













































































## Presenter

Complete Streets is not about special projects. It's about changing the way we approach transportation projects on all streets.

It's not about specific design elements. Implementation of Complete Streets is flexible and context-sensitive.

Adopting a policy doesn't mean all roads have to be changed all at once. Changes can be made a little at a time and done along with routine maintenance.

Complete Streets won't address all concerns, which will still need attention. Complete Streets policies are one important piece in ensuring our states are fiscally and physically healthy.



## Presenter

Creating complete streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and

safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

Photo: Charlotte, NC



Presenter

This is what complete streets is about – making sure our transportation network works for all users every time there's a new project.

Photo: Michael Hicks, Minneapolis, MN, Washington Avenue at the University of Minnesota's East Bank Campus





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Presenter

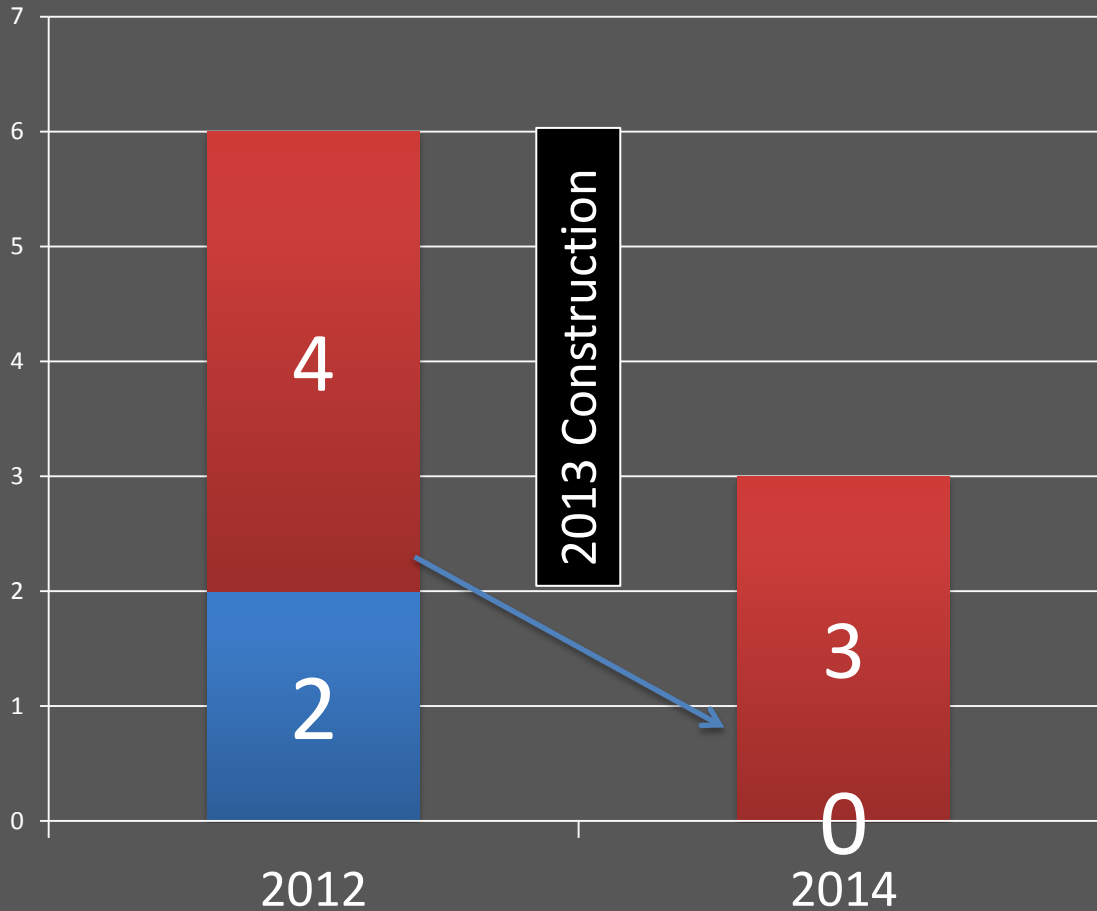
This is what complete streets is about – making sure our transportation network works for all users every time there's a new project.

Photo: Michael Hicks, Minneapolis, MN, Washington Avenue at the University of Minnesota's East Bank Campus





