



www.completestreets.org

What Are Complete Streets?

Complete Streets are designed and operated so they are safe, comfortable, and convenient for all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities.



Why Do We Need to Complete the Streets?



Americans Want to Walk and Bike More

52%
of Americans want
to bike more
than they do
now.



Americans Want to Walk and Bike More



55% of Americans would prefer to drive less and walk more.



STPP Poll

photos: Dan Burden, pedbikeimages.org

About 1/3 of Americans Do Not Drive

- 21% of Americans over 65.
- All children under 16.
- Many low income Americans who cannot afford automobiles.



Dan Burden, pedbikeimages.org



Streets Are Inadequate



NO SIDEWALKS



Streets Are Inadequate



TOO NARROW TO SHARE WITH BIKES



Streets Are Inadequate



TOO DANGEROUS TO CROSS ON FOOT



Streets Are Inadequate



UNINVITING FOR BUS RIDERS



Streets Are Inadequate



INACCESSIBLE FOR WHEELCHAIR USERS



Streets Are Inadequate



NO ROOM FOR BIKES OR PEDESTRIANS



Streets Are Inadequate



NO ROOM FOR PEOPLE



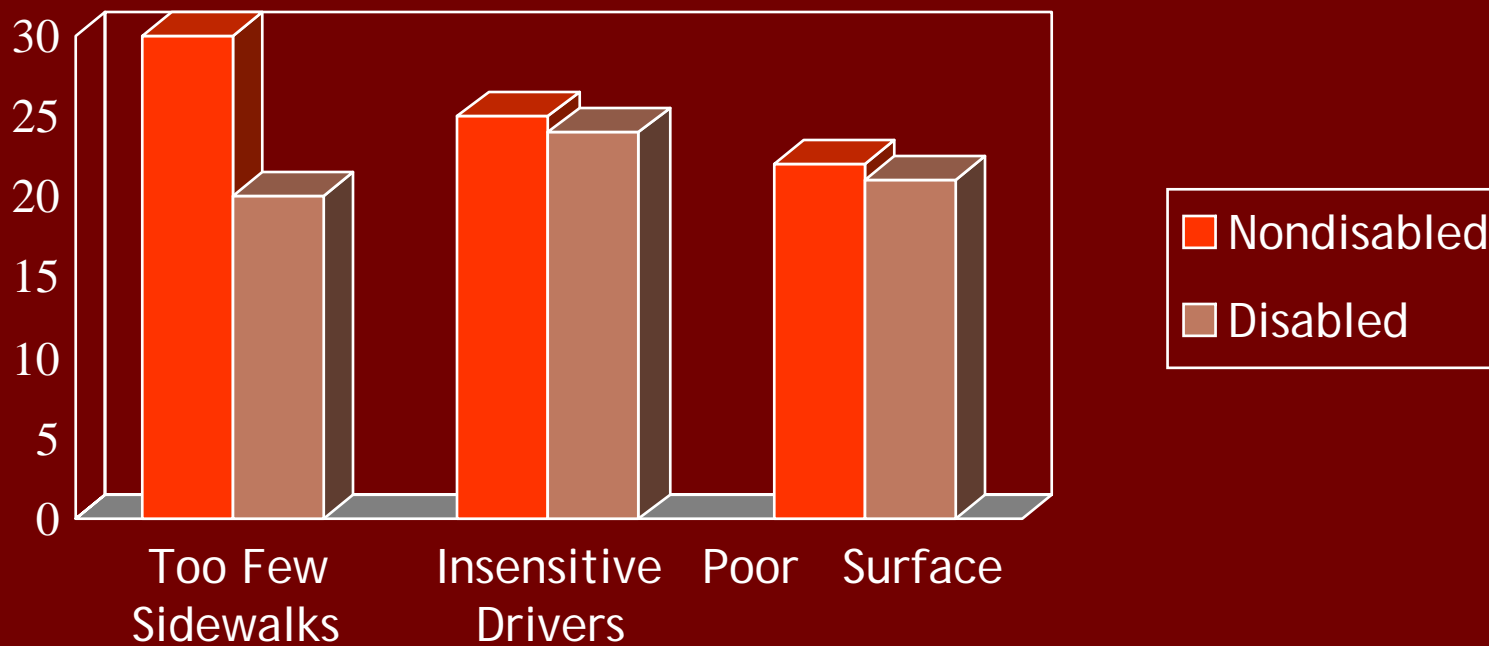
Streets Are Inadequate

- 25% of walking trips take place on roads without sidewalks or shoulders
- Bike lanes are available for only about 5% of bike trips



Top Pedestrian Complaints Are Incomplete Streets

Percentage of Pedestrians Experiencing Problematic Streets



2002 National Transportation
Availability & Use Survey

Top Bicyclist Complaints Are Incomplete Streets

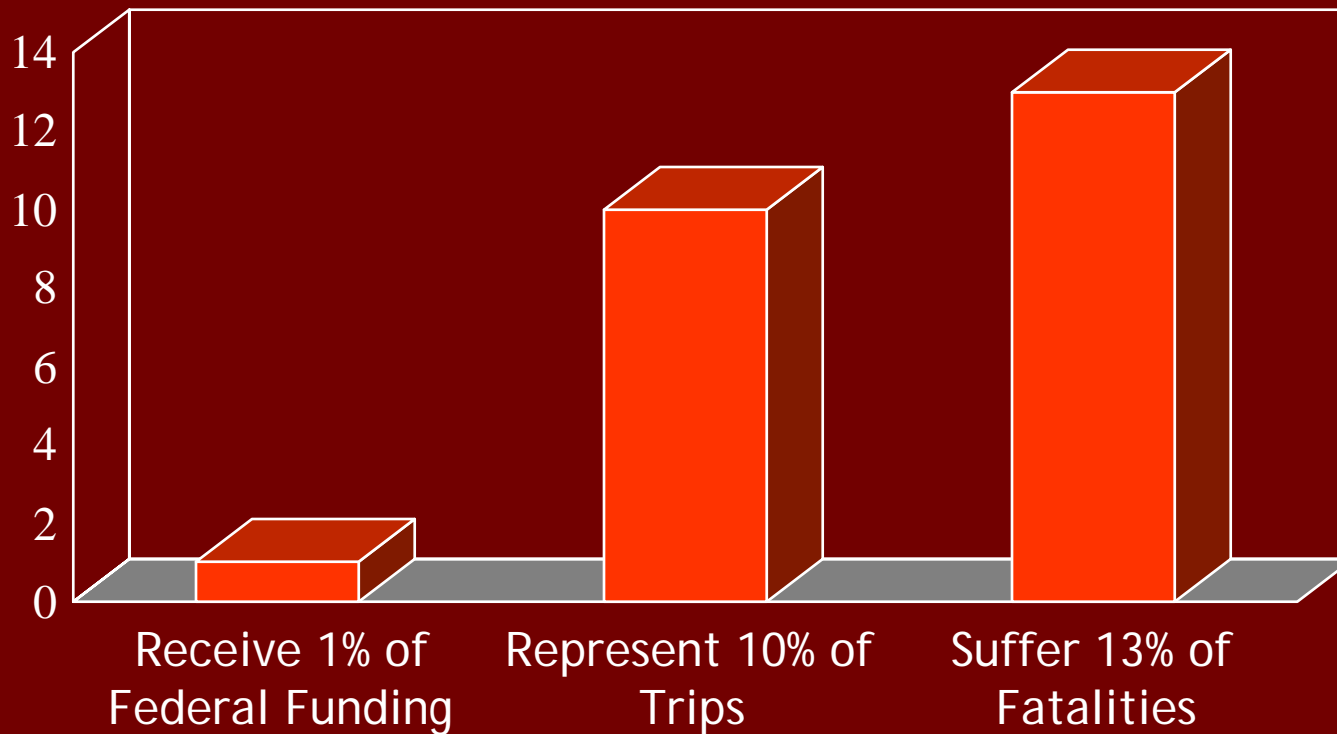
Percentage of Cyclists Experiencing Problematic Streets



2002 National Transportation
Availability & Use Survey

Incomplete Streets Are Unsafe

Pedestrians and Bicyclists...



