

# Complete Streets

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# Complete Streets Defined

“Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.”

– *National Complete Streets Coalition*

# Transportation Mode Choice

- Make Walking, Bicycling, and Transit a viable transportation option
- Design places that are not exclusively auto-dependent
- Give people a real choice in how they move around their communities
- Invest resources and effort into creating quality infrastructures for other modes other than automobiles

# Elements of Complete Streets

- Sidewalks
- Crosswalks
- Lighting
- Bike lanes or shoulders; bike racks
- On-street parking
- Transit stops, shelters, information
- Plazas, parks, public spaces
- Street “furniture” – benches, planters, kiosks
- Landscaping/street art
- Outdoor dining, retail, or entertainment
- Traffic lanes and controls – downscaled or “calmed”

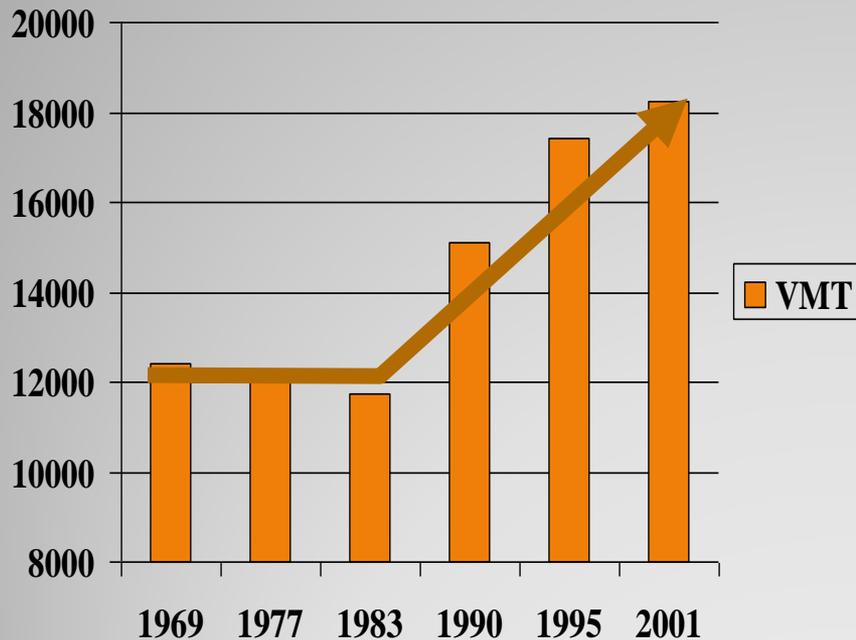


# A Complete Street:

- Offers a full range of travel choices
- Part of a comprehensive transportation system
- Easy access to adjacent land uses
- Implements context sensitive solutions

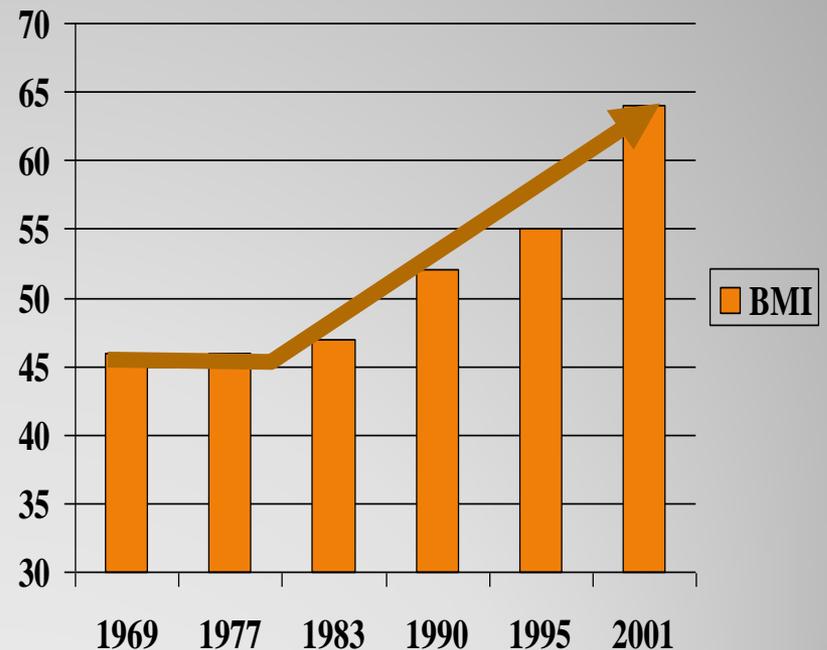


# Why Complete Streets? VMT Trends and Overweight



Growth trend for annual household vehicle miles of travel

(50% overall growth)



Growth trend for percent of Americans 'overweight'

(40% overall growth)

# Why Complete Streets? Sometimes You Just Can't Get There from Here

- 52% of all trips under ½ mile are made in a vehicle
- 40% of all trips made are under 2 miles
- Gallup poll – 2002: Half of U.S. adults in favor of providing bicycle and pedestrian facilities even if it means less space for automobiles



# Context Sensitive Solutions

- A planning element that supports community values without compromising safety, cost efficiency, and the integrity of the natural environment in transportation projects.



