



THE MANY BENEFITS OF ENACTING A COMPLETE STREETS POLICY

AMERICAN HEART ASSOCIATION
Greater Cincinnati

WHAT ARE COMPLETE STREETS?



COMPLETE STREETS ARE STREETS FOR EVERYONE, NO MATTER WHO THEY ARE OR HOW THEY TRAVEL.

WHAT ARE COMPLETE STREETS?

SAFE



COMFORTABLE



CONVENIENT



COMPLETE STREETS POLICIES

- ENSURE THAT THE ENTIRE RIGHT-OF-WAY IS PLANNED, DESIGNED, CONSTRUCTED, OPERATED, AND MAINTAINED TO PROVIDE SAFE ACCESS FOR ALL USERS WHILE PRIORITIZING UNDER-RESOURCED COMMUNITIES.



WAYS THAT COMPLETE STREETS CAN BENEFIT COMMUNITIES:

- IMPROVE SAFETY
- BETTER HEALTH
- STRONGER ECONOMIES
- REDUCE COSTS
- PROVIDE CHOICES
- SMARTER GROWTH



BENEFITS: TRANSIT

- CONNECT TRANSIT TO WORK, TO SHOPS, TO SCHOOLS, TO HOMES THROUGH APPROPRIATE PLANNING AND DESIGN FOR TRANSIT USERS.
- CREATE SMOOTH, PREDICTABLE TRANSIT TRIPS BY PLANNING AND DESIGNING FOR TRANSIT VEHICLES.



BENEFITS: SAFETY

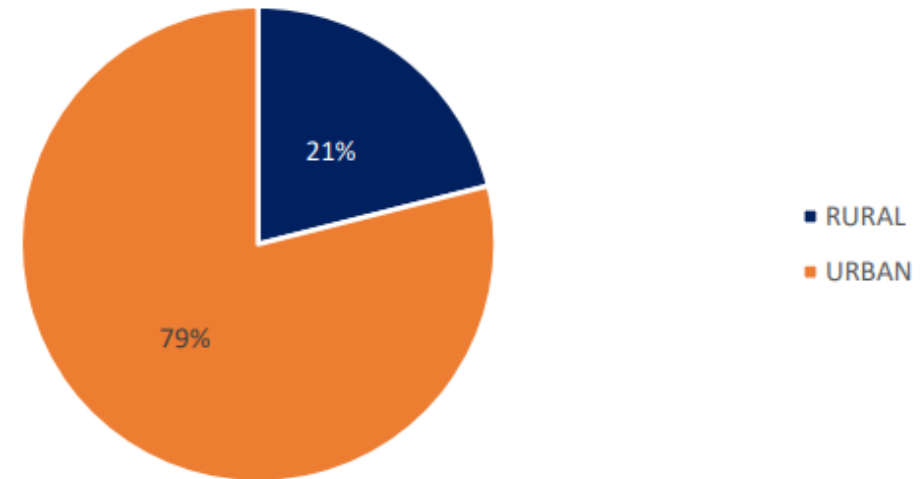
Roads prioritizing fast-moving traffic over slower, pedestrian-friendly speeds — along with inadequate sidewalks and poor lighting — have contributed to rising pedestrian fatalities for more than a decade.

- **46 PERCENT INCREASE IN PEDESTRIAN DEATHS OVER THE PAST DECADE, FROM 4,457 IN 2011 TO 6,516 IN 2020.**
- **NATIONALLY, THERE WERE 1.04 PEDESTRIAN DEATHS PER 100,000 PEOPLE, UP FROM 0.90 IN 2020 AND 2019.**

BENEFITS: SAFETY

- NATIONALLY, THE PERCENTAGE OF PEDESTRIAN FATALITIES WHERE NO SIDEWALK WAS NOTED ON THE CRASH REPORT ROSE TO 67%.
- IN 2020 FROM AN AVERAGE OF 62% OVER THE FOUR PRECEDING YEARS.
- 79% OF BIKE CRASHES OCCUR IN AN URBAN SETTING.

