

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 people of all ages and abilities to walk, for people on bicycles and in 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](#)

[Smart Growth America's Best Complete Streets Policies for 2015](#)

[AARP's Livable Communities Guide to Complete Streets](#)

[Smart Growth America's Complete Streets Local Policy Workbook](#) – a guide for local leaders for creating their own policies.

Place-specific

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

[Keene NH](#)

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

[Swansey adopts Complete Streets policy Nov 2015](#)

[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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