# St Bernard Crashes



■ Moderate  
■ Severe

UNOTI: **15%**  
Increase in  
Cycling from  
2013 to 2014

# Nashville Avenue



# Nashville Avenue

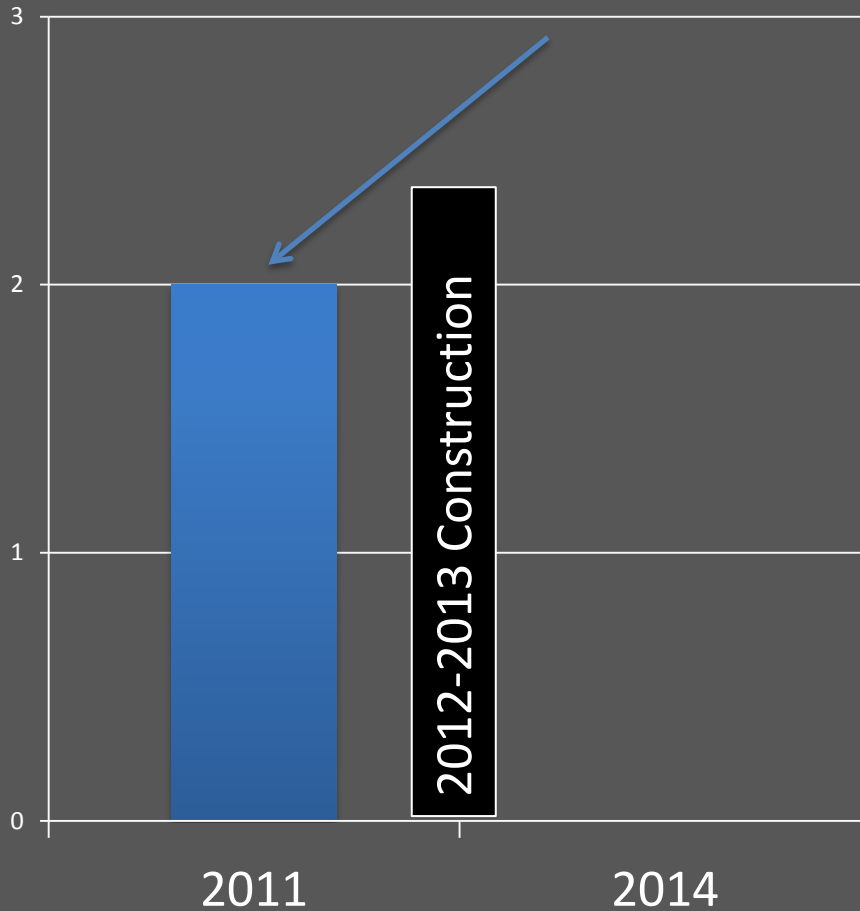


11' 6' + 3' 8'



# Nashville Avenue

2 sideswipes: one scooter, one bicycle



■ Moderate

UNOTI: **222%**  
Increase in  
Cycling from  
2013 to 2014

# Baronne Street



# Baronne Street



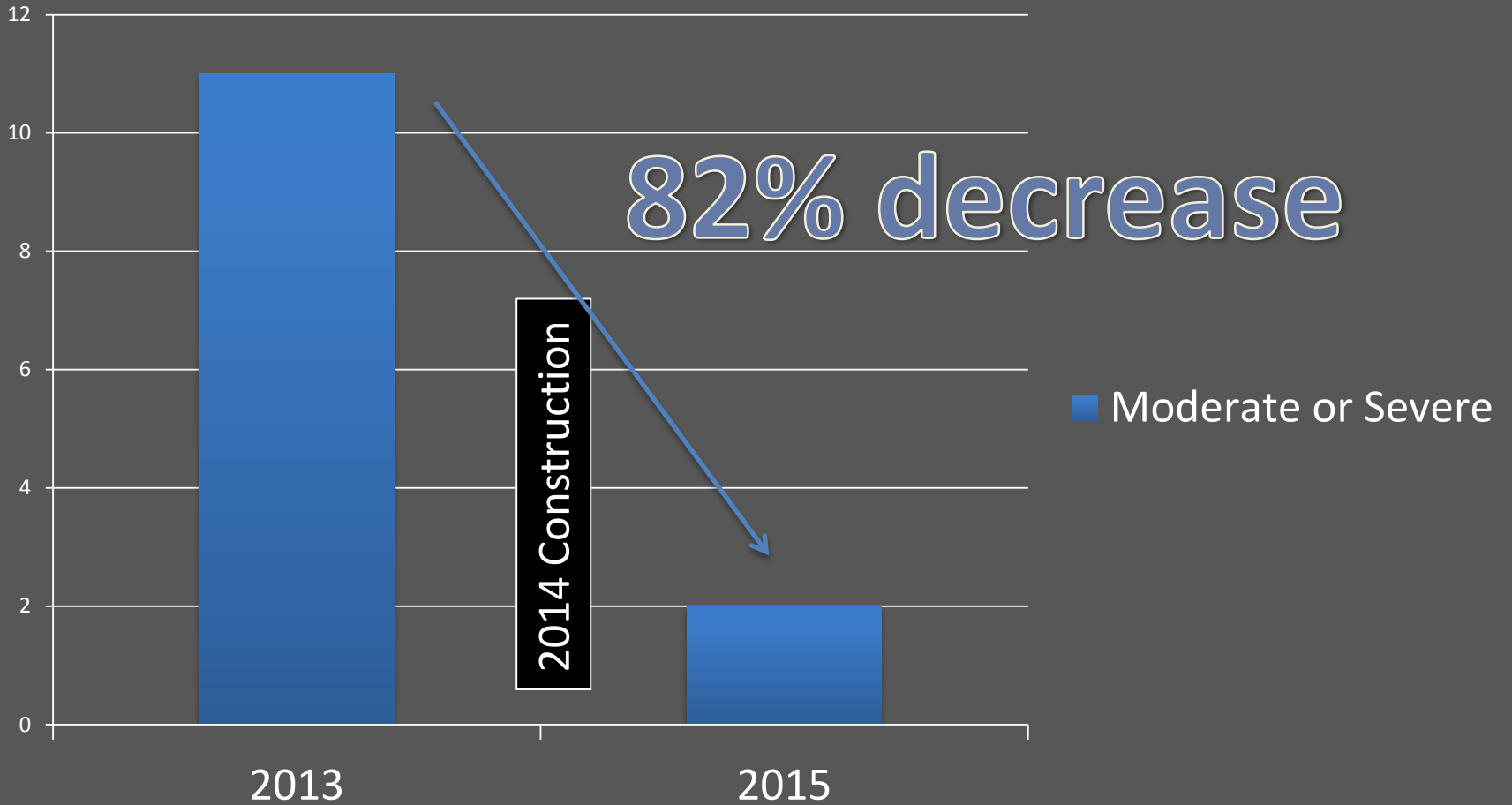
9'

