



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

Introduction to Complete Streets



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.

Steering Committee



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION



AMERICAN
SOCIETY OF
LANDSCAPE
ARCHITECTS



AMERICA
WALKS
Making America a Great Place to Walk

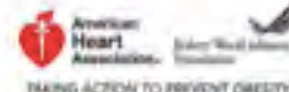


NATIONAL
ASSOCIATION of
REALTORS®

Michael Baker
INTERNATIONAL

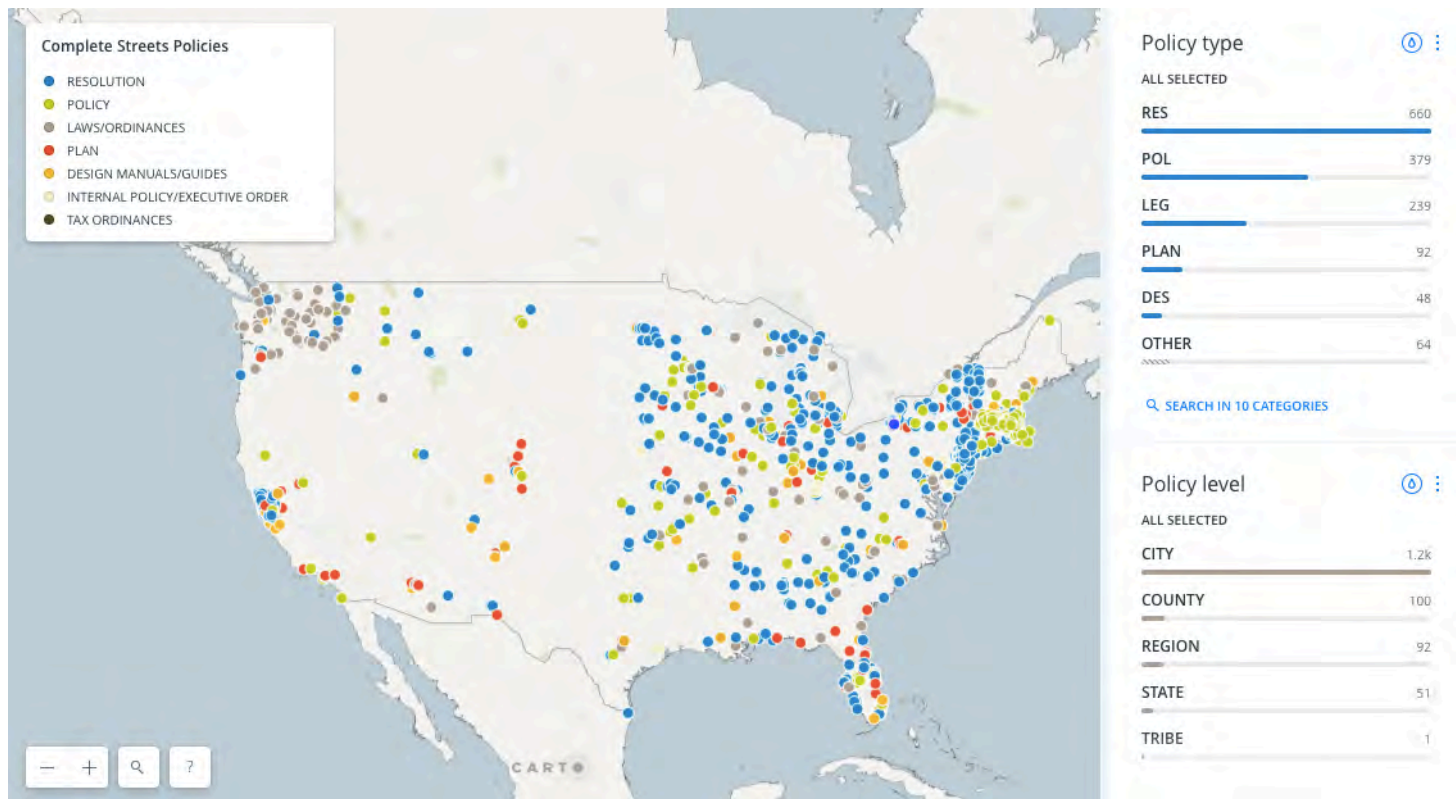


N NELSON
NYGAARD



A national movement

Today there are over 1400 policies nationwide at the local, regional, and state level.



