Complete the Streets
What is a Complete Street?

A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.
Why do we need to Complete the Streets?
Americans want to walk and bike more

52% of Americans want to bike more
Americans want to walk and bike more

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

STPP Poll
About one-third of Americans do not drive:

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

Natl. Survey of Ped & Bicyclist Attitudes & Behaviors, 2003 BTS
Top pedestrian complaints are incomplete streets

Percent of peds experiencing problem

- too few sidewalks
- insensitive drivers
- poor surface

2002 Natl. Transportation Availability & Use Survey
Top bicyclist complaints are incomplete streets

Percent of cyclists experiencing problem

- Too few bikeways
- Insensitive drivers
- Traffic too close

2002 Natl. Transportation Availability & Use Survey
Incomplete streets are unsafe.

Pedestrians and bicyclists...

1% of federal funding
10% of trips
13% of fatalities

FMIS, NHTS, FARS federal databases
Incomplete streets

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.

US 14, Cary Illinois
Nate’s family won a wrongful death lawsuit and the community pressed the Illinois DOT to retrofit the bridge, at far greater cost than doing it right the first time.
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.
Complete streets are in line 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

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<td><strong>Internal:</strong> Policy, plans, manuals</td>
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The best complete streets policies:

- Apply to all phases of all projects
- Direct use of the latest and best design standards
- Allow flexibility in balancing user needs
- Specify any exceptions & 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.”

- minimum of 1% of state transportation funds go to bicycling and walking.
“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

“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...
SO THAT even the most vulnerable—children, elderly, and persons with disabilities—can travel safely within the public right-of-way”

-City of Chicago
Complete Streets Policy
Completing the Streets: Local Action

Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.
Charlotte NC Street Design Standards

Urban Street Design Standards:

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

1. Define Land Use Context
2. Define Transportation Context
3. Identify Deficiencies
4. Describe Future Objectives
5. Define Street Type and Initial Cross-Section
6. Describe Tradeoffs and Select Cross-Section
Bridgeport Way, University Place, Washington
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
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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: for safety

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

King/Ewing 2003
Europe has more bike-ped travel

Portion of all trips

Pucher, AJPH Sept 2003
..And far fewer deaths

Deaths per 100 million km travel

US
Germany
Netherlands

Walk
Bike

Pucher, AJ PH Sept 2003
Portland Oregon 1990

Bike lanes encourage bike commuting

Black lines show 1990 bikeway network...

...Colors show 1990 mode splits (by census tract)

City of Portland
Dept. of Transportation

Bike Commute Mode Split

- 0 - 2%
- 2 - 3%
- 3 - 5%
- 5 - 8%
- 8 - 10%
- 10+%
Portland Oregon 2000
Bike lanes encourage bike commuting

Black lines show 2000 bikeway network...  ...Colors show 2000 mode splits (by census tract)

Bike Commute Mode Split
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10+%
Benefits: for older Americans

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

Photo: Michael Ronkin, ODOT
Benefits: for older Americans

21% of Americans over 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: for 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: for people with disabilities

20% of Americans have a disability that limits their daily activities.

Complete Streets have curb cuts and other features for disabled travelers.

Complete Streets reduce isolation and dependence.
Benefits: for 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

2001 NHTS
National Complete Streets Coalition
Steering Committee

- AARP
- America Bikes
- America Walks
- American Council of the Blind
- American Planning Association
- American Public Transportation Association
- American Society of Landscape Architects
- APBP
- City of Boulder
- Institute of Transportation Engineers

- League of American Bicyclists
- McCann Consulting
- NCBW
- National Parks Conservation Association
- Natural Resources Defense Council
- Paralyzed Veterans of America
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
For More Information:
www.completestreets.org

- Links to success stories & existing policies
- How-to Tools
- Resources: powerpoint, brochures
- Newsletter sign up