLOG

Source: US Census

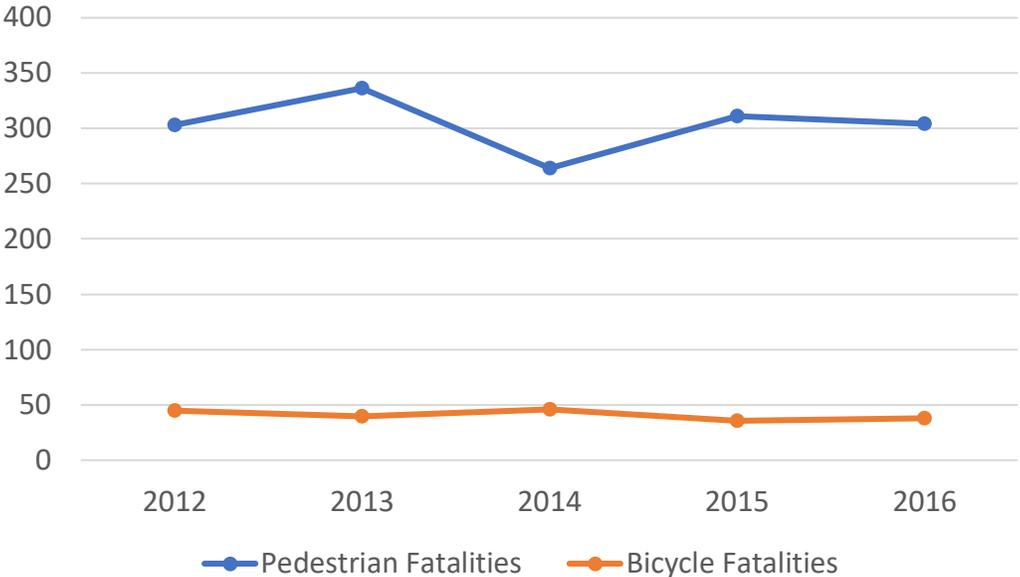
New York State Modeshare



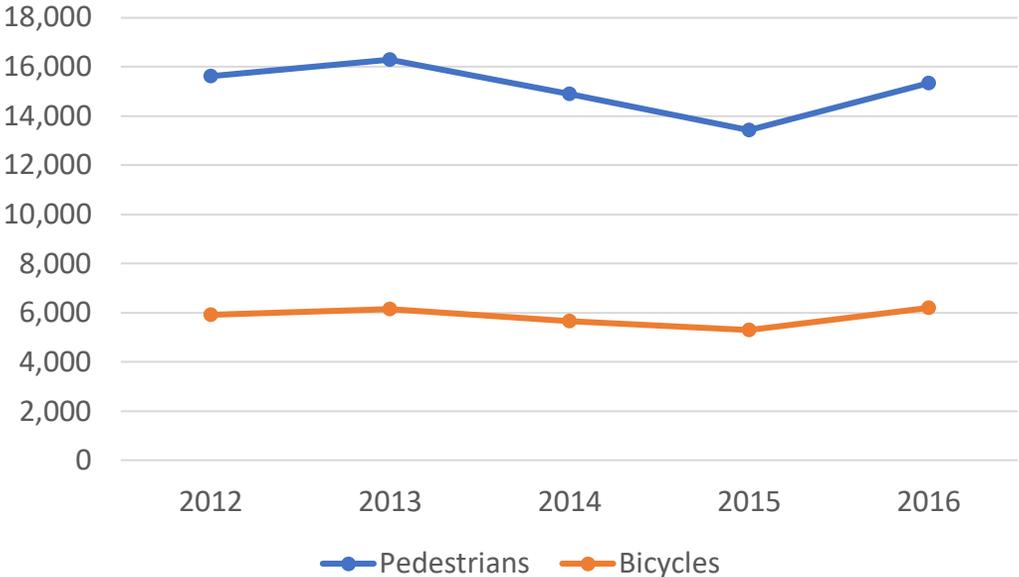


# NYS Traffic Safety Data

### Bike/Ped Fatalities

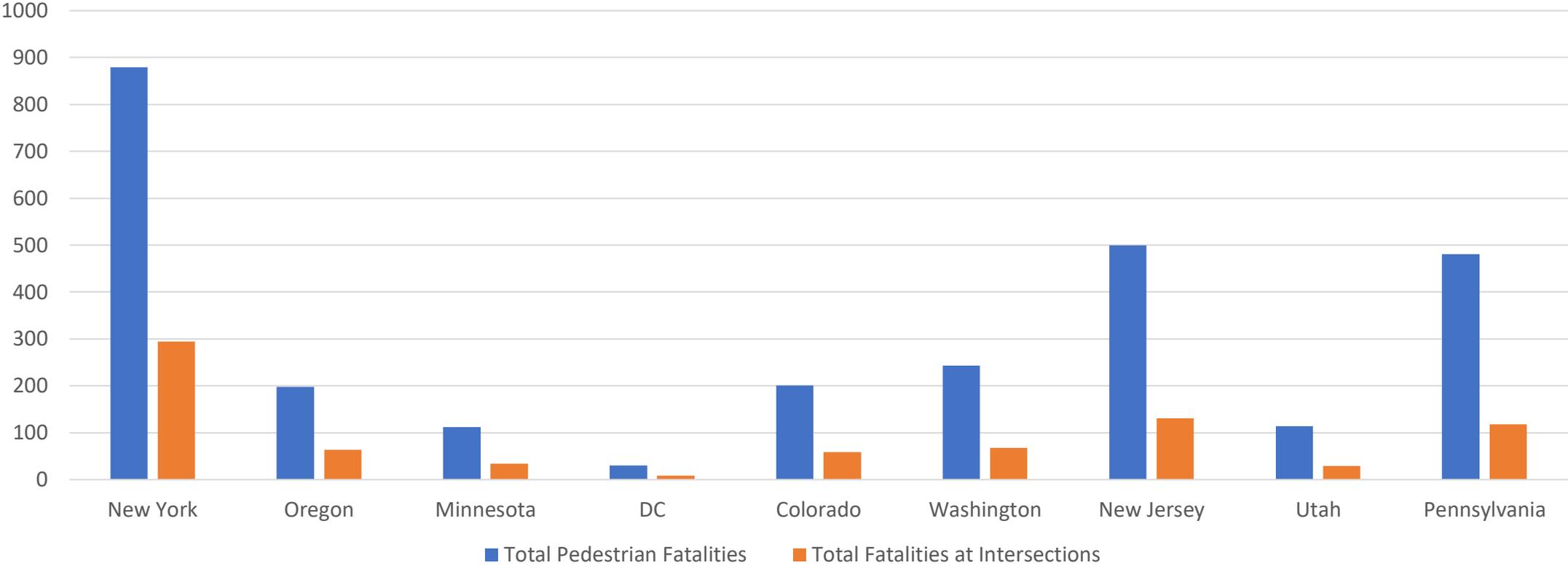


### Bike/Ped Injuries



# Where are pedestrian fatalities taking place?

2014-2016



Q:

What are  
“Complete Streets”?

# A:

“[Streets] designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”



**Smart Growth America**  
Making Neighborhoods Great Together



# Maximizing Efficiency & Space



# What causes climate change?

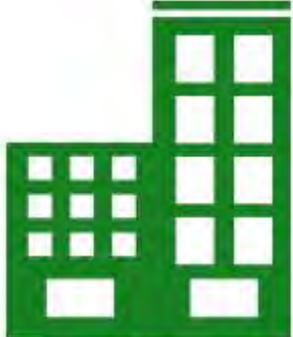
Most of New York's emissions come from transportation, electricity, and heating.



