

Complete Street Design





What Are Complete Streets?

A complete street is a facility that accommodates all users.

As designers, planners, public officials and advocates, we have a responsibility to promote and improve public health, reduce traffic congestion, make places safer and more livable, and reduce environmental impacts.

This philosophy expands on MassDOT's current policy for Context Sensitive Design which is discussed in our 2006 Project Development and Design Guide.

Complete Streets Defined

A Complete Street is one that provides safe and accessible options for all travel modes – walking, biking, transit and vehicles – for people of all ages and abilities.

Complete Streets improvements may be large scale such as corridor wide improvements or focused on the needs of a single mode.



Design Parameters used in a Complete Street Design (Cont.)

Speed (Cont.) - What are some ways we can reduce driving speeds?

Curb extensions (bump outs)

Improved signal progression

Center Medians (provides pedestrian refuge)

Narrower travel lane widths

On street parking (creates side friction)

Raised crosswalks or speed tables



Complete Streets Improvements Safety Benefits

Sidewalks reduce pedestrian crashes 88% (FHWA)

Shoulders reduce pedestrian crashes 71% (FDOT)

Medians reduce crashes 40% (NCHRP)

Road diets reduce crashes 18 – 49% (ITE)

Countdown signals reduce crashes 25% (FHWA)



Complete Streets Improvements Health Benefits

Benefits for Children in Massachusetts

- 14.5% of 10- to 17-year-olds are obese (2011).
- 10.2% High School students are obese (2013).
- Limited physical activity contributes to the obesity epidemic among children.
- Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence.

Our aging population

- In Massachusetts the population aged 65 and over is estimated to increase by over half a million (548,699) by 2030.
- Increasing from 14% of the state's total population in 2010 to 21% by 2030.
- About ½ of all non-drivers over the age of 65 would like to get out more often.
- *“To accommodate the mobility needs of an aging population, the focus of transportation planning and policy must shift from increasing road capacity to providing more multi-modal solutions. Investments are needed in Complete Streets, ...”* AARP

A New Consideration: Community Compacts

- On January 23rd, 2015 Governor Baker signed his first Executive Order creating the Community Compact Cabinet, in order to elevate the Administration's partnerships with cities and towns in the Commonwealth
- A Community Compact is a voluntary, mutual agreement entered into between the Baker-Polito Administration and individual cities and towns of the Commonwealth; in a Community Compact, a community agrees to implement at least one best practice selected from across a variety of areas
- Communities that sign a compact receive priority for specific Commonwealth technical assistance resources to help achieve the chosen best practice(s)
- Complete Streets are included as one of the listed best practices and to date 11 communities have selected this as their best practice commitment
- The Community Compact program is administered by Mass. Dept. of Revenue's Division of Local Services and more information can be found at <http://www.mass.gov/governor/administration/groups/communitycompactcabinet/>



