



**Kevin Dwarka LLC**  
Land Use & Economic Consulting

# Overcoming Barriers to Implementing Complete Streets In Newburgh, NY

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16 September 2015

# What Are the Implementation Barriers?

- SAFETY & CONVENIENCE
- MAINTENANCE
- INSTITUTIONAL

# Safety & Convenience Barriers

- Unsignalized Mid-block Crossing
- Safety Concerns of a Shared Road
- Effects of a 'Road Diet' on Congestion
- Parallel Parking vs. Diagonal Parking

# Unsignalized Mid-block Crossing

Intersection of Broadway & Chambers St.

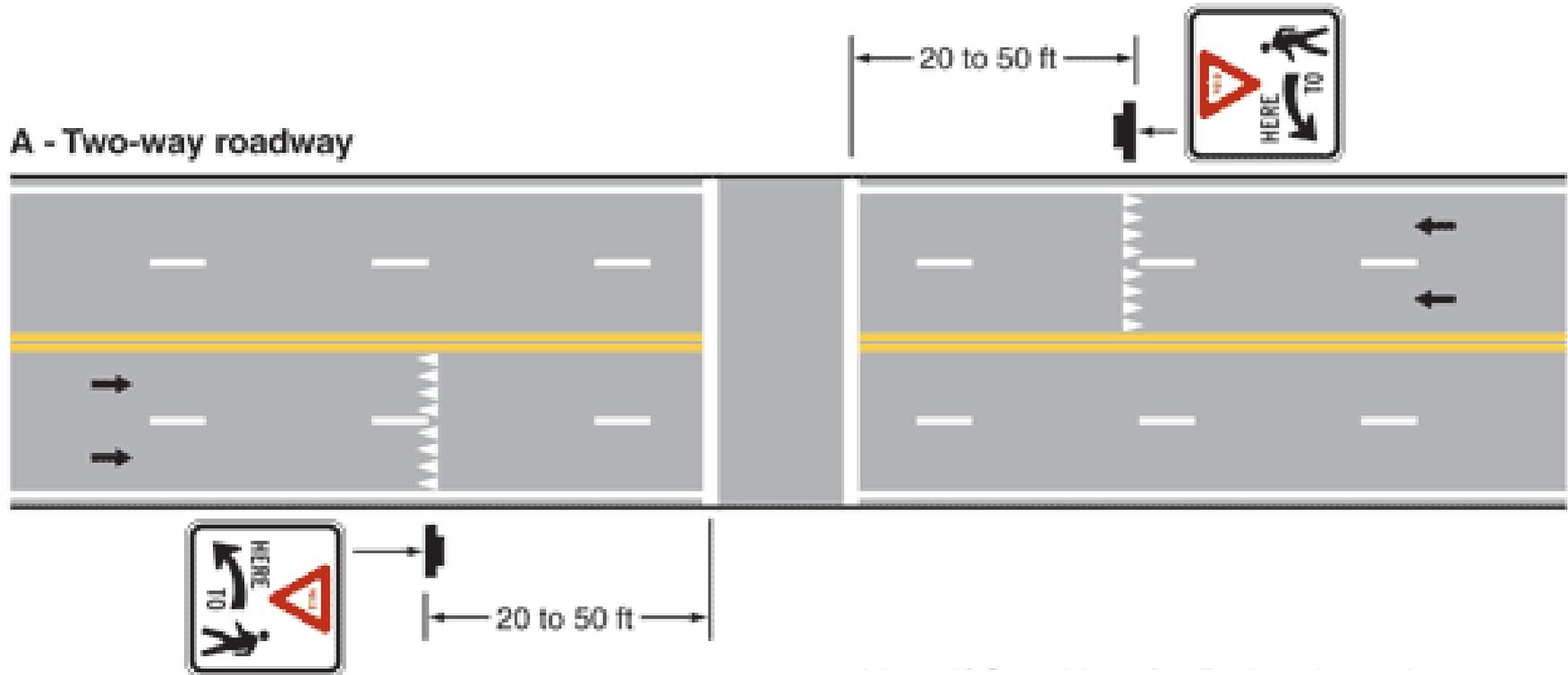


Source: Google Earth

**OVERCOMING BARRIERS TO COMPLETE STREETS: SAFETY & CONVENIENCE**

# Safety of Signal Free Mid-block Crossing

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks



Source: MUTCD

# Safety of Signal Free Mid-block Crossing



Source: NACTO Urban Street Design Guide

# Safety of Signal Free Mid-block Crossing



OVERCOMING BARRIERS TO COMPLETE STREETS: SAFETY & CONVENIENCE

