

(What Complete Streets Means to ME...)

Completed by Participants at Complete Streets Symposium

- ❖ Tree lined boulevards with plenty of room for pedestrian and outdoor seating for cafes. Plenty of sidewalks and plenty on-street parking
- ❖ Integrated pathways for cars, bikes, pedestrians. An inspirational vision for the future...easy to talk about, more difficult to implement
- ❖ The ability to choose from several transportation alternatives and actually feel safe
- ❖ Complete streets provide for functional mobility of all modes of transportation in a safe and efficient manner
- ❖ Complete streets combine spaces for pedestrian, vehicles, & bicycles and tie the street into the surrounding context to form a viable, efficient transportation system
- ❖ A “well-rounded” street complete with pedestrian accommodations, curbs, gutters, adequate lighting, and safe accommodations for vehicles and bicycles.
- ❖ The ability to travel safely between points no matter what mode of transportation I choose
- ❖ Really don't have a clue
- ❖ Streets where pedestrians are safe to walk freely in downtown areas...on street parking with easy access to businesses, free-flowing traffic, and wide sidewalks along both sides
- ❖ A fully connected grid system of streets that will support pedestrians, bikes, and motorized vehicles all together in a safe manner
- ❖ Complete streets to me are streets that do more than just move cars. They provide for walkers, bikers, transit. They also serve as visual assets to a community.
- ❖ Efficient, redundant, reliable, and sustainable street network independent of jurisdictional boundaries.
- ❖ Complete streets include room for all types of travel – walking, cycling, transit, as well as cars and trucks. They are pleasant places whatever your travel choice
- ❖ The relationship between land use and transportation (circulation, public transit & alternative means such as walking)

- ❖ A street that is designed so that all types of users can safely and efficiently use it – this usually means vehicles, pedestrians, bicyclists, and transit.
- ❖ A network capable of supporting multiple modes of transportation in a safe, efficient, and economical manner.
- ❖ Providing transportation services to all of our citizens, not just the ones who drive a car
- ❖ Tree-lined sidewalks accommodating different modes of transportation and future modes. A street that captures and treats water runoff; it naturally by design and form calms traffic
- ❖ Streets that are accessible to vehicles, cyclists, walkers, and people with disabilities as well as people waiting for pick up (bus, taxi, etc)
- ❖ Complete streets are systems which support private transit, mass transit and “active transportation” (i.e. walking, biking)
- ❖ Safe roadway for both commuters and pedestrians. This meaning that not only the roadway is passable for vehicles but also taking into account the importance of pedestrian traffic within the community and making sure there are alternate methods of travel.
- ❖ A pathway that facilitates all modes of transportation – walking, biking, driving, scooting (?) – while equitably protecting all those in transit (i.e. safety and connectivity)
- ❖ Maximize the use of the street right-of-way for vehicles, pedestrians, cyclists, green space and utilities
- ❖ Being able to safely walk or ride my bike to my destination, rather than get in a car
- ❖ A network with room for safe travel by bicycle, foot, auto, public trans., etc. in the standard transportation network of streets & specifications to guide such network
- ❖ Opportunity for different choices of getting around – makes it more “natural” to use walking, biking, mass transit – way to encourage active living communities
- ❖ Accessible transportation routes for all types of mobility
- ❖ Accommodation of all modes reflects the community
- ❖ Streets that accommodate all forms of transport including pedestrians, bikes and mass transit where necessary
- ❖ Streamlined mobility conducive to safety and the identity / sense of place of a community and pedestrian / bike friendly

