Complete Streets Policies

Complete Streets Principles
Why We Need Them
What They Will Do
Present Policy Status

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By

Irene Wegner, AARP

Complete Streets Principles

- Complete streets and designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.



Complete Streets Principles

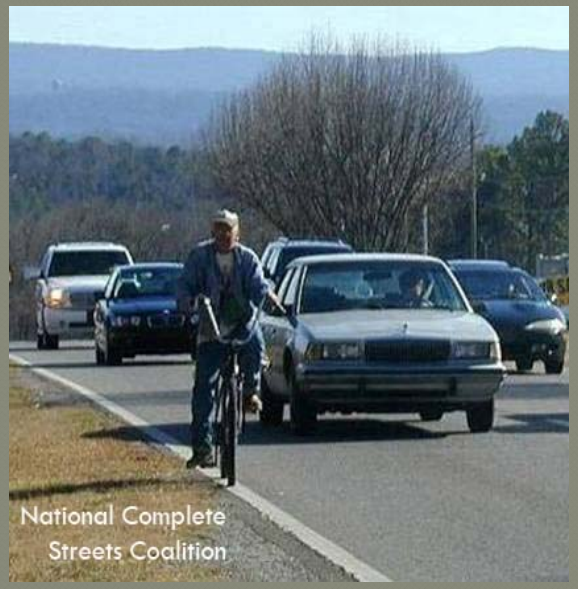
- Creating complete streets means changing the policies and practices of transportation agencies ***from building primarily for cars and consider the whole community and its mobility needs.***

Complete Streets Principles

- A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.







Complete Streets Principles

- Transportation agencies must ensure that all road projects result in a complete street *appropriate to local context and needs*





Why We Need Complete Streets

- **Americans want to walk and bicycle more.**
- Recent opinion polls found that 52% of Americans want to bicycle more and 55% would prefer to drive less and walk more.





Why We Need Complete Streets

Many streets where people bicycle or walk are incomplete.

A recent federal survey found that about one-quarter of walking trips take place on roads without sidewalks or shoulders, and bike lanes are available for only about 5 % of bicycle trips.



