Introduction to Complete Streets
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
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
<table>
<thead>
<tr>
<th>Last Century</th>
<th>New Era</th>
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<tbody>
<tr>
<td>MANUFACTURING JOBS</td>
<td>KNOWLEDGE JOBS</td>
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<td>FREE-FLOW CAR TRAFFIC</td>
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<td>PARKING QUANTITY</td>
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<td>SUBURBAN EXPANSION</td>
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<td>OIL</td>
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<td>LOT SIZE, DWELLING SIZE</td>
<td>COMMUNITY REVITALIZATION</td>
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<td>SEGREGATED LAND USES</td>
<td>MIXED LAND USES, T.O.D.</td>
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</table>

*(driving) (places)*
Rethinking the Role of Streets
Rethinking the Role of Streets

INTRODUCTION TO COMPLETE 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.
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 ½ 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%*
Traffic deaths among motor vehicle occupants **decreased** by 6.1%*

*from 2009 to 2017

DANGEROUS BY DESIGN
Smart Growth America
National Complete Streets Coalition
Health Benefits

Obesity

Diabetes

Heart Disease

Physical Inactivity
Health Benefits

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!
Floyd Ave, Richmond, VA
INTRODUCTION TO COMPLETE STREETS

17th St., Richmond
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
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
- 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.
1. TEMPORARY DEMONSTRATION PROJECTS ARE GREAT OPPORTUNITIES TO TEST OUT NEW IDEAS, TEACH PEOPLE ABOUT SAFER STREETS, AND BUILD TRUST WITH THE COMMUNITY.

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**
“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
2. YOU NEED THOROUGH COMMUNITY ENGAGEMENT TO BUILD SUPPORT FOR PROJECTS THAT IMPROVE SAFETY, ESPECIALLY WHEN THESE PROJECTS COME WITH TRADE-OFFS FOR DRIVING SPEED.
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
3. MAKE THE MOST OF THE RESOURCES AT YOUR DISPOSAL AND LET THE COMMUNITY LEAD THE WAY TO CREATE SLOWER, SAFER STREETS.

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?