Why do we need Complete Streets?

Changing expectations

Restoring confidence



Changing behaviors

Last Century

MANUFACTURING JOBS
FREE-FLOW CAR TRAFFIC
CONSUMPTION
PARKING QUANTITY
SUBURBAN EXPANSION
OIL
LOT SIZE, DWELLING SIZE
SEGREGATED LAND USES

(driving)

New Era

KNOWLEDGE JOBS
PUBLIC HEALTH & SAFETY
IDEAS & INNOVATION
PLACEMAKING
DEPENDABLE TAX BASE
ENVIRONMENT
COMMUNITY REVITALIZATION
MIXED LAND USES, T.O.D.

(places)

Rethinking the Role of Streets



Rethinking the Role of Streets



Photo credit: <http://coastalconservationleague.org/news/blog/errors-omission/>

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



Every mode needs...

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



Complete Streets

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

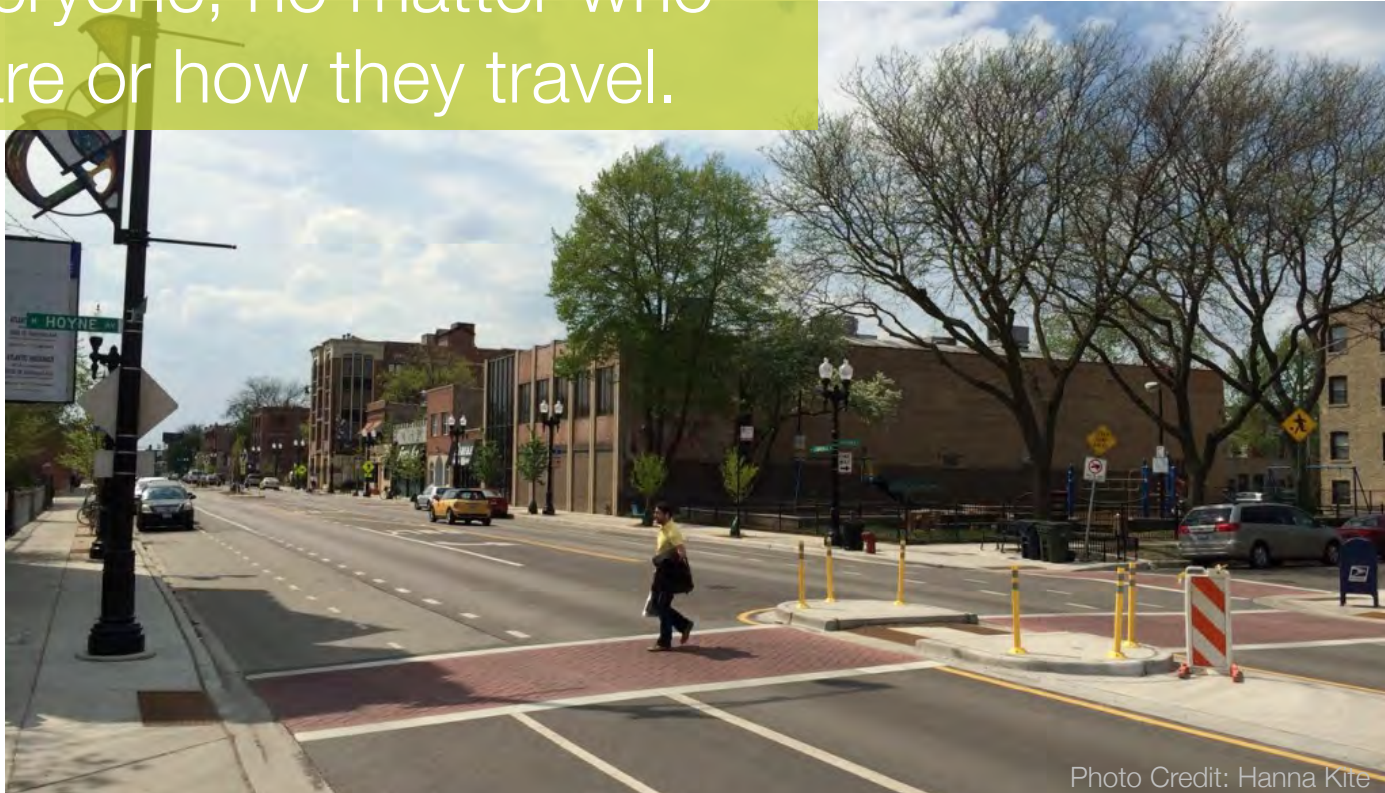


Photo Credit: Hanna Kite

Who wants and needs Complete Streets



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.
- Many children do not have safe places to play and recreate outside.



