

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



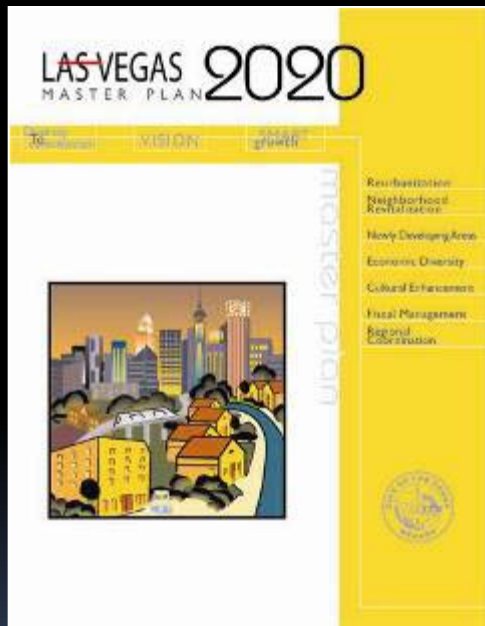
AFTER



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)

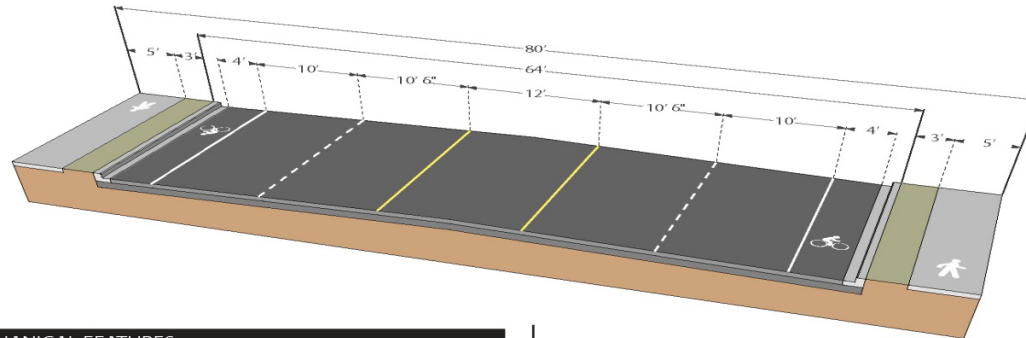
Street Schematics - 80' Major Collector

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Illustrations & Graphics

19.0.020

STREET DIMENSIONS & STANDARDS

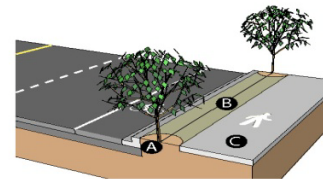
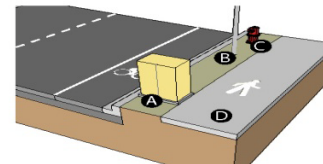


MECHANICAL FEATURES

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

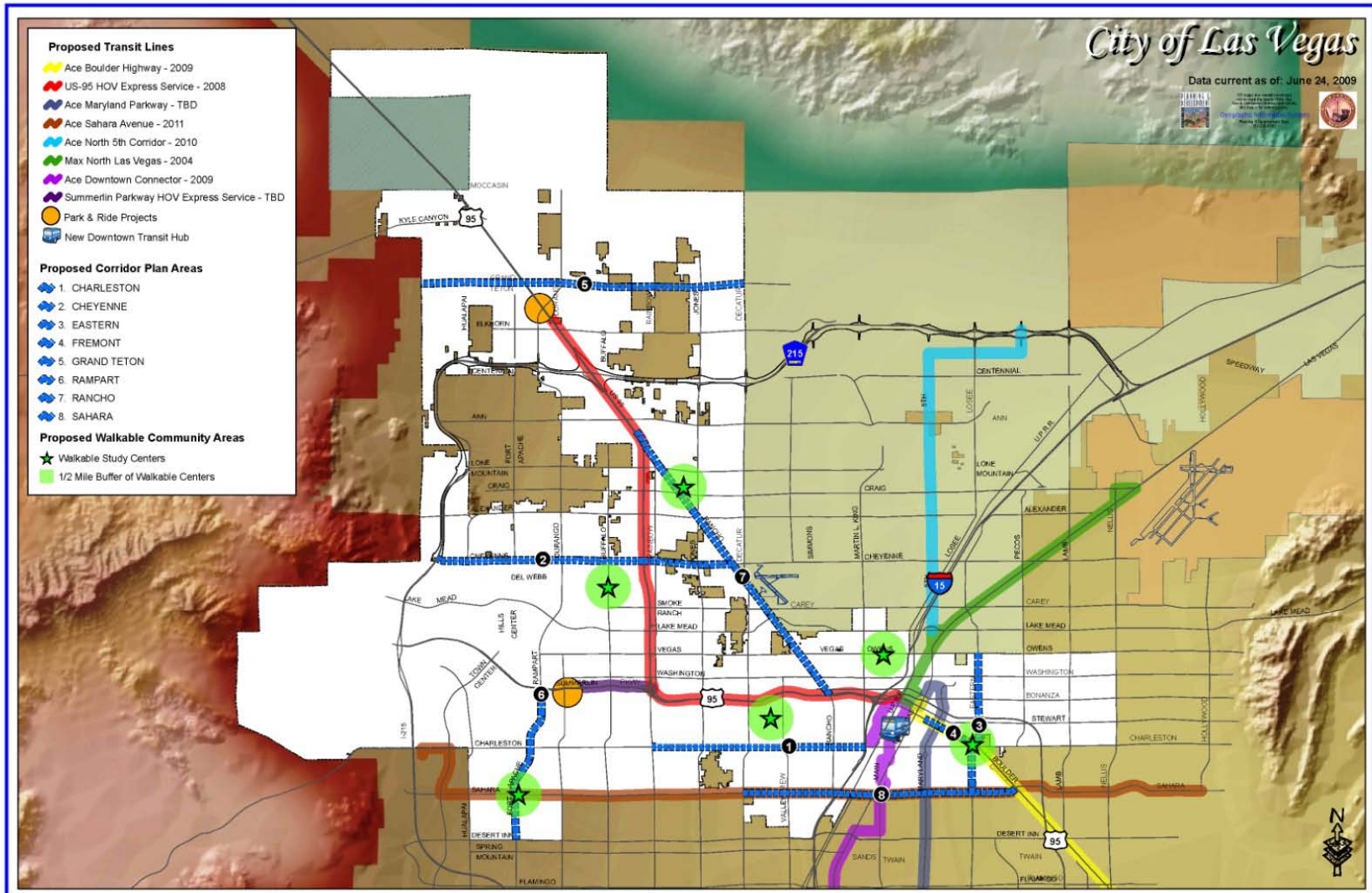


CLV
WEB



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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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