

powered by feet first



feet first policy

taking a stance to advance walkability

Contact us for information about
Feet First policies

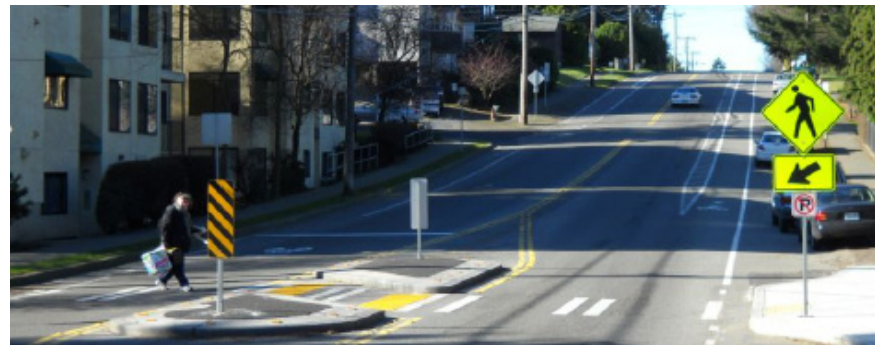
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Complete Streets

Policy

where we stand

Advocacy is a major component of the work Feet First does. These policy papers, prepared by our Policy Committee, convey Feet First's position on key issues of interest to increase safe and easy ways for people to choose to go by foot.



background

All too often streets are designed with the primary, if not sole, purpose of accommodating vehicle movement. A complete streets policy calls for the design and operation of streets so that they are safe for all users including pedestrians, bicyclists, and transit riders of all ages and abilities. This is accomplished using street design elements such as sidewalks, pedestrian and vehicle signals, pedestrian crossings, curb extensions, bike lanes, bus lanes, and transit facilities, which contribute to the creation of a safe street for all users. Instead of just in cars. In short, complete streets can add significantly to community livability.

Mission

who we are - what we do

Feet First promotes walkable communities and envisions people walking every day for their health, transportation, environment, community, and pleasure.

why it matters to walking

Complete streets result in multiple benefits. The street becomes safer for all users, and when a community is designed to be easier to get around people can more easily incorporate physical activity into their daily lives. Only about one-quarter of Americans get the recommended amount of exercise daily, and this lack of activity has contributed to the obesity epidemic. Yet many communities are built in a way that



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promoting walkable communities



Complete Streets

discourages everyday physical activity like walking and biking. Complete streets also help to reduce congestion and air pollution as the design encourages transportation choices other than automobiles. And there is an improved sense of community and business environment when there are more people on the streets instead of just inside automobiles. In short, complete streets can add significantly to community livability.

feet first position

Complete street design standards that provide safe mobility for all modes of transportation should be used whenever a city or county is designing or redesigning a street, and it is the responsibility of the city or county to identify streets that need to be redesigned. The only exception to this policy should be when it has been demonstrated that a complete streets design is impractical, such as when there is not enough space to widen the road and accommodate extra lanes.

The design process for a complete street should be community-based with the active involvement of individuals and organizations representing all modes of transportation.

To guide this effort, all cities and counties should adopt a Complete Streets Ordinance which will ensure that transportation planners and engineers consistently design and operate the entire roadway with all users in mind including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. For

reference, the cities of Seattle and Kirkland have both adopted ordinances that can be used as models.

resources

National Complete Streets Coalition:

<http://www.smartgrowthamerica.org/complete-streets>

Complete Streets: Best Policy and Implementation Practices, a Planners Advisory Service report:

<http://www.smartgrowthamerica.org/documents/cs/resources/cs-bestpractices-chapter5.pdf>

Complete Streets in Seattle:

<http://www.seattle.gov/transportation/completestreets.htm>

Complete Streets in Kirkland:

<http://www.kirklandwa.gov/Assets/CMO/CMO+PDFs/Complete+Streets+Ordinance.pdf>

Photo courtesy of the Seattle Department of Transportation



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