

Complete Streets Initiative

- In 2005, the Complete Streets coalition was formed to advocate for and track the adoption of complete streets projects, policies and standards.
- Over 100 city, states and other jurisdictions have adopted complete street policies.



What makes a street complete?

A street is complete when it is operated and designed to be safe, comfortable, and convenient for all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Why Do We Need to Complete the Streets?



Americans Want to Walk and Bike More

52%

of Americans want to bike more than they do now.



55%

of Americans would prefer to drive less and walk more.



About 1/3 of Americans Do Not Drive

- Older Americans
- All children under 16
- Many low income Americans who cannot afford automobiles.



Dan Burden, pedbikeimages.org

Streets Are Inadequate



NO SIDEWALKS

Streets Are Inadequate



**INACCESSIBLE FOR
WHEELCHAIR USERS**



**NO ROOM FOR
PEDESTRIANS**

Streets Are Inadequate



TOO NARROW TO
SHARE WITH BIKES

Who does Complete Streets Benefit?

Benefits: Older Americans

- More than half of older Americans walk regularly.
- **21%** of Americans over the age of 65 do not drive.
- More than **50%** of non-drivers stay at home on a given day because they lack transportation options.



Benefits: Encouraging Healthy Activity

- Walking and bicycling help prevent obesity, diabetes, high blood pressure, and colon cancer.
- Residents are **65%** more likely to walk in a neighborhood with sidewalks.



Benefits: People with Disabilities

- Increases Accessibility
- Complete Streets feature curb cuts and other designs for disabled travelers.
- Complete Streets reduce isolation and dependence.



Completing the Streets:

University Place, Washington: Bridgeport Way Transformation



BEFORE



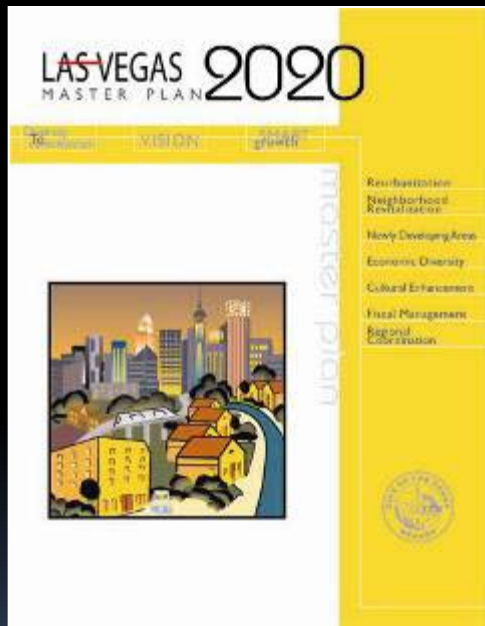
AFTER



Who has already adopted Complete Street Policies and Resolutions

- Salt Lake City, Utah
 - Sacramento, CA
 - Developed a Best Practices for Complete Streets Manual.
 - Denver, CO
 - Living Streets concept
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City Policies and Initiatives that Support Complete Streets



- Las Vegas -Master Plan 2020 policies
- Sustainability Initiative
- Urban Forestry Initiative

Form Base Code

19.04.020

Draft (Printed 02/04/10)

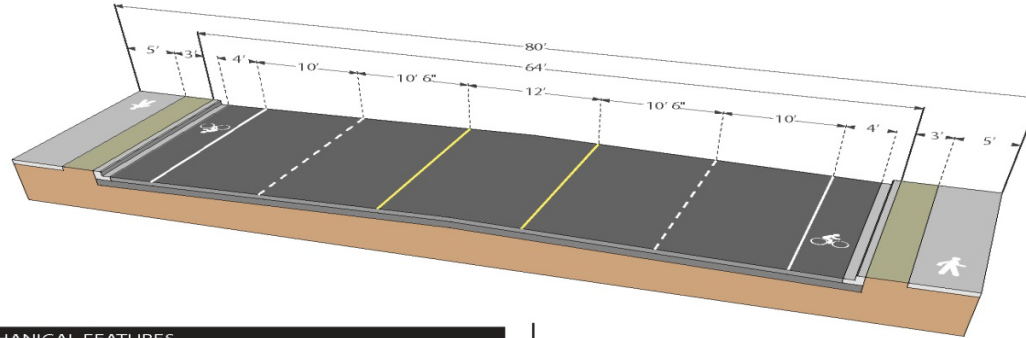
Street Schematics - 80' Major Collector

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Illustrations & Graphics

19.0.020

STREET DIMENSIONS & STANDARDS

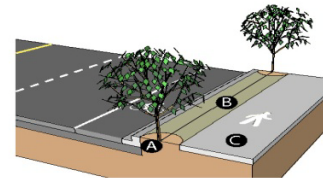
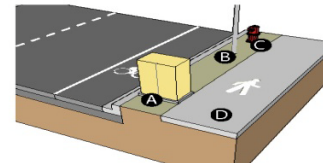


