Complete Streets are safe, and feel safe, for all users, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The term Complete Streets was incorporated into transportation planning in the United States in the early 2000s, with various design aspects having originated in Europe. The international exchanges and Scans conducted by FHWA’s Office of International Programs (HPIP) have guided and influenced implementation of Complete Streets design across the United States, helping transportation agencies to plan, develop, and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all who use the street network.

A Scan tour in Sweden in 2010, focused on packaging and promoting integrated multimodal planning and project development, resulting in Complete Networks rather than isolating one mode at a time.

Complete Networks may use parallel routes to facilitate access that variously prioritize different modes throughout an area while ensuring the safety of all roadway users.⁶

Guidance led to the development of the report, Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks: A Review of International Practices.

International Exchange Guides and Shapes Complete Streets

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Benefits of Complete Streets:

- Increase mobility and safety for all transportation system users
- Reduce serious injuries and fatalities
- Promote opportunities for physical activity
- Provide safe, comfortable, and convenient alternatives to driving
- Reduce transportation’s contribution to air pollution
- Complete Streets is becoming the default approach to transportation planning and design.

In total, over 1,600 complete streets policies have been passed in the United States, including those adopted by 35 State governments, the Commonwealth of Puerto Rico, and the District of Columbia.⁴

Why It Matters:

- Approximately 6,000 pedestrians and 850 bicyclists die every year in traffic incidents, or about 19 percent of all traffic fatalities.²
- Another 76,000 pedestrians and 47,000 bicyclists are injured in roadway crashes annually.³

For more information on Complete Streets, visit the FHWA website at highways.dot.gov/complete-streets

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