

Complete Streets Workshop

Knoxville Transportation Planning Organization
City of Alcoa
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Kevin Tilbury, AICP
Gresham, Smith and Partners



G R E S H A M
S M I T H A N D
P A R T N E R S

Today's Workshop

- What is a Complete Street?
- Street design elements
- Transportation and land use
- Tools for implementation
- Q&A

What is a Complete Street?



A Complete Street is safe, comfortable and convenient for travel via automobile, foot (older and disabled), bicycle, and transit.

A Complete Street:

- Offers a full range of travel choices



A Complete Street:

- Offers a full range of travel choices
- Connects to a network that offers choices



A Complete Street:

- Offers a full range of travel choices
- Connects to a network that offers choices
- Is fully accessible to all: kids, seniors and people with disabilities



A Complete Street:

- Offers a full range of travel choices
- Connects to a network that offers choices
- Is fully accessible to all: kids, seniors and people with disabilities
- Supports & contributes to life in pleasant, convenient areas and neighborhoods



Americans want to walk and bike more

- 52% want to bike more than they do now



America Bikes Poll

Americans want to walk and bike more

- 55% would rather drive less and walk more



STPP Poll

About a third of Americans don't drive:

- 35 million Americans were 65 and older in 2000 (50 million by 2020, which is 1/5 of the driving age group in the U.S.)



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- 35 million Americans were 65 and older in 2000 (50 million by 2020, which is 1/5 of the driving age group in the U.S.)
- All children under 16
- Many low income Americans cannot afford automobiles



Streets are often inadequate:



No room for bikes or pedestrians

Streets are often inadequate:



No sidewalks

Streets are often inadequate:



Lanes too narrow to share with bikes

Streets are often inadequate:



Too dangerous to cross on foot

Streets are often inadequate:



No room for people

Streets are often inadequate:

- 25% of walking trips take place on roads w/o sidewalks or shoulders



Natl. Survey of Ped & Bicyclist Attitudes & Behaviors, 2003 BTS

Streets are often inadequate:

- 25% of walking trips take place on roads w/o sidewalks or shoulders
- Bike lanes are available for only about 5% of bike trips



Most state DOTs don't build Complete Streets, but.....

2000 FHWA Guidance:

“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”

Few states follow this guidance.

States with Complete Streets policies

- Oregon
- Virginia
- South Carolina
- California
- Kentucky
- Florida
- Tennessee

States moving toward Complete Streets policies

- Vermont
- New Jersey
- Pennsylvania

The many types of Complete Streets



A residential street with sidewalks

The many types of Complete Streets



A street cyclists can ride comfortably

The many types of Complete Streets



(bike lanes aren't always needed)

A street cyclists can ride comfortably

The many types of Complete Streets



A commercial arterial w/ bike lanes & sidewalks

The many types of Complete Streets



A street school children can safely cross

The many types of Complete Streets



A busy street all can safely cross

The many types of Complete Streets



A commercial street with lots of activity

What you'll see when streets are complete

- Kids going to school or the ice cream shop on their own



What you'll see when streets are complete

- Kids going to school or the ice cream shop on their own
- Seniors comfortably strolling and safely crossing the street



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- A more smoothly functioning road network



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- Fewer accidents and less serious injuries
- A more smoothly functioning road network
- Higher values for adjoining properties



Benefits: for safety

Designing intersections for pedestrian travel can reduce pedestrian risk by 28%

King/Ewing 2003



Benefits: for older Americans

- 50% of Americans will be over 55 in 2030
- More than half of older Americans walk regularly



Benefits: for older Americans

- 21% of Americans over 65 do not drive
- More than 50% of non-drivers stay at home on a given day because they lack transportation options