# Benefits of Complete Streets

- Safety Improvements
  - For all Road users
  - Especially for the population that does not or cannot drive
  - Creates Safe Routes to Schools
- Economic benefits
  - Providing more travel choices to individuals
  - Increased property values
  - Reduce school busing costs

# Benefits of Complete Streets

- Air Quality
  - Reduces emissions by converting auto trips to walking or biking
- Quality of Life
  - Allows more people to be active, improving public health
  - Improves community livability
  - Increases social interaction
- Thoughtful planning spares retrofits later

# Types of Complete Streets



# Street with sidewalks and a place for bicyclists



# Street with sidewalks and a place for bicyclists



# A commercial arterial with bike lanes & sidewalks



A street school children can safely cross



A busy street all can safely cross



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- Kids going to school or the ice cream shop on their own



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- Higher values for adjoining properties
- Improved features for disabled travelers



# What you see when streets are incomplete

- Barriers for children to walk to school



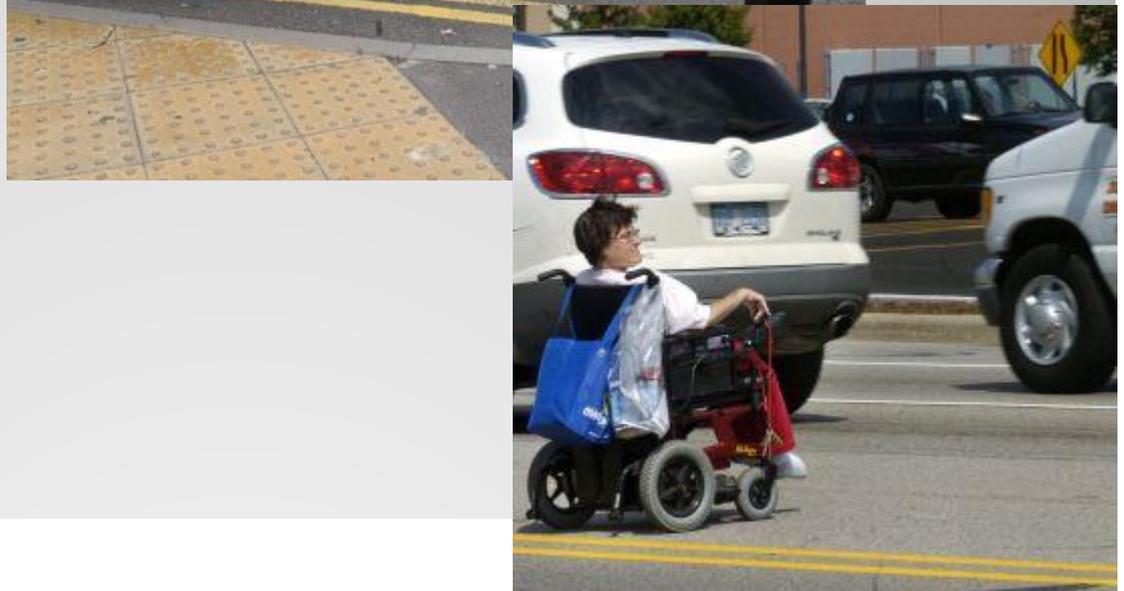
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- Poor access to transit



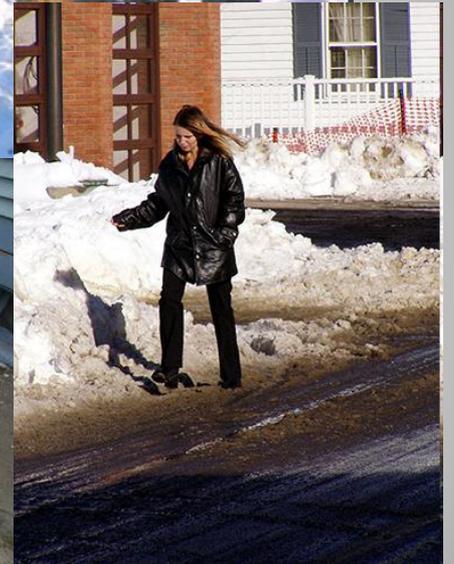
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- Safety issues for families
- Safety issues for the elderly
- Poor access to transit
- Dangerous situations for bicyclists
- Poor maintenance



