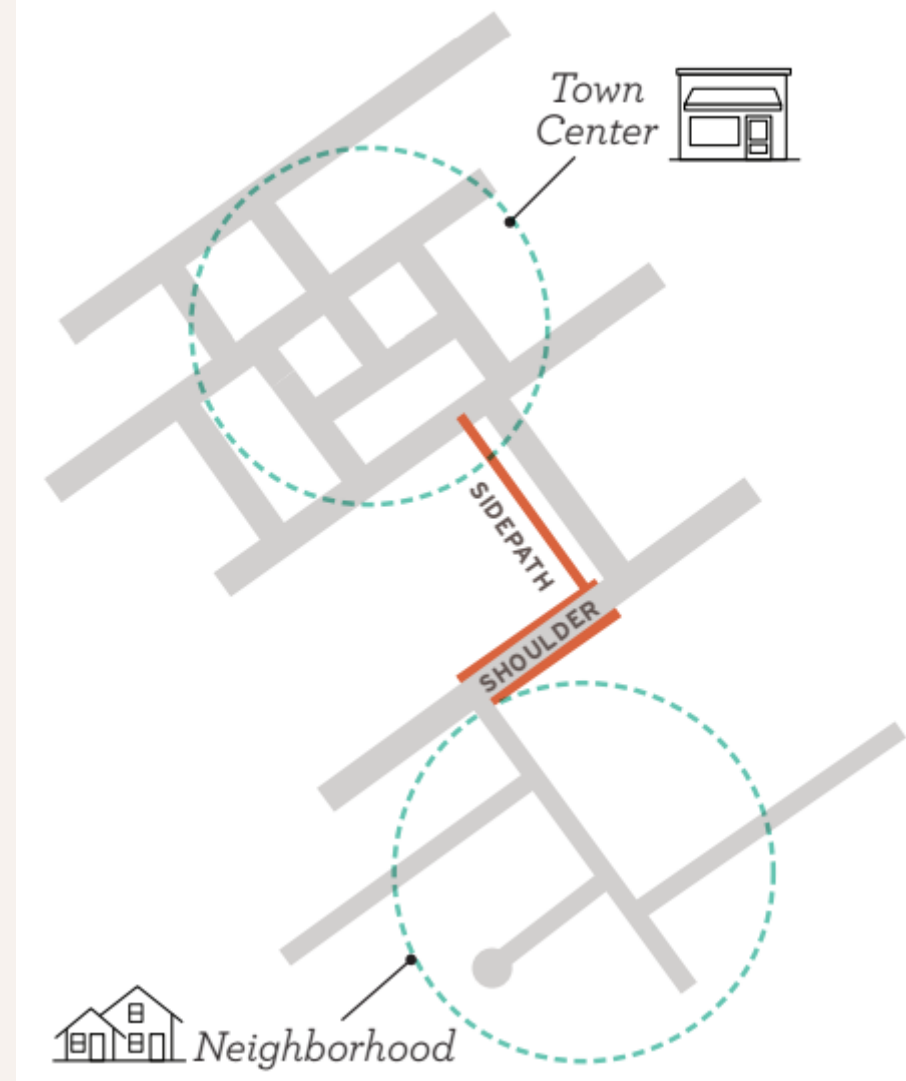


Complete Streets

SAFE. ACCESSIBLE.
ATTRACTIVE.
ENGAGING. THE PATHS
OF YOUR COMMUNITY



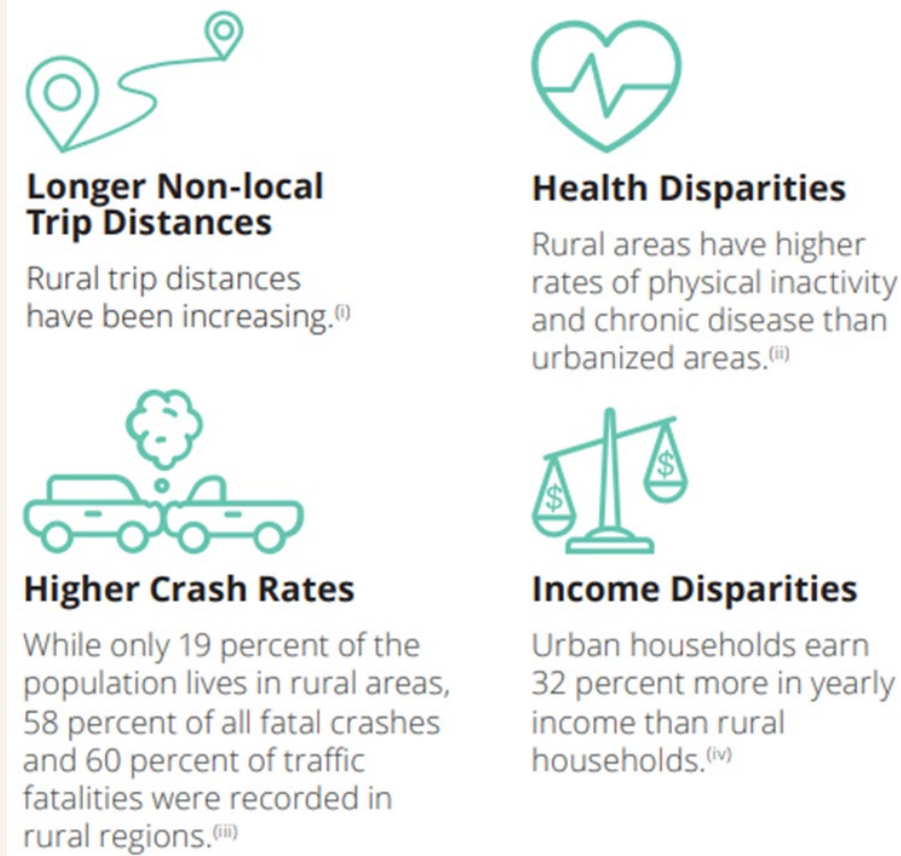
Small Town and Rural Multi-Modal Networks (2016)