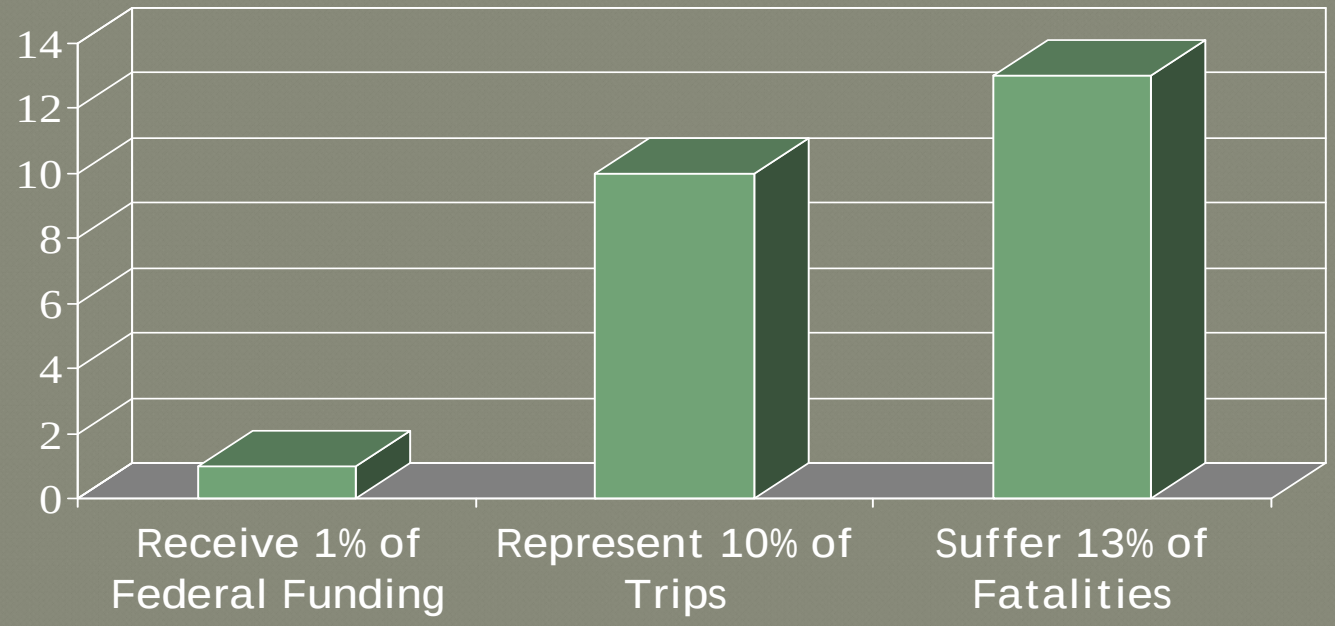


Why We Need Complete Streets

- **Few laws require states to build roads as complete transportation corridors.**
- In 2000, the US Department of Transportation advised states receiving federal funds that "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." Fewer than half the states follow this guidance.
