



www.completestreets.org

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.



Why Do We Need to Complete the Streets?



Americans Want to Walk and Bike More

52%
of Americans want
to bike more
than they do
now.



Americans Want to Drive Less



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



STPP Poll

photos: Dan Burden, pedbikeimages.org

About 1/3 of Americans Do Not Drive

This includes:

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



Dan Burden, pedbikeimages.org



But There are Few or No Sidewalks...



or They are Unsafe or Inadequate



Streets Too Narrow to Share with Bicycles



We need On Street Bike Lanes and Off Road Paths



Crossing Multi Lane Streets is Most Dangerous



And It Takes Too Long



Bus Riders Are Almost Completely Ignored



in the Provision of Walking Infrastructure



Often, wheelchair users are even worse off...



INACCESSIBILITY IS AGAINST THE LAW



FATAL CRASHES OCCUR WHEN THERE IS



NO ROOM FOR BICYCLISTS OR PEDESTRIANS



Streets Must Accommodate All Users



MAKE ROOM FOR PEOPLE ON FOOT AND
BICYCLE



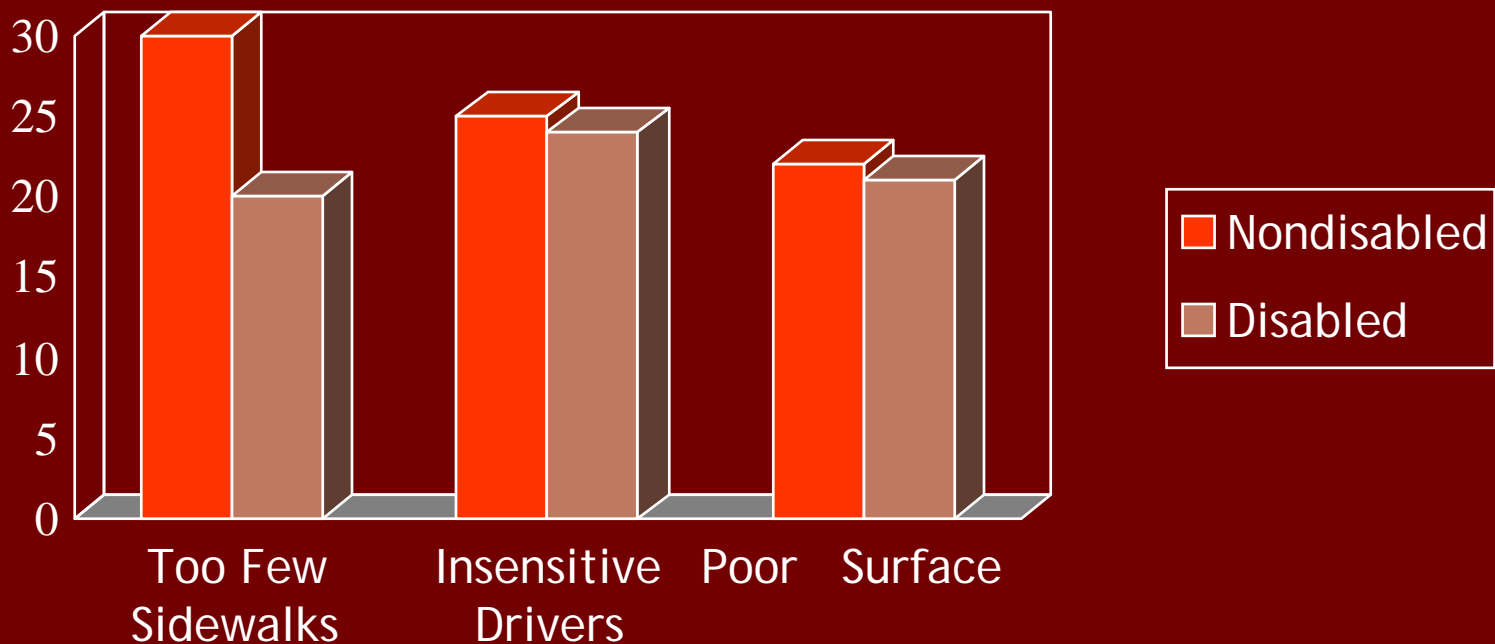
Streets Are Inadequate

- 25% of walking trips take place on roads without sidewalks or shoulders
- Bike lanes are available for only about 5% of bike trips



