

COMPLETE STREETS

Take a Complete Streets approach to make transportation planning more inclusive of all road users.

The first Mayors' Challenge Activity emphasizes taking a Complete Streets approach, which starts with a policy commitment to prioritize and integrate all anticipated road users into every transportation project.

From Kaua'i County, HI, to Hartford, CT, communities adopted policies, changed practice, installed safer infrastructure, and identified metrics of success to track progress toward their Complete Streets goals. Over 40 Mayors' Challenge communities reported taking on the Complete Streets Challenge Activity, with 12 communities adopting new policies during the Challenge.

The winning communities for Challenge Activity 1 are Miami-Dade County, (large city) FL, and South

Bend (small city), IN. Miami-Dade is recognized for its efforts to focus funding and resources into its holistic Complete Streets approach. Miami-Dade's work resulted in a number of accomplishments:

- Hired a staff member focused on Complete Streets;
- Hosted a Complete Streets forum;
- Launched Complete Streets programs in three local communities; and
- Installed four bike lane projects and 14 miles of sidewalk.

In South Bend, the city formed a local action team to inform the development of a Complete Streets policy, which was adopted in November 2015. The policy was named 3rd best in the nation by the National Complete Streets Coalition for 2015 and includes performance measures. In addition, South Bend has a Smart Streets project underway to convert more than six miles of one-way street pairs to two-ways, with the addition of separated bicycle lanes, curb bump-outs, and roundabouts. See the [Award Winner fact sheets](#) for more information on Miami-Dade's and South Bend's achievements.



Green bike lanes on Crandon Boulevard in Miami-Dade County, looking towards Miami, FL.

How are communities implementing Complete Streets approaches?

Communities develop policies and use roadway reconstruction projects to make changes

Mayors' Challenge communities reported making concrete efforts toward implementing new and established policies to provide for safer travel for people on foot, bicycle, and transit. Communities such as Orange County, FL, and Kaua'i County, HI, reported on their roadway reconstruction projects, which included safety improvements such as separated bicycle lanes, sidewalks, and roundabouts.

New guidebooks and training opportunities teach community staff about Complete Streets principles

Communities such as Eugene, OR, and Newark, NJ, focused on developing specific design and implementation guides to assist with future project development. St. Louis, MO, Philadelphia,

PA, and Palm Beach, FL, held trainings, workshops and webinars on Complete Streets principles to build staff capacity and community support. In addition, the Charlotte, NC, Department of Transportation developed an orientation to educate new employees about the importance of Complete Streets. St. Louis, MO, South Bend, and Miami-Dade each hired their first bicycle-pedestrian coordinator to ensure that designs and policies safely accommodate non-motorized users.

Multidisciplinary and inclusive planning approaches make Complete Streets projects even more holistic

Many Mayors' Challenge cities highlighted their multi-disciplinary approaches to embracing and implementing Complete Streets principles and guidelines. For example, in St. Louis, MO, the Complete Streets Steering Committee includes representatives from the public health, parks and recreation, police, and fire departments as well as the city's office of disability.

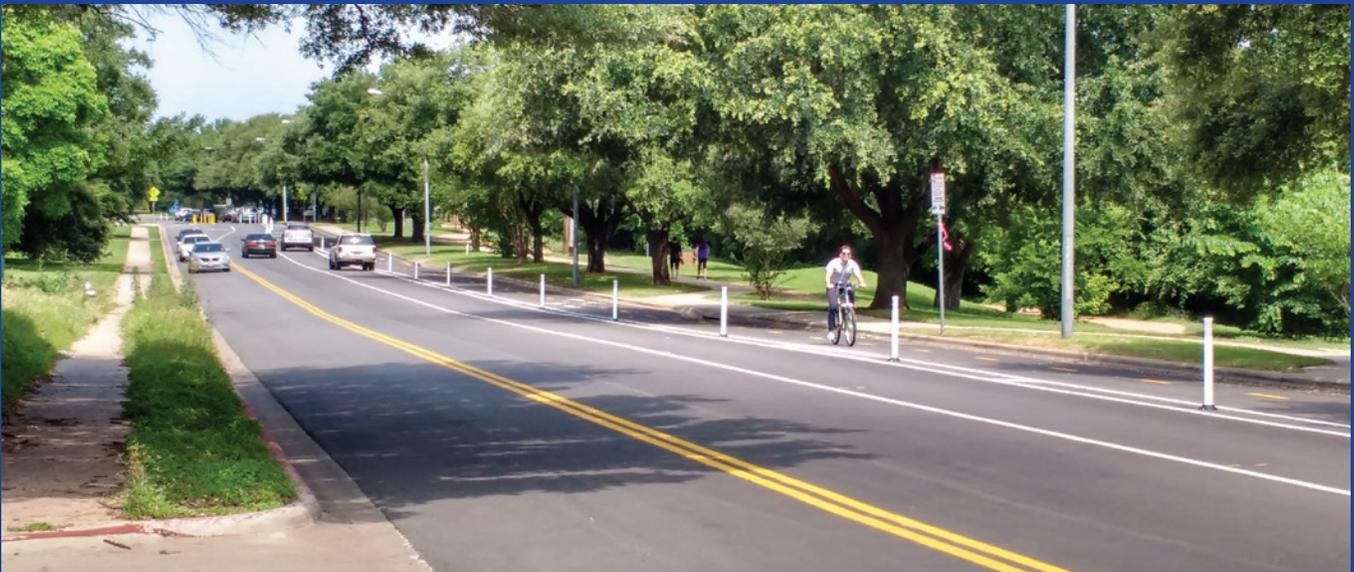


Model Complete Streets project on Queens Boulevard in New York City, requiring vehicles to stop, and not just yield, before merging across the pedestrian crossing and separated bike lane.

A new two-way separated bike lane on Lakeshore Boulevard in Austin, TX, promotes both bicyclists' and pedestrians' safety.

Besides involving representatives from diverse backgrounds, many communities also highlighted their multi-pronged approaches to ensuring they transform the way they make every day transportation decisions. For example, Longwood, FL, passed a Complete Streets policy for all city-owned transportation facilities in the public right-of-way, new and redeveloped privately constructed streets and parking lots, and state and county transportation facilities within city boundaries. The policy has affected not only how projects are designed but how they are conceived, calling for every project, from transportation to wastewater, to be viewed as an opportunity to implement Complete Streets.

Longwood's redevelopment of Church Avenue is a prime example of the city putting the Complete Streets policy into practice. Church Avenue connects the city's commuter rail station to a central gathering place and a number of residential subdivisions. Originally, Church Avenue was planned to be a simple resurfacing project, but the City and SunRail worked together to reconstruct Church Avenue as a Complete Street with new bike lanes and sidewalks. The U.S. Department of Housing and Urban Development (HUD) awarded the City and SunRail a grant to complete the project. According to Longwood's planners, "In many ways, this project stands as an embodiment of the principles of both the Mayors' Challenge and Complete Streets – a fundamental shift in how bicyclists and pedestrians are considered in the design of any type of project that lends itself towards providing safe and convenient travel for all modes."



A new two-way separated bike lane on Lakeshore Boulevard in Austin, TX, promotes both bicyclists' and pedestrians' safety.

For more information about the Mayors' Challenge results and award winners see: www.transportation.gov/mayors-challenge/awards-and-results