

**New Hampshire  
Office of Planning  
and Development  
Spring 2026  
Planning  
&  
Zoning  
Conference**

May 9, 2026



**NHDOT  
Complete Streets  
Policy**

# Introduction

Gerard R. Bedard, P.E.  
Active Transportation Engineer  
NHDOT  
Highway Safety/  
Active Transportation Office



# NH Department Of Transportation



## OUR MISSION

*Serving and connecting New Hampshire through transportation*

## OUR VISION

*A safe, reliable, connected, and multimodal transportation system, effectively managed by a dedicated and skilled workforce*

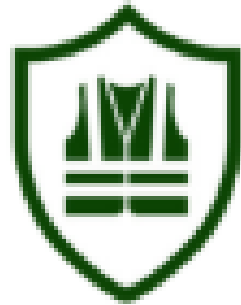


# NHDOT – Core Priorities

 <b>CORE PRIORITIES</b>		
<b>SAFETY</b>		<i>Strive to eliminate fatalities and serious injuries on public roads and in our workplaces through innovation, investment, education, and partnerships.</i>
<b>WORKFORCE DEVELOPMENT</b>		<i>Empower, develop, and sustain a mission-oriented workforce that is proud to build and sustain careers at NHDOT.</i>
<b>SYSTEM MANAGEMENT</b>		<i>Leverage data, strategic insight, and tactical thinking to manage assets and transportation systems, building resilience in all circumstances.</i>
<b>MOBILITY INNOVATION</b>		<i>Support a connected, multimodal transportation system by using advanced technologies, operational enhancements, diverse transportation options, and information.</i>
<b>CUSTOMER SERVICE</b>		<i>Build trust and credibility by delivering clear, consistent, and accurate information, ensuring timely and well-informed responses.</i>

# NHDOT – Core Priorities

**SAFETY**



*Strive to eliminate fatalities and serious injuries on public roads and in our workplaces through innovation, investment, education, and partnerships.*

# Take-aways from this presentation

- **The NHDOT has a Complete Streets Policy**
- **Why the NHDOT has a Complete Streets Policy**
- **Not all Complete Streets will look the same**
- **Not everyone drives a car**
- **The concept of target speed**
- **Complete Streets are more meaningful with good planning and zoning**

# Poll Question #1

Which municipality do you represent?

*(please type your answer into the chat)*

# Poll Question #2

Does the community you represent have its own complete streets policy?

*(please type your answer into the chat)*

- Yes
- No
- Not sure

# NHDOT Complete Streets Policy

www.dot.nh.gov

The screenshot shows the NHDOT website homepage. The navigation menu includes 'Home', 'Navigating NH', 'Doing Business with DOT', 'Projects Plans and Programs', 'Services', and 'About NH DOT'. The 'Projects Plans and Programs' menu is expanded, showing 'Project Center', 'EV Charging Infrastructure', 'Programs', and 'Ten Year Plan'. The 'Programs' link is circled in red. Below the menu, there is a 'We are Hiring!' banner and a list of programs, with 'Complete Streets' also circled in red.

## Programs

The NHDOT manages many transportation programs that benefit NH citizens, and NH cities and towns.

- [Aeronautics: State Block Grant Program](#)
- [Aeronautics: Airport Improvement & Maintenance](#)
- [Aeronautics: Aviation Education](#)
- [Active Transportation](#)
- [Complete Streets](#)
- [Driving Toward Zero](#)
- [Emergency Relief Program Guide](#)

## COMPLETE STREETS

Complete Streets are roadways designed and operated to prioritize safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users. Complete Streets is a type of planning process, not just a specific outcome, and will look different in a variety of contexts.

### NHDOT Complete Streets Policy

- [NHDOT Complete Streets Policy](#)

### Sample City and Town Complete Street Policies from around NH

- links (coming soon)


Program Reports

Program Report

# NHDOT Complete Streets Policy

New Hampshire DOT Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 23, 2025

POLICY NUMBER: HWYS 2		POLICY NAME: Complete Streets Policy	
ADDITION DATE: Aug 2, 2025	LAST UPDATED: May 23, 2025	POLICY APPROVED BY: Commissioner, NHDOT	SIGNATURE: 
RESPONSIBLE OFFICE: Highway Safety Office	CONTACT PERSON: Highway Safety Administrator		
REQUIREMENTS:	REFERENCES: <ul style="list-style-type: none"> <li>RSA 21:12</li> <li>RSA 205:66</li> <li>New Hampshire Resolves and Senate File, August, 2022</li> <li>Strategic Highway Safety Plan (SHSP), 2022</li> <li>The Complete Streets Policy Framework, State Council, December, 2023</li> </ul>		

**POLICY STATEMENT**  
Pursuant to RSA 21:12 (1)(a), the New Hampshire Department of Transportation (NHDOT) shall be responsible for "planning, developing, and maintaining a state transportation network which will provide for safe and efficient movement of people and goods throughout the state by means of a system of highways, railroads, air routes, mass transit, and other practical modes of transportation, in order to support economic growth and economic development and promote the general welfare of the citizens of the state." This policy reaffirms the statutory responsibility to emphasize the safety of all modes and road users, including vulnerable road users and those using public transit.

**SCOPE**  
This policy shall apply to all NHDOT projects and work activities. New Hampshire municipalities and transportation planning organizations are encouraged to adopt a similar Complete Streets Policy within their respective jurisdictions.

**DEFINITIONS**  
**Complete Streets:** Roadways designed and operated to prioritize safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users. Complete Streets are designed to be context sensitive. Complete Streets is a type of planning process, not just a specific outcome, and will look different in a variety of contexts.

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New Hampshire DOT Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 23, 2025

**Context:** The surrounding setting of a NHDOT transportation facility including density of abutting property (rural, village, suburban, urban, etc.), scenic and aesthetic values, historic and environmental resources, land use (agricultural, commercial, residential, etc.), modes of travel (trucks, cars, bicyclists, pedestrians, etc.), and traffic volumes.

**Target Speed:** The highest operating speed at which vehicles should readily operate on a roadway in a specific context. Roadway designs should include elements that discourage speeds higher than the target speed.

**Speed Limits:** Speed limits are determined by the NH General Court by statute RSA 265:80 based on road context. Variations of the statutory speed shall be based on an engineering and traffic investigation.

Any additional definitions related to this policy may be viewed on the Standard Operating System (SOS) [Access Definition page](#).

**COMMENTS/ACTIONS**

- Commitment and Vision**  
Highways and streets that are safe for the most vulnerable road users are inherently safer for all road users, therefore, the NHDOT will develop guidance through this policy and supplemental procedures to ensure system modifications are routinely planned, designed, constructed, and maintained in a way to ensure safe and efficient access for all modes of transportation.
- Access to Transportation**  
The NHDOT recognizes that by choice or circumstance, not all road users have access to a motor vehicle and therefore all legal modes of travel should be considered as part of NHDOT system modifications.
- Policy Partnering and Collaboration**  
The NHDOT will coordinate with the Federal Highway Administration (FHWA), municipalities, Regional Planning Committees (RPCs), Metropolitan Planning Organizations (MPOs), Complete Streets Advisory Committees (CSACs), transit operators, and other appropriate agencies to implement a Complete Streets approach consistent with this policy.
  - Outreach: NHDOT will coordinate stakeholder meetings on a recurring basis with internal employees and external partners to discuss and document the implementation of this Complete Streets policy.

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New Hampshire DOT Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 23, 2025

- Promote:** The NHDOT will continue to promote Complete Streets elements and best practices both internally and externally to create awareness of Complete Streets benefits including promotional material (handouts/webpage).
- Training:** The NHDOT will develop training tools for NHDOT staff and our external partners to help others embrace and implement Complete Streets practices.

**4. Project Specific Coordination**  
The NHDOT will use consensus building with project stakeholders (municipalities, abutters, facility users including vulnerable road users, and other appropriate stakeholders) as well as public outreach efforts to inform our complete streets approach on projects from conception through construction and maintenance. Maintenance and other non-capital projects will have a less formal process for specific project coordination.

- Design Guidelines:** The NHDOT will continue to supplement and revise existing guidelines and design standards for transportation facilities to incorporate Complete Streets strategies, including target speed, and remove impediments for non-motorized modes of transportation. Procedures will be developed to provide guidance material based on roadway classification and/or type, context, and scope of work.
- Innovation:** The NHDOT will consider alternate means to meet expanding motor vehicle demand. The NHDOT will assess established and accepted guidance pertaining to accessible levels of motor vehicle delay for all highway projects and traffic impact assessments to minimize lanes and support Complete Streets elements in all designs.
- Project Documentation:** Project Development documentation shall be updated and/or developed to ensure informed and consistent decisions are being made relative to the incorporation of this policy. Considerations should be given to the following:
  - Planning/justice and need
  - Developing an alternative analysis tool/plate for planning/judicial any design phases that include discussion on Complete Streets considerations.
  - Issue the Front Office Project Information Sheet (PINS) to discuss Complete Streets considerations.
- Exceptions:** The NHDOT will develop a Complete Streets design exception procedure to document when specific project conditions are not able to accommodate best practices. The exception procedure will include a consistent set of conditions and/or types of projects that warrant an exception. The exception procedure will also include the level of approval needed based on a set of conditions and/or the type of project.