- Change is coming!

Why We Need Complete Streets

Pedestrians and Bicyclists…

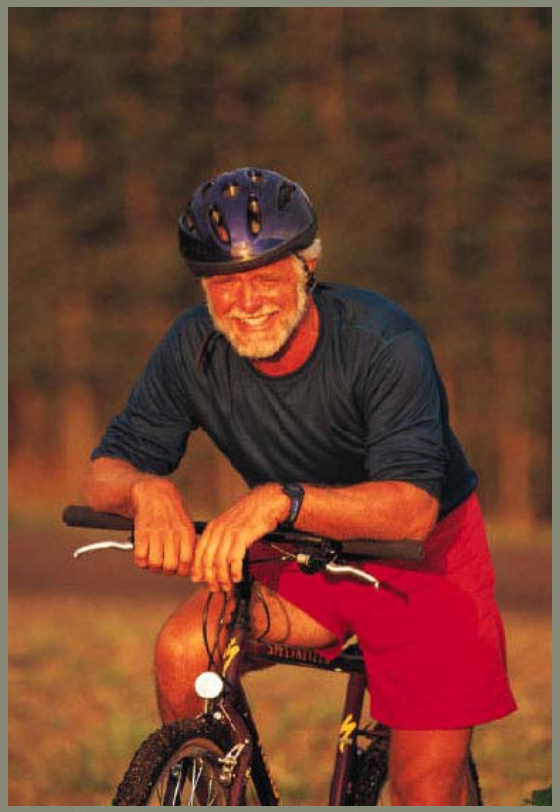


Why We Need Complete Streets

- **Roads without safe access for non-drivers become barriers.**

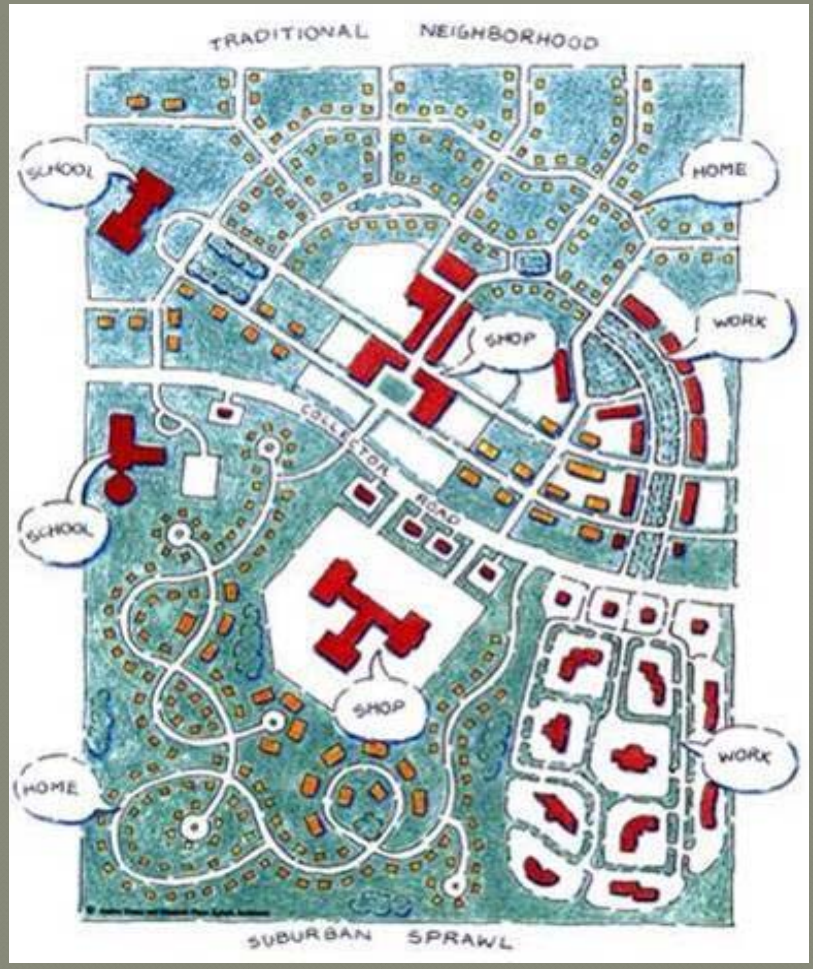
About 1/3 of Americans do not drive, so complete streets are essential to provide them mobility options.





