What is a Complete Street?

A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.
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**: Nondisabled (40%) - Disabled (35%)
- **insensitive drivers**: Nondisabled (25%) - Disabled (20%)
- **traffic too close**: Nondisabled (15%) - Disabled (10%)

2002 Natl. Transportation Availability & Use Survey
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.
USDOT Recognizes the Need

2000 USDOT Recommended Policy:

“Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met.”
US DOT Design Guidance

Exceptions:

- Where bicyclists and pedestrians are prohibited by law,
- ‘Excessively disproportionate’ costs (20%)
- Absence of need
For many DOTs, complete streets policies reverse current practice.

Streets designed to serve all users become the norm.

Design plans that do not achieve this must be justified and approved.
Most policies have been put in place since 2001, with 5 new policies put in place in 2004.

Most cover only bicycle and pedestrian accommodation.
## Existing policies

<table>
<thead>
<tr>
<th>Public: legislation, ordinance, resolution</th>
<th>State</th>
<th>County</th>
<th>MPO</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OR, FL, RI, NC, SC</td>
<td>DuPage, Il. Sacramento, CA; San Diego CA</td>
<td>Columbus, OH</td>
<td>Columbia, MO Sacramento, CA</td>
</tr>
</tbody>
</table>

| Internal: Policy, plan, manual            | TN, IL, CA, KY, VA, PA, WA | Cleveland, OH Bay Area, CA Knoxville, TN St. Joseph, MO St. Petersburg, FL | Boulder, CO Santa Barbara, CA San Diego, CA Ft. Collins, CO W. Palm Beach, FL Charlotte, NC |
Completing the Streets: some places with policies

- Oregon
- Virginia
- South Carolina
- California
- Boulder, CO
- Santa Barbara, CA
- Columbus, OH
- DuPage County, Ill.
Existing Policies: State

- 3 passed legislation
- 2 transportation commissions passed resolutions
- 6 state DOTs issued internal policy directives
- 1 DOT changed its design manual
Existing Policies: California

Deputy Directive 64:

“The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.”
Existing Policies:

Oregon state law: funds go to bicycling and walking.

minimum of 1% of state transportation or relocated.

provided wherever a highway, road or street is being constructed, reconstructed, footpaths and bicycle trails… shall be.

Existing Policies:

State...
Existing Policies:

Local

MPOs:
- Resolution: Columbus, Ohio
- Internal policies: Cleveland, Bay Area (MTC)
Existing Policies:
Local

MORPC Central Ohio MPO:

“Project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds.”
Existing Policies: Local

Counties & Cities:
- Council resolutions
- Street design ordinances, tax ordinances
- Transportation & comprehensive plans
- Street design standards
Completing the Streets: Local Action

Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.
Existing Policies:
Local
Santa Barbara City General Plan:

“...achieve equality of convenience and choice among modes”
Completing the Streets:
Local Action

67% of Santa Barbara’s (CA) arterials have bike lanes or paved shoulders
Existing Policies:
Local

San Diego County Transnet Tax Extension:

“All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists…”
Existing Policies:
Local

DuPage County, Ill. Healthy Roads Initiative:

“Construct a sidewalk or bicycle path where right-of-way is available; Ensure that the new construction project is safe for both the user and the community...”
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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Benefits: for safety

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

King/Ewing 2003
Complete Streets and Safety

FHWA review of safety literature found:

- Sidewalks
- Raised medians
- Better bus stop placement
- Traffic calming
- Treatments for disabled travelers

All improve pedestrian safety.

A Review of Pedestrian Safety Research in the United States and Abroad, Jan. 2004
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 the Streets Steering Committee

- AARP
- America Bikes
- America Walks
- American Society of Landscape Architects
- American Planning Association
- Institute of Transportation Engineers
- League of American Bicyclists
- National Parks Conservation Association
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
- US Access Board
For More Information

www.completestreets.org

- early success stories
- resources
- slide shows
- fact sheets
- more to come!