**5. Maintenance of Complete Streets Elements**

- Complete streets elements need not only be constructed but also maintained. When maintenance of the element is not currently within the realm or practicality of the NHDOT, the NHDOT will seek an agreement with the municipality to do so.

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New Hampshire DOT Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 23, 2025

- The NHDOT will continue to seek ways to minimize maintenance.

**6. Performance Measures:** The NHDOT will develop measures of effectiveness to determine the level of success in implementing this policy. Such measures may include pedestrian/bicyclist level of cross, pedestrian/bicyclist volume, or vulnerable road user transportation funding.

**7. Review and Amendments**

- Any previous references or guidance related to policies, directives, procedures, manuals, and forms not included in the SOS are superseded by approved SOS documents.
- The SOS and all documents pertaining to it will be located in the [SOS](#) on the Department's Intranet, accessible to all employees with computer access. For employees without computer access, hard copies of the SOS will be made available upon request and at all Department work facilities.

**AMENDMENT RECORD**  
This policy is reviewed every two years to ensure its continuing relevance and accuracy. Record any amendments below.


Date	Comments	Name	Title
2/7/2025	Original Policy Adopted	William Carr, PE	Commissioner

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# NHDOT Complete Streets Policy

New Hampshire  
**DOT**  
Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 28, 2025

POLICY NUMBER:	POLICY NAME:
HWYS 2	Complete Streets Policy
ADDITION DATE: July 2, 2025	LAST UPDATED: July 23, 2025
POLICY APPROVED BY: Commissioner, NHDOT	SIGNATURE: 
RESPONSIBLE OFFICE: Highway Safety Office	CONTACT PERSON: Highway Safety Administrator
REQUIREMENTS:	REFERENCES: <ul style="list-style-type: none"><li>• RSA 21-L:2</li><li>• RSA 205:66</li><li>• New Hampshire Resolves and Senate File, August, 2022</li><li>• Strategic Highway Safety Plan (SHSP), 2022</li><li>• The Complete Streets Policy Framework, Smart Growth America, 2015</li></ul>

**POLICY STATEMENT**  
Pursuant to RSA 21-L:2 II(a), The New Hampshire Department of Transportation (NHDOT) shall be responsible for "planning, developing, and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit, and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state." This policy refines the statutory responsibility to emphasize the safety of all modes and road users, including vulnerable road users and those using public transit.

**SCOPE**  
This policy shall apply to all DOT projects and work with local, state, and federal municipalities and transportation planning organizations and encourages to adopt a similar Complete Streets Policy within their respective jurisdictions.

**DEFINITIONS**  
**Complete Streets:** Roadways designed and operated to prioritize safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users. Complete Streets are designed to be context sensitive. Complete Streets is a type of planning process, not just a specific outcome, and will look different in a variety of contexts.

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## POLICY STATEMENT

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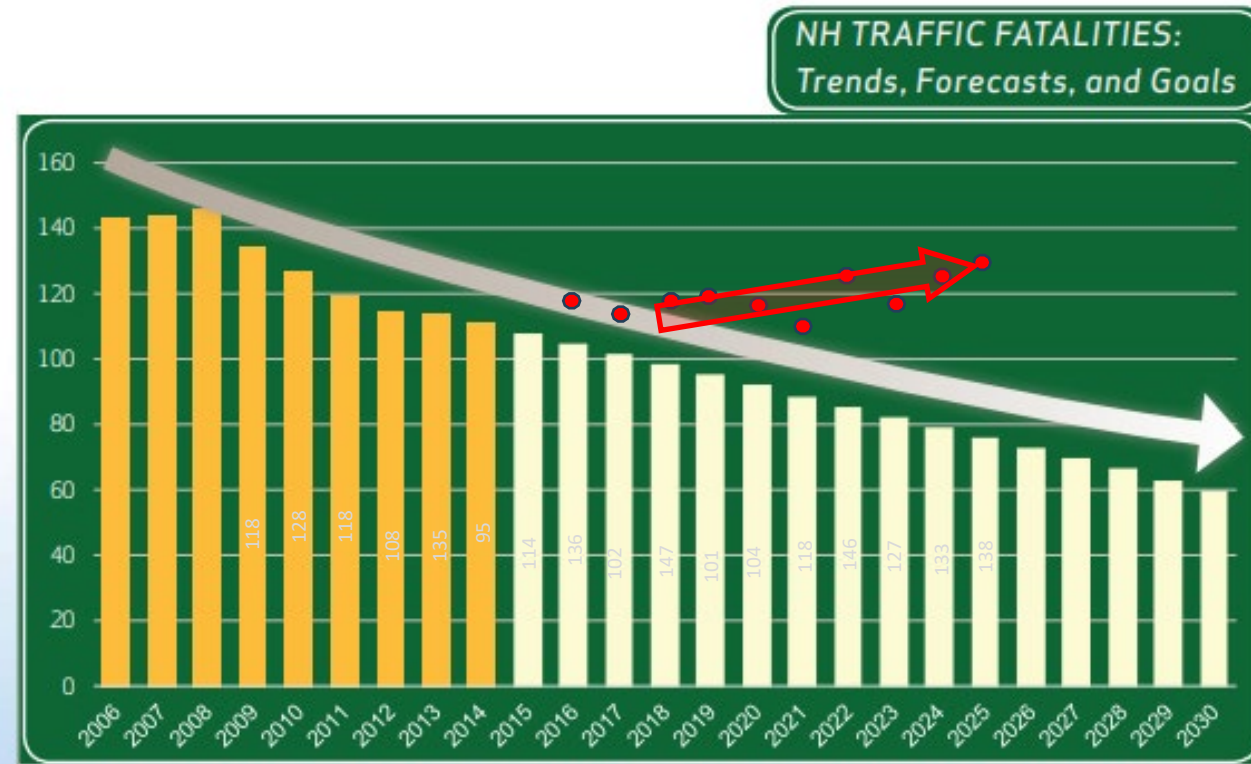
# Why the need for a Complete Streets Policy?



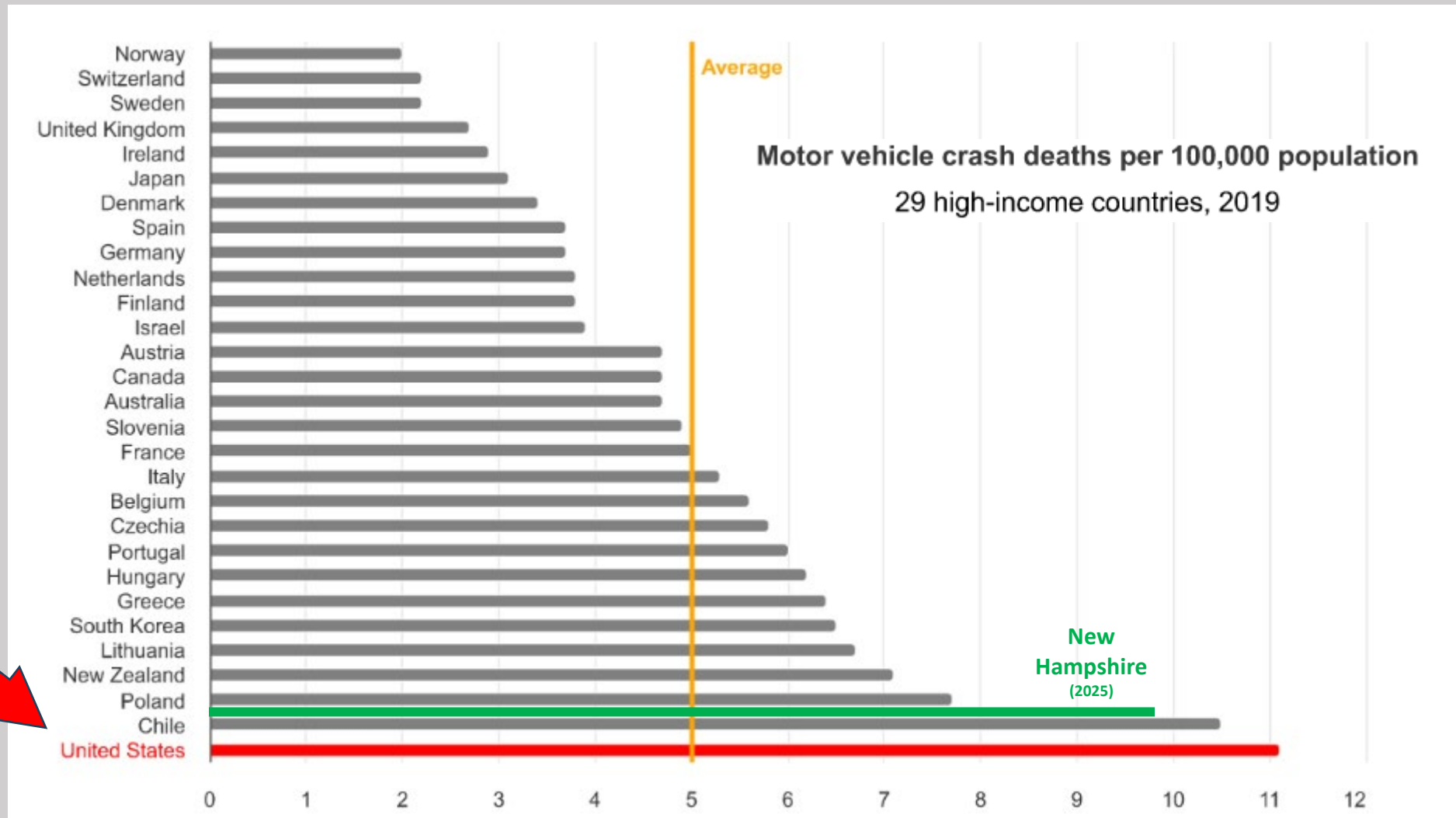
# Why the need for a Complete Streets Policy?

