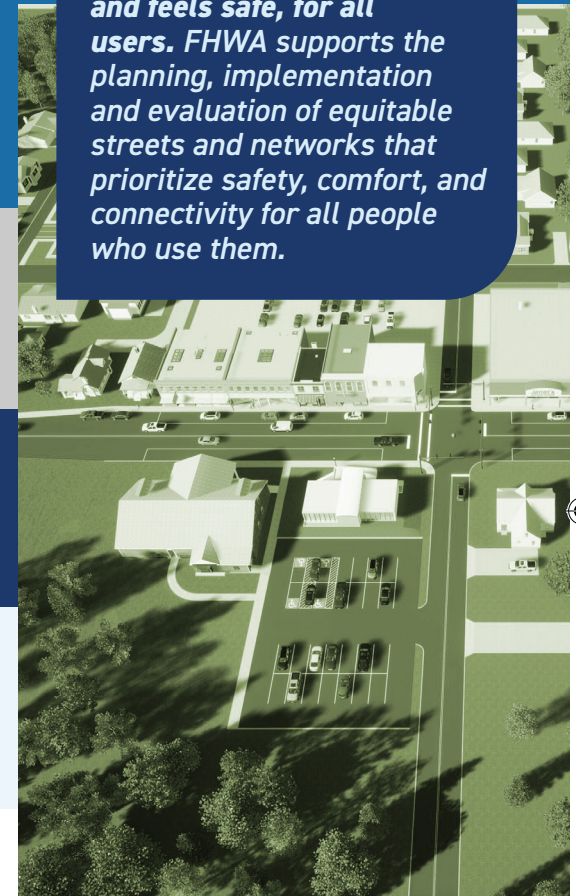
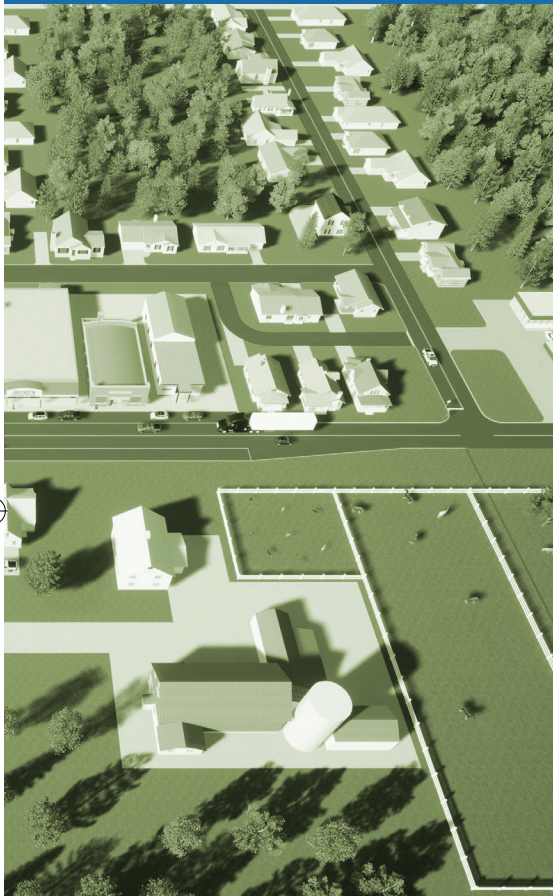


A Complete Streets implementation strategy combines innovations from multiple disciplines to achieve the creation of safe, connected, and equitable street networks. Visit FHWA's Complete Streets website for resources to support developing and implementing a Complete Streets strategy. Visit the sites below for frequent updates as new information and resources become available.

COMPLETE STREETS

A Complete Street is safe, and feels safe, for all users. FHWA supports the planning, implementation and evaluation of equitable streets and networks that prioritize safety, comfort, and connectivity for all people who use them.



FHWA PSCs in Rural Communities

https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/FHWA_PSCs_in_Rural_Communities_508.pdf



FHWA Complete Streets Overview

highways.dot.gov/complete-streets



FHWA Complete Streets Funding

highways.dot.gov/complete-streets/make-complete-streets-default-approach



FHWA Rural Road Safety

<https://highways.dot.gov/safety/local-rural/training-tools-guidance-and-countermeasures-locals-practitioners>

- 1 <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488>
- 2 <https://smartgrowthamerica.org/more-than-one-million-households-without-a-car-in-rural-america-need-better-transit/>
- 3 <https://data.census.gov/table?g=010XX43US&tid=ACSST1Y2021.S0802>
- 4 <https://cdan.dot.gov/query>
- 5 <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa14097.pdf>
- 6 <https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads>

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.



U.S. Department of Transportation
Federal Highway Administration



FHWA-SA-24-011

Source: FHWA

Open to reveal how Complete Streets provide people living in and using rural town centers with safer multimodal access to essential destinations for all road users.

40% of crash fatalities occur in rural areas, while only 20% of people live in rural areas in the United States.¹

Over 1,000,000
rural American households
do not have a car.²

13.7%
of households with workers over
the age of 16 have one
or zero vehicles available.³

**Complete Streets improve
connectivity and access for
people walking, biking, and
taking buses.**

27%
of fatalities at intersections
occurred in rural areas
(2017-2021).⁴

**Complete Streets separate
various users in time and
space for safety.**

Roundabouts can reduce total
crashes by up to 68% and
injury crashes by up to

88%
on higher speed two-lane
rural roads.⁵

**Roundabouts reduce conflict
points and vehicle speeds.**

Shoulder rumble strips can
reduce single vehicle run-off-
road fatal and injury crashes
by as much as

51%
on two-lane rural roads.⁶

**Complete Streets use
Proven Safety
Countermeasures to
reduce the risk of
serious crashes.**



Creating a safe, connected, and equitable Complete Streets Network can be an iterative strategy that involves implementing improvements over time.

Source: FHWA