# Safety Concerns of a Shared Road

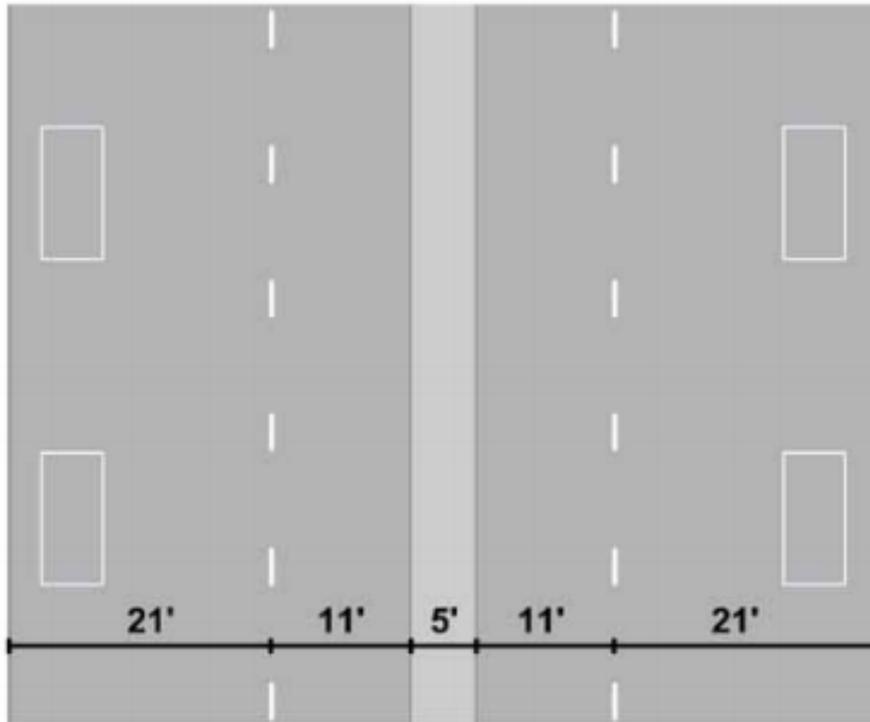


Source: Streetsblog

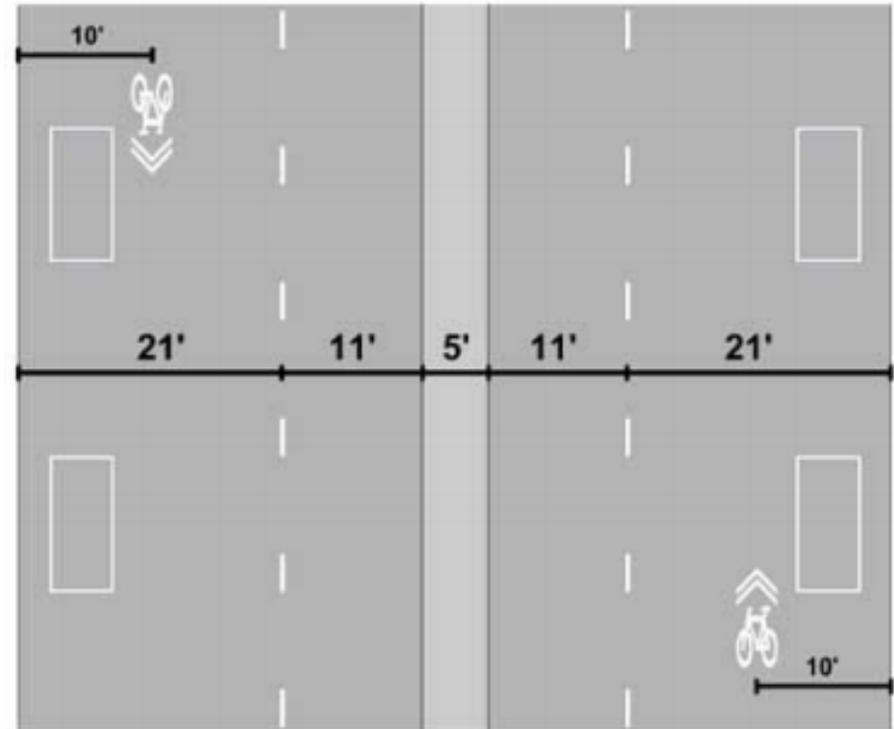
# Safety Concerns of a Shared Road

Case Study: Massachusetts Avenue, Cambridge, MA

Before Sharrow



After Sharrow



Source: Federal Highway Administration

# Safety Concerns of a Shared Road

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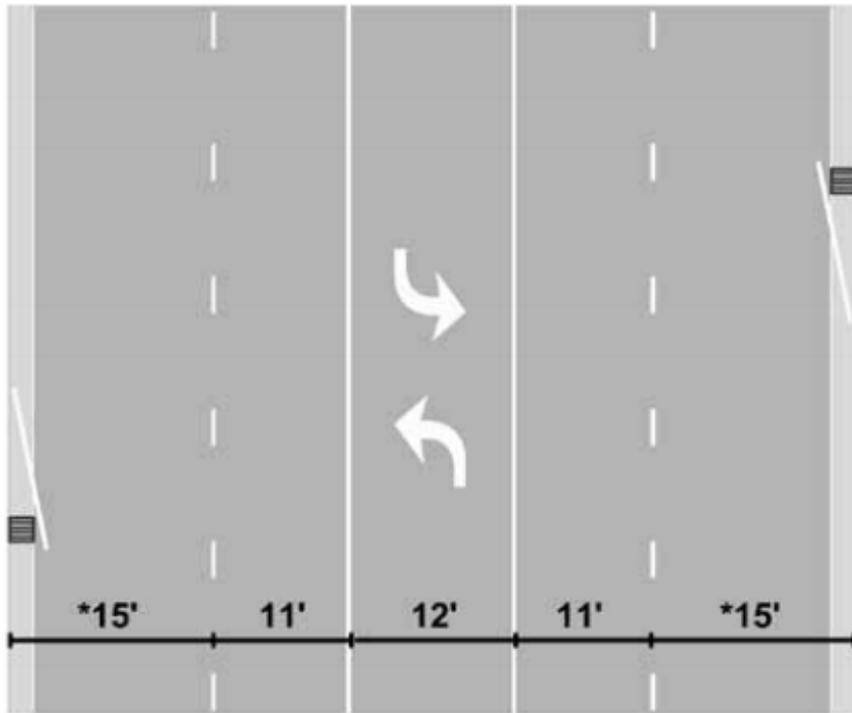