TRANSPORTATION  
34%



RESIDENTIAL  
22%



COMMERCIAL  
22%



INDUSTRY  
14%



WASTE  
7%

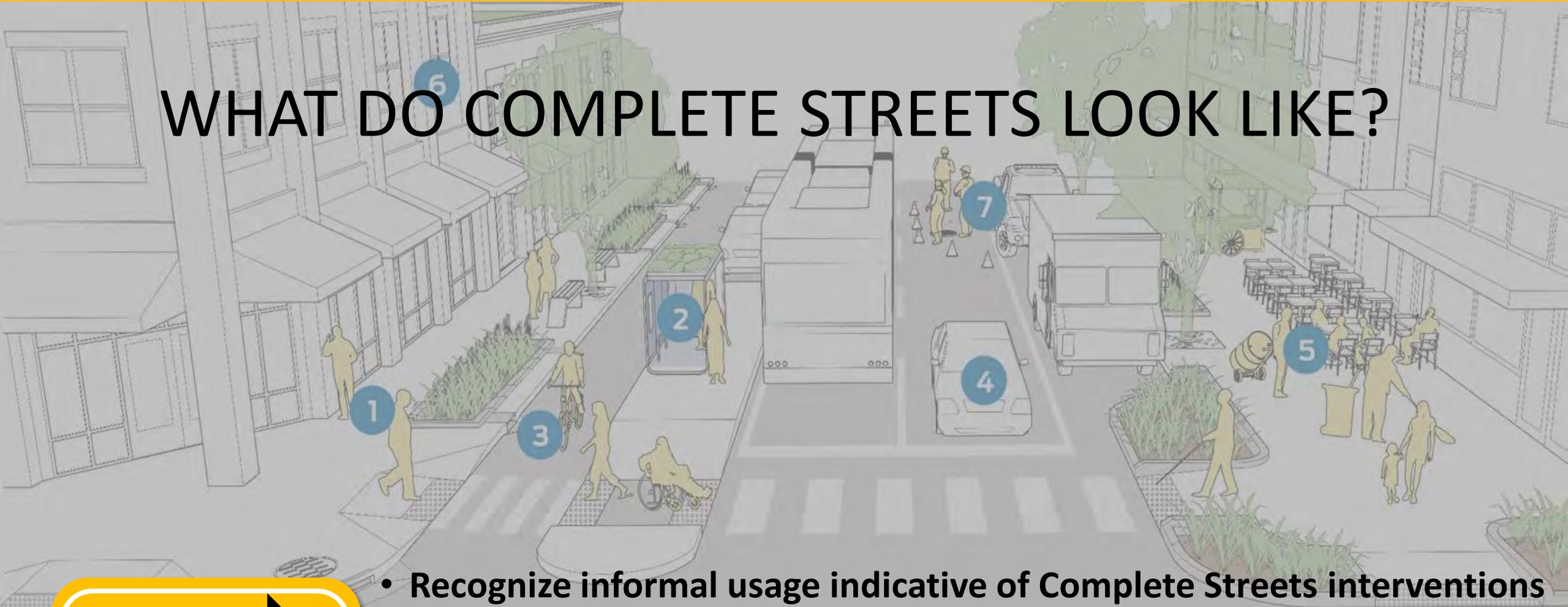
# Equity



# Placemaking



# WHAT DO COMPLETE STREETS LOOK LIKE?



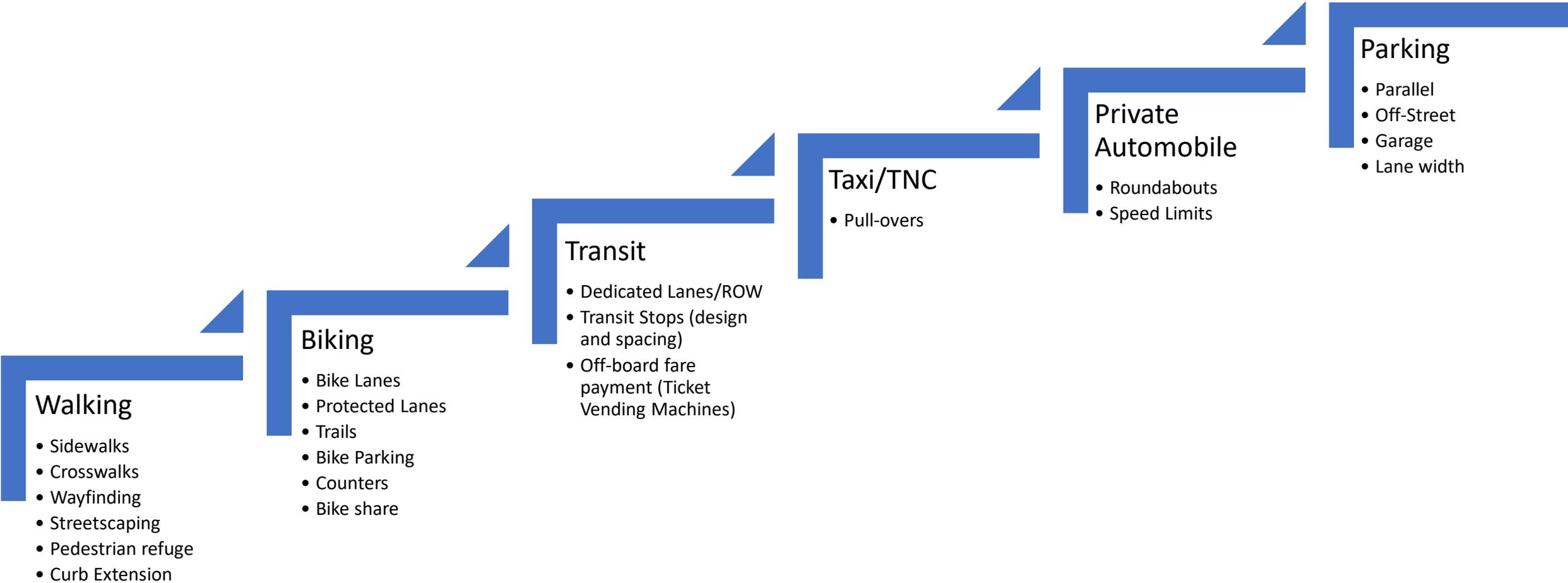
- Recognize informal usage indicative of Complete Streets interventions
- Learn how to establish a modal hierarchy
- Introduce common infrastructure treatments
- Apply lessons learned from the walk/bike audit to envision Complete Streets

# Recognizing Patterns

- Are there goat paths?
- Are bikers taking specific shortcuts?
- Is there community interest in a path or street treatment?
- Where do kids hang out?



# Choosing the Right Design...



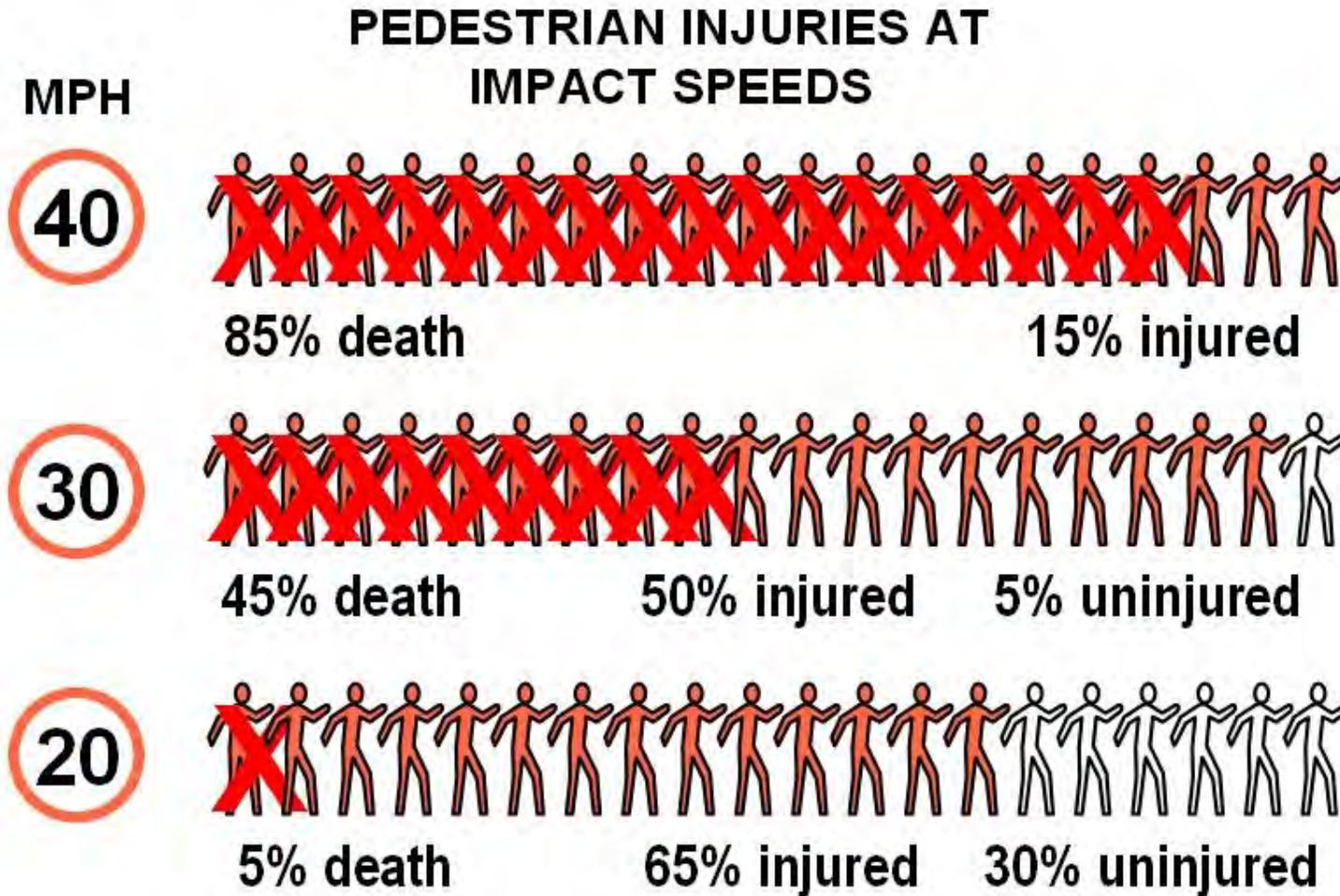
Correct design invites correct use!



