

What do others have to say about Complete Streets?

"It is important to design and retrofit our streets so that the average American is able to fit physical activity into their daily lives and older Americans can continue to get where they need to go when they are no longer able to drive. If the minimal gains of the last few years are eroded this will not be possible."

Claudia Nix of the State Bicycle Committee

"The present entire federal budget for bicycling would only pave 13 miles of a 4 lane highway in one city. The Safe and Complete Streets Act (which has been introduced) would insure that MPO's introduce Complete Streets in all future transportation projects."

Tim Blumenthal President of Bikes Belong

Schedule a Presentation!

To schedule a presentation to learn more about the Complete Streets movement and how to become involved contact Terri March at Terri.March@buncombecounty.org or 250-5407.

Dozens of states, counties, and cities have been adopting policies at an accelerating pace, including the States of California and Illinois, and cities like Seattle and Iowa City. Keep track by visiting the National Complete Streets Coalition website at: www.completestreets.org

How can I get involved with Complete Streets?

A coalition of health, transportation, and recreation professionals are working to enact complete streets policies across the region. Visit the following website to keep up with what's happening in our area: <http://phccompletestreets.wordpress.com/>

Lead Groups In Western North Carolina



Pioneering Healthier Communities



Buncombe County Department of Health



Buncombe County Parks, Greenways, and Recreation Services



City of Asheville



French Broad River MPO



Healthy Buncombe



McDowell Health Coalition



The streets of our cities and towns ought to be for everyone,

whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper.

But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. These streets are unsafe for people on foot or bike and unpleasant for everybody.

Now, in communities across the country, a movement is growing to complete the streets. States, cities, and towns are asking their planners, engineers, and designers to build road networks that welcome all citizens.

Graphics and much content courtesy of National Complete Streets Coalition: www.completestreets.org

What are Complete Streets?

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

What do Complete Streets policies do?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation vehicles and riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

Few states 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.” Unfortunately, fewer than half the states follow this federal guidance. Many highway projects add automobile capacity and increase vehicle speeds, but do nothing to mitigate the negative impact this can have on walking, biking, and taking public transportation.

What does a good Complete Streets policy include?

- Provides a vision for how and why the community wants to complete its streets.
- Specifies that ‘all users’ includes pedestrians, bicyclists, and public transportation passengers of all ages and abilities, as well as trucks, public transportation vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

What do Complete Streets look like?

Common features :



BUS SHELTERS AND CROSSINGS

SPECIAL BUS LANES

SIDEWALKS

WIDE SHOULDERS

BIKE LANES

SIDEWALK BULBOUTS

RAISED CROSSWALKS

REFUGE MEDIANS

PLENTY OF CROSSING OPPORTUNITIES

AUDIBLE PEDESTRIAN SIGNALS