Source: Federal Highway Administration

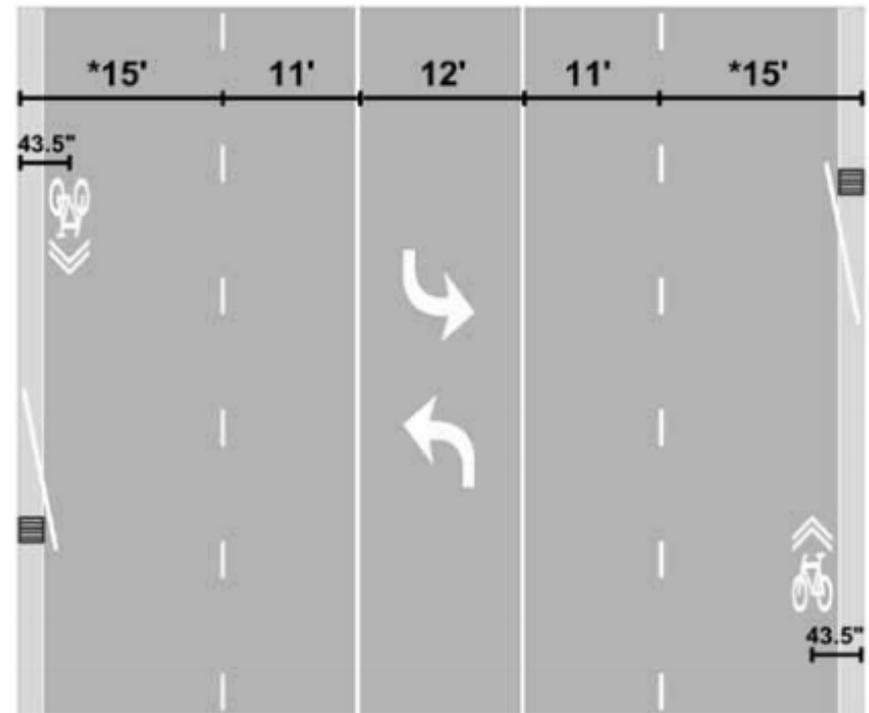
# Safety Concerns of a Shared Road

Case Study : Chapel Hill, NC

Before Sharrow



After Sharrow



Source: Federal Highway Administration

