**What is a Complete Street?**

A Complete Street is a street designed for safe, comfortable, and convenient travel for *all* users, whether they choose to travel by car, bicycle, public transportation, or on foot. There is no single design prescription for Complete Streets; each one is unique and responds to its community context.

Complete Streets policy may reduce crashes, injuries, and resulting costs and improve public health by changing standard engineering practice in West Virginia. Complete Streets legislation has been used in many states as a means of institutionalizing improved pedestrian and cyclist design in areas where the need exists

**Why does West Virginia need a statewide Complete Streets policy?**

West Virginia is one of only four states that maintain both state and county roads. The West Virginia Division of Highway maintains 92 percent of pubic highway miles in the state and spends 0.6 percent ($1.55 per capita) of federal transportation money on pedestrian and bicycle infrastructure (4th lowest, nationally). West Virginia has the 2nd highest rate of physical inactivity (35.1 percent) and has the 6th highest obesity and physical inactivity related costs ($208 annually per taxpayer) nationally. The perception of unsafe walking and cycling conditions may be preventing many West Virginians from being more active.

During the past decade, nearly 300 pedestrians and cyclists have died on West Virginia roadways as a result of injuries sustained in motor-vehicle related traffic accidents, according to data from the National Highway Traffic Safety Administration (NHTSA). Between 2000 and 2006, the total human capital costs associated with these types of motor vehicle accidents on West Virginia roadways was approximately $565 million ($80.7 million per year), based on a West Virginia University study that determined costs borne by individuals and corporations in medical costs, emergency services, property damage and lost productivity.

A statewide Complete Streets policy will direct transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

A Complete Streets policy seeks to change the way transportation agencies and communities approach every street project and ensure safety, convenience, and access for all. Such policy will change planning procedures to institutionalize Complete Streets design so that pedestrian and bicycle facilities become more than just “special projects.”

Complete Streets policies provide the planning and political framework for a new paradigm of routinely using transportation investments to create streets intended to serve all users.

**What states have adopted Complete Streets policies?**

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| States and territories that have adopted “Complete Streets” Legislation include: | | | | |
| California | Hawaii | Michigan | Oregon | Washington |
| Colorado | Illinois | Minnesota | Puerto Rico | Wisconsin |
| Connecticut | Maryland | New York | Rhode Island |  |
| Florida | Massachusetts | North Carolina | Vermont |  |