

Complete Streets

Active Transportation, Safety and Mobility for Individuals of all Ages and Abilities



The complete streets movement aims to develop an interconnected street network that is accessible and safe for users of all ages, abilities and modes of transportation. Complete streets support not only changes to community streets but also a shift in the decision-making process and policies. Such policies aim to integrate all users into the planning, design, construction and operation of the transportation system, and to foster community participation. A complete street could include various elements, like sidewalks, pedestrian refuge islands, bicycle lanes, reflective signs, accessible bus shelters or longer crossing times

for pedestrians. These policies apply to new streets as well as retrofit and maintenance jobs. APHA is committed to promoting changes to the built environment that encourage active transportation, minimize disparities in mobility and ensure the safety of all transportation users. The complete streets methodology aligns with APHA's principles.

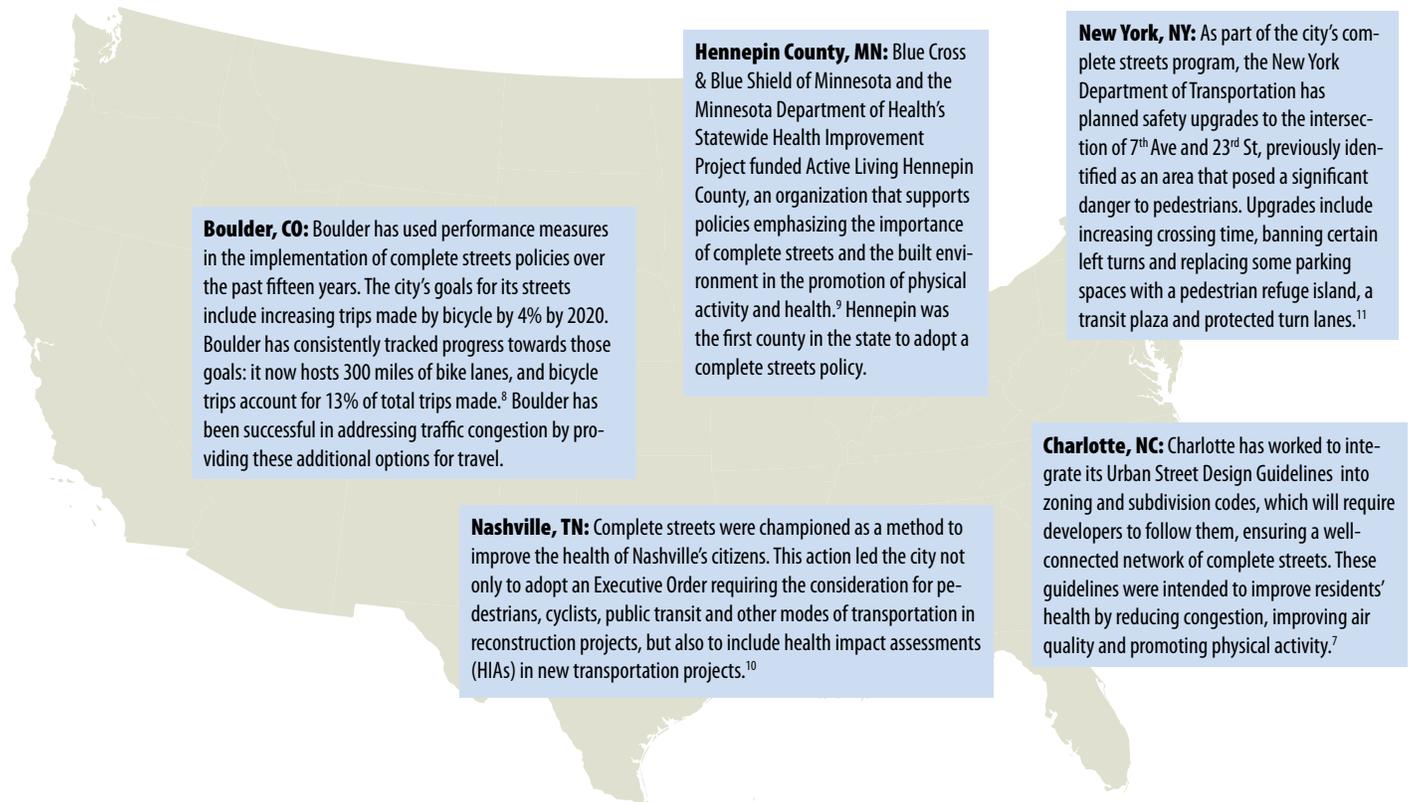
Why are complete streets necessary?

- In 2009, 4,092 pedestrians were struck and killed by motor vehicles, accounting for 11.4% of all transportation-related fatalities.¹
- A study conducted in Connecticut suggested that less than 1% of pedestrians of ages 72 and older achieved a walking speed at or above 4 feet per second, which is the speed at which they would generally have to walk in order to cross an intersection in the allotted time.²
- Motor vehicle collisions are the leading cause of death among children ages 3 to 14; in 19% of these fatalities, the children involved were pedestrians.³

How can complete streets help?

- Studies have shown that bicyclist injuries and collisions with automobiles can be reduced by up to 50% by the creation of marked, on-road bike lanes.⁴
- The construction of a raised median, curbs and sidewalks has been demonstrated to reduce the amount of time during which pedestrians are exposed to traffic, and therefore at risk of collision, by 28%.⁵
- Streets that are designed for pedestrian safety often provide drivers with increased safety as well.⁶

Below are some examples of specific implementations of complete streets policies:



Sources:

- 1 Bureau of Transportation Statistics. *Transportation Statistics Annual Report*, 2010.
- 2 Langlois, J.A., Keyl, P.M., Guralnik, J.M., Foley, D.J., Marattoli, R.A., and Wallace, R.B. 1997. Characteristics of older pedestrians who have difficulty crossing the street. *American Journal of Public Health*: 87, 393-397.
- 3 National Highway Traffic Safety Administration. 2009. *Traffic Safety Facts: Children*.
- 4 Reynolds, C.C.O., Harris, M.A., Teschke, K., Cripton, P.A., Winters, M. 2009. *The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature*. *Environmental Health*: 8(47).
- 5 King, M.R., Carnegie, J.A., and Ewing, R. 2003. Pedestrian Safety Through a Raised Median and Redesigned Intersections. *Transportation Research Board* 1828: 56-66
- 6 Dumbaugh, E, Li, W. 2010. Designing for the Safety of Pedestrians, Cyclists, and Motorists in Urban Environments. *Journal of the American Planning Association*: 7(1).
- 7 <http://www.reconnectingamerica.org/assets/Uploads/charlotteurbanstreetsguidelines.pdf>
- 8 McCann, B., Rynne, S. *Complete Streets: Best Policy and Implementation Practices*. American Planning Association Planning Advisory Service Report Number 559.
- 9 <http://hennepin.us/activeliving>
- 10 <http://www.healthimpactproject.org/hia/us/nashville-northwest-corridor-transit>
- 11 http://www.nyc.gov/html/dot/downloads/pdf/20110119_7av-23st_presentation_slides.pdf