

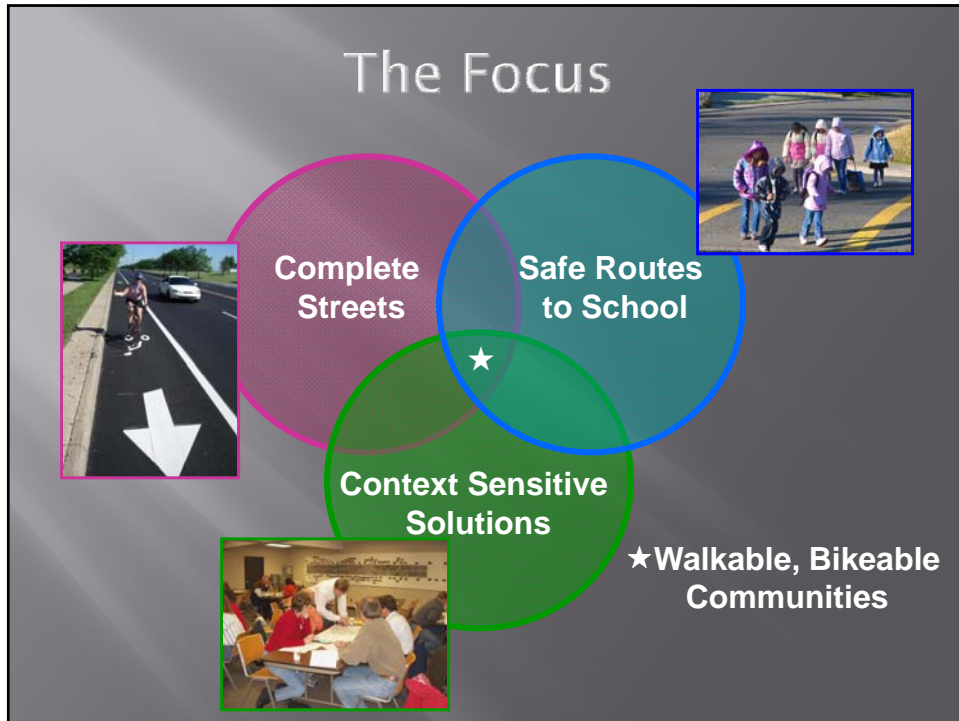


## COMPLETE STREETS COMMUNITY ACTION TEAM

MYRA TETTEH, COMPLETE STREETS COORDINATOR  
DETROIT DEPARTMENT OF HEALTH AND WELLNESS PROMOTION

### What are “Complete Streets”?

Complete streets are roadways planned, designed and constructed to accommodate safe access for all users. On these streets, pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move along and across streets which may include sidewalks, crosswalks, and bike lanes.



## Why Complete Streets ?

- ❑ Helps to foster strong communities
- ❑ Assists in increasing physical activity levels of residents
- ❑ Provides a mode of transportation for those individuals who are unable to drive
- ❑ Improves pedestrian and bicycle safety
- ❑ Associated economic impacts
  - Positive: businesses will locate where there are paths to their establishment
- ❑ Increases physical activity levels
- ❑ Improves the environment so more students can safely walk and bike to school daily

# Why Complete Streets?

Community design impacts  
physical activity levels



OR



Transportation networks that include amenities such as sidewalks and bike lanes can increase the number of people who walk or bike by 30% and schools can see a 15% increase in students who walk or bike to school.

(Active Living Research, RWJF 2007)

## Complete Streets Local Examples



Renaissance Center  
Crosswalk/Bike Lane



St. Jean Bike Lane



Bagley Street Pedestrian Bridge

Where would you rather live?



OR



Sense of Place!

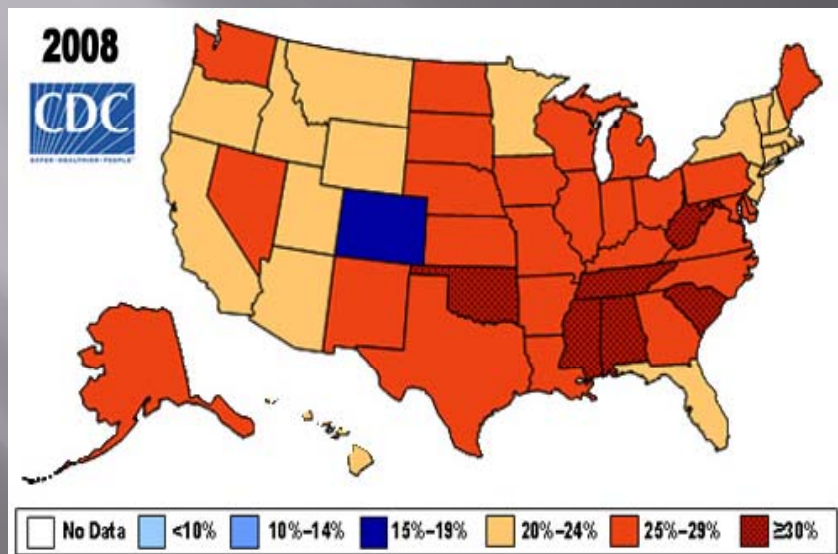


## Complete Streets Foster Strong Communities

Complete streets play an important role in livable communities, where all people regardless of age, ability or mode of transportation feel safe.