This graphic appeared in the 2017-2021 New Hampshire Strategic Highway Safety Plan

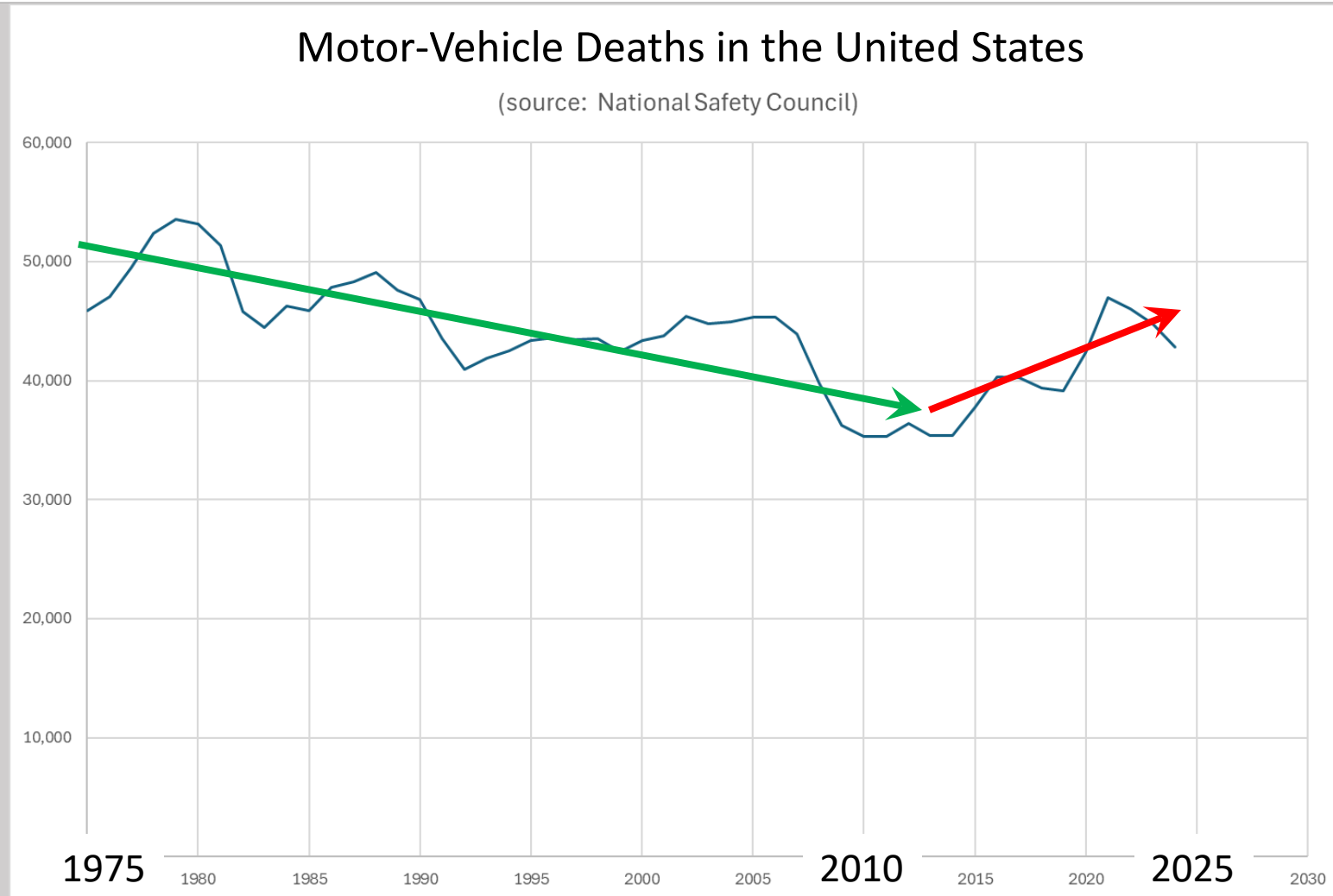
It represents the history of traffic deaths in NH from 2006 to 2014 and the predicted number of deaths until 2030 base on target goals. Fatalities are shown as five-year moving averages (based on the previous five years)



# Why the need for a Complete Streets Policy?



# Why the need for a Complete Streets Policy?



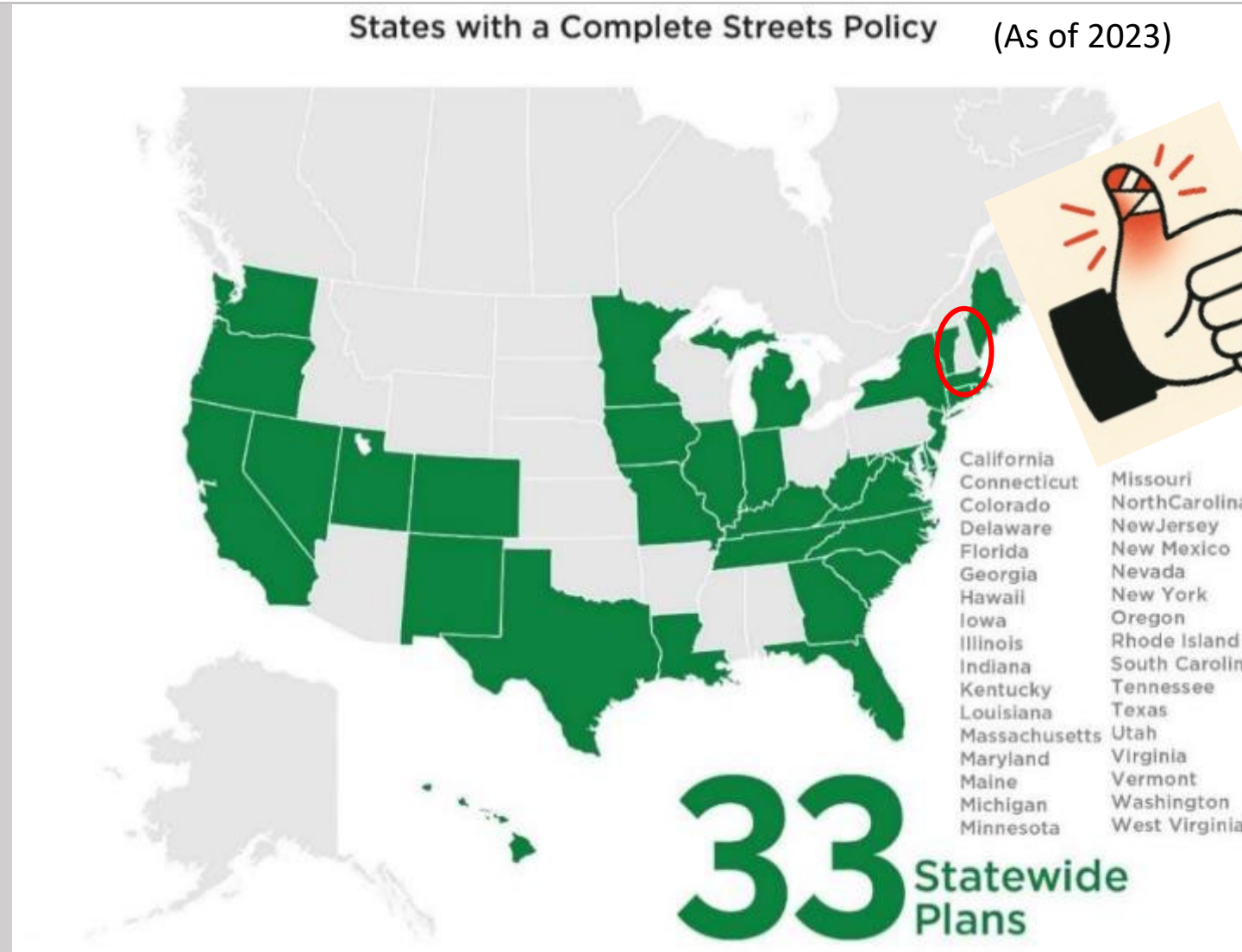
# Why the need for a Complete Streets Policy?

