Making Complete Streets a Reality: Local Lessons Learned

Dutchess County Planning Federation
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Outline

• What are Complete Streets?
• Dutchess County Complete Streets Policy
• Dutchess County Complete Streets Checklist
• Case Studies
• Town of Fishkill perspective
• “Watch Out For Me” educational campaign

What Are Complete Streets?

Complete Streets are...

...for everyone. They are designed and operated to enable safe access for all users. People of all ages and abilities – walking, bicycling, driving, and using public transportation – are able to safely move along and across a complete street.
For All of Us

Context Sensitive

Connected Street Patterns

Create a Network

What Do Complete Streets Look Like?

Why Are Complete Streets Important?
Why Are Complete Streets Important?

Growing Centers

Aging Population

Access:
- 25%+ of County population is <16 or >75 years old
- 12% (of those >16) don’t have a drivers’ license
- 38% of households have 0 or 1 car

Source: 2010 Census, NYS DMV records

Why Are Complete Streets Important?

Health:
- Dutchess adults – 30% overweight – 31% obese
- Dutchess children – 17% overweight – 19% obese

Source: Dutchess County Department of Health, Community Health Assessment 2010-2013

Why Are Complete Streets Important?

Residents in highly walkable neighborhoods engage in about

70 more minutes per week

of moderate and vigorous physical activity than residents in low-walkability neighborhoods.


County Residents Say...

If equally good facilities existed, how would you prefer to travel?

Of all trips:
- 39% are less than 3 miles
- 17% are less than 1 mile
- 47% are driven

Source: National Household Travel Survey (2009)
Local Economic Benefits

Protected bicycle lanes → 49% increase in retail sales at local businesses

Sources: New York City Department of Transportation, Measuring the Benefits of Complete Streets (2014).

How Do You Institutionalize Complete Streets?

NY State Complete Streets Act

• Applies to: State, county, and local transportation facilities that receive federal and state funding.

• Requires: The agency with jurisdiction shall consider the safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features.

• Project Types: Planning, design, construction, reconstruction, restriping and rehabilitation.

• Exempts: Resurfacing, maintenance, & pavement recycling.

Dutchess County Complete Streets

• Inter-Departmental Committee
• Webpage
• Policy
• Checklist
• Educational Campaign

www.DutchessNY.gov/CompleteStreets
County Complete Streets Policy

- Policy statement (vision)
- Jurisdiction
- Projects & Phases
- Design (context sensitivity)
- Performance measures
- Implementation
- Exceptions

Dutchess County Complete Streets Policy

- Policy
  - Dutchess County shall strive to plan, design, construct, operate, and maintain its streets, bridges, bus systems (buses, stops, shelters, etc.), parks, trails, and buildings therein or otherwise referred to as facilities to promote safe, comfortable, efficient, and convenient travel for people of all ages and abilities, and for all modes of transportation, including walking, bicycling, riding the bus, and driving, to the greatest extent possible.

- Jurisdiction
  - This policy shall apply to all transportation-related elements of projects involving County property, excluding County roads, parks, and buildings, as well as public and private projects over which the County Department of Public Works has permitting authority.

- Projects and Phases
  - Dutchess County shall approach every transportation-related improvement and project phase as an opportunity to create safer, more accessible facilities for all people. Project phases include but are not limited to planning, design, construction, operation, and maintenance.

Complete Streets Checklist

- Applies to:
  - All projects involving County roads & property
  - Public & private projects that DPW has permitting authority over

- Who: DPW engineer or private applicant

- When: as early as possible in project design

- What: A tool to consider CS opportunities; does not require anything
Case Studies

- North Avenue/Hurley Road Realignment, Pleasant Valley
- Bridge S-37, CR 19 at Depot Lane, Stanfordville
- Marshall Rd residential development, V/Wappingers Falls
- Pleasant Ridge Plaza II, T/Beekman
Lessons Learned

- Early coordination is critical
- Clear and consistent messages to applicants
- Checklist can improve site plans
- Need for cross-jurisdictional planning
- Municipalities have more power: use it!

Municipal Tools

- Consider a Complete Streets Policy
- Incorporate CS principles into programs, plans, procedures
  – Consider a checklist
- Review/revise design standards, guides, policies
- Coordinate within your municipality
- Educate your community

“Watch Out For Me” Campaign

- Website
- Bus ads
- Street Safety Tips brochure
- Street safety quiz
- Reflective wristbands
- Social media

Tips For Being A Safe Pedestrian

Learn more at dutchessny.gov/WatchOutForMe

Tips For Being A Safe Cyclist

Learn more at dutchessny.gov/WatchOutForMe
Street Safety Tips

Thank you!

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Tools: “Road Diet”

Tools: High-Visibility Crossings

Transit Connections
Comfort & Interest

Details are Important

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Bike Parking