

## COMPLETE THE STREETS: TRANSPORTATION OPTIONS FOR ALL USERS

As the weather warms up and summer approaches, many of us take to the outdoors with picnics, strolls in the park and other outdoor activities. It can be at these times that we become most familiar with how our transportation network (roads, bike lanes, sidewalks, etc.) meets or fails to meet our needs. Public places without sidewalk access, bike lanes that end suddenly and crosswalks without handicap access are all frustrating and potentially dangerous situations. The complete streets movement has been growing in recent years and now, the Atlanta region has two complete streets policies—Cobb County and the City of Roswell. The City



of Decatur also builds complete streets practices into road design. There are several steps to creating and implementing a successful complete streets program.

### An Effective Policy

The effective complete streets policy takes into account the context of each individual road because a design that may be suitable for an urban street should not apply to every rural road. Different users require different facilities. Below are some elements included in the ideal complete streets policy:

- Includes a vision for how and why the community wants to complete its streets;
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles;
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes;
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs;
- Directs that complete streets solutions will complement the context of the community;
- Establishes performance standards with measurable outcomes; and
- Includes specific next steps for implementation of the policy.

### Implementation

Examples of implementation of complete streets policies are limited since few cities and counties across the country have adopted them. But in each example, several points stand out. Roadway design manuals and plan process manuals are often adapted or rewritten, those involved with the design and construction of roadways are usually offered additional training and a road classification framework must be amended or created to meet the needs of all users.

*Some material adapted courtesy National Complete Streets Coalition.*

*More information about Complete Streets can be found at [www.completestreets.org](http://www.completestreets.org).*

## Upcoming Events

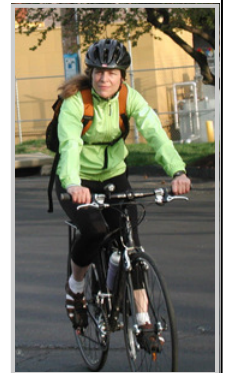
**Georgia Rural Development Council**  
June 11-12, 2009—Macon, GA  
For more information call 706.583.2736

**Georgia Business and Housing Expo**  
June 12-13, 2009—Various locations across GA  
For more information visit [www.dca.state.ga.us](http://www.dca.state.ga.us)

**GMA Annual Convention**  
June 20-23, 2009—Savannah, GA  
For more information visit [www.gmanet.com](http://www.gmanet.com)

**Community Planning Institute**  
July 7-8, 2009—Rome, GA  
For more information visit [www.georgiaplanning.org](http://www.georgiaplanning.org)

**Community Planning Academy: ArcGIS Desktop II**  
July 15-17, 2009—Atlanta, GA  
For more information visit  
[www.atlantaregional.com/communityplanningacademy](http://www.atlantaregional.com/communityplanningacademy)



## CONTACT US WITH YOUR EXPERIENCES OR SUGGESTIONS

If you have experiences as a planning commission member you'd like to share with us or suggestions on future newsletter topics, please send them in. You may submit comments to Stephen Causby at [scausby@atlantaregional.com](mailto:scausby@atlantaregional.com) or fax them to (404) 463-3105.

