

COMPLETE STREETS



PUBLIC DESIGN FOR PHOENIX
CONVENIENT. ACCESSIBLE. COMFORTABLE. SAFE.

Cities are all about connections between people, and more than 4,500 miles of Phoenix city streets physically influence how healthy, close, and productive those connections can be. Study after study reveals that streets primarily designed to move cars are inefficient, incomplete, and insufficient in serving their communities. That's why states, cities and towns across the country are joining the Complete Streets movement to create new health, economic, safety and environmental benefits.

WHAT ARE COMPLETE STREETS?

Streets intentionally designed and built to ensure safe, welcoming access and use for pedestrians, cyclists, motorists and public transit riders of all ages and abilities are called "Complete Streets." They are pleasant streets: easy to cross, rest and relax along, shop, cycle on, and catch a bus or the light rail from. Traffic runs smoothly through them, and people feel welcome and attracted to being around them.

**FOR PHOENIX, THE VISION IS CLEAR.
GREAT CITIES ARE MADE FROM CREATING
GREAT PUBLIC SPACES, SO WE MUST ENSURE
THAT STREETS ARE DESIGNED AND MAINTAINED
TO BE CONVENIENT, ACCESSIBLE,
COMFORTABLE AND SAFE FOR EVERYONE.**



WHAT DOES A COMPLETE STREET LOOK LIKE?

Every Complete Street design is a direct response to the needs and wants of the community surrounding it. The growing set of proven design options includes those listed to the right. Add to these possibilities the unique character of each neighborhood, and the exact elements that provide convenience, accessibility, comfort, and safety for everyone can be determined.

**Bikeways, bike lanes
and bike racks**

Business “front porches”

Shaded sidewalks

Dedicated bus lanes

**Comfortable and accessible
public transit stops**

**Frequent and safe crossing
options**

Pedestrian islands

Landscaping

Street furniture

Roundabouts



WHY DOES PHOENIX NEED A COMPLETE STREETS POLICY?

- Because it's the first step toward committed investment in creating better neighborhoods, and a more livable city in the process.
- Because current environmental rules and street investment practices either indirectly or directly run counter to seizing the opportunity for dramatically improving quality of life.
- Because today, many trips are short¹ and preference for the car as a sole means of travel is decreasing.²
- Because street capacity and efficiency are increased as more people move through the same amount of space.³
- Because Complete Streets policies provide better bang for the city's investment buck: many of the ways to complete streets carry a low relative cost per improved mile, are fast to implement and are high impact.⁴
- Because streets have a largely invisible but fundamental influence on our lives, and we can be healthier and more successful by completing them.



WHAT ARE THE BENEFITS?

When we look at the moment of leaving a residence or business through the lens of all people - including children, teens, seniors and persons with disabilities or a limited income for whom driving may not be an option - we come to recognize the impact that streets have on lives. Their direct influence on our health, safety, environment and economy is significant. Complete Streets:

- Encourage the **health** benefits of short-trip walking and cycling.
- Prevent needless pedestrian and cyclist injuries and deaths, and increase driver **safety**.⁵
- Trigger less car use, less pollution and a better **environment** - which will help reduce Phoenix's brown cloud.⁶
- Spur private investment, grow tax revenues and save households money - giving them more to spend at local businesses and stimulate the local **economy**.⁷

These and other benefits have compelled more than 20 prominent organizations to unite under the banner of the National Complete Streets Coalition Steering Committee, while 28 states and nearly 500 jurisdictions at the local, regional and state levels have adopted Complete Streets policies in states across the U.S.





BEFORE

A STRETCH OF EAST VAN BUREN STREET AT NORTH 37TH STREET AS IT APPEARS TODAY: A FIVE-LANE ROAD FOCUSED ON HIGHER-SPEED CAR TRAVEL WITH ON-STREET PARKING PROHIBITED, CREATING CONDITIONS THAT THREATEN PEDESTRIAN AND CYCLING SAFETY AS WELL AS DISCOURAGE AREA DEVELOPMENT.

THE SAME STRETCH OF ROAD RE-IMAGINED AS A NEIGHBORHOOD, COMPLETED WITH ON-STREET PARKING, BIKE LANES, AND A SHADED, SAFE PEDESTRIAN ENVIRONMENT. TOGETHER THEY ENCOURAGE RESIDENTIAL AND BUSINESS INFILL DEVELOPMENT THAT IMPROVES QUALITY OF LIFE, CREATES JOBS AND INCREASES CITY TAX REVENUES.

AFTER



40%
of all trips are
two miles or less¹

5-10
times more people
can walk or cycle the width
of one traffic lane
in comparison to driving³

8
years ago Americans drove
more total miles than today²

16
years ago Americans drove
more miles per person²

500,000
pounds in reduction
of annual CO² emissions
– roughly one-half –
in Boulder, CO once the city
implemented a
Complete Streets network⁶

1,000,000s
of Americans are
walking, cycling and
catching public transit¹

50%
bicycle-auto collision
reduction from
creation of marked,
on-road bike lanes, and

28%
reduction in auto-pedestrian
collisions⁵

16.5-40%
savings in infrastructure costs
for retrofits and new road
construction, compared to
typical designs and
conventional suburban
development⁴

\$125,000,000
gained in private investment
in Lancaster, CA
– plus a 26% increase in sales
tax revenue and 800
new jobs – from a \$10.6 million
Complete Streets investment⁷

POLICY AND FEEDBACK

Complete Streets is a different way of thinking that goes well beyond moving cars, and the city of Phoenix would love to hear your input and feedback.

Contact Matthew Heil at matthew.heil@phoenix.gov or 602-534-1597 to share your questions, concern and/or support.



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Sources:

- 1 U.S. Department of Transportation and Federal Highway Administration National Household Travel Survey, 2009.
- 2 Arizona PIRG Education Fund, "A New Direction: Our Changing Relationship with Driving and Implications for America's Future".
- 3 Smart Growth America.
- 4 Smart Growth America.
- 5 American Public Health Association.
- 6 Smart Growth America.
- 7 Smart Growth America.