Top Pedestrian Complaints Are Incomplete Streets

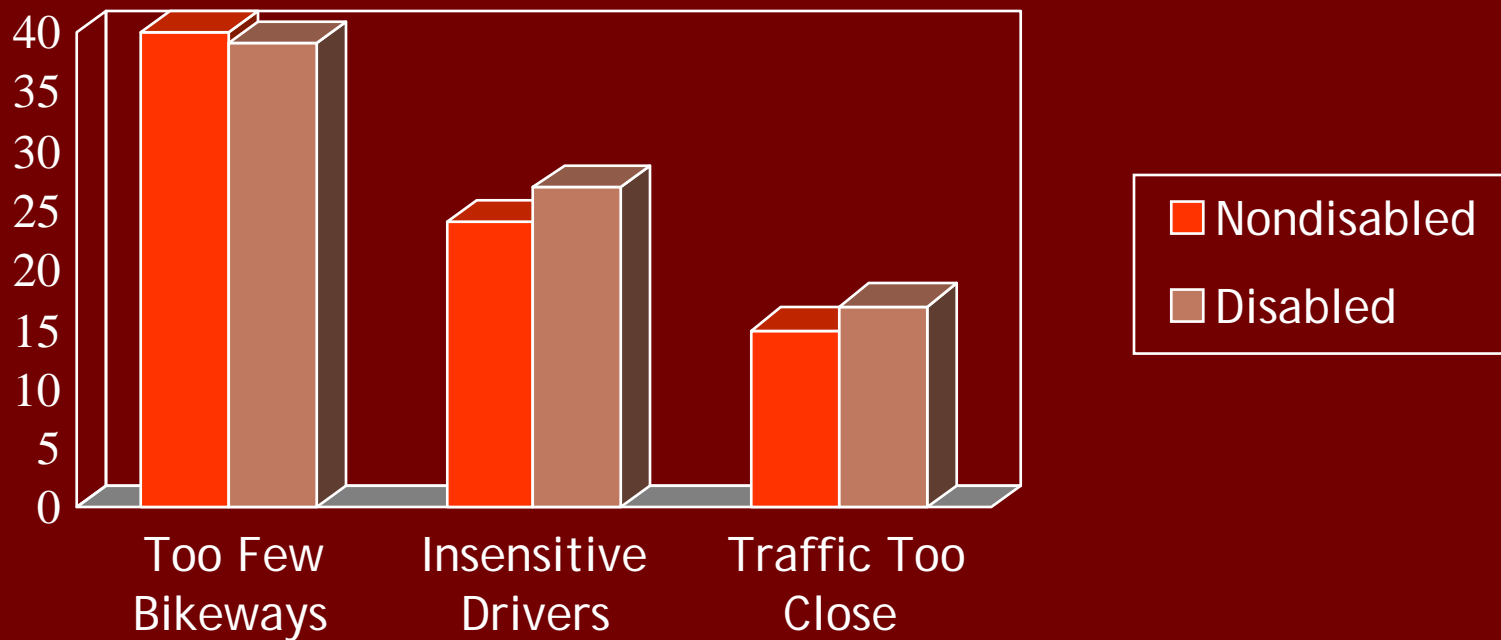
Percentage of Pedestrians Experiencing Problematic Streets