Fatalities are just the tip of the iceberg...



*For each death, 18 persons are hospitalized and 400 are medically attended injuries*

# Why the need for a Complete Streets Policy?



# NHDOT Complete Streets Policy

New Hampshire  
**DOT**  
Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 28, 2025

POLICY NUMBER:	POLICY NAME:
HWYS 2	Complete Streets Policy
ADDITION DATE: July 2, 2025	LAST UPDATED: May 28, 2025
POLICY APPROVED BY: Commissioner, NHDOT	SIGNATURE: <i>William Orr</i>
RESPONSIBLE OFFICE: Highway Safety Office	CONTACT PERSON: Highway Safety Administrator
REQUIREMENTS:	REFERENCES: <ul style="list-style-type: none"><li>• RSA 214.2</li><li>• RSA 205.66</li><li>• New Hampshire Resolves and Senate Bills, August, 2022</li><li>• Strategic Highway Safety Plan (SHSP), 2022</li><li>• The Complete Streets Policy Framework, State Council, January, 2023</li></ul>

**POLICY STATEMENT**  
Pursuant to RSA 214:2 (1)(a), The New Hampshire Department of Transportation (NHDOT) shall be responsible for "planning, developing, and maintaining a state transportation network which will provide for safe and efficient movement of people and goods throughout the state by means of a system of highways, railroads, air routes, mass transit, and other practical modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state." This policy reflects the statutory responsibility to emphasize the safety of all modes and road users, including vulnerable road users and those using public transit.

**SCOPE**  
This policy shall apply to all NHDOT projects and work activities. New Hampshire municipalities and transportation planning organizations are encouraged to adopt a similar Complete Streets Policy within their respective jurisdictions.

**DEFINITIONS**  
Complete Streets: Roadways designed and operated to prioritize safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users. Complete Streets are designed to be context sensitive. Complete Streets is a type of planning process, not just a specific outcome, and will look different in a variety of contexts.

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## DEFINITIONS

**Complete Streets:** Roadways designed and operated to prioritize safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users. Complete Streets are designed to be context sensitive. Complete Streets is a type of planning process, not just a specific outcome, and will look different in a variety of contexts.

# Not all Complete Streets will look the same

Typical Complete Street  
(wide sidewalks, on-street parking, curb extensions at the crosswalks, seating, dining, trees, textured median.)



No. Main St,  
Concord

Rural, principal arterial highway



NH 101,  
Dublin

Reallocation of Space



Maple St,  
Manchester



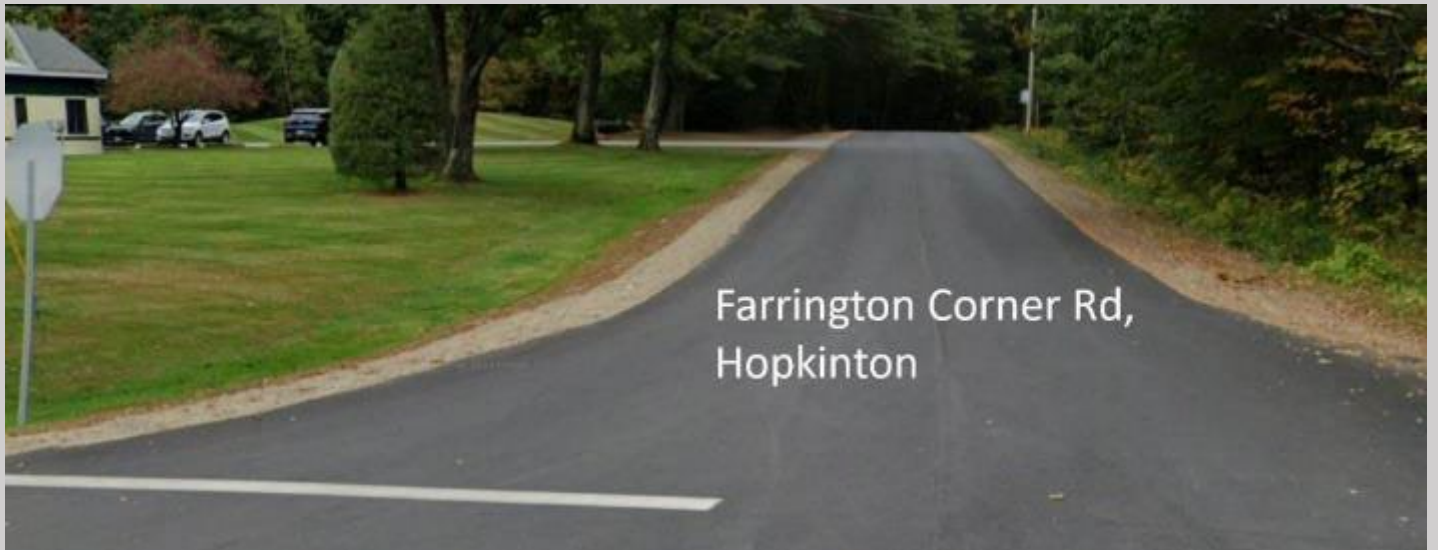
# Not all Complete Streets will look the same

Sometimes a complete Street will be a shared street. The Dutch term for this is a Woonerf, i.e., a “living street.” A street where cars are guests.



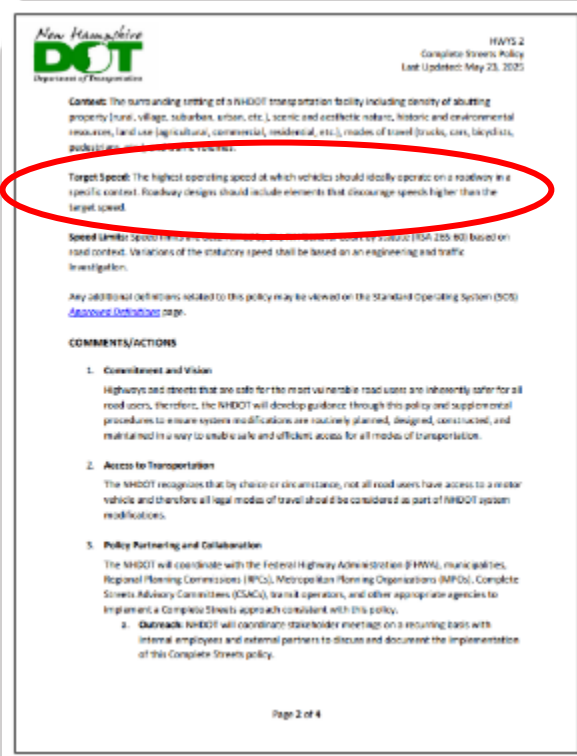
John Hirsch Place,  
Winnipeg

In a more rural context, it may just be a street with no center line or edge lines, i.e., nothing to indicate this space is for cars.



Farrington Corner Rd,  
Hopkinton

# NHDOT Complete Streets Policy



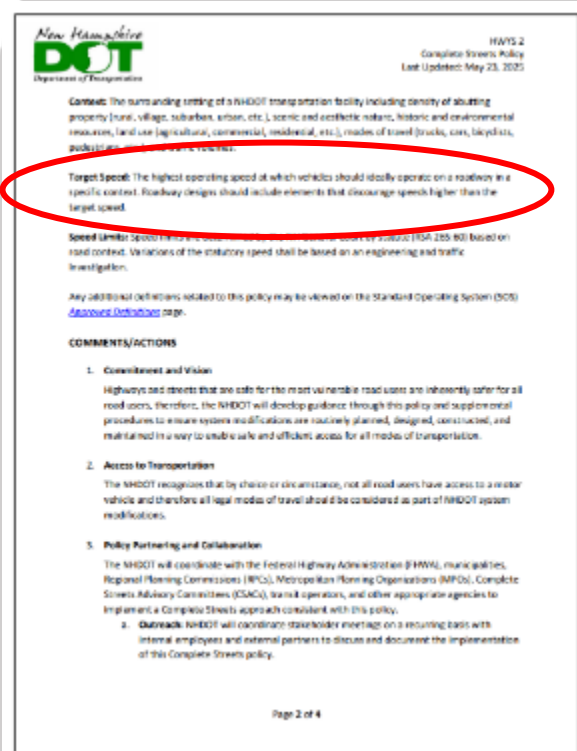
**Target Speed:**

Poll Question: Have you heard of target speed?

