



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

Introduction to Complete Streets

June 13, 2017

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National Complete Streets Coalition

The National Complete Streets Coalition, which launched this movement in 2004, promotes the development and implementation of Complete Streets policies and professional practices.

To date, over 1060 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling over 1,250 policies nationwide.

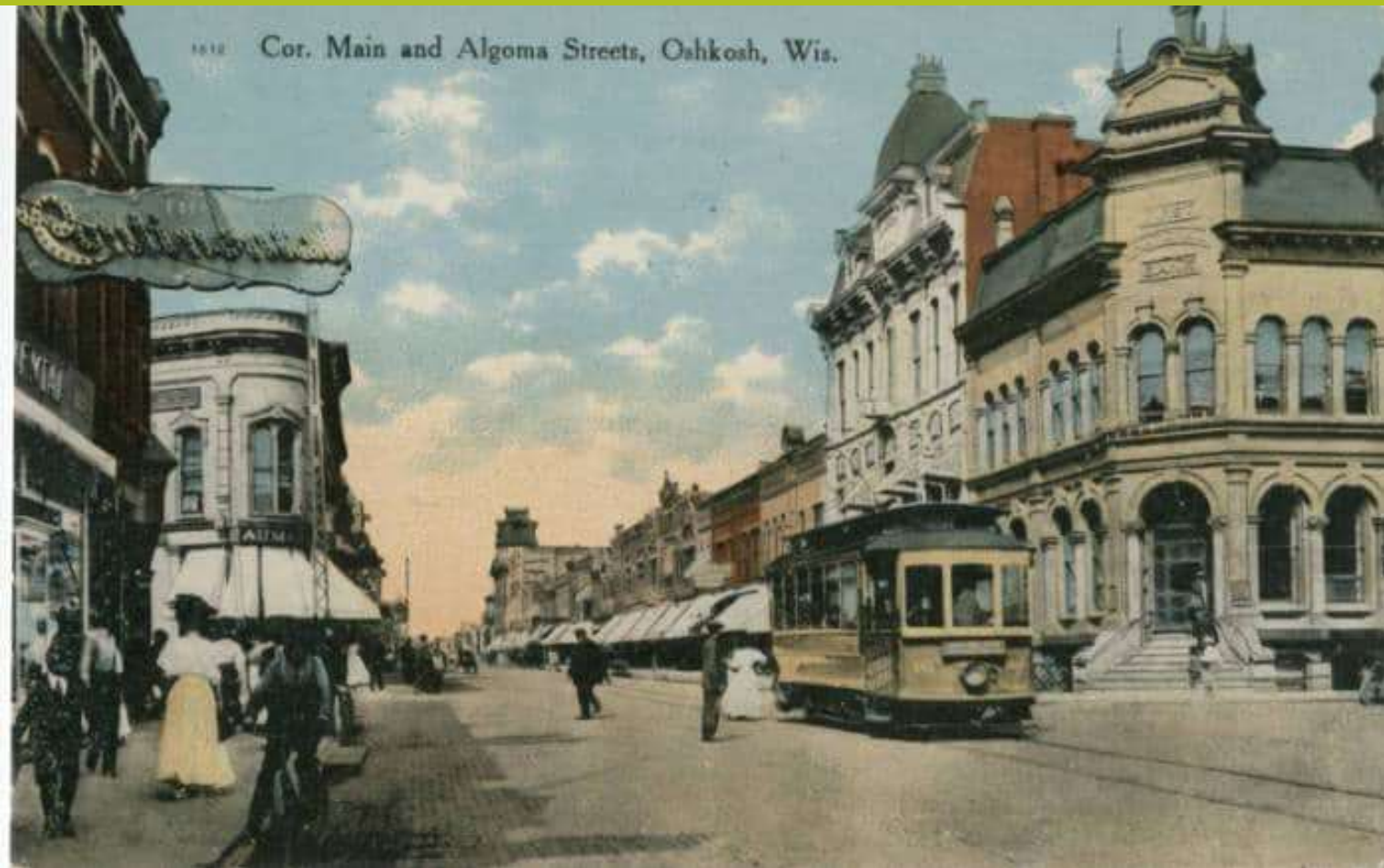
Steering Committee

- AARP
- AECOM
- American Heart Association
- American Planning Association
- American Public Health Association
- American Public Transit Association
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- America Walks
- Institute of Transportation Engineers
- National Association of City Transportation Officials
- National Association of Realtors
- Nelson\Nygaard
- Smart Growth America
- SRAM
- Stantec
- SvR Design Company
- VHB
- Washington State Department of Transportation

Overview

- Rethinking the role of the streets
- What are Complete Streets?
- Complete Streets benefits