Today's Agenda:

- What are "Complete Streets?"
- How to build and foster them
- Case Studies
- What UVLSRPC can do

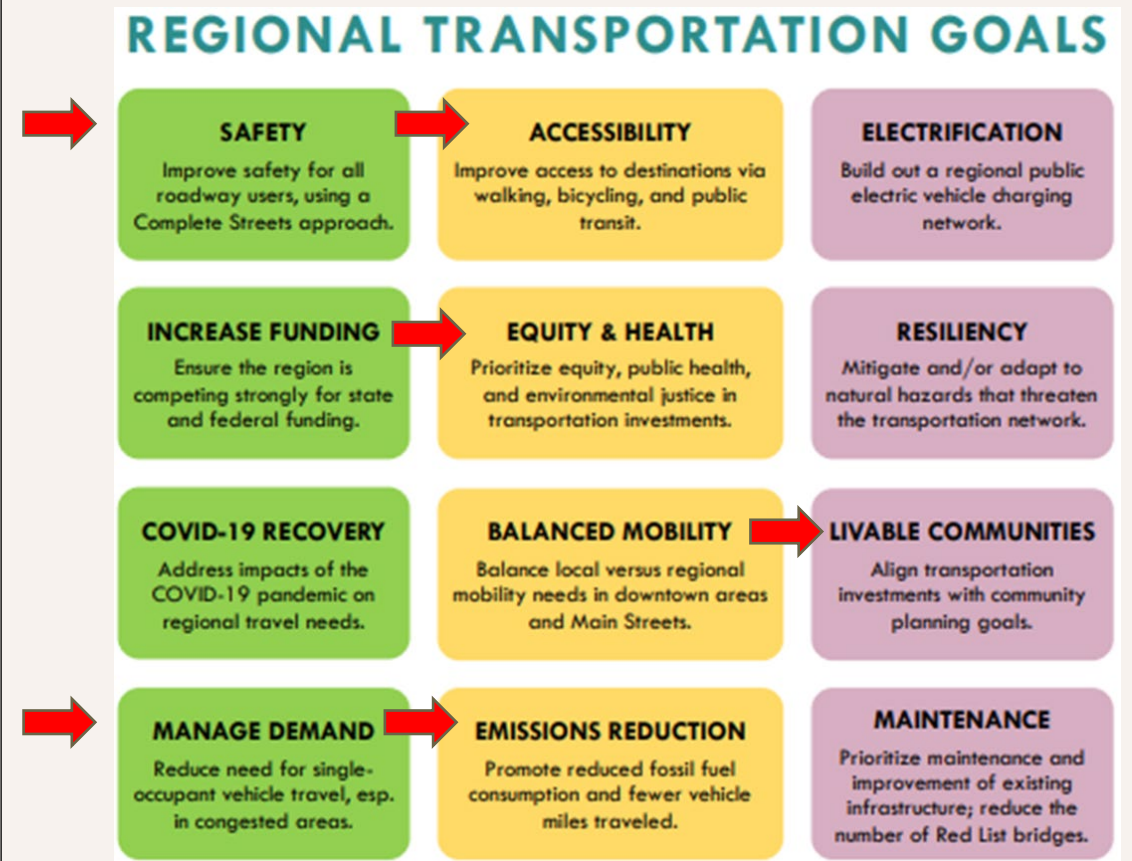
Why do "Complete Streets" matter in rural contexts?



