



Capital District  
Transportation  
Committee



# Delaware Avenue Complete Streets

## FEASIBILITY STUDY

# What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.



National Complete Streets Coalition

# What are Complete Streets?

Safe, comfortable and convenient



National Complete Streets Coalition

# What are Complete Streets ?



# Complete Streets Overview

- National and local efforts support Complete Streets

- NYS Law “...shall consider the safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users...”

- Bethlehem Resolution “...shall consider the safe and efficient accommodation of bicyclists and pedestrians in all new street construction and reconstruction...”

# 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



National Complete Streets Coalition

# What are they?

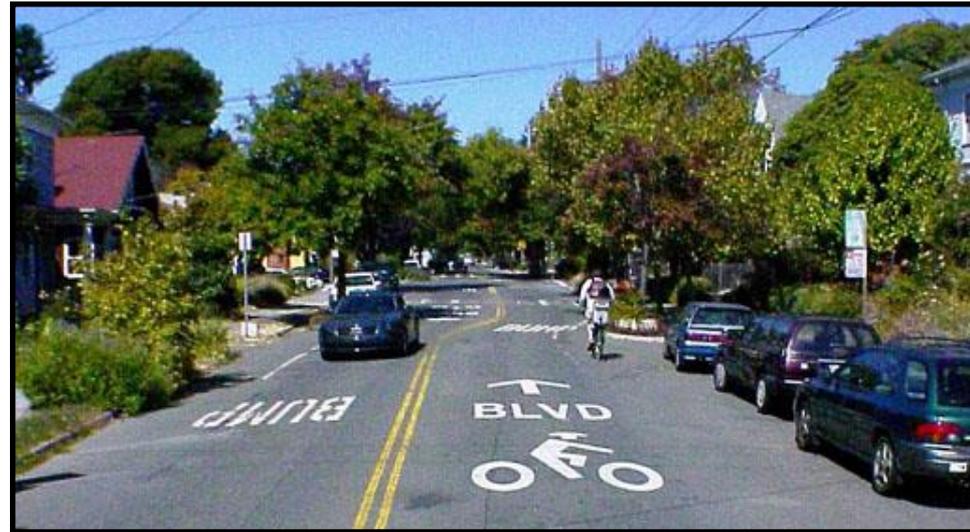
- Not just bike lanes and sidewalks
- Network based
- Context Sensitive



# What are they?



# What are they?



# What are they?





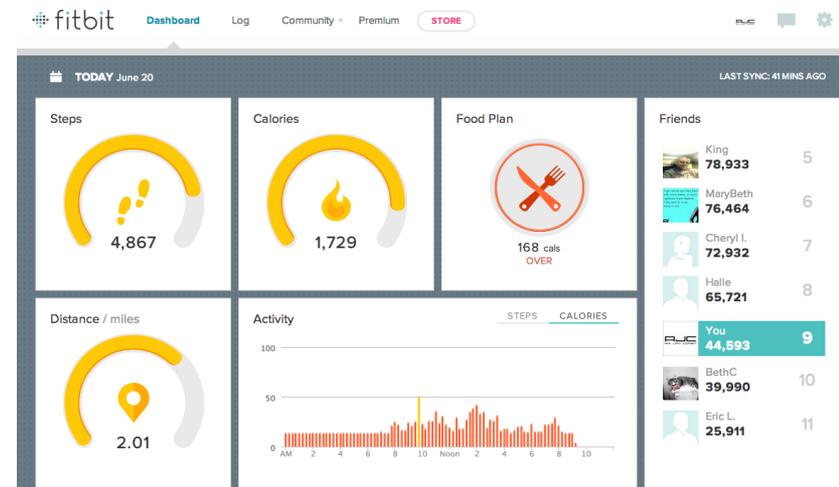
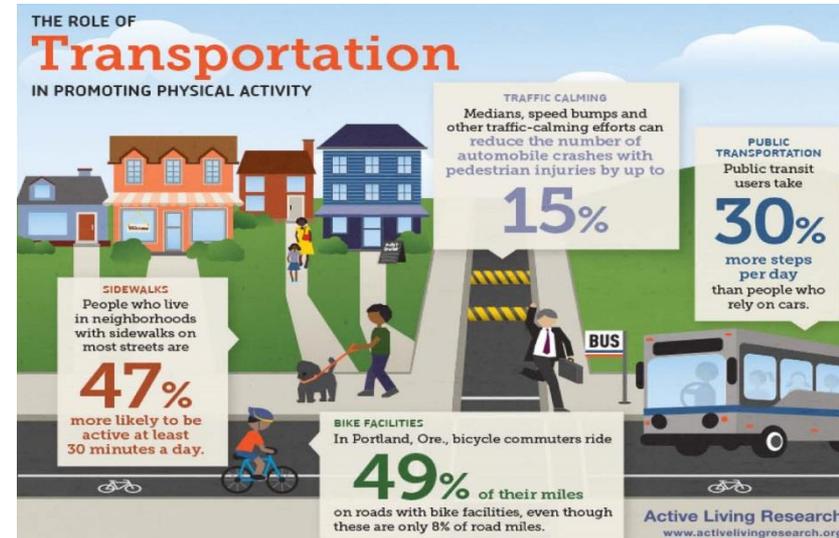
# MADISON