- Who benefits from Complete Streets?
- How do Complete Streets work & the different types of Complete Streets
- Why Complete Streets?

Rethinking the Role of Streets



Rethinking the Role of Streets



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Streets are Inadequate

- No sidewalks
- Too dangerous to cross on foot
- Uninviting for bus riders
- Not safe for bicyclists
- No room for people!
- Inaccessible for wheelchairs



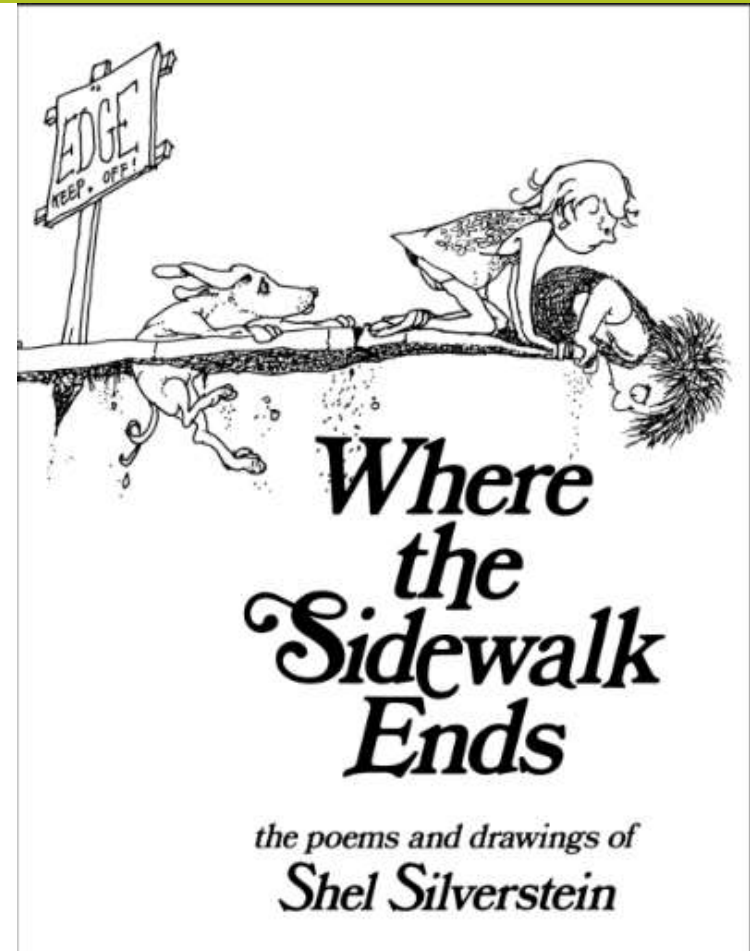
Streets are inadequate for... transit riders



Streets are inadequate for... people living with disabilities



Streets are inadequate for... pedestrians



Streets are inadequate for... bike riders



Streets are inadequate for... Pedestrians



Streets are inadequate for... getting places!



Every mode needs...

- Convenience
- Safety
- Comfort
- Access
- Affordability
- Reasonable travel time



Complete Streets



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

Who do Complete Streets benefit?



Children

- More than 1/3 of kids and teens are overweight or obese.
- Unhealthy weight gain brings higher risk for pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems.



