

INTRODUCTION TO COMPLETE STREETS

WHAT IS A COMPLETE STREET?



A Complete Street is safe, comfortable & convenient
for travel via automobile, foot, bicycle, & transit

COMPLETE STREETS POLICIES PROVIDE FOR ALL USERS



3

WHAT IS A COMPLETE STREETS POLICY?

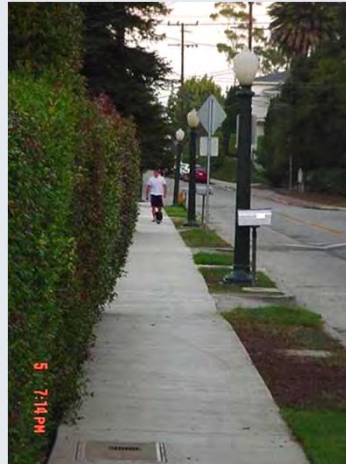
Ensures that the **entire right-of-way** is designed for all users



4

WHAT IS A COMPLETE STREETS POLICY?

Ensures that the **entire right-of-way** is designed for all users



WHAT IS A COMPLETE STREETS POLICY?

Make the needs of all users the default:

- No need to prove ped, bike and transit facilities are needed
- Rather, it's assumed they're needed unless proven otherwise



WHY HAVE A COMPLETE STREETS POLICY?

- **To shift transportation investments**
- **Create better streets opportunistically**
 - **Planning**
 - **construction**
 - **Operations, and**
 - **Maintenance activities**



7

WHY HAVE A COMPLETE STREETS POLICY?

- **To ensure existing funds are used differently:**
 - **Every project creates better streets now.**



8

WHY HAVE A COMPLETE STREETS POLICY?

To give community members the opportunity to dream



9

WHY HAVE A COMPLETE STREETS POLICY?

To pass the lollypop test



10

WHY HAVE A COMPLETE STREETS POLICY?

To save money:

- Retrofits cost more than getting it right initially



11

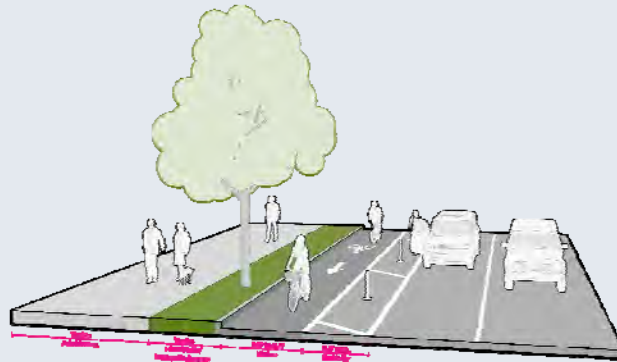
WHY HAVE A COMPLETE STREETS POLICY?

To gradually create a complete **network** of roads that serve all users



WHY HAVE A COMPLETE STREETS POLICY?

To give transportation professionals political and community support for innovative solutions that help make active living possible



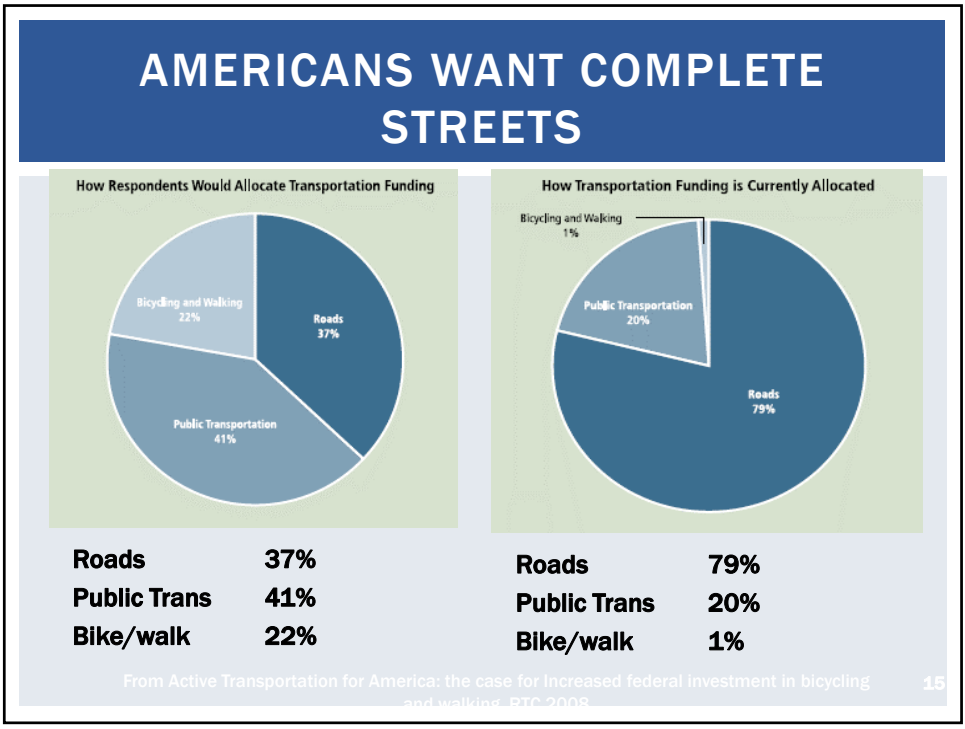
13

WHO WANTS COMPLETE STREETS?