# What are the problems here?

Safe facilities for walking are not available:  
**Roads are not designed for all users**





**What is the problem here?**

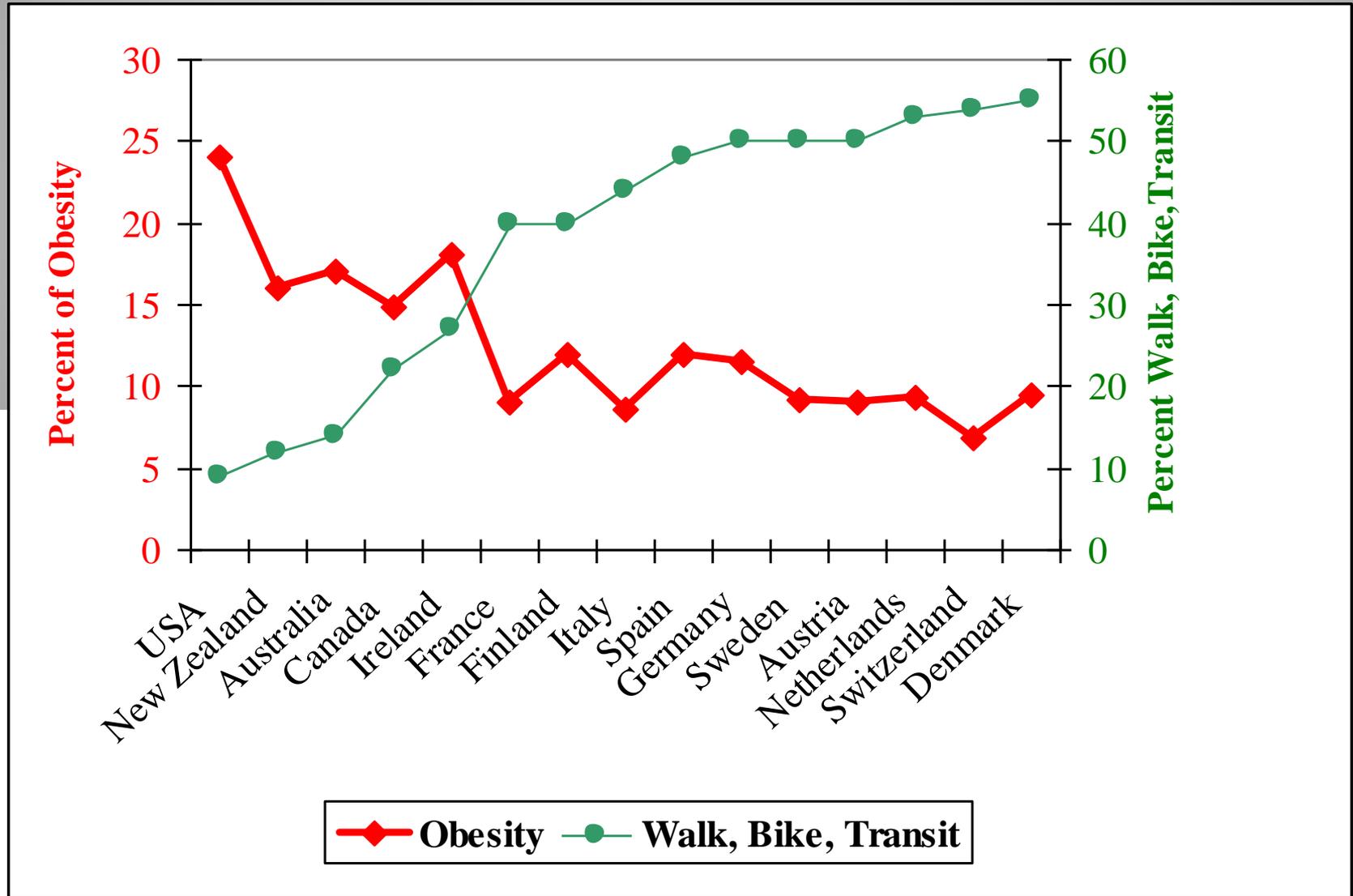
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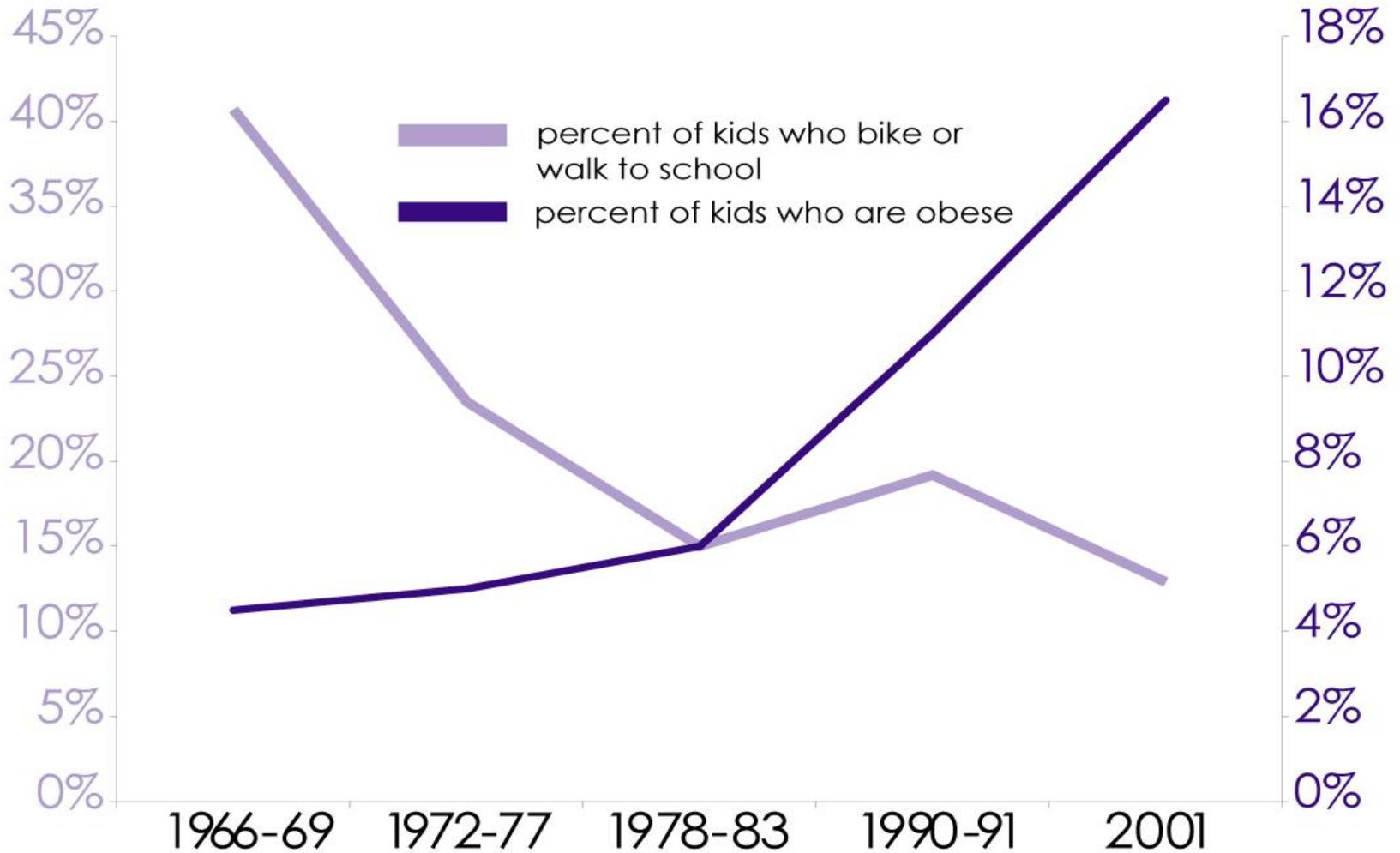
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# Does auto-dependency make us fat? Obesity falls sharply with increased walking, cycling, and transit use!



# Trend in Obese Children vs. Rate of Biking and Walking to School



## Connecticut's Complete Streets Law:

“accommodations for **all users** shall be a routine part of the planning, design, construction and operating activities” of all state highways. Beginning October 2010, 1% of transportation funding will be dedicated to construction of complete streets elements.

CGA Public Act No. 09-154

An Act Improving Bicycle and Pedestrian Access

- Have your town or city adopt a similar Complete Streets policy.
- Amend local zoning and subdivision regulations (sidewalks, bike paths)
- Advocate CTDOT to ensure that the 1% mandate is a funding floor, not a funding ceiling



**What you can do locally?**

- Locate school in neighborhoods
- Connect school into neighborhood sidewalk networks
- Provide bike racks
- Discourage parents from dropping off kids at school
  - Majority of traffic in the vicinity of schools are parents
- Consider the needs of children in the design of residential subdivisions
  - Require connections between cul-de-sacs and sidewalks

## **Complete Streets and Schools**

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Questions?