Older Adults

- More and more people want to age in place.
- By 2025, nearly 1 in 5 Americans will be 65 or older.
- About ½ of all non-drivers over the age of 65 would like to get out more often.



People Living with Disabilities

- Almost 1 in 5 people live with some type of disability.
- Complete Streets = attention to detail for travelers with disabilities, and a reduction in isolation

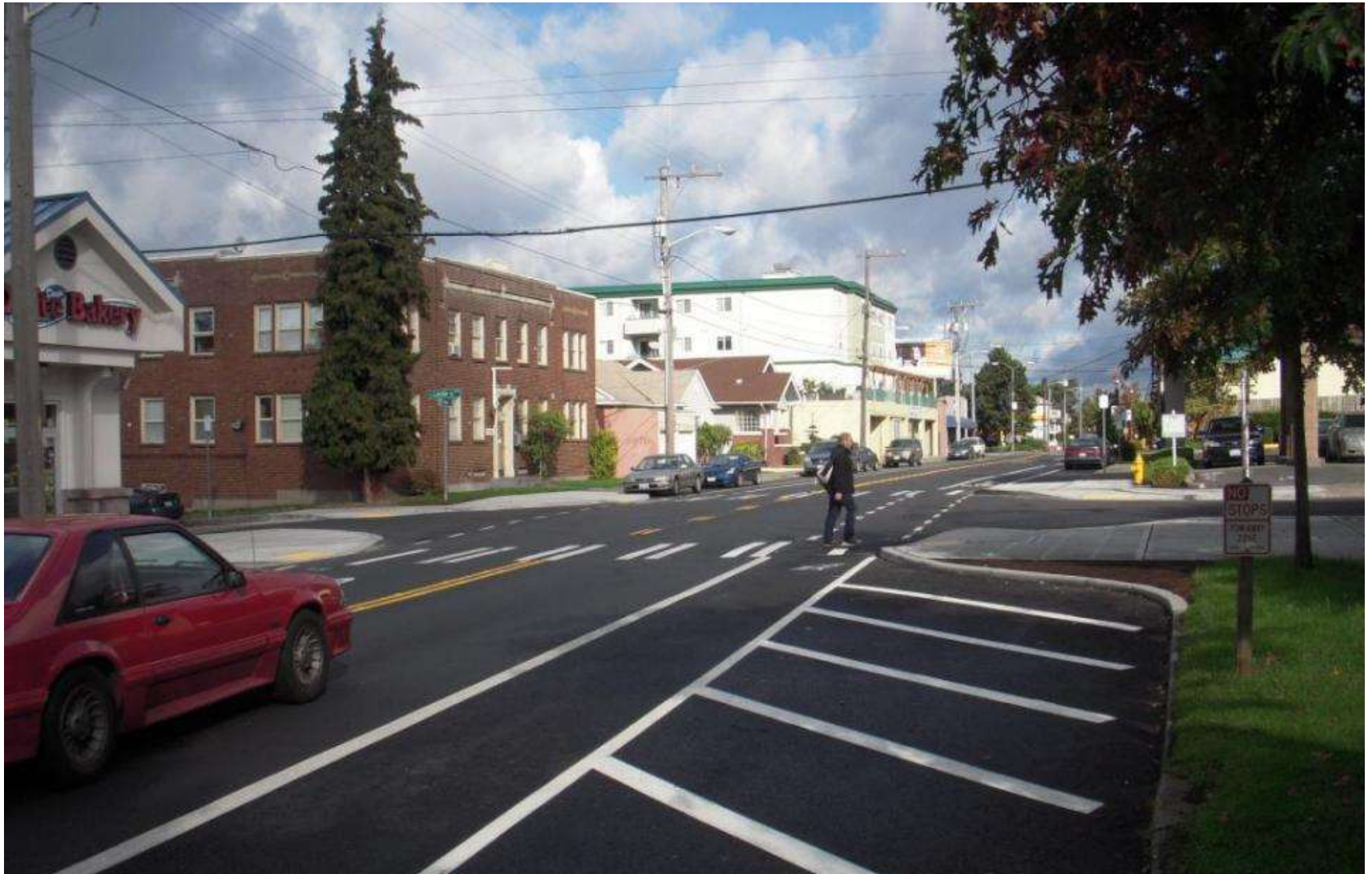


Underserved Communities

- Transportation is second largest expense for families: ~18% of budget
- Low income households spend up to 55% of their budget



