



Compete Streets Policies and
Bicycle & Pedestrian Plans:
Key Tools for Healthy, Active
Communities

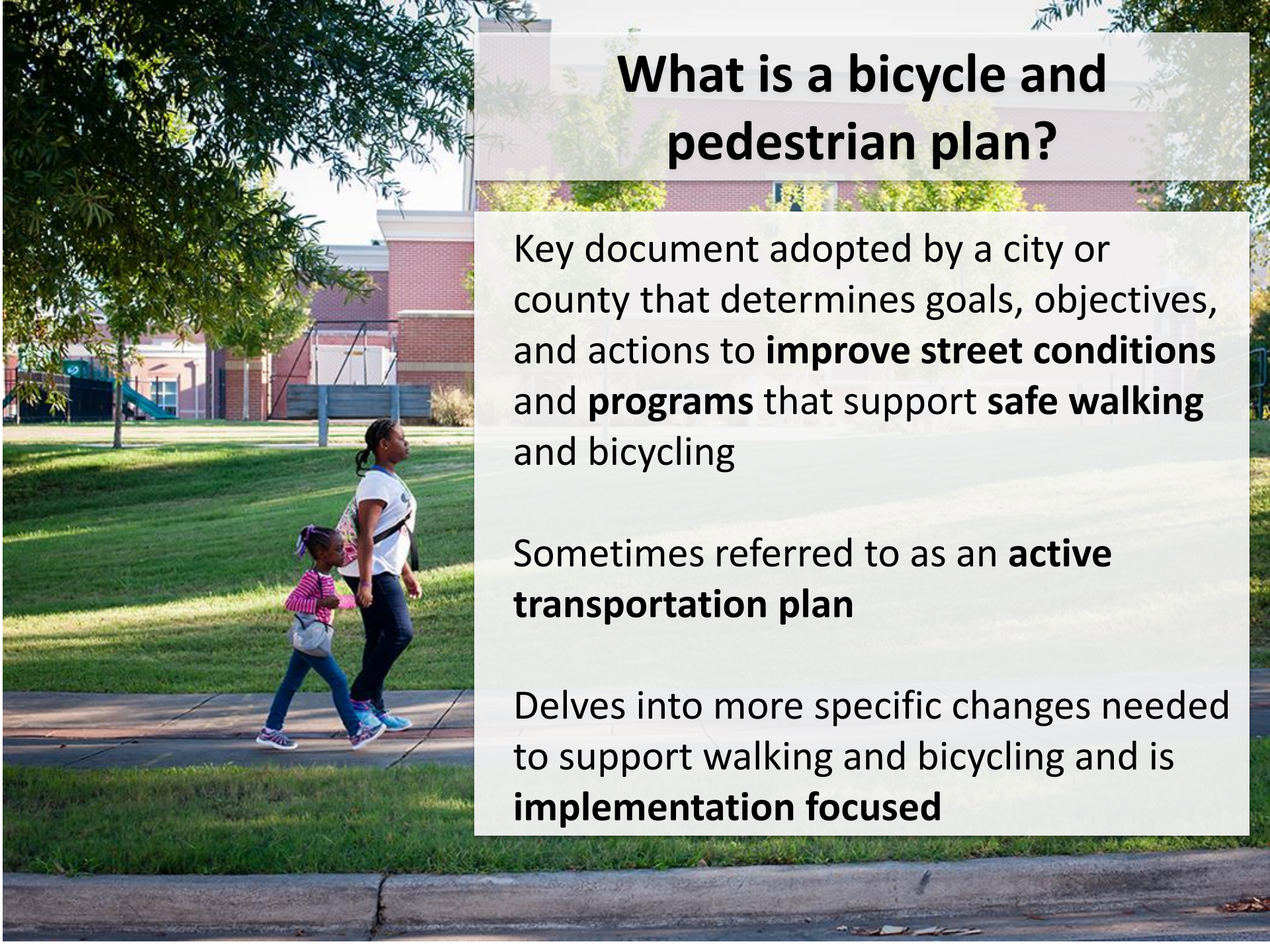
Safe Routes to School National Partnership
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What is a Complete Streets policy?



A policy that ensures that all new construction and renovation of streets creates streets that are **safe, comfortable, and convenient** for **everyone** using them

Who? People walking and biking, cars, public transportation riders, people with disabilities, and people of all ages

A woman and a young girl are walking on a paved sidewalk. The woman is wearing a white t-shirt and dark pants, and the girl is wearing a pink and white striped shirt and blue pants. They are walking towards the right. In the background, there are green trees and a brick building with a playground area. The scene is brightly lit, suggesting a sunny day.

What is a bicycle and pedestrian plan?

Key document adopted by a city or county that determines goals, objectives, and actions to **improve street conditions** and **programs** that support **safe walking** and bicycling

Sometimes referred to as an **active transportation plan**

Delves into more specific changes needed to support walking and bicycling and is **implementation focused**



Why do Complete Streets policies and bicycle and pedestrian plans matter?

- Key tools for making local changes to street design and improving environments for walking and bicycling
- Solidify local jurisdiction's commitment to streets that support walking and biking, not just cars
- Initial steps to gaining the benefits of a walkable, bikeable community

The Benefits

- Increased safety, reduced injuries and fatalities from vehicle crashes
- Easier for people to incorporate physical activity into their day and meet physical activity recommendations
- Reduced healthcare costs
- Reduced fuel costs and wear and tear on roads
- Increased commercial revenues



A group of cyclists is riding on a paved road. The foreground shows a white bicycle symbol painted on the asphalt. The cyclists are in motion, and the background is slightly blurred. A semi-transparent white box is overlaid on the right side of the image, containing text.

Essential Components for a Strong Policy or Plan

- Ensuring policies and plans advance equity
- Meaningful community engagement
- Defined implementation steps
- Performance measures & reporting
- Implementation oversight

Key Roles for Health

- Translating health data into transportation needs & strong policy language
- Community engagement
- Providing health perspective to decision makers
- Non-infrastructure programmatic recommendations
- Funding and implementation
- Evaluation



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**COMPLETE
STREETS
POLICIES +
BICYCLE
+ PEDESTRIAN
PLANS**



Key Tools for Supporting Healthy, Active Communities



Bicycle and Pedestrian Planning



Key Components of a Bicycle and Pedestrian Plan
 A bicycle and pedestrian plan typically includes these key elements:

- The background including a community vision statement, goals, planning



Complete Streets Policies

Complete Streets are streets that are safe, comfortable, and convenient for everyone who uses them – people walking, bicycling, driving, or taking public transportation, whether they are children, teens, older adults, and people of all abilities, genders, races, and income levels. Complete Streets policies work at the local or state level, requiring that every new road construction and reconstruction project ensure that streets are safe and comfortable for everyone. Complete Streets policies provide a flexible, affordable way to move toward creating safe, equitable transportation networks that work for all users.

Why Complete Streets Matter

- Complete Streets can reduce injuries and deaths from vehicle crashes, especially those that involve people walking and biking.^{1,2}
- Complete Streets make it easier for people to incorporate physical activity in their day.³
- Incomplete streets are more common in low income communities and communities of color, which can have fatal consequences.^{4,5}

What Makes a Good Policy?

Complete Streets policies work best when they include these requirements:

- All transportation projects, including new construction, reconstruction, repair, and maintenance, must create Complete Streets that enable reasonably safe travel for everyone who uses them.
- Exceptions to the Complete Streets requirement should be established, but should be strictly limited and available only with a strong showing of need and approval by an agency lead.
- Complete Streets policies should require specific steps and plans to prioritize neighborhoods that have received less investment, increase safety for demographic groups with higher rates of transportation injuries or fatalities, and support a more equitable transportation system.

A Complete Streets policy sets out a jurisdiction's commitment to routinely design, build, and operate all streets to enable safe use by everyone, regardless of age, ability, or mode of transportation.



Additional Resources:

- To learn more about Complete Streets policies and how health can be a key focus, read the National Partnerships [Complete Streets Policies and Bicycle and Pedestrian Plans: Key Tools for Supporting Healthy Active Communities](#).
- To see the 10 principles of Complete Streets, atlas of current Complete Streets policies, and many additional resources, go to the National Complete Streets Coalition's [website](#).
- See [ChangeLab Solutions' model Complete Streets resolution](#) for local governments with example language and relevant findings.

References

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2. Robert J. Schneider. "Complete Streets: Policies and Effecting Pedestrian Fatalities." *American Journal of Public Health* 108, no. 4 (April 1, 2018): pp. 491-493.
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4. K. Glass, S. Raker, N. Niekirk, et al. "Inequity Disparities in Street Features that Encourage Walking - A 2016 Research Brief." Chicago: The Jonathan Cox Group, Institute for Health Research and Policy, University of Illinois at Chicago (2017). http://www.health.uci.edu/research/asset63/170107g_attr_walkability_FINAL_03-08-17.pdf.
5. M. Moring. "Pedestrian Deaths at Disproportionate Rates in America's Poorer Neighborhoods." *LivingWage* (August 2014). <http://www.livingwage.com/articles/pedestrian-or-saferoutespartnership/about-us/about-us-2014>.