# “Road Diet”



# Slowing Down Traffic



# Narrow Lanes Reduce Speed



# “Road Diet”



# Protected Bike Lanes



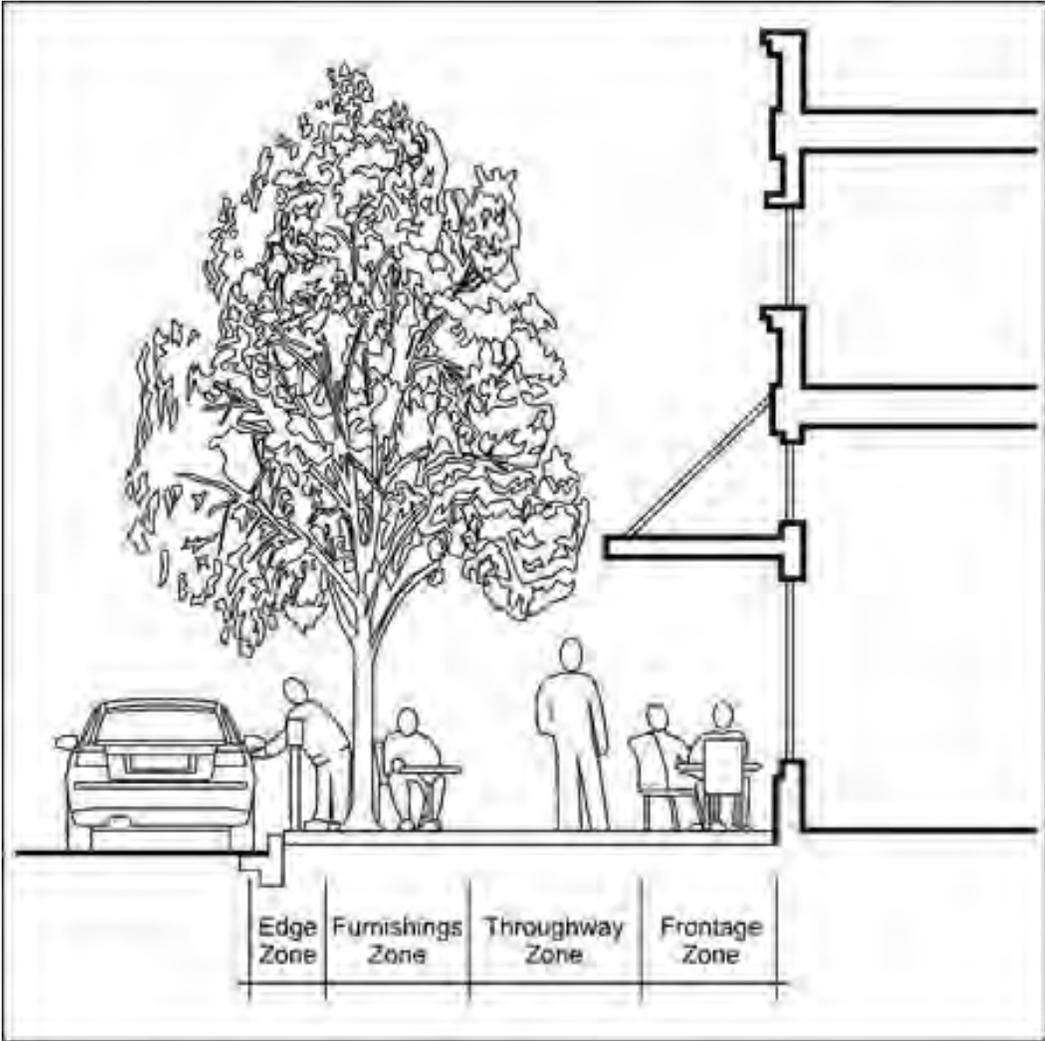
# Good Old Fashioned Bike Lane



# Shared Routes



# Sidewalks - Urban



# Sidewalks - Rural



Frontage Zone

Throughway Zone

Edge Zone

Curb/Planter Zone



# Speed Bumps



# Crosswalks



# Parking



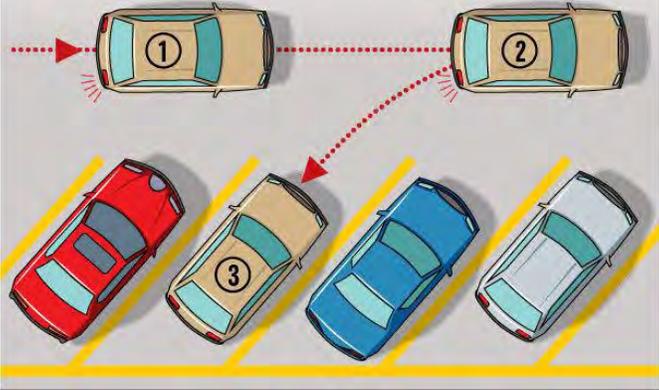
Parallel Parking



Angled Parking

### REVERSE ANGLE PARKING

- 1. Signal for turn
- 2. Stop just past the parking space
- 3. Back into the space, using side mirrors to view lines