# Safety Concerns of a Shared Road

Case Study: Chapel Hill, NC



Source: Federal Highway Administration & Watch For Me NC Organization

# Safety Concerns of a Shared Road

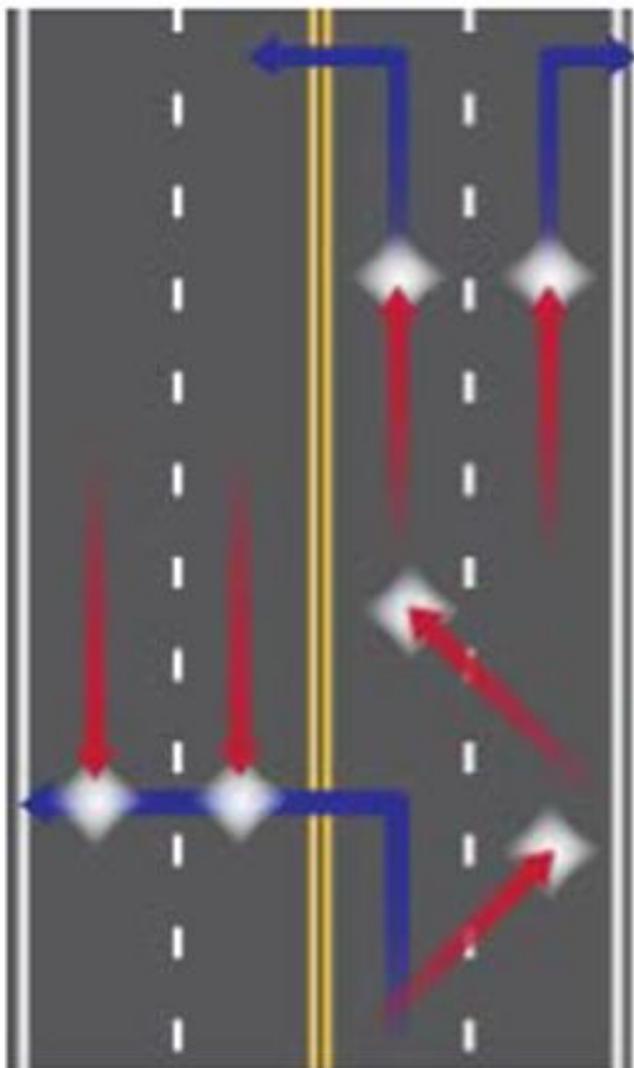
Case Study: Long Beach, CA



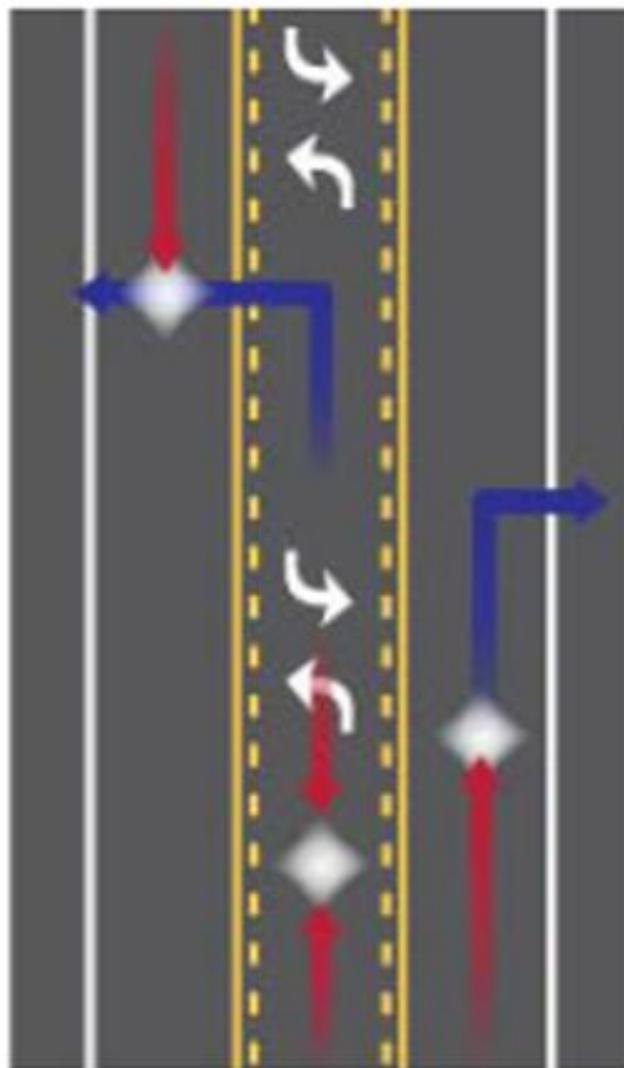
