What are Complete Streets?

Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.
Types of Communities

1 in 5 communities outside urban areas.

28% of policies are in communities 30,000 or smaller

While sometimes overshadowed by their more urban counterparts, rural areas and small towns are working together to enact complete streets policies across the country!
Types of Policy

- Legislation/Ordinance (50)
- Resolution (118)
- Tax Ordinance (3)
- Internal Policy (29)
- Executive Order (4)
- Plan (31)
- Design Guidelines (11)
- Policy Adopted by Elected Board (20)

As of 05/18/11
n=266
Complete Streets Policy Analysis
2010: A story of growing strength
Elements of a Policy

1. Sets a vision.
2. Includes all users and all modes.
3. Emphasizes connectivity.
4. Applies to all phases of all applicable projects.
5. Specifies and limits exceptions, with management approval required.
6. Is understood by all agencies to cover all roads.
7. Uses the best and latest design standards and is flexible.
8. Is context-sensitive.
10. Includes implementation steps.
All Users
“Pedestrians, bicyclists and transit passengers of all ages and abilities are as important as trucks, buses and automobiles as road users, and should have an equal expectation of safety when using roadways.”
“The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.”
Implementation
"Complete Streets elements will be considered when developing, modifying and updating City plans, manuals, rules, regulations and programs...Design Standards should include performance measures for tracking the progress of implementation...train pertinent City staff on the content of the Complete Streets Guiding Principles and best practices for implementing the policy."
An effective policy should prompt the transportation agency to:

- restructure procedures, policies, and programs to prioritize access
- rewrite or update design manuals or standards
- offer training opportunities to planners and engineers
- create new performance measures
Successful implementation reaches beyond policy document to include changes to:

- Project prioritization
- Procedures
- Zoning codes
- Plans
- Subdivision ordinances
• Internal steering committee
• Incorporate into all guiding documents
• Cross-departmental project meetings
• Checklist for projects in CIP
“Metro COG will integrate Complete Streets criteria in the development of the Transportation Improvement Program (TIP), products of its Unified Planning Work Program (UPWP), the Long-Range Transportation Plan (LRTP), its modal subelements as well as its Public Participation Plan (PPP).”
## Change Priorities: MARC

<table>
<thead>
<tr>
<th>POLICY GOALS</th>
<th>CRITERIA</th>
<th>Points</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>The number of transportation modes directly integrated</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Improves access to or from environmental justice tracts</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Serves regional activity and employment centers</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Supports the regional freight network</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Energy Use and Climate Change</td>
<td>Reduces greenhouse gas emissions and/or reduces the use of carbon-based fuel</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Environment</td>
<td>Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Helps implement or connect MetroGreen® regional trails and greenways system</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Place Making</td>
<td>Is supported by or included in a regional plan or study and/or local land-use plan</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Supports Creating Quality Places factors (i.e., livable communities)</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
## Change Priorities: MARC

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Health</strong></td>
<td>Promotes increased non-motorized travel</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Reduces ozone precursor emissions</td>
<td>5</td>
</tr>
<tr>
<td><strong>Safety and Security</strong></td>
<td>Addresses an identified safety hot spot</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td><strong>System Condition</strong></td>
<td>Increases useful life of existing facility</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Addresses a deferred maintenance or system maintenance need</td>
<td>5</td>
</tr>
<tr>
<td><strong>System Performance</strong></td>
<td>Increases efficiency of existing system</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Reduces current congestion</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Volume of travel (annual average daily traffic, passenger volume)</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL POINTS</strong></td>
<td></td>
<td>100</td>
</tr>
</tbody>
</table>
Design Manual

- Charlotte, NC Urban Street Design Guidelines
  - 6-step process
  - Street segment and intersections
- New City Street Design Manual
  - Street type and feature
# Measures: Redmond

## GO figure

*Numbers at your fingertips*

<table>
<thead>
<tr>
<th>How Much/Many?</th>
<th>Of What?</th>
<th>Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,729</td>
<td>Students riding the bus to school</td>
<td>↓</td>
</tr>
<tr>
<td>862</td>
<td>Traffic collisions</td>
<td>↔</td>
</tr>
<tr>
<td>38</td>
<td>Collisions involving pedestrians or bicyclists</td>
<td>↔</td>
</tr>
<tr>
<td>7.6%</td>
<td>Traffic growth for selected intersections since 1996</td>
<td>↑</td>
</tr>
<tr>
<td>31%</td>
<td>AM commuters traveling by non-single occupancy vehicle (2007)</td>
<td>↑</td>
</tr>
</tbody>
</table>

*Data for 2008 unless otherwise noted. Log on to [www.redmond.gov/infoworks/redmond2022/implementbenchmark.asp](http://www.redmond.gov/infoworks/redmond2022/implementbenchmark.asp) for more information about the above figures.*

## Key Findings & Observations

Provide convenient, safe and environmentally friendly transportation connections within Redmond, and between Redmond and other communities, for people and goods.