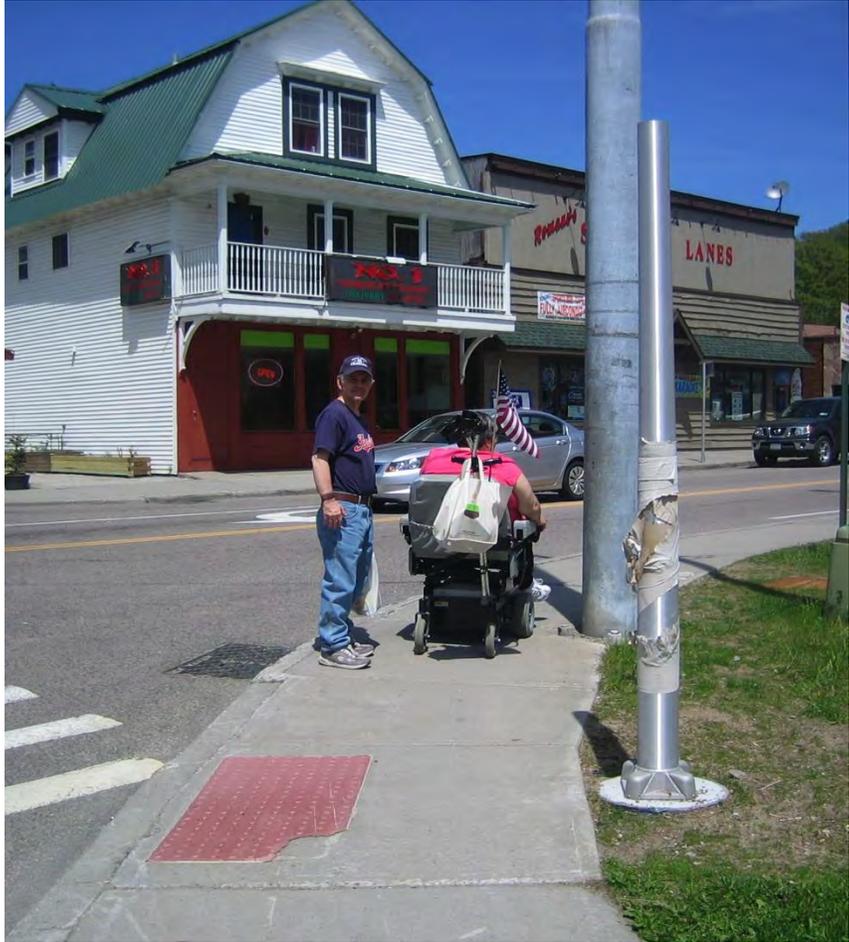
# Bike Parking



# Bike Corral



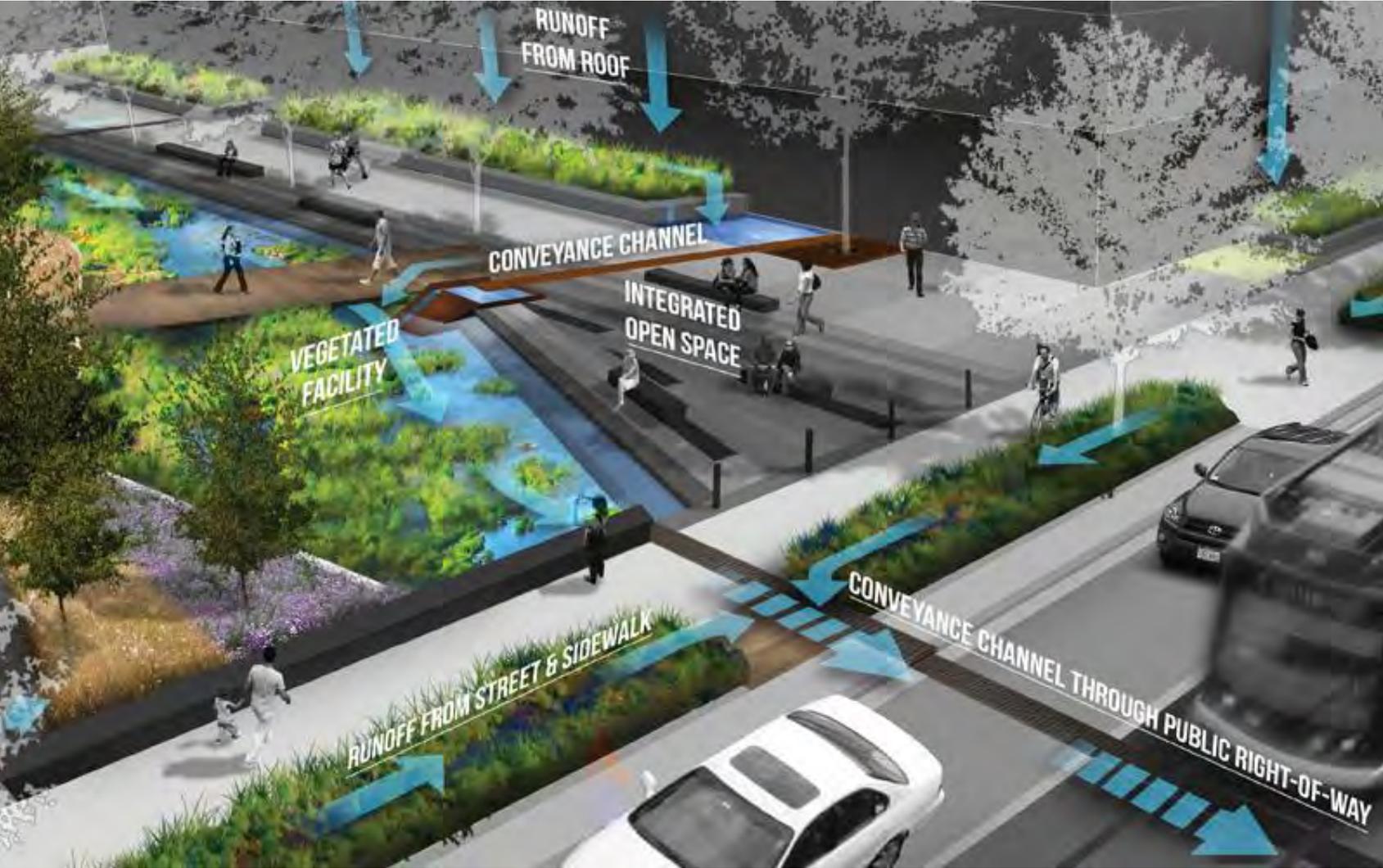
# ADA Accessibility



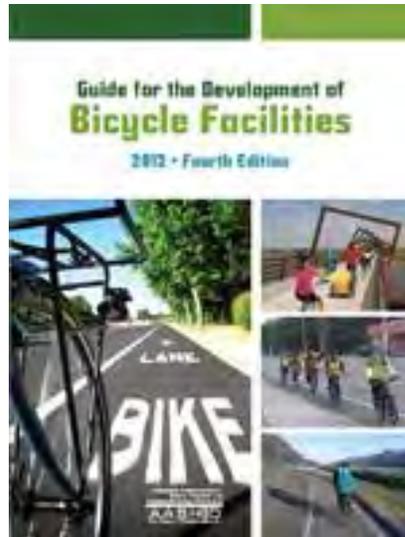
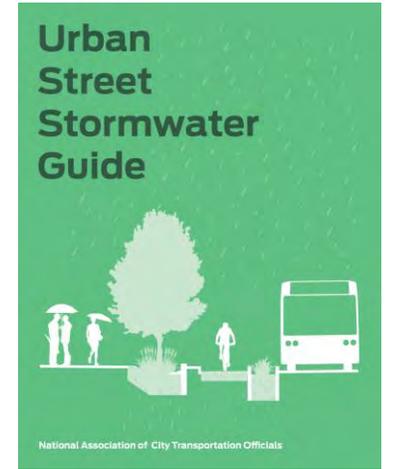
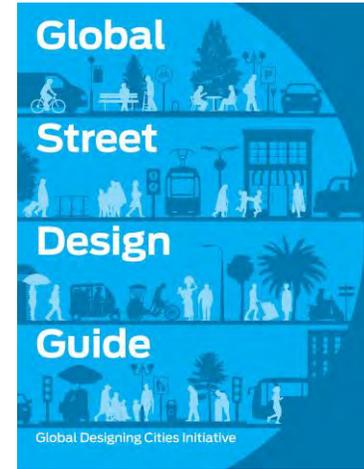
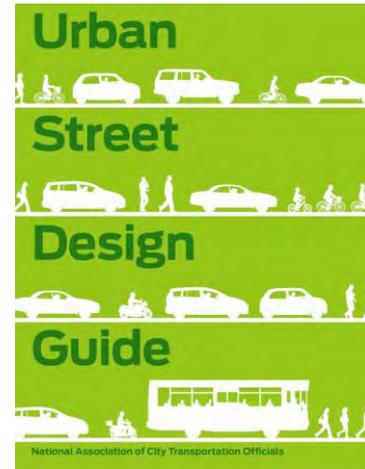
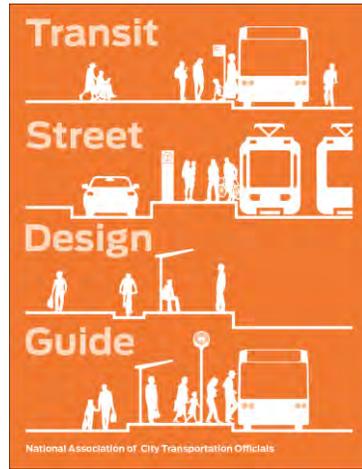
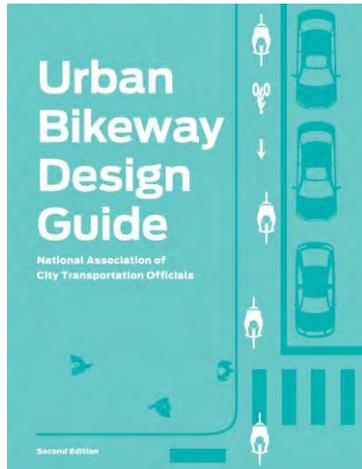
# Streetscaping & Public Art



# Environmental Considerations



# Tools & Resources



# Establishing Policy Framework



- Understand the necessity of a Complete Streets policy
- Dissect the anatomy of a robust Complete Streets policy
- Address common regulatory challenges
- Learn to evaluate effective policy measures

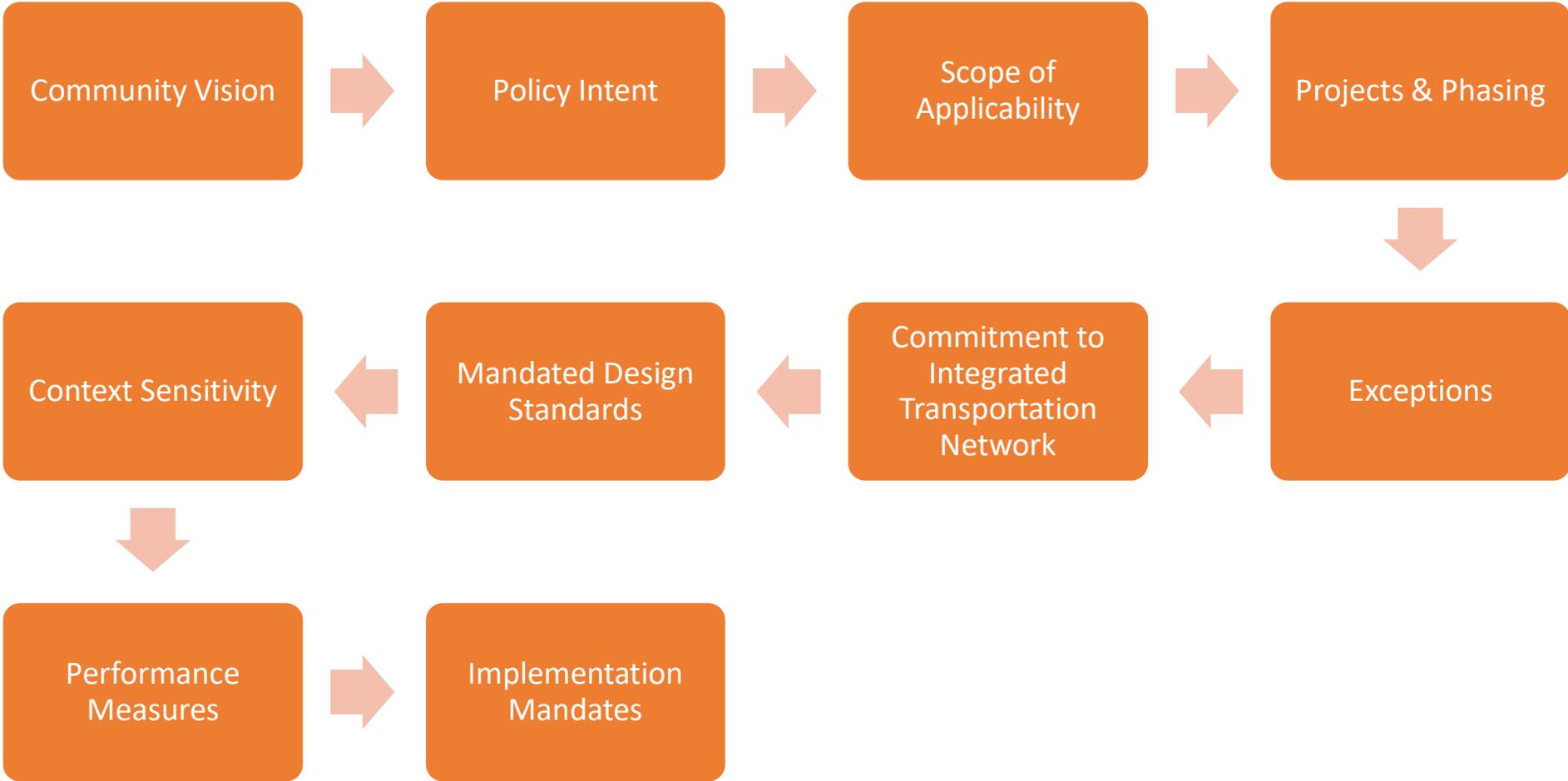
Q:

Why do communities need a  
Complete Streets policy?