- Yes
- No
- Maybe

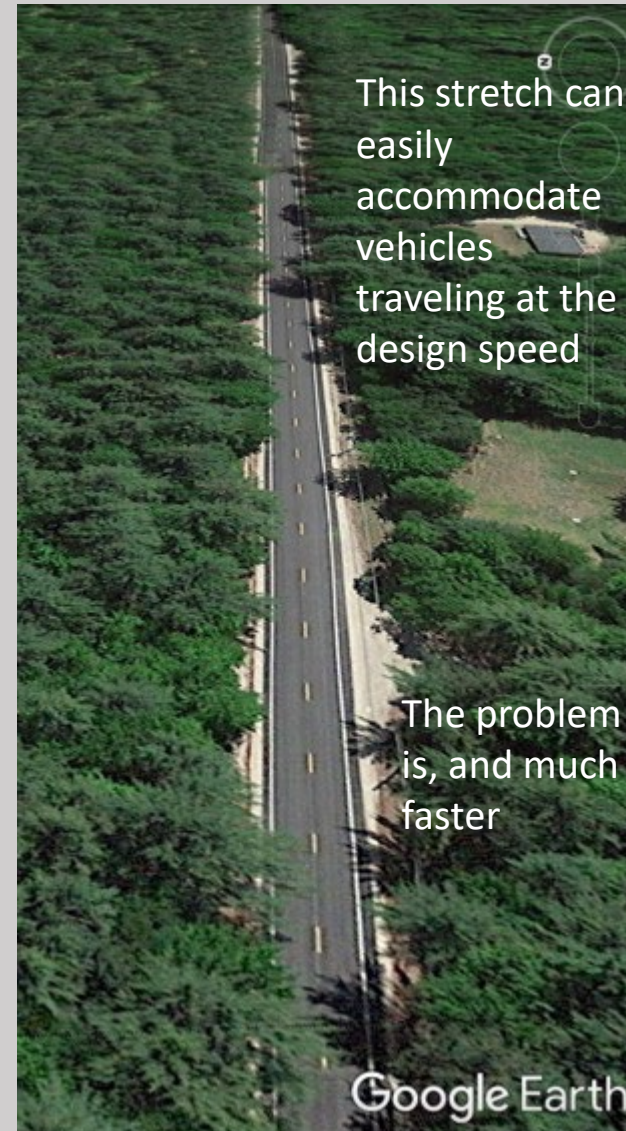
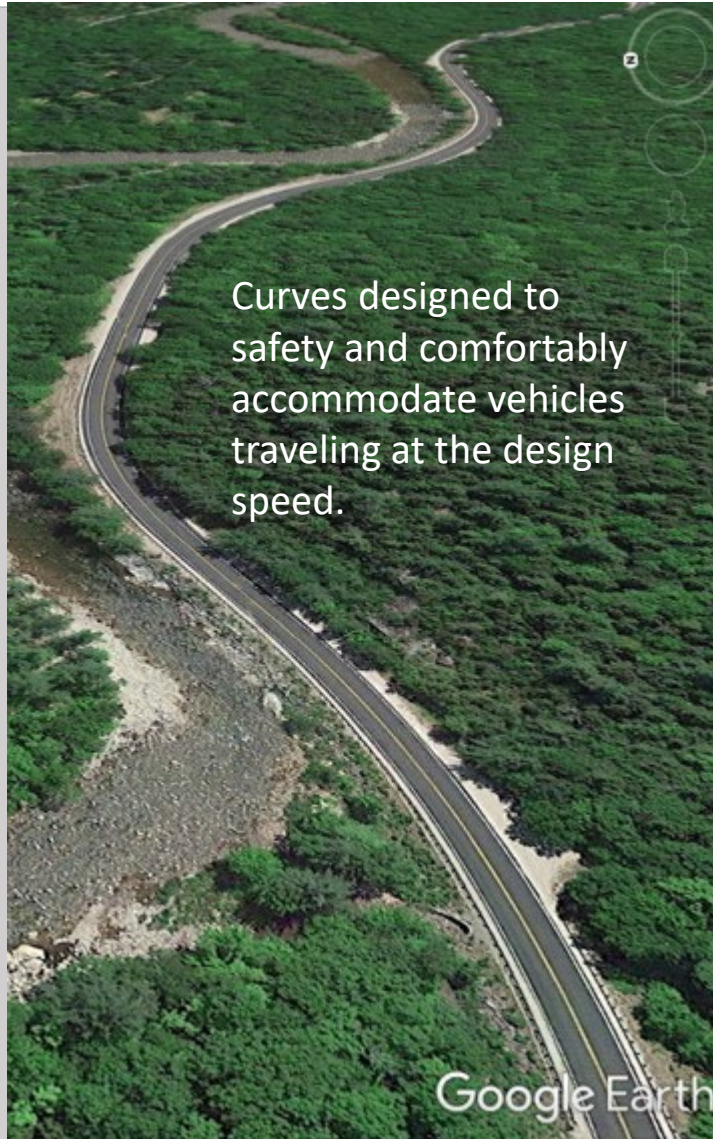
*Please type answer into the chat*

# NHDOT Complete Streets Policy



**Target Speed:** The highest operating speed at which vehicles should ideally operate on a roadway in a specific context. Roadway designs should include elements that discourage speeds higher than the target speed.

# Design Speed Vs Target speed



# (Design Speed Vs Target speed)

At what speed  
would you drive this  
road?

(Please place your  
answers in the chat.)



