COMPLETE STREETS

Not A One Size Fits All
WHAT DEFINES A COMPLETE STREET

- Mobility of People
  - Safe
- Comfortable
- Convenient
- Regardless of Ability
66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car if other viable options were available.
WHAT A CONCEPT...
A SINGULAR THOUGHT PROCESS

- Include **all road users** throughout a facility
  - Conceptual
  - Planning
  - Design/Engineering
  - Construction
  - Maintenance/Operations

- Emphasis on “MOBILITY OF PEOPLE”
WHO ARE MY USERS?

- The Usual Suspects
  - Vehicles
  - Transit
  - Pedestrians
  - Bicyclists
Bicyclists and Pedestrians

- Represent 12% of trips
- Suffer 13% of fatalities
- Receive 1% of federal funding

2008 National Data
- Net reduction in vehicle speed
OTHER POTENTIAL USERS

- Equine
OTHER POTENTIAL USERS

- Wagons
- Hansom Cabs
OTHER POTENTIAL USERS

- Equipment
- Construction
- Agriculture
OTHER POTENTIAL USERS

- Delivery Trucks
- Industrial Areas
IS THIS A COMPLETE RURAL STREET?
IS THIS A COMPLETE URBAN STREET?
Is this a complete street?
IS THIS A COMPLETE STREET?
FACTORS AFFECTING NON-MOTORIZED MOBILITY

- Crossing Distance
- Buffering from Traffic
- Vehicular Speed
- Available Gaps
- Safety
- Comfort
- Convenience
- Connectivity
ROADWAY CONVERSIONS

Road Diet Example

Existing 4-lane

Road Diet

3-lane with bike lanes

3-lane with wide sidewalk

Road Diet Before

After
BICYCLE BOULEVARDS

- Inconvenience to Through Vehicular Traffic
- Low Volume
- Vehicular Alternate Near
VEHICLE SPEED AND PED SURVIVABILITY

Hit by a vehicle traveling at **20 MPH**
9 out of 10 pedestrians survive.

Hit by a vehicle traveling at **30 MPH**
5 out of 10 pedestrians survive.

Hit by a vehicle traveling at **40 MPH**
only 1 out of 10 pedestrians survives.
DOES IT WORK?

- Residents are 65% more likely to walk in a neighborhood with sidewalks.
- Cities with more bike lanes per square mile have higher levels of bicycle commuting.
A DIFFERENT APPROACH...

From Atkins
WHERE IS IT HAPPENING?

As of 1/7/11

- State (24)
- MPO (24)
- County (24)
- City (131)
COMPLETE STREETS POLICIES

Policy Adoption Across the Country

Legend:
- 0 local or regional policies
- 1-5 local or regional policies
- 6-10 local or regional policies
- 11-15 local or regional policies
- 16-20 local or regional policies
- 21+ local or regional policies
- State level policy
FUNDING OF COMPLETE STREETS

- Federal Highway Administration (FHWA)
  - National Highway System (NHS)
  - Surface Transportation Program (STP)
  - Interstate Maintenance (IM)
  - Highway Bridge Replacement/Rehab (HBRRP)
  - Highway Safety Improvement Program (HSIP)
  - Congestion Mitigation & Air Quality Improvement Program (CMAQ)
FUNDING OF COMPLETE STREETS

- FHWA Funding (cont.)
  - Federal Lands Highway Program (FLHP)
  - Recreational Trails Program (now TA)
  - Transportation, Community and System Preservation Program (TCSP)
  - Safe Routes to School (SRTS) (now TA)
  - Transportation Enhancements (TE) (now TA)
FUNDING OF COMPLETE STREETS

- Federal Transit Authority (FTA)
  - Urbanized Area Formula Grants
  - Job Access and Reverse Commute Programs
FUNDING OF COMPLETE STREETS

- Nevada State Fuel Tax
- Project Submittal Program
TIME FOR A NEW PARADIGM