Complete Streets Benefits



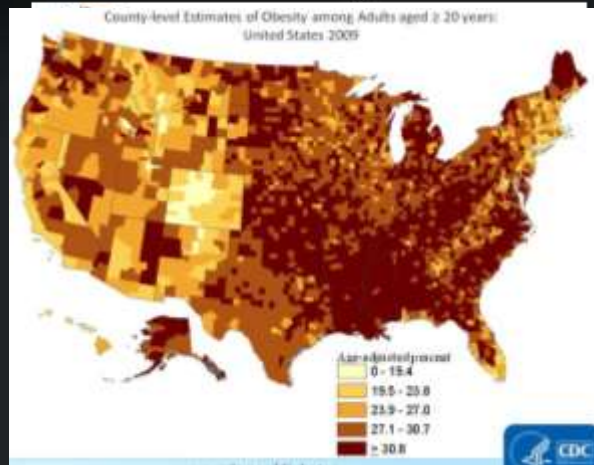
Safety benefits

Complete Streets reduce crashes through comprehensive safety improvements.

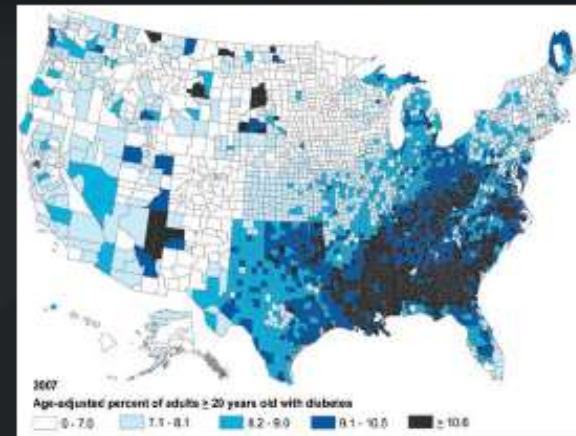


Health Benefits

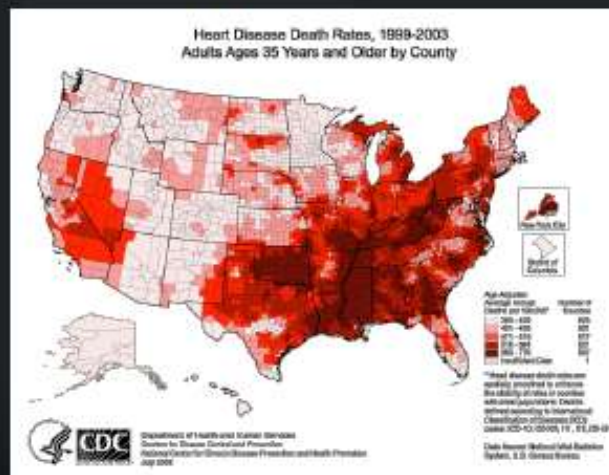
Obesity



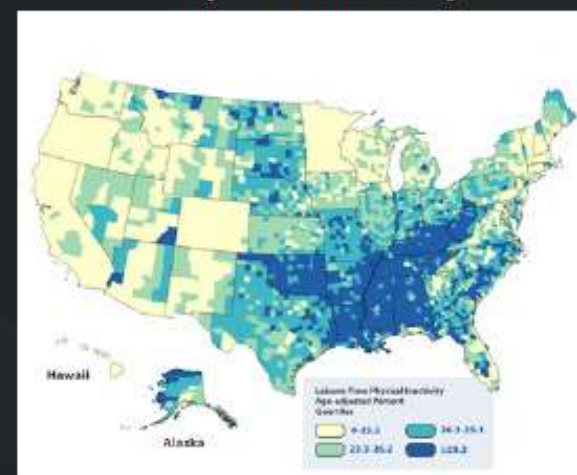
Diabetes



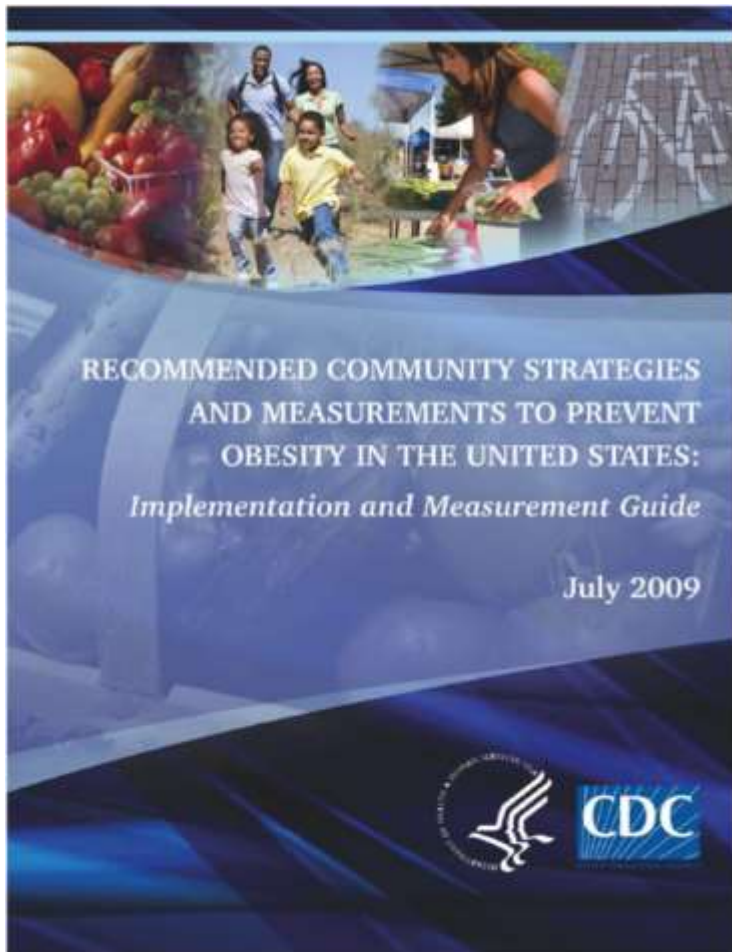
Heart Disease



Physical Inactivity

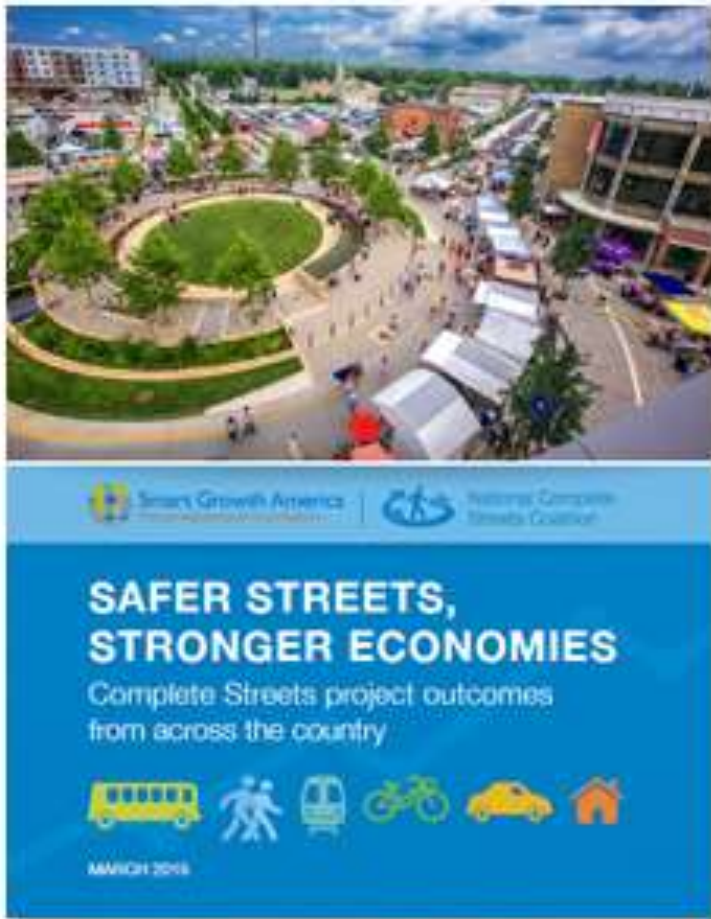


