How can we move Complete Streets forward in the region?

THURSDAY, AUGUST 15, 2020
1:00 – 3:00 P.M.
ONE REGION
FORWARD

A Regional Plan for Sustainable Development in Buffalo Niagara

www.oneregionforward.org
A New Way
to Plan for
Buffalo Niagara

Performance-based, not
descriptive
Not “One Size, Fits All”
Designed to be implemented
by many
Driven by collaboration and
coordination
Supported by strategies developed by 100+ local experts and stakeholders...
Bringing together local and regional perspectives on contemporary issues related to implementing the One Region Forward plan
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Q&A

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Audio connection

Select a panelist in the Ask menu first and then type your question.
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Become a Clean Energy Community

Clean Energy Communities Program helps you save energy costs, create jobs and improve the environment.

How? NYSERDA has identified these 10 High Impact Actions. Complete 4 out of 10 actions to become a Clean Energy Community.

- Solarize
- Benchmarking
- Clean Fleets
- Energy Code Enforcement Training
- Unified Solar Permit
- Clean Energy Upgrades
- Climate Smart Communities Certification
- Community Choice Aggregation
- Energize NY Finance
- LED Street Lights
Interested to participate in the Clean Energy Communities Program?

We can Help

Help you create a work plan toward becoming a Clean Energy Community

Walk you through the details of the CEC program, gather information, and connect you to resources.

Provide hands-on technical support for time consuming activities

Tailor model ordinances or tools

What's Next?

Can your community be a Clean Energy Community?

UBRI can help!

Our Clean Energy Communities Technical Assistance Team is here to help you navigate the program. We’ll help you chart a path toward sustainable actions that make the most sense for your community. You may already be taking actions in your community that will help you reach CEC Communities Designation, and we can help you get recognition for your work. Designated Clean Energy Communities have access to grant funding that non-designated communities don’t, so contact us today to get started.

To find out more contact Jason, our Clean Energy Communities Coordinator, today at (716) 878-2441 or jasonkul@buffalo.edu

If you are interested in learning more please contact: Jason Kulaszewski
Clean Energy Coordinator
(716) 878-2441
jasonkul@buffalo.edu
COMPLETE STREETS IN THE 21st CENTURY

KELLY DIXON, AICP
Principal Planner, GBNRTC

DR. LISA KENNEY
Smart Mobility Advisor, GBNRTC
Transportation is the thing that connects anything in our region with everything else. It is how we get to work, school, shopping, health care, recreational opportunities and more and it is how we get home again. To put it another way, transportation is the thing that opens up nearly every opportunity we enjoy, the thing that makes most of our choices real.

For most people in the region today, that means driving a car. The current average annual cost of owning and operating an automobile ranges from $6,000 a year on up depending on the value of the car and the amount of driving one does. But there are other costs as well—time spent driving, the costs to government to maintain roads and highways, the carbon emitted into the atmosphere from burning gasoline, loss of life and limb accidents involving motorists, cyclists and pedestrians, the health impacts of air pollution and more.

For those who cannot drive, to the young people and some seniors and persons with disabilities, those who choose not to drive, and those who simply can’t afford a car—the costs are far higher in terms of lost or limited access to job opportunities, education, recreation, health care, shopping and the simple loss of independence.

The issue is that our long-term dependence on the automobile has promoted a land use and development pattern that can be reasonably served only by the automobile itself. Streets and roads designed for the car are unfriendly to people on bicycles or on foot. Distances that are easy for motorists to travel are difficult or impossible for those using other modes.

The dominance of the automobile has been especially devastating for public transit. As our car-dependent region sprawled out, the transit system could not afford to follow. Longer suburban bus routes are directly linked to density and transit use.

How can we move Complete Streets forward in the region?

The City of Buffalo’s Complete Streets policy and the Buffalo Green Code.

The Niagara Frontier Transportation Authority’s Metro Ambush—Buffalo Corridor Alternatives Analysis.

The Greater Buffalo Niagara Transportation Council Metropolitan Transportation Plan for 2050, now being developed in concert with One Region Forward.

Kelly Dixon & Lisa Kenney, GBNRTC
LET'S START AT THE VERY BEGINNING....
A VERY GOOD PLACE TO START!
Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
What does a Complete Street look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, 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.

