

Complete Streets: Building Momentum in Connecticut



Tri-State Transportation Campaign, 2012

What are Complete Streets?



Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

Who Wants Complete Streets?

55% of Americans would rather drive less & walk more.

Transit use is growing faster than population or highway travel.

Nearly one-third of Americans don't drive:

- 21% of Americans over 65.
- Children under 16.
- Many low income Americans do not have access to automobiles.

Sources: APTA, 2009; Surface Transportation Policy Project, 2003; <http://urbanpolicy.berkeley.edu/pdf/raphael.pdf>



Americans Want Choices

- 66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.
- 73% currently feel they have no choice but to drive as much as they do.
- 57% would like to spend less time in the car.

Better Streets Can Help Communities:



- Improve Safety
- Spur Economic Growth
- Lower Emissions
- Reduce Costs
- Grow Smarter
- Provide Transportation Options
- Reduce Traffic Congestion

Why Build Complete Streets?

Residents in highly walkable neighborhoods engage in about

70 more minutes per week

of moderate and vigorous physical activity than residents in low-walkability neighborhoods.

Health, Pocket Book, & Safety

- Transportation is the second-largest expense for most American households – and costs are rising. Complete streets give people the option of getting out of their cars.
- Complete Streets can help to slow cars down, give pedestrians and bicyclists a clear area to move, and give everyone better visibility.
- People who live in neighborhoods with a mix of shops and businesses within easy walking distance have a 35% lower risk of obesity.

*Source: 2010 American Community Survey.
Frank, L.D., Andresen, M.A. & Schmid, T.L. (2004).
Obesity relationships with community design, physical activity and time spend in cars.
American Journal of Preventive Medicine, 27, 87-96.*

Fewer kids are biking and walking, and more parents are driving them to school



It's not just distance.

Students who live within 1 mile and walk or bike:

1999: 31%

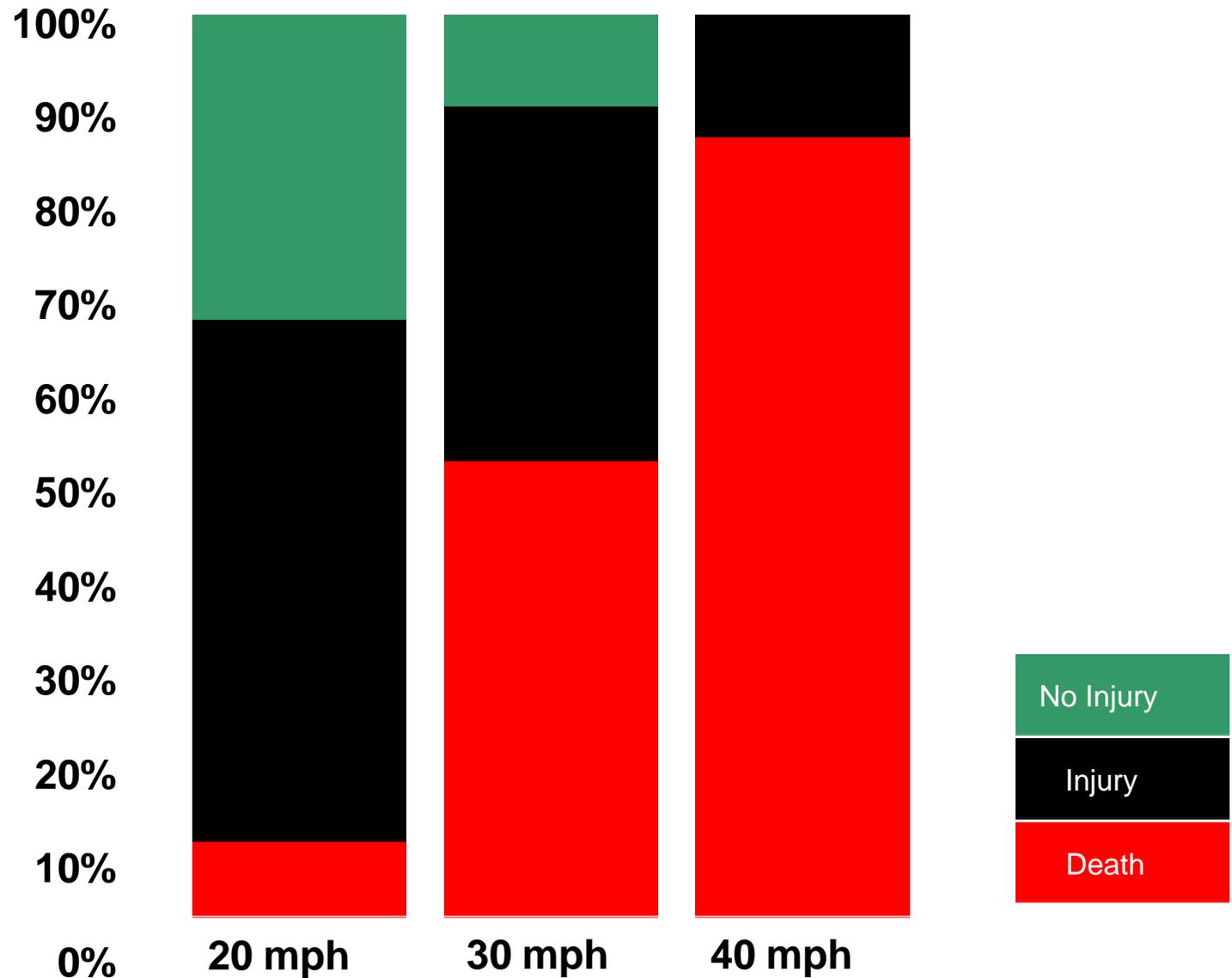
1969: 90%

Issues with Road Design

- **Arterial Roads:** Account for 64% of older pedestrian fatalities.
- **Speed:** At 40 MPH, a pedestrian has a 15% chance of survival.
- **Little infrastructure:** Lack of sidewalks, crosswalks, cross lights, and medians make roads unsafe.

Fatalities based on speed of vehicle

A pedestrian's chance of death if hit by a motor vehicle



Killing Speed and Saving Lives, UK
Department of Transportation

Typical Improvement Measures:



- Lengthen the duration of crossing signals
- Increase the visibility of street markings
- Repair broken sidewalks, curbs and curb ramps
- Install pedestrian refuges
- Narrow roadways with traffic calming techniques

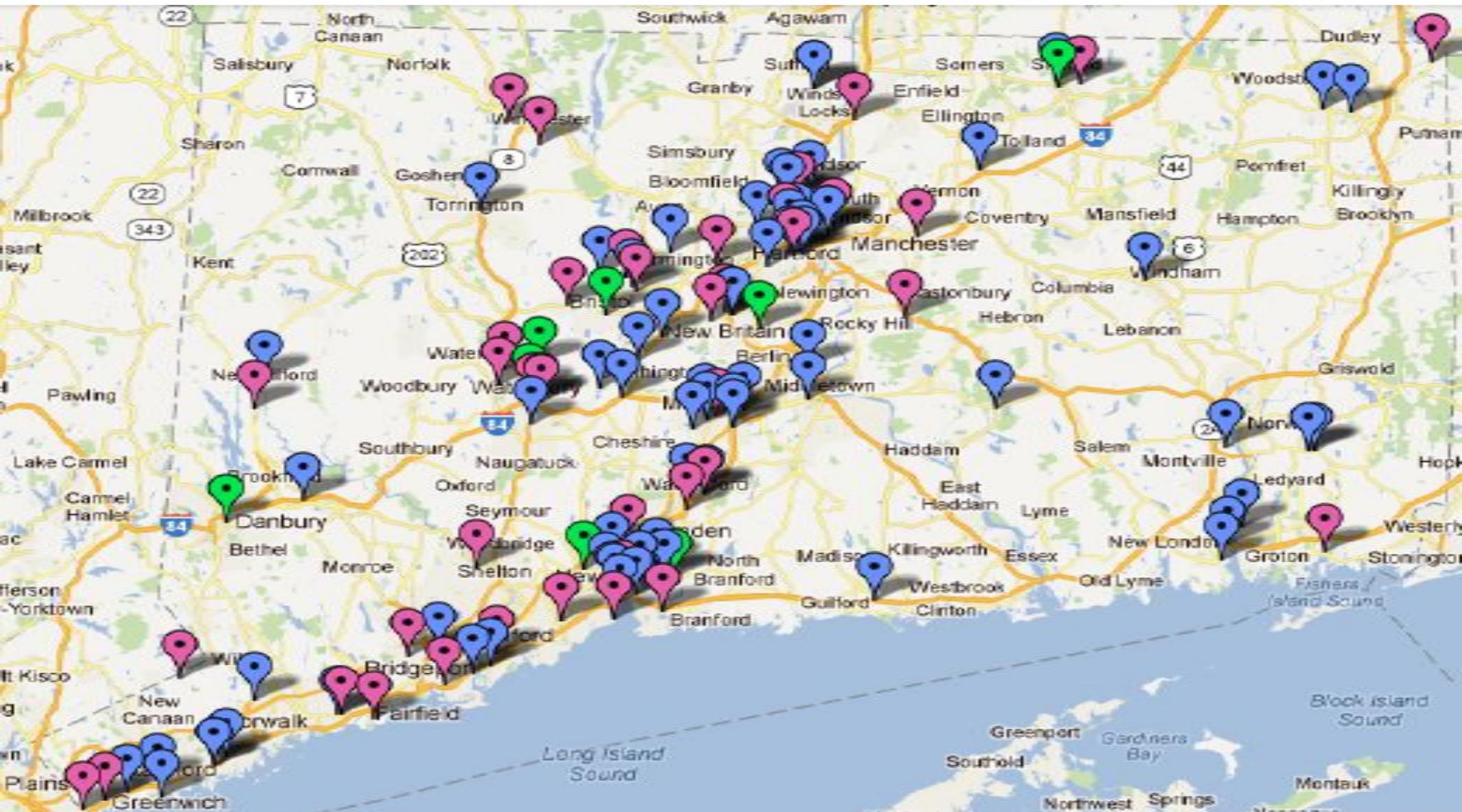
And the #'s for Connecticut?