- Streets are inadequate.
- Rural areas (20% population) experience over 50% traffic fatalities
- Who does not have a vehicle? Many who are 65+, underage, with disabilities, low income or prefer alternate lifestyle.
- We still need cars and trucks.

How do "Complete Streets" meet our transportation goals?

- Safety
- Accessibility
- Equity & Health
- Livable Communities
- Manage Demand
- Emissions Reduction

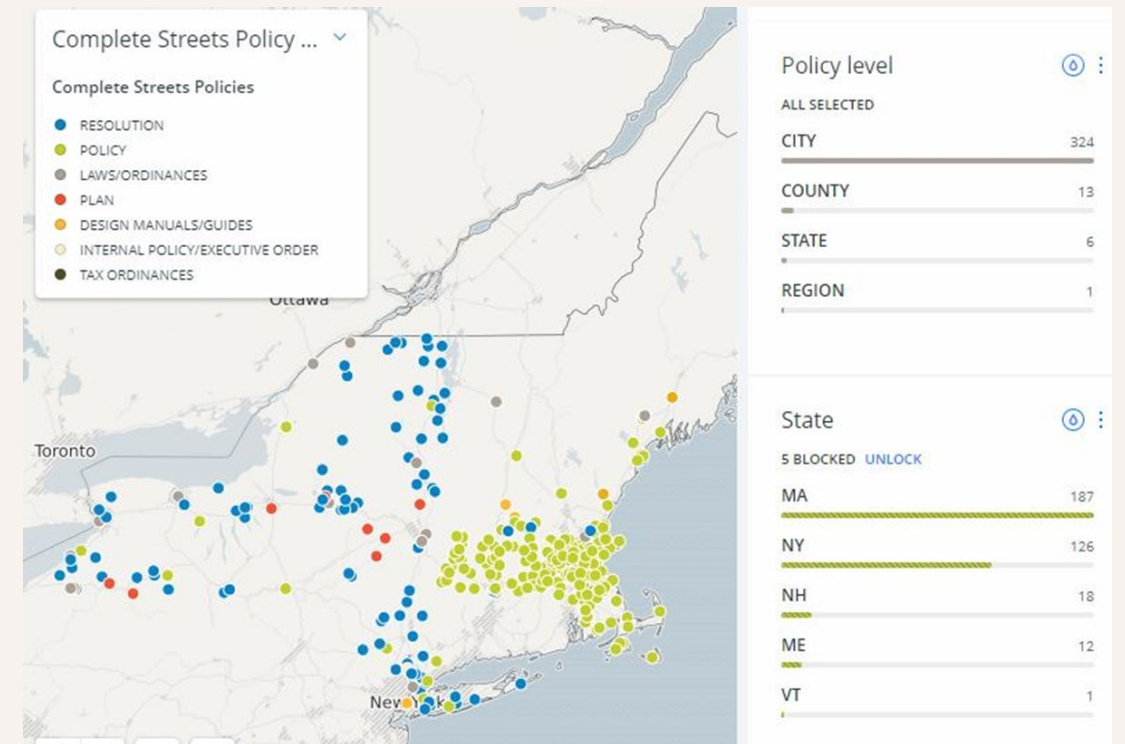


History of Complete Streets

Started in 2003 as a response to car-centric planning

Smart Growth Principle

By 2012, nearly 500 policies were in place nation-wide



Public Preferences & the Millennial Factor

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.

- Between, 2001 and 2009, the average driven miles dropped by 23% for 16-to-34 year-olds.
- Compared to older Americans, Millennials take fewer and shorter trips, and take a larger share of trips by walking, bicycling, or other modes.