ONE SIZE DOES NOT FIT ALL

Source: smartgrowthamerica.org
Accommodating public transportation needs
by Complete Streets
Four elements support active modes

- Mixed Land Uses
- Network Connectivity
- Functional Site Design
- Safety & Access for All Users
1. Mixed destinations: Live, work, shop, play, learn, pray.
2. Connected Network for Walking, Biking & Transit

Sidewalks, on-road bike facilities, multi-use pathways and trails, transit.
3. Functional, Inviting, and Accessible Site Design

- Shared space, way-finding, public art.
- Street trees, lighting, plantings, seating.
- Street front buildings, windows, awnings.
4. Safety & Access for All Users

Increasing pedestrian & bike trips decreases injury & fatality risk per mile of exposure.

(Jacobsen, Pucher)
Maximizing Efficiency & Space
Moving Forward 2050

Smarter, aligned planning

How we are implementing One Region Forward
Different places, different needs

Our region is made up of many communities, each with its own distinct character and transportation needs. Planning for the future of our regional transportation system forces us to think about the different types of places that make up our region and what transportation can do to bolster their future. There are no clear lines between these places, but across our region there are clear differences in the way the land is used that make some transportation alternatives more viable than others in different areas. As transportation options continue to change in the future, they will need to be applied differently in different types of communities to improve quality of life across the region, while maintaining the unique character of every community.

Moving Forward 2050
Existing Conditions Assessment

<table>
<thead>
<tr>
<th>TYPE</th>
<th>CENTERLINE MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Use Paths (e.g. rail trails)</td>
<td>219.2</td>
</tr>
<tr>
<td>Striped Bicycle Lanes (all types)</td>
<td>79.8</td>
</tr>
<tr>
<td>Shared Lanes (signs/sharrows)</td>
<td>24.7</td>
</tr>
</tbody>
</table>

Niagara Scenic Parkway sidepath
Bike Buffalo Niagara – Regional Bicycle Master Plan

Recommended Bike Network

Key Highlights
• Focus on closing gaps in the Greenway Trail Network
• Promote “all ages and abilities” bikeways
• Emphasize links to destinations for day-to-day, utility bicycling
• Incorporate Equity in planning and implementation
Toolkit of Treatment Options

Regional Bicycle Network DESIGN GUIDELINES

TIER I

TIER II

TIER III
Complete Street Benefits
Jobs Created Per Million Dollars Spent

- Greenways, Sidewalks & Bicycle Facilities: 17.0 jobs
- Pavement Widening: 12.5 jobs
- New Highway Construction: 12.5 jobs
- New Bridge Construction or Replacement: 11.6 jobs
- Safety & Traffic Management: 10.3 jobs
- Pavement Improvement: 9.0 jobs

Source: American Association of State Highway and Transportation Officials (AASHTO) Average Direct Jobs by Project Type (2012); Job in terms of full-time equivalents (FTE)
Enhance Economic Competitiveness

- In most 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

Walking the Walk: How Walkability Raises Housing Values in U.S. Cities
Complete Streets ROI

- **Hamburg, NY**
  - $13 million reconstruction of Main Street (2 mile segment)
  - Vehicle crashes dropped by 66% and injuries by 60%
  - $7 million in private investment
  - Since 2005 Property Values have Doubled
The Opportunity for Complete Streets is Now

Street Transformations to Fight COVID-19: 3 Ways to Create Lasting Change

By Paula Maroela dos Santos, Francisco Minella Pascual and Fernando Correa

May 14, 2020

Complete Streets responses to COVID-19

Exploring open streets during COVID-19
Traffic Changes in Regional Comparison to Historical Data