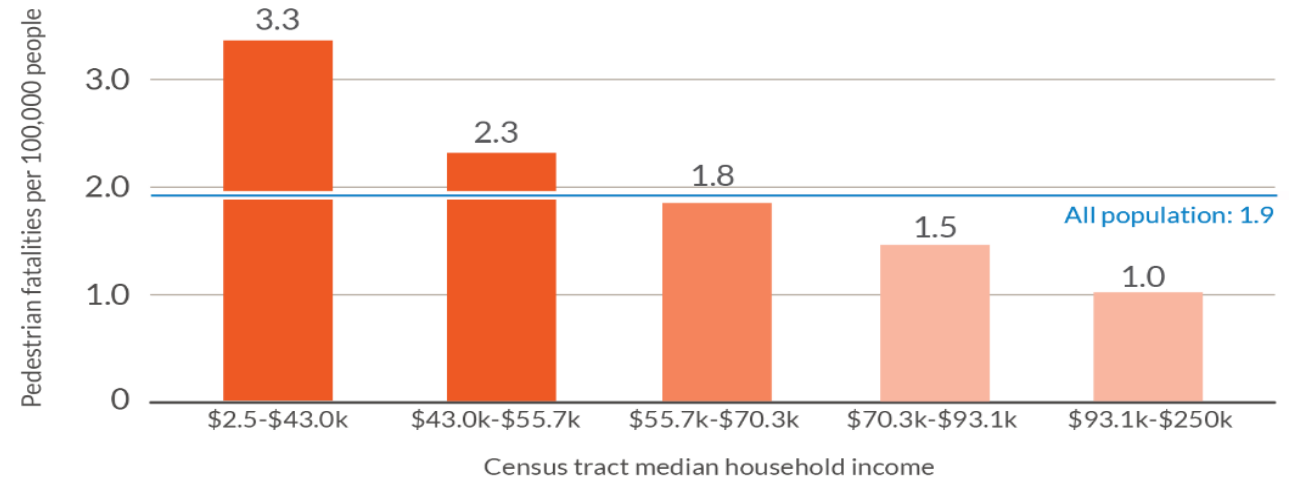
FSI Bicyclist Crashes on Ohio State Bike Routes:
Urban vs. Rural



BENEFITS: SAFETY

- LOW-INCOME COMMUNITIES ARE SIGNIFICANTLY LESS LIKELY TO HAVE ACCESS TO PARKS AND OTHER OPPORTUNITIES FOR SAFE RECREATIONAL WALKING; AND ARE LESS LIKELY TO HAVE SIDEWALKS, MARKED CROSSWALKS, AND STREET DESIGN TO SUPPORT SAFER, SLOWER SPEEDS.

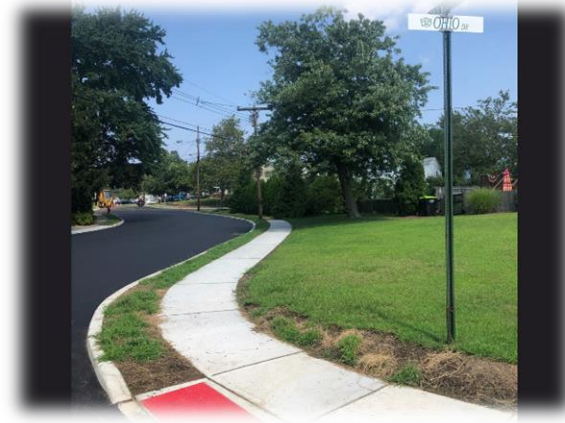
People walking in lower-income areas are killed at far higher rates
Pedestrian fatalities per 100k people by census tract income



BENEFITS: SAFETY

ASPECTS OF COMPLETE STREETS:

- SAFE SIDEWALKS
- HYBRID BEACONS
- PLANTER MEDIANS
- ROAD CONVERSIONS



BENEFITS: HEALTH

- ONE THIRD OF REGULAR TRANSIT USERS MEET THE MINIMUM DAILY REQUIREMENT FOR PHYSICAL ACTIVITY DURING THEIR COMMUTE.