Older Adults

- Many people want to age in their community
- By 2025, nearly 1 in 5 Americans will be 65+
- About 1/2 of non-drivers over the age of 65 would like to get out more often.
- However, older adults are one of the most vulnerable population when it comes to pedestrian safety.



People Living with Disabilities

- Almost 1 in 5 people live with some type of disability.
- Complete Streets means paying 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



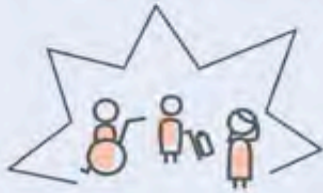
Complete Streets Benefits



Safety benefits

BY THE NUMBERS

From 2008 to 2017:



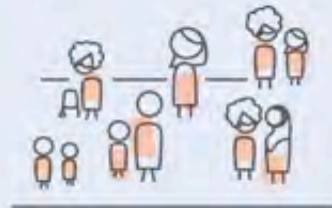
Pedestrian deaths
increased by

↑ 35.4%



Vehicle miles traveled
increased by

↑ 8.1%



Walking as a share of all trips
increased by

↑ less than 1%*

*from 2009 to 2017



Traffic deaths among motor vehicle occupants
decreased by

↓ 6.1%

2019 DANGEROUS BY DESIGN



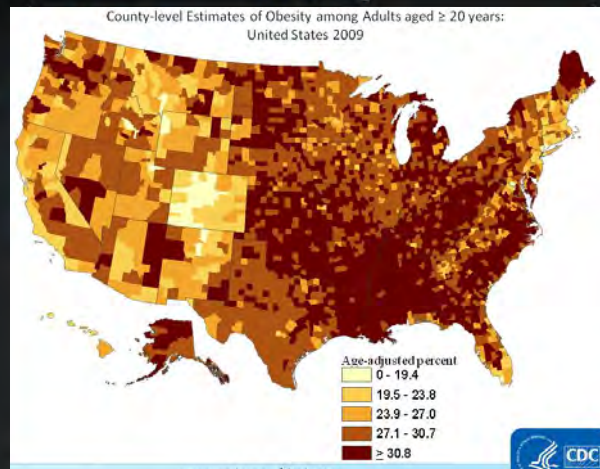
Smart Growth America
Improving lives by improving communities