# Design Speed Vs Target speed



# (Design Speed Vs Target speed)



# Design Speed Vs Target speed



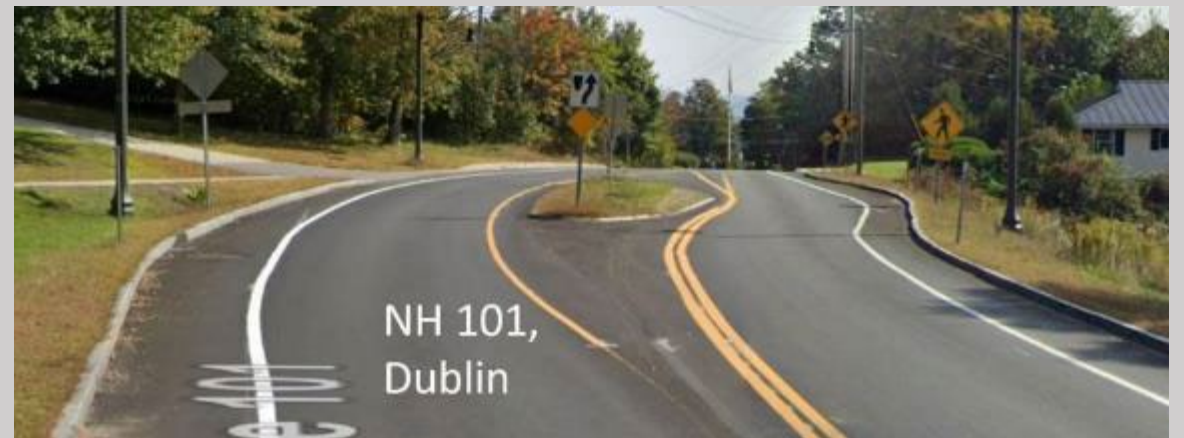
# Traffic Calming Elements



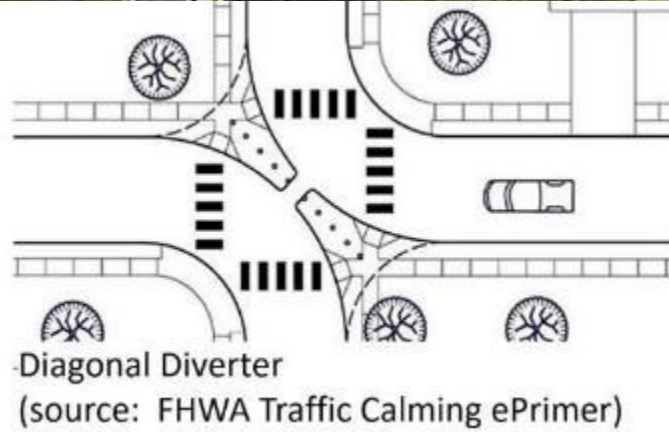
# Traffic Calming Elements



# Traffic Calming Elements



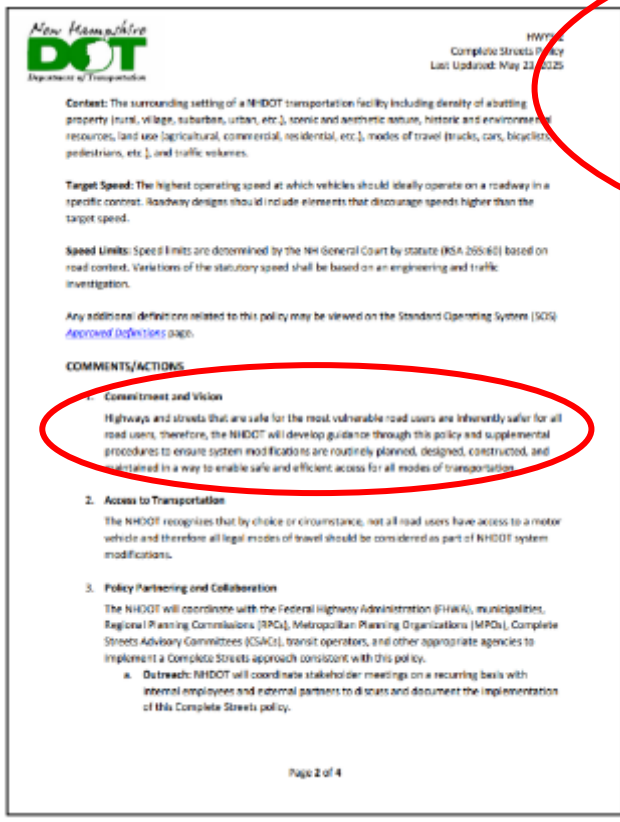
# Traffic Calming Elements



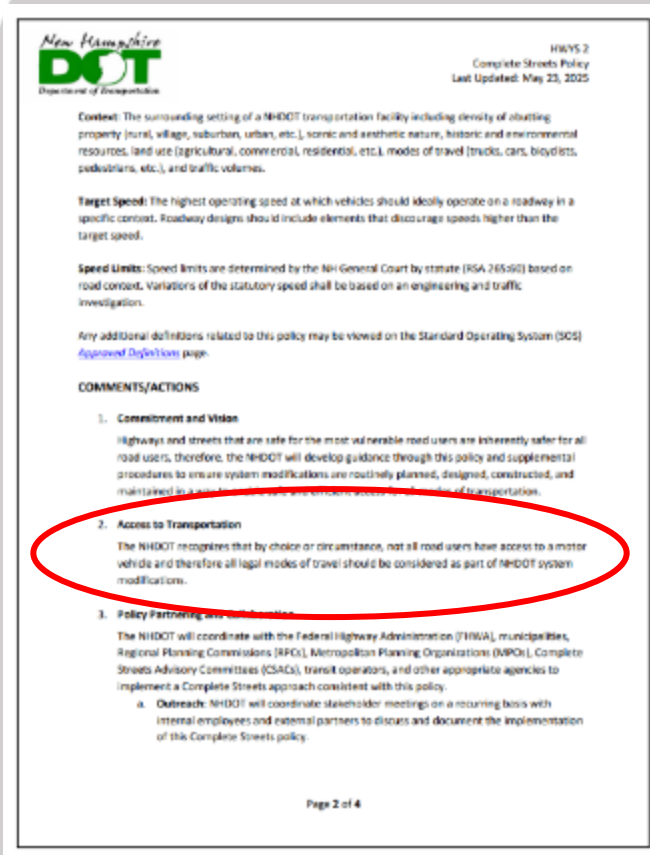
# NHDOT Complete Streets Policy

## 1. Commitment and Vision

Highways and streets that are safe for the most vulnerable road users are inherently safer for all road users, therefore, the NHDOT will develop guidance through this policy and supplemental procedures to ensure system modifications are routinely planned, designed, constructed, and maintained in a way to enable safe and efficient access for all modes of transportation.



# NHDOT Complete Streets Policy



## 2. Access to Transportation

The NHDOT recognizes that by choice or circumstance, not all road users have access to a motor vehicle and therefore all legal modes of travel should be considered as part of NHDOT system modifications.

# Not everyone drives a car

**More than one third of people living in the United States are nondrivers.** *(Week Without Driving)*

We estimate that 36 percent of Americans over the age of 10 do not or cannot rely on a personal vehicle to meet their daily travel needs...  
*(Natural Resources Defense Council)*

*(adult)*

**1 in 10 Americans rarely or never drive a car** *(Pew Research Center)*

**91% of all Americans of driving age has a driver's license in 2025** *(Hedges & Company)*

Although only 9% don't have a license, many of those that do may not use it, do not have a car, or seldom drive

# Not everyone drives a car

Yes, some statistics include children who have no choice but to be carted around by an adult.

0 to 4 years  
5.4% of US  
Population  
(US Census Bureau –  
American Community  
Survey 2024)



But, older children and teenagers who can get around on their own must be able to do so without a car or be chauffeured by parents

5- to 14-year-olds make up  
another 12.1 % of US Population



# Not everyone drives a car

Senior Citizens maintain their driving licenses...

88% of Americans 85 and over still have a driver's license.  
*(FHWA – Office of Highway Policy Information – Highway statistics 2023)*



... but how many would prefer not to drive?

# Not everyone drives a car

Reasons people might not drive a car (and some are temporary.)



# NHDOT Complete Streets Policy

New Hampshire  
**DOT**  
Department of Transportation

HWYS 2  
Complete Streets Policy  
Last Updated: May 23, 2025

**Context:** The surrounding setting of a NHDOT transportation facility including density of abutting property (rural, village, suburban, urban, etc.), scenic and aesthetic values, historic and environmental resources, land use (agricultural, commercial, residential, etc.), modes of travel (bicycles, cars, bicyclists, pedestrians, etc.), and traffic volumes.

**Target Speed:** The highest operating speed at which vehicles should ideally operate on a roadway in a specific context. Roadway designs should include elements that discourage speeds higher than the target speed.

**Speed Limits:** Speed limits are determined by the NH General Court by statute (RSA 235:80) based on road context. Variations of the statutory speed shall be based on an engineering and traffic investigation.

Any additional definitions related to this policy may be viewed on the Standard Operating System (SOS) [Approval Definition](#) page.

**COMMENTS/ACTIONS**

- 1. Consistency and Vision**  
Highways and streets that are safe for the most vulnerable road users are inherently safer for all road users, therefore, the NHDOT will develop guidance through this policy and supplemental procedures to ensure system modifications are routinely planned, designed, constructed, and maintained in a way to enable walk and bicycle access for all modes of transportation.
- 2. Access to Transportation**  
The NHDOT recognizes that, by choice or circumstance, not all road users have access to a motor vehicle and therefore all legal modes of travel should be considered as part of NHDOT system modifications.
- 3. Policy Partnering and Collaboration**  
The NHDOT will coordinate with the Federal Highway Administration (FHWA), municipalities, Regional Planning Organizations (RPOs), Metropolitan Planning Organizations (MPOs), Complete Streets Advisory Committees (CSAC), transit operators, and other appropriate agencies to implement a Complete Streets approach consistent with this policy.
  - a. Outreach:** NHDOT will coordinate stakeholder meetings on a recurring basis with internal employees and external partners to discuss and document the implementation of this Complete Streets policy.

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- a. Promotes:** The NHDOT will continue to promote Complete Streets elements and best practices both internally and externally to create awareness of Complete Streets benefits including promotional material (handouts/webpage).
- b. Training:** The NHDOT will develop training tools for NHDOT staff and our external partners to both others embrace and implement Complete Streets practices.

**4. Project Specific Coordination**  
The NHDOT will use consensus building with project stakeholders (municipalities, abutters, transit operators, road users, and other appropriate stakeholders) as well as public outreach efforts to inform our complete streets approach on projects from conception through construction and maintenance. Maintenance and other non-capital projects will have a less formal process for specific project coordination.

- a. Design Guidelines:** The NHDOT will continue to supplement and revise existing guidelines and design standards for transportation facilities to incorporate Complete Streets strategies, including target speed, and remove impediments for non-motorized modes of transportation. Procedures will be developed to provide guidance material based on roadway classification and/or tier, context, and scope of work.
- b. Innovations:** The NHDOT will consider alternate measures to meet expanding motor vehicle demand. The NHDOT will assess established and accepted guidance pertaining to acceptable levels of motor vehicle delay for all highway projects and traffic impact assessments to minimize laws and support Complete Streets elements in all designs.
- c. Project Documentation:** Project Development Documentation shall be updated and/or developed to ensure informed and consistent decisions are being made relative to the incorporation of this policy. Considerations should be given to the following:
  - i. Planning/purpose and need:**
    - i. Develop an Alternatives Analysis template for planning/preliminary design phases that includes discussion on Complete Streets considerations.**
    - ii. Review the Front Office Project Information Sheet (FOPI) to discuss Complete Streets considerations.**
- d. Exceptions:** The NHDOT will develop a Complete Streets design exception procedure to document when specific project conditions are not able to accommodate best practices. The exception procedure will include a consistent set of conditions and/or types of projects that warrant an exception. The exception procedure will also include the level of approval needed based on a set of conditions and/or the type of project.