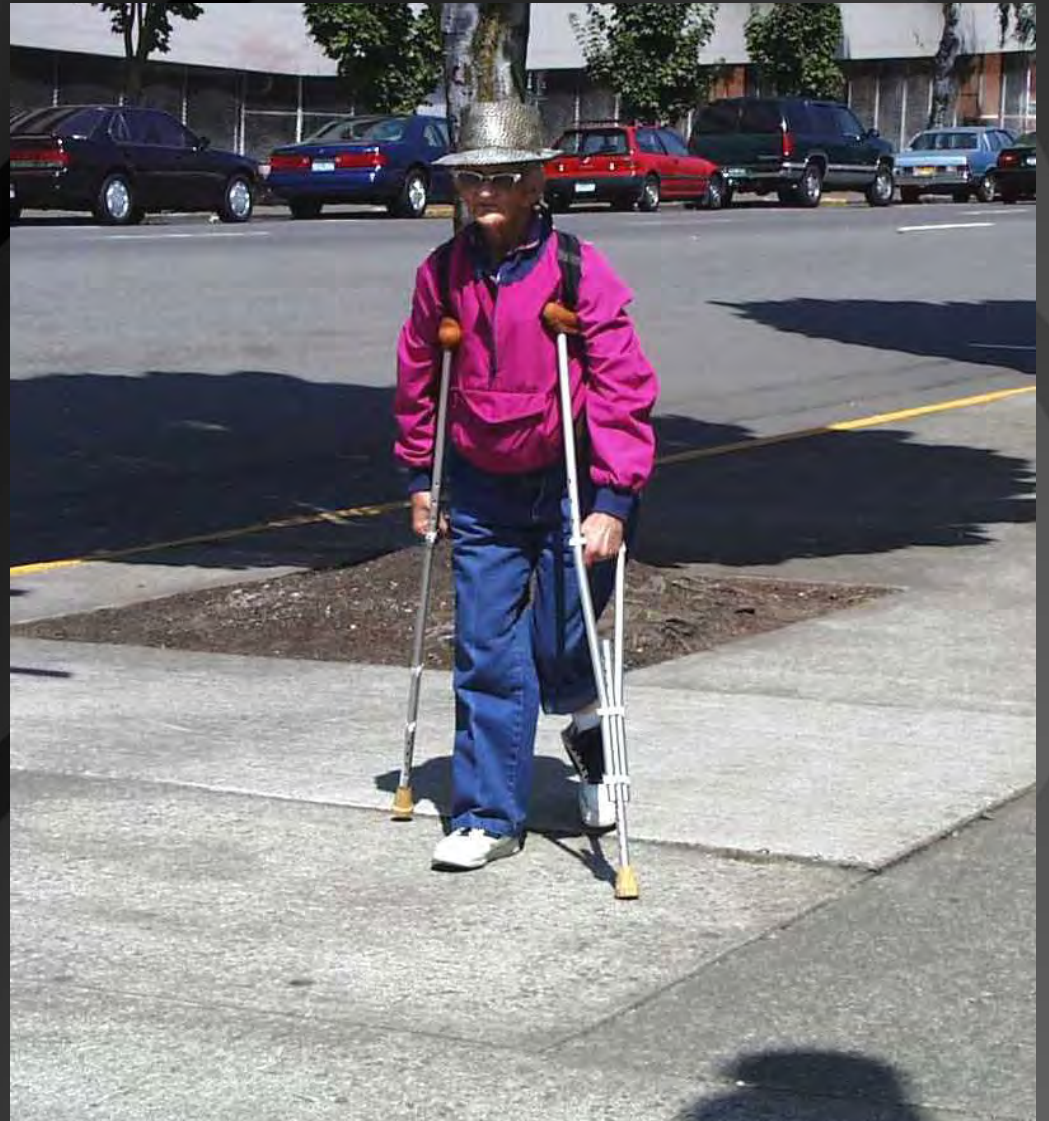
Benefits: for encouraging healthy activity

- Walking & bicycling help prevent obesity, diabetes, high blood pressure & colon cancer
- Residents are 65% more likely to walk in a neighborhood with sidewalks



Benefits: for people with disabilities

- 20% of Americans have a disability that limits their daily activities



Benefits: for people with disabilities

- 20% of Americans have a disability that limits their daily activities
- Complete Streets have curb cuts and other features for disabled travelers



Benefits: for people with disabilities

- 20% of Americans have a disability that limits their daily activities
- Complete Streets have curb cuts and other features for disabled travelers
- Complete Streets reduce isolation and dependence



Benefits: for reducing traffic

Of all trips taken in metro areas:

- **50%** *are three miles or less*
- **28%** *are one mile or less*

*65% of trips under one mile
are now taken by automobile*

2001 NHTS

Is this supported in design manuals?



Most transportation experts agree this road is poorly designed

Is this supported in design manuals?



Most transportation experts agree this road is better designed

Complete Streets are...

- A way of addressing the needs of all potential users



Complete Streets are...

- A way of addressing the needs of all potential users
- Based on sound engineering judgment and principals



Complete Streets are...

- A way of addressing the needs of all potential users
- Based on sound engineering judgment and principals
- Unique to each specific street