Source: Bike East Bay Organization

# Effects of a 'Road Diet' on Congestion

Four-Lane Undivided



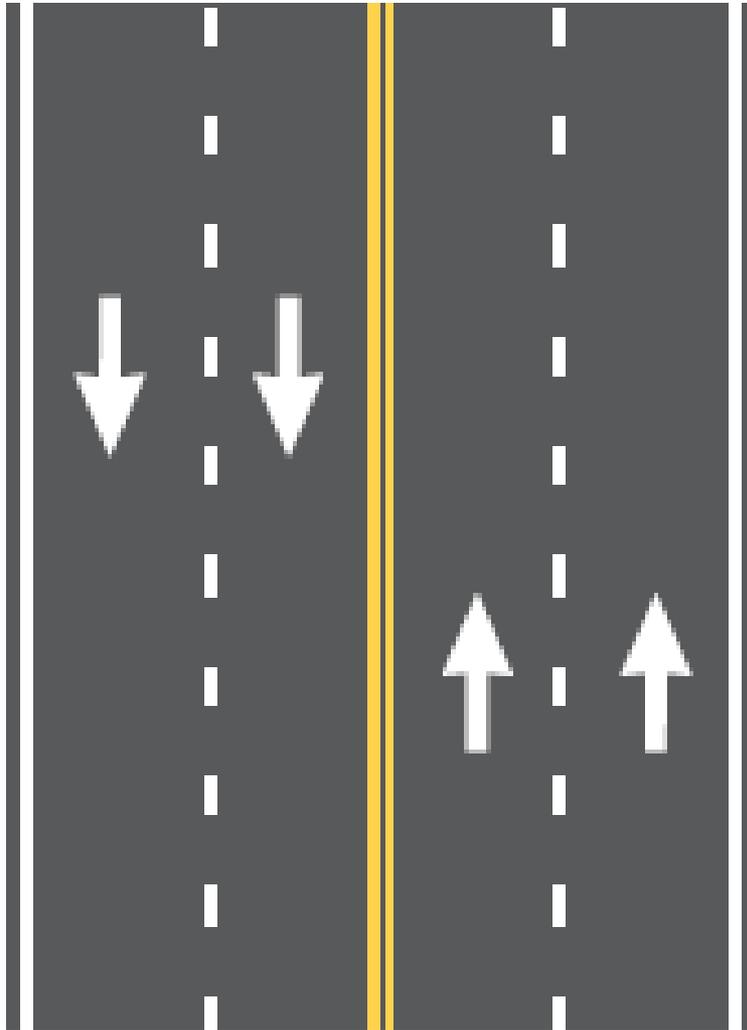
Three-Lane



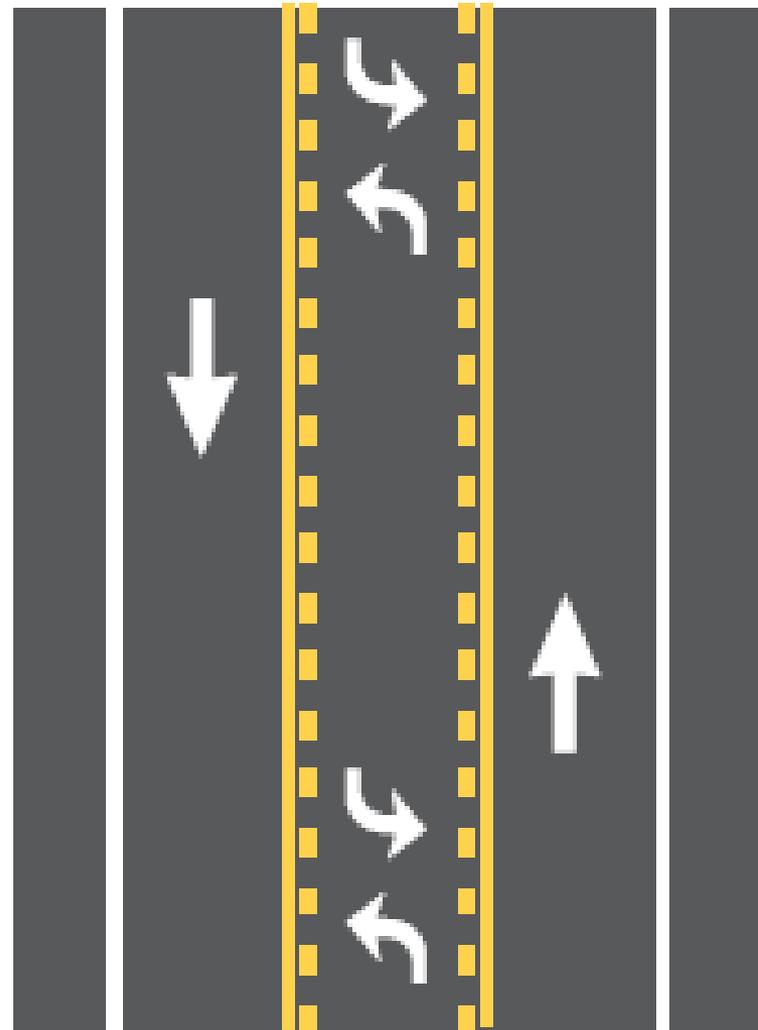
Source: FHWA Road Diet Informational Guide