121 pedestrians were killed on Connecticut streets in the three years from 2008 through 2010, 31.4% of which were in New Haven.

From 1999 to 2008:

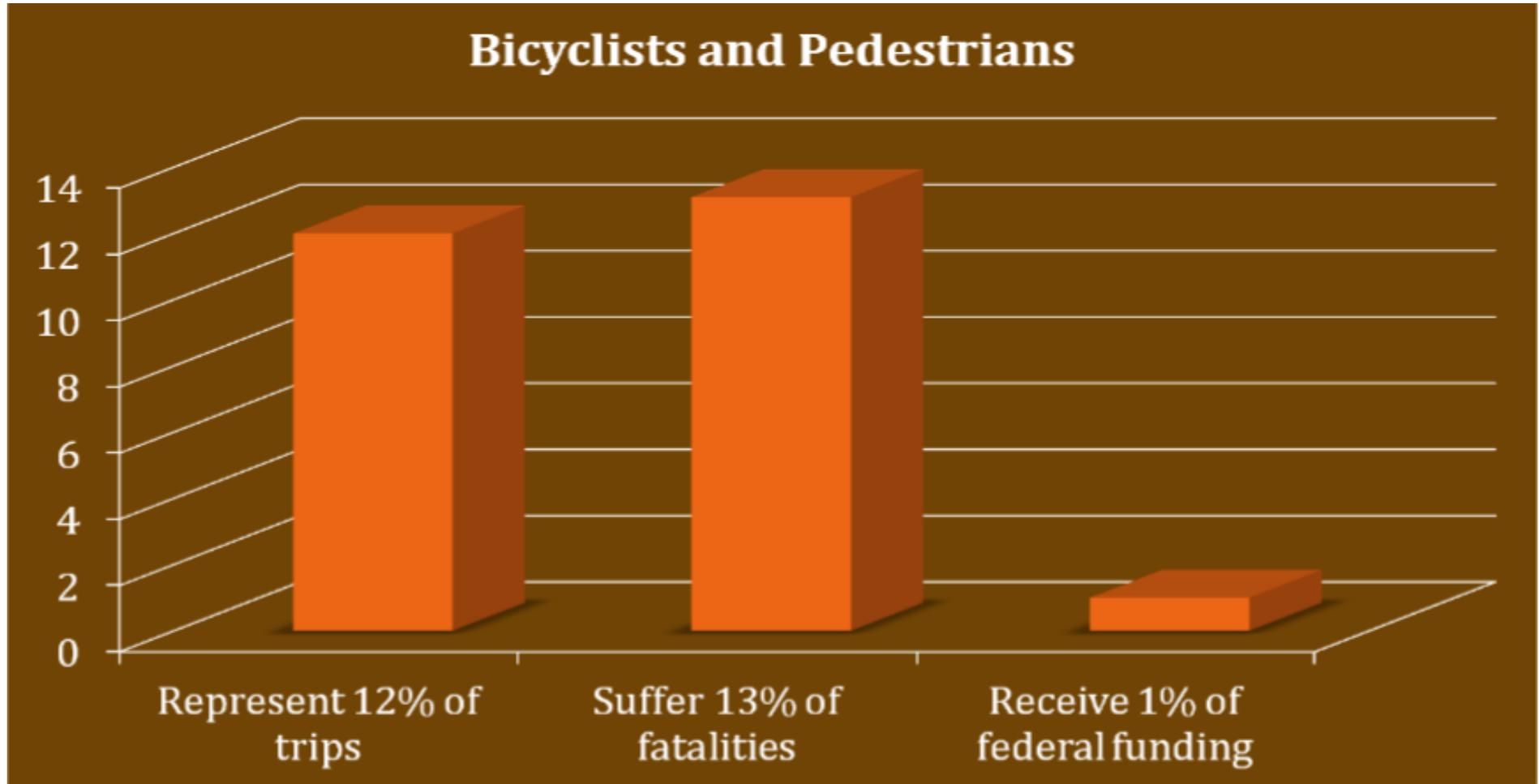
- 31% of all pedestrians involved in accidents were aged 10-24.
- 49% of pedestrians killed were over the age of 60.

Connecticut Pedestrian Fatalities, 2008-2011



Source: "Connecticut's Most Dangerous Roads", 2012, Tri-State Transportation Campaign

Follow the \$....



Source: 2008 National Household Travel Survey, National Highway Traffic Safety Administration Fatality Analysis, and FHWA Fiscal Management Information System