FMIS, NHTS, FARS federal databases

Incomplete Streets



US 14, Cary Illinois

This bridge provides the only access across the Fox River to Cary, Illinois.

In 2000, 17-year-old Nate Oglesby died trying to cross it on his bicycle; two teens had died previously.



Complete Streets



Nate's family won a wrongful death lawsuit and the community pressed the Illinois DOT to retrofit the bridge - *at a far greater cost than doing it right the first time.*

US 14, Cary Illinois



What Is a Complete Streets Policy?



A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.



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Complete Streets Are Consistent with Federal Guidance

2000 FHWA Guidance:

"Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>



Some Existing Policies

	State	County	MPO	City
Public: legislation, ordinances, resolutions	FL, IL, MA, MD, NC, OR, RI, SC	DuPage IL Jackson MI Johnson IA Sacramento CA San Diego CA	Columbus OH Bay Area CA	Buffalo NY Columbia MO Iowa City IA Sacramento CA Spartanburg SC
Internal: policies, plans, manuals	CA, KY, MA, PA, TN, VA, VT		Austin TX Cleveland OH Gulf Coast FL Knoxville TN St Louis MO	Boulder CO Chicago IL Charlotte NC Decatur GA Ft. Collins CO Santa Barbara CA Scottsdale AZ W. Palm Beach FL



The Best Complete Streets Policies:

- Apply to all phases of all projects
- Feature direct use of the latest and best design standards
- Allow flexibility in balancing user needs
- Specify any exceptions and require high-level approval of them.



Completing the Streets: State Action

Oregon State Law:

- *" footpaths and bicycle trails... shall be provided wherever a highway, road or street is being constructed, reconstructed, or relocated."*
- A minimum of 1% of the state's transportation funds go to bicycling and walking.



Completing the Streets: State Action

Massachusetts Project Development & Design Guide:

"A guiding principle of the Guidebook is that the roadway system of the Commonwealth should safely accommodate all users of the public right-of-way, including:

- pedestrians,*
- people requiring mobility aids...*
- bicyclists,*
- drivers and passengers of transit vehicles,*
- trucks,*
- automobiles and motorcycles."*



Completing the Streets: Local Action

City of Chicago Complete Streets Policy:

"The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all transportation and development projects and through all phases of a project so that even the most vulnerable - children, elderly, and persons with disabilities - can travel safely within the public right of way."



Completing the Streets: Local Action

Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.



Completing the Streets: Local Action

Charlotte NC Urban Street Design Standards:

A six step process for considering and balancing the needs of all users.



A roundabout can slow traffic without making the motorist actually stop.