12'

3'+6'

10'

# Baronne Street



# Basin Street



12'

12'

12'

8'

# Basin Street



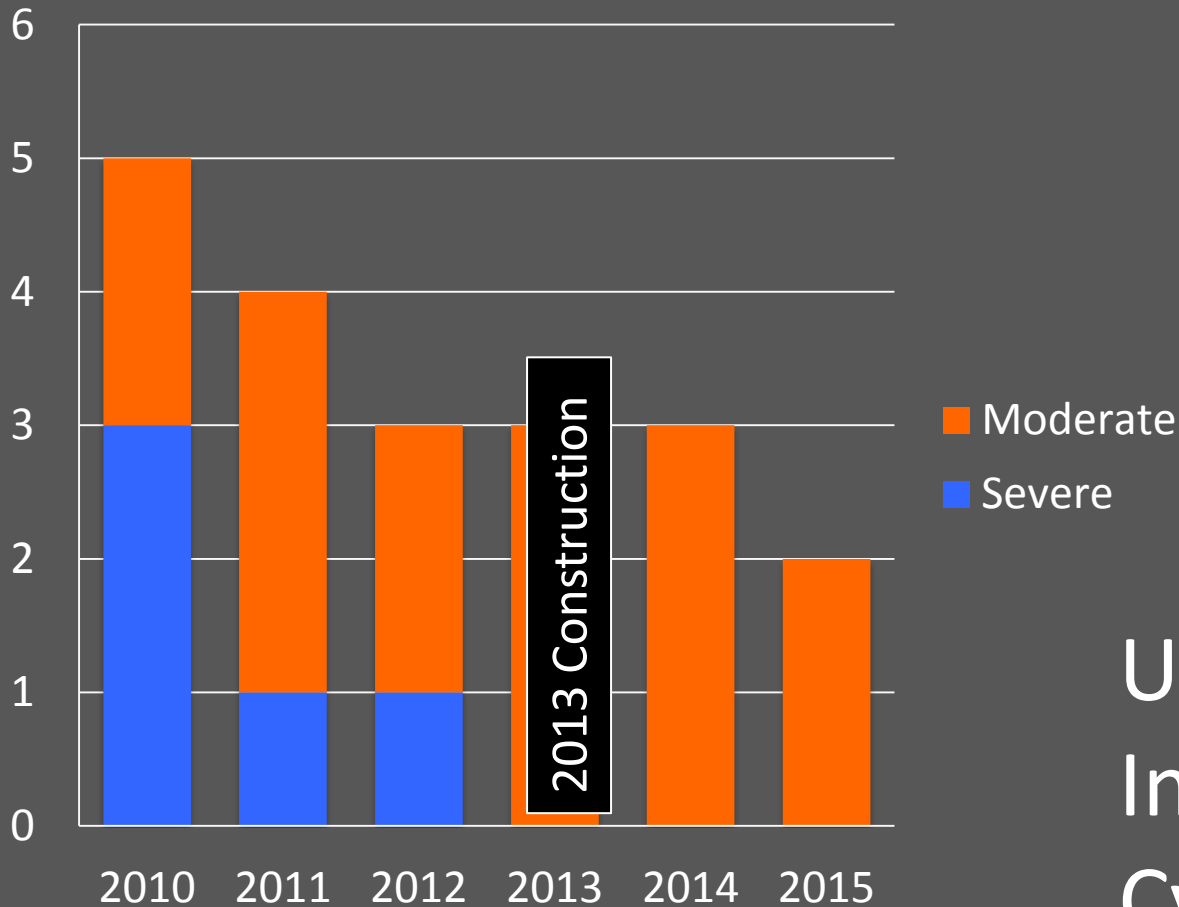
11'

11'

14'

8'

# Basin Street



UNOTI: **102%**  
Increase in  
Cycling EDT from  
2013 to 2014





















# For more information

- Model policies & reports
  - *UNO TI Complete Streets Policy Manual (2012)*
  - *New Orleans Pedestrian and Bicycle Count Report (2014)*
  - *Best Complete Streets Policies*
  - *Local Policy Workbook*
- Implementation resources
- Latest news

[www.completestreets.org](http://www.completestreets.org)

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)