BENEFITS: HEALTH

- WOMEN WHO WALK OR BIKE 30 MINUTES A DAY HAVE A LOWER RISK OF BREAST CANCER.
- A 30-MINUTE ROUND-TRIP BICYCLE COMMUTE IS ASSOCIATED WITH BETTER MENTAL HEALTH IN MEN.
- PEOPLE WHO LIVE IN WALKABLE NEIGHBORHOODS GET MORE EXERCISE THAN THOSE WHO DO NOT.



BENEFITS: OLDER ADULTS

- TODAY, OHIO HAS **2.5M** RESIDENTS OVER THE AGE OF 60, AND OUR 60+ POPULATION IS **GROWING MORE THAN 20 TIMES FASTER** THAN OUR OVERALL POPULATION.
- ABOUT $\frac{1}{2}$ OF ALL NON-DRIVERS OVER THE AGE OF 65 WOULD LIKE TO GET OUT MORE OFTEN.



BENEFITS: CHILDREN

- DEDICATED, SAFE SPACES FOR BICYCLING AND WALKING HELP KIDS BE ACTIVE AND GAIN INDEPENDENCE.
- BEING PHYSICALLY ACTIVE HELPS KIDS LEARN AND IMPROVES THEIR MENTAL HEALTH.



BENEFITS: CHILDREN

- MORE THAN 1/3 OF KIDS AND TEENS ARE OVERWEIGHT OR OBESE.
- UNHEALTHY WEIGHT GAIN BRINGS A HIGHER RISK FOR PRE-DIABETES, HIGH CHOLESTEROL, HIGH BLOOD PRESSURE, SLEEP APNEA, AND JOINT PROBLEMS.



BENEFITS: PEOPLE WITH DISABILITIES

- ALMOST 1 IN 5 AMERICANS HAVE SOME TYPE OF DISABILITY.
- COMPLETE STREETS = ATTENTION TO DETAIL FOR TRAVELERS WITH DISABILITIES.
- COMPLETE STREETS CAN REDUCE ISOLATION AND DEPENDENCE.



BENEFITS: ECONOMY

- MILLENNIALS & GEN Z WANT TO LIVE AND WORK IN AREAS WITH HIGH QUALITY TRANSPORTATION AND HIGH QUALITY OF LIFE.
- BUSINESSES THAT ENCOURAGE ACTIVE TRANSPORTATION ATTRACT YOUNG PROFESSIONALS AND MORE DIVERSE BUSINESSES.



BENEFITS: PROVIDE CHOICES

- TRANSPORTATION IS SECOND LARGEST EXPENSE FOR FAMILIES: ~18% OF BUDGET
- LOW-INCOME HOUSEHOLDS CAN SPEND UP TO 55% OF BUDGET ON TRANSPORTATION.
- COMPLETE STREETS GIVE PEOPLE MORE CONTROL OVER THEIR EXPENSES.



BENEFITS: LIVABLE COMMUNITIES

WALKABLE COMMUNITIES = HAPPIER COMMUNITIES

RESIDENTS OF WALKABLE COMMUNITIES:

- ARE MORE LIKELY TO BE SOCIALLY ENGAGED
- REPORT BEING IN GOOD HEALTH AND HAPPY MORE OFTEN



FOR MORE INFORMATION

MODEL POLICIES & REPORTS

- [Dangerous By Design 2022](#)
- [Local Policy Workbook](#)

IMPLEMENTATION RESOURCES

WWW.COMPLETESTREETS.ORG

[HTTPS://SMARTGROWTHAMERICA.ORG/DANGEROUS-BY-DESIGN/](https://SMARTGROWTHAMERICA.ORG/DANGEROUS-BY-DESIGN/)