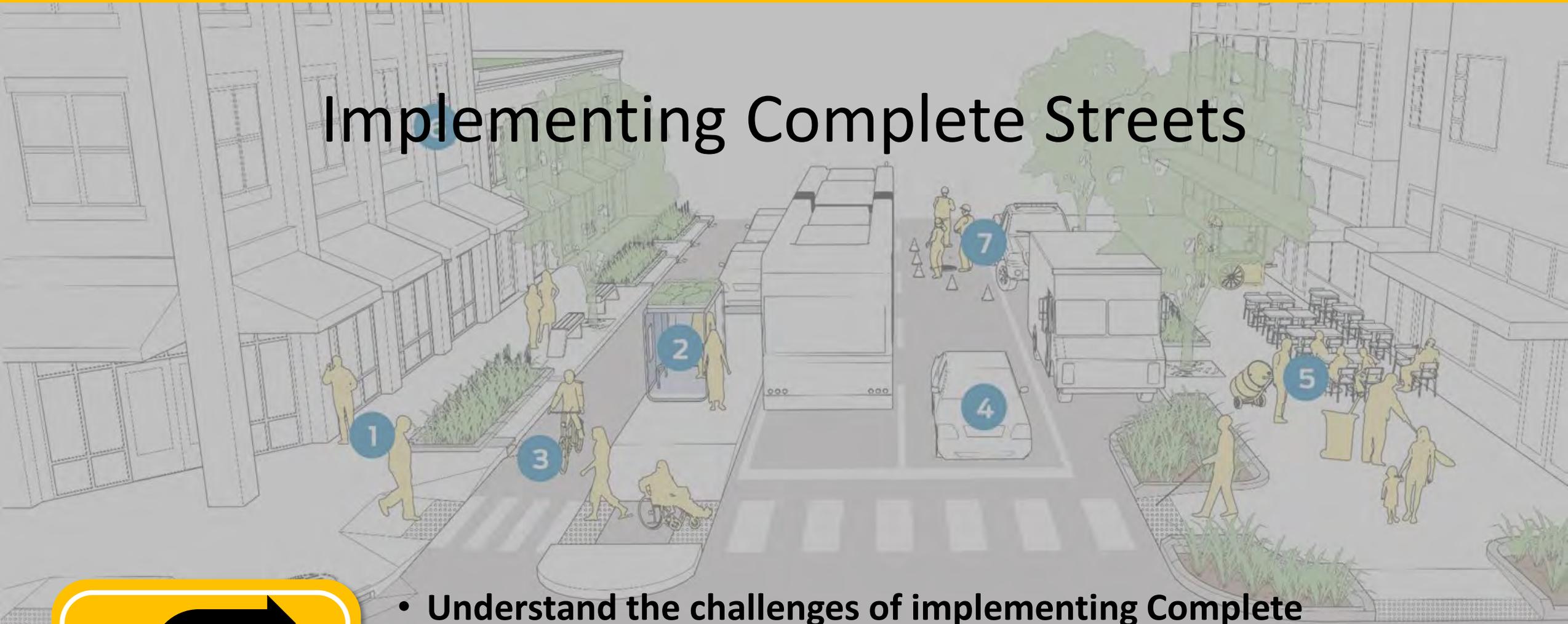
**A :**

Represents an official mandate to work toward an integrated transportation network for all users, as well as the establishment of a reporting framework.

# Anatomy of Complete Streets Policy



# Implementing Complete Streets



- Understand the challenges of implementing Complete Streets projects
- Identify strategies for implementing Complete Streets
- Learn about methods for building an advisory group

**Chamber of Commerce/Business Association**

**Transit Agency**



**Department of Public works/Transportation (Maybe State DOT)**

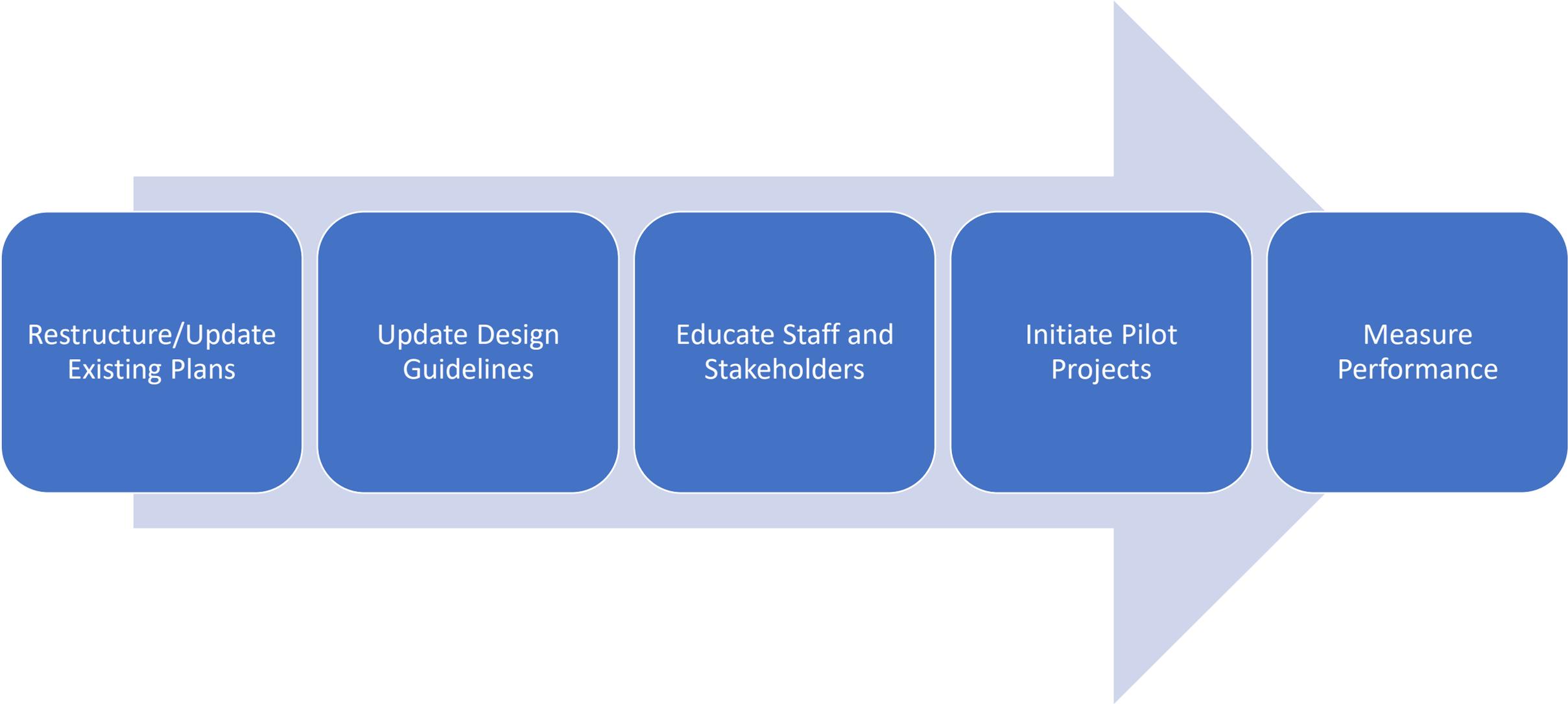
**Diverse Stakeholders**

# Understanding Roles



Customer Concerns	Technical Issue	Partners and Roles			
		TRANSIT AGENCY	PUBLIC SECTOR	PRIVATE SECTOR	ADVOCATES
"How do I get to transit via bicycle?"	Safe routes to transit	Influencer role; communicate customer demand to municipal authority; act as funding partner, provide policy support where possible	Lead role; responsible for planning, implementation and maintenance of facilities; data sharing	Varies; developers may fund bike paths as an abatement and/or amenity in conjunction with development projects	Influencer role; advocate for better bike facilities and connectivity throughout the bike network; help identify demand, balanced with other mode advocacy
"What do I need to know?" "Where can I find information about biking to transit?"	Customer communication and education	Lead role; provide central repository with clear information on using bikes with agency services, facilities and incentives	Lead role; provide accessible information on the bicycle network as it relates to transit facilities; includes wayfinding and route maps	Support role; employers may provide incentives for biking to work and use existing educational materials to illustrate resources	Lead role; provide grassroots messaging to underserved populations; incorporate transit resources into educational materials; provide translations; support events; provide amenities such as parking and showers
"Is there a safe place to store my bicycle?"	Bike parking at or near transit facilities	Lead role; responsible for design, implementation, maintenance and administration of bike parking at transit stations	Varies; provide demand data for bike parking; leads construction; ensures interoperability with bicycle parking if possible; establishes bike parking standards in land-use code	Varies; provide information and incentives for using bike parking; can build own bike parking facilities if near transit	Varies; some advocacy groups may be contracted for operations of bike parking; advocates should otherwise provide information for users
"Can I extend my transit ride with a bike?" "How do I complete my trip by bike at both ends?"	Bikes onboard transit vehicles	Lead role; responsible for operations, policy and administration	Support role; should communicate customer demand to transit agencies; provide data about facility use	Support role; incentivize and encourage bicycle integration with transit; communicate customer demand to transit agencies	Influencer role; provide information to the community; communicate customer needs
"Can I get to transit without using my own bike?"	Bike-share connectivity	Varies; where feasible, work with bike-share operators to ensure clear rules for dockless bikes and efficient placement for stations	Varies; municipalities overseeing planning for bike share should work proactively to ensure adequate capacity at transit stations	Varies; may fund bike-share programs through sponsorship and advertising; may provide incentives for using bike share	Influencer role; promote the use of bike share at the grassroots level and provide education on bike-share resources; work with providers on discounted use and access for unbanked users

# Steps to Implementation



# Short-Term Pilots...

- Streamline implementation
- Demonstrate feasibility
- Allow for experimentation
- Foster community engagement
- Attract new funding sources



# Tag-Along Projects...

- Enable planners and engineers to capitalize on permitting and staging for other projects
- Design today for projects tomorrow
- Bring more bang for the taxpayer's buck



