

COMPLETE STREETS RESOURCES

LOCAL PLANNING HANDBOOK

Complete Streets are designed and operated with safety and efficiency in mind. Communities direct their transportation planners and engineers to improve the overall transportation network and ensure safe access for all modes and users. Not all Complete Streets look the same – each one is unique to its community and context. Complete Streets may include improvements such as sidewalks, bike lanes, bus lanes, safe crossings, pedestrian signals, curb extensions, narrower travel lanes, or roundabouts.

Complete Streets refers to an approach to transportation planning, design, construction, and operations and maintenance that considers the needs of all users – motorists, pedestrians, transit vehicles and users, bicyclists, commercial freight trucks, and emergency vehicles. All users should be accommodated regardless of age, ability, or mode of transportation. The goal of complete streets is to:

- Develop a balanced transportation system that integrates all transportation modes
- Include transportation users of all types, ages, and abilities.

Complete Streets does not mean “all modes on all roads.” Instead, implementing Complete Streets principles ensures that the accessibility and safety of all travelers be appropriately considered and incorporated throughout any road project’s planning, design, and construction, depending on the local context and needs, which may vary in urban, suburban, and rural settings.

To connect people to destinations throughout the region and beyond, local governments should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to serve short and medium-length trips. Complete Streets can be achieved by changing policy to include the needs of pedestrians, transit riders, and bicyclists to make walking, bicycling, and riding transit safer and easier. When these travel choices are more convenient, attractive, and safe, people will be less likely to rely solely on automobiles. Complete Streets also improve the efficiency and capacity of existing roads by moving people in the same amount of space. In addition, communities can test Complete Streets projects through temporary installations or pilot programs.



MORE INFORMATION

As communities update their comprehensive plans, they are encouraged to develop a [Complete Streets Policy](#) that considers the needs of all users in the planning, design, construction and maintenance of roadway improvement projects. Many resources are available at the national and local levels to assist communities in developing a Complete Streets policy and implementing Complete Streets through local project.

Minnesota Resources

- Minnesota Department of Transportation (MnDOT) on Complete Streets
<http://www.dot.state.mn.us/planning/completestreets/>
MnDOT’s web site includes notices of upcoming Complete Streets training opportunities, links to additional resources, and information about MnDOT’s policy and implementation.

Continue to next page →

- Complete Streets from Policy to Project: The Planning and Implementation of Complete Streets at Multiple Scales
<http://www.dot.state.mn.us/research/TS/2013/201330.pdf>
 This guidebook from MnDOT and the Local Road Research Board includes examples from 11 communities across the country, including some in Minnesota, showing how they have implemented Complete Streets strategies. It provides best practices within six topics.
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies
<http://www.dot.state.mn.us/research/TS/2013/2013RIC02.pdf>
 This resource guide from MnDOT and the Local Road Research Board is for local agencies interested in developing their own Complete Streets policy and implementation process.
- Minnesota Complete Streets Coalition
<http://www.mncompletestreets.org/>
 Resources on this site include a [Local Government Toolkit](#).



National Resources

- National Complete Streets Coalition
<http://www.smartgrowthamerica.org/complete-streets/>
 The National Complete Streets Coalition is a program of Smart Growth America and is a non-profit, non-partisan alliance of transportation professionals and public interest organizations committed to the development and implementation of Complete Streets policies and practices. Their web site includes many resources such as basic handouts and fact sheets, links to design guidance, and a report from a Minnesota Complete Streets peer exchange.
- AARP Livable Communities
<http://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html>
 Resources available from the American Association of Retired Persons (AARP) include fact sheets and a 2015 guide to evaluating Complete Streets projects, which is a partnership with the National Complete Streets Coalition.
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
<http://nacto.org/usdg/>
 The Urban Street Design Guide focuses on the design of city streets and public spaces. While other national manuals, such as American Association of State Highway and Transportation Officials (AASHTO's) A Policy on Geometric Design of Highways and Streets, provide a general discussion of street design in an urban context, the Urban Street Design Guide emphasizes city street design as a unique practice with its own set of design goals, parameters, and tools.
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
<http://www.ite.org/css/>
 This guide was done in partnership with the Congress for New Urbanism. Additional supplemental resources, such as fact sheets, white papers, and case studies, are also available from this link, in addition to a PDF and web versions of the publication.