<table>
<thead>
<tr>
<th>Week No.</th>
<th>Week</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>March Week 1</td>
<td>3/5 - 3/9</td>
<td>3/4 - 3/8</td>
<td>3/2 - 3/6</td>
</tr>
<tr>
<td>14</td>
<td>March Week 5/April Week 1</td>
<td>4/2 - 4/6</td>
<td>4/1 - 4/5</td>
<td>3/30 - 4/3</td>
</tr>
<tr>
<td>15</td>
<td>April Week 2</td>
<td>4/9 - 4/13</td>
<td>4/8 - 4/12</td>
<td>4/6 - 4/10</td>
</tr>
<tr>
<td>16</td>
<td>April Week 3</td>
<td>4/16 - 4/20</td>
<td>4/15 - 4/19</td>
<td>4/13 - 4/17</td>
</tr>
<tr>
<td>18</td>
<td>April Week 5/May Week 1</td>
<td>4/30 - 5/4</td>
<td>4/29 - 5/3</td>
<td>4/27 - 5/1</td>
</tr>
</tbody>
</table>

Weekly Event Activity

The table below compares the total number of events of each type from Week 12 to Week 17 in 2019 and 2020. The graphs beginning on the following page show the number of events during each week from Week 10 to Week 17 in 2019 and 2020.

<table>
<thead>
<tr>
<th>Event Type</th>
<th>2019</th>
<th>2020</th>
<th>Diff.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion</td>
<td>85</td>
<td>4</td>
<td>-95%</td>
</tr>
<tr>
<td>Construction</td>
<td>194</td>
<td>156</td>
<td>-20%</td>
</tr>
<tr>
<td>Crash</td>
<td>117</td>
<td>64</td>
<td>-45%</td>
</tr>
<tr>
<td>Debris</td>
<td>184</td>
<td>117</td>
<td>-40%</td>
</tr>
<tr>
<td>Disabled Vehicle</td>
<td>164</td>
<td>96</td>
<td>-41%</td>
</tr>
<tr>
<td>Signal</td>
<td>113</td>
<td>90</td>
<td>-20%</td>
</tr>
</tbody>
</table>
TRIP BEHAVIOR (in more “Normal” Times)

Of All Trips:

- 50% are under 3 miles
- 25% are 1 mile or less
- 72% of trips 1 mile or less are driven

Future of Transportation National Survey (2010)
Complete Streets + Emerging Technology
Ford says slow and steady will win the self-driving car race

GM will pump $100 million into its self-driving car production

Waymo’s autonomous cars have driven 20 million miles on public roads

Volvo Trucks Demonstrates That One Truck Can Control Other Trucks And It's Both Impressive And Boring To Watch
Self-driving pods are slow, boring, and weird-looking — and that’s a good thing

Driverless pods, retirement communities, and grocery delivery are the early hallmarks of a huge paradigm shift

Self-driving shuttle, Olli, makes University at Buffalo debut

Autonomous shuttles help transport COVID-19 tests at Mayo Clinic in Florida
Mobility as a Service

Uber makes it easier to switch between rides, scooters, bikes and car rentals

Enterprise and Hyundai invest in $9M round for ‘Netflix of transportation’ app Migo

Uber introduces an Amazon Prime-style monthly subscription service
For $14.99 a month, riders get flat, heavily discounted fares that can save them 15 percent on travel
E-bikes, scooters are coming to New York. Here's what you need to know.

A LimeBike electric scooter crash sent a Dallas woman to the ER. Is the company liable?
gbnrtc.org/movingforward2050
Mobility hubs conveniently connect all these services at one location.

Real-time travel information
- Ride sharing, trip planners and message signs for real-time navigation
- Wi-Fi access for on-demand trip planning on mobile devices

MaaS transportation options
- TNCs
- Bike shares
- Car shares
- Microtransit
- Public transit
- Smart parking

Mobility amenities
- Electric vehicle charging stations
- Bike repair stations
- Proximity to services, shops, restaurants and more
Curb Management
Smart parking
Smart Intersections
Coordinated and Priority Signals
Other considerations…

- Regulations
- Funding
- Pilots
- Lay fiber now
- Choose the tech that fits the solution!
COMPLETE STREETS IN THE 21st CENTURY

Q & A
DEVELOPING, FUNDING, & IMPLEMENTING PROJECTS

MODERATED BY KELLY DIXON, AICP
Principal Planner, Greater Buffalo Niagara Regional Transportation Council (GBNRTC)

JAMES JONES, P.E.
Owner, Mode Choice Engineering, PLLC and Engineer, GObike Buffalo

BRIAN KULPA
Supervisor, Town of Amherst

LAURA ROBERTSON
Town Planner, Town of Niskayuna
Transportation Equity & Complete Streets

TRAINING
Presented by: James Jones, P.E.
Sponsored by:

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Agenda

• Defining Transportation Equity
• Integrated Transportation Systems
• Implementing Complete Streets
• Policies and Procedures, Then, Now & Future
• Barriers and Low Hanging Fruit
• Tactical Urbanism Case Study
• Next Steps
Q: What is “transportation equity”? 
“Equity refers to the fairness with which impacts (benefits and costs) are distributed.

