

Complete Streets

ALL PEOPLE | ALL FORMS OF TRANSPORTATION

Over the last hundred years, we have made great strides at improving our road network for vehicles. Today, drivers can get nearly anywhere, and expect a standard of comfort and efficiency when they drive. But not everyone can drive, or wants to drive everywhere, every time. What progress has been made to improve experiences for people walking, biking, and riding transit?

Some places have made significant advances, and others have not, resulting in a fragmented network. Sidewalks can be inconsistent, bike lanes can end abruptly, and high visibility crosswalks may be infrequent. When we fail to provide for all ages, abilities, and transportation options, we fail to support the full transportation needs of our communities. Our system is only as strong as its weakest links, so...



How can we strengthen these links, building roads that are comfortable for all people using all forms of transportation?

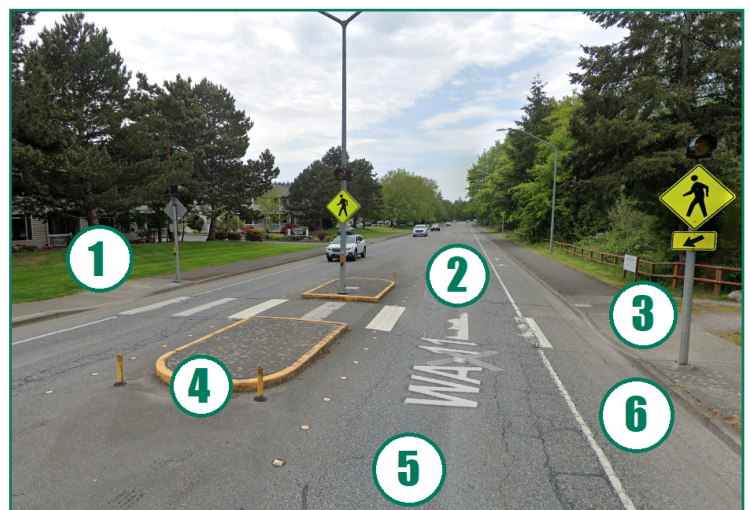
The Complete Streets Approach

Complete Streets is a comprehensive approach to planning, designing, building, operating, and maintaining our streets. It's a departure from previous approaches that often assumed universal vehicle use. Complete Streets provides comfortable access for all people using all forms of transportation: driving, walking, biking, using a mobility aide, taking transit, and more.

What does a Complete Street look like?

There is no singular design prescription for a Complete Street. Each street is unique and responds to its community context. Complete Streets do, however, share common features, including:

1. Curb cuts & other ADA improvements
2. Frequent, visible crosswalks
3. Accessible sidewalks
4. Pedestrian refuge islands at crossings
5. Narrower vehicle lanes
6. Bike lanes
7. Roundabouts
8. Curb extensions, bulb outs, and more.





Not a Complete Street

- *Where do I bike?*
- *What's discouraging cars from speeding?*
- *Will drivers see me if I cross the road?*



Complete Street

- Narrower lanes increase driver attention and lower speeds
- Bike lanes provide a defined space for people bicycling
- Curb extensions reduce pedestrian crossing distance
- Median splits the crossing into two shorter parts, instead of one sprint across two lanes
- Same number of vehicle lanes, car parking maintained
- More comfortable access to businesses for everyone

What do Complete Streets mean for communities?

- Complete Streets are **more comfortable** for people using all forms of transportation. Businesses near Complete Streets are accessible to more people arriving in more ways. People are invited to travel to, not just through, places. People are **not** stuck in traffic congestion with no options. It is easier for everyone to get where they need to go when people can choose more cost-effective, space-efficient transportation options. Our communities can thrive when we **diversify our transportation portfolio** and welcome all road users.
- These benefits have been **recognized** for decades by a growing list of jurisdictions in our state.
- **As of July 1, 2022, Move Ahead Washington embedded a consistent Complete Streets approach in WSDOT projects.** WSDOT's implementation of Complete Streets on the statewide network is being guided by collaboration with diverse partners, including federal, local, regional and Tribal governments, community groups, transit agencies, neighbors, and business owners, with particular attention to those who rely on walking and bicycling to get around.
- Importantly, each Complete Streets project will reflect **local context** and **be responsive** to community needs.

To learn more about Complete Streets, please visit our website: wsdot.wa.gov/construction-planning/complete-streets.

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