- ❖ A roadway that accommodates all modes of transportation
- ❖ A roadway that is convenient and accessible for pedestrians and vehicles alike
- ❖ Complete streets provide safe & efficient travel for vehicles, pedestrians, bicycles, etc. as well as enhancing the overall experience of travel
- ❖ Streets that offer the most efficient means of transportation whether it be motorized or pedestrian in the most sustainable manner
- ❖ Creating a space where pedestrians feel comfortable walking, where commuters of bike are given space to ride, and where vehicles can share the street. A street everyone can use comfortably.
- ❖ Accommodates auto, pedestrian, bike & service traffic. Promotes safety for all above. Aesthetically valuable to its community. Promotes sustainable design & applications
- ❖ Where traffic, pedestrians, bicycles, environment, utilities, access management come together as one as a fluid community
- ❖ To have a completely safe environment for motorists, pedestrians and cyclists to use all at once
- ❖ A complete street accommodates all users – i.e. auto travel, pedestrians, bicyclists as fits the context of the surrounding area
- ❖ One that has all modes of transportation provided as well as sustainable design that includes green infrastructure such as trees and bioswales to contain & absorb runoff
- ❖ Safety, more effective use
- ❖ Facilities that address the needs of all users
- ❖ Safety, functional, pleasing to eye
- ❖ Completeness in terms of multi-modal (i.e. sidewalks) & aesthetically pleasing (i.e. trees). A place where you want to be.
- ❖ Providing a network of roads that provide for bike & ped users (etc) throughout a community – connecting all neighborhoods to each other and destinations
- ❖ Opportunity to develop adequate & safe facilities for traffic movement, bus, & pedestrians for specific roads with bike travel lanes identified in “right” location. Concerned about retrofitting roads
- ❖ Designing streets for all forms of transportation; making streets safe for pedestrians, bicycles, & cars; giving people transportation options

- ❖ Accommodating multiple modes of transportation in a meaningful way without giving preference to one mode over another
- ❖ The total integration of all forms of transportation and inclusion of recreational opportunities. Connections to locations desired by citizens without cars.
- ❖ Safely accommodating all primary modes of transportation within the same right-of-way and walking, biking, transit, & vehicular
- ❖ Livable, connected communities within/without opportunities for transportation, beautification, managing storm water
- ❖ Operational transit friendly design with provisions made for the public to use transit, and other alternative modes of transportation
- ❖ Providing transportation options for all people
- ❖ A system of roadways that allow for all forms of transit to coexist. This would include automobile and pedestrian traffic.
- ❖ Complete streets provide for all modes of transportation in the roadway corridor including pedestrian, transit, private vehicles, and bicycles.
- ❖ Accommodating multiple modes of transportation in a pleasant & safe environment
- ❖ Providing access to every person, not just motorists. Giving options to people so they can get out of their cars if they drive
- ❖ Safe and inviting to all users and abilities – pedestrians, cyclists, transit and cars
- ❖ Complete streets are streets where all modes of travel that are contextually appropriate are accommodated and encouraged
- ❖ Efficient and safe mobility for vehicles, pedestrians, mass transit, cyclists, etc.
- ❖ A facility that addresses the needs of all modes and users in a safe & efficient manner
- ❖ Streets shared by all: people, public transportation, private bike, etc. Through good design and planning
- ❖ Streets and a street network that serve all users – pedestrians, cyclist, autos & transit – in a manner that respects the context surrounding the street – rural, suburban or urban
- ❖ A street that facilitates multiple types of movement in a manner that is safe and presented in the context of the community

- ❖ To create uniformity in design by which decided (factored) by safety, sustainability, and effectiveness for a community
- ❖ Part of the community that ties it together and connects people within the community and to other places
- ❖ A street that provides for safe traffic movement with pedestrian and bicycle traffic accommodated as well
- ❖ Roadways that are user friendly
- ❖ Information to relay to city about user friendly systems
- ❖ Connectivity of the opportunity to move freely by any means we please
- ❖ The street includes facilities for cars, mass transit, pedestrians, & furnishings / landscaping
- ❖ Streets that are functional for all types of users – pedestrians, cyclists and vehicular traffic – all existing simultaneously
- ❖ A complete street considers the total environment during the planning phase which includes the neighborhood, pedestrians, bicycles, vehicles, sidewalks, etc.
- ❖ Complete streets are multi-modal, comfortable for all users and calibrated to their location within the transect
- ❖ Street design that facilitates all modes and types of transportation
- ❖ Make the urban fabric work for all forms of transportation
- ❖ Development of guidelines and procedures for the planning and design of major thoroughfares
- ❖ Better streets for citizens and better traffic flow
- ❖ A street that accommodates all users
- ❖ Consisting with different access for different modes
- ❖ Roads and road users that accommodate everyone. Roads are designed for motor and people powered movement. All users respecting each other.