Transportation planning decisions often have significant equity impacts. Transport equity analysis can be difficult because there are several types of equity, many potential impacts to consider, various ways to measure impacts, and may possible ways to categorize people.”

Walking is a fundamental right.
Q: How are we doing?
• Transportation Equity Act, 1998
• City of Buffalo, 1st in NY State, June 2008
• NY State, August 2011
• Town of Tonawanda, November 2017
A street/road hybrid. The futon of transportation investments.
“Road Diet”
Narrow Lanes Reduce Speed
Slowing Down Traffic

PEDESTRIAN INJURIES AT IMPACT SPEEDS

<table>
<thead>
<tr>
<th>MPH</th>
<th>85% death</th>
<th>15% injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>45% death</td>
<td>50% injured</td>
</tr>
<tr>
<td>20</td>
<td>5% death</td>
<td>65% injured</td>
</tr>
</tbody>
</table>
Correct Design Invites Correct Use!
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?
Projects, Policies, and Programs

- Projects – develop a built environment that supports all modes
- Policies – Re-write rules and standards to institutionalize “feet first” process
- Programs – build awareness, support, skills and encourage behavior
Sidewalks

- Frontage Zone
- Throughway Zone
- Edge Zone
- Curb/Planter Zone
Curb Extensions
Bike Parking
ADA Accessibility

- ADA Transition Plans
- Lack of clarity and direction in local codes
- Sidewalk corridor design
- Grades and cross slopes
- Sidewalk surfaces
- Protruding objects
- Driveway Crossings
- Curb ramps
- Detectable warnings
- Pedestrian Crossings
Q: Why do communities need a complete streets policy?
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.

Choice between People 1st or automobile 1st?
# Goals and Objectives of Street Maintenance

<table>
<thead>
<tr>
<th>Traditional</th>
<th>Contemporary</th>
<th>Post-Contemporary (PoCo)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill and Pave</td>
<td>5 year CIP</td>
<td>Evaluate &amp; Plan Network Connectivity, Feet 1st</td>
</tr>
<tr>
<td>Improve drainage</td>
<td>Apply for grants</td>
<td>Evaluate where people struggle</td>
</tr>
<tr>
<td>Maintain LOS</td>
<td>Replace ADA Ramps</td>
<td>Reduce Parking, VMT &amp; CO2</td>
</tr>
<tr>
<td>Retain 85th Percentile</td>
<td>Cold Patch potholes</td>
<td>Empower maintenance staff &amp; resources</td>
</tr>
<tr>
<td>Change = Controversy</td>
<td>Public Info Meetings</td>
<td>Reallocate paving budget to essential maintenance</td>
</tr>
<tr>
<td>Work within budget</td>
<td>Hope for budget increase</td>
<td>Accept budget reduction</td>
</tr>
<tr>
<td>&quot;Stay on Top&quot;</td>
<td>&quot;Stay on Top&quot;</td>
<td>Accept you can never &quot;Stay on Top&quot;</td>
</tr>
<tr>
<td>Rinse &amp; Repeat 15-20 Years</td>
<td>Rinse &amp; Repeat 15-20 Years</td>
<td>Rinse &amp; Repeat every year</td>
</tr>
</tbody>
</table>
Goals and Objectives of Street Maintenance

City of Buffalo Statistics
- 629 centerline (CL) miles
- 176 CL miles on National Highway System
- Taken 4 years to get 7.1 CL miles (1.1%) TAP grant
- 37.5 CL miles (6.0%) on 2020 Mill & Pave schedule
- 2,053 bicycle & pedestrian crashes in Buffalo past 4.5 years
### Jurisdictional Competition