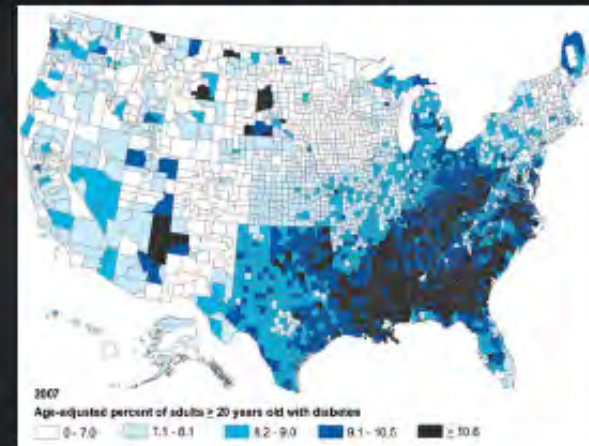
National Complete Streets Coalition

Health Benefits

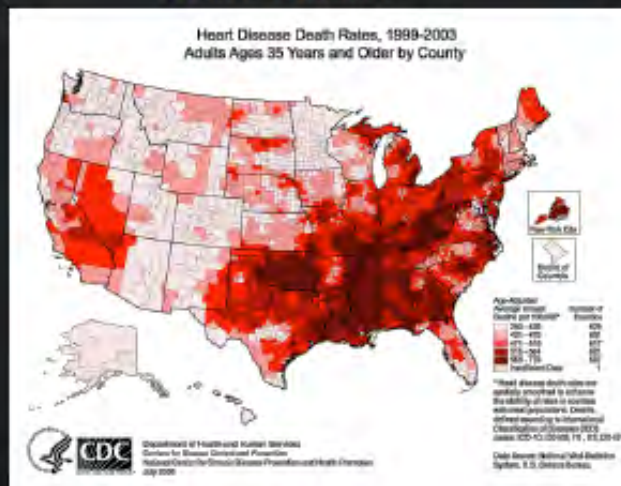
Obesity



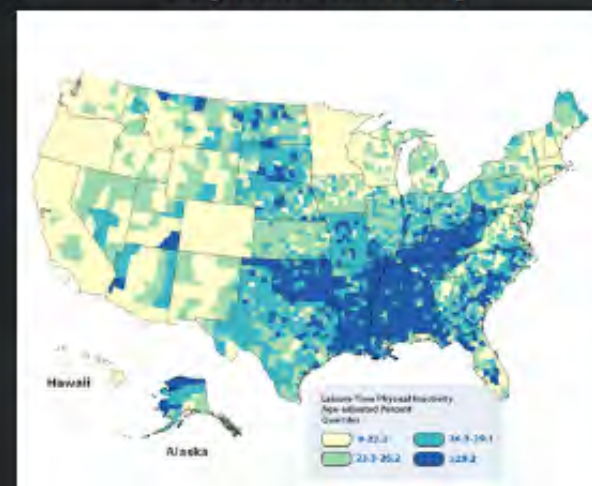
Diabetes



Heart Disease



Physical Inactivity



Health Benefits



**MANY AMERICANS DO NOT
HAVE SAFE OR CONVENIENT
PLACES TO BE ACTIVE**



Only **39%** of the
US population
lives within half a
mile of a park.



Only **40%** of school-aged
youth who live a mile or less
from school report that they
usually walk to school.

The Center for Disease
Control (CDC)
recommends Complete
Streets.

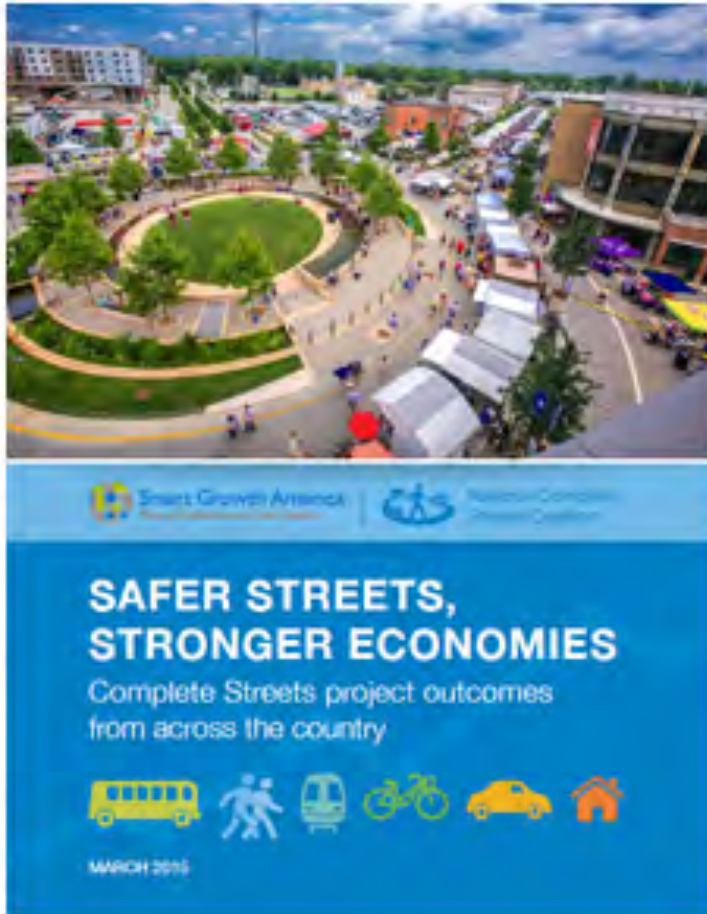
Safe places



Virginia Capital Trail, Charles City, VA

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?



Carytown, VA

One size doesn't fit all

- Complete Streets does not mean a bike lane on every street.
- There is no magic formula!