Why Have a Complete Streets Policy?

To gradually create a complete streets **network** of roads that serve all users.



Why Have a Complete Streets Policy?

- To shift transportation investments so they are creating better streets ***now.***



Why Have a Complete Streets Policy?

- **To *change practice***
- Integrating the needs of all road users into ***everyday*** transportation planning practices



What is a Complete Streets Policy?

- **A complete streets policy ensures that the entire right of way is planned, designed, and operated to provide safe access for all users.**

Complete Streets Policies are NOT

- **A mandate for immediate retrofit**
- **A silver bullet**
- **A design prescription**

An Ideal Complete Streets Policy

- Sets a vision
- Includes all modes
- Applies to all transportation projects and phases
- Specifies and limits exceptions, with management approval required
- Is context-sensitive
- Emphasizes connectivity
- Uses latest design standards and is flexible
- Sets performance standards
- Includes implementation steps

- Source: www.completestreets.org

What an Effective Complete Streets Policy Should Do

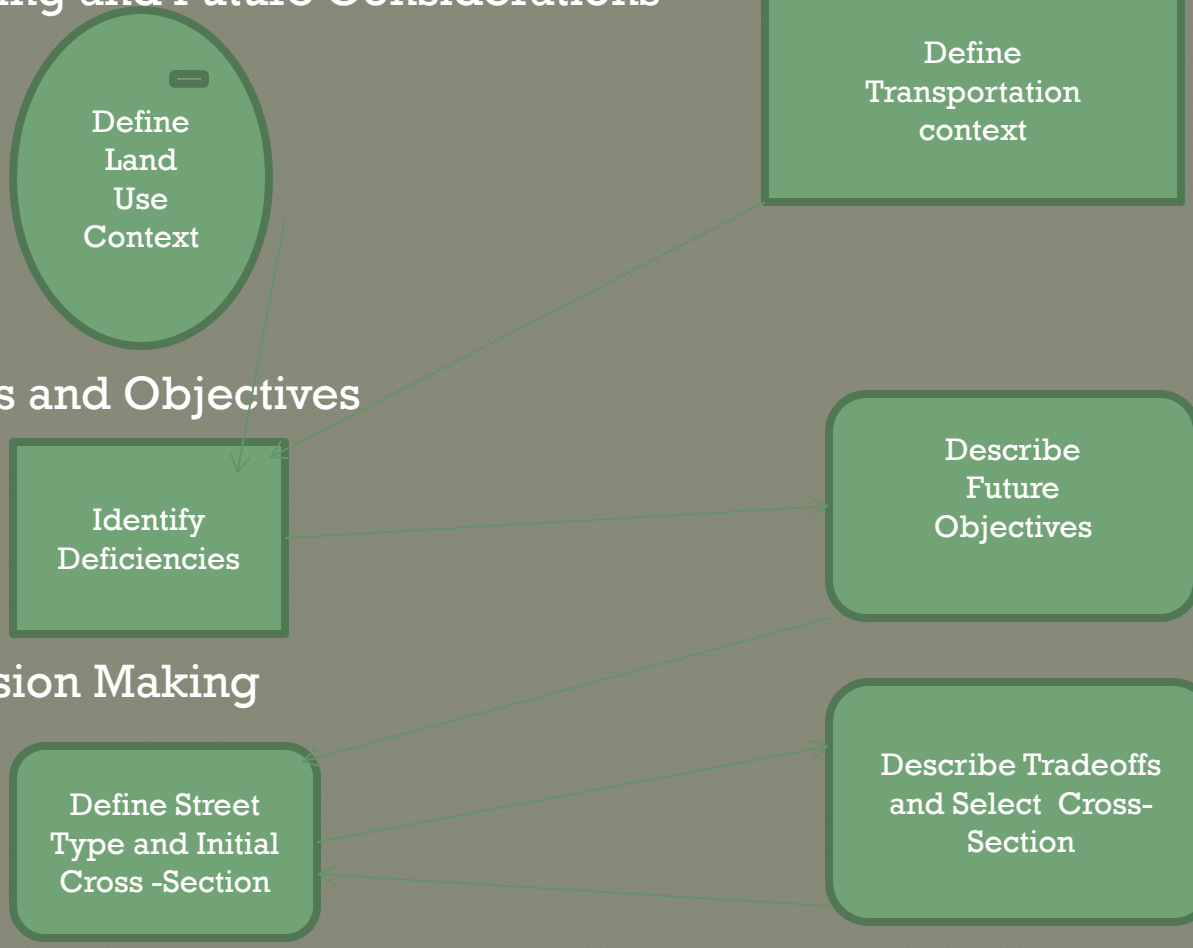
- ***Provide new training for planners and engineers***



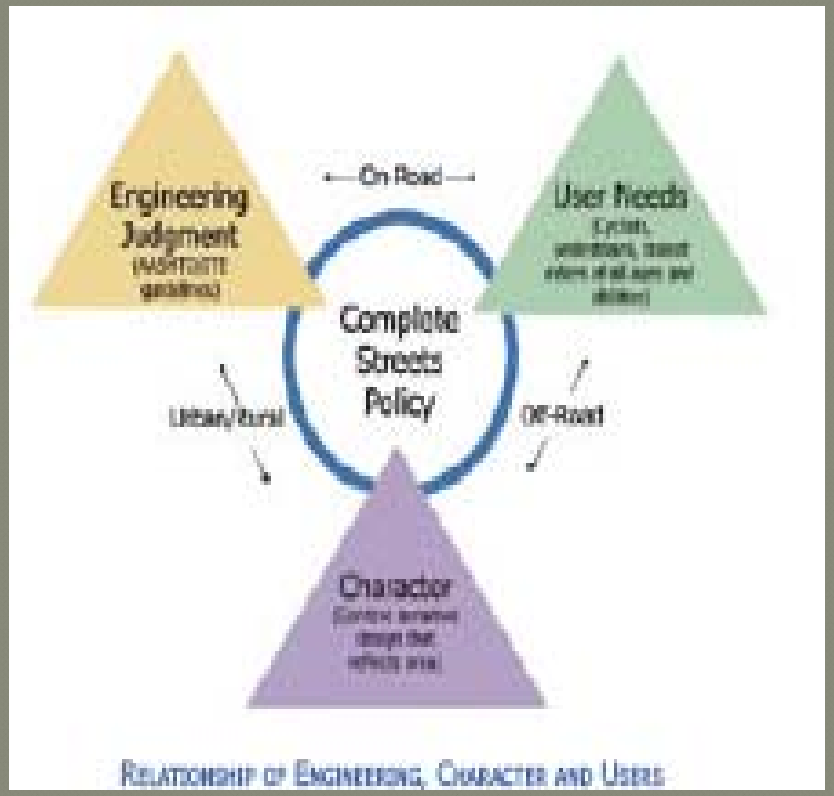
What an Effective Complete Streets Policy Should Do

Restructured Procedures

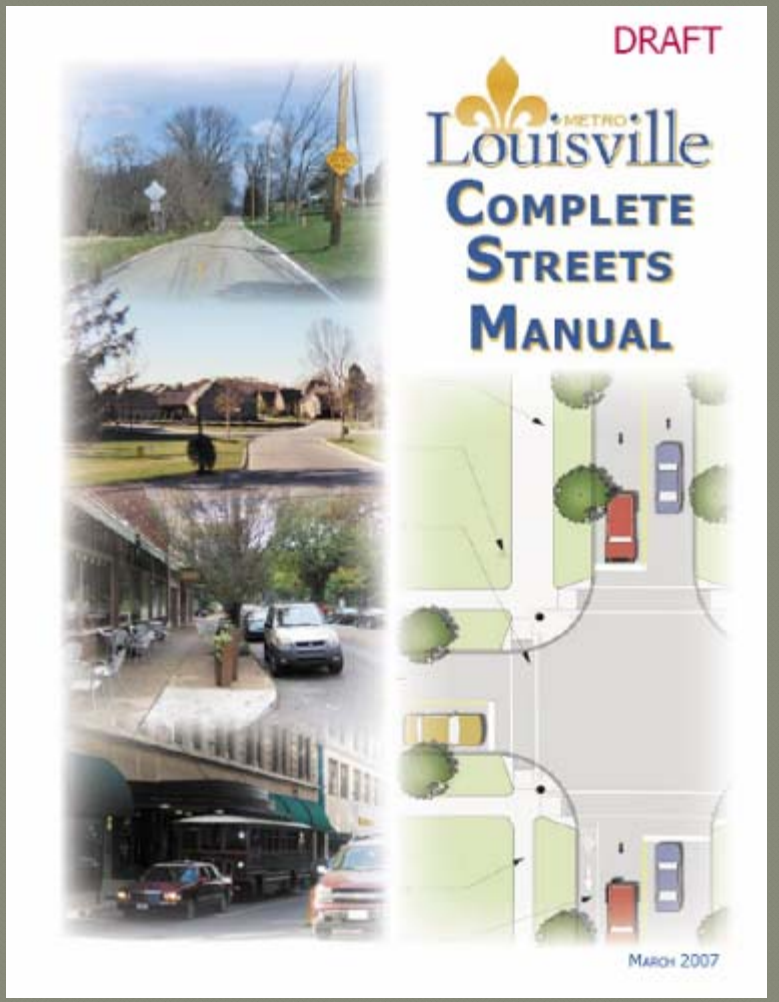
Existing and Future Considerations



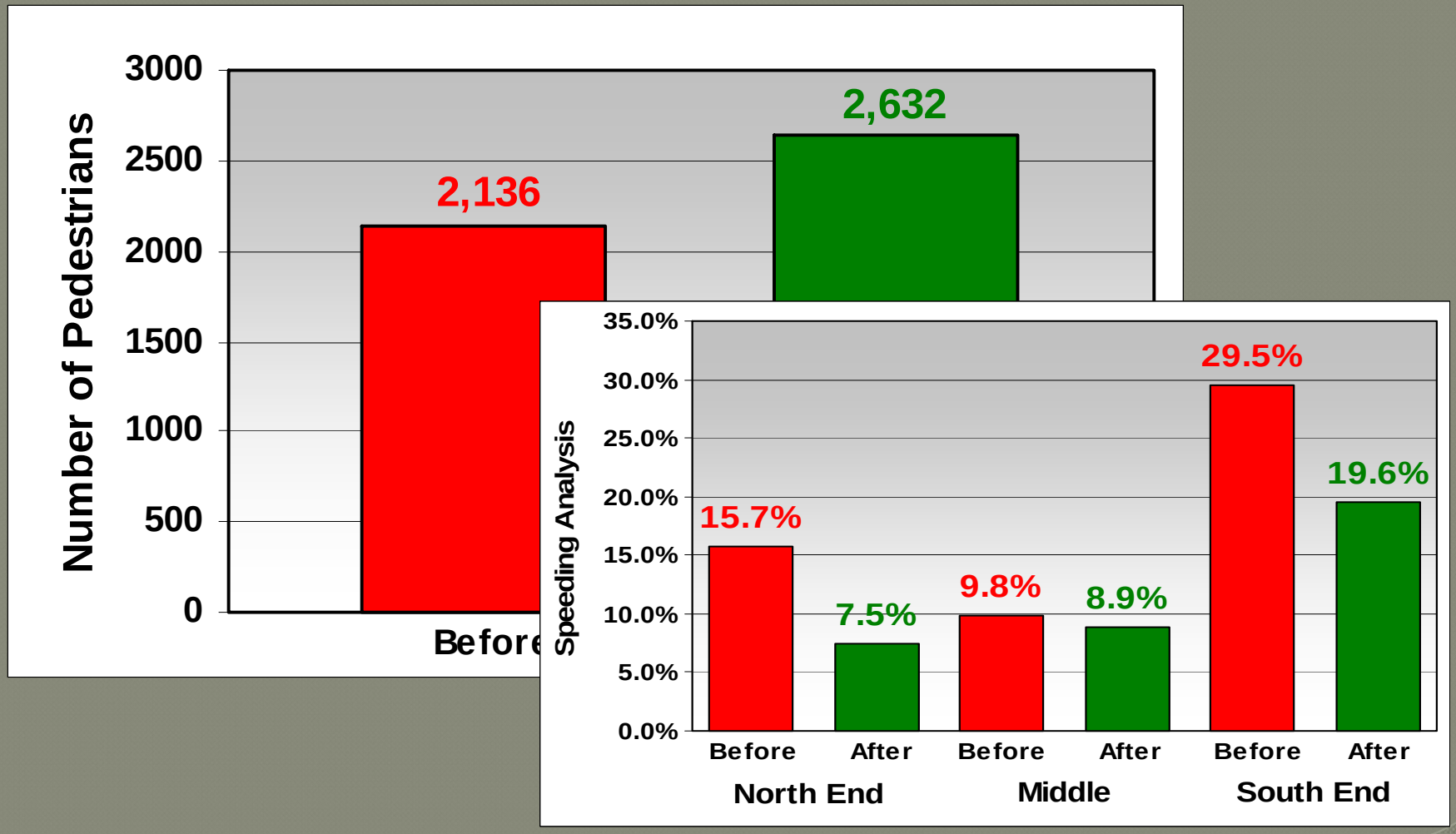
What an Effective Complete Streets Policy Should Do



Relationship of Engineering, Character and Users



What an Effective Complete Streets Policy Should Do



Current Complete Streets Policies

- **110 jurisdictions** have a stated commitment to complete streets, including Bloomington, IN (January , 2009)
- More than 30 policies adopted in 2009
- NIRPC has a policy under consideration
- MCCOG adopted a policy in January, 2010

- **Policy Types**
- Public: Legislation, ordinance, resolution, executive order
- Internal: Policy, plan, manual, standard

- **Policy Levels**
- Local, MPO, state, federal

Status of HB 1182

- Passed out of the House, 90-4
- Impressive bi-partisan support
- Did not get a hearing in the Senate
- Stay-tuned!
- INDOT working with advocates to develop and implement complete street guidelines at the state level
- Volunteer speaker's bureau ready to talk to local level transportation agencies and interested groups

Pending Federal Legislation

- Complete Streets Act of 2009

- S 584, Senator: Tom Harkin (IA)
- HR 1443, Congresswoman Doris Matsui (CA)

- Both ensure that all users of the transportation system-pedestrians, bicyclists, and transit users, as well as children, older adults and individuals with disabilities-are able to travel safely and conveniently on our streets

Contact Information

Irene Wegner
Associate State Director,
Community Outreach
AARP Indiana
iwegner@aarp.org
317-423-7107
One N. Capitol Ave.
Suite 1275
Indianapolis, Indiana 46204