# Funding Complete Streets – Private Sources



Property Owners

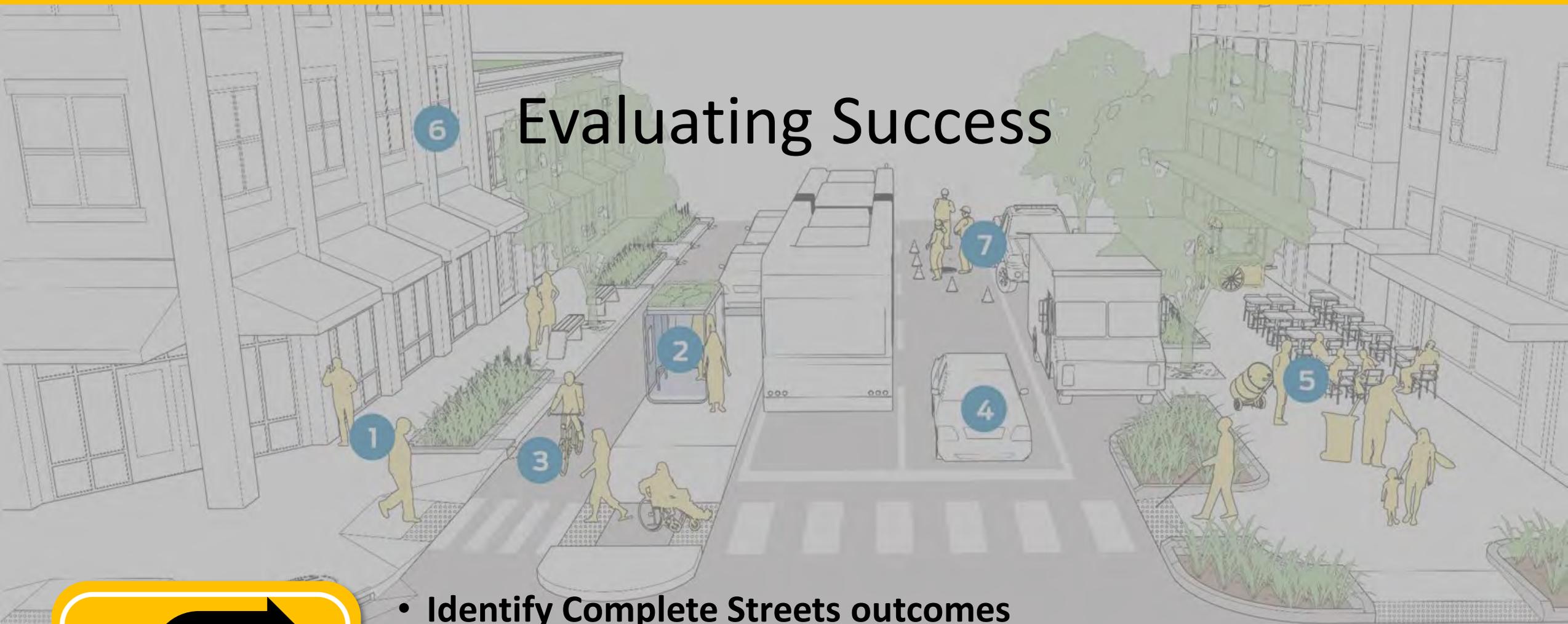


Businesses



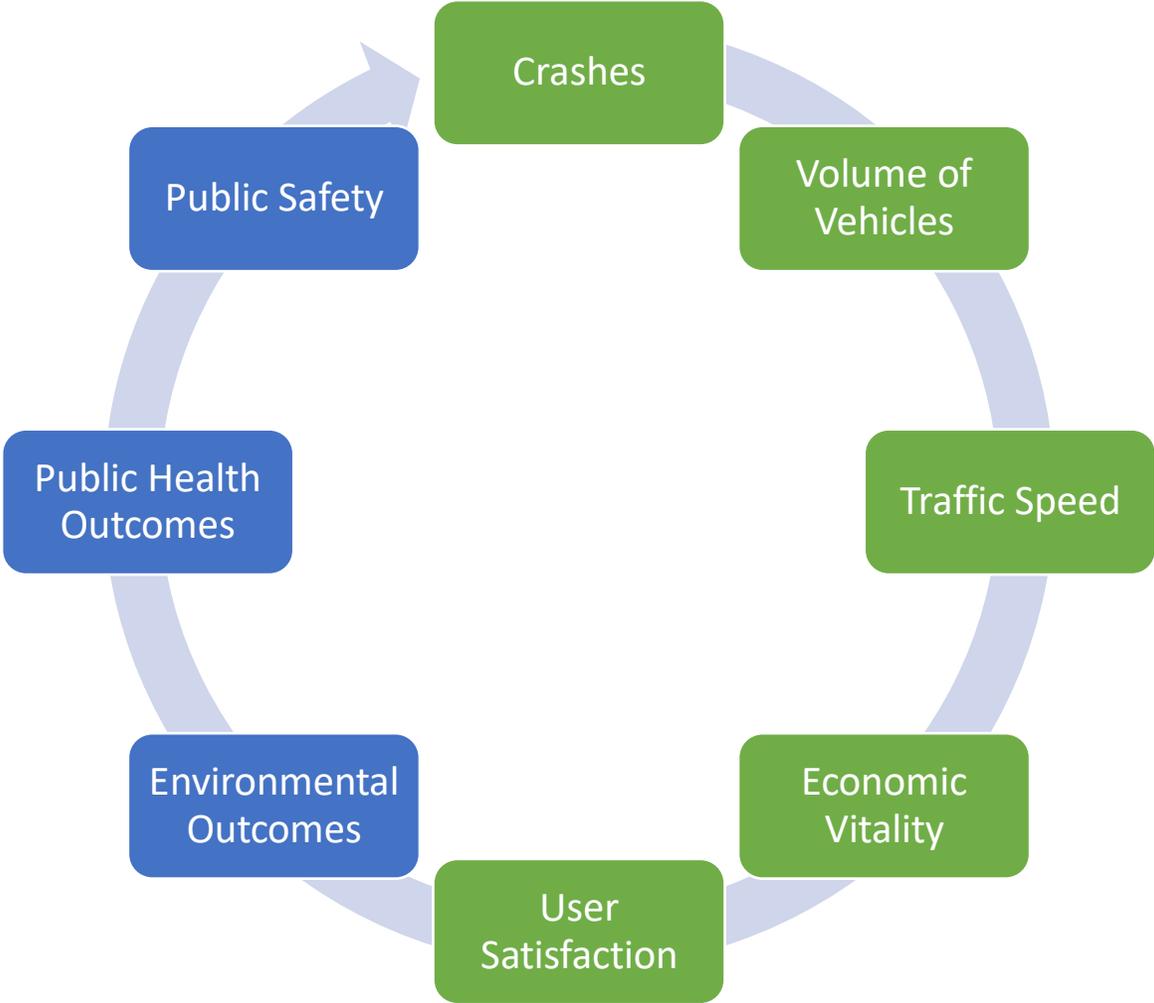
Developers

# Evaluating Success



- **Identify Complete Streets outcomes**
- **Discuss methodologies for data collection around biking and walking**
- **Introduce national frameworks for bicycle- and pedestrian-friendly community recognition**