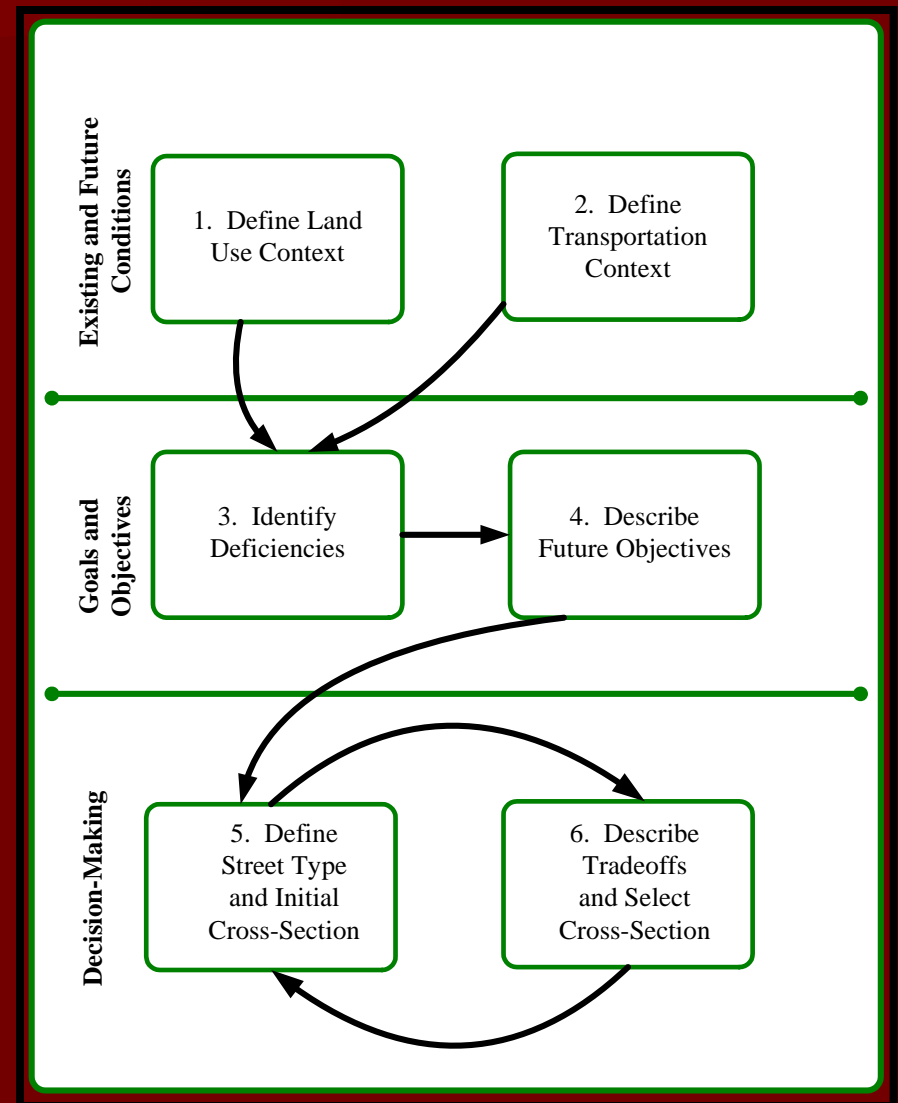
A pedestrian connection between a neighborhood street and a thoroughfare enhances pedestrians' route options.



Completing the Streets: Local Action

Charlotte NC Urban Street Design Standards:

A six step process for considering and balancing the needs of all users.



Completing the Streets: Local Action

University Place, Washington: Bridgeport Way Transformation



BEFORE



Completing the Streets: Local Action

University Place, Washington: Bridgeport Way Transformation



AFTER



Implementation: From Policy to Practice

An effective policy should prompt the following changes:

- restructured procedures
- re-written design manuals
- re-trained planners and engineers
- re-tooled measures to track outcomes



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



Isn't It Expensive?

" By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized. "

Jeff Morales, former Director, CalTrans



Benefits: Safety

Designing intersections for pedestrian travel can reduce pedestrian risk by 28%.