Virginia Commonwealth University



Ashland, Maple St.



Center St. Ashland



Floyd Ave, Richmond, VA





Powhatan, VA



17th St., Richmond







17th St., Richmond



Leigh St. Richmond

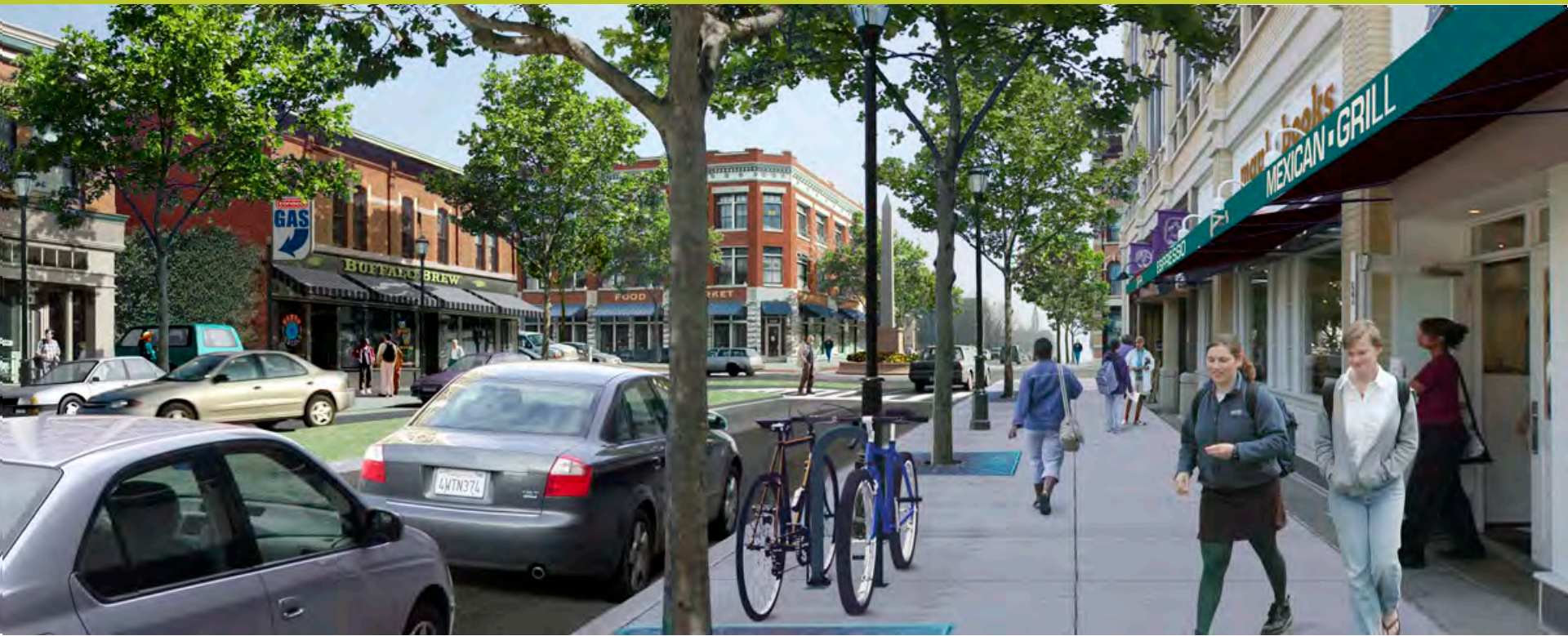


Brookland



Manchester Bridge

We cannot solve our problems with the same thinking we used when we created them -
Einstein



Case Studies

Case Study 1: Cleveland Heights, OH



Cleveland Heights, OH



- Adopted a Complete Streets policy in 2018
- Scored 91 out of 100 points on the NCSC grading matrix!
- #1 policy in the nation last year

Cleveland Heights, OH

Wong emphasized that small cities and towns that are generally seen as underdogs can still do great things for pedestrians and bicyclists that are exciting and cutting edge.

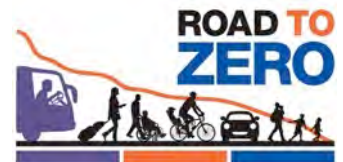
“You don’t have to be a Portland. You can aspire to be a Portland, but you can do good work every day in your own city,” he says.