Health Benefits



- The Center for Disease Control (CDC) recommends Complete Streets!
- Residents are 65% more likely to walk in a neighborhood with sidewalks.

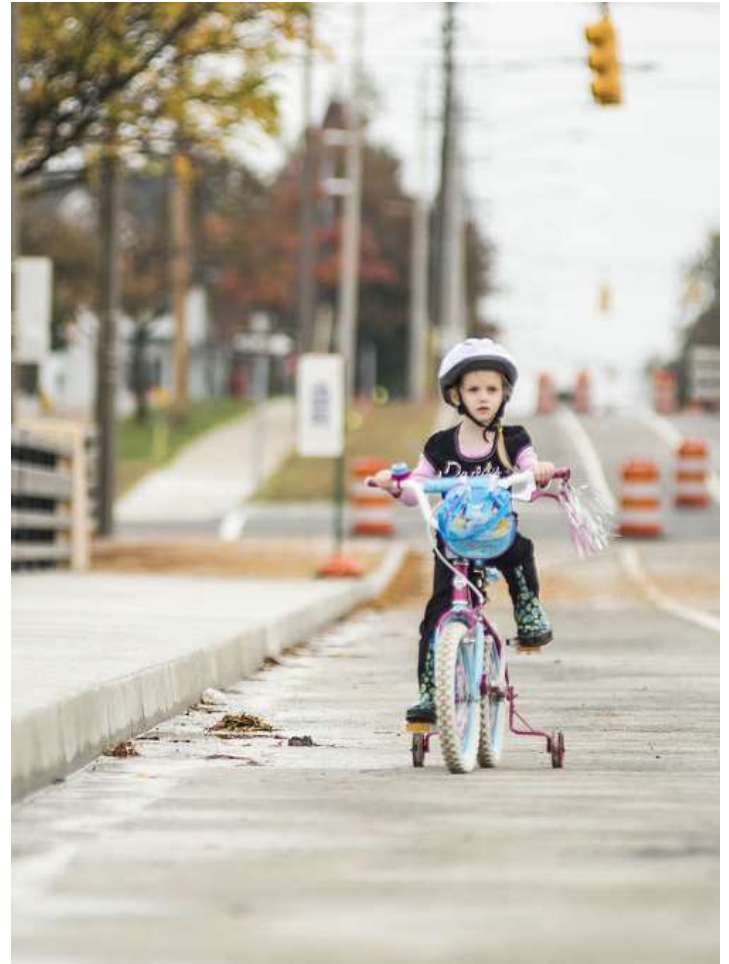
Economic Benefits



- Economic benefits – positive changes in employment, business impact, property values, and private investment.
- Projects that include bike and pedestrian facilities create more jobs

Mobility benefits

Streets that are truly “complete” provide all of us with a choice of mobility options, including children, older adults, and people living with disabilities.



Choice Benefits

- Transit
- Bikes
- Walking
- Wheelchairs
- Skateboards
- Cars
- Freight



What do Complete Streets look like?



One size doesn't fit all

- Complete Streets doesn't not mean a bike lane on every streets
- There is no magic formula!