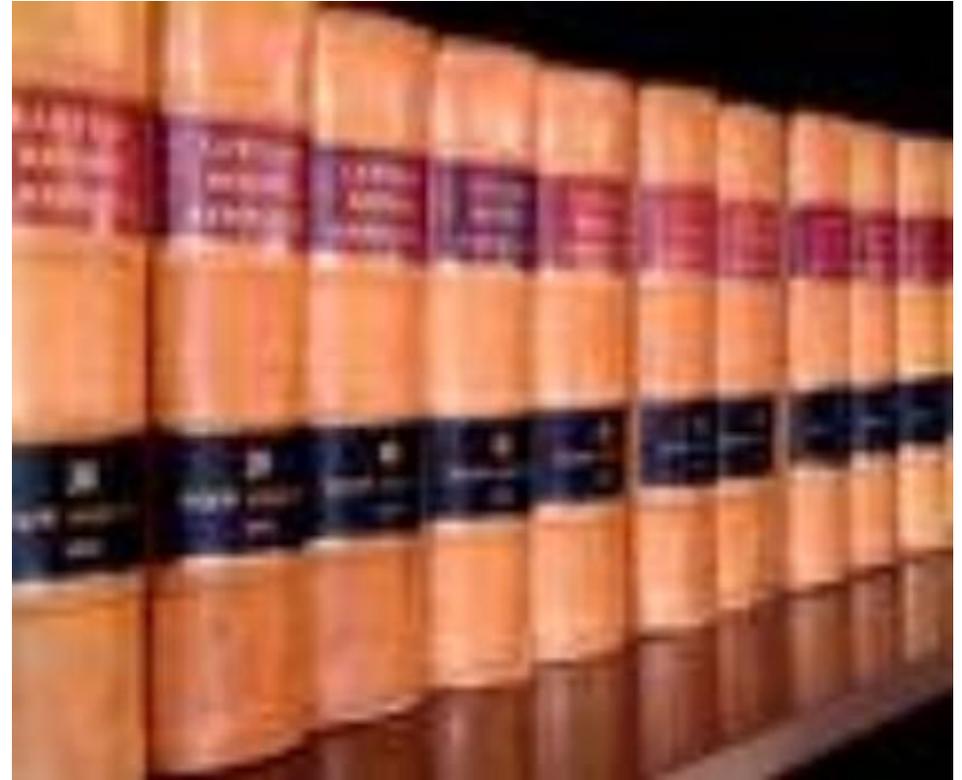
Policies at all levels of Government



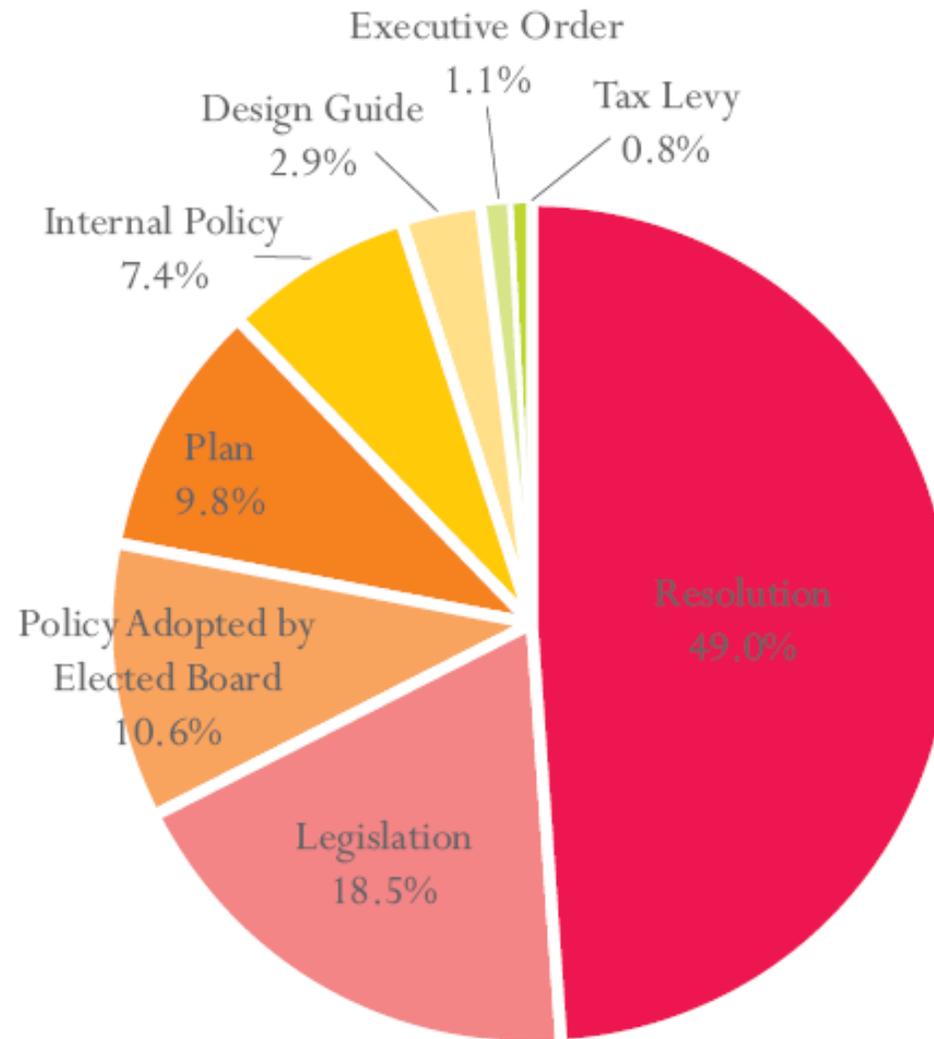
- Town, City
- Regional (Metropolitan Planning Organizations)
- State
- Federal