- Richard Wong, Director of Planning, Cleveland Heights in *Best Complete Streets Policies of 2018*

Case Study 2:

Safe Streets Academy

- Technical assistance program funded by Safe System Innovation Grant from Road to Zero
- Series of three workshops and six distance learning modules
- Peer-learning model with interactive exercises
- **Practical component:** plan and implement a safety demonstration project



Demonstration projects

- Temporary safety improvements
- Fast, flexible, low-cost design interventions
- Show the community what's possible
- Introduce new and unfamiliar ideas
- Test out whether or not changes work before making them permanent
- Build support for safer streets

Proven safety countermeasures



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety Edge_{SM}



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



Road Diet

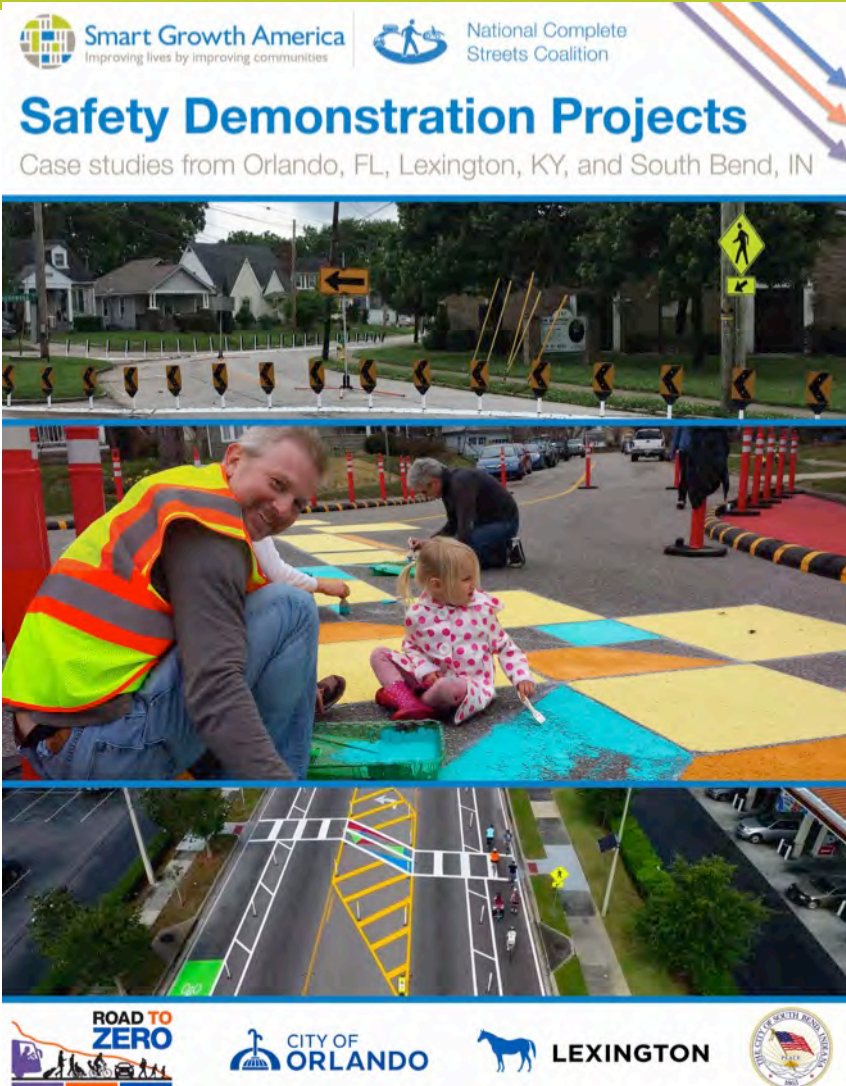


Walkways



Road Safety Audit

Competitive application process



City of Orlando, FL

Lexington-Fayette
Urban County
Government, KY

City of South Bend, IN

**Read the full stories of
these demonstration
projects on our website at
smartgrowthamerica.org.**

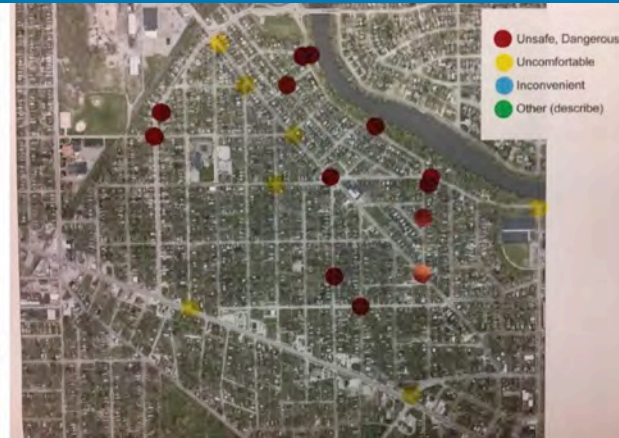
Lessons learned



Lessons learned

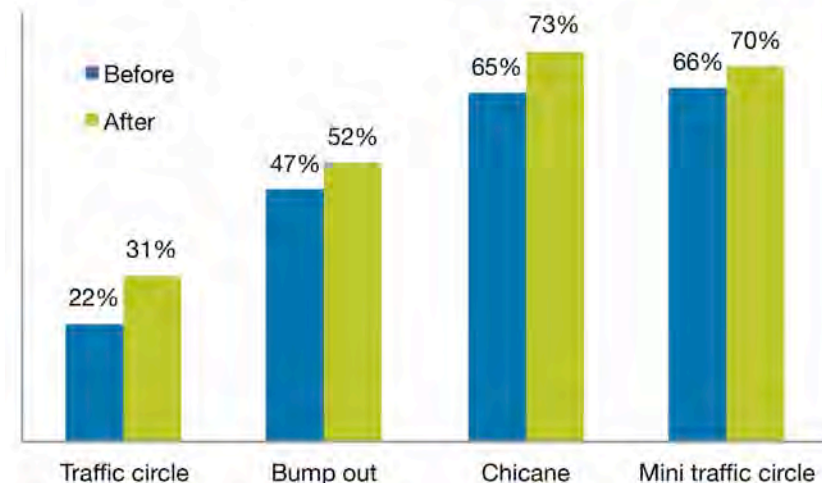
South Bend, IN

Neighborhood traffic calming



- Tested out traffic circles, bump outs, and chicanes
- Community identified sites where they feel unsafe and where drivers speed
- Educational signs to teach people about safe speeds
- **Drivers slowed down**

Percentage of people driving 25 miles per hour or less before and after South Bend's demonstration project



