Complete Streets

Achieving Safety, Livability, Health, and Economic Vibrance Through Street Design

Streets are inadequate
No sidewalks
Too dangerous to cross on foot

Streets are inadequate
Unsafe for bicyclists

Streets are inadequate
Traffic jams on arterials
Too many crashes

Streets are inadequate
Uninviting for bus riders

Streets are inadequate
Inaccessible for wheelchair users
We know how to build right

Yet many roads are built like this

What are Complete Streets?

Complete Streets are streets for everyone, no matter who they are or how they travel.
The tremendous potential
Of all trips:

50% are less than 3 miles
28% are less than 1 mile
60% are driven

of these trips...

2009 National Household Travel Survey

Changing preferences
• Aging population:
  by 2025, 1 in 5 will be 65+
• Younger generation prefers multimodal travel
• More demand for “In town” living

Complete Streets = best practices

Complete Streets = best practices

2013 FHWA memo

Supports “taking a flexible approach to bicycle and pedestrian facility design”

Recommends using AASHTO, ITE, and NACTO guidance

Pedestrian crashes
• 88% with sidewalks
• 69% with hybrid beacons
• 39% with medians
• 29% with street conversions


The Florida Greenbook will be posted on the FDOT Web Site
http://www.dot.state.fl.us/transportation/transportationstandards
Children

More than 1/3 of kids and teens are obese.

Unhealthy weight gain brings higher risk for pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems.

Health

We are moving without moving

60% are at risk for diseases associated with inactivity:
- Diabetes
- High blood pressure
- Other chronic diseases

Economic development

Washington, DC:
- $8m public investment 2003–2004
- $8m private investment 2005-2007
- 32 new business establishments
- $80,000 in sales tax annually

Lancaster, California:
- Reconstruction project
- $11.6m public investment
- 48 new businesses
- 802 new jobs
- Vacancy rate: 4%
- Sales tax revenue: ↑ 96%

Walkability = value

+1 point on Walk Score scale = + $500–$3,000 in home value.

Walkable commercial neighborhoods in DC: 75% higher office rents than auto-oriented suburban neighborhoods

Changes intersection design
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Changes intersection design

Changes bicycling

Changes bicycling

Changes transit
Changes transit

Changes accessibility

Changes accessibility

No magic formula for design

One size doesn’t fit all

Doesn’t mean every street has sidewalks, bike lanes and transit

Fits context of community: land use and transportation needs

Rural roads with shared paths

Paved shoulders
Low traffic, shared residential streets

Residential skinny streets

Neighborhood greenways

Main Streets

Shared commercial streets

Protected bike lanes
Traffic circles

Modern roundabouts

Complete Streets and trails

Streets provide access to trails

Complete Streets + trails = comprehensive network

Complete Streets take pressure off overcrowded trails
Complete Streets policies provide for all users

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

Why have a Complete Streets policy?
To shift transportation investments so they create better streets opportunistically
- Take advantage of all planning, construction, operations and maintenance activities
Why adopt a policy?
To make 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 give transportation professionals political and community support for innovative solutions that help make active living possible