Types of Complete Street Policies

- Complete Streets have been enacted in a number of forms:
 - Internal Policies
 - Plans/Design Manuals
 - Resolutions
 - Tax ordinances
 - Legislation



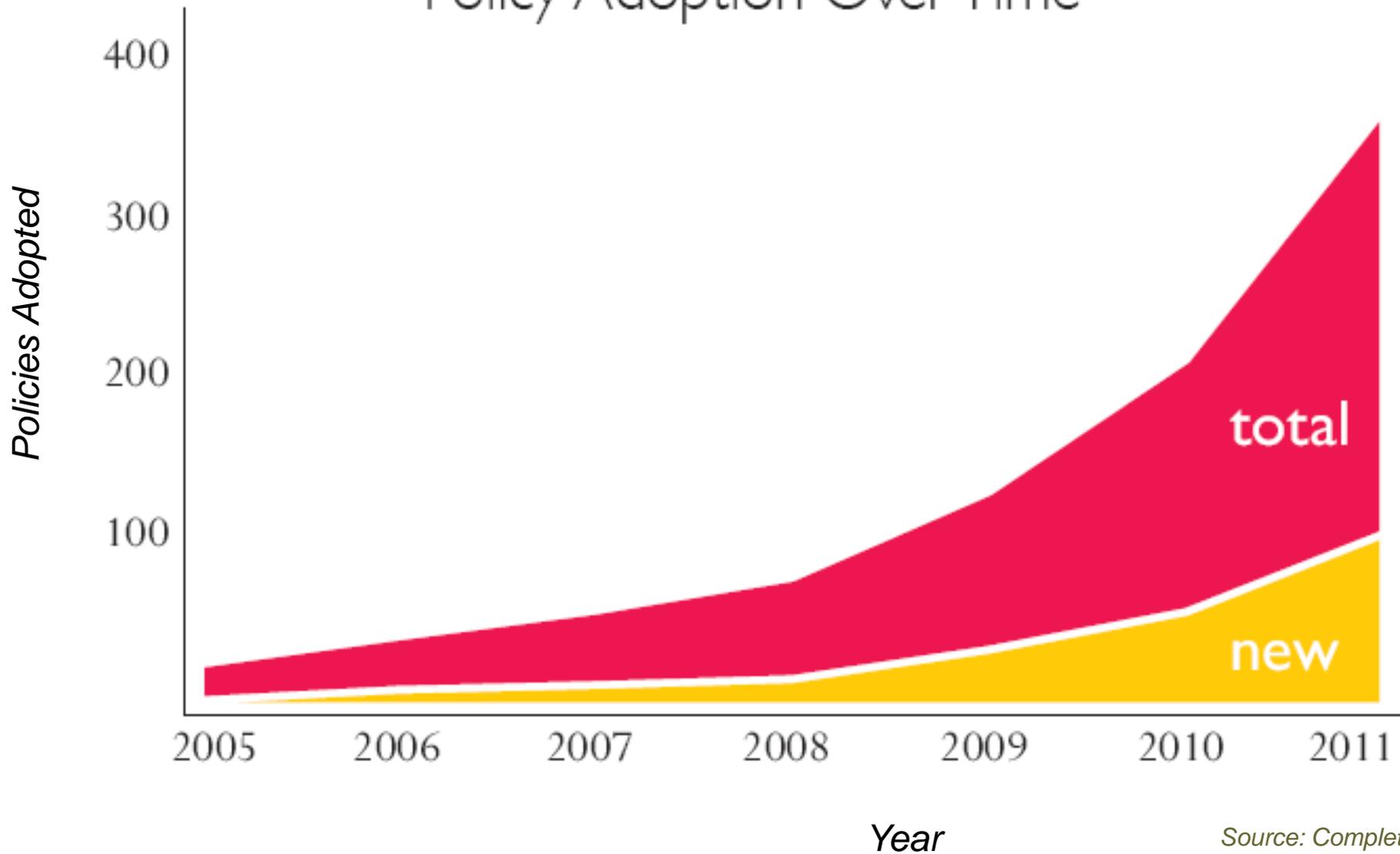
Types of Policy



N=359

The Growing Movement

Policy Adoption Over Time



Connecticut is a leader!



