

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.

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 Streets 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.

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. [This document](#) contains complete streets policies adopted in De Soto, Herculaneum, Pevely, Festus, and Crystal City. In addition, the [City of Ferguson](#), [City of Clayton](#), [University City](#), [Florissant](#), [St. Louis County](#), and [City of St. Louis](#) have all passed Complete Streets ordinances.

[Crystal City's ordinance](#) was ranked among the highest in the nation by a National Complete Streets Coalition analysis.

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](#).

Measuring Success

The transportation consulting firm Fehr & Peers developed a suite of measurements related to Level of Service for roadway users exclusive of drivers, called the [Multi-Modal Level of Service Toolkit](#).

The City of New York published a [report](#) with several metrics associated with multi-modal street design.

Discover More

[Smart Grown America](#) and [North California DOT](#) offer information regarding Complete Streets.

Case Studies

Explore Columbia

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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

Contact

Happy Welch
City Administrator

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.