MECHANICAL FEATURES

A. Utility & Mechanical Boxes	Shall be located within the landscape/amenity strip
B. Light Posts & Traffic Lights	Shall be located within the landscape/amenity strip Must be xxx feet on center
C. Public Safety	Shall be located within the landscape/amenity strip, unless otherwise determined
D. Sidewalk	5 foot minimum width

LANDSCAPING

A. Tree Placement	See table 19.04.100 for comprehensive list of allowable tree species
B. Tree Planting Separation	Shall be 20 feet on center
C. Sidewalk	5 foot minimum width



City of Las Vegas
Title 19 Zoning Code
- DRAFT -

May 15, 2009

HELP

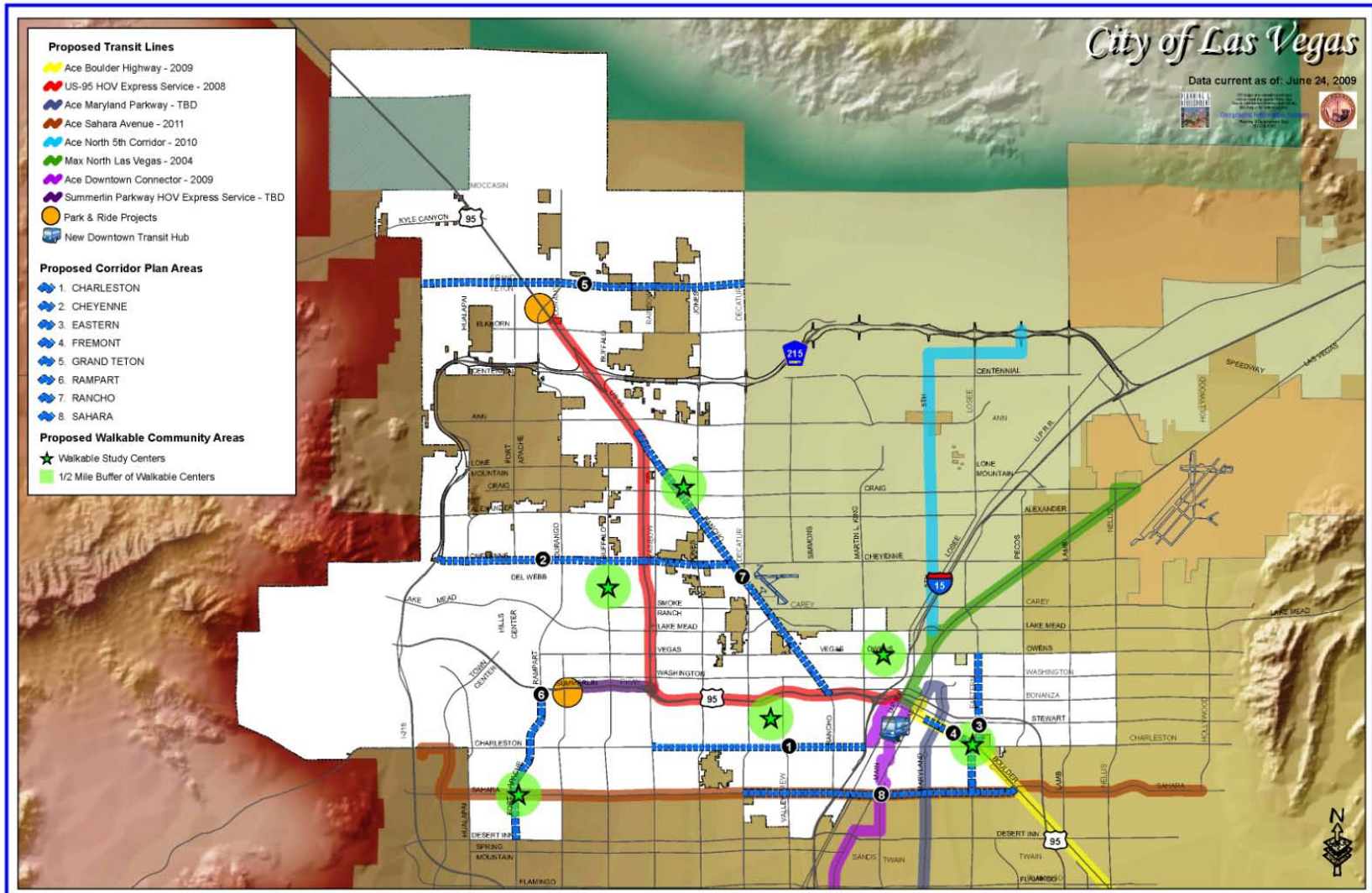


CLV
WEB



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Chapter 19.04

Corridor and Walkable Community Plans





Grant Funding Available

- American Recovery and Reinvestment Act(ARRA)Funds
 - Safe Routes to Schools Program
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Complete Streets Resolution

- The Resolution is scheduled for the March 17, City Council Meeting
 - Key points
 - Complete Streets will be a guiding principle for public improvement design and construction.
 - Capital Improvements will be planned, designed and constructed to encourage, walking, bicycling and transit use.
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