- Most Americans would rather drive less & walk more
- Transit is growing faster than population or driving
- About one-third of Americans don't drive:
 - 21% of Americans over 65
 - Children under 16
 - Low income Americans can't afford to drive



14



BENEFITS OLDER AMERICANS

- 21% over 65 do not drive
- Over 50% of non-drivers stay at home on a given day because they lack travel options
- 54% of older Americans living in inhospitable neighborhoods would walk and ride more if things improved




16

COMPLETE STREETS IS NOT:

- A design **prescription**
- A mandate for **immediate** retrofit
- A **silver bullet**; other initiatives must be addressed:
 - *Land use (proximity, mixed-use)*
 - *Environmental concerns*
 - *VMT reduction (i.e. pricing, gas taxes)*
- (but complete streets will help!)

17

WHAT DOES A COMPLETE STREET LOOK LIKE?

- **One size doesn't fit all:**
 - **Complete Streets doesn't mean every street has sidewalks, bike lanes and transit**

There is no magic formula

18

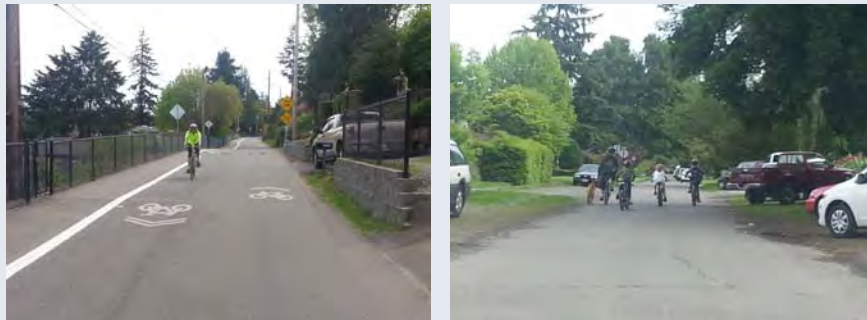
THE MANY TYPES OF COMPLETE STREETS



Shoulders on Rural Roads

19

THE MANY TYPES OF COMPLETE STREETS



A Slow-Speed Shared Street

20

THE MANY TYPES OF COMPLETE STREETS



New Urbanist Skinny Street with Center of Street Drainage

21

THE MANY TYPES OF COMPLETE STREETS



One Crossing Completes a Safe Route to School

22

THE MANY TYPES OF COMPLETE STREETS



Neighborhood Commercial with Mid-Block Crossing

23

THE MANY TYPES OF COMPLETE STREETS



High Density Neighborhood with Mid-Block

24

THE MANY TYPES OF COMPLETE STREETS



Historic Main Street

25

THE MANY TYPES OF COMPLETE STREETS



Transit Route on an Urban Arterial

26

PL1

THE MANY TYPES OF COMPLETE STREETS



High Density Neighborhood with One-way Protected Bike Lane, Parking and Sidewalk

27

THE MANY TYPES OF COMPLETE STREETS



A Two-Way Protected Bike Lane through Downtown

28

Slide 27

PL1

Peter Lagerwey, 5/31/2016

THE MANY TYPES OF COMPLETE STREETS



A Natural Drainage System as Part of a Complete Street

29

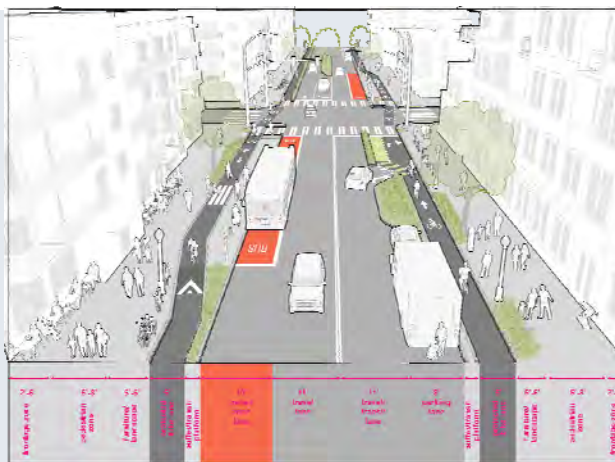
THE MANY TYPES OF COMPLETE STREETS



Residential, Really Skinny Streets

30

THE MANY TYPES OF COMPLETE STREETS

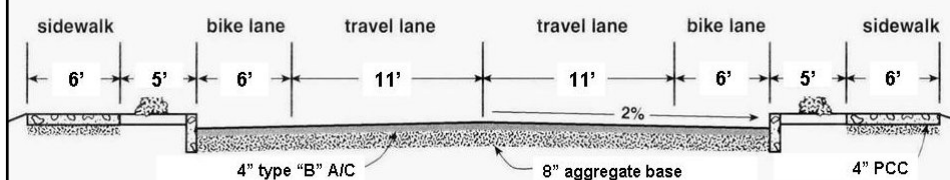


Street Typology & Complete Streets

31

PERMISSION

Many transportation engineers and planners know how to build good streets; they're seeking permission to do so



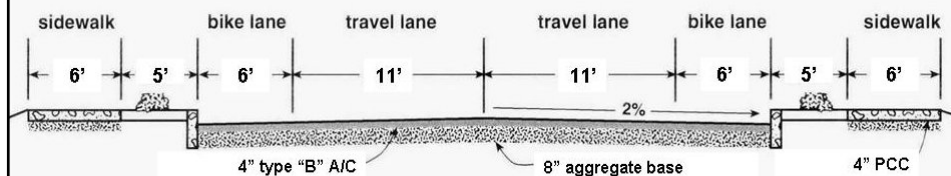
WHAT ABOUT FUNDING?

- Complete streets is about using **existing resources** differently:
 - STP, Equity Bonus, CMAQ, TE, State, Bond measures, gas tax, sales taxes, and now the stimulus \$... the usual suspects
- While retrofit funding is important, it is not necessary to get started
- **Additional** funding is not needed to get started

33

DOES IT COST MORE?

1. Avoid costly retrofits
2. Minimal additional funding
3. Save money with better design



34

QUESTIONS