Types of Complete Streets



Types of Complete Streets



Safe Routes to Schools

Types of Complete Streets



Shared road with bikes on a rural road

Types of Complete Streets



Types of Complete Streets



Historic Main Street

When to do Complete Streets

- New projects and construction
- Maintenance and operations
- Retrofits, redesigns, and retrogrades



Simple changes, small budgets

- **restriping** to narrow travel lanes and provide more room for bicycles and/or pedestrians;
- **changing** signal timing;
- **installing** refuge islands, medians, and curb extensions;
- **restriping** crosswalks to be more visible;
- **installing** temporary curbside plazas;
- **adding** pedestrian countdown signals;
- **using** on-street head-out angled parking, instead of parallel parking, to narrow wide, dangerous roadways

Complete Streets Policies



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

A Complete Streets policy...

Makes the needs of all users the **default for everyday** transportation planning practices

- Reverse burden of proof: assume bike, walk, transit unless proven otherwise



A Complete Streets policy...

Shifts transportation investments so they create better streets *opportunistically*.

- Takes advantage of all planning, construction, operations and maintenance activities



A Complete Streets policy...

Makes streets better each time you touch them, not just via capital planning

- Small, low-cost, quick projects can have high impact

Why have a Complete Streets policy?

To ensure every project creates better streets now with **current funding sources.**



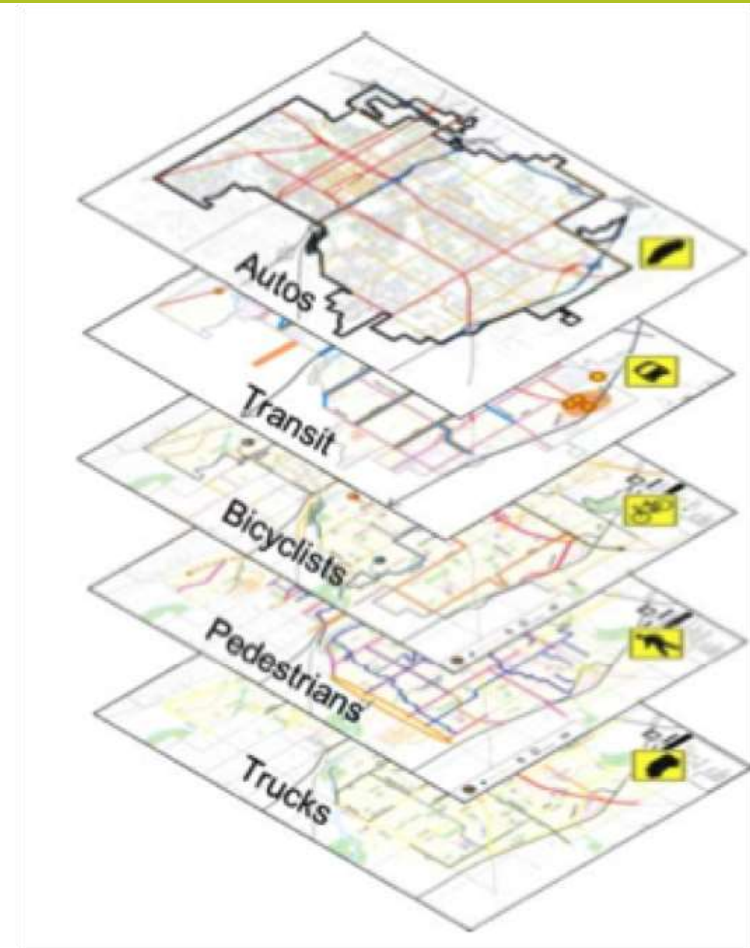
Why have a Complete Streets policy?

- To **save money**.
- Retrofits cost more than getting it right initially



Why have a Complete Streets policy?

To gradually create
a complete
network of roads
that serve all users.



Why have a Complete Streets policy?

To apply solutions
across a
community and
address systematic
inequities.



Questions?