



Department of Planning

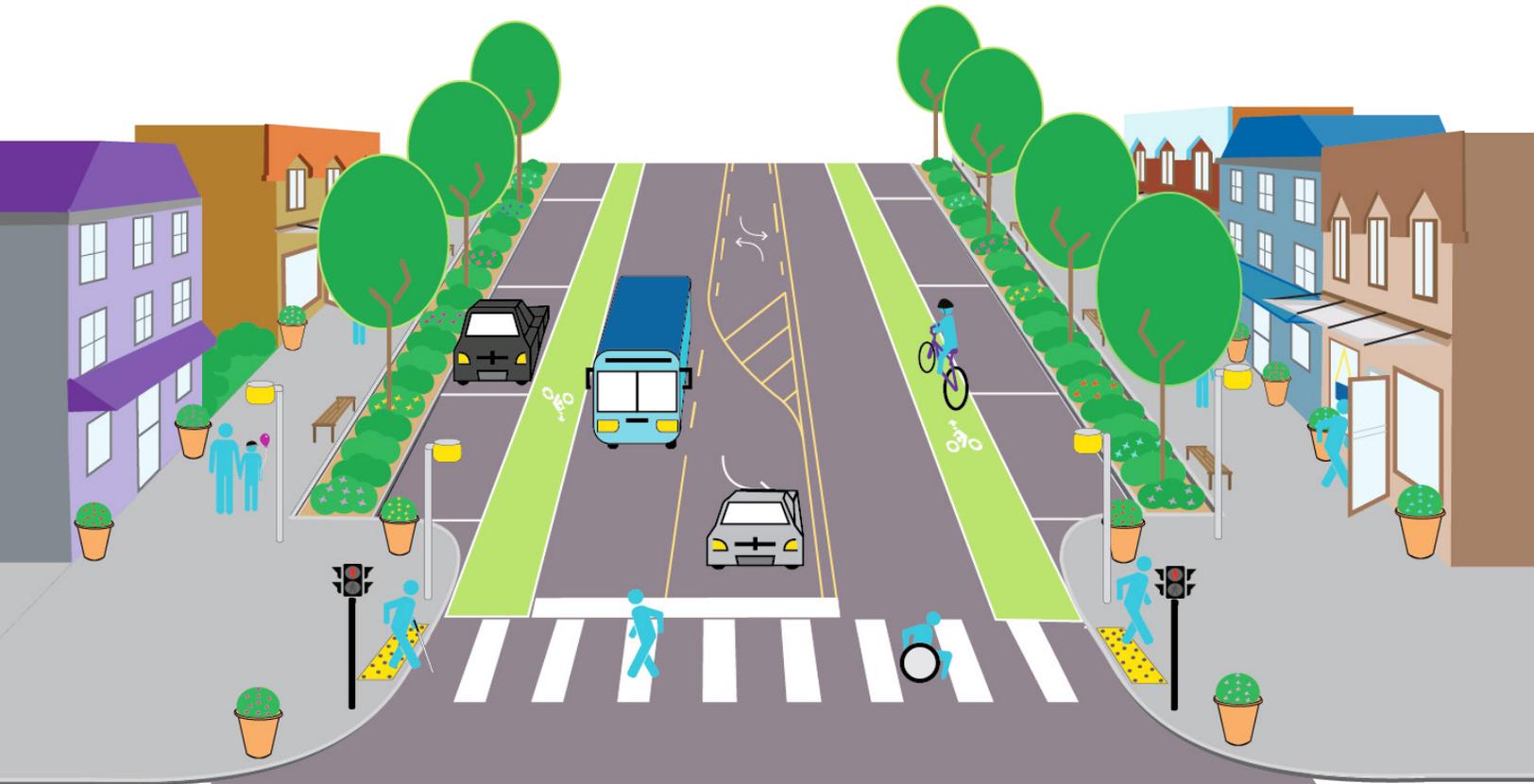
COMPLETE STREETS

THE BASICS



A Complete Street:

- Is a street designed to serve all users and modes
- Is part of a connected and integrated transportation network
- Applies to all roadways, projects, and phases when appropriate
- Looks at context sensitive approaches and best practice design criteria



Each complete street is unique, but elements may include:

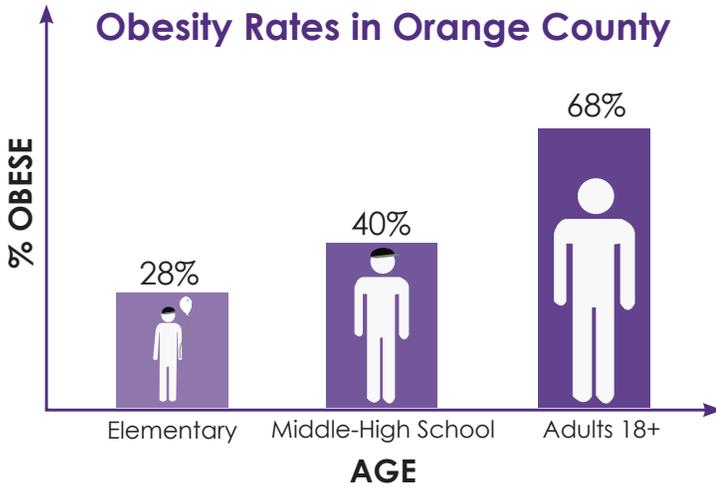
- sidewalks
- bike lanes (or wide paved shoulders)
- bus lanes
- accessible transit stops
- frequent crossing opportunities
- median islands
- accessible pedestrian signals
- bump outs (curb extensions)

For more information go to www.orangecountygov.com/completestreets

THE BENEFITS

PUBLIC HEALTH

Walkability has a direct and specific relation to the health of residents. Health experts agree that **inactivity** is a leading cause of **obesity** in adults throughout the nation.



Recommended **30 minutes** of walking daily to meet healthy activity levels.



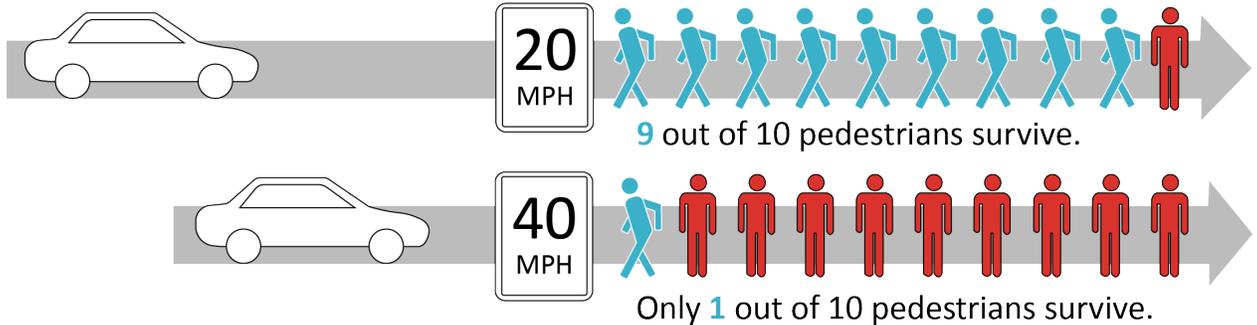
People with safe places to walk have nearly a **2x greater** chance of meeting recommended daily activity levels than those who do not.

Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." American Journal of Public Health, 93, 1519-1521.

CDC and Prevention Behavioral Risk Factor Surveillance System Survey Data (BRFSS) 2013 - 2014
NYSDOH Student Weight Status Category Reporting System (SWSCR) 2012 - 2014

SAFETY

Roadway design and engineering approaches commonly found in Complete Streets create long-lasting speed reduction, and **improve safety** for all users.



US Department of Transportation, National Highway Traffic Safety Administration (1999). Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups.

ECONOMIC

49% Increase in retail sales at local businesses when protected bicycle lanes are installed nearby

Source: NYCDOT, Measuring the Street: New Metrics for 21st Century Streets, NYC, 2012

11% Average home value increase for each half mile closer to a trail

G Lindsey, J Man, S Payton, K Dickson, "Property Values, Recreation Values, and Urban Greenways," Journal of Park and Recreation Administration 22, 2004: 69-90.

Road improvement projects that include bike and pedestrian facilities create **more jobs** per dollar spent during construction than those that are only designed for vehicles.

