

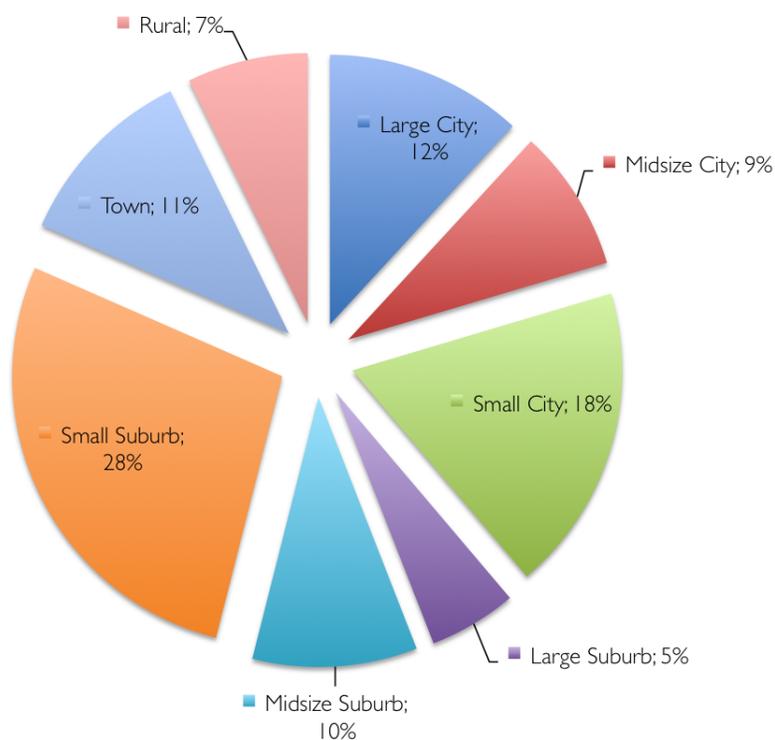


Complete Streets are designed and operated so they work for all users—pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org)) to learn about the diverse groups working together to enact complete streets policies across the country!

While sometimes overshadowed by their more urban counterparts, rural areas and small towns are increasingly using Complete Streets policies to articulate their vision for a modern, effective transportation network. These smaller communities are demanding streets offer the safety, access, and mobility achieved through a Complete Streets approach that recognizes the distinct character of rural roads and small town Main Street.

Rural communities and small towns benefit from Complete Streets policies that give them a voice in state transportation planning. Policies provide a systematic way for town leaders to exercise increased control in choosing the among transportation investment options that best fit their locale's character and provide residents and visitors options in accessing jobs, shops, health care, and schools.

To date, towns outside urban areas represent nearly one in five of all communities adopting Complete Streets policies. And demand for Complete Streets outside of center cities is growing: in 2010 alone, 17 smaller communities passed Complete Streets policies.



**Cities** are the principal community within urban areas, defined by the U.S. Census Bureau as a region where the core has a population of 50,000 or more. Large cities have populations of 250,000 or more; midsize have a population less than 250,000 and greater than or equal to 100,000; and small have a fewer than 100,000 residents.

**Suburbs** are here defined as communities within an urban area but not the principal city. Large suburbs have 70,000 or more residents; midsize have at least 30,000 citizens but fewer than 70,000; and small suburbs represent those with a population below 30,000. Because of the range of communities within large and small urban areas, suburbs here can mean both smaller communities tightly clustered around the center city or those out on the fringe that more closely resemble small towns.

**Towns** are jurisdictions within an urban cluster, defined by the U.S. Census Bureau as a region where the a core area has a population between 25,000 and 50,000.

**Rural** communities exist completely outside of urban areas and urban clusters.

Consider the following communities that are combating obesity, increasing transportation options, adding to their economic base, and becoming safer by “completing” their streets.



## Steering Committee

AARP  
Alliance for Biking and Walking  
America Bikes  
America Walks  
American Council of the Blind  
American Planning Association  
American Public Transportation Association  
American Society of Landscape Architects  
Association of Pedestrian and Bicycle Professionals  
City of Boulder  
HNTB  
Institute of Transportation Engineers  
League of American Bicyclists  
McCann Consulting  
National Association of Area Agencies on Aging  
National Center for Bicycling and Walking  
Safe Routes to School National Partnership  
Smart Growth America  
SVR Design Company

## National Complete Streets Coalition

1707 L St NW, Suite 250  
Washington, DC 20036  
(202) 955-5543  
info@completestreets.org

**Pipestone, Minn.** (pop. 4,101) Residents, city staff, and elected officials had been working closely to promote healthy living and active transportation in this rural community. In February 2011, that collaboration led to the adoption of a Complete Streets policy. Pipestone's policy notes that "all streets are different and that the needs of various users will need to be balanced in a flexible manner" and places priority on creating complete streets around community and regional parks, schools, shopping centers, trails and paths.

**Sedro-Woolley, Wash.** (pop. 8,568) A small town in the North Cascades, Sedro-Woolley has a noted commitment to Complete Streets. City Council created a new section in its municipal code in June 2010 stating that bicycle and pedestrian ways shall be included in transportation projects and noting that such accommodations were not required where there was no identified need or where their cost would be excessively disproportionate. Sedro-Woolley's city engineers are currently retrofitting the Fruitdal/McGarigle arterial road, adding school zone crosswalks, pavement markings, and ADA ramps.

**Tupelo, Miss.** (pop. 34,211) Charged with becoming the healthiest community in Mississippi, citizens and elected officials of Tupelo rallied around active transportation. "As we build out and redevelop our older commercial areas into walkable, mixed-use destinations, we will create a transportation network that fits the land use our residents want. Our goal is to make sure that we achieve the goals our residents have asked for," Senior Planner Renee Ray commented.

**Kauai County, Hawaii** (pop. 58,463) Though sand and sun are easily found on this Hawaiian island, it can be more difficult to find safe facilities for traveling by foot and bicycle, or waiting for a bus. Through the efforts of Get Fit Kauai, residents, elected officials, and county workers, the county adopted a Complete Streets resolution in 2010, ensuring that all local roads be "balanced and equitable in accommodating and encouraging travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities." Concerned with maintaining the island's tropical rural character, planners and engineers are ensuring community input when rural road work is done.

**Doña Ana County, New Mexico** (pop. 174,682) Doña Ana County crafted a Complete Streets resolution that promotes multimodal travel while still retaining local color. They take a "context sensitive" approach to their streetscape, accommodating county seat, Las Cruces, and the numerous smaller communities that comprise the county. Their policy even stipulates that streets will incorporate native plants, maintaining a traditional southwestern flair as they progress toward safer and more convenient travel.

**Ulster County, NY** (pop. 181,440) Ulster County's dedication to Complete Streets illustrates the necessity of multi-modal roads in all communities. Ulster is a microcosm of upstate New York: it boasts expansive wooded mountains, numerous picturesque small towns, and the small hub of Kingston, which has adopted its own Complete Streets policy. Equipped with a Complete Streets policy, a Non-Motorized Transportation Plan, and a state-sponsored public health grant, Ulster County is working to create complete streets within and between its historic communities.



A rural highway with a wide shoulder for use by bicyclists.



A rural community road safe for people on foot, on bicycle, or in cars due to its slower design speed.



Overlooking Kingston, the county seat of Ulster County.

