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

WHAT IS A COMPLETE STREETS POLICY?
Ensures that the entire right-of-way is designed for all users
**WHAT IS A COMPLETE STREETS POLICY?**

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

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**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

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6/14/2016
WHY HAVE A COMPLETE STREETS POLICY?

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

WHY HAVE A COMPLETE STREETS POLICY?

- To ensure existing funds are used differently:
  - Every project creates better streets now.
WHY HAVE A COMPLETE STREETS POLICY?

To give community members the opportunity to dream

WHY HAVE A COMPLETE STREETS POLICY?

To pass the lollypop test
WHY HAVE A COMPLETE STREETS POLICY?

To save money:
- Retrofits cost more than getting it right initially

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.

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
AMERICANS WANT COMPLETE STREETS

From Active Transportation for America: the case for increased federal investment in bicycling and walking. RTC 2008

Roads 37%
Public Trans 41%
Bike/walk 22%

Roads 79%
Public Trans 20%
Bike/walk 1%

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
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!)

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
THE MANY TYPES OF COMPLETE STREETS

Shoulders on Rural Roads

THE MANY TYPES OF COMPLETE STREETS

A Slow-Speed Shared Street
THE MANY TYPES OF COMPLETE STREETS

New Urbanist Skinny Street with Center of Street Drainage

THE MANY TYPES OF COMPLETE STREETS

One Crossing Completes a Safe Route to School
THE MANY TYPES OF COMPLETE STREETS

Neighborhood Commercial with Mid-Block Crossing

THE MANY TYPES OF COMPLETE STREETS

High Density Neighborhood with Mid-Block Crossing
THE MANY TYPES OF COMPLETE STREETS

Historic Main Street

Transit Route on an Urban Arterial
THE MANY TYPES OF COMPLETE STREETS

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

A Two-Way Protected Bike Lane through Downtown
THE MANY TYPES OF COMPLETE STREETS

A Natural Drainage System as Part of a Complete Street

THE MANY TYPES OF COMPLETE STREETS

Residential, Really Skinny Streets
THE MANY TYPES OF COMPLETE STREETS

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

DOES IT COST MORE?

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

EXERCISE – HOW WOULD YOUR COMMUNITY BENEFIT FROM A COMPLETE STREETS POLICY?

- Safety
- Access
- Aesthetics
- Public Health
- ADA
- Efficiency
- Economic Development
- Save $
- Inclusive All Ages