1. Improved Health
2. Increased Safety
3. Improve Community Economy
4. Reduce Traffic and Congestion
5. Good for the Environment and Air Quality

## Obesity Map



## Detroit's Obesity Data

- The Michigan Behavioral Risk Factor Survey for 2007-2009 revealed the following stats about Detroit:
  - Detroiters were reported to have **inadequate physical activity** at 57.9%, compared to Wayne County's percentage of 49.8% and Michigan's percentage of 49.1%
  - The survey found that 71.2% of Detroiters were **overweight or obese**; in Wayne County that percentage was 64.3%; the State of Michigan reported a percentage of 65.6%

## Contributing Factors to Obesity

- Obesity has many contributing factors including lack of physical activity
  - With many malls and stores being located outside of the city and the high speed limits on local roads, people are not encouraged to be active.
- Complete Streets legislation has the potential of decreasing obesity rates by:
  - Creating safe places for people to walk/bike
  - Increasing businesses in the city (possibly businesses that sell healthy fresh foods)
  - Encouraging more students to walk/bike safely to school

## Why Complete Streets?

1/3 of Michiganders do not drive

This includes:

- 21% of Michiganders 65+
- All children under 16
- Many low-income families

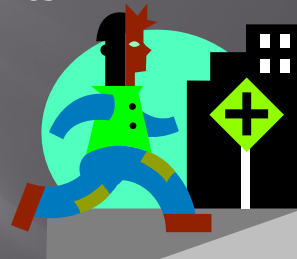


More than 50% of non-drivers stay at home on a given day because they lack transportation options.

## Detroit Pedestrian Safety

Detroit Pedestrian Deaths in Crashes

- 29 in 2009
- 27 in 2008
- 32 in 2007



Source: Southeast Michigan Council of Governments

## Economic Impact of Complete Streets

•By making a community more walkable, property values can increase, in West Palm Beach Florida a complete street treatment increased home values by \$150,000 in just one year. (Walkable Livable Communities Institutes, 1999)

•Only 35% of Detroiters ranked the current walkability of the community as “excellent or very good.” Only 25% of Detroiters ranked the bikability of the community as “excellent” or “very good.” (Detroit Non-Motorized Urban Transportation Plan, 2006)

•Making neighborhoods more walkable and bikeable can reduce health care cost by encouraging people to be more active, thus reducing the risk of obesity. (Centers for Disease Control and Prevention, 2009)

•Complete streets can help increase retail sales by slowing traffic and providing pedestrians and bicyclists with an inviting place to do their shopping. (completestreets.org, 2009)



## Sample Cost of Complete Streets Improvements

| <u>Facility / Project Type</u>   | <u>Cost</u>             |
|--|-------------------------|
| 4 to 3 lane conversion (re-striping only)<br>(could include bike lanes)                      | \$8,000 per mile        |
| 4 to 3 lane conversion (w/ road work)  | \$20,000 per mile       |
| On-road bike lane (5' x 2 directions)<br>(Cost for additional pavement, striping, and signs) | \$550,000 per mile      |
| Sidewalk installation  | \$120,000 per mile/side |

**The cost of creating complete streets can be minimal, particularly if you are already resurfacing the road or re-striping. Also keep in mind that many Federal and State grants will assist in roadwork.**

# The Outcome

Complete Streets = Active Infrastructure!

There is no prescription for a complete street

Urban



Suburban



Rural



## We Can't Do It Without You!

- Support the Detroit Complete Streets Effort, by:
  - Signing the Detroit Complete Streets e-support form at: <http://tiny.cc/detroitcs>
  - Sending a letter of support to the Detroit Department of Health and Wellness Promotion.
  - Encouraging your friends to support Detroit Complete Streets.
  - Telling your elected officials to support Detroit Complete Streets
- These actions will catapult Detroit Complete Streets into a signed ordinance that will prescribe that Detroit Streets are built for all users regardless of age or ability status

Please show support for the Michigan Complete Streets effort by signing the Michigan Complete Streets petition at: [www.michigancompletestreets.org](http://www.michigancompletestreets.org)

# Questions???

For more information please contact:

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# Thank you!

