Complete Streets Fact Sheet

✔ Complete Streets does not require additional funds, new Right of Way, or new projects.
Complete Streets is about changing the way we do business so that existing resources are used to create transportation options for Saint Louis County residents.

✔ Shifting priorities barely shifts the budget.
In Charlotte, NC, the Department of Transportation found that the cost of adding sidewalks and bike lanes was less than the normal annual variation in road construction costs.¹ A study of the costs in Iowa estimated that including Complete Streets infrastructure would increase project costs by 5.4%. In other words, 95% of the planned and scheduled projects could still be completed with current funding levels, with the added benefit of biking and walking infrastructure.²

✔ Complete Streets lets engineers choose the most cost-effective infrastructure.
In Lee County, Florida, when five road projects were redesigned as Complete Streets, the new designs cost $58.5 million less than the original, approved designs as less pavement was needed. Minnesota and Washington have also reported cost savings through Complete Streets design.³

✔ The US Department of Transportation supports Complete Streets elements as a way to reduce congestion.
When people choose to bike, walk, or take transit, they are taking up less space on the road, which can lead to less crowded roads.⁴ Small reductions in the number of people driving can reduce congestion dramatically. In 2008, congestion dropped 30% in the nation’s 100 most congested areas when vehicle miles traveled in those areas dropped by 3.7% due to the recession.⁵ There is no evidence that suggests places with Complete Streets policies have increased congestion.

✔ Complete Streets improves streets by efficiently managing limited resources.
When most existing roads are repaved and restriped, a new striping pattern can be used to accommodate biking. For new roads, it is more efficient to build sidewalks and biking infrastructure when starting a project, rather than retrofitting in the future.

✔ Complete Streets has spurred private investment and rising home values.
In Washington, D.C., 44 new businesses were attracted to a ¾ mile stretch of road after pedestrian improvements were made. Memphis, New York City, and Lancaster, CA have also reported increased business investment.⁶⁷ Homes in walkable neighborhoods are worth more money; a nation-wide real estate survey found home prices increased by $700 to $3,000 for each additional point on WalkScore.com’s 100-point walkability scale.⁸

✔ Complete Streets saves lives.
In 2012 in Saint Louis County 60 people died and 6756 people were injured in motor vehicle crashes.⁹ Bike lanes and improved pedestrian crossings are associated with reduced crashes for people biking, walking, and driving. Restriping roads to include center turn lanes and bike lanes has been shown to reduce crashes by 19% to 47%.¹⁰

✔ Complete Streets allows freedom for residents who don’t have the option of driving.
In Saint Louis County, 25% of residents are too young or old to drive and 6.5% of households do not have access to a car.¹¹ As the population ages, even more people will want alternatives to driving.
**Saint Louis County voters want Complete Streets.**
In 2010, MoDOT public opinion polling found that 53% of Missourians agree with the statement, “Up to 25% of each project’s funds should be spent to add bicycle/pedestrian facilities at the expense of other projects.” In April, 53% of voters in Saint Louis County showed their support for better biking and walking by voting to triple the sales tax collected by the Great Rivers Greenways (GRG) Tax District. Complete Streets will leverage the investment in GRG without raising taxes.

** Millennials and retiring Baby Boomers value biking and walking.**
Over 75% of Millennials plan to live in a walkable, well-connected town center. Baby boomers are showing a similar shift, as they redefine the retirement market with a preference for walkable, lively town centers. Saint Louis County needs Complete Streets to attract and retain these two key populations. Midwestern cities, including Indianapolis, Kansas City, and Chicago are already achieving increased appeal to Millennials and Baby Boomers through updates to their transportation system.

**Complete Streets will bring Saint Louis County to national standards.**
Currently, Saint Louis County Highways and Traffic policies and practices do not reflect the last two decades of research demonstrating that bikeable and walkable streets are safer, more enjoyable, and attract more economic activity. At the municipal level, these changes are already happening: in April, Clayton was recognized nationally for having one of the best Complete Streets policies of 2012.

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i Costs of Complete Streets, National Complete Streets Colation, 2010.


iii Same as 1


v INRIX. INRIX National Traffic Scorecard Reveals Startling 30 Percent Decrease in Traffic Congestion in 2008. INRIX.

vi Same as 1


xiii Jason Rosenbaum. Proposition P wins handily in St. Louis, barely in St. Louis County. St. Louis Beacon, April 02 2013.