

# Introduction to Complete Streets

March 2015



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## What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.



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# What are Complete Streets?

Safe   Comfortable   Convenient



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# What are Complete Streets?

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## Americans want choices

**66%** of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

**73%** currently feel they have no choice but to drive as much as they do.

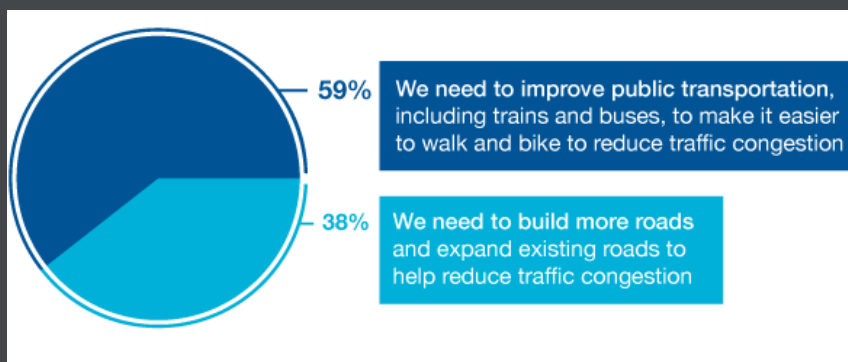
**57%** would like to spend less time in the car.

Future of Transportation National Survey (2010)



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## Getting out of traffic



Future of Transportation National Survey (2010)



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# The tremendous potential

Of all trips:

**50%**

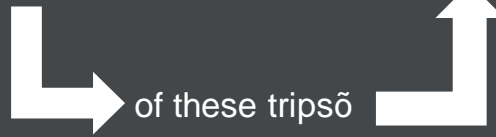
are less than  
3 miles

**28%**

are less than  
1 mile

**60%**

are driven



National Household Travel Survey (2009)



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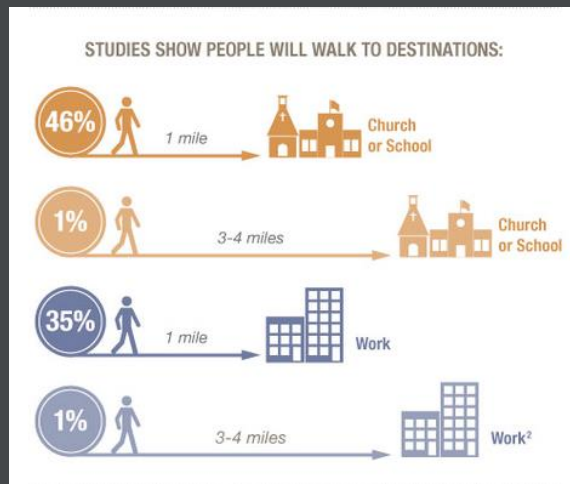
# The tremendous potential

Every trip starts and ends with walking.



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# People will walk



Centers for Disease Control and Prevention 2012, newpublichealth.org



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# Who wants Complete Streets?

**47%**

of older Americans say it is unsafe to cross a major street near their home.

**54%**

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

**56%**

express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP



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# Who wants Complete Streets?

Millennials are driving less and looking for other transportation options.

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# Incomplete streets are unsafe

More than 40% of pedestrian deaths in 2007 and 2008 occurred where no crosswalk was available.

National Highway Traffic Safety Administration's Fatality Reporting System

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# Incomplete streets are unsafe

Especially for:

- “ People of color
- “ Low-income communities
- “ Older adults
- “ Children

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# Streets are inadequate

- “ No sidewalks
- “ Too dangerous to cross on foot

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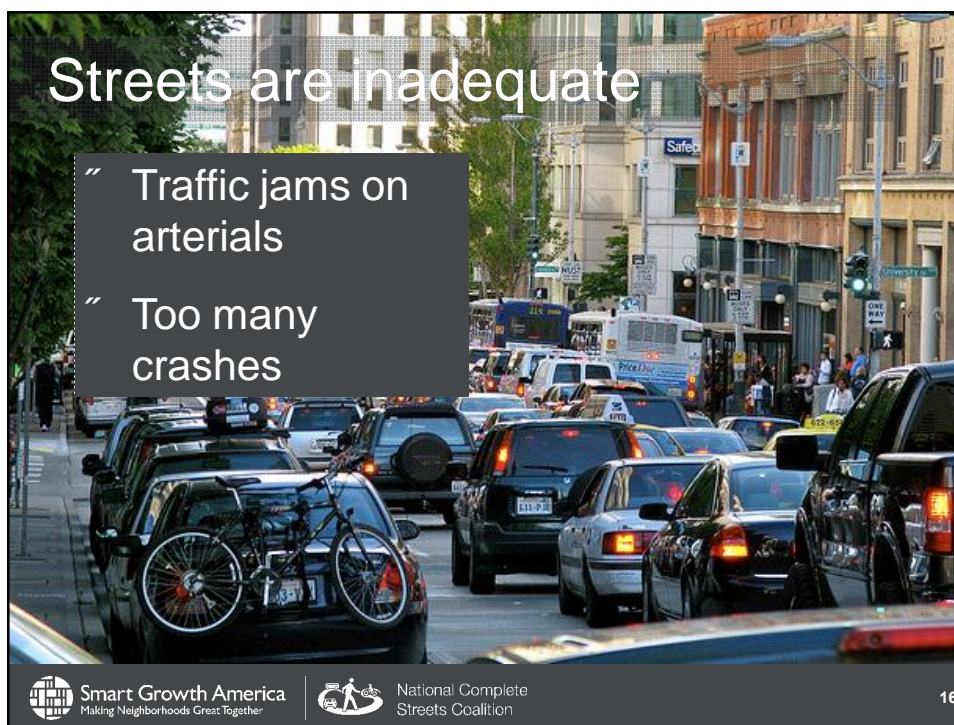
# Streets are inadequate