<table>
<thead>
<tr>
<th>Element</th>
<th>Maintenance Jurisdiction</th>
<th>Jurisdictional Requirement</th>
<th>Land Use Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb</td>
<td>State, County, Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Drainage - Open</td>
<td>State, County, Municipality</td>
<td>Municipality</td>
<td>Open</td>
</tr>
<tr>
<td>Drainage - Closed</td>
<td>State, County, Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Pavement</td>
<td>State, County, Municipality</td>
<td>State, Municipality</td>
<td>All but remote</td>
</tr>
<tr>
<td>Street Tree</td>
<td>State, Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>State, Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Parking Lane</td>
<td>State, Municipality</td>
<td>State, Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Lighting</td>
<td>Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Utilities</td>
<td>State, Municipality, Public, Private</td>
<td>Municipality</td>
<td>Builtup Mixed Use, Transitional</td>
</tr>
<tr>
<td>Amenities</td>
<td>Municipality</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
<tr>
<td>Access - Private</td>
<td>Abutting</td>
<td>Municipality</td>
<td>Builtup Mixed Use</td>
</tr>
</tbody>
</table>
Design Standards

Motor vehicle-focused:

• NYS Highway Design Manual
• MUTCD, Federal and NYS Supplement
• AASHTO, Policy on Geometric Design of Highways and Streets

Inclusive Use-focused:

• ITE, Design & Safety of Pedestrian Facilitates, Protected Bikeways Practitioner Guide
• FHWA, Small Town and Rural Multimodal Networks, Separated Bike Lane Planning and Design Guide, Incorporating On-Road Bicycle Networks into Resurfacing Projects, Bikeway Selection Guide
• PROWAG, Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way
## Design Values

<table>
<thead>
<tr>
<th>Engineer's Approach</th>
<th>Public's Approach</th>
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</thead>
<tbody>
<tr>
<td>Traffic Speed</td>
<td>Safety</td>
</tr>
<tr>
<td>Traffic Volume</td>
<td>Cost</td>
</tr>
<tr>
<td>Safety</td>
<td>Traffic Volume</td>
</tr>
<tr>
<td>Cost</td>
<td>Traffic Speed</td>
</tr>
</tbody>
</table>

If you need a sign to tell people to slow down... you designed the street wrong.  
#slowthecars
Asset management provisions enacted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) require a State Department of Transportation (DOT) to develop and implement a risk-based asset management plan in accordance with 23 U.S.C. 119, to achieve and sustain a state of good repair over the life cycle of the assets and to improve or preserve the condition of the National Highway System (NHS).

I.e.: 28% City of Buffalo streets are part of NHS
Refers to structural capacity not functionality
Traditional Belief vs Duty of Care

Myth – Changing the design and functionality of the street to support diverse transportation modes exposes the agency to liability of perception that existing configuration is flawed in some way.

Fact – Agencies have a Duty of Care to be informed of and to apply best practices and are supported by qualified immunity, complete streets polices and the latest design guidance. To not do so increases actual risk and liability.

Perfect is the enemy of good
Best Practices Example:

Medical vs Engineering profession
Qualified Immunity

“Qualified immunity derives from the concept of sovereign immunity – that governments (sovereigns) cannot be sued for their actions. Historically this protection was absolute, meaning no suits could be brought against the government. This has changed over time, however. Governments are now liable — in differing degrees under differing circumstances.

This is true even after design implementation. Where a dangerous roadway condition has been identified by a governmental entity, there is a duty to act. Similar to the original traffic design planning, decisions made by a governmental entity with respect to reviewing traffic operations will be upheld provided the study and decision is not inadequate or lacking any reasonable basis. Should an entity not address a dangerous traffic condition, liability may apply. In fact, — [m]ore and more lawsuits are being settled against government entities that adopt a do–nothing posture. Identifying potential risks, doing something, and then evaluating the results as part of a systematic program is proving to be a more defensible approach. Thus, where a problem has been identified, it is better to act on well thought out and planned projects than to do nothing at all. More and more governmental entities are relying on Complete Streets designs to remedy these dangerous conditions.”

