

# Complete Streets

## In a Nutshell

Complete Streets is a program that advocates for street design that incorporates safe use through all modes of transportation including walking, biking, transit, and vehicular. The goal of Complete Streets is to make communities safer and more enjoyable to live in, and to raise the value of the surrounding property.

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## The “How To”

[Complete Streets](#) are streets for everyone. They are accessible to pedestrians, bicyclists, motorists and public transportation. [The National Complete Streets Coalition](#) is a leading advocate for the adoption of [Complete Street principles](#).

The California Department of Transportation (Caltrans) promotes Complete Streets by incorporating the principles into street and highway developments. In addition to promoting safety and easy access for multiple modes of transportation, Caltrans actively incorporates land use and local community needs into their Complete Streets program.

[Charlotte, North Carolina](#) is another good example of a community that has applied the principles of Complete Streets. Their approach has been to design and build streets that improve neighborhood safety and livability, promote transportation choices and create long-lasting value.

[Maryland's State Highway Administration](#) published a handbook that provides “a step-by-step, comprehensive process that will allow them to identify and achieve community goals.: The document is in the form of a slide presentation. While some of the steps are specific to Maryland, the general concepts are applicable in Missouri and Illinois.

Locally, the City of Ferguson, City of Clayton, and city of St. Louis have all passed Complete Streets ordinances.

## Planning & Zoning

Complete Streets are most commonly adopted as a Policy, however, they can be incorporated into a larger document such as a Transportation Plan or Comprehensive Plan. An example of a [Complete Streets Policy can be found in Festus, MO](#).

The City of Columbia, IL adopted an entire [Alternative Transportation Plan](#) incorporating principles of Complete Streets throughout the plan.

For more information on these policies, see the Case Studies

## Dollars & Cents

Complete Streets are implemented by first adopting a comprehensive policy that outlines your jurisdiction's

commitment to creating Complete Streets. From there major steps to implementation include changing official policies and procedures, updating design guides, internal training and education, and monitoring progress and performance. The National Complete Streets Coalition is sponsored by Smart Growth America and more information can be found on their website: [www.smartgrowthamerica.org/complete-streets](http://www.smartgrowthamerica.org/complete-streets).

The State of Illinois adopted a Complete Streets policy that requires the Illinois Department of Transportation to consider bicycle and pedestrian facilities in street design. As a result IDOT produced the Bureau of Design & Environment Manual <http://dot.state.il.us/desenv/bdmanual.html>

## Measuring Success

The transportation consulting firm Fehr & Peers developed a suite of measurements related to Level of Service for roadway users exclusive of drivers. It is called Multi-Modal Level of Service. The suite of indicators can be found here: <http://asap.fehrandpeers.com/tools/complete-streetslayered-networks/mmlos-toolkit/>

The City of New York published a report with several metrics associated with multi-modal street design: <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>.

## Discover More

The following organizations created informational brochures regarding Complete Streets:

- [Smart Growth America](#)
- [North California DOT](#)
- [CALTRANS](#)

## Case Studies

### Explore Columbia

#### Contact

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#### Description

The document is titled the Explore Columbia Comprehensive Alternative Transportation Plan. The objective of the plan is to provide a conceptual framework guiding future on- and off-street bicycle and pedestrian facilities, with the overarching goal to transform the City of Columbia into a more bicycle- and pedestrian friendly community. The plan was sponsored by city's Play Commission, reviewed by Plan Commission, and adopted by City Council as amendment to the Comprehensive Plan.

**Cost \$20,000**

## **Lessons Learned**

Emphasize public engage and creative solutions.

## **Festus, MO Complete Streets Policy**

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### **Description**

The City of Festus adopted by resolution a policy to incorporate the concepts of Complete Streets into their design, construction and maintenance of public transportation projects, improvements and facilities.

### **Cost**

The policy was presented to the City for adoption through the health department. No extraordinary costs were incurred.

### **Lessons Learned**

The cities of Crystal City, Festus, Herculaneum, and Pevely all adopted Complete Streets policies. By adopted Complete Street policies, the cities were able to apply more competitively for Surface Transportation Project funding.