“ Unsafe for people on bicycles

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# Streets are inadequate

“ Traffic jams on arterials

“ Too many crashes

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# Streets are inadequate

“ Uninviting for bus riders



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# Streets are inadequate

“ Inaccessible for wheelchair users



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## Complete Streets policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users



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## Complete Streets:

Is a high-level policy direction

Changes the everyday decision-making processes and systems

Represents an incremental approach

Has long-term results



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## Complete Streets is not:

- “ One special-street project
- “ A design prescription
- “ A mandate for immediate retrofit
- “ A silver bullet; other issues must be addressed:
  - “ Land use (proximity, mixed-use)
  - “ Environmental concerns
  - “ Transportation Demand Management



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## Rural roads with shared use trails

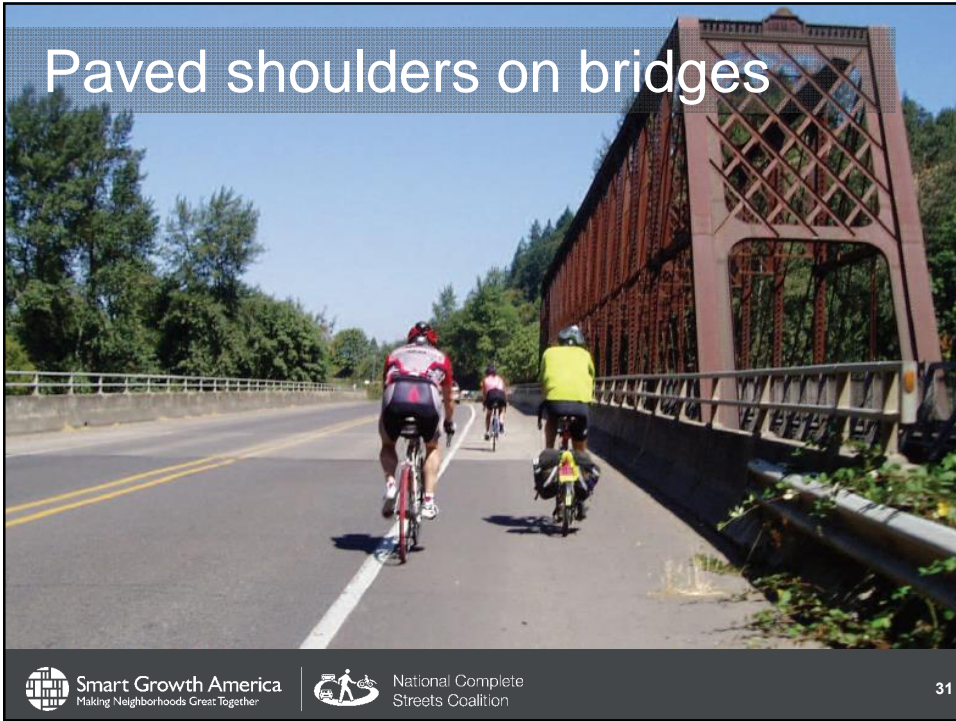


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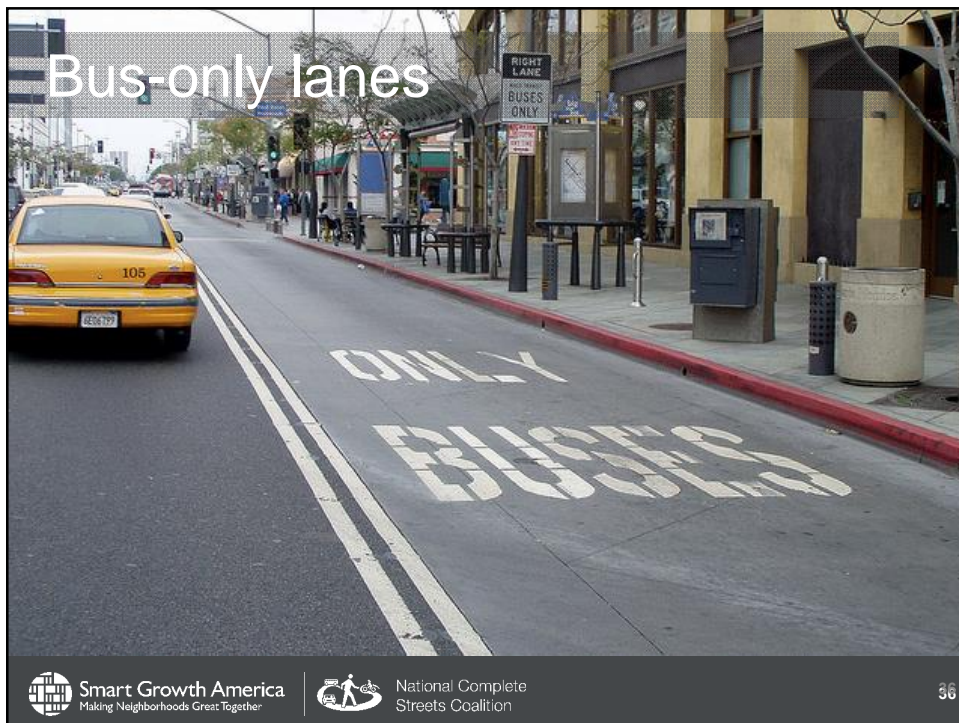