PERFORMING ARTS CENTER  
8/27 MAD LAUGHS  
9/10 WHISKEY TREATY

|                  |   |   |   |
|------------------|---|---|---|
| LAST UNICORN     | 1 | 5 | 7 |
| SCARLET STREET   | 2 | 5 | 8 |
| MULHOLLAND DRIVE | 2 | 5 | 8 |
| SHAKESPEARE LIVE | 2 | 7 |   |

# Why Complete Streets - Health

- Promotes Physical Activity and Healthy Lifestyle.
- 31% of Americans are obese. 65 % are overweight or obese.
- Obesity results in \$117 billion of direct health related costs each year.
- People who live in neighborhoods with sidewalks on most street are 47% more likely to be active at least 30 minutes per day.



# People walk

to get to places they want to go  
when places are nearby.



SOURCE: USDOT, Federal Highway Administration,  
2009 National Household Travel Survey.

# Why Complete Streets - Economy

- Promotes Community Interaction
- Less \$ on transportation = more spending money
- Increased private investment in community
- Increased home values: 15 real estate markets; one-point increase in the walkability scores; \$700 to \$3,000 increase



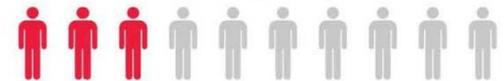
# Why Complete Streets - Mobility

- Equity
- By 2045 the number of Americans over age 65 will increase by 77 percent
- About one-third of people over 65 have a disability
- Millennials are driving less and looking for other transportation options



## Older Americans — Redefining Longevity

By 2045, the number of Americans over age 65 will increase by



**77%**

About **one-third** of people over 65 have a disability that limits mobility. Their access to critical services will be more important than ever.

## Millennials — Shaped by Technology

There are **73 million Millennials** aged 18 to 34. They are the first to have access to the internet during their formative years and will be an important engine of our future economy.

Millennials are driving less. By the end of the 2000s, they drove over **20% fewer** miles than at the start of the decade.



## Income Inequality

**10%** of the population takes home **one-third** of our national income.

Transportation is the **second-largest** expense for U.S. households.



# Why Complete Streets - Safety

- Safer streets = less costly streets
- Recent Madison Avenue Road Diet in the City of Albany showed a 4:1 cost benefit ratio
- Road diets are one of FHWA's proven safety counter measures
- Reduce crashes by 19 to 47percent
- Speeds likely to be reduced by 3 to 5 mph



Roundabouts



Corridor Access Management



Backplates with Retroreflective Borders



Longitudinal Rumble Strips and Stripes on



Enhanced Delineation and Friction for Horizontal



Safety Edge



Medians and Pedestrian Crossing Islands in Urban



Pedestrian Hybrid Beacon



Road Diet

# Complete Streets Resources

- Capital District Transportation Committee
  - <http://www.cdtcmpo.org>
- Smart Growth America
  - <https://smartgrowthamerica.org>
- National Complete Streets Coalition
  - <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
- FHWA Road Diet Guide
  - [http://safety.fhwa.dot.gov/road\\_diets/info\\_guide/](http://safety.fhwa.dot.gov/road_diets/info_guide/)
- NYSDOT Complete Streets Report and Checklist
  - [https://www.dot.ny.gov/programs/completestreets/repository/Complete%20Streets%20Final%20Report\\_NYSDOT.pdf](https://www.dot.ny.gov/programs/completestreets/repository/Complete%20Streets%20Final%20Report_NYSDOT.pdf)
  - [https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt\\_18a.doc](https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt_18a.doc)
- NACTO Urban Street, Bicycle and Transit Guides
  - <http://nacto.org/>
- ITE Designing Walkable Urban Thoroughfares
  - <http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad>
- AASHTO Bicycle Guide
  - [https://bookstore.transportation.org/item\\_details.aspx?ID=1943](https://bookstore.transportation.org/item_details.aspx?ID=1943)

Thank you

