Complete Streets are streets for everyone. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities should be able to safely move along and across a complete street. This benefits community health by increasing opportunities to safely bike and walk to destinations such as transit, work and parks. While complete streets look different in every community, below are some common components.

- **Rural Community**
  - Clearly-marked, narrower traffic lanes
  - Well-marked crosswalks accompanied by medians

- **Urban Community**
  - Two-way left turn lane with or without medians
  - Wide, well-lit sidewalks or pathways with seating, shade, and bike parking
  - Bike lanes with an optional buffer

**HAWAI‘I Complete Streets**

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Hawai‘i is the most dangerous state for pedestrians over the age of 65.

Less than 30% of Hawai‘i public school students, grades 6-8, are active for at least 30 minutes per day.

Over 50% of adults in Hawai‘i are overweight or obese.

Shorter crossing distances and two-way left turn lanes reduce the number of pedestrian and motorist crashes.

Protected bike lanes and multi-use paths provide our keiki safer options to walk and bike to school.

Continuous networks of safe sidewalks and bikeways encourage physical activity and improved health.

Local Complete Streets policies are in place in all counties, as well as a statewide Complete Streets law passed in 2009, requiring and supporting on-the-ground implementation.

Look for opportunities in your community to participate in Complete Streets workshops and give input on local demonstration projects.

Learn more and explore the research supporting complete streets at hphi.org/streets.