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# Bus Rapid Transit



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# Traffic circles



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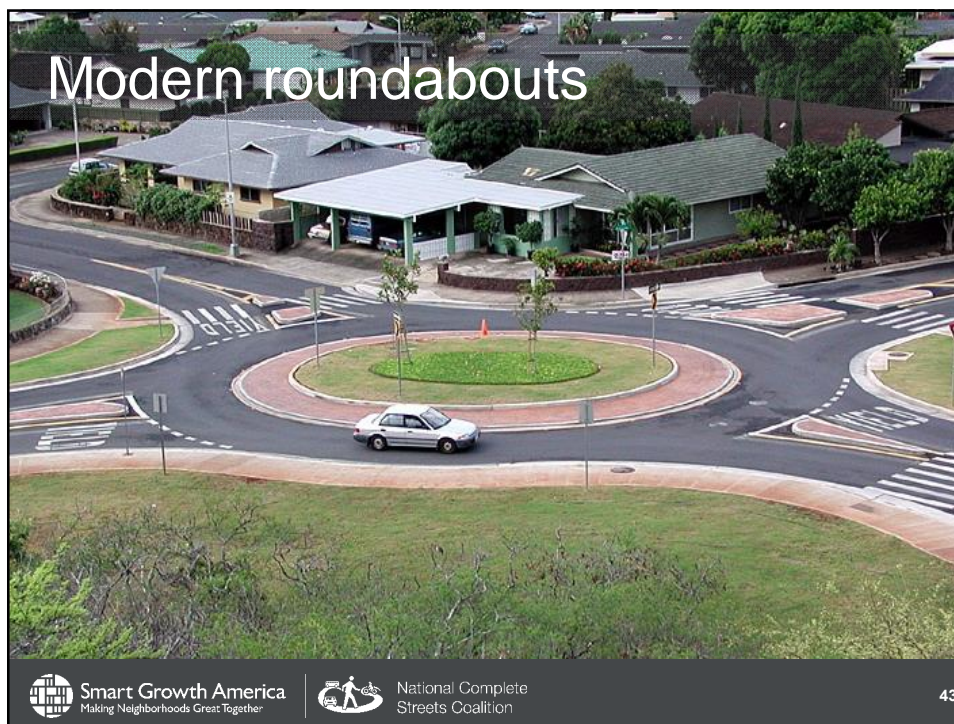
# Neighborhood greenways



# Angled head-out parking







## For more information

- “ Model policies & reports
- “ *Best Complete Streets Policies*
- “ *Local Policy Workbook*
- “ Implementation resources
- “ Latest news

[www.completestreets.org](http://www.completestreets.org)

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

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## National Complete Streets Coalition Steering Committee

AARP	Institute of Transportation Engineers
AECOM	National Association of City Transportation Officials
Alliance for Biking & Walking	National Association of Realtors
America Walks	Nelson\Nygaard
American Planning Association	Smart Growth America
APTA	SRAM
American Society of Landscape Architects	Stantec
Association of Pedestrian and Bicycle Professionals	SvR Design Company



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Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide.

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

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