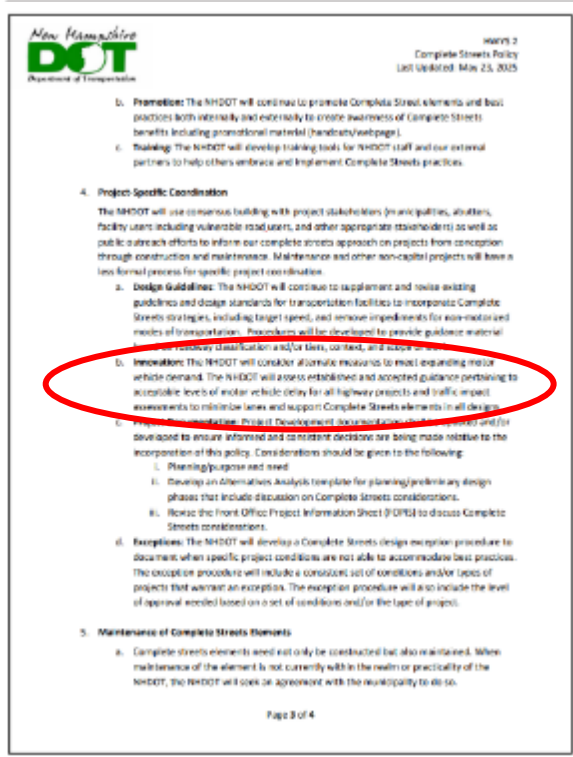
**5. Maintenance of Complete Streets Elements**

- a. Complete streets elements need not only be constructed but also maintained.** When maintenance of the element is not currently within the realm or practicality of the NHDOT, the NHDOT will seek to agree with the municipality to do so.

3. Policy Partnering and Collaboration

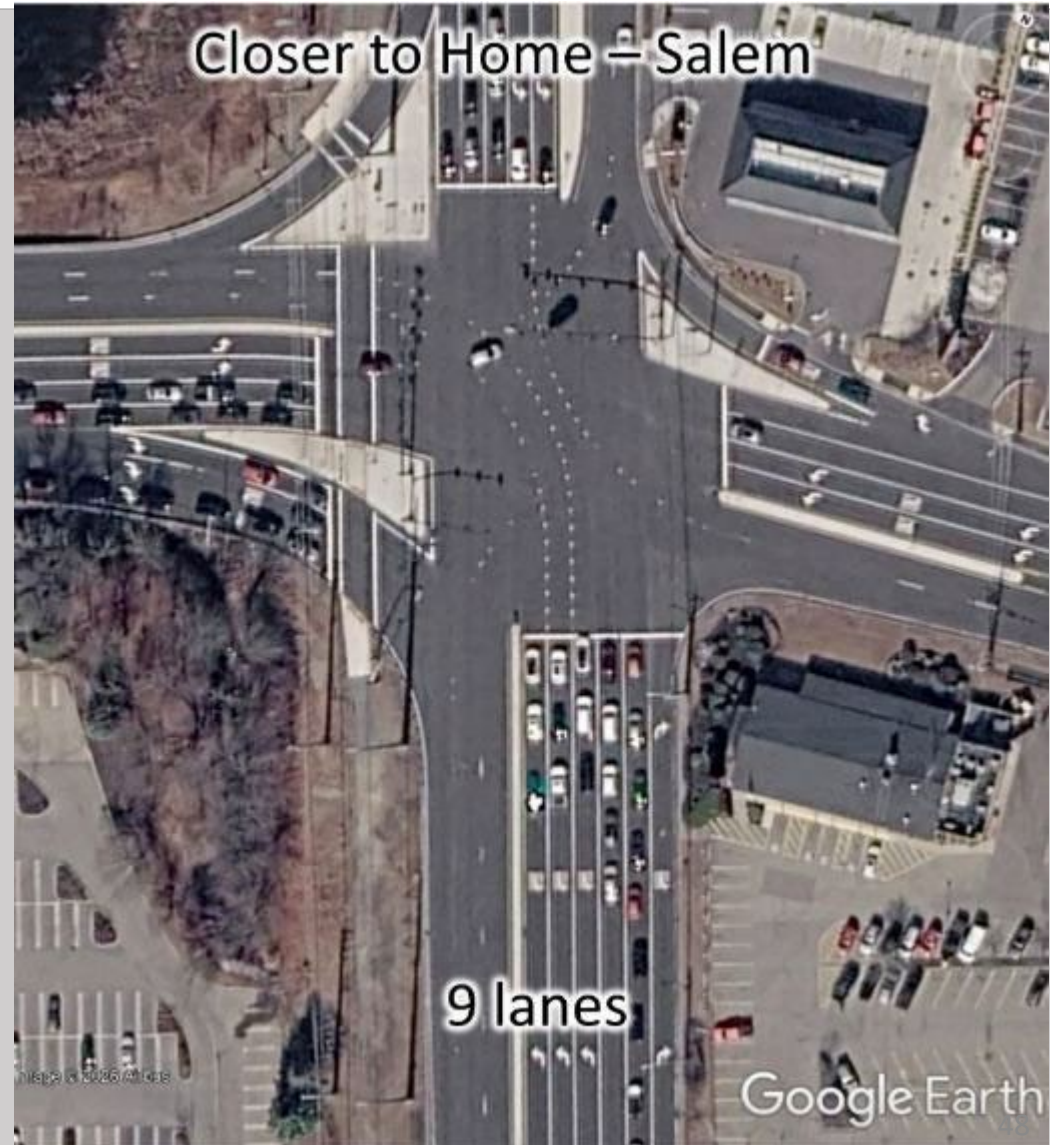
4. Project Specific Coordination

# NHDOT Complete Streets Policy

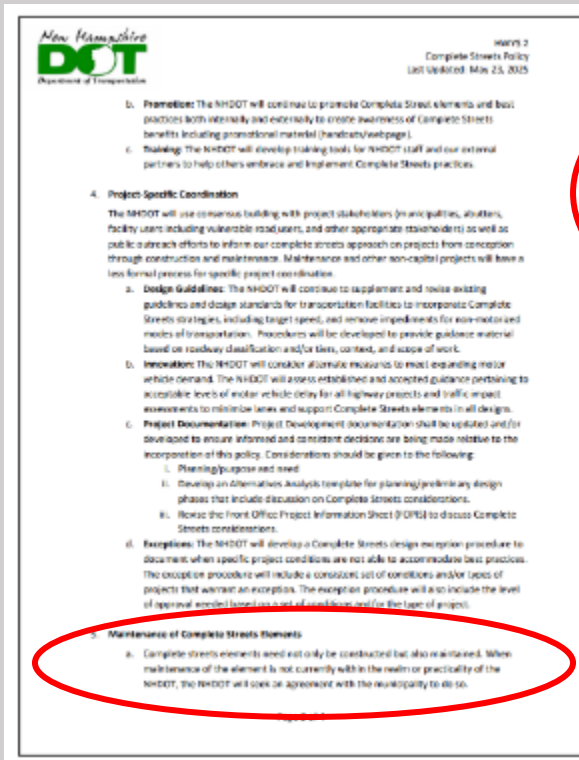


b. **Innovation:** The NHDOT will consider alternate measures to meet expanding motor vehicle demand. The NHDOT will assess established and accepted guidance pertaining to acceptable levels of motor vehicle delay for all highway projects and traffic impact assessments to minimize lanes and support Complete Streets elements in all designs.

# Innovation



# NHDOT Complete Streets Policy



## 5. Maintenance of Complete Streets Elements

a. Complete streets elements need not only be constructed but also maintained. When maintenance of the element is not currently within the realm or practicality of the NHDOT, the NHDOT will seek an agreement with the municipality to do so.

b. The NHDOT will continually seek ways to minimize maintenance.

# Maintenance of Complete Street Elements

Maintenance of things like sidewalks, particularly winter maintenance, is often not within the realm or practicality of the NHDOT. However, the NHDOT will continually seek ways to minimize maintenance.