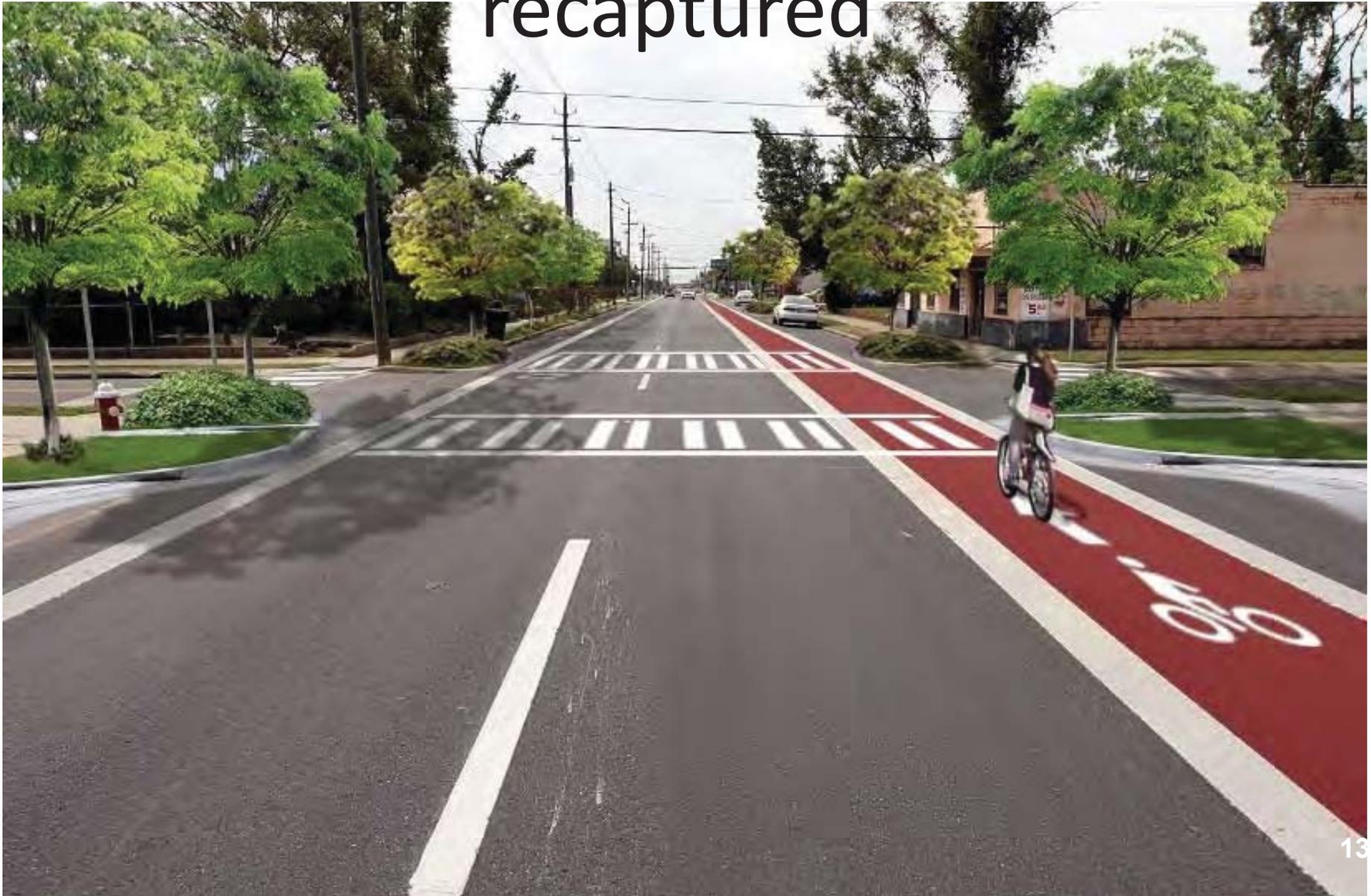


CAUTION
DEAF
AND
BLIND
CHILDREN



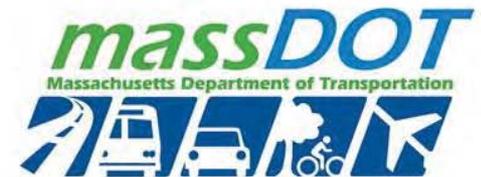


There's room; it needs to be recaptured



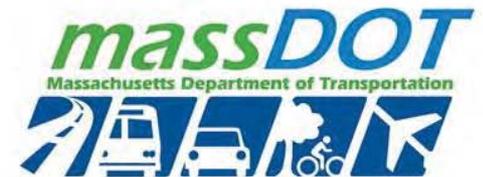


Anderson Bridge, Cambridge: Before





Anderson Bridge, Cambridge: After



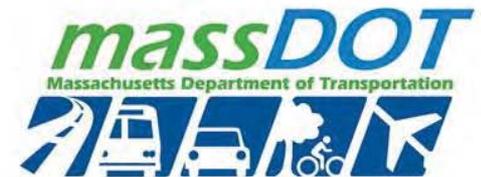


Cambridge: Before



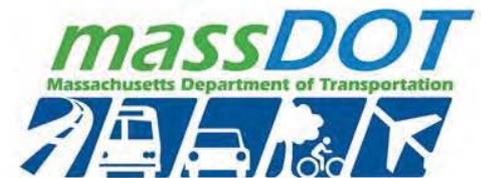


Cambridge: After





Mass Ave., Arlington: Before





Mass Ave., Arlington: After





Route 134, Dennis: Before





Route 134, Dennis: After



Lou Rabito, P.E.
Complete Streets Engineer
MassDOT
Transportation Building
10 Park Plaza, Suite 6260
Boston, MA 02116
Phone: 857-368-9441
Email:
luciano.rabito@state.ma.us



complete streets are for everyone