2002 National Transportation
Availability & Use Survey

Top Bicyclist Complaints Are Incomplete Streets

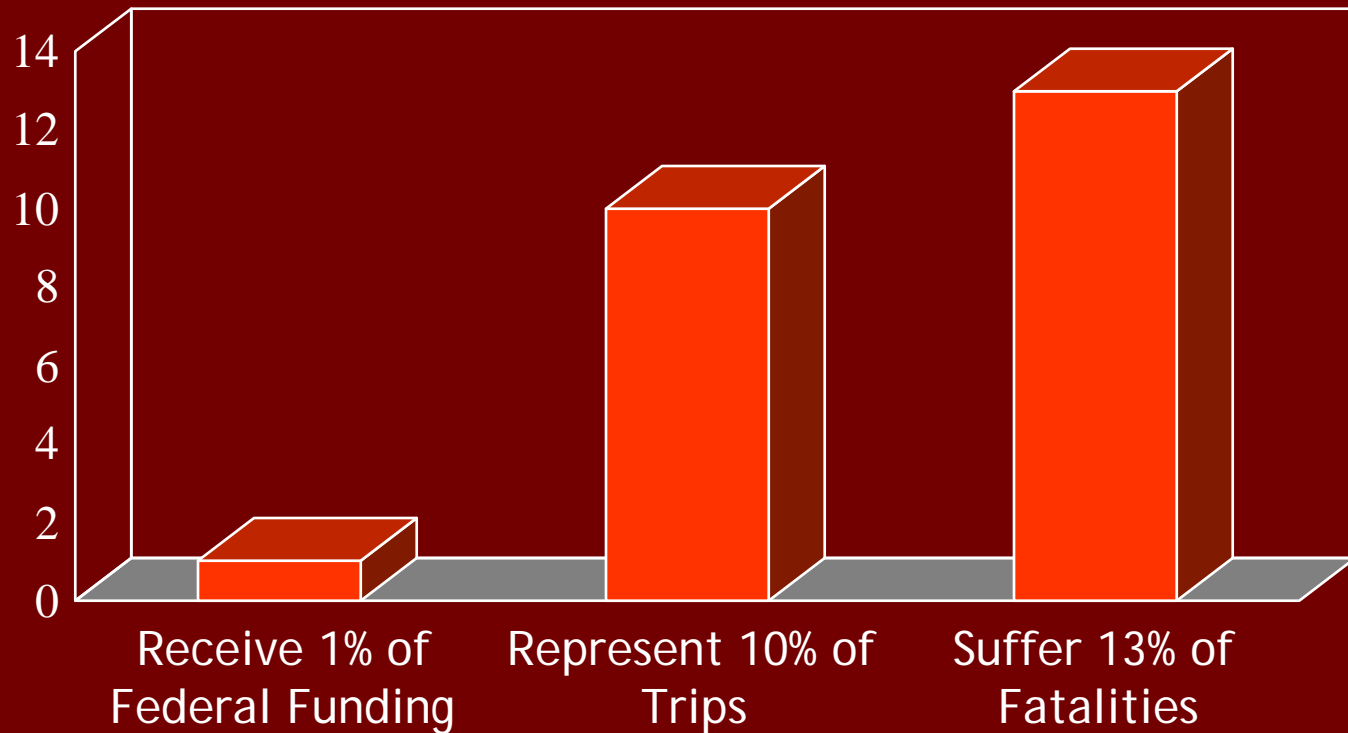
Percentage of Cyclists Experiencing Problematic Streets



2002 National Transportation
Availability & Use Survey

There's a Funding Imbalance That Is Affecting Our Safety

Pedestrians and Bicyclists...



FMIS, NHTS, FARS federal
databases

Safe Infrastructure Helps Prevent Crashes



Pine Street Bicycle Lane, After



Leadership is Rewarded



Unsafe Infrastructure and Driving is Expensive and Heart-breaking

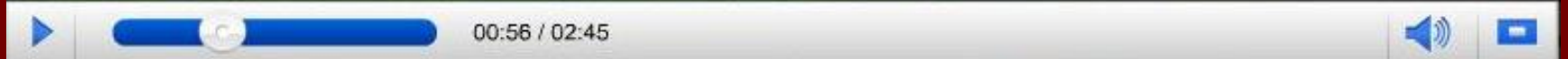


A boy was critically injured recently at this popular crossing point while bicycling on a tandem with his father.

MLK Drive aka West River
drive, Phila PA



Take Back The Drive Campaign



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



NJ ped fatalities increased 34% (2009)