South Bend, IN

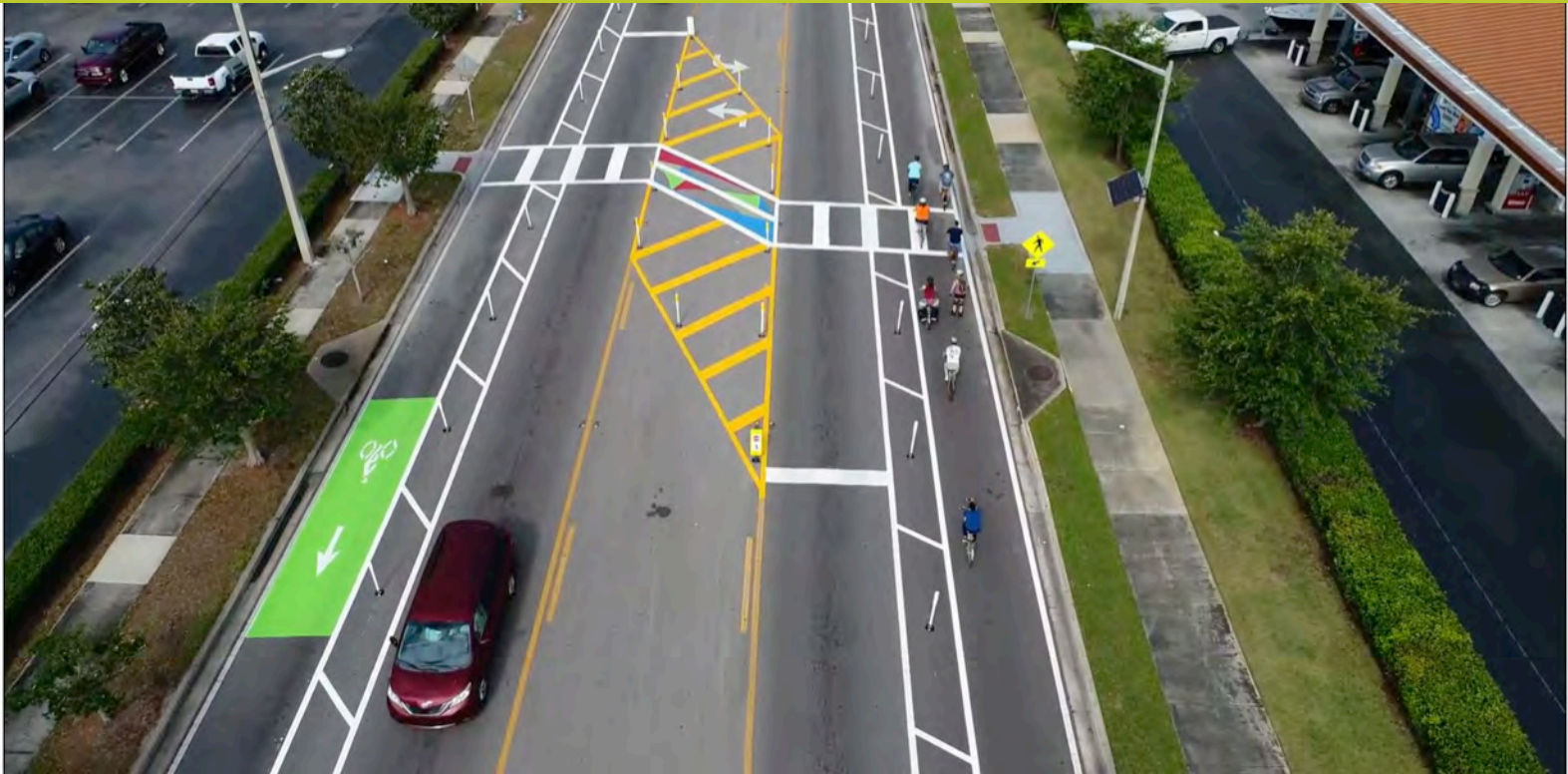
Neighborhood traffic calming



“People are familiar with speed humps and stop signs, but we’re trying to show them that there’s a whole range of tools available.”

-Jitin Kain, City of South Bend

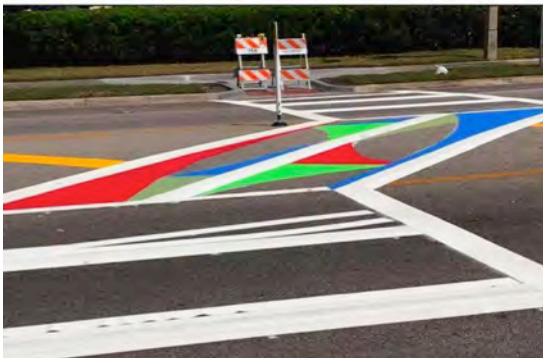
Lessons learned



Lessons learned

Orlando, FL

Curry Ford Road



- Before:
 - High rate of pedestrian and bicycle crashes
 - Frequent speeding
- After:
 - **Slower speeds**
 - Cars yielding to pedestrians at new mid-block crossing
 - People feel safer biking in the protected lanes

Orlando, FL

Curry Ford Road

“Do you want to be a drive to or a drive through community? If you want to be a drive to, there’s going to be a trade-off. You can’t have both.”

-Cade Braud, City of Orlando



Received 142 emails: 39% in favor, **61% opposed**

Lessons learned



Lexington, KY

Bryan Avenue Intersection



- Citizens Environmental Academy led door-to-door and peer-to-peer engagement
- Let the community define safety and mobility problems and guide solutions

Lexington, KY

Bryan Avenue Intersection



- Redesigned two confusing, dangerous intersections to make them safer and more predictable

- Added a protected crosswalk, refuge median, and bump outs

“It does slow down traffic, and that’s the most frustrating part for people that just drive through the area. But I think the overall safety aspects of the project outweigh the little bit of delay that people might experience going through there.”

-Sandra Broadus, Citizens Environmental Academy

Case Study 3: East Central Wisconsin



East Central Wisconsin



- Complete Streets policy development workshop with the ECWRPC in 2017.
- Adopted a regional policy in 2018.
- Moving towards adoption with local cities.

Questions?