Unexpected Benefits



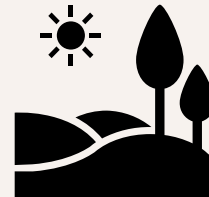
- Create Networks and address income and health disparities



- Opportunities for small business development and tourism
- Connect bike paths/rail trails with business centers

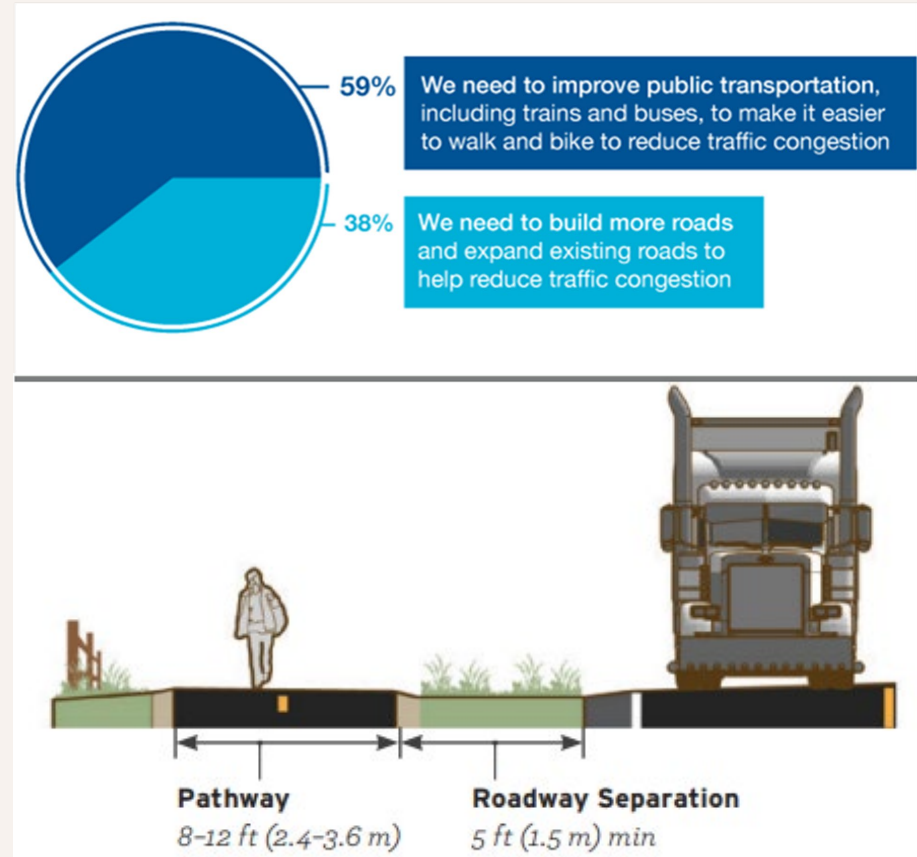


- Improve safety and green infrastructure simultaneously! (shade trees, storm water management)



Complete Streets Today

- The market is not meeting demand
- Common features:
 - Ample sidewalks
 - Street trees and landscaping
 - Bike lanes
 - Dedicated bus lanes
 - Comfortable and accessible transit stops
 - Frequent crossing opportunities, median islands, curb extensions



Solutions and Pop-Up Projects

- Repaint travel lane for more shoulder. For roads 40mph or less, 10-11 ft
- Shoulders as bike lanes
- Bike lane maintenance
- Fluorescent signs for bike/ped areas
- Mark crosswalks
- Parking - Crosswalk Proximity
- Crosswalk refuge islands
- Bulbouts
- Winter maintenance



Communities with
Complete Streets
Policies

Hanover

Lebanon

Communities with
Complete Streets in
Master Plans

Claremont

New London

Case Study: Valley Road in Hanover, NH

- Advisory Shoulders
- Rural Design (no sidewalks)
- Local Bicycle Connection
- Safe Routes to School Plan
- Pilot Project

How to build and foster Complete Streets



Research and communication is key to showing the problems and effective. Without it there can be friction.



With varied perspectives, the capacity to try out changes can be essential!



Use existing opportunities to build!



Resurfacing of roads, utility work and new development

Hanover Street

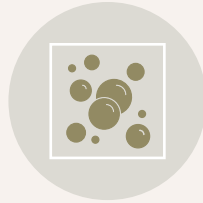
Planning Tool: StreetMix



What can UVLSRPC do?



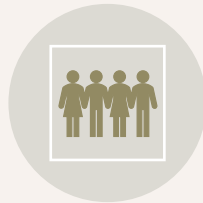
DEVELOP
COMPLETE
STREETS POLICY



POP-UP
DEMONSTRATION
PROJECTS



IMPACT ANALYSIS



STAKEHOLDER
AND COMMUNITY
ENGAGEMENT

- Let's Brainstorm! Any other ideas?
-

Resources

- US DOT Guide: Small Town and Rural Multimodal Networks
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf
 - Bike Walk Alliance of New Hampshire
<https://bwanh.org/what-are-complete-streets/>
 - AARP - Complete Streets Archive
<https://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html>
 - Smart Growth America - National Complete Streets Coalition
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
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