Tri State Transportation Campaign
Short-Term Pilots

- Streamline implementation
- Demonstrate feasibility
- Allow for experimentation
- Foster community engagement
- Attract new funding sources
Q: How can we try a pilot project?
Parker Boulevard Bicycle Lanes & Mini-Roundabout
Parker Boulevard Bicycle Lanes & Mini-Roundabout
Demonstration Event - Mini Roundabout
Decatur Street

Parker Boulevard at Mini-Roundabout:
12' Approach Throat Width
13' Departure Throat Width

Note: See Curb Extension Layout for developed lane widths.

Chalk Paint for all pavement markings

Temporary sidewalk (typ.)

Approx. "Sharrow" or bike lane marking location (as applicable)

X Sign location text no. (see table)
Parker Boulevard Bicycle Lanes & Mini-Roundabout
Zoning
Chapter 203. Zoning

SECTION 5A. MIXED USE DISTRICTS

MIXED USE DISTRICTS CODE: RETROFIT
“The goal is to encourage mixed-use development and increased density, maximize economic investment and tax revenue, improve mobility and pedestrian access via public transit, bicycling, and walkability, invest in aged infrastructure systems, and protect and enhance surrounding residential neighborhoods.”
Boulevard Central District

District Pages: CTR-8 [Example]
MAPPING THE DISTRICTS
Changing Arterials
RETROFITTING THE STREETS: NIAGARA FALLS BOULEVARD (S OF MAPLE)
RETROFITTING THE STREETS: NIAGARA FALLS BOULEVARD (N OF MAPLE)
RETROFITTING THE STREETS: MAPLE ROAD (AT HILLCREST)
Smart Technology
“The way that we built signals and built signal timing over the years is not conducive to moving the traffic volumes that we see currently.”
"We feel like we've made some great strides towards fixing a problem road. We still have a long way to go, it's still very highly traveled, and vehicles move at a fairly rapid pace so we want to do more."
Niagara Falls Boulevard Corridor Lighting
Doesn’t Always Work
“The village's Picture Main Street initiative includes traffic-calming measures to make the thoroughfare more walkable for pedestrians”
COMPLETE STREETS

Town of Niskayuna, NY

- Population: 22,000
- Land Area: 15 square miles
- Bordered by Mohawk River
- Wealthy Suburb to City of Schenectady
DEVELOPING A POLICY:

Complete Streets Committee

* Appointed on June 30, 2016
* Includes a certified planner, former Town Board member, and people with ties to CAC, Metroplex, NCAP, GE and KAPL.

  * + Diverse Group
  * + Hard working
  * + Outcome Driven

  * - Sometimes hard to be patient
ADOPTING A POLICY:

Complete Streets Policy

ADOPTED JANUARY 31, 2017
Work Complete Streets into existing highway / paving budget

Pursue grants large and small

- Pop-up festivals to try traffic calming measures on streets and show-off potential bike lanes creates community buy in – cost $1500-$2500 or less

- Large grants for multi-use path connections through FHWA and NYSDOT
Try incorporating a small annual budget for complete streets projects that can roll forward to build into large projects.

Complete streets funding can sometimes tie into ADA transition plans, which also require annual funding set asides.

Expect Development, Funding and Implementation to take time.
IMPLEMENTATION:

Make a Map

- Identify Existing Bike/Ped Infrastructure
- Identify future connections & routes
- Review map when looking at Highway / paving projects
- Review map when looking at new subdivisions
- Incorporate map in Comp Plan
- Use to leverage grant funding
IMPLEMENTATION:

Build off of Successes
Questions?
DEVELOPING, FUNDING, & IMPLEMENTING PROJECTS

Q & A
Thank you for joining us this afternoon!

- Please fill out the pop-up survey following the event

- Follow-up material will be posted on www.oneregionforward.org/learning2020 in the coming weeks

- AICP members seeking to log CM credits should use the event number (9203399)

- For questions about CM credits or PDHs, or to request a training certificate, please contact Heike Jacob (heikejac@buffalo.edu)

- Sign-up for email updates to hear about future webinars and learning sessions
UPCOMING EVENTS IN THE SERIES

REDUCING FLOOD RISK
Fall 2020, Exact Date TBD

ZOMBIE HOMES
Spring 2021, Exact Date TBD