Overall positive trend.
Measures: Seattle

- 51 new crosswalks & 2,768 repaired or remarked
- 54 blocks of new sidewalks
- 91 miles of new bike lanes & sharrows
- 243 spot improvements
- 41 curb bulbs
- 1,194 curb ramps constructed & 51 retrofitted
- 48 new traffic calming devices
- 2,422 new street trees planted
- 40 new traffic circles
- 93 new pedestrian countdown signals installed
Across the country and on Capitol Hill, Complete Streets policies have been gaining traction as more places realize the benefits of having safe, accessible, and healthy streets in their communities. This Atlas lists places that have adopted some form of a complete streets policy. In many cases, full policy implementation takes several steps; for example, it could start with a resolution, then move to a more detailed ordinance or policy document. In total, 196 jurisdictions have adopted policies or have made written commitment to do so.

The map below shows where policy change is happening.
Regardless of a policy’s form, the National Complete Streets Coalition has identified ten elements of a comprehensive complete streets policy, as discussed below. For examples of strong policy language, see our current Chart of selected policies (.pdf), and AARP’s Inventory (.pdf) that assessed the strength of policies adopted through the end of 2008.

An ideal complete streets policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.
The Coalition is actively working with its many member organizations to develop flexible and helpful model policies for the use by advocates, legislators, and transportation professionals in communities, regions, and states across the country. Our approach, as discussed below, is aimed at achieving systematic change in transportation engineering and planning. Our models are a work in progress and we invite constructive feedback.

On our “Policy Elements” page, we have identified and discussed the key elements of a comprehensive complete streets approach. These elements provide strong bases for many existing policies and should be considered when developing new policy at any level. As we develop and refine model documents to guide policy development discussion for different types of jurisdictions, we will post them to this page.

Model State Legislation: An Outline of Options

Understanding the Complete Streets Approach

The National Complete Streets Coalition focuses on creating culture change, process change, and re-prioritization inside the sophisticated and established profession of transportation planning and engineering to ensure roads are designed, operated, and maintained for all users. We have a strong track record, achieving significant change in the transportation landscape in only a few years.
# National Complete Streets Coalition

## Steering Committee

<table>
<thead>
<tr>
<th>AARP</th>
<th>National Association of Area Agencies on Aging</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Living by Design</td>
<td>National Association of City Transportation Officials</td>
</tr>
<tr>
<td>Alliance for Biking and Walking</td>
<td>National Association of REALTORS</td>
</tr>
<tr>
<td>America Bikes</td>
<td>National Center for Bicycling and Walking</td>
</tr>
<tr>
<td>America Walks</td>
<td>Ryan Snyder Associates</td>
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<tr>
<td>American Council of the Blind</td>
<td>Safe Routes to School National Partnership</td>
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<tr>
<td>American Planning Association</td>
<td>Smart Growth America</td>
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<tr>
<td>American Public Transportation Association</td>
<td>SRAM Corporation</td>
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<tr>
<td>American Society of Landscape Architects</td>
<td>SvR Design Company</td>
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<tr>
<td>Association of Pedestrian and Bicycle Professionals</td>
<td>Transportation for America</td>
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<tr>
<td>City of Boulder, Colorado</td>
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<tr>
<td>Institute of Transportation Engineers</td>
<td></td>
</tr>
<tr>
<td>League of American Bicyclists</td>
<td></td>
</tr>
</tbody>
</table>
Partners

Platinum
– Ryan Snyder Associates
– SRAM Corporation
– SvR Design Company

Gold
– Designing Streets for People, LLC

Silver
– Alta Planning + Design
– American Public Works Association
– Fehr & Peers
– Freese and Nichols
– Gresham Smith and Partners
– MIG, Inc.
– VHB, Inc.
– Johnson, Mirmiran & Thompson Inc.
– Kimley-Horn Associates
– KTU+A Planning Landscape Architecture
– Toole Design Group
– T.Y. Lin International
– Whitman, Requardt & Associates
Partners-Bronze

- Abonmarche
- Ball Janik, LLP
- Beckett & Raeder
- Bicycle Solutions
- Broadreach Planning & Design
- Brown and Mitchell
- Fitzgerald & Halliday, Inc.
- Kittelson & Associates, Inc.
- LBJ Inc.
- Linscott, Law & Greenspan, Engineers
- M-E Companies
- M-E Companies
- Martin/Alexiou/Bryson
- North Country Healthy Heart Network, Inc.
- Patte Banks Associates
- PedNet Coalition
- Qk4
- RBA Group, Inc.
- Rick Engineering Company
- RPM Transportation Consultants
- Sacramento Metropolitan Air Quality Management District
- Synergy, LLC
- Urban Engineers