

## How are Complete Streets policies implemented?

Complete Streets policies can end the project-by-project struggle for better facilities, by requiring all road construction and improvement projects to begin with evaluating how the street serves all who use it - pedestrians, cyclists, public transportation vehicles and passengers, trucks, and automobiles. An effective complete streets policy should prompt transportation agencies to:

Restructure procedures to accommodate all users on every project.

Re-write design manuals to include the safety of all users.

Provide training for planners and engineers in balancing the needs of diverse users.

Establish performance measures to gauge how well the streets are serving all users.

### Schedule a workshop!

*To help communities successfully adopt complete streets policies, the National Complete Streets Coalition offers interactive, full-day workshops led by national experts on policy development and policy implementation. Visit our website for more information about scheduling a workshop.*

## How can I get involved with Complete Streets?

A broad coalition of advocates and transportation professionals are working to enact complete streets policies across the country.

### JOIN US BY BECOMING A MEMBER OR PARTNER!

Becoming a member or partner is easy. We simply ask that you endorse the Coalition's mission by returning the sign-up form available on our web site; collaborate with leading national and regional organizations to advance complete streets and make an annual contribution at the appropriate level.

While donations are not a requirement, they are central to our ability to spread the word, coordinate action, and help organizations nationwide get it right.

#### The National Complete Streets Coalition Steering Committee:

AARP  
Active Living by Design  
Alliance for Biking and Walking  
America Bikes  
America Walks  
American Council of the Blind  
American Planning Association  
American Public Transportation Association  
American Society of Landscape Architects  
Association of Pedestrian and Bicycle Professionals  
City of Boulder  
Institute of Transportation of Engineers  
Kimley-Horn and Associates  
League of American Bicyclists  
McCann Consulting  
National Center for Bicycling and Walking  
Safe Route to School National Partnership  
Smart Growth America

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The streets of our cities and towns ought to be for everyone,

whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper.

But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. These streets are unsafe for people on foot or bike and unpleasant for everybody.

Now, in communities across the country, a movement is growing to complete the streets. States, cities, and towns are asking their planners, engineers, and designers to build road networks that welcome all citizens.

**POLICY & IMPLEMENTATION**  
[www.completestreets.org](http://www.completestreets.org)

Dozens of states, counties, and cities have been adopting policies at an accelerating pace, including the States of California and Illinois, and cities like Seattle and Iowa City. Keep track by *signing up for our newsletter!*

# What are Complete Streets policies?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind, including drivers, public transportation vehicles users, pedestrians, and bicyclists as well as older people, children, and people with disabilities.



# Why do we need Complete Streets policies?

## Many streets where people bicycle or walk are incomplete.

Our states, cities, counties, and towns have built many miles of streets and roads that are safe and comfortable only for travel by motor vehicle. These roadways often lack sidewalks, crosswalks, and space for bicyclists; furthermore, roadways often make no room for public transportation vehicles and riders and no accommodation for people with disabilities.

## Americans want mobility.

Americans expect a variety of choices, and a multi-modal system of complete streets provides alternatives to driving. Recent opinion polls found that 52% of Americans want to bicycle more, and 55% would prefer to drive less and walk more. More than half (54%) of older adults who reported an inhospitable walking, bicycling, and transit environment outside their homes said they would walk, bicycle and take transit more if the streets were improved. About one-quarter of walking trips take place on roads without sidewalks or shoulder, and bike lanes are available for only about 5 percent of bicycle trips. A national survey of pedestrians and bicyclists found that the top complaints were the lack of sidewalks and bikeways - essentially, incomplete streets.

## Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities. Complete streets provide benefits to the community in many ways, by improving public health, lowering transportation costs for families, fighting climate change, reducing our dependence on foreign oil, increasing capacity, and improving mobility for all.



## Few states build roads as complete transportation corridors.

In 2000, the US Department of Transportation advised states receiving federal funds that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Unfortunately, fewer than half the states follow this federal guidance. Many highway projects add automobile capacity and increase vehicle speeds, but do nothing to mitigate the negative impact this can have on walking, biking, and taking public transportation.

## What about the costs of Complete Streets?

Complete streets are sound financial investments in our communities that provide long-term savings. An existing transportation budget can incorporate complete streets projects with little to no additional funding, accomplished through re-prioritizing projects and allocating funds to projects that improve overall mobility. In such a balanced and fiscally sound transportation system, complete streets facilities should not be treated as additional costs to a project. Implementing complete streets allows for an efficient and optimal use of limited resources: time, fuel, land, public health, the environment, and money.

## What does a good Complete Streets policy include?

- A vision for how and why the community wants to complete its streets
- Specifies that ‘all users’ includes pedestrians, bicyclists, and public transportation passengers of all ages and abilities, as well as trucks, public transportation vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

**Become part of the movement toward complete streets. For more information, visit [www.completestreets.org](http://www.completestreets.org)**