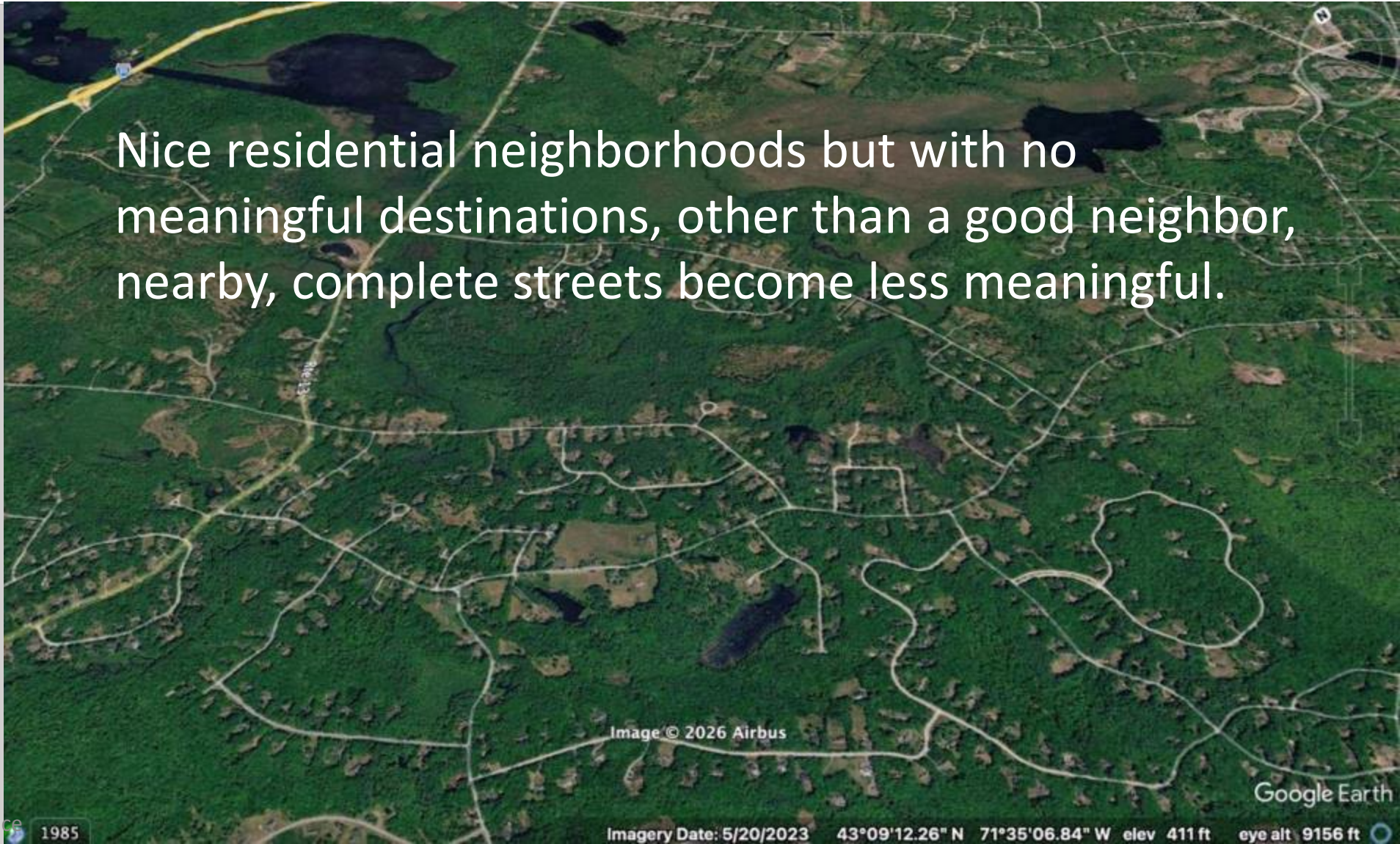


# Take-aways from this presentation

- **The NHDOT has a Complete Streets Policy** ✓
- **Why the NHDOT has a Complete Streets Policy** ✓
- **Not all Complete Streets will look the same** ✓
- **Not everyone drives a car** ✓
- **The concept of target speed** ✓
- **Complete Streets are more meaningful with good planning and zoning**

# Planning and Zoning Matters

Nice residential neighborhoods but with no meaningful destinations, other than a good neighbor, nearby, complete streets become less meaningful.



# Good Planning and Zoning


Slide Show - 0452025\_WSDOT\_Safe\_Land\_Use\_Applying\_Safe\_System\_Approach\_Rural\_Context\_Conference\_v2 - PowerPoint

## Strategic Highway Safety Plan

*“Zero Deaths and Zero Serious Injuries by 2040”*

WASHINGTON STATE

### STRATEGIC HIGHWAY SAFETY PLAN 2024



**TARGET ZERO**

Zero Deaths and Zero Serious Injuries by 2040

**Transportation safety starts with how we build:** land use policies and regulations influence how people get around and how safe those trips are.

**Location matters:** the design of neighborhoods shapes travel choices, trip lengths, and mobility options.

# Contact Information

Thank you!

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Phone: 603-271-8255



# Local Perspectives on Complete Streets

Nick Altonaga  
Senior Transportation Planner  
North Country Council

# Complete Streets are not one-size fit all

- ▶ The Complete Streets approach considers the safety, comfort, and access to destinations for all road users, including motorists, pedestrians, bicyclists, and transit users.
- ▶ Complete Streets are everywhere, and come in all shapes and sizes
- ▶ Your community does not need to adopt an official Complete Streets Policy to build complete streets.
- ▶ Complete Streets do not have to be perfect

# Examples of Complete Streets

- ▶ Complete Streets can exist in cities, towns, villages, and everything in between.
- ▶ Our traditionally developed downtowns and village centers are complete streets
  - ▶ Residential, commercial, and local services close to each other, connected with sidewalks, crossings, and other kinds of pathways
- ▶ Smaller communities can have complete streets. Some examples from the North Country:
  - ▶ Colebrook, Lancaster, Littleton, North Stratford Village



Downtown Lancaster, pop: 3,200



Downtown Littleton, pop: 6,000



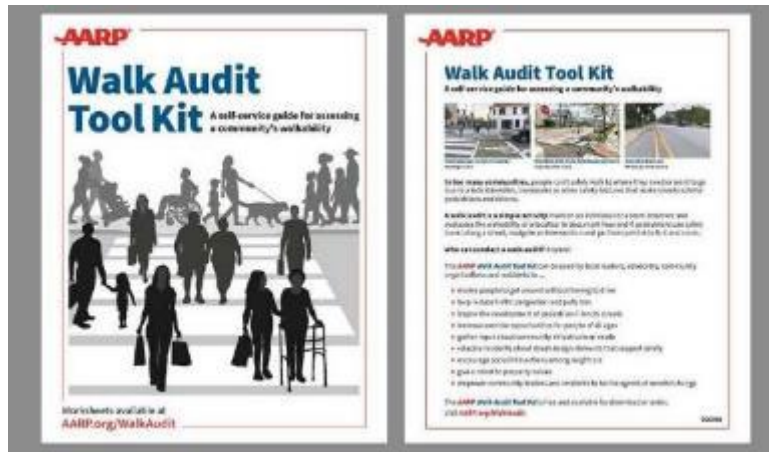
North Stratford Village,  
Stratford, pop: 662



# Testing Out Complete Streets Changes

- ▶ Develop a Downtown Action Plan/Neighborhood Action Plan
  - ▶ Engages the public to set a clear path forward with achievable strategies
- ▶ Conduct a Walk Audit
  - ▶ Observe and evaluate walkability and safety of a location/area
- ▶ Conduct a traffic study
  - ▶ A great way to collect concrete data about the situation in a project area.
- ▶ Host a Traffic Calming Pop-Up Demonstration
  - ▶ Use temporary supplies to change the layout of a street or intersection to test out a new design/layout
- ▶

# Testing out Complete Streets Changes



**Millinocket Downtown Action Plan**  
January, 2010



Created by the Town of Millinocket Economic Development Committee, associated partners, and the public.



# Considerations for a Community:

- ▶ **Funding** - What funding sources are out there that can be used to support complete streets projects?
- ▶ **Designs** - Will the town need more in-depth engineering or other designs prepared for projects?
- ▶ **Approvals** - What review, permitting, and approvals are needed to move a solution forward?
- ▶ **Coordination** - Who else will need to be involved? Have NHDOT and/or other agencies been contacted?
- ▶ **Implementation** - What will the result look like? Will the possible solution be permanent or seasonal (ex., permanent curb extensions vs. traffic delineators with improved striping)?

# How Can You Build Complete Streets in your Community?

- ▶ Use Proven Safety Countermeasures
- ▶ Consider Lighting and pavement marking upgrades
- ▶ Install Signage along roads and at intersections
- ▶ Use pre-existing guides and resources (there are a lot out there!)
  - ▶ FHWA, NHDOT + other state DOTs, Regional Planning Commissions (NH and elsewhere!)
  - ▶ Smart Growth Alliance, AARP, Safe Routes Partnership

# Complete Streets Resources



## POP-UP TRAFFIC CALMING GUIDE

A tool for Montana communities to implement lighter, quicker, and lower-cost complete streets projects

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## BEST PRACTICES FOR COMPLETE STREETS IN RURAL COMMUNITIES



## COMPLETE STREETS POLICY PLANNING PROCESS

Updated July 2, 2025

**Summary**  
This document provides information about the concept of Complete Streets, the components of a complete streets policy, and the methods to adopt Complete Streets policies at the local level.

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# Questions?