

Complete Streets

Designing for All Users Around the Globe



U.S. Department of Transportation
Federal Highway Administration

Office of International Programs



International Exchange Guides and Shapes Complete Streets

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 people 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 prioritizes different modes throughout an area while ensuring the safety of all roadway users.¹



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

¹ Active Transportation Alliance. "Complete Streets, Complete Networks." Accessed April 2022.
Images Source: USDOT/Getty

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
- Complete Streets **improve safety for all**.

² FHWA Bicycle Safety website, https://safety.fhwa.dot.gov/ped_bike. Accessed April 2022.

³ FHWA Bicycle Safety website, https://safety.fhwa.dot.gov/ped_bike. Accessed April 2022.

Benefits of Complete Streets:



Increase mobility and safety for all transportation system users



Reduce serious injuries and fatalities



Promote opportunities for physical activity



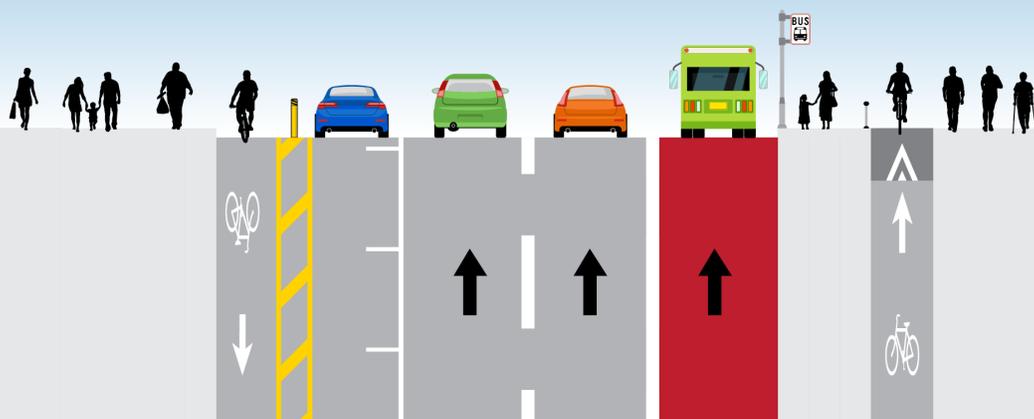
Provide safe, comfortable, and convenient alternatives to driving



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



international.fhwa.dot.gov

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

Image Source: FHWA, Complete Streets Transformations: Six Scenarios to Transform Arterials using a Complete Streets Implementation Strategy, https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-02/2022_CS_Transformations_Doc_508.pdf

⁴ Smart Growth America website, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas>. Accessed April 2022.

The U.S. Government does not endorse outside entities, products, or manufacturers. Links to content created by outside entities are provided for informational purposes only and are not intended to reflect a preference, approval, or endorsement of any one entity or product. External sites are not subject to Federal information quality, privacy, security, or accessibility guidelines.