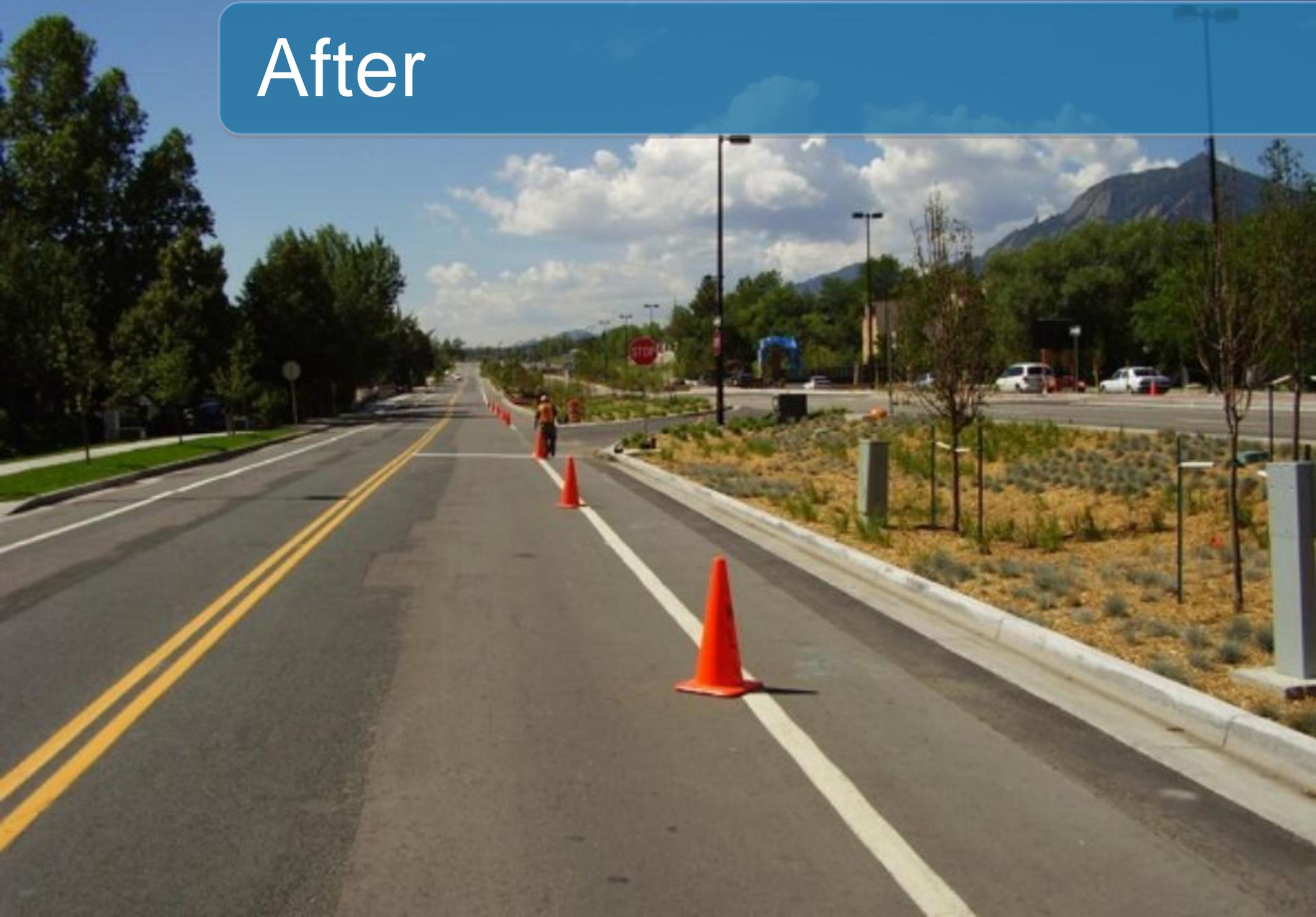
In 2009, the Connecticut General Assembly passed the Complete Streets bill with an overwhelming margin.

According to the National Complete Streets Coalition's *2011 Complete Streets Policy Analysis report*, Connecticut's Complete Streets Law was rated number 2 in the country.

