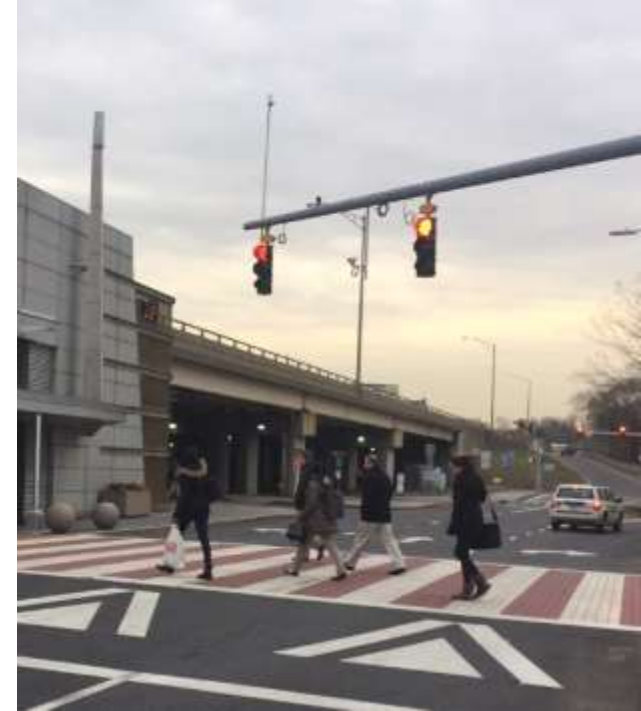


COMPLETED
STREETS IN
CONNECTICUT

Presented by the CT Bicycle and
Pedestrian Advisory Board





People are equivalent operators of the road!

Complete Streets Defined

“Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.”

– *National Complete Streets Coalition*



Complete Streets in CT

IT'S THE LAW!!

COMPLETE STREETS LAW PASSED IN 2009

- Public Act 09-154 states that accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways.
- The law applies to state and municipal projects
- The law defines user as motorist, transit user, pedestrian or bicyclist



Features of Complete Streets may appear in many different ways.





Benefits of Complete Streets

Safety

Cost Effectiveness

Economic Vitality

Quality of Life

Public Health

Equity

Environmental

Transportation Efficiency

Sustainability



**AT ALL STAGES AND
PHASES OF PROJECTS**



Elements of Complete Streets

- Sidewalks; crosswalks; lighting
- Bike facilities; bike racks
- Transit stops, shelters, information
- Plazas, parks, public spaces
- Landscaping/street art/street furniture
- Outdoor dining, retail, or entertainment
- Traffic lanes and controls – downscaled
- On-street parking



Walkability Principles



- Well designed connected network
- Safe, convenient crossings
- Pedestrians see vehicles
- Drivers understand intent

Bikeability Principles



- Well designed continuous network
- Network that encourages all ages to bicycle (separation from traffic)
- Convenient and efficient network
- Encourages operation in accordance with traffic flow and traffic law

Pedestrian Access:

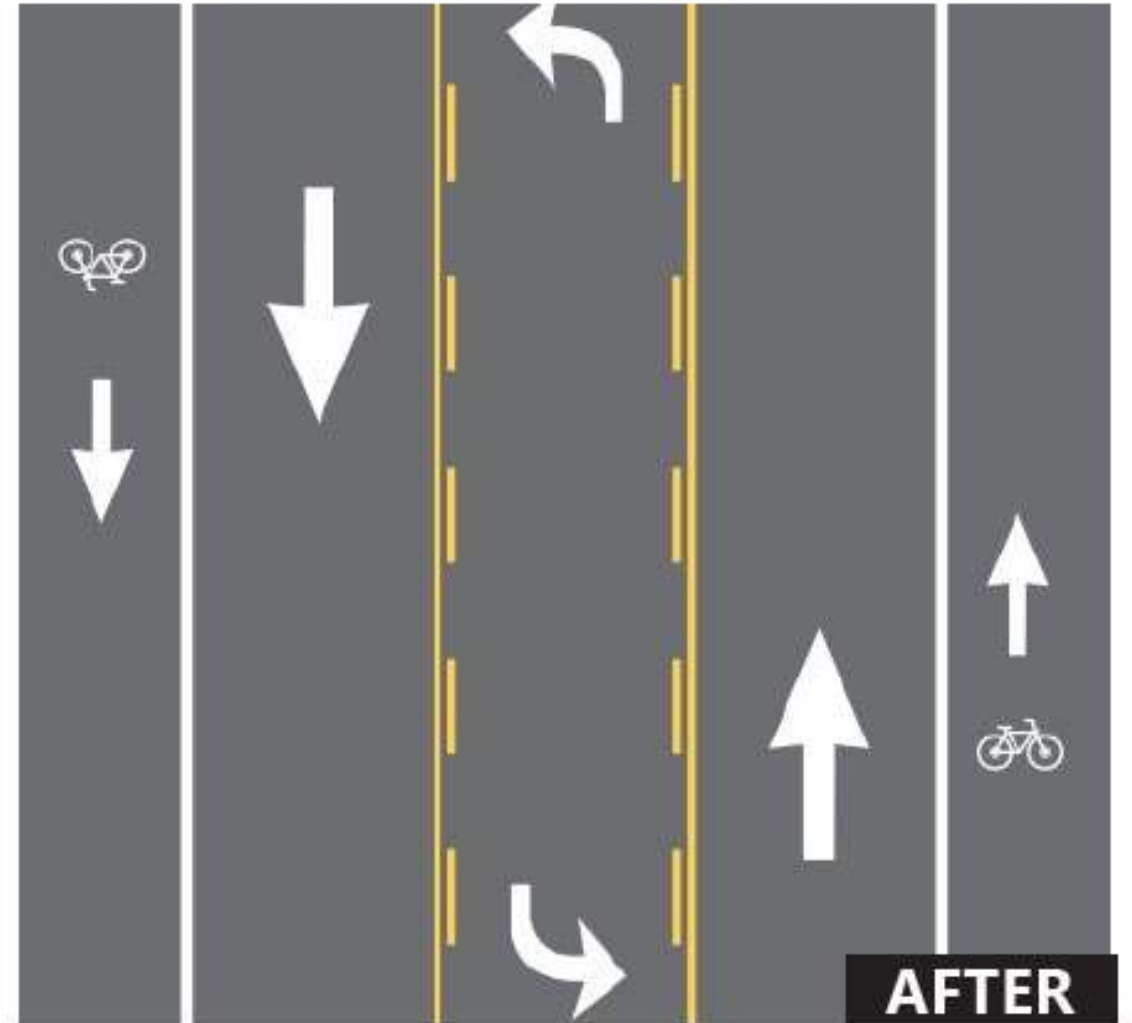
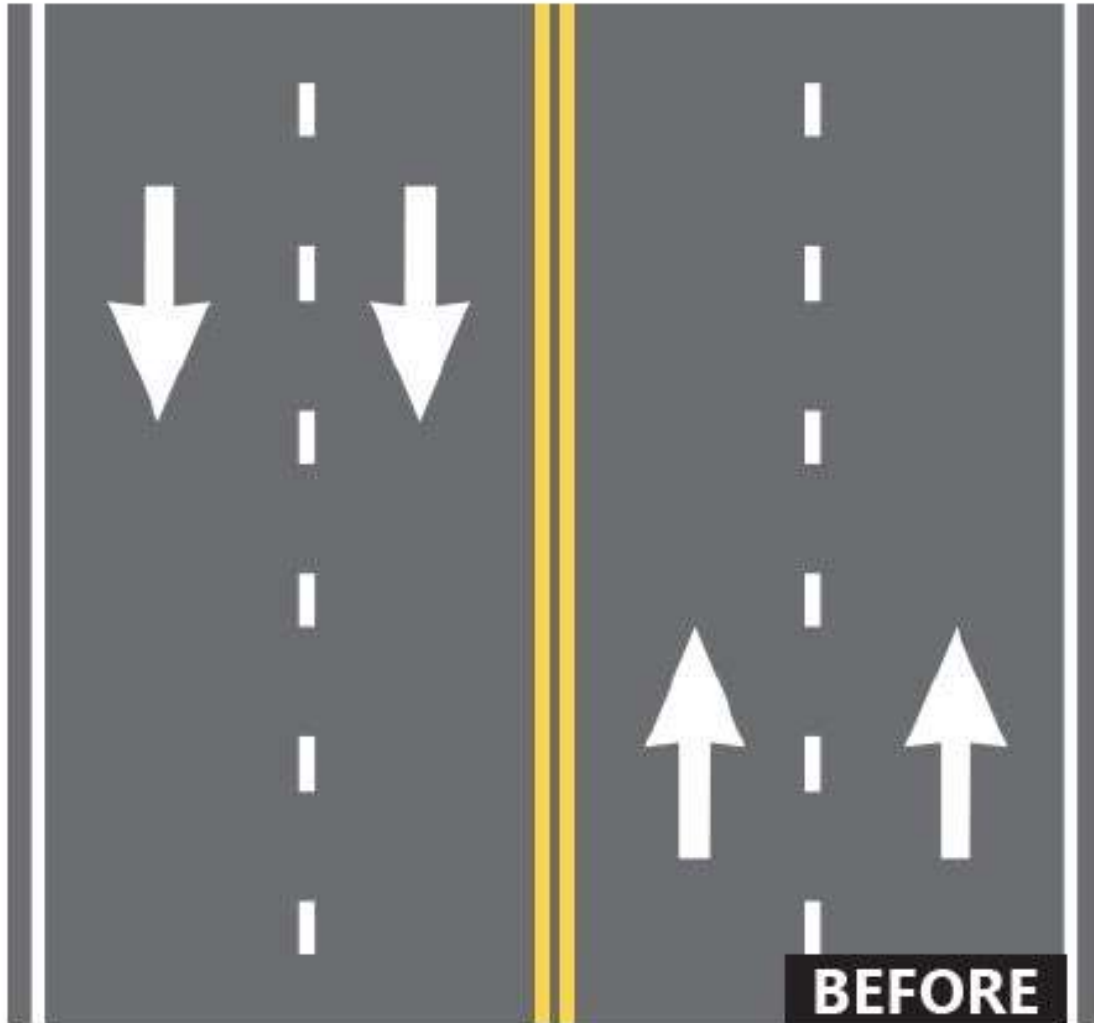
- Connected Networks
- Continuous smooth surfaces
- Crosswalks
- Signals
- Mid-Block Crossings where needed
- Minimize crossing distance
- Signage
- ADA Facilities
- Lighting