# Effects of a 'Road Diet' on Congestion

Before



After



Source: FHWA Road Diet Informational Guide

# Effects of a 'Road Diet' on Congestion

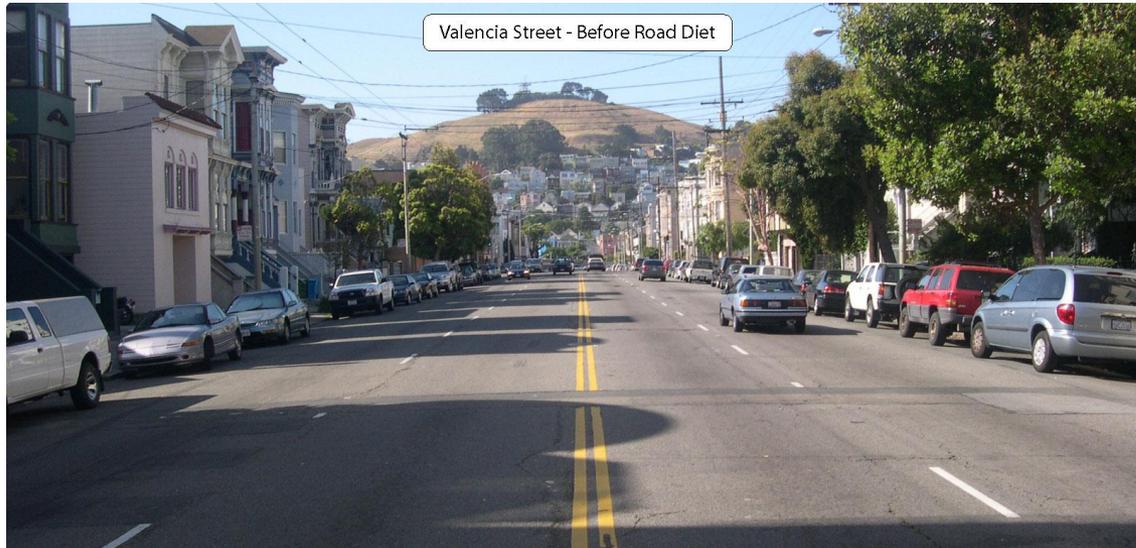
## Case Study: Baxter Street, Athens, GA



- Restriping from 4-lane to 3-lane with shared bike lane
- Traffic volume decreased by 3.7 percent
- Some traffic relocated to neighboring street without introducing dramatic vehicle congestion and/or safety problems along those corridors
- Collisions on the corridor declined 52 percent year-to-year

Source: Complete Streets Prince

# Removal of Traffic Lanes Leads to Congestion



Valencia Street - Before Road Diet



Valencia Street - After Road Diet

## Case Study: Valencia Street San Francisco, CA

- Total bicycle and pedestrian collisions declined
- 144% increase in bicycle use
- Vehicle volume decreased slightly, but did not choke surrounding streets as was feared

# Parallel Parking vs. Diagonal Parking



Source: City Data

**OVERCOMING BARRIERS TO COMPLETE STREETS: SAFETY & CONVENIENCE**

# MAINTENANCE BARRIERS

- Snow Storage and Removal
- Parklets
- Weeding & Maintenance of Planters

# Snow Storage

“Wide greenscapes, furnishing zones, and curb extensions provide space to store snow (both sidewalk and roadway snow clearance operations can take advantage of this storage area)”

- Boston Complete Streets Manual



“Tree Belts should have a minimum width of 5’ with a minimum of 2’ for snow storage”

- Burlington, VT Street Design Guidelines



Source: FHWA & Alta Planning

# Snow Removal



**OVERCOMING BARRIERS TO COMPLETE STREETS: MAINTENANCE**

Source: Alta Planning

# Parklets

- **Outreach & Education** regarding benefits of Parklets
- Application process that clearly **designates responsibilities** of interested parties
- **Road-map or task force** to assist interested parties in navigating the application, approval, implementation, and maintenance procedures
- **Standardized parklet design** to insure proper design for safety, drainage, and mobility of parklets



Source: NACTO Urban Street Design Guideline.