# What Do We Measure?



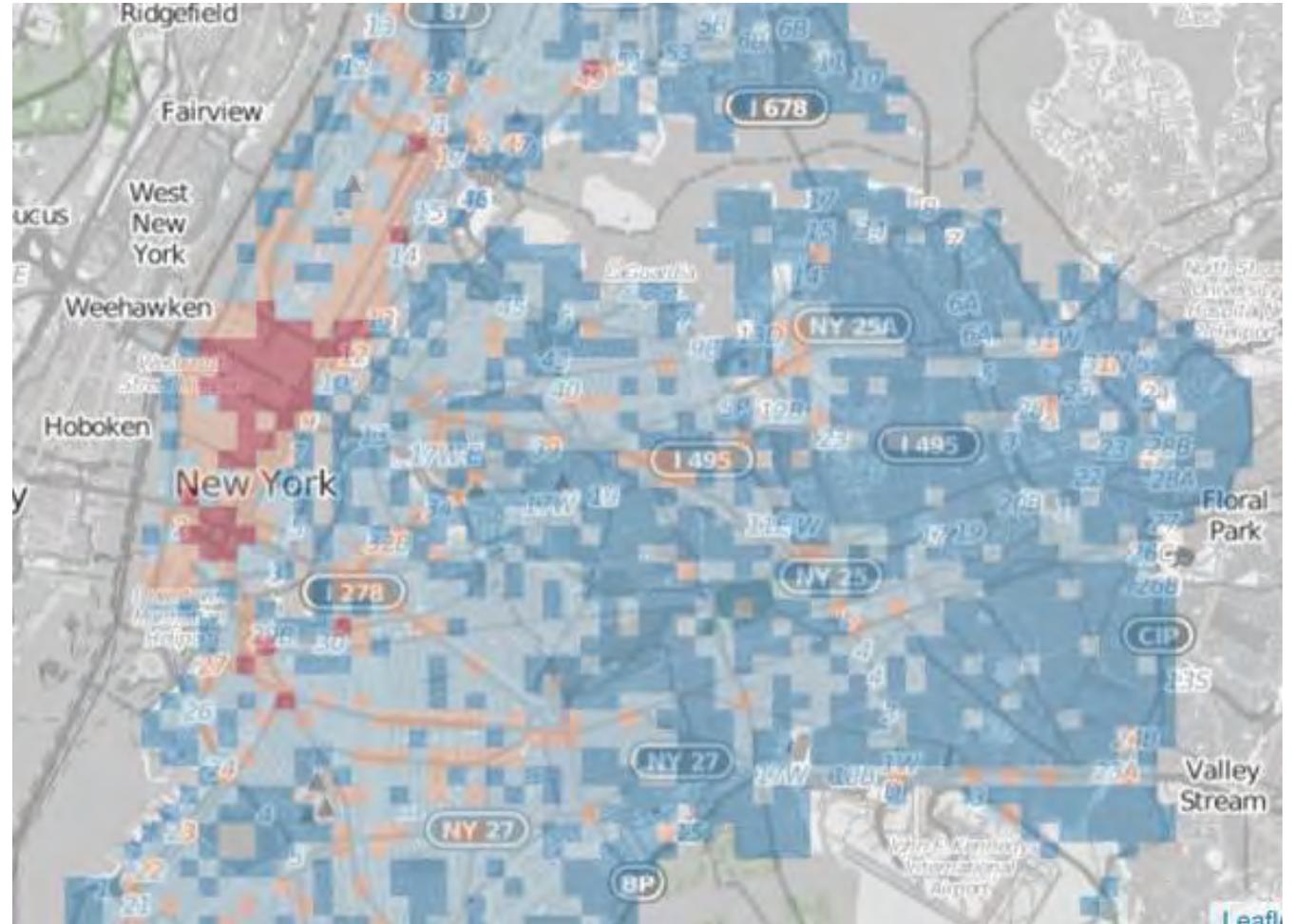
# How to Develop a Strong Dataset

1. Prioritize outcomes that are important to your community
2. Determine methodology
3. Establish a baseline
4. Set a regular schedule for evaluation



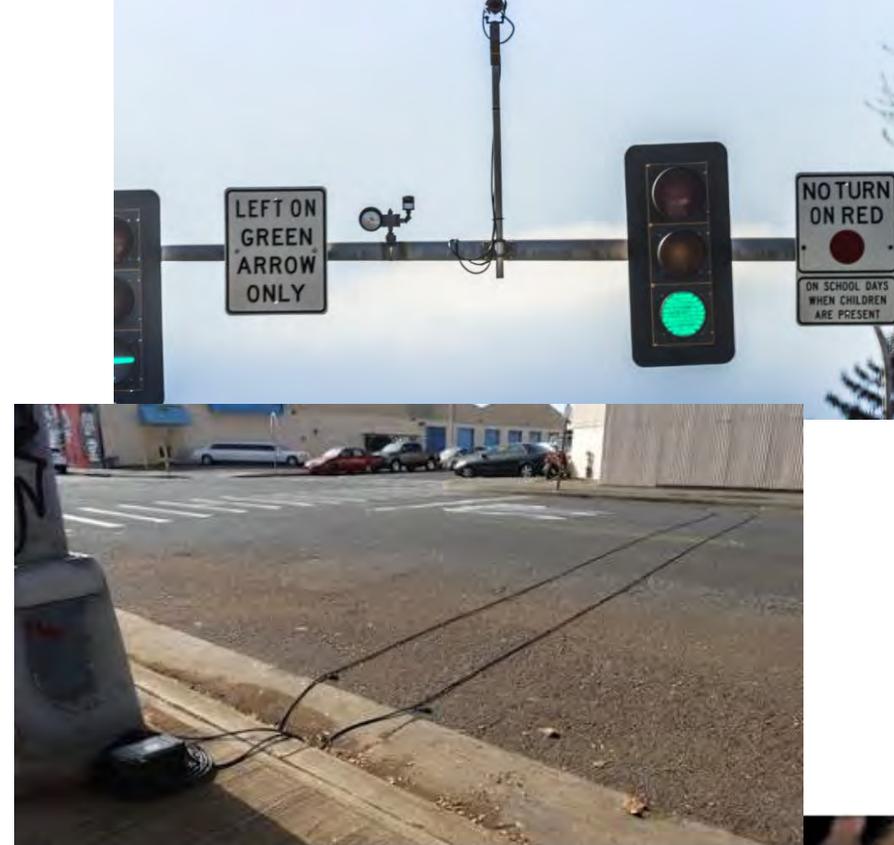
# Traffic Crashes

- Available from local police department
- Different types of traffic accidents:
  - Car to car
  - Car to bike
  - Car to pedestrian
  - Bike to bike
  - Bike to pedestrian



# Traffic Volume

- Ways to measure traffic volume:
  - # of cars/bikes/pedestrians on street
  - Vehicle Turning Counts (intersections)
- Methods:
  - Manual Counts
  - Automatic Counts
    - Pneumatic Road Tube and Recorder
    - Video Analytics
    - Permanent Counters



# Traffic Speed

- Manual Counts
  - Speed gun
- Automatic Count Methods
  - Speed cameras
  - Automated speed signs



# Economic Vitality



## Commercial Activity

- Sales Tax receipts in businesses fronting Complete Streets improvements



## Business Engagement

- Number of visitors in local establishments
- Number of seated pedestrians affronting businesses abutting complete street improvements
- User surveys
- Business surveys



## Commercial Vacancies

- Building Permits
- Number of vacant storefronts

# Downstream Outcomes

## Public Health

- Asthma Rates
- Obesity Rates

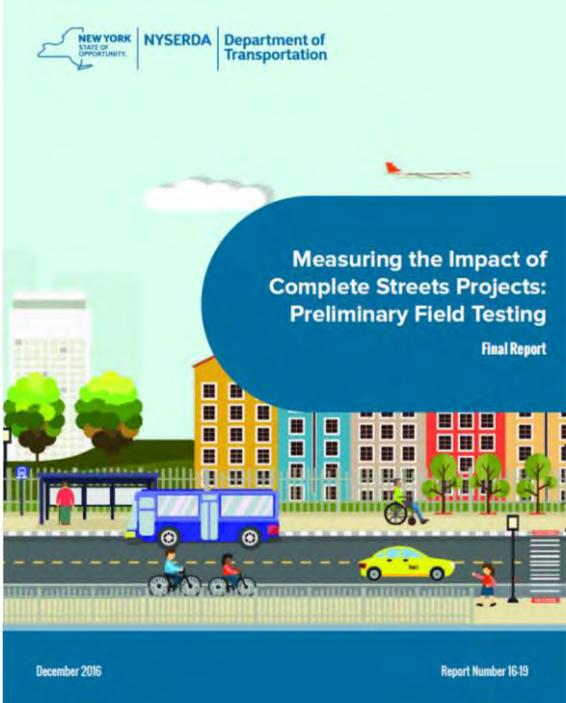
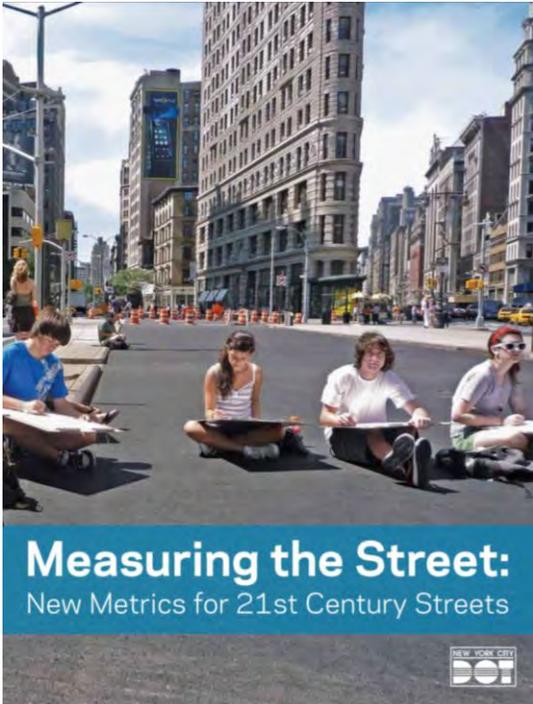
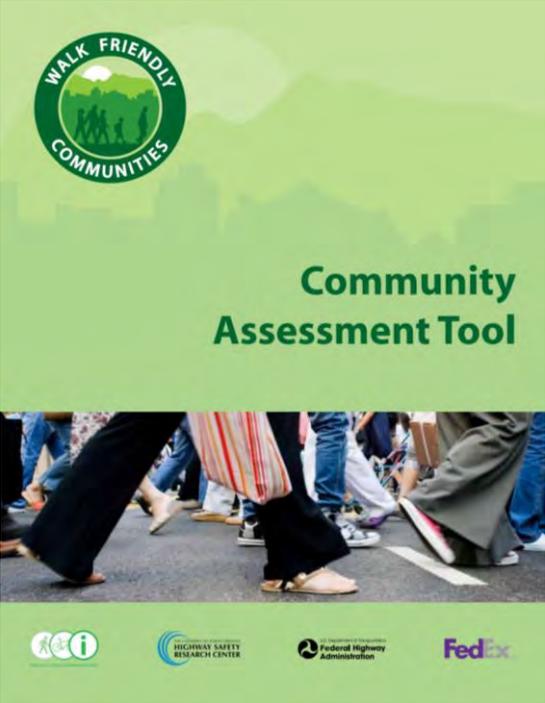
## Public Safety

- Perceptions of Safety
- Crime rate

## Environmental

- Air quality
- Water Quality

# Tools & Resources



- Evaluating the Impact of Complete Streets Initiatives (Go Bike Buffalo & Center for Inclusive Design and Environmental Access)