Bicycle Facilities:

- Bike Route
- Bike boulevards
- Shoulders
- Bike lanes
- Physically separated bike lines
- Intersection guides
- Pathways/ multi use trails
- Bike racks

Let's Put That Road on a DIET!



Before and After: North Main Street West Hartford



Complete
Streets Aspects







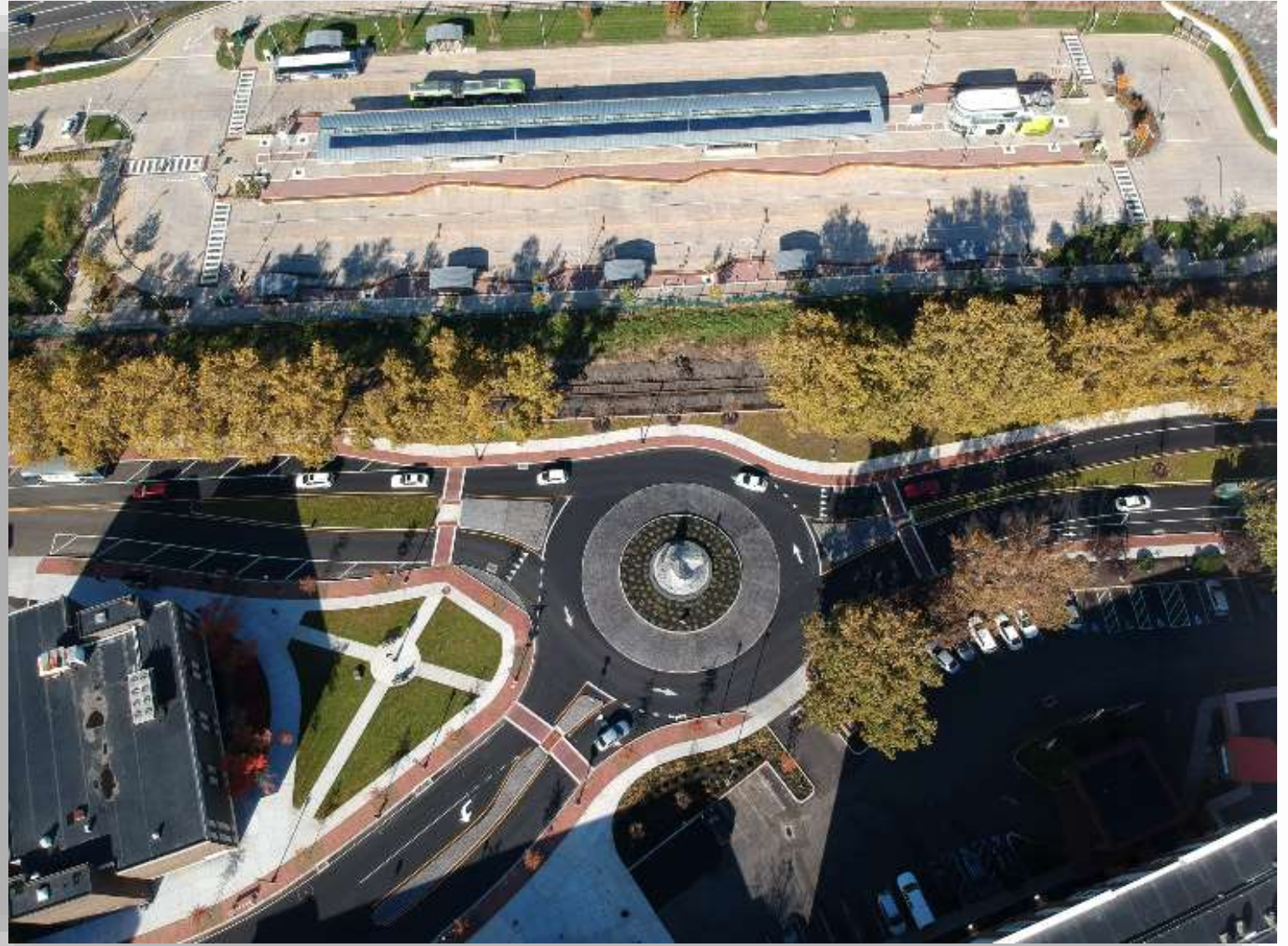
Intersection Treatments



Intersection Treatments



WHY Complete Streets?





Benefits of Complete Streets:

- A. Safety**
- B. Cost Effectiveness**
- C. Economic Vitality**
- D. Quality of Life**
- E. Public Health**
- F. Equity**
- G. Environmental**
- H. Transportation Efficiency**
- I. Sustainability**

Safety

- In a motor vehicle crash in CT, a Pedestrian is
 - Over 25 X more likely Fatal
 - Over 12 X more likely to have a disabling injury
 - 7 times more likely to have a visible injurythan a motor vehicle driver or passenger
- Nationally, pedestrian and bicycle crashes are estimated to result in \$16 billion in economic costs and \$87 billion in comprehensive costs



Safety

- Motor vehicle crashes are the leading cause of injury death in the United States.
- About 13 percent of all traffic fatalities are pedestrians or cyclists, although less than 6 percent of all trips are made by foot or bicycle.
- Pedestrian injury remains the second leading cause of death among children ages 5 to 14.





