

## Welcome to Completing the Streets, Reconnecting Our Nation

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- ▶ Dave Snyder – Thunderhead Alliance
- ▶ Jeff Taebel – Houston-Galveston Area Council
- ▶ Jim Sayer – Adventure Cycling



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## What is a Complete Street?



Pedestrians, bicyclists, motorists and transit users of all ages and abilities enjoy traveling along and across complete streets.

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## A Complete Street:

- ▶ Offers a full range of travel choices
- ▶ Connects to a network that offers choices
- ▶ Is fully accessible to all: kids, seniors and people with disabilities
- ▶ Supports & contributes to life in pleasant, convenient neighborhoods



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A Complete Street:



Serves transit

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Americans want to walk and bike more

► 52% want to bike more than they do now.



America Bikes Poll

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Americans want to walk and bike more

► 55% would rather drive less and walk more



STPP Poll

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### About a third of Americans don't drive:

- ▶ 21% of Americans over 65



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### About a third of Americans don't drive:

- ▶ 21% of Americans over 65
- ▶ All children under 16
- ▶ Many low income Americans cannot afford automobiles



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### Streets are inadequate:



No room for bikes or pedestrians

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Streets are inadequate:



No sidewalks

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Streets are inadequate:



Too narrow to share with bikes

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Streets are inadequate:



Too dangerous to cross on foot

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## Streets are inadequate:



**No room for people**

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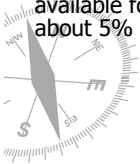
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## Streets are inadequate:

- ▶ 25% of walking trips take place on roads w/o sidewalks or shoulders
- ▶ Bike lanes are available for only about 5% of bike trips



Natl. Survey of Ped & Bicyclist Attitudes & Behaviors, 2003 BTS

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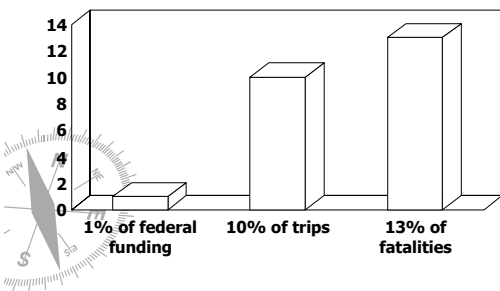
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## Incomplete streets are unsafe.

### Pedestrians and bicyclists...



FMIS, NHTS, FARS federal databases

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## Most states don't build Complete Streets

2000 FHWA Guidance:

"Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."



*Few states follow this guidance.*

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## Completing the Streets: State Action

Oregon state law:

- ▶ "...footpaths and bicycle trails... shall be provided wherever a highway, road or street is being constructed, reconstructed, or relocated."
- ▶ A minimum of 1% of state highway funds go to bicycling and walking.



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## Completing the Streets: Local Action



Boulder, Colorado is building all arterials as multi-modal corridors for auto, pedestrian, bicycle, and transit use.

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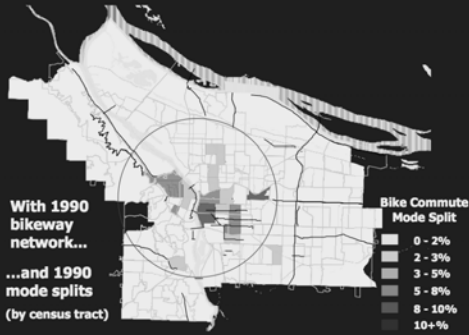
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## Bicycle Commute Mode Split 1990




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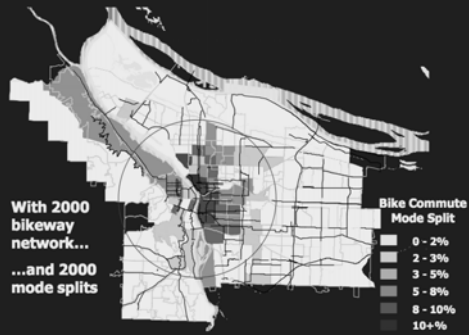
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## Bicycle Commute Mode Split 2000




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## Thunderhead Alliance's National Complete the Streets Campaign




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### The many types of Complete Streets



A street cyclists can ride comfortably

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### The many types of Complete Streets



*(bike lanes aren't always needed)*

A street cyclists can ride comfortably

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### The many types of Complete Streets



A commercial arterial w bike lanes & sidewalks

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## The many types of Complete Streets



A street school children can safely cross

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## The many types of Complete Streets



A busy street all can safely cross

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## What you'll see when streets are complete

- Kids going to school or the ice cream shop on their own
- Seniors comfortably strolling and safely crossing the street




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## What you'll see when streets are complete

- ▶ Kids going to school or the ice cream shop on their own
- ▶ Seniors comfortably strolling and safely crossing the street
- ▶ More bikes used for utility and recreational trips
- ▶ Fewer accidents and less serious injuries
- ▶ A more smoothly functioning road network
- ▶ Higher values for adjoining properties



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## Benefits: for safety

**Designing intersections for pedestrian travel can reduce pedestrian risk by 28%**



King/Ewing 2003



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## Benefits: for safety

**Designing intersections for pedestrian travel can reduce pedestrian risk by 28%**



King/Ewing 2003



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## Benefits: for older Americans

- ▶ 21% of Americans over 65 do not drive
- ▶ More than 50% of non-drivers stay at home on a given day because they lack transportation options.