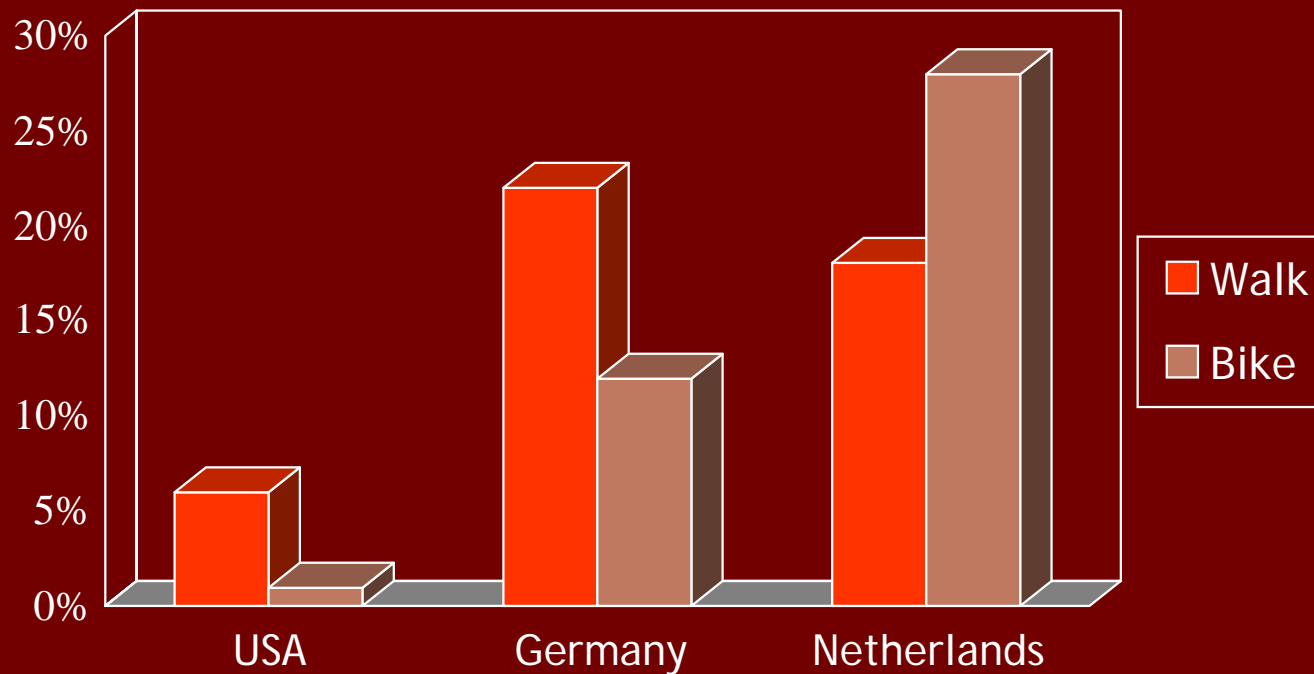


King/Ewing 2003

Benefits: Safety

Europe has more bike and pedestrian travel...

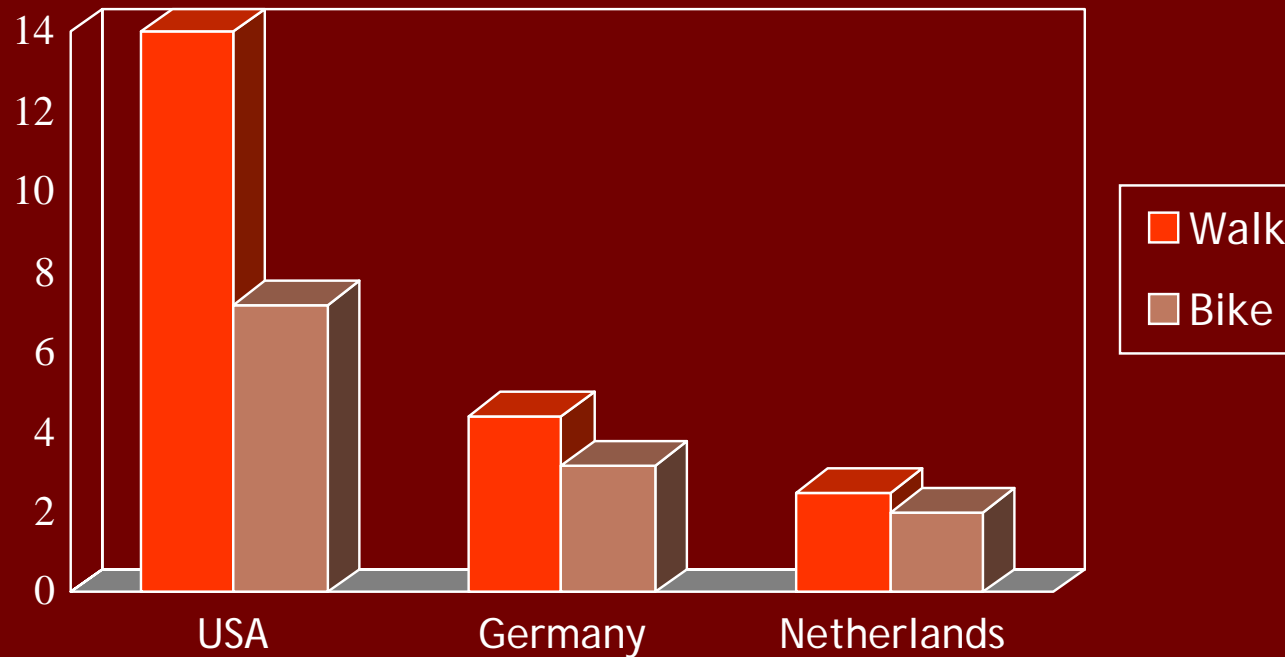
Portion of All Trips:



Benefits: Safety

...and far fewer deaths.

Deaths per 100 Million km Traveled



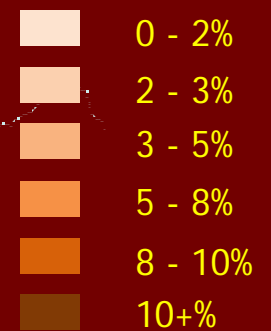
Bike Lanes Encourage Bike Commuting

Portland, Oregon

Bikeway network symbolized by black lines.

1990

Bike Commute Mode Split (by Census Tract)



City of Portland
Dept. of Transportation



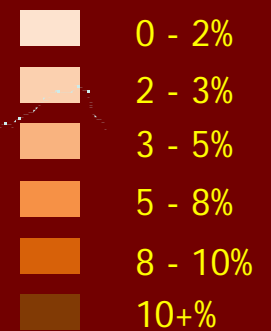
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Benefits: Older Americans

- 50% of Americans will be over 55 in 2030.
- More than half of older Americans walk regularly.



Photo: Michael Ronkin, ODOT



Benefits: Older Americans

- 21% of Americans over the age of 65 do not drive.
- More than 50% of non-drivers stay at home on a given day because they lack transportation options.



Photo: Michael Ronkin, ODOT



Benefits: Encouraging Healthy Activity

- Walking and bicycling help prevent obesity, diabetes, high blood pressure, and colon cancer.
- Residents are 65% more likely to walk in a neighborhood with sidewalks.



Benefits: People with Disabilities

- 20% of Americans have a disability that limits their daily activities.
- Complete Streets feature curb cuts and other designs for disabled travelers.
- Complete Streets reduce isolation and dependence.



Benefits: Reducing Traffic

Of all trips taken in metro areas:

- 50% are three miles or less
- 28% are one mile or less
- *65% of trips under one mile are now taken by automobile*



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 Engineers
- Kimley-Horn & Associates
- League of American Bicyclists
- McCann Consulting
- National Center for Bicycling and Walking
- Safe Routes to School National Partnership
- Smart Growth America



National Complete Streets Coalition Partners

Platinum

- Kimley-Horn and Associates
- National Association of REALTORS®

Gold

- BikeLid Systems, LLC
- Designing Streets for Pedestrians and Bicyclists

Silver

- Alta Planning + Design
- Glatting Jackson Kercher Anglin
- Fehr & Peers
- MIG, Inc.

Bronze

- American Institute of Architects
- Fitzgerald & Halliday, Inc.
- M-E Companies
- National Association of City Transportation Officials
- Sacramento Metropolitan Air Quality Management District



For More Information:
www.completestreets.org

- Links to success stories & existing policies
- How-To Tools
- Resources: PowerPoint Presentations, Fact Sheets, Brochures
- Newsletter sign-up



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