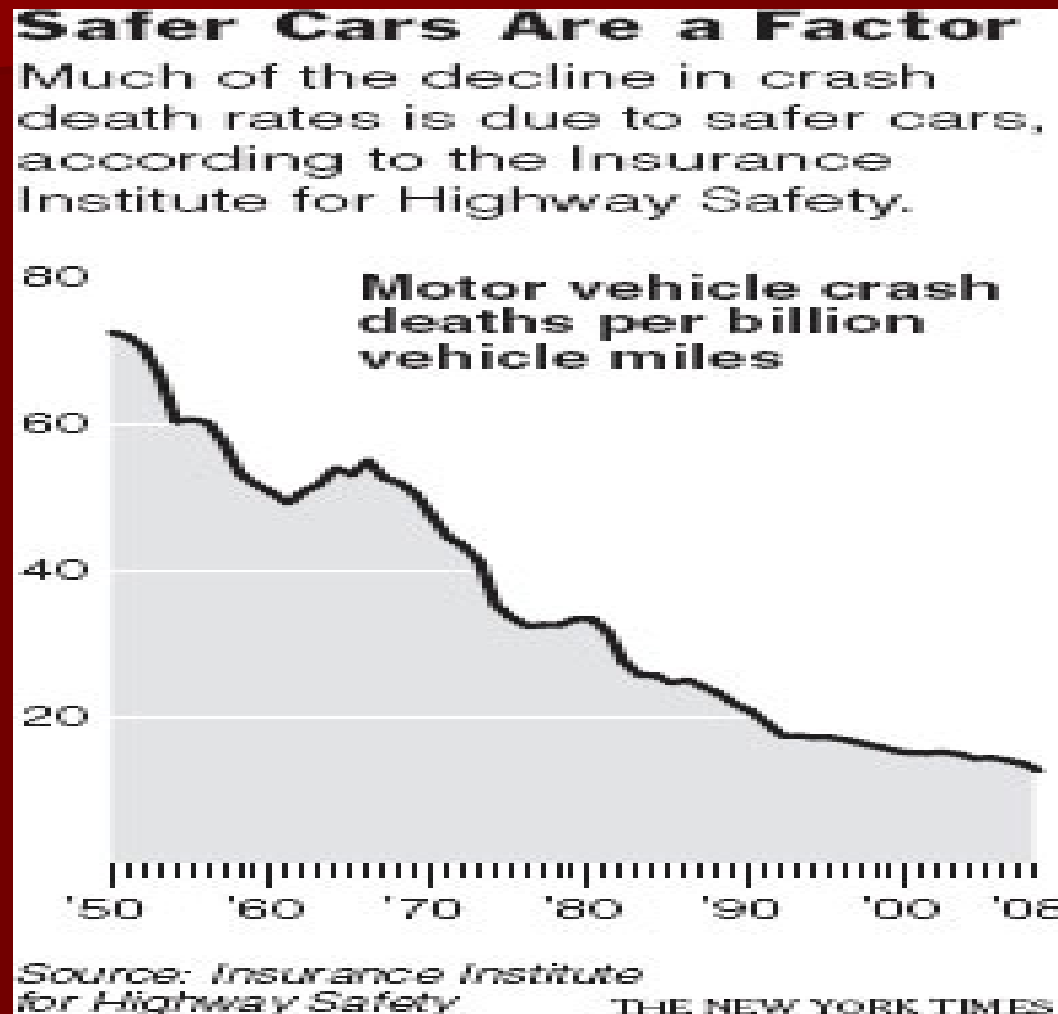
FATAL ACCIDENT INVESTIGATION UNIT

YTD CRASHES AND FATALITIES BY PERSON TYPE (COUNTY) COMPARATIVE REPORT

Date Range: 01/01/2009- 09/29/2009

County	Driver	Passenger	Pedalcyclist	Pedestrian	Fatalities	Crashes
Atlantic	15	5	1	5	26	25
Bergen	11	0	0	8	19	18
Burlington	23	13	0	7	43	38
Camden	15	4	2	7	28	26
Cape May	5	0	0	1	6	6
Cumberland	18	4	1	1	24	23
Essex	12	5	0	15	32	30
Gloucester	8	4	1	1	14	14
Hudson	4	3	0	12	19	19
Hunterdon	2	1	0	0	3	3
Mercer	8	4	0	6	18	17
Middlesex	13	5	0	14	32	30
Monmouth	18	2	2	10	32	32
Morris	6	3	0	3	12	12
Ocean	26	8	3	12	49	44
Passaic	12	3	0	6	21	19
Salem	7	1	1	1	10	10
Somerset	9	3	0	1	13	13
Sussex	4	2	0	0	6	6
Union	19	4	0	9	32	29
Warren	5	1	0	1	7	7
Total	240	75	11	120	446	421

Yet vehicular fatalities are down 18% nationwide, 16% when corrected for VMT



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

	State	County	MPO	City
Public: legislation, ordinances, resolutions	FL, IL, MA, MD, NC, OR, RI, SC	DuPage IL Jackson MI Johnson IA Sacramento CA San Diego CA	Columbus OH Bay Area CA	Buffalo NY Columbia MO Iowa City IA Sacramento CA Spartanburg SC
Internal: policies, plans, manuals	CA, KY, MA, PA, TN, VA, VT		Austin TX Cleveland OH Gulf Coast FL Knoxville TN St Louis MO	Boulder CO Chicago IL Charlotte NC Decatur GA Ft. Collins CO Santa Barbara CA Scottsdale AZ W. Palm Beach FL



The Best Complete Streets Policies:

- Apply to all phases of all projects
- Feature direct use of 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

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

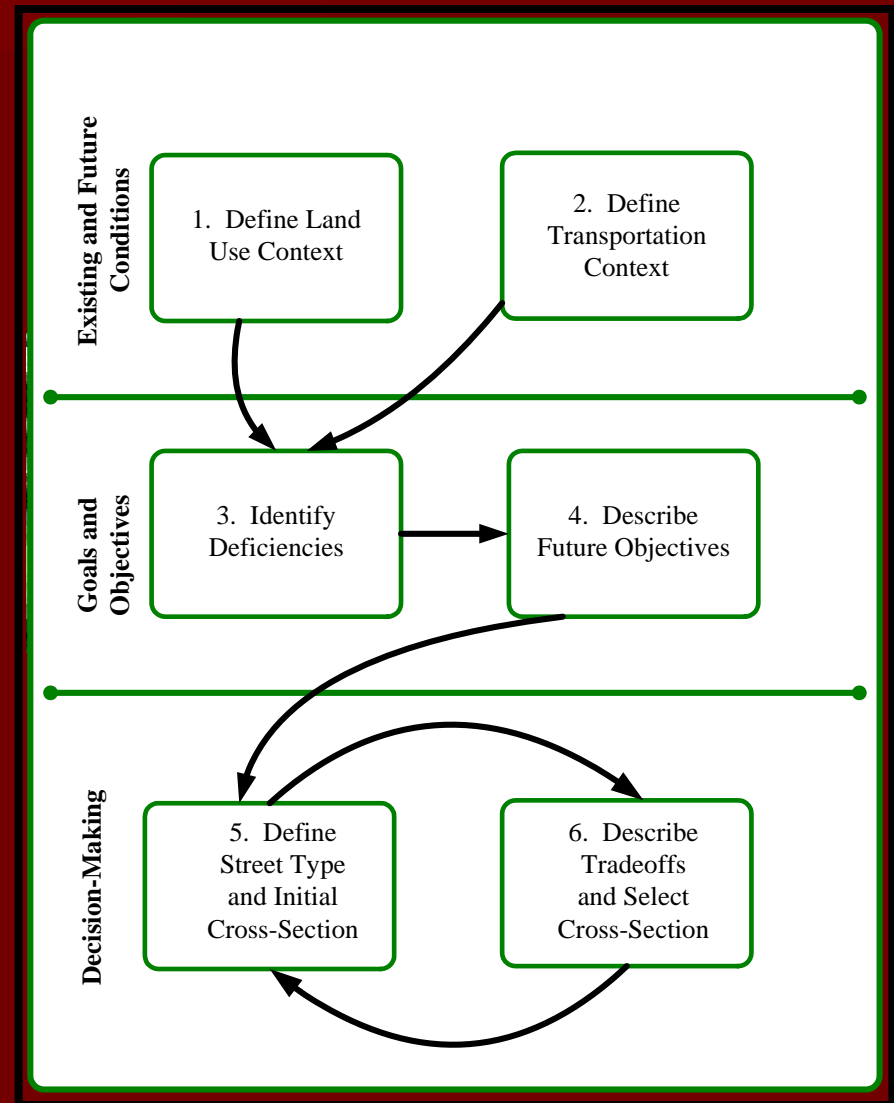
Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit.



Completing the Streets: Local Action

Charlotte NC Urban Street Design Standards:

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



Local Action, Local Input



Implementation: From Policy to Practice

An effective policy should prompt the following changes:

- restructured procedures
- re-written design manuals
- New training for planners and engineers
- re-tooled measures to track outcomes



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



The Many Types of Complete Streets



Isn't It Expensive? Actually, No.

"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: Safety

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



Older Americans Walk

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



Photo: Michael Ronkin, ODOT

Not Driving and Lack of Safe Walking Infrastructure = House Arrest for Older Americans

- 21% of Americans over the age of 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: Encouraging Healthy Activity Reduces Disease

- 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: People with Disabilities Can Get Around

- 20% of Americans have a disability that limits their daily activities.
- Complete Streets feature curb cuts and other designs for disabled travelers.
- Complete Streets reduces isolation and dependence.



Benefits: Reducing Vehicular Traffic and Air Pollution

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*



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



For More Information: www.completestreets.org

- Links to success stories & existing policies
- How-To Tools
- Resources: PowerPoint Presentations, Fact Sheets, Brochures
- Newsletter sign-up