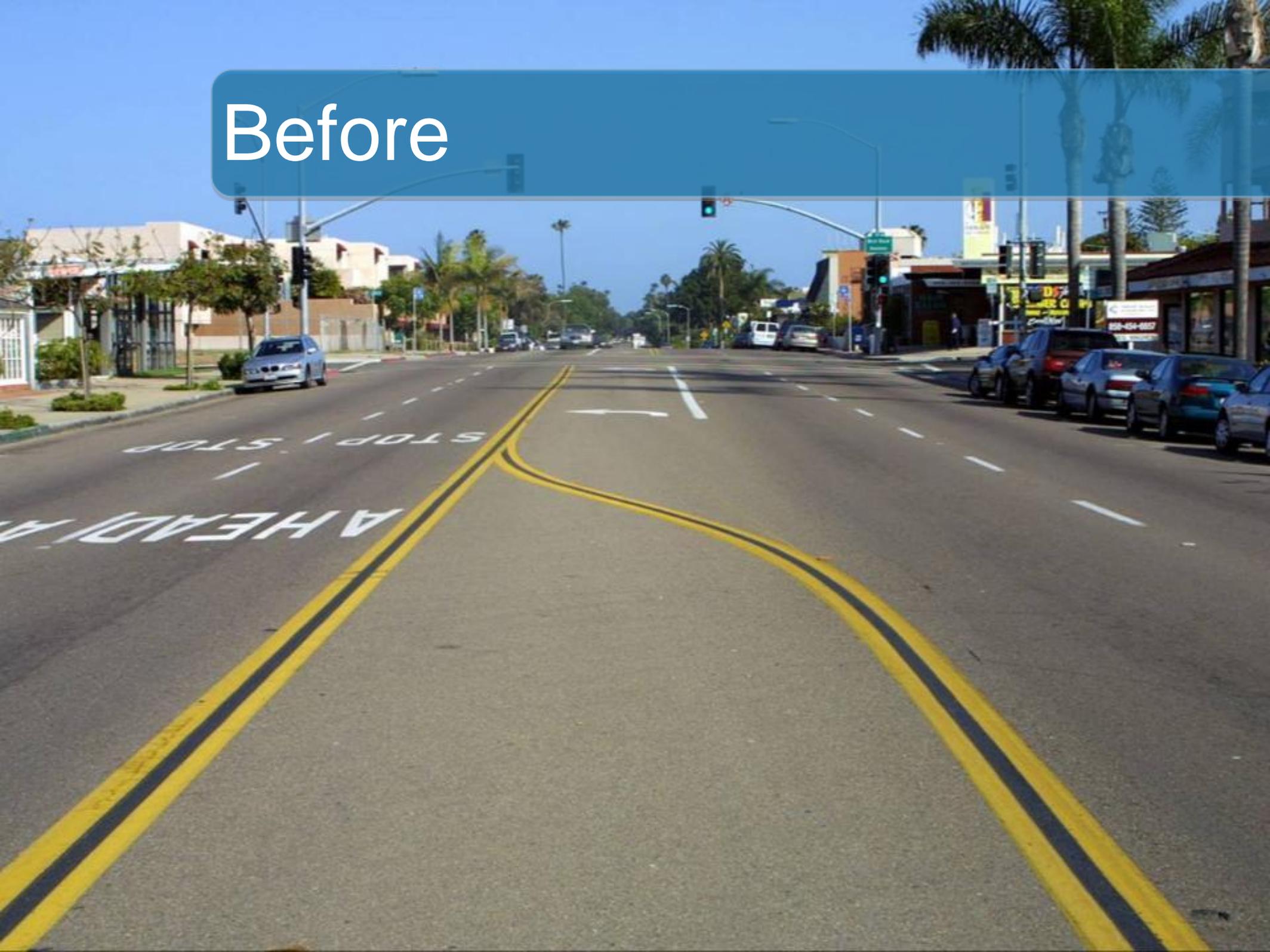
Before



After



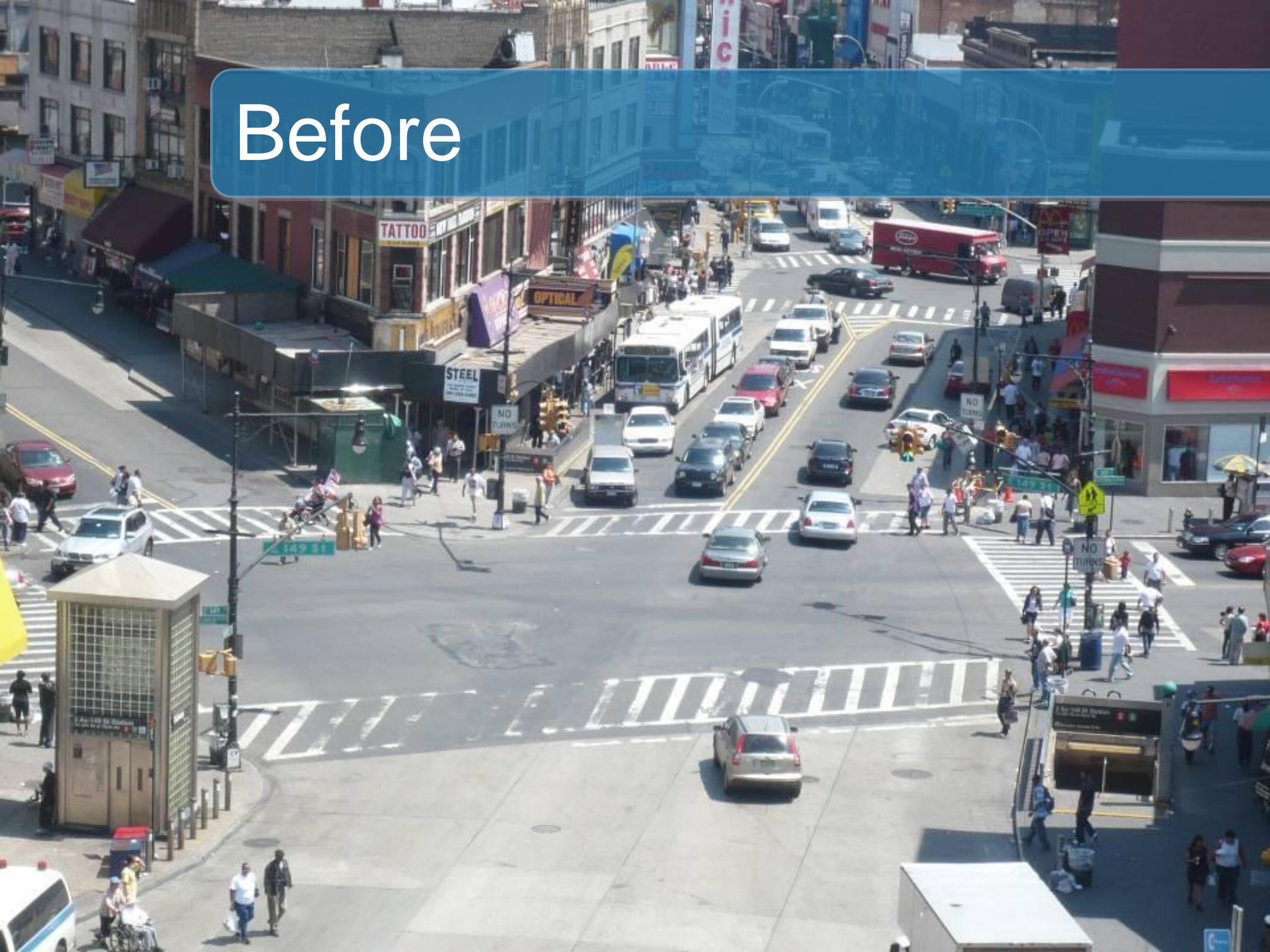
Before



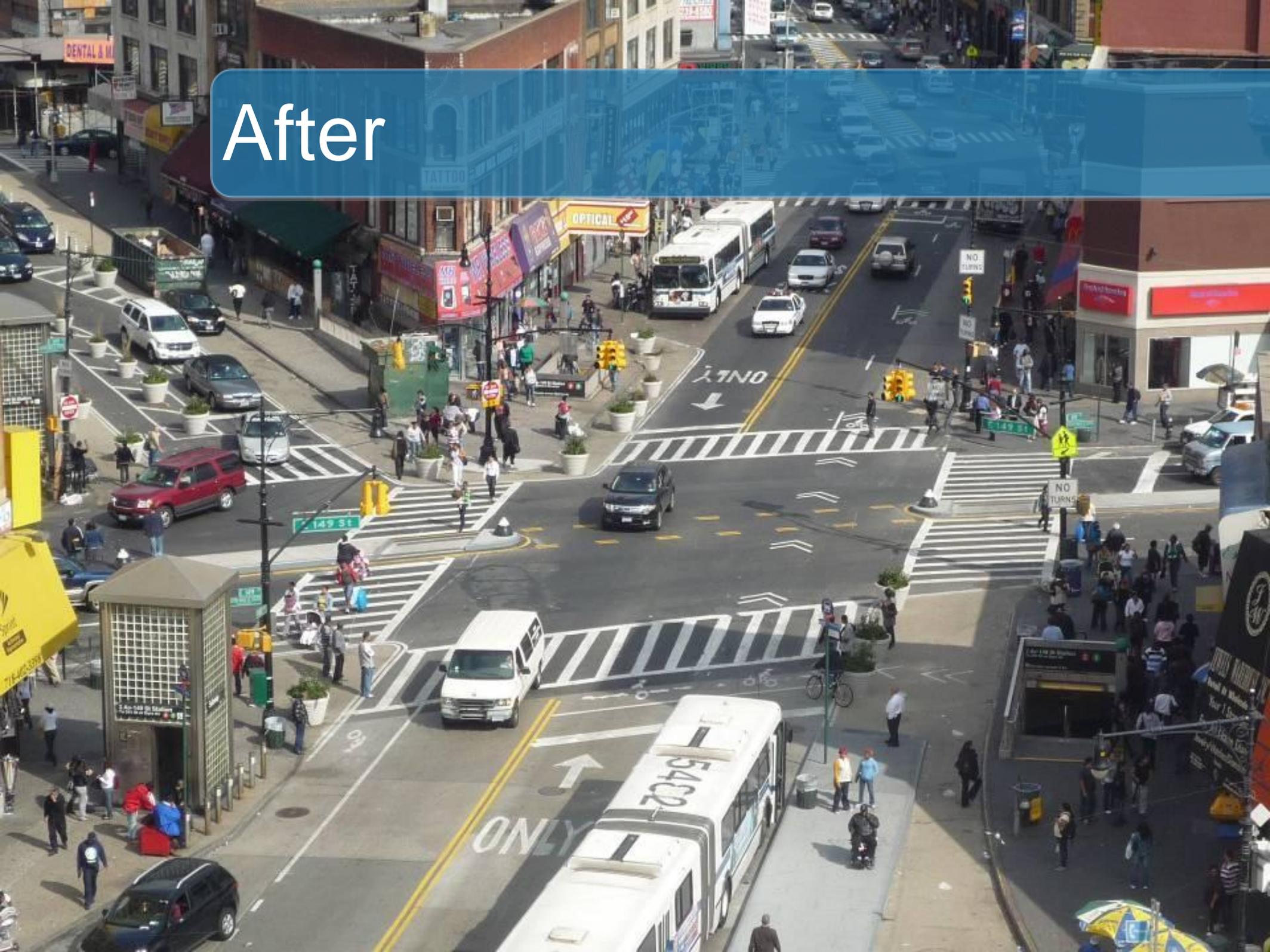
After



Before



After



Incomplete Crosswalk: Curb Ramps



or this:



Howard Avenue – New Haven



Resources

- Complete Streets in a Box Toolkit
 - <http://www.tstc.org/ctcompletestreets/>
- National Complete Streets Coalition
 - www.completestreets.org
- Bike Walk Connecticut
 - www.bikewalkct.org
- Alliance for Walking and Biking
 - www.peoplepoweredmovement.org

Thank you!

For more information:

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