# Review of key takeaways

- Review everything we learned today
- Discuss how these strategies can improve mobility in YOUR community



Active Transportation is any self-propelled, human-powered mode of mobility



# Complete Streets are Streets for Everyone!



# There are many tools...



# There are many tools...



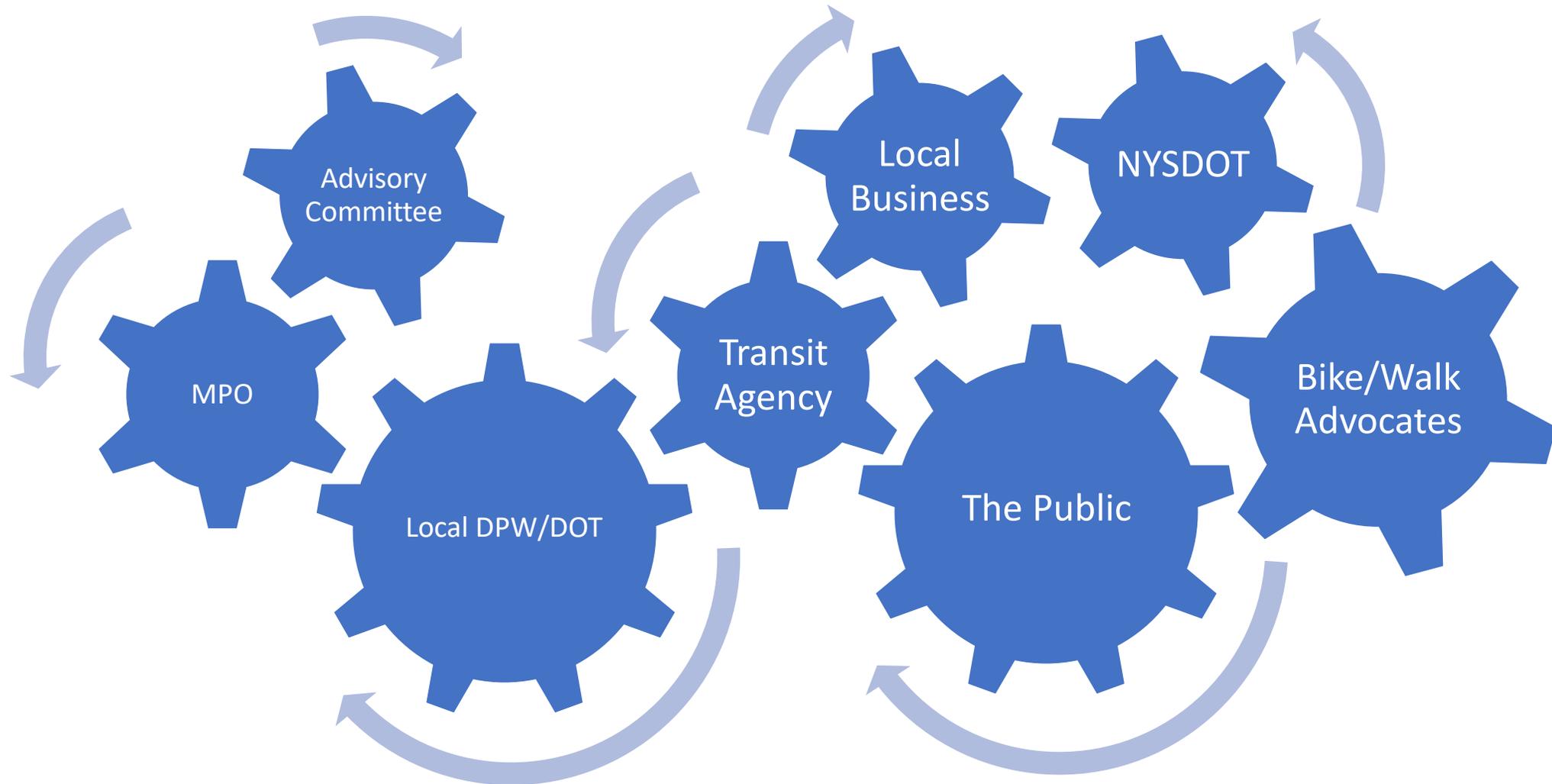
Complete Streets should seek to establish integrated transportation connections between modes...



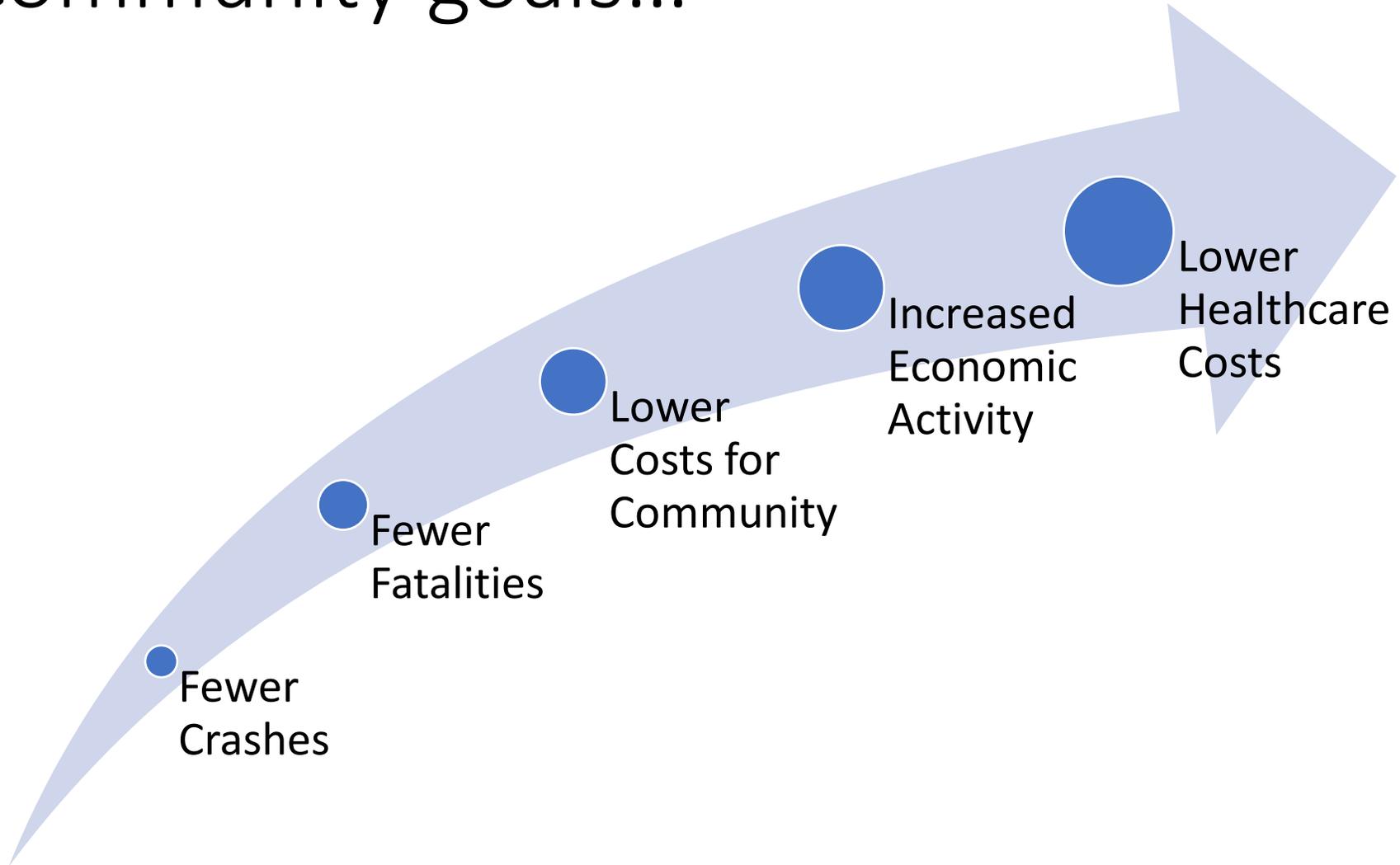
# Don't forget about freight mobility...



Implementation is complex, but can be streamlined with cooperation and education...



# Evaluation is critical to tracking success and setting community goals...



Q:

What questions  
do you have?

# Funding Complete Streets - Federal

## Better Utilizing Investments to Leverage Development (BUILD) Grant

- Formerly known as Transportation Investment Generating Economic Recovery (TIGER) Grant
- Extremely Competitive
- Multi-modal, multi-jurisdictional projects
- Open to ANY Public Entity (unlike most USDOT funds)



Increased emphasis  
on projects located  
in rural areas



\$1.5 billion ready for  
projects with a significant  
local or regional impact



Apply by  
July 19, 2018



U.S. Department of Transportation

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# Funding Complete Streets - Federal

**NYS Congestion  
Mitigation and Air  
Quality Program  
(CMAQ)**

**Safe Routes to  
School Program  
(SRTS)**

**Statewide  
Transportation  
Improvement  
Program**

**Surface  
Transportation  
Block Grant (STBG)**

# Funding Complete Streets - State

**Consolidated Local Street and Highway Improvement Program (CHIPS)**

**New York State Main Street Program**

**Local Waterfront Revitalization Program**



# Funding Complete Streets – Foundations



## **Rails-to-trails Conservancy**

- Doppelt Family Trail Development Fund



## **People for Bikes**

- Community Grants for design and construction

## **Local Sponsors**

- Healthcare providers; nonprofit groups; philanthropy