# Parklets

## **Charges**

Charges have a broad range between highly subsidized to marginal revenue generation:

- Cedar Rapids, IA: The city owns and leases the installed parklets to area organizations for \$60/year (cost includes all permits and allows table and alcohol service).
- Phoenix, AZ: Approx. \$1500 to \$4500 for initial fees and annual fees of approx. \$750 to \$2000 plus the initial cost of design, construction and installation (\$5, 000 to \$20,000 or more)



Source: NACTO Urban Street Design Guideline.

# Parklets

## ***Liability***

The sponsoring organization is responsible for any liability arising from the parklet. In all cases, there is a requirement for the organization to carry liability insurance (at a minimum).

## ***Maintenance Responsibility***

In most cases, the maintenance responsibilities for parklets resemble the cities' requirements for sidewalk maintenance. Sponsor (or Business owner is responsible to:

- ☐ Remove trash and graffiti from around the surrounding area



Source: NACTO Urban Street Design Guideline.

# Parklets – Sponsor Agreement

## Case Study : Bellingham, Washington

### **Sponsor Responsibilities:**

- Clearing of debris and graffiti
- Maintenance of landscaping and plantings
- Addressing damage and repairs
- Storage of movable tables and chairs
- Removal of impediments to drainage of stormwater
- Payments
  - Design, constructing, installing, maintaining, and removing
  - \$6 per day for lost meter revenue (excluding weekends and holidays)
  - \$45 for parking meter removal (if applicable)
  - Temporary Right-of-Way Use Permit fees (determined by the City)

### **City Responsibilities :**

- Design, siting, and installation guidelines and requirements
- Site inspection upon citizen complaints
- Issuance of warning or revocation of permit in cases of noncompliance
- Approval of proposed changes to design, appearance or equipment

# Weeding & Maintenance of Planters

## Potential Caretakers

- Citizen Organizations
- Low Maintenance Planters
- Business Improvement District



# INSTITUTIONAL BARRIERS

- Design Review
- Governance
- Performance Evaluation for Success
- City Council Buy-In

# Design Review

## Vision



Source: Newburgh Land Bank

## Models for Coordination:

### **Complete Streets Advisory Council      Kingston, NY**

Kingston, NY created a Complete Streets Advisory Council charged with advising the city on ways Kingston can implement Complete Streets principles in its planning, design and construction activities.

### **Project-Level Inclusive Decision Making Process      Morristown, NJ**

The Complete Streets Project Checklist clarifies a project's congruence with the Complete Streets Policy and is required to be used for all publicly funded land use or transportation projects. The Project Checklist requires a series of approvals from several decision-makers before a project may proceed. These approvals include the Town Planner on concept development, the Town Engineer on preliminary engineering, Construction Official on construction impacts and Public Works on ongoing maintenance requirements

## City Council Buy-In

# Performance Evaluation for Success

Quality of Life	Economic Benefits	Active Living	Safety	The Environment
<ul style="list-style-type: none"><li>• blocks of new or repaired sidewalks</li><li>• number of bus stops with shelters</li><li>• installation of pedestrian countdown signals</li><li>• Housing + transportation affordability</li></ul>	<ul style="list-style-type: none"><li>• Decrease in business vacancies</li><li>• Transit operating costs and farebox recovery ratio</li><li>• Increased patronage</li></ul>	<ul style="list-style-type: none"><li>• miles of new bicycle facilities</li><li>• Pedestrian counts</li><li>• Bicycle counts</li><li>• walkscore</li><li>• Pedestrian &amp; Bicyclist LOS</li></ul>	<ul style="list-style-type: none"><li>• reduction in speeding</li><li>• reduction in crashes</li><li>• repainted bicycle lanes or crosswalk</li></ul>	<ul style="list-style-type: none"><li>• Improved air quality</li><li>• Reduced automobile trips generated</li></ul>