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## Benefits: for encouraging healthy activity

- ▶ Walking & bicycling help prevent obesity, diabetes, high blood pressure & colon cancer.
- ▶ Residents are 65% more likely to walk in a neighborhood with sidewalks.



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## Benefits: for people with disabilities

- ▶ 20% of Americans have a disability that limits their daily activities.
- ▶ Complete Streets have curb cuts and other features for disabled travelers.



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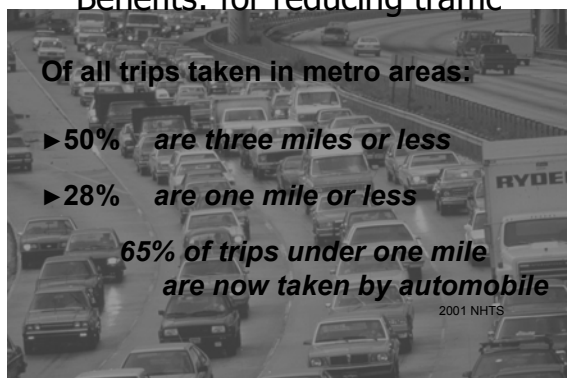
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## Benefits: for reducing traffic



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## Isn't it expensive?

"The cost is incremental or minimal in terms of the overall construction costs for a new facility."



► Whit Clement, Virginia Secretary of Transportation

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## Isn't it expensive?

"By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, & persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."



► Jeff Morales, Director, CalTrans

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**Is this supported in design manuals?**



**\$ Most transportation experts agree this road is poorly designed**

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**Is this supported in design manuals?**



**\$ Most transportation experts agree this road is better designed**

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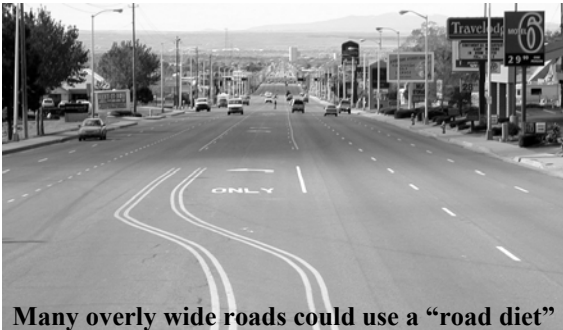
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**Won't this mean wider streets?**



**Many overly wide roads could use a "road diet"**

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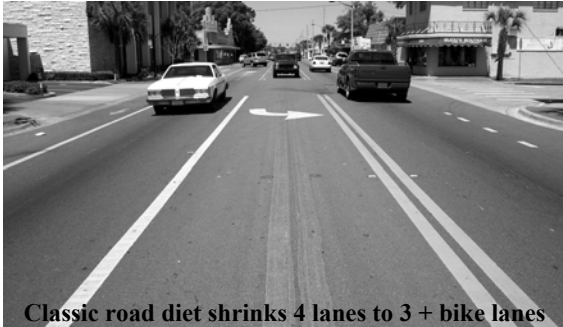
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## What's a road diet?



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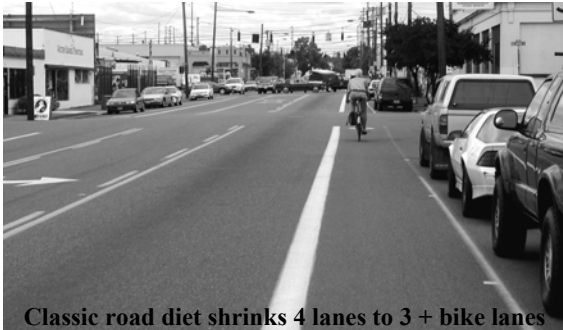
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## What's a road diet?



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## What else does a road diet do?



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## Are street design standards enough?



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## Bringing in the other needed ingredients:



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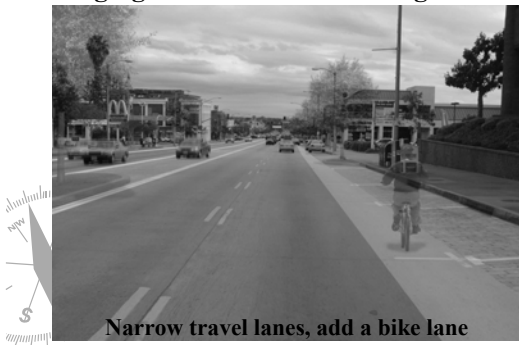
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## Bringing in the other needed ingredients:



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**Bringing in the other needed ingredients:**



**Add a median, trees and some texture**

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**Bringing in the other needed ingredients:**



**Bring the buildings in closer**

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**Bringing in the other needed ingredients:**



**Make sure the buildings face the street**

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**Bringing in the other needed ingredients:**



**Bring in more buildings (infill)**

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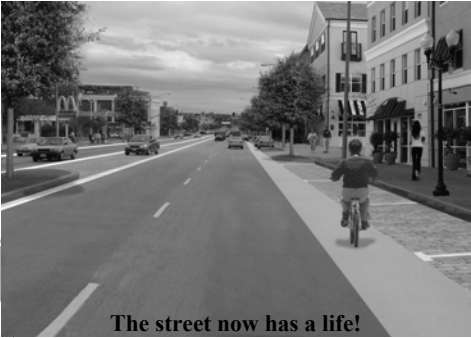
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**Bringing in the other needed ingredients:**



**The street now has a life!**

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