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.
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
1/3 of Americans Do Not Drive

This includes:

- 21% of Americans over 65
- All children under 16
- Some people with disabilities
- Many low income Americans cannot afford automobiles

Dan Burden, pedbikeimages.org
Top Pedestrian Complaint is Incomplete Streets

Percentage of Pedestrians Experiencing Problematic Streets

- Too Few Sidewalks
- Insensitive Drivers
- Poor Surface

Nondisabled vs. Disabled

2002 National Transportation Availability & Use Survey
Top Bicyclist Complaint is Incomplete Streets

Percentage of Cyclists Experiencing Problematic Streets

Too Few Bikeways
Insensitive Drivers
Traffic Too Close

2002 National Transportation Availability & Use Survey
Incomplete Streets are Unsafe

Pedestrians and Bicyclists...

- Receive 1% of Federal Funding
- Represent 10% of Trips
- Suffer 13% of Fatalities

FMIS, NHTS, FARS federal databases
Reducing traffic & providing choices

- 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
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 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

<table>
<thead>
<tr>
<th>Public: legislation, ordinances, resolutions</th>
<th>State</th>
<th>County</th>
<th>MPO</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA, FL, IL, MA, MD, NC, OR, RI, SC</td>
<td>CA, KY, MA, PA, TN, VA, VT</td>
<td>DuPage IL, Jackson MI, Johnson IA, Sacramento CA, San Diego CA</td>
<td>Columbus OH, Bay Area CA</td>
<td>Buffalo NY, Columbia MO, Iowa City IA, Sacramento CA, Spartanburg SC</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Internal: policies, plans, manuals</th>
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</thead>
<tbody>
<tr>
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<td>Austin TX, Cleveland OH, Gulf Coast FL, Knoxville TN, St Louis MO</td>
<td>Boulder CO, Chicago IL, Charlotte NC, Decatur GA, Ft. Collins CO, Santa Barbara CA, Scottsdale AZ, W. Palm Beach FL</td>
<td></td>
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</tr>
</tbody>
</table>
Good Complete Streets Policies:

- Apply to all phases of all projects
- Use 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

**California:** Governor Schwarzenegger signed the Complete Streets Act of 2008 on September 30th

- The law requires cities and counties statewide to incorporate complete streets when updating their general plans

**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

Charlotte NC
Urban Street Design Standards:

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

- SB 2686 introduced March by Senator Tom Harkin (IA)
  - Levin (MI), Coleman (MN), Durbin (IL), Sanders (VT)
- HB 5951 introduced in May by Congresswoman Matsui (CA)
  - Blumenauer (OR 3), Bordallo (GU), Braley (IA), Carnahan (MO), Cleaver (MO), Cohen (TN), Grijalva (AZ), Jackson-Lee (TX), Lee (CA), Lewis (GA), Lipinski (IL), Moran (VA), Price (NC), Shays (CT), Stark (CA), Tauscher (CA), Waxman (CA), Woolsey (CA)

- More co-sponsors needed!
National Complete Streets Coalition Steering Committee

- AARP
- Active Living by Design
- 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
- League of American Bicyclists
- McCann Consulting
- National Center for Bicycling and Walking
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
National Complete Streets Coalition Partners

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

Silver
- Alta Planning + Design
- Glatting Jackson Kercher Anglin
- MIG, Inc.

Bronze
- M-E Companies
The 2003 Transportation Master Plan
2003 TMP
Multimodal Corridors

Current Funding

Action Plan

Vision
Money:
2007 Modal Distribution

- Roadway: 48%
- Mitigation: 1%
- TDM: 2%
- Other: 1%
- Pedestrian: 18%
- Bike: 18%
- Transit: 12%
Progress on VMT

Projected VMT at regional rate

TMP Target: 1994 VMT of 2.4 Million miles

Estimated VMT under the TMP

Year


Millions of Daily VMT

0 0.5 1 1.5 2 2.5 3 3.5 4 4.5 5
Change in Drive Alone Mode Share

- Employee Survey
- Travel Diary
- US Census
- American Community Survey
For More Information

- National Complete Streets Coalition
  - [www.completestreets.org](http://www.completestreets.org)
    - Links to success stories & existing policies
    - How-To Tools
    - Resources: PowerPoint presentations, fact sheets, brochures
    - Newsletter sign-up

- City of Boulder
  - [www.bouldercolorado.gov](http://www.bouldercolorado.gov)
  - roskowskim@bouldercolorado.gov