



A *complete street* is a road that is built or re-built taking into consideration *everyone* who might use it (vs the “traditional” method of starting with a design for cars/trucks/etc. and then adding sidewalks, bike lanes, etc. if money and time allow. ) Complete streets are designed, from the start, for pedestrians of all ages and abilities, bicyclists, wheelchairs and other means of getting from Point A to Point B.

### **RESOURCES for INFORMATION ABOUT “COMPLETE STREETS”**

(This is NOT a comprehensive or exhaustive list, but is meant as a start to learn about this concept)

[Smart Growth America's Complete Streets Coalition](#)

[Best Complete Streets Policies of 2013](#)

[AARP's Livable Communities program's guide to Complete Streets reports](#)

[Model Streets Design Manual](#)

#### **Place-specific**

[Portsmouth NH Complete Streets Policy 2013](#) (#7 Nationally in 2013)

[Portsmouth NH - Blue Ribbon Committee on Transportation Policy report to City Council](#)

[Concord NH](#)

[Keene NH](#)

[Dover NH](#) This is not a regulatory (ie resolution or ordinance by Council) document, but for “internal guiding.”

[Burlington VT](#)

[Complete Streets - A guide for Vermont Communities](#)

[Littleton MA Complete Streets Policy \(#1 in 2013\)](#)

[Maine's Right of Way ordinance \(example\)](#)

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