Average risk of death for a pedestrian at impact raises as speed increases

90%

50%

10%

23 mph

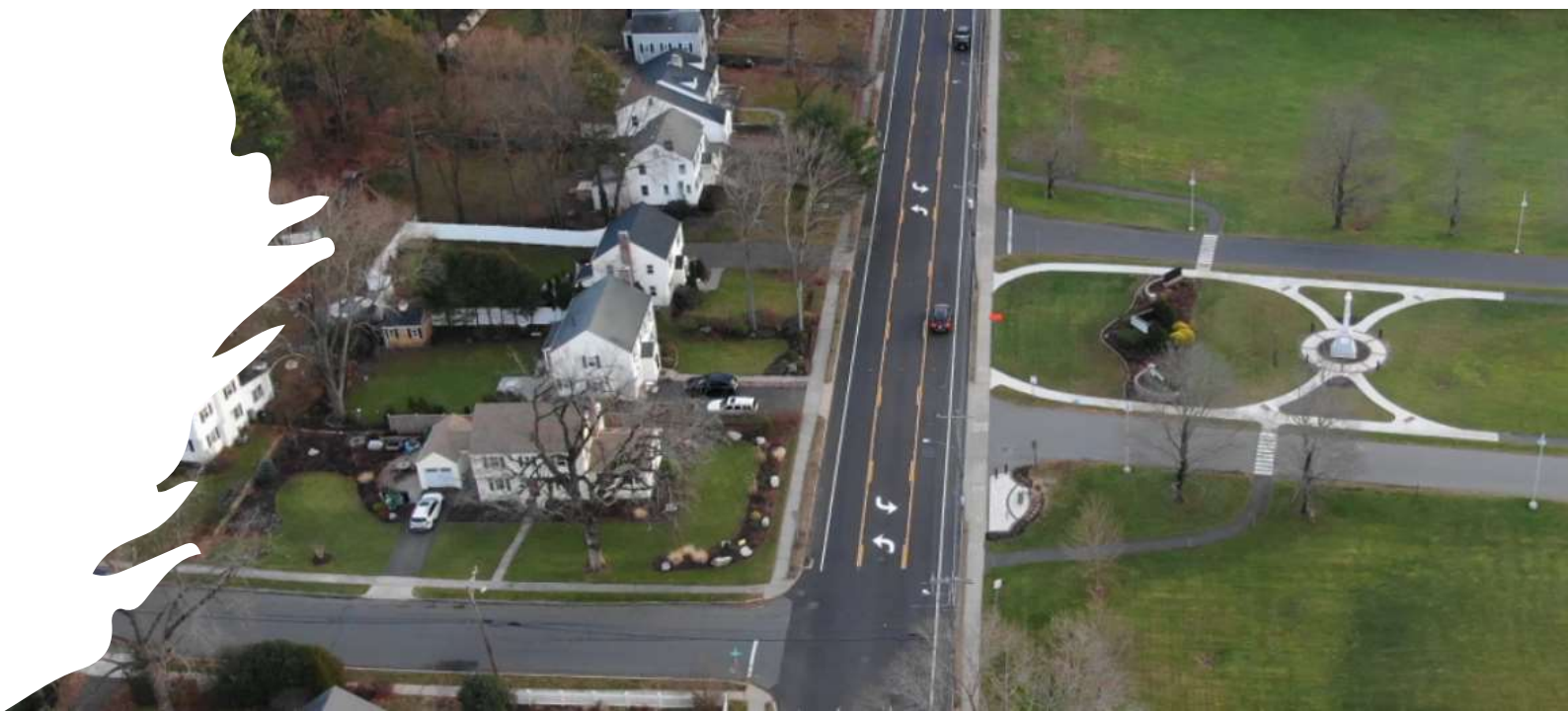
42 mph

58 mph

Source: Federal Highway Administration. Based on data from the AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, September 2011.

Speed KILLS!

**COST
EFFECTIVENESS**





SYNERGY WITH TRANSIT

ECONOMIC VITALITY

- For more than 75% of the population, having sidewalks and places to walk is an important factor in buying a home
- Local surveys show strong majorities want more places to walk
- Walkable neighborhoods increase property values
- Millennials prefer walking over driving by 12%
- A recent study (*Safer Streets, Stronger Economies, Smart Growth America*) found that complete streets result in increased private business investments



ECONOMIC VITALITY

**Pedestrians and cyclists can
revive urban areas**

Studies confirm that investments
in Complete Streets yields
increased economic development.





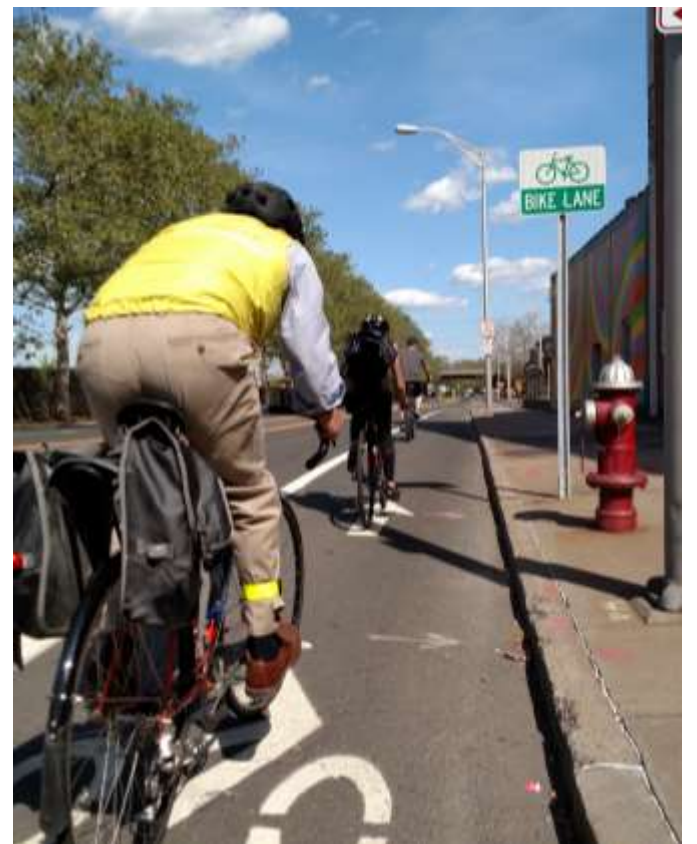
QUALITY OF LIFE

Public right of way is often the largest piece of public land in a community. It can be beautiful!

Public Health

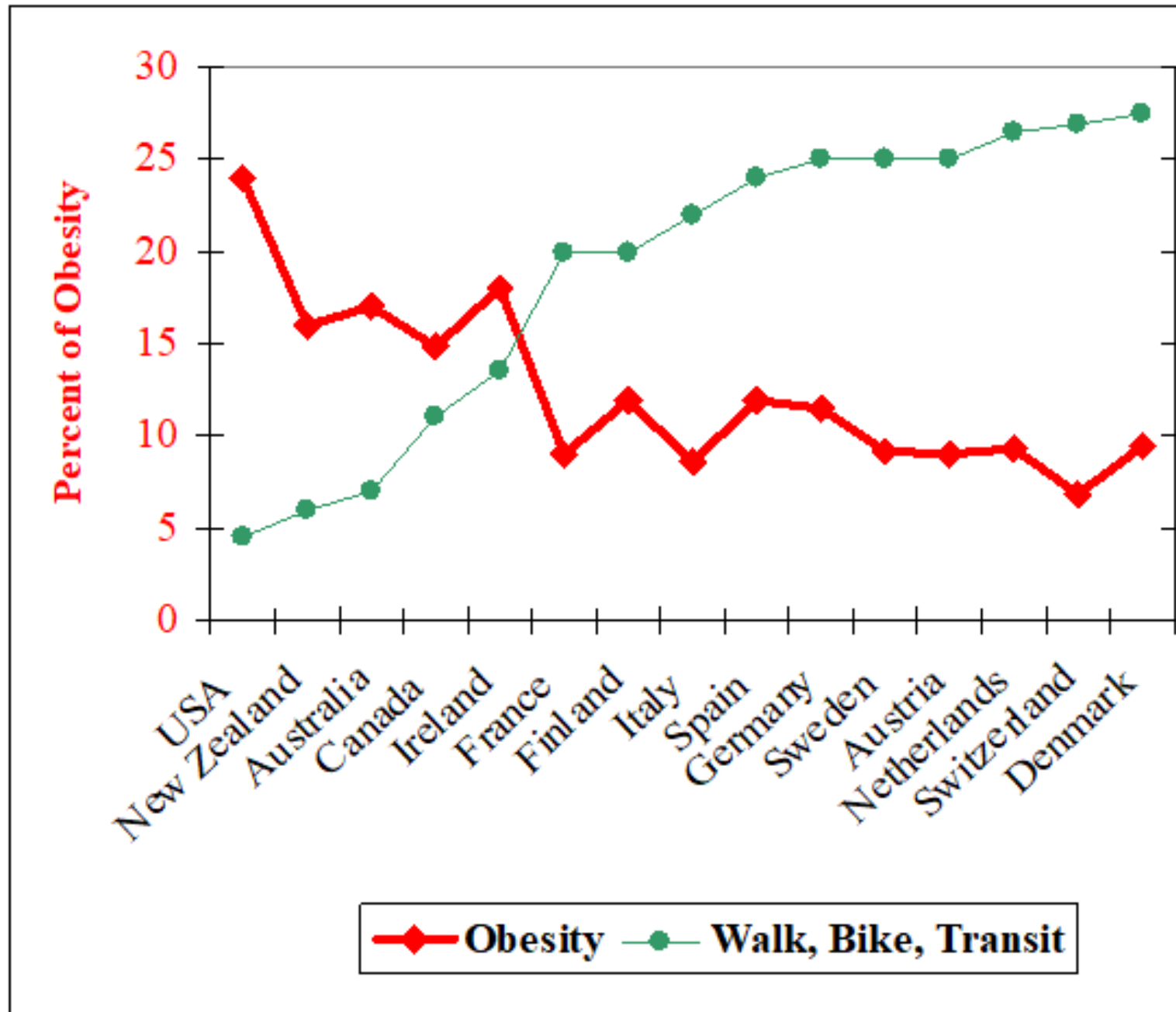
- A well designed complete streets network encourages individuals to walk and bike regularly and according to the CDC, health benefits of regular activity include:
 - Improved Cognition and mental acuity – for children and adults
 - Reduced risk for :
 - Cardio vascular
 - Type II Diabetes
 - Some cancers
 - Falls
 - Stronger muscles and bones





PUBLIC HEALTH

Obesity is lower in places where people use bicycles, public transportation, and their feet!



STEP IT UP!

Surgeon General's Call to Action to Promote Walking and Walkable Communities





WALK IT
BIKE IT



Safe Routes
Connecticut Safe Routes to School

EQUITY



Connecticut
Electric Bicycle
INCENTIVE PROGRAM

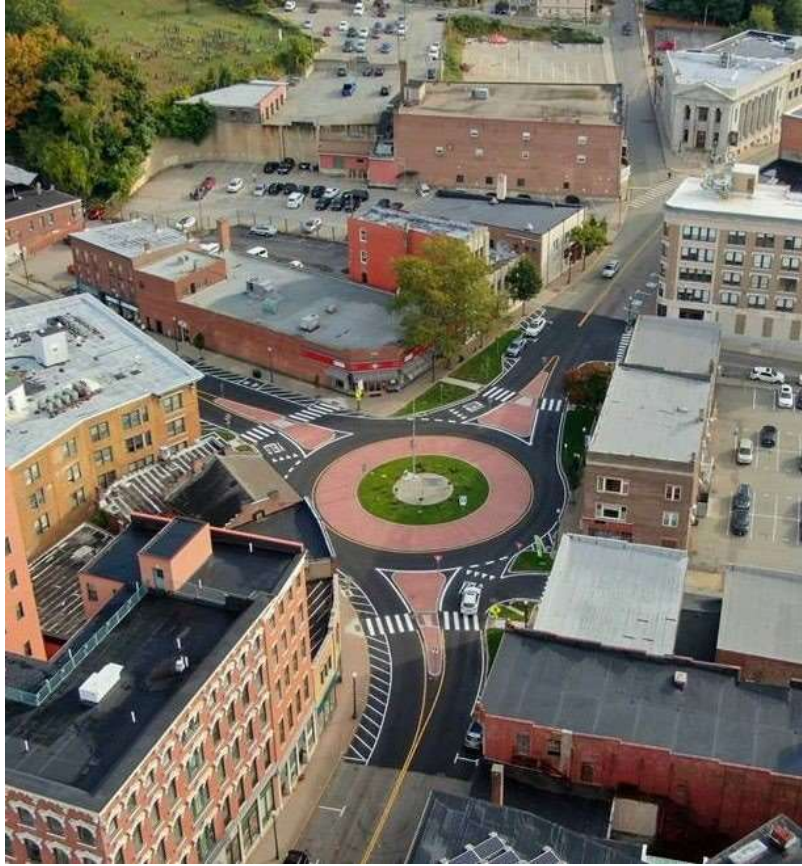
Environmental Impacts



- According to the 2021 National Household Travel Survey, of all trips made in urban areas:
 - 52% are *three miles or less*
 - 28% are *one mile or less*
 - 60% of trips under one mile are now taken by *automobile*
- 2022-23 CT

Transportation and Climate Initiative

- Over 38 % of green house gases are from motor vehicles



Transportation Efficiency
And Sustainability






The Results of Complete Streets

- Safer roads with fewer injuries or fatalities
- Road projects cost less
- Positive effect on economy
- More attractive places to walk/bike for utility/recreational trips
- Healthy Population
- Community access for everyone
- Environmentally friendly
- A more smoothly functioning road network



What you can do

- Create a bicycle and pedestrian advocacy group
 - Be in contact with your town's elected officials and let them know complete streets is important to you
 - Communicate with neighboring towns, especially those already addressing complete streets
 - Get to know your Town's Legal Traffic Authority (LTA)
 - Encourage your town to adopt a complete streets policy
- 

Why Adopt a CS Policy?

- **To change standard practice**, integrating the needs of all road users into everyday transportation planning and design practices.

- To gradually **create a complete network** of streets that serve all users.
- **To save money**: in the long run, retrofit projects typically cost more than getting it right the first time.
- **To create fast, low-cost, and high-impact changes** in the community, utilizing “Pop-Up” or “Quick-Build” demonstration projects.
- **To apply solutions across a community and address systematic inequities.**



Some Sources for More Information

- **Smart Growth America, www.smartgrowthamerica.org**
 - **Look for their information on the benefits of complete streets and their effect on economies**
- **Federal Highway Administration, www.fhwa.dot.gov Look for:**
 - **Proven Safety Countermeasures for Bicyclists and Pedestrians**
 - **Bicycle and Pedestrian Design Guidance**
 - **Recommended Design Guides for Bicycle and Pedestrian Design Flexibility**



Contact the Connecticut
Bicycle & Pedestrian
Advisory Board at:

<http://www.ctbikepedboard.org>