

Complete Streets:

A comprehensive policy approach to
livable streets

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What is a Complete Street?



About one-third of Americans do not drive:

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

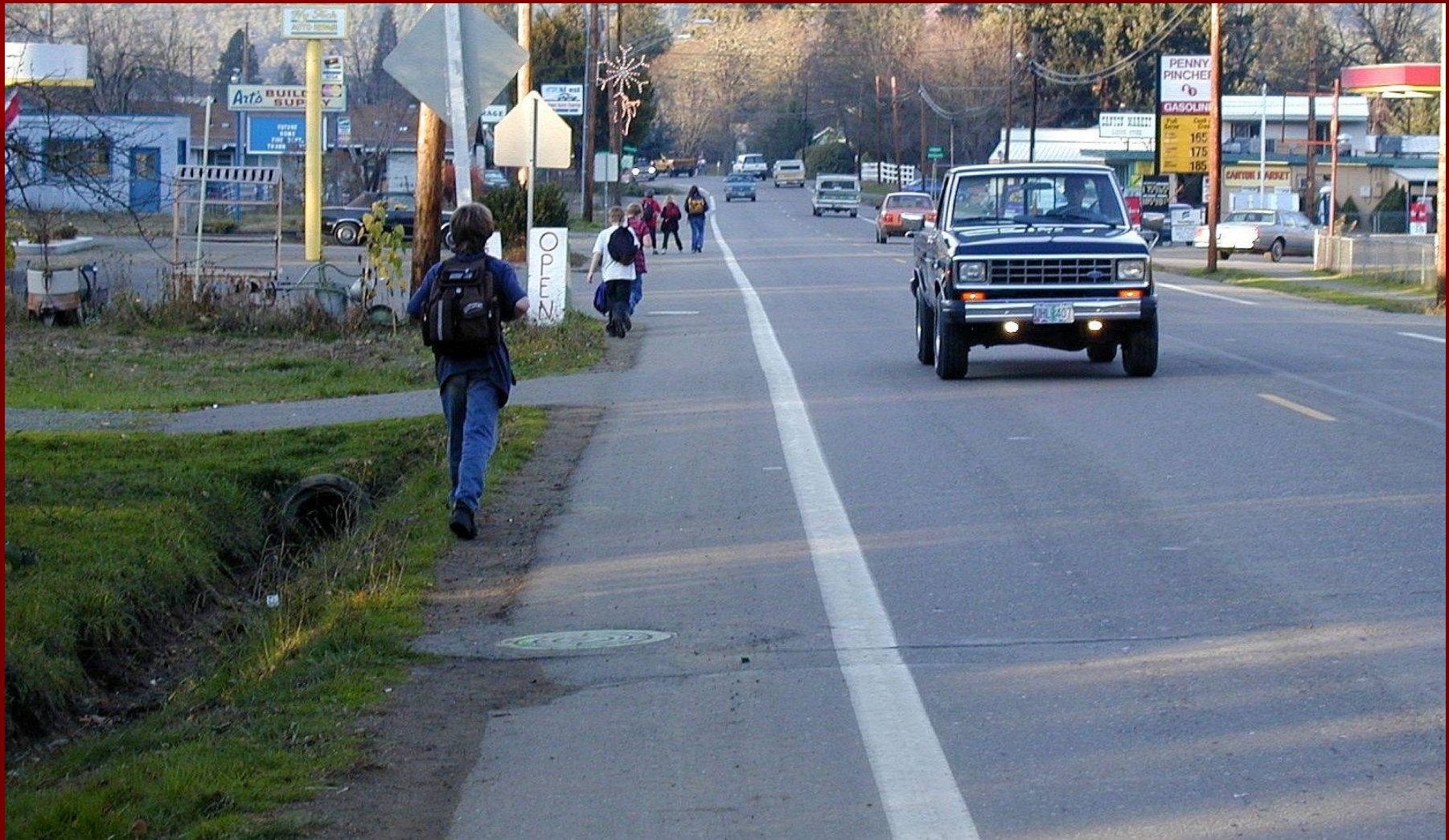


Streets are inadequate

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

Natl. Survey of Ped &
Bicyclist Attitudes &
Behaviors, 2002 BTS

Streets are inadequate:



No sidewalks

Streets are inadequate:



Too narrow to share with bikes

Streets are inadequate:



Too dangerous to cross on foot

Streets are inadequate:



Uninviting for bus riders

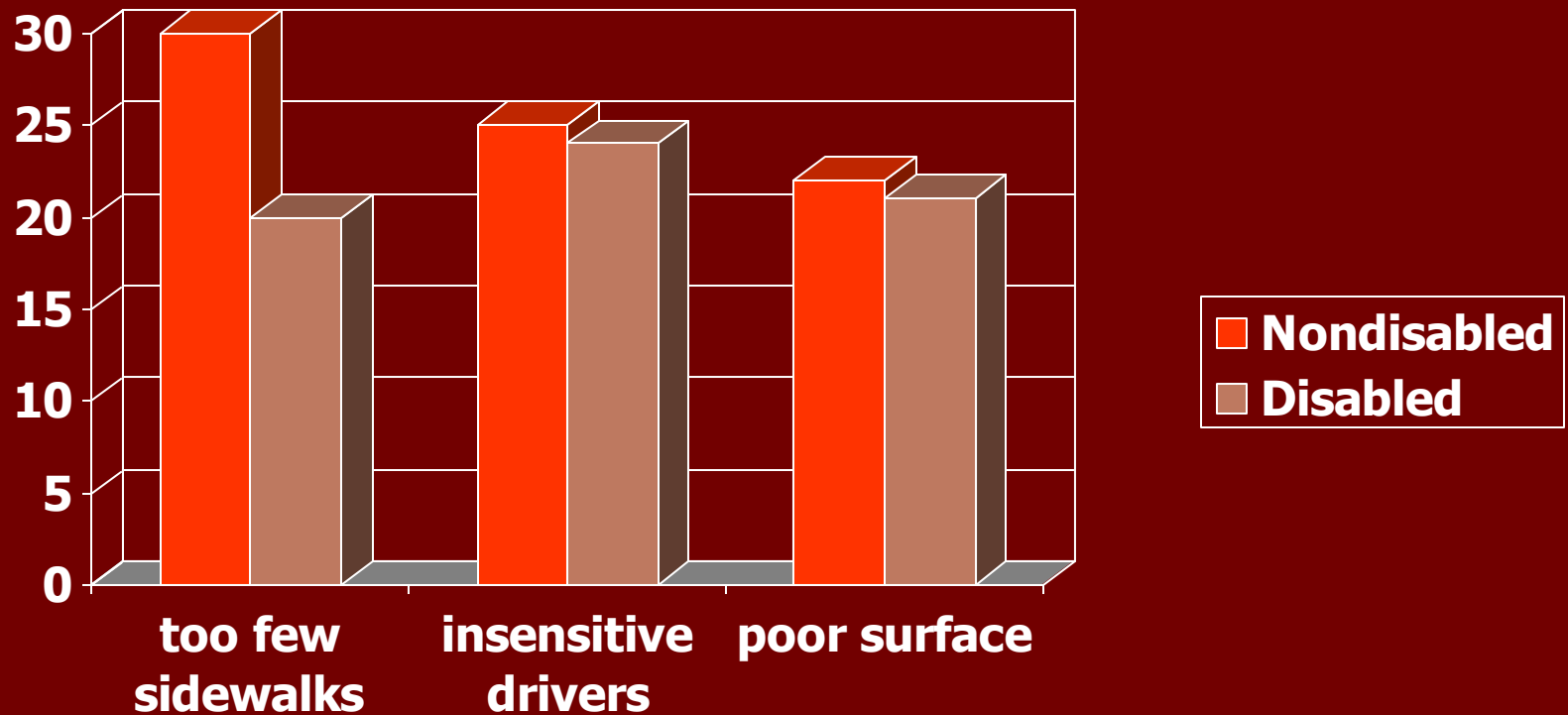
Streets are inadequate



No room for people

Top pedestrian complaints are incomplete streets

Percent of peds experiencing problem



2002 Natl. Transportation
Availability & Use Survey

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.

USDOT Recognizes the Need

2000 USDOT Recommended Policy:

“Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:”

US DOT Design Guidance

Exceptions:

- Where bicyclists and peds are prohibited by law,
- 'Excessively disproportionate' costs (20%)
- Absence of need

US DOT Design Guidance

- Include paved shoulders on rural roads; avoid rumble strips
- Sidewalks, street crossings, etc. shall allow safe pedestrian travel, including for people with disabilities

US DOT Design Guidance

- Additional steps:
 - Anticipate future demand (bridges)
 - Address the need to cross corridors (intersection & interchange design)
 - Approve exceptions at a senior level
 - Design to best available standards

US DOT Design Guidance

- Read *Accommodating Bicycle and Pedestrian Travel*

<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

Most states do not follow this guidance.



Thunderhead Alliance Complete Streets Report

- Most complete streets policies have been put in place since 2001, with 5 new policies put in place in 2004.
- Most cover only bicycle and pedestrian accommodation.

Existing policies

	State	County	MPO	City
Public: legislation, ordinance, resolution	OR, FL, RI, NC, SC	DuPage, Il. Sacramento, CA; San Diego CA	Columbus, OH	Columbia, MO Sacramento, CA
Internal: Policy, plans, manuals	TN, IL, CA, AZ, KY, VA, PA, <i>ID</i>		Cleveland, OH Bay Area, CA Knoxville, TN St. Joseph, MO <i>St.</i> <i>Petersburg, FL</i>	Boulder, CO Santa Barbara, CA San Diego, CA <i>Ft. Collins, CO</i> <i>W. Palm</i> <i>Beach, FL</i> <i>Charlotte, NC</i>

Existing Policies: State

- 3 passed legislation
- 2 transportation commissions passed resolutions
- 6 state DOTs issued internal policy directives
- 1 DOT changed its design manual

Existing Policies: California

Deputy Directive 64:

“The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.”

Existing Policies: Local

MPOs:

- Resolution: Columbus, Ohio
- Internal policies: Cleveland, Bay Area (MTC)

MORPC (Central Ohio) MPO

“Project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds.”

NOACA (Cleveland area) MPO

NOACA policy follows federal guidance.

Project sponsors must:

- ...Work with the NOACA staff and other committees to identify bicycle and pedestrian planning and design issues.
- Provide written documentation of the coordination. If documentation is not provided, the Plan application will be returned to the sponsor.

MTC Criteria Form

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop <http://apps06.mtc.ca.gov/webfms/ua/uaprojectscreening?dest=uaprojectscreeningform> Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review
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Project Screening - Step 6 Glossary Application Assistant Contact Us

* Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? [Click here for more information on Caltrans Deputy Directive 64](#)

* Is non-motorized travel impeded by this project?
If yes, has a cross-facility, non-motorized access been included in the project?

* Has a parallel non-motorized facility been designed to accommodate non-motorized travelers?

* Have you reviewed local county, and regional bike plans for roadway design consistency?
If applicable, please attach an excerpt from the bike plan in the vicinity of your project (Acceptable file formats are jpg, gif, png, pdf, doc): Browse...

* Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

SRTP Reference: FY Adopted: SRTP Page:
RTP Reference: FY Adopted: RTP Page: RTP Reference Number:
List other applicable plans:

* Is project supported by an adequate financial plan with all sources of funding identified and has

Done

Existing Policies: Local

Counties & Cities:

- Council resolutions
- Street design ordinances, tax ordinances
- Transportation & comprehensive plans
- Street design standards

Existing Policies: Local

Santa Barbara City
General Plan:

“...achieve equality of
convenience and
choice among
modes”



Existing Policies: Local

67 % of Santa
Barbara's (CA)
arterials have bike
lanes or paved
shoulders



Existing Policies:

Local

San Diego County Transnet Tax Extension:

“All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists...”

Existing Policies:

Local

DuPage County, Ill. Healthy Roads Initiative:

“Construct a sidewalk or bicycle path where right-of-way is available; Ensure that the new construction project is safe for both the user and the community...”

From Policy to Practice

An effective policy should prompt the following changes:

- restructured procedures
- re-written design manuals
- re-trained planners and engineers
- re-tooled measures to track outcomes

Creating complete streets



A commercial arterial w bike lanes & sidewalks

The many types of Complete Streets



A quiet residential street

The many types of Complete Streets



A street school children can safely cross

Benefits: for safety

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



King/Ewing 2003

Complete Streets and Safety

FHWA review of safety literature found:

- Sidewalks
- Raised medians
- Better bus stop placement
- Traffic calming
- Treatments for disabled travelers

All improve pedestrian safety.

Benefits: for older Americans

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



Photo: Michael Ronkin, ODOT

Benefits: for encouraging healthy activity

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: for people with disabilities

20% of Americans have a disability that limits their daily activities.

Complete Streets have curb cuts and other features for disabled travelers.

Complete Streets reduce isolation and dependence.



Benefits: for reducing traffic

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*

2001 NHTS

National Complete the Streets Steering Committee

- AARP
- America Bikes
- America Walks
- American Society of Landscape Architects
- American Planning Association
- Institute of Transportation Engineers
- League of American Bicyclists
- National Parks Conservation Association
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
- US Access Board

For More Information

Complete the Streets

www.completestreets.org

Thunderhead Alliance

www.thunderheadalliance.org

America Bikes

www.americabikes.org

