

COMPLETE STREETS

What is a Complete Street?



LaJolla Blvd. at Forward St., LaJolla, CA

Before



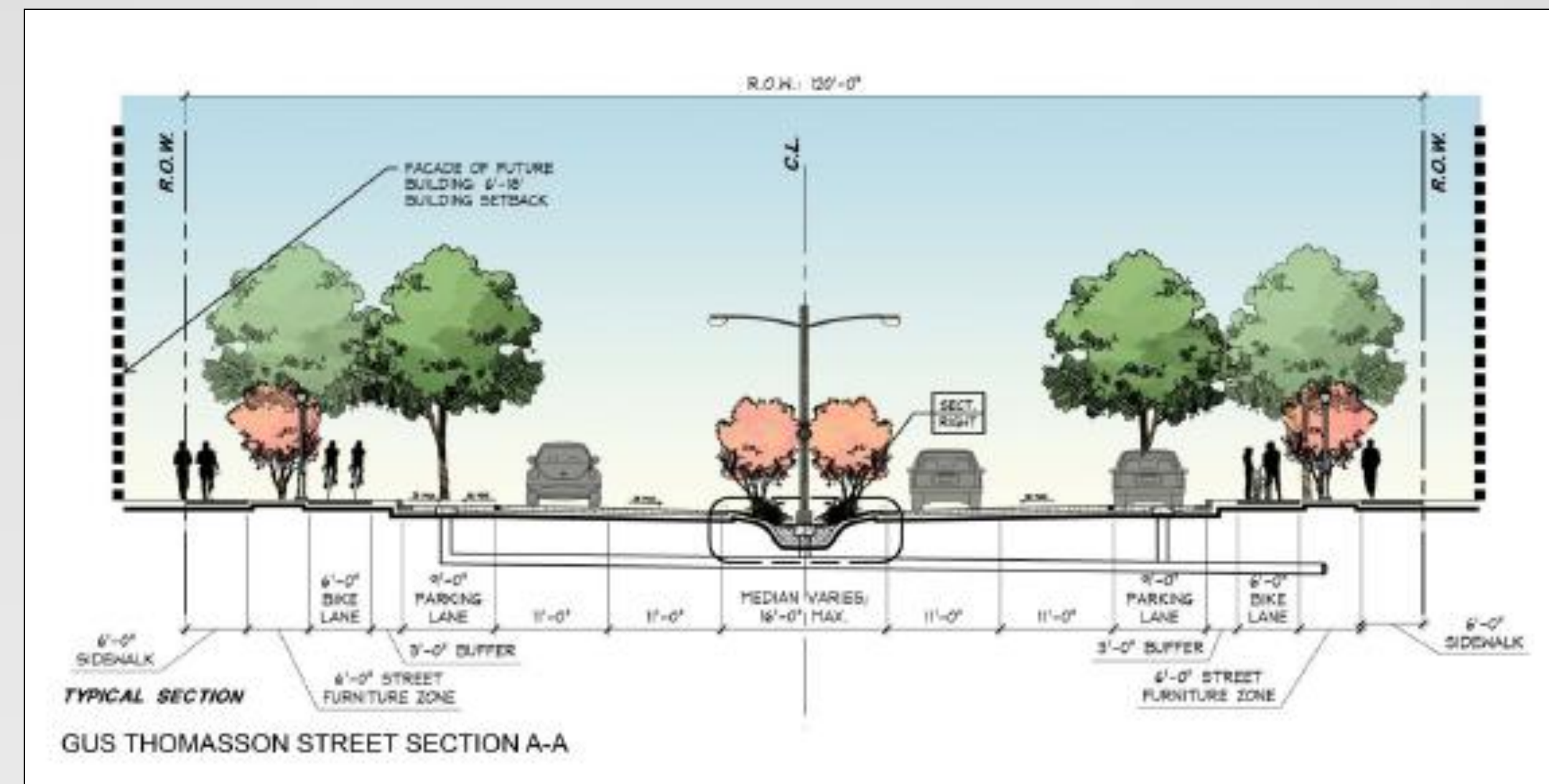
After

Complete streets are designed to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Ingredients of a complete street include protected sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crosswalks, refuge islands in medians, accessible pedestrian signals, curb extensions, and more.



Gus Thomasson Road Gets a "Road Diet"



"Automobiles need quantity and pedestrians need quality."

Dan Burden, Executive Director Walkable and Livable Communities Institute;
TIME Magazine one of the world's six most important civic innovators

The six lanes of Gus Thomasson Road create a perfect environment for cars. The roadway is extra wide with plenty of clearance, making it possible for automobiles to whiz through the corridor at 40-45 M.P.H. Unfortunately, this design makes the street inhospitable to school children, bicyclists, seniors, shoppers who wish to stroll, and the disabled.

The Thomasson Square project will reduce the street width from six to four lanes, add parallel parking, bicycle lanes and strategically placed crosswalks, economize driveway access, and plant trees near the curb to "enclose" the street and provide security for pedestrians. This "road diet," combined with the roundabouts at the Karla and Moon-Whitson intersections, will induce traffic to throttle down to 25-30 M.P.H.



Urban Advantage

A Healthier Alternative

Complete streets improve safety.

Opening up the street to all users calms vehicle traffic. The tighter the "enclosure" from street trees and on-street parking, the less inclined drivers are to increase their speed.

Complete streets encourage more exercise.

Public health experts encourage walking and bicycling as a response to the obesity epidemic. One study found that 43 percent of people with safe places to walk close to home met recommended daily exercise levels, while just 27 percent of those without safe places to walk were active enough.

Complete streets help children.

Streets that provide room for bicycling and walking help children gain independence. More children walk to school where there are sidewalks